

**Economy, Transport & Environment Services (ETE)****Finance and Performance Report – July 2017 for Economy & Environment Committee****1. SUMMARY****1.1 Finance**

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	3	9	14
Year-end prediction (for 2017/18)	1	6	7	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 (July) £000	Forecast Variance - Outturn (July) %
0	Executive Director	227	12	5	0	0
+541	Infrastructure Management & Operations	58,067	-1,343	-10	+554	1
-425	Strategy & Development	12,063	-170	-5	-376	-3
0	External Grants	-31,973	17	0	0	0
<b>+116</b>	<b>Total</b>	<b>38,384</b>	<b>-1,484</b>	<b>-9</b>	<b>+177</b>	<b>0</b>

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

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

**2.2 Significant Issues****Waste Private Finance Initiative (PFI) Contract**

We are currently forecasting the Waste PFI budget to be around £1.0m overspent.

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

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

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

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

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

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

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

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

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

Waste demography approved by GPC 25<sup>th</sup> July 2017 £170,000

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

### **3. BALANCE SHEET**

#### **3.1 Reserves**

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

#### **3.2 Capital Expenditure and Funding**

##### Expenditure

##### **Department for Transport (DfT) Challenge Fund**

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

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

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

##### Funding

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

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

## **4. PERFORMANCE**

### **4.1 Introduction**

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

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

### **4.2 Red Indicators (new information)**

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

#### **a) Economy & Environment**

No new information.

#### **b) ETE Operational Indicators**

No new information.

### **4.3 Amber indicators (new information)**

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

#### **a) Economy & Environment**

No new information.

#### **b) ETE Operational Indicators**

No new information.

### **4.4 Green Indicators (new information)**

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

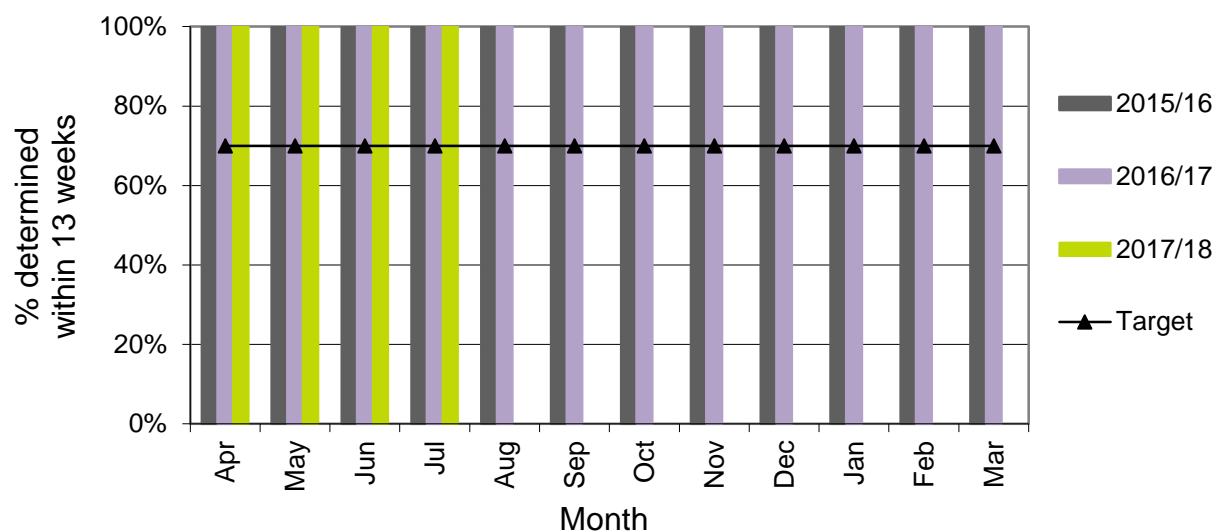
#### **a) Economy & Environment**

##### **Planning Applications**

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant  
6 County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year (April-July).

There were three other application excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments. All were determined on time.

