

Economy, Transport & Environment Services**Finance and Performance Report – November 2017 for Economy & Environment 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	3	8	12
Year-end prediction (for 2017/18)	0	5	7	12

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 November £000	Forecast Variance - Outturn November %
+206	Executive Director	227	20	4	+207	91
+492	Infrastructure Management & Operations	58,543	-3,116	-9	+552	1
-704	Strategy & Development	9,881	37	1	-740	-7
0	External Grants	-28,228	0	0	0	0
-6	Total	40,423	-3,059	-8	19	0

The service level budgetary control report for November 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 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 November 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 no items above the de minimis reporting limit recorded in November 2017.

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 Cambridgeshire Archives

When last assessed it was assumed that a third of the construction work would be delivered in 2017/18. The latest schedule received from Coulsons indicates that all construction work will now start in May 2018, therefore £3.778 M of the £3.817 M capital budget will be required in 2018/19. 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 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) Economy & Environment

No new information this month.

b) ETE Operational Indicators

No new information this month.

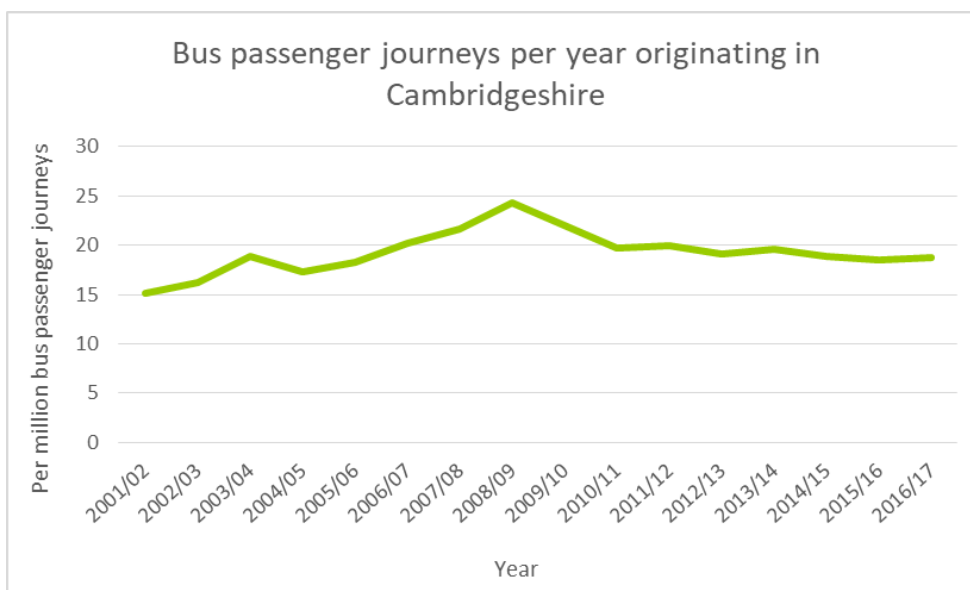
4.3 Amber indicators (new information)

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

a) Economy & Environment

Passenger Transport

- Local bus passenger journeys originating in the local authority area (to 2016/2017)
There were over 18.7 million bus passenger journeys originating in Cambridgeshire in 2016-7. This represents an increase of almost 2% from 2015-6; this growth can probably be attributed to the continued increase in passenger journeys on the guided busway. As predicted last year the target of 19 million bus passenger journeys was not achieved, but it still is anticipated that there is a chance of growth in the future through the City Deal and if so, this will take place in 2017-8 at the earliest.



