

Economy, Transport and Environment – Finance and Performance Report – November 2016 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	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	2	5	3	10
Current status last month	1	6	3	10
Year-end prediction (for 2016/17)	0	9	1	10

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2016/17 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (November) £000	Forecast Variance - Outturn (November) %
+11	Executive Director	661	60	8	+46	7
+499	Infrastructure Management & Operations	57,917	-2,316	-7	+476	1
-670	Strategy & Development	13,023	-355	-4	-590	-5
0	External Grants	-9,699	-148	3	0	0
-161	Total	61,902	-2,759	-7	-68	0

The service level budgetary control report for November 2016 can be found in [appendix 1](#).

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

2.2 Significant Issues

There are no new significant issues to report.

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 November 2016.

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)

One of the previously allocated ETE reserves, funding for the new Archives centre, £65k has been reversed as the majority of expenditure will now take place in 2017-18.

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

Safety Schemes

This area is expected to underspend by £80k as work on the scheme A10 Shepreth Melbourn Bypass is now complete and is underspent.

Delivering the Transport Strategy Aims

The final assessment work on Norwood Road, March has commenced with our Partner, Network Rail. The works have been delayed to avoid any disruption on the rail network and to ensure that best value is obtained for all. Due to the complexity of the scheme construction will now begin in 2017/2018 but the assessment period is currently being accelerated through close liaison with Network Rail. Funding through the March Market Town Transport Strategy has been agreed.

Operating the Network - Traffic signal replacement

Due to issues with purchasing of land, a scheme on Cherry Hinton Road (Queen Edith's Way/ Robin Hood junction), £668k worth of expenditure will slip into 2017-18. The scheme is fully funded by S106 developer contributions.

£90m Highways Maintenance

£6m was initially allocated to this area in 2016-17 and spare funding from the previous year was rolled forward into future years. Historically although more work has been programmed than budgeted for the year, for a number of reasons schemes have slipped and expenditure has always been within the agreed budget. This year more schemes are being completed by the Contractor and total expenditure is likely to be nearer £7m. These schemes will therefore be funded by reducing the amount of budget available in future years.

Cambourne Library

Expenditure for this will not occur in 2016-17 as the scheme is yet to be finalised. This is all funded by S106 developer contributions.

Replacement of accrued streetlights with LEDs

This scheme will not take place in 2016-17 as plans have not yet been finalised to achieve the required savings, whilst staff and our contractor focus on completion of the replacement programme.

Cycling schemes

There have been a number of changes affecting the following schemes, which have changed the expected out-turn figures :-

- Yaxley to Farcet

Initially work was planned to commence late summer, but at that point neither of the land deals had completed so it was not possible to start. One of the two land deals has now completed, and the final one looks to be very close to completion. A revised start of works date has been set for 1st March 2017. There has been discussion with local members around an earlier date, but officers have advised against this due to concerns about wet ground conditions, given that the site is currently agricultural in nature. The delayed start date accounts for the reduced spend profile for this year.

- Cherry Hinton High Street

As well as the approved S106 developer funded cycling improvements, additional works were undertaken at the same time to maximise the road closure in place. These works included £170,000 to resurface the carriageway and £240,000 from the City Council to undertake streetscape improvements. All work has now been completed but invoicing for these additional work areas needs to take place, and thus it appears that the scheme is overspent which is not the case.

- Lode to Quy

This community led project has enjoyed strong support and thus objections through the planning process were not anticipated. Some objections were received which meant that a decision had to be made by the Planning Committee thus making for a delayed start and hence a reduced spend profile for this financial year. Planning consent is now in place and land agreements are now being finalised to allow a start and the main bulk of spend in 2017/18.

- A10 Harston

It was originally hoped to be on site in January 2017. A number of unanticipated issues were raised at consultation, for which it seemed prudent to resolve and thus take the scheme through a further round of consultation to ensure a good level of public buy in. This delayed the scheme, impacting on the spend profile for the current year. With scheme approval now in place and detailed design underway, works on site should commence in summer with the majority of spend now planned for 2017/18.

- Bar Hill to Longstanton

Officers have been working with both the A14 Project Team and the Northstowe developers to ensure a solution that fits with the A14 changes near to Bar Hill and the new Northstowe access road that links Northstowe with the B1050 between Bar Hill and Longstanton. This has taken longer than expected and thus the spend profile for 2016/17 has not been achieved.

Ely Crossing

The 2nd Stage Target Cost for this contract is nearing conclusion. Based upon the outline works delivery programme, the completed design costs and early site mobilisation the forecast spend within this financial year has been increased to £6.9m. The total Target Cost Value for the scheme has not been concluded and will therefore be reported in December 2016 update.