County Council planning applications determined within 13 weeks - year-to-date



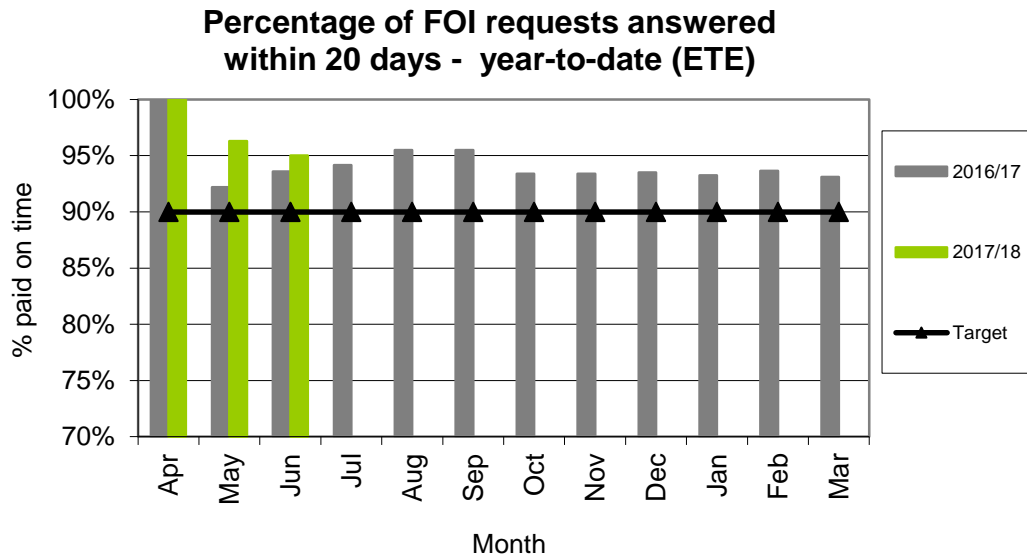
## b) ETE Operational Indicators

### Freedom of Information (FOI) requests

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

20 Freedom of Information requests were received during June 2017. Provisional figures show that 95% were responded to on time.

73 Freedom of Information requests were received since April 2017 and 97% of these have been responded to on time. This compares with 95% (out of 77) and 99% (out of 86) for the same period last year and the year before.



### Complaints and representations- response rate

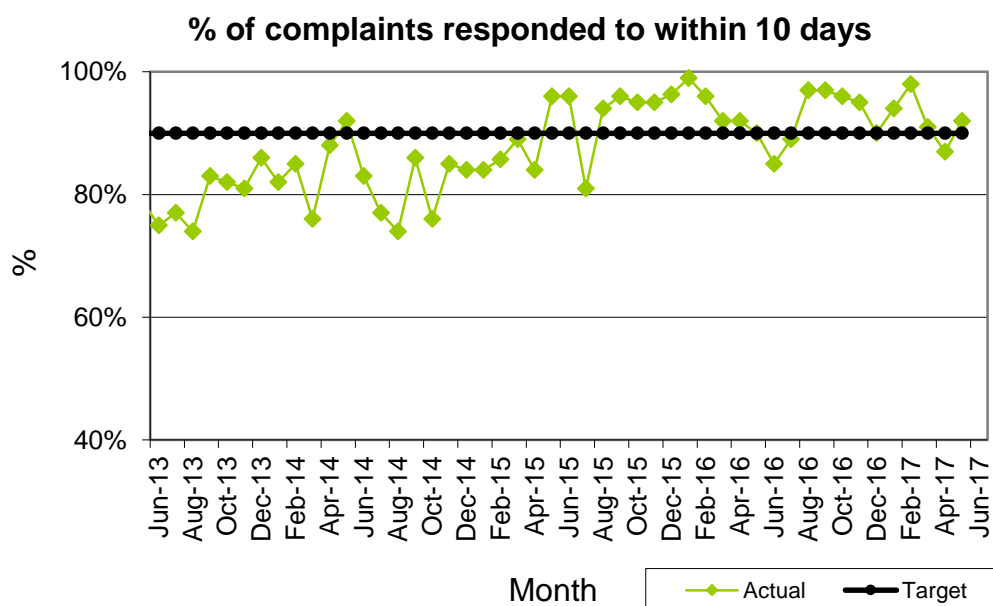
- Percentage of complaints responded to within 10 days (June 2017)

37 complaints were received in June 2017. 100% of these were responded to within 10 working days.