b) ETE Operational Indicators

No new information this month

4.4 Green Indicators (new information)

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

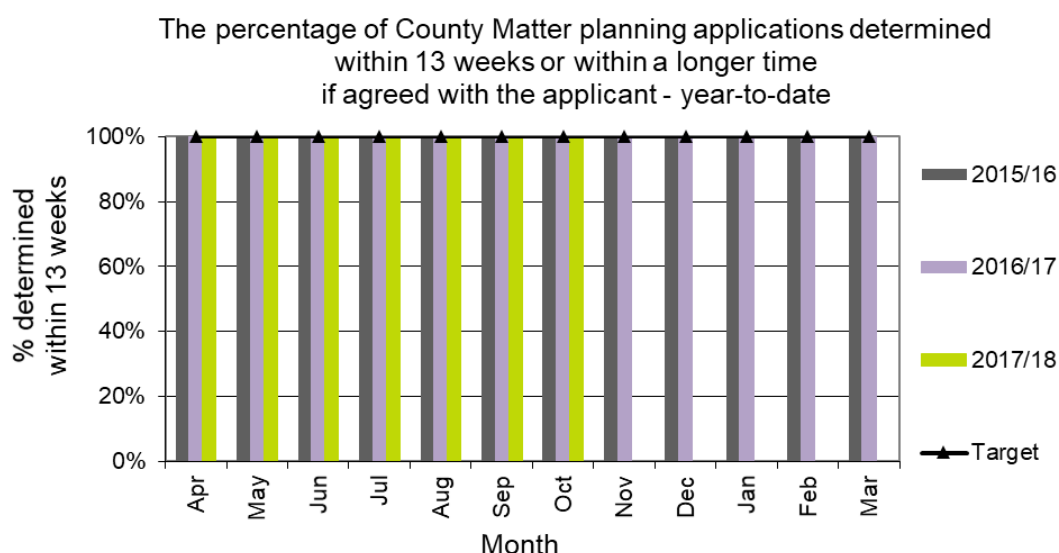
a) Economy & Environment

Planning applications

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant - year-to-date (to October 2017)

Six County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.

There were four other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). Both applications were determined on time.



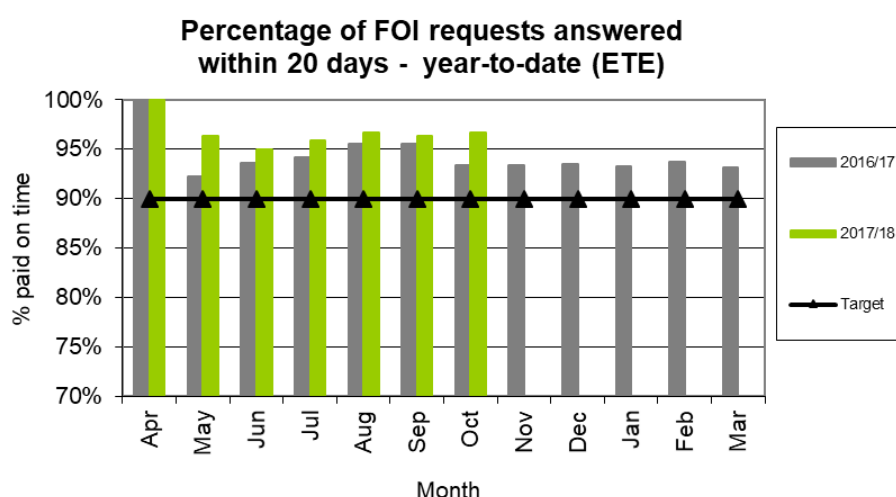
c) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (October 2017)

17 Freedom of Information requests were received during October 2017. Provisional figures show that all 17 (100%) of these were responded to on time.

152 Freedom of Information requests have been received since April 2017 and 96.7% of these have been responded to on-time. This compares with 93.4% (out of 198) and 98.5% (out of 196) for the same period last year and the year before.



Complaints and representations – response rate

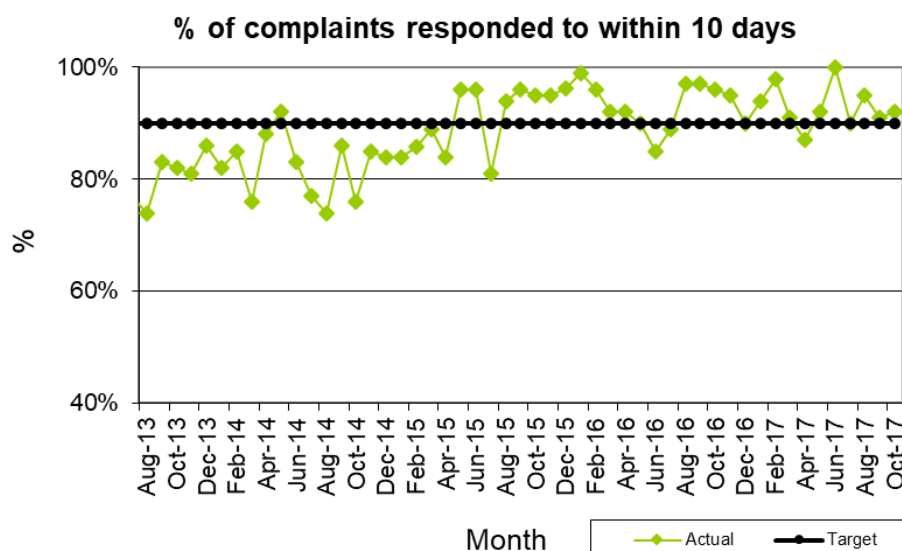
- Percentage of complaints responded to within 10 days (October 2017)

61 complaints were received in October 2017. 55 (92%) of these were responded to within 10 working days.