Funding

All schemes are funded as presented in the 2016/17 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 Highways & Community Infrastructure (H&CI) indicators for 2016/17. At this stage in the year, we are still reporting pre-2016/17 information for some indicators.

New information for red, amber and green indicators is shown 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 2016/17 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

Road Safety

- Road accident deaths and serious injuries - 12-month rolling total (to August 2016)

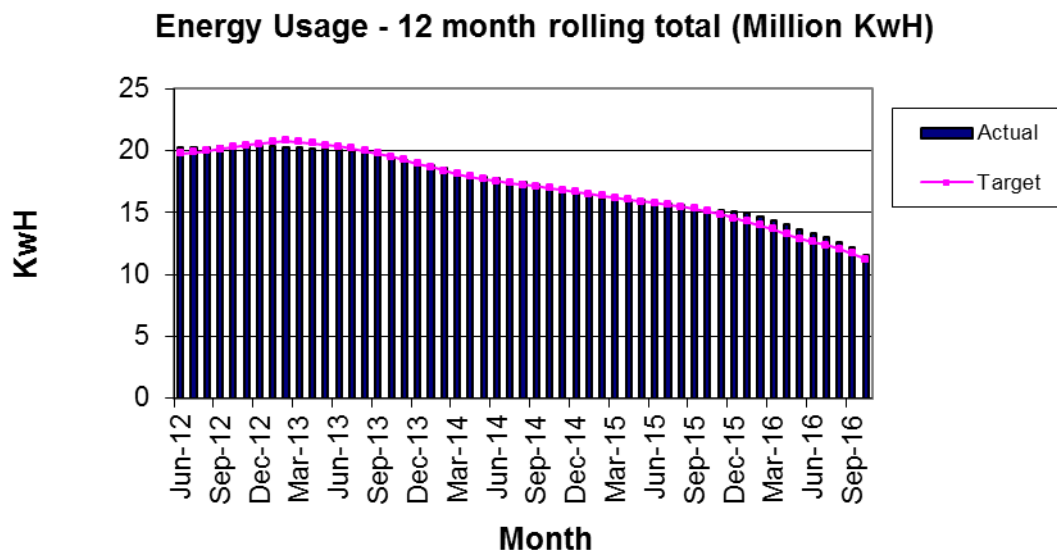
The provisional 12 month total to the end of August is 313, compared with a 2016 year-end target of no more than 276. As can be seen from the graph, the numbers can fluctuate from one month to the next.



Street Lighting

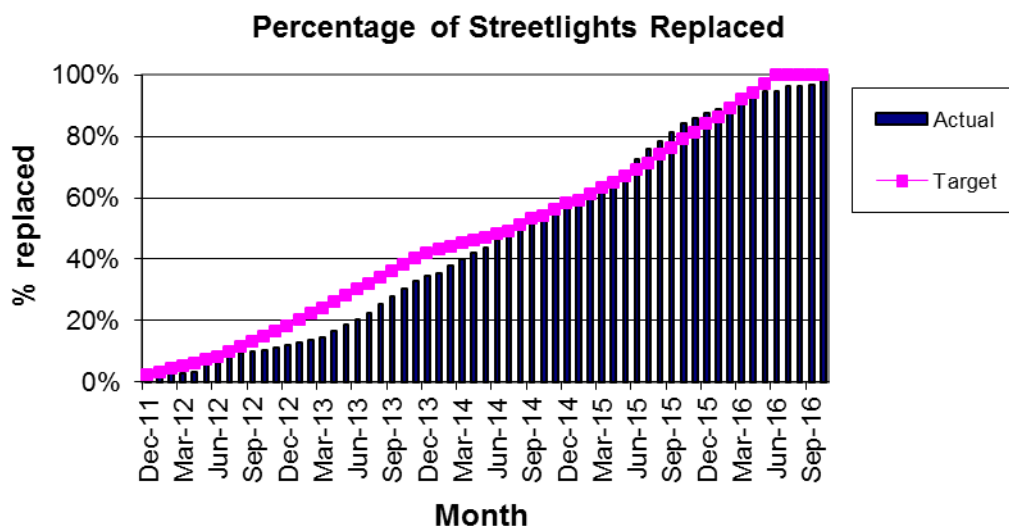
- Energy use by street lights – 12-month rolling total (to October 2016)

Actual energy use to October is 11.62 kWh, now within 3% of the energy target (for the same month) and with the difference expected to close as we move towards the end of the replacement programme.



- Performance against street light replacement programme (at October 2016)
98.4% of the programme has been completed, representing 54,290 street lights.