28 complaints were for Infrastructure Management and Operations and all of them, 100%, were responded to on time.

9 complaints were for Strategy and Development and all of them, 100%, were responded to within 10 working days.

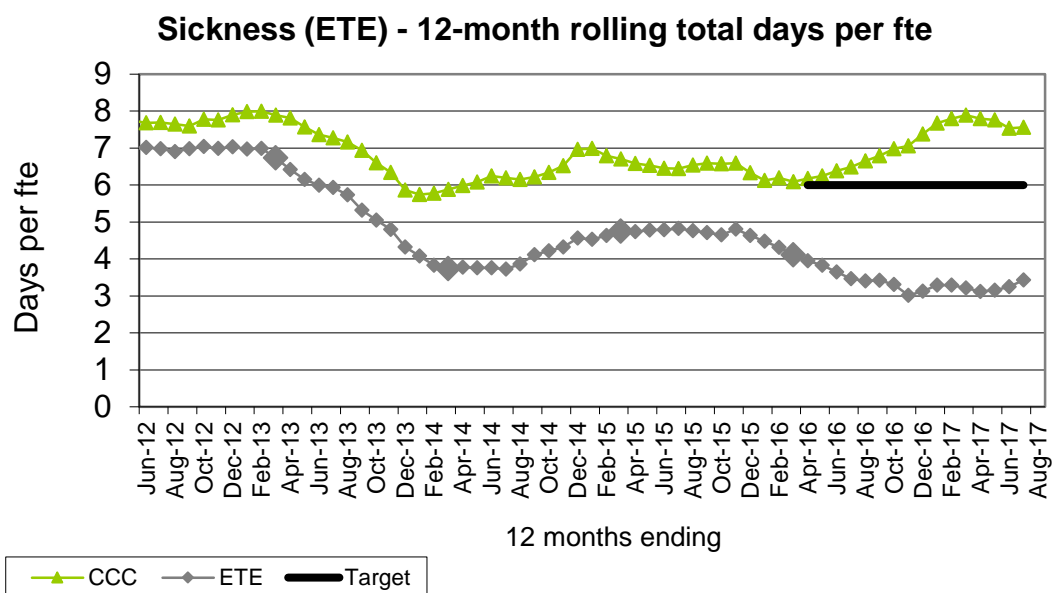
The year-to-date figure is currently 92%.



## Staff Sickness

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

The 12-month rolling average had increased slightly to 3.76 days per full time equivalent (f.t.e) which is below (better than) the 6 day target.



During July the total number of absence days within Economy Transport and Environment was 193 days based of 536 staff (f.t.e) working within the Service. The breakdown of absence shows that 131 days were short-term sickness and 62 days were long-term sickness

## 4.5 Contextual indicators (new information)

### a) Economy & Environment

No new information.