43 complaints were for Infrastructure Management & Operations and 37 (88%), were responded to on time.

18 complaints were for Strategy & Development and 18 (100%), were responded to within 10 working days.

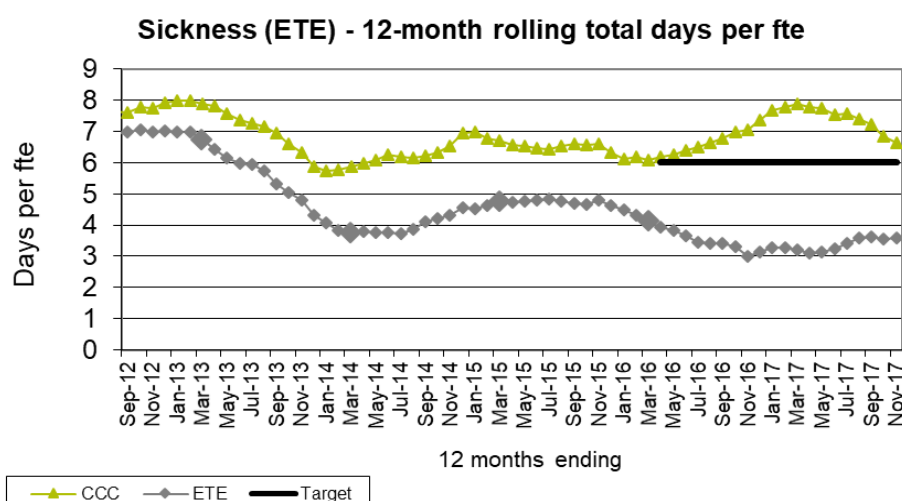
The year-to-date figure is currently 92%.



Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to November 2017)

The 12-month rolling average has risen slightly to 3.6 days per full time equivalent (f.t.e.) and is below (better than) the 6 day target.



During November the total number of absence days within Economy, Transport & Environment was 150 days based on 535 staff (f.t.e) working within the Service. The breakdown of absence shows that 110 days were short-term sickness and 40 days long-term sickness.

4.5 Contextual indicators (new information)

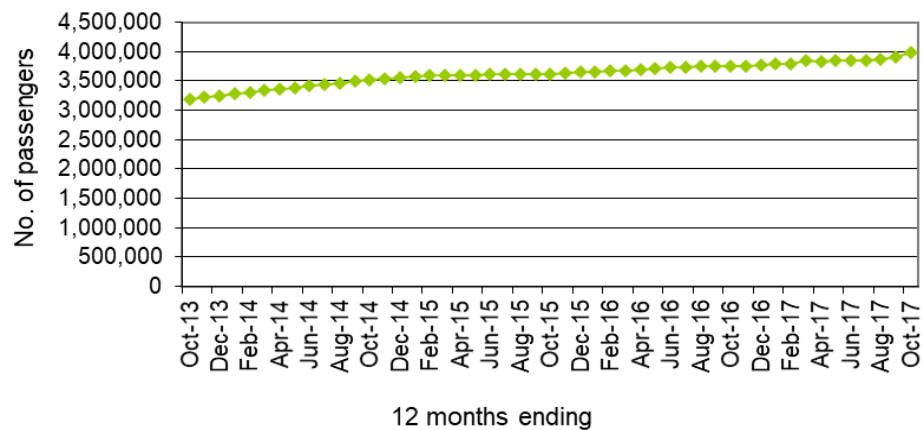
a) Economy & Environment

Passenger Transport

• Guided Busway passenger numbers (October 2017)

The Guided Busway carried 393,512 passengers in October. There have now been over 21.3 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.97 million.