Whilst the majority of the works have been completed as part of the Core Investment Programme as of the end of June, there are still some replacements/refurbishments outstanding associated with heritage columns and Richardson candles. We now have a revised programme for these additional works and it is scheduled for completion by December 9th.



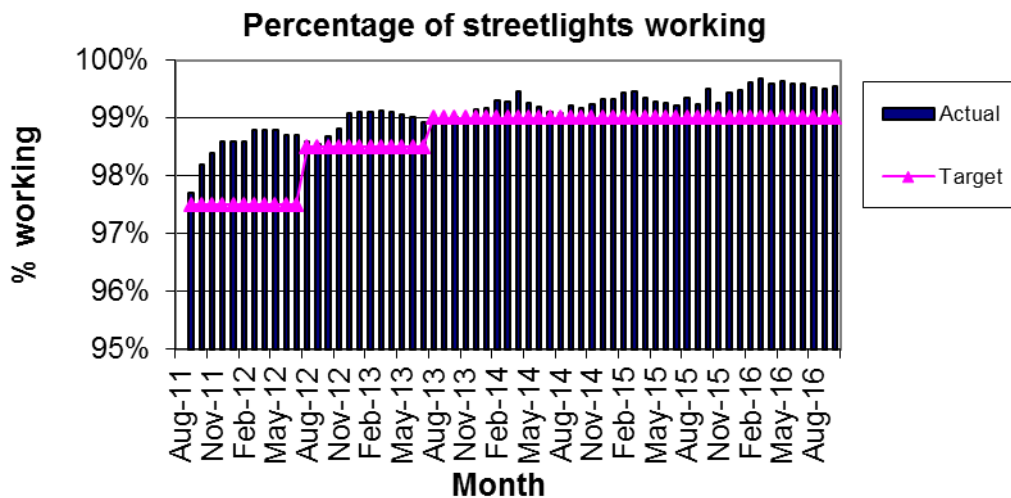
4.4 Green Indicators (new information)

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 October 2016)
The 4-month average (the formal contract definition of the performance indicator) is 99.5% 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 August 2016)
There were 1,637 slight injuries on Cambridgeshire's roads during the 12 months ending August 2016 compared with 1,646 for the same period the previous year.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn October £'000	Service	Current Budget for 2016-17 £'000	Expected to end of November £'000	Actual to end of November £'000	Current Variance £'000 %		Forecast Variance - Outturn November £'000 %	
	Economy, Transport & Environment Services							
+20	Executive Director	232	438	473	+35	+8	+50	+22
-10	Business Support	428	298	323	+25	+8	-5	-1
0	Direct Grants	0	0	0	0	+0	0	25
11	Total Executive Director	661	736	795	+60	+8	+46	+7
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	95	93	-2	-2	-7	-5
+110	Waste Disposal including PFI	34,073	20,822	19,867	-955	-5	+110	+0
	Highways							
+0	- Road Safety	681	431	354	-77	-18	-67	-10
-12	- Traffic Manager	-515	-27	86	+113	-424	+56	-11
+100	- Network Management	1,221	898	1,025	+126	+14	+121	+10
+1	- Local Infrastructure & Streets	3,223	2,428	2,424	-4	-0	+122	+4
+356	- Winter Maintenance	1,448	723	853	+130	+18	+361	+25
+0	- Parking Enforcement	0	-688	-821	-134	+19	+0	+0
-63	- Street Lighting	9,788	5,467	4,324	-1,143	-21	-63	-1
+100	- Asset Management	807	595	814	+218	+37	+100	+12
-4	- Highways other	1,522	175	72	-103	-59	-134	-9
-37	Trading Standards	739	487	478	-9	-2	-61	-8
	Community & Cultural Services							
-50	- Libraries	3,477	2,366	2,033	-333	-14	-43	-1
-31	- Community Resilience	707	365	268	-97	+0	-48	-7
+5	- Archives	382	233	236	+3	+1	+6	+1
+24	- Registrars	-550	-377	-391	-14	+4	+50	-9
+0	- Coroners	769	513	476	-37	-7	-26	-3
0	Direct Grants	-6,872	-3,438	-3,438	0	+0	0	40
+499	Total Infrastructure Management & Operations	51,045	31,069	28,753	-2,316	-7	+476	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	94	91	-3	-4	+0	+0
+0	Transport & Infrastructure Policy & Funding	361	191	222	+31	+16	-6	-2
	Growth & Economy							
-79	- Growth & Development	589	382	231	-151	-40	-60	-10
+4	- County Planning, Minerals & Waste	331	172	167	-5	-3	+6	+2
+0	- Enterprise & Economy	-0	-0	13	+14	+0	+14	-3,872
+0	- Mobilising Local Energy Investment (MLEI)	0	0	0	+0	+0	+0	+0
-319	- Growth & Economy other	550	718	424	-294	-41	-189	-34
+0	Major Infrastructure Delivery	0	231	238	+7	+3	+0	+0
	Passenger Transport							
+198	- Park & Ride	304	335	542	+207	+62	+121	+40
-470	- Concessionary Fares	5,619	3,314	3,123	-190	-6	-470	-8
-4	- Passenger Transport other	2,513	1,681	1,751	+70	+4	-5	-0
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,615	1,151	1,161	+10	+1	+0	+0
+0	- Learning Centres	0	45	-14	-59	+0	+0	+0
+0	- National Careers	0	0	10	+10	+0	+0	+0
0	Direct Grants	-2,827	-1,378	-1,526	-148	+0	0	0
-670	Total Strategy & Development	10,196	6,936	6,433	-503	-7	-590	-6
-161	Total Economy, Transport & Environment Services	61,902	38,740	35,981	-2,759	-7	-68	-0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-327	-165	-165	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-1,346	-1,346	+0	+0	+0	+0
0	- Bus Service Operators Grant	-302	-302	-302	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,435	-1,031	-1,179	-148	+0	+0	+0
+0	Grant Funding Total	-9,699	-4,816	-4,964	-148	3	0	+0