## APPENDIX 1 – Service Level Budgetary Control Report

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



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

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

### APPENDIX 3 – Grant Income Analysis

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

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

#### APPENDIX 4 – Virements and Budget Reconciliation

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

## APPENDIX 5 – Reserve Schedule

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

## APPENDIX 6 – Capital Expenditure and Funding

### Capital Expenditure

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

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

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

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

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

### **King's Dyke**

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

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

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

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

### **Ely Southern By Pass.**

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

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

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

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

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

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

### Capital Funding

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

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



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

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

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

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

**a) Economy & Environment**

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Adult Learning & Skills									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work	High	↑	To 30-Jun-2017	1,751	2,200	A	A	<p>Figures to the end of June show that there are currently 1751 learners taking courses in the most deprived wards. This figures are expected to increase during the year as partners run multiple short courses and the data is received.</p> <p>A targeted programme has started, focusing on increasing the participation in these deprived areas.</p> <p>The number of people completing courses will not be recorded until the end of the academic year. The target of 2,200 is end-of-year.</p>
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people starting as apprentices	High	↑	2016/17 academic year to date	1,420	4,574	G	G	<p>Final figures for the number of people starting as apprentices during 2015/16 is 4,430, compared with 4,200 during 2014/15 - an increase of 5%. This means that the 2015/16 target of 4,158 was achieved.</p> <p>Provisional figures for the number of people starting as apprentices during the first quarter of 2016/17 is 1,420, compared with 1,300 for the same quarter in 2015/16 - an increase of 9%. This means that the 2016/17 target of 4,574 is on track to be achieved.</p>
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17  To 31-Dec-2015	92.6%	95.2% by June 2017	<b>G</b>	<b>G</b>	The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017. The formal programme update is not available until July but national comparison sites indicate that superfast broadband coverage in Cambridgeshire is currently 94.8%.
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17  To 30-Jun-2017	44.27%	Contextual		Figures to the end of April 2017 show that the average take-up in the intervention area has increased from 35.6% in June 2016 to 44.27%	
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 31-Dec-2016	78.5%	80.9% to 81.5%	<b>A</b>	<b>A</b>	<p>The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).</p> <p>The 12-month rolling average is 78.5%, which although it has increased 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 74.0% and the Eastern regional figure of 76.8%.</p> <p>11.8% of employed 16-64 year old Cambridgeshire residents are self-employed and 66.7% are employees.</p> <p>Due to economic uncertainty the target remains challenging.</p>
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↓	Nov 2016	Gap of 6.0 percentage points  Most deprived areas (Top 10%) = 10.8%	Gap of <=6.0 percentage points  Most deprived areas (Top 10%) Actual <=11.5%	<b>G</b>	<b>A</b>	<p>The 2016/17 target of &lt;=11.5% is for the most deprived areas (top 10%).</p> <p>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.</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
					Others = 4.8%				<p>compared with 4.8% of those living elsewhere in Cambridgeshire.</p> <p>The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of &lt;=6.5 percentage points.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↓	To 30-Sep-2015	+6,300 (provisional)	+3,500	G	A	<p>The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16 target of +3,500 additional jobs has been achieved.</p> <p>This information has recently been published 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.</p>
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	May-2017	331,395	Contextual			<p>The Guided Busway carried 331,395 passengers in May. There have now been over 19.6 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.84 million.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.9 million	19 million	R	R	<p>There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16, representing a decrease of 400,000 compared with 2014/15.</p> <p>The drop in performance is part of a national trend which the Department of Transport (DfT) have reported as a 2.1% decline in England, outside of London, for 2015/16. There is a chance of growth in the future through the City Deal, but equally these could be offset by cuts through budget reduction. These two changes are unlikely to take effect until 2017/18 so it is unlikely that the 2016/17 target of 19 million bus passenger journeys will be achieved.</p>
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	↔	July-2017	100%	100%	G	G	<p>6 County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.</p> <p>There were three 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). All applications were determined on time.</p>
Traffic and Travel									
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.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									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	↑	Oct 2014	Fenland = 81.1% Other excluding Cambridge = 89.4%	Fenland = 86.3%	A	A	<p>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.</p> <p>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.</p> <p>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.</p> <p>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 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</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									helping to determine some of the improvement schemes.
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	↓	Sep 2015 to Aug 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>

### b) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2016/17 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	↓	June-2017	95%	90%	G	G	<p>20 Freedom of Information requests were received during June 2017. Provisional figures show that 95% were responded to on time.</p> <p>73 Freedom of Information requests have been received since April 2017 and 97% of these have been responded to on-time. This compares with 95% (out of 77) and 99% (out of 86) for the same period last year and the year before.</p>
	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	↑	June-2017	100%	90%	G	G	<p>37 complaints were received in June 2017. 100% of these were responded to within 10 working days.</p> <p>28 complaints were for Infrastructure Management &amp; Operations and all of them, 100%, were responded to on time.</p> <p>9 complaints were for Strategy &amp; Development and all of them, 100%, were responded to within 10 working days.</p> <p>The year-to-date figure is currently 92%.</p>
Operating Model enabler: Having Councillors and officers who are equipped for the future									



Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2016/17 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 Jul-2017	3.76 days per f.t.e.	6 days per f.t.e	<b>G</b>	<b>G</b>	<p>The 12-month rolling average has increased slightly to 3.76 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During July the total number of absence days within Economy, Transport &amp; Environment was 193 days based on 536 staff (f.t.e) working within the Service. The breakdown of absence shows that 131 days were short-term sickness and 62 days long-term sickness.</p>