Guided Busway passengers: 12-month rolling total



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn October	Service	Current Budget for 2017-18	Expected to end of November	Actual to end of November	Current Variance		Forecast Variance - Outturn November	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	Economy, Transport & Environment Services							
+206	Executive Director	-41	398	421	+23	+6	+206	-502
+0	Business Support	268	169	167	-2	-1	+0	+0
0	Direct Grants	-21,673	0	0	+0	+0	+0	0
+206	Total Executive Director	-21,446	567	587	+20	+4	+207	-1
	Directorate of Infrastructure Management & Operations							
-4	Director of Infrastructure Management & Operations	144	96	84	-12	-12	-4	-3
+1,628	Waste Disposal including PFI	34,080	19,007	17,951	-1,056	-6	+1,604	+5
	Highways							
-5	- Road Safety	332	251	250	-1	-0	+0	+0
-129	- Traffic Management	1,384	1,029	822	-207	-20	-124	-9
-107	- Highways Maintenance	6,737	4,324	4,151	-173	-4	-0	-0
+1	- Permitting	-1,333	-673	-835	-162	+24	-9	+1
+0	- Winter Maintenance	1,975	1,091	1,132	+41	+0	+0	+0
-240	- Parking Enforcement	0	-595	-1,563	-968	+163	-240	+0
-384	- Street Lighting	9,505	5,376	4,891	-486	-9	-368	-4
-43	- Asset Management	578	592	540	-53	-9	-45	-8
-304	- Highways other	487	399	436	+37	+9	-358	-73
+0	Trading Standards	706	347	325	-22	-6	+0	+0
	Community & Cultural Services							
-92	- Libraries	3,361	1,978	1,835	-143	-7	-84	-3
+6	- Archives	347	242	178	-64	-26	+0	+0
+36	- Registrars	-541	-336	-350	-14	+4	+45	-8
+129	- Coroners	780	489	656	+167	+34	+135	+17
0	Direct Grants	-6,555	-3,278	-3,278	0	+0	0	34
+492	Total Infrastructure Management & Operations	51,988	30,340	27,224	-3,116	-10	+552	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	95	88	-6	-6	+0	+0
+0	Transport & Infrastructure Policy & Funding	297	65	192	+128	+197	+9	+3
	Growth & Economy							
-62	- Growth & Development	549	358	259	-99	-28	-83	-15
-0	- County Planning, Minerals & Waste	304	91	75	-17	-18	+0	+0
+0	- Historic Environment	53	74	108	+34	+46	+0	+0
-0	- Flood Risk Management	442	262	219	-43	-16	-0	-0
-250	- Highways Development Management	0	93	-109	-202	-217	-250	+0
-26	- Growth & Economy other	165	232	253	+21	+9	-47	-29
+0	Major Infrastructure Delivery	0	362	362	-0	-0	+0	+0
	Passenger Transport							
+59	- Park & Ride	193	536	786	+250	+47	+65	+34
-400	- Concessionary Fares	5,393	3,191	3,066	-124	-4	-408	-8
-26	- Passenger Transport other	2,342	1,230	1,326	+96	+8	-26	-1
0	Direct Grants	0	0	0	0	+0	+0	0
-704	Total Strategy & Development	9,881	6,589	6,626	37	+1	-740	-7
-6	Total Economy, Transport & Environment Services	40,423	37,496	34,437	-3,059	-8	+19	+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	+23	+6	+206	-502
<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	-1,056	-6	+1,604	+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 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	-207	-20	-124	-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	-968	+163	-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	-486	-9	-368	-4
We are currently forecasting the Street Lighting budget to be £368k 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. An element of this forecast outturn is also due to project synergy savings which have now been realised in this financial year.					
Highways other	487	+37	+9	-358	-73
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	+167	+34	+135	+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	-202	-217	-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	-124	-4	-408	-8
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