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 2016/17 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
Waste Disposal including PFI	34,073	-955	-5	+110	0
<p>Waste volumes have increased this year, increasing the amount of landfill tax that is payable. This increase is directly related to the increased levels of waste arising (almost 5%) in 2016/17. Similar levels of growth have been seen in other local authorities in the region.</p> <p>No significant streams of third party waste are being accepted at the MBT, due to plant unreliability and the contractor's inability to secure third party waste contracts and generate profit through the waste being treated at Waterbeach.</p> <p>There is a risk of a potential overspend, due to increased levels of residual waste combined with current average MBT performance from previous 12 months. Ongoing trials for alternative modes of operation have shown that high levels of mass loss can be achieved in the MBT, which if sustained for the remainder of the year could result in an underspend. However, there is some uncertainty over actual levels of mass loss achieved over the remainder of the year, as MBT performance remains erratic, due to reliability of composting hall equipment. The potential range of variance is up to plus or minus £500k although any actual variance is likely to be significantly less.</p> <p>The current variance is partly due to outstanding recycling credit payments due to District councils and payments disputed with the contractor in respect of costs in 2015/16.</p>					
Network Management	1,221	+126	+14	+121	+10
The forecast overspend is due to costs for grass cutting being greater than expected.					
Local Infrastructure & Streets	3,223	-4	0	+122	+4
Underspends within ETE are being used to fund one off work on reactive maintenance.					
Winter Maintenance	1,448	+130	+18	+361	+25
<p>The original £650k saving proposal against winter operations was based on the achievement of three changes to the service; leasing the gritting fleet, route optimisation and weather domain forecasting. Leasing of the fleet has already achieved the saving anticipated from this change, with an initial saving of £200k (in 15/16) followed by an on-going maintenance saving of £117k year on year. It was originally estimated that route optimisation and domain forecasting would achieve savings of £288k and £225k respectively. However in practice it has been acknowledged that the routes are already highly efficient, so further route optimisation is unlikely to achieve any savings, whilst domain forecasting is unlikely to achieve a saving of more than £60k per year – due to temperature differences across the county being more marginal than expected.</p> <p>Therefore the estimated saving from those three areas totals £177k. In addition reducing the percentage area of the highway network that we now grit (from 45% to 30%) and therefore the</p>					

number of gritters from 38 to 26, has saved a further £117k. This gives a total saving of £294k, which leaves a shortfall of £356k against the original £650k savings target. This has now been entered as a pressure for 17/18 in the development of the Business Plan.

Street Lighting	9,788	-1,143	-21	-63	-1
------------------------	-------	--------	-----	-----	----

The current variance is due to delays in invoicing for energy charges and also invoicing for the main Street Lighting contract.

Asset Management	807	+218	+37	+100	+12
-------------------------	-----	------	-----	------	-----

The Forecast outturn relates to an overspend on the procurement of the new Highways Contract. This is partly due to the extension of the Competitive Dialogue period & the additional external specialist advice being purchased from Cardiff City Council procurement team to support the process.

