

**Economy, Transport & Environment Services****Finance and Performance Report – October 2017 for Economy & Environment Committee****1. SUMMARY****1.1 Finance**

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

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

<b>Monthly Indicators</b>	<b>Red</b>	<b>Amber</b>	<b>Green</b>	<b>Total</b>
Current status this month	2	2	8	12
Year-end prediction (for 2017/18)	1	4	7	12

**2. INCOME AND EXPENDITURE****2.1 Overall Position**

<b>Forecast Variance - Outturn (Previous Month) £000</b>	<b>Directorate</b>	<b>Current Budget for 2017/18 £000</b>	<b>Current Variance £000</b>	<b>Current Variance %</b>	<b>Forecast Variance - Outturn October £000</b>	<b>Forecast Variance - Outturn October %</b>
+150	Executive Director	227	27	6	+206	91
+180	Infrastructure Management & Operations	