Reconciliation List for Personal Accounts for ETE Services as at 30th November 2017					
Fund Description	Balance at 31st March 2017 £'000	Movement within Year £'000	Balance at 30th November 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	(117)	0	0	
Streetworks Permit scheme	98	0	98	0	
Highways Commuted Sums	620	3	622	620	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	444	444	562	This is being used to meet legal costs if required.
Guided Busway Liquidated Damages	1,523	(608)	915	300	
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	2	38	0	
Other earmarked reserves under £30k - S&D	(188)	(1)	(189)	0	
Sub total	5,989	(78)	5,911	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	13,731	14,517	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(2,031)	3,757	5,000	
Other Capital Funding - IMO	699	135	834	200	
Sub total	7,274	36,036	43,309	5,200	
TOTAL	16,379	33,729	50,108	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 (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						
200	- Major Scheme Development & Delivery	200	87	200	0	200	0
682	- Local Infrastructure Improvements	944	370	927	-17	863	0
594	- Safety Schemes	594	-18	594	0	594	0
345	- Strategy and Scheme Development work	601	495	601	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,501	928	3,811	-690	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	Operating the Network	16,255	7,550	16,156	-99	16,248	0
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	2,321	6,140	140	90,000	0
0	- Pothole grant funding	1,155	672	1,155	0	1,155	0
395	- Waste Infrastructure	395	7	395	0	5,120	0
2,060	- Cambridgeshire Archives	1,975	23	39	-1,936	5,180	0
284	- Community & Cultural Services	1,993	78	1,493	-500	3,042	0
0	- Street Lighting	736	0	736	0	736	0
0	- National Productivity Fund	2,890	688	2,890	0	2,890	0
0	- Challenge Fund	4,583	211	4,583	0	6,250	0
0	- Safer Roads Fund	1,175	51	1,175	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	5,149	1,923	2,212	-2,937	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	3	665	-845	9,116	0
25,000	- Ely Crossing	25,891	12,871	25,891	0	36,000	0
0	- Chesterton Busway	200	226	196	-4	200	0
1,370	- Guided Busway	1,200	59	1,200	0	148,886	0
11,667	- King's Dyke	6,000	168	6,000	0	13,580	0
0	- Wisbech Access Strategy	330	288	330	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	3	1,000	0	1,000	0
100	- A14	142	105	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
	Combined Authority Schemes	55	55	55	0	55	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		90,664	29,457	80,409	-10,255	434,824	0
-9,664	Capital Programme variations	-14,742		-4,487	10,255		
66,263	Total including Capital Programme variations	75,922	29,457	75,922	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

When last assessed it was assumed that a third of the construction work would be delivered in 2017/18. The latest schedule received from the Contractor indicates that all construction work will now start in May 2018, therefore £3.778m of the £3.817m capital budget will be required in 2018/19. 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, buildability issues arising from the complex V piers and additional temporary works resulting from poor and variable ground conditions. These will increase the outturn cost of the scheme significantly and are currently being considered with the contractor to minimise the impact on the project and to reduce the cost impact.

The completion date is likely to be Autumn 2018. CCC are working with the contractor to identify options to mitigate against delay and minimise costs. A number of value engineering opportunities are also being explored.

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.

Huntingdon – West of Town Centre Link Road

The outturn for the scheme has reduced to £665,000 from £1,510,000, this is due to land cost claims which have not been resolved as anticipated and it is now expected these claims will be resolved in 2018/19.

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 – The scheme is nunder construction and approaching the end of the 18 week programme. It is on track to achieve the spend forecast of £1,030,000 for the year, with works to have been substantially completed by Christmas.

Huntingdon Road – Construction work commenced 18th September. It is now nearing the end of the 10 week programme. It consists of a Citybound raised lane, and planed out and resurfaced lane towards Girton. It is on track to achieve spend forecast of £345,000 for the year.

Trumpington Road – This scheme was recently completed. The spend was slightly over the original forecast of £480,000 for the year due to more extensive than anticipated works associated with gas main.

Quy to Lode – Scheme under construction, and due to complete early December. It consists of a 2km new village link and is 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 (November) £'000	Forecast Funding Variance - Outturn (November) £'000
17,991	Local Transport Plan	17,815	17,009	-806
2,483	Other DfT Grant funding	21,965	19,908	-2,057
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	6,418	5,538	-880
18,992	Prudential Borrowing	23,768	19,845	-3,923
12,403	Other Contributions	10,331	7,742	-2,589
75,927		90,664	80,409	-10,255
-9,664	Capital Programme variations	-14,742	-4,487	10,255
66,263	Total including Capital Programme variations	75,922	75,922	0

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).

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.