Highways other	1,522	-103	-59	-134	-9
-----------------------	-------	------	-----	------	----

The forecast outturn is a mixture of vacancy savings, contract savings and additional income from private works such as dropped kerbs. The Service will look to reinvest this underspend in reactionary maintenance work.

Libraries	3,477	-333	-14	-43	-1
------------------	-------	------	-----	-----	----

The Book fund and IT (due to late delivery of 3rd party invoices) appears under-spent compared to the monthly profile, but will be fully utilised by year end. The forecast underspend is due to vacancy savings.

Growth & Economy Other	550	-294	-41	-189	-34
-----------------------------------	-----	------	-----	------	-----

Highways Development Management are currently overachieving their income target for both Section 38 & Section 106 fees and this overachievement has been shown as a forecast. It is hard to predict exactly when these fees are paid and it is likely that the forecast for these fees will increase or decrease as the year progresses.

Park & Ride	304	+207	+62	+121	+40
------------------------	-----	------	-----	------	-----

The forecast out-turn is due to a number of reasons; less income expected from operator access fees than originally budgeted, purchase of new ticket machines and an overspend on staff overtime.

Concessionary Fares	5,619	-190	-6	-470	-8
----------------------------	-------	------	----	------	----

It is expected the concessionary fares paid to bus operators will be lower than originally forecast based on the last 12 months data. It is hard to judge likely spend in this area as this is affected by seasonal conditions, so the forecast will be reviewed on a regular basis.

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	10,319
Adult Learning & Skills grants	Department of Education	-649
Non-material grants (+/- £30k)		-29
Total Grants 2016/17		9,699

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2016/17.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	59,952	
Allocation of ETE reserves as agreed by GPC	2,015	
Reversal of ETE reserve allocation for Ely Archives	-65	
Non-material virements (+/- £30k)		
Current Budget 2016/17	61,902	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2016 £'000	Movement within Year £'000	Balance at 30th November 2016 £'000	Forecast Balance at 31st March 2017 £'000	Notes
General Reserve					
Service carry-forward	3,386	(1,950)	1,436	0	Account used for all of ETE
Sub total	3,386	(1,950)	1,436	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	250	
Sub total	218	0	218	250	
Other Earmarked Funds					
Deflectograph Consortium	61	0	61	50	Partnership accounts, not solely CCC
Highways Searches	33	0	33	0	
On Street Parking	1,593	0	1,593	1,600	
Bus route enforcement	169	0	169	0	
Highways Commuted Sums	579	(1)	578	600	
Guided Busway Liquidated Damages	2,783	(778)	2,006	1,483	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	38	59	0	
Proceeds of Crime	355	1	356	300	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	(12)	238	225	Partnership accounts, not solely CCC
Fens Workshops	56	0	56	28	Partnership accounts, not solely CCC
Travel to Work	253	0	253	198	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	70	
Olympic Development	2	0	2	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	28	(28)	0	0	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	10	13	23	0	
Other earmarked reserves under £30k - S&D	16	7	24	30	
Sub total	6,617	(758)	5,858	4,919	
Short Term Provision					
Travellers	43	(33)	9	0	
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	712	(33)	679	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	14,525	14,525	0	Account used for all of ETE
Government Grants - S&D	(348)	2,264	1,916	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	10,819	2,356	13,175	10,000	
Other Capital Funding - IMO	1,232	109	1,341	200	
Sub total	11,704	19,253	30,957	10,200	
TOTAL	22,636	16,512	39,148	15,369	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2016/17						TOTAL SCHEME	
Original 2016/17 Budget as per BP	Scheme	Revised Budget for 2016/17	Actual Spend (November)	Forecast Spend - Outturn (November)	Forecast Variance - Outturn (November)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	200	37	200	0	200	0
482	- Local Infrastructure Improvements	709	231	721	12	690	0
594	- Safety Schemes	594	129	515	-79	594	0
345	- Strategy and Scheme Development work	508	161	508	0	508	0
1,988	- Delivering the Transport Strategy Aims	2,487	431	2,716	229	3,132	0
478	- Cambridgeshire Sustainable Transport Improvements	548	116	237	-311	237	0
23	- Air Quality Monitoring	23	13	23	0	23	0
15,461	Operating the Network	16,284	8,897	15,035	-1,249	15,879	0
	Infrastructure Management & Operations Schemes						
6,000	- £90m Highways Maintenance schemes	6,000	6,104	7,008	1,008	90,000	0
0	- Pothole grant funding	973	640	973	0	973	0
60	- Waste Infrastructure	219	153	219	0	5,279	0
2,161	- Archives Centre / Ely Hub	1,799	136	699	-1,100	4,200	0
417	- Community & Cultural Services	797	-309	604	-193	1,540	0
705	- Street Lighting	705	0	0	-705	705	0
	Strategy & Development Schemes						
4,700	- Cycling Schemes	3,488	2,501	3,103	-385	17,598	0
1,336	- Huntingdon - West of Town Centre Link Road	700	1	700	0	9,116	0
14,750	- Ely Crossing	5,500	992	6,918	1,418	36,000	0
0	- Chesterton Busway	0	26	0	0	0	0
2,110	- Guided Busway	500	234	500	0	151,147	0
12,065	- King's Dyke	3,421	123	121	-3,300	13,580	0
500	- Wisbech Access Strategy	672	245	511	-161	1,000	0
	- A14	100	54	100	0	25,200	0
1,439	- Other Schemes	967	565	930	-37	6,710	0
	Other Schemes						
5,600	- Connecting Cambridgeshire	4,860	2,322	3,767	-1,093	30,700	0
85	- Other Schemes	85	0	85	0	680	0
71,699		52,139	23,802	46,193	-5,946	415,691	0
	Capital Programme variations	-10,500		-4,554	5,946		
71,699	Total including Capital Programme variations	41,639	23,802	41,639	0		

Revised Budget

The decrease between the original and revised budget is made up as follows:-

- Carry-forward of funding from 2015/16 due to the re-phasing of schemes which reported as underspending at the end of the 2015/16 financial year.
- The phasing of a number of schemes have been reviewed since the published business plan and this has resulted in a reduction in the required budget in 2016/17, most notably the schemes for Ely Crossing and King's Dyke.
- As previously reported, the Capital Programme Board 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.

2016/17 Forecast Spend

Delivering the Transport Strategy Aims

A number of schemes that were originally budgeted within the 'Cambridgeshire Sustainable Transport Improvements' and 'Operating the Network' lines are now being charged to the 'Delivering the Transport Strategy Aims' line as the schemes are Highway schemes and of a similar nature.

The final assessment work on Norwood Road, March has commenced with our Partner, Network Rail. The works have been delayed to avoid any disruption on the rail network and to ensure that best value is obtained for all. Due to the complexity of the scheme construction will now begin in 2017/2018 but the assessment period is currently being accelerated through close liaison with Network Rail. Funding through the March Market Town Transport Strategy has been agreed.

Safety Schemes

This area is expected to underspend by £80k as work on the scheme A10 Shepreth Melbourn Bypass is now complete and is underspent.

Operating the Network - Traffic signal replacement

Due to issues with purchasing of land, a scheme on Cherry Hinton Road (Queen Edith's Way/ Robin Hood junction), £668k worth of expenditure will slip into 2017-18. The scheme is fully funded by S106 developer contributions.

£90m Highways Maintenance

£6m was initially allocated to this area in 2016-17 and spare funding from the previous year was rolled forward into future years. Historically although more work has been programmed than budgeted for the year, for a number of reasons schemes have slipped and expenditure has always been within the agreed budget. This year more schemes are being completed by the Contractor and total expenditure is likely to be nearer £7m. These schemes will therefore be funded by reducing the amount of budget available in future years.

Cambourne Library

Expenditure for this will not occur in 2016-17 as the scheme is yet to be finalised. This is all funded by S106 developer funding.

Replacement of accrued streetlights with LEDs

This scheme will not take place in 2016-17 as plans have not yet been finalised to achieve the required savings, as staff and contractor focus on completing the replacement programme.

Cycling schemes

There have been a number of changes affecting the following schemes, which have changed the expected out-turn figures :-

- Yaxley to Farcet

Initially work was planned to commence late summer, but at that point neither of the land deals had completed so it was not possible to start. One of the two land deals has now completed, and the final one looks to be very close to completion. A revised start of works date has been set for 1st March 2017. There has been discussion with local members around an earlier date, but officers have advised against this due to

concerns about wet ground conditions, given that the site is currently agricultural in nature. The delayed start date accounts for the reduced spend profile for this year.

- **Cherry Hinton High Street**

As well as the approved S106 developer funded cycling improvements, additional works were undertaken at the same time to maximise the road closure in place. These works included £170,000 to resurface the carriageway and £240,000 from the City Council to undertake streetscape improvements. All work has now been completed but invoicing for these additional work areas needs to take place, and thus it appears that the scheme is overspent which is not the case.

- **Lode to Quy**

This community led project has enjoyed strong support and thus objections through the planning process were not anticipated. Some objections were received which meant that a decision had to be made by the Planning Committee thus making for a delayed start and hence a reduced spend profile for this financial year. Planning consent is now in place and land agreements are now being finalised to allow a start and the main bulk of spend in 2017/18.