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

a) Economy & Environment

Economy & Environment									
Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 31 July 2017	46.79%	Contextual		Figures to the end of July 2017 show that the average take-up in the intervention area has increased from 35.6% in June 2016 to 46.79%.	
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 30 September 2016	95.48%	95.2% by June 2017	G	G	Figures have risen to 95.48 as at the end of September 2017. The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.
Economic Development									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↓	To 30 June 2017	78.5%	80.9% to 81.5%	A	A	The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS). The 12-month rolling average is 78.5%, which although it has decreased slightly from the last quarterly rolling average, is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.4% and the Eastern regional figure of 77.0%. 78.7% are employed full time and 21.3% are employed part time. 12.2% of employed 16-64 year old Cambridgeshire residents are self-employed and 66.4% are employees.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↓	November 2016	10.8%:4.8% Ratio of most deprived areas (Top 10%) to all other areas Gap of 6.0 percentage points	Gap of <=6.0 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	The 2016/17 target of <=11.5% is for the most deprived areas (top 10%). Latest figures published by the Department for Work and Pensions show that, in August 2016, 10.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 4.8% of those living elsewhere in Cambridgeshire. The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of <=6.5 percentage points.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↑	To 30 September 2016	+12,600 (provisional)	+3,500	G	G	The latest provisional figures from the Business Register and Employment Survey (BRES) show that 12,600 additional jobs were created between September 2015 and September 2016 compared with an increase of 6,300 for the same period in the previous year. This means that the 2016/17 target of +3,500 additional jobs has been achieved. This information is usually published late September/early October each year, for the previous year, by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.
Passenger Transport									

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 Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	To 31 October 2017	393,512		Contextual		The Guided Busway carried 393,512 passengers in October. There have now been over 21.3 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.97 million.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↑	2016/17	Approx. 18.7 million	19 million	A	A	There were over 18.7 million bus passenger journeys originating in Cambridgeshire in 2016-7. This represents an increase of almost 2% from 2015-6; this growth can probably be attributed to the continued increase in passenger journeys on the guided busway. As predicted last year the target of 19 million bus passenger journeys was not achieved, but it still is anticipated that there is a chance of growth in the future through the City Deal and if so, this will take place in 2017-8 at the earliest.
Planning applications									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	To 30 November 2017	100%	100%	G	G	Ten County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year. There were five other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). Both applications were determined on time.
Traffic and Travel									

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
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								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015. Overall growth from the 2004-2005 average baseline is 62.5 percent which is better than the Council's target of 46%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↑	October 2014	Fenland = 81.1% Other excluding Cambridge = 89.4%	Fenland = 86.3%	A	A	Latest figures published by the Department for Transport show that in 2014/15, 81.1% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2013/14, which is disappointing, although, because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant. Excluding Cambridge, the latest figure for the rest of the County is 89.4%. The gap of 8.3 percentage points is only slightly less than the 2012/13 baseline gap of 8.7 percentage points. A large number of schemes have been undertaken across most parishes in Fenland to further promote cycling and walking including new cycle routes, new footways, large maintenance schemes, general improvements and whole town centre redesigns. During 2015/2016 Cambridgeshire was awarded funding from the Government for a project in Wisbech from the Local Sustainable Transport Fund (LSTF). The project included Sustrans undertaking cycling work with schools and the County Council Travel to Work Unit working with employers in

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>Wisbech to encourage more sustainable travel for commuting.</p> <p>In addition to this, the Cycling Projects team regularly work with Fenland District Council and their Transport team to undertake surveys and audits with the Transport Strategy Team helping to determine some of the improvement schemes.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The average journey time per mile during the morning peak on the most congested routes	Low	↓	September 2015 to August 2016	4 minutes 52 seconds	4 minutes	R	A	<p>At 4.52 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is better than the previous year's figure of 4.87 minutes.</p> <p>The target for 2017/18 is to reduce this to 4 minutes per mile.</p>

c) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
ETE Operational Indicators									
Monthly	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of Freedom of Information requests answered within 20 days	High	↑	To 31 October 2017	100%	90%	G	G	17 Freedom of Information requests were received during October 2017. Provisional figures show that all 17 (100%) of these were responded to on time. 152 Freedom of Information requests have been received since April 2017 and 96.7% of these have been responded to on-time. This compares with 93.4% (out of 198) and 98.5% (out of 196) for the same period last year and the year before.
	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of complaints responded to within 10 days	High	↑	To 31 October 2017	92%	90%	G	G	61 complaints were received in October 2017. 55 (92%) of these were responded to within 10 working days. 43 complaints were for Infrastructure Management & Operations and 37 (88%), were responded to on time. 18 complaints were for Strategy & Development and 18 (100%), were responded to within 10 working days. The year-to-date figure is currently 92%.
Operating Model enabler: Having Councillors and officers who are equipped for the future									

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↔	To 30 November 2017	3.6 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average has risen slightly to 3.6 days per full time equivalent (f.t.e.) and is below (better than) the 6 day target.</p> <p>During November the total number of absence days within Economy, Transport & Environment was 150 days based on 535 staff (f.t.e) working within the Service. The breakdown of absence shows that 110 days were short-term sickness and 40 days long-term sickness.</p>