- **A10 Harston**

It was originally hoped to be on site in January 2017. A number of unanticipated issues were raised at consultation, for which it seemed prudent to resolve and thus take the scheme through a further round of consultation to ensure a good level of public buy in. This delayed the scheme, impacting on the spend profile for the current year. With scheme approval now in place and detailed design underway, works on site should commence in summer with the majority of spend now planned for 2017/18.

- **Bar Hill to Longstanton**

Officers have been working with both the A14 Project Team and the Northstowe developers to ensure a solution that fits with the A14 changes near to Bar Hill and the new Northstowe access road that links Northstowe with the B1050 between Bar Hill and Longstanton. This has taken longer than expected and thus the spend profile for 2016/17 has not been achieved.

Ely Crossing

The 2nd Stage Target Cost for this contract is nearing conclusion. Based upon the outline works delivery programme, the completed design costs and early site mobilisation the forecast spend within this financial year has been increased to £6.9m. The total Target Cost Value for the scheme has not been concluded and will therefore be reported in December 2016 update.

Archives Centre

The majority of spend for this scheme is now likely to occur next financial year.

Connecting Cambridgeshire

This scheme is likely to be extended within the existing funding. The rollout contract with BT includes a “claw-back” provision which requires BT to reinvest any surplus profits into further broadband rollout if take-up exceeds the original forecast.

Although the current Superfast coverage exceeds that in many surrounding counties and is amongst the highest nationally, the heavy reliance on and high take up of Superfast broadband services amongst businesses and residents in Cambridgeshire means there is significant pressure to provide service for the “final 5%”, (approximately 18,000 premises) which are not covered in current rollout plans.

Whilst it is unrealistic to target 100% of premises with Superfast broadband, it is possible to significantly reduce the “final 5%” with a third rollout phase.

King’s Dyke

Planning permission has been granted and the tender package prepared. Agreeing arrangements for access to private land for ground investigation surveys is continuing to cause delay the completion of the works information. Given the amount of earthworks within the scheme, this is critical information for contractors to inform the tendered price, eliminate risk and provide greater cost certainty. Officers are continuing to work with the legal team and the land owner to agree access arrangements if possible, before taking legal action to gain entry. This has impacted on the programme and the key stages along with earliest expected dates for delivery are shown below. Options to mitigate programme impact are being considered and will be discussed at the Project Board.

Stage	Target Date
Planning application submitted	December 2015
Application determined	March 2016
Procurement and contract document preparation (Other than G.I)	November 2016
Publish Orders/objection period	December 2016
Agree Ground investigation access, complete survey and analysis report	December 2016
Tender issued	January 2017
Tender return	April 2017
Works package award approved by E and E Committee	June 2017
Detailed design	September 2017
Site mobilisation and construction	September/November 2017
Scheme open	September/November 2018

Meeting key stages is dependent on land access and acquisition, concluding agreements with Network Rail and agreeing a contractor’s programme. Any objection to Compulsory Purchase Orders may add a year into the programme. Similarly Network Rail agreements may add to the programme, but on-going liaison with Network Rail is aiming to mitigate this risk.

Spend for this scheme is now likely to occur next year due to land access and legal issues with the land owner.

Key changes to the programme are reported to the Project Board which meets every 2-3 months.

Capital Funding

2016/17				
Original 2016/17 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2016/17 £'000	Forecast Spend - Outturn (November) £'000	Forecast Funding Variance - Outturn (November) £'000
17,781	Local Transport Plan	17,789	17,710	-79
2,682	Other DfT Grant funding	2,908	2,908	0
17,401	Other Grants	9,593	7,550	-2,043
5,691	Developer Contributions	5,777	3,673	-2,104
18,155	Prudential Borrowing	12,705	10,765	-1,940
9,989	Other Contributions	3,367	3,587	220
71,699		52,139	46,193	-5,946
	Capital Programme variations	-10,500	-4,554	5,946
71,699	Total including Capital Programme variations	41,639	41,639	0

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	-3.6	This reflects slippage or rephasing of the 2015/16 capital programme to be delivered in 2016/17 which was reported in November 16 and approved by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-16.4	Rephasing of grant funding for Ely Crossing (£4.75m) & King's Dyke (£11.3m), costs to be incurred in 2017/18
Revised Phasing (Section 106 & CIL)	-1.4	Rephasing of Cambridge Cycling Infrastructure (£0.7m) & Huntingdon West of Town Centre (£0.6m), costs to be incurred in 2017/18
Revised Phasing (Prudential Borrowing)	-1.9	Revised phasing of Guided Busway spend, Connecting Cambridgeshire and the Archives centre.
Revised Phasing (DfT Grant)	-0.8	Revised phasing of Cycling City Ambition Fund

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

a) Highways & Community Infrastructure

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 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-Sep-2016	411,245	417,000	A	A	<p>The figure to the end of September is 411,245, an increase of over 2,800 since the end of June.</p> <p>The CALM electronic archiving system is now largely stabilised on the new server so the team are able to put more data on. The year-end target of 417,000 is now looking achievable.</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	↑	2014/15	21.9%	24.2%	A	A	<p>The indicator is measured by a survey undertaken by Sport England. Sport England has revised some of its figures as they spotted an inconsistency in their data. The previously reported baseline figures for 2013/14 were: Cambridgeshire = 27.2% and Fenland & East Cambridgeshire (combined) = 22.7%.</p> <p>The revised 2013/14 figures published by Sport England are: Cambridgeshire = 26.2% and Fenland & East Cambridgeshire combined = 21.3%.</p> <p>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</p>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									participation rate in Fenland and East Cambridgeshire (combined) to 26.2%. The 2014/15 figure has improved slightly to 21.9%, but is slightly off track.
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								
	Number of visitors to libraries/community hubs - year-to-date	High	↓	To 30-Sep-2016	1,183,257	2.4 million	A	A	Figures to the end of September show that there were 1.18 million physical visits to libraries/community hubs which is just below target. With the rise of eBooks, and a reduction in opening hours at the larger libraries, it may be that fewer people are visiting libraries, or not visiting as frequently as they did. Open+ (a self-service library with automated access by library card) has re-introduced hours at St. Ives from August.
	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-Sep-2016	1,395,518	Contextual		Figures to the end of September show that there were 1.4 million item loans compared with 1.5 million for the same period last year.	
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	↔	2015/16	2%	3%	G	A	Final results indicate that maintenance should be considered on 2% of the County's principal road network. This is the same as the 2014/15 figure and better than the Council's 2015/16 target of 3%.

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Classified road condition - narrowing the gap between Fenland and other areas of the County	Low	↑	2015/16	2.88% gap	2% gap	R	A	<p>There was a gap of 2.9% between Fenland and other areas of the County during 2015/16. The gap has narrowed slightly from the 2014/15 level of 3%, but it is above (worse than) the target of 2%.</p> <p>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.</p> <p>Targets are based on the Highways Infrastructure Asset Management Plan (HIAMP) highway condition model outputs based on current and forecast funding levels.</p>
	Non-principal roads where maintenance should be considered	Low	↔	2015/16	6%	8%	G	A	<p>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 2014/15 and the Council's 2015/16 target.</p>
	Unclassified roads where structural maintenance should be considered	Low	↓	2015/16	33%	Contextual			<p>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.</p>
Road Safety									

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 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-Aug-2016	313	<276	R	A	The provisional 12 month total to the end of August is 313, compared with a 2016 year-end target of no more than 276. As can be seen from the graph, the numbers can fluctuate from one month to the next.
	Slight casualties - 12-month rolling total	Low	↔	To 31-Aug-2016	1637	Contextual			There were 1,637 slight injuries on Cambridgeshire's roads during the 12 months ending August 2016 compared with 1,646 for the same period the previous year.
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-Sep-2016	£139,510	Contextual			£7,930 was saved as a result of our intervention in four rogue trading incidents during the second quarter of 2016/17. The annual average based on available data since April 2014 is £139,510. 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 31-Oct-2016	99.5%	99%	G	G	The 4-month average (the formal contract definition of the performance

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									indicator) is 99.5% this month, and remains above the 99% target.
	Energy use by street lights – 12-month rolling total	Low	↑	To 31-Oct-2016	11.62 million Kwh	11.04 million Kwh	A	A	Actual energy use to October is 11.62 Kwh, now within 3% of the energy target (for the same month) and with the difference expected to close as we move towards the end of the replacement programme.
	Performance against street light replacement programme	High	↔	At 31-Oct-2016	98.4%	100%	A	A	98.4% of the programme has been completed, representing 54,290 street lights. Whilst the majority of the works have been completed as part of the Core Investment Programme as of the end of June, there are still some replacements/refurbishments outstanding associated with heritage columns and Richardson candles. We now have a revised programme for these additional works and it is scheduled for completion by December 9 th .
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-Aug-2016	27.8%	Contextual			During the 12-months ending August 2016, 27.8% of municipal waste was landfilled. The 12-month total for the amount of municipal waste landfilled has increased by 6.4% since 2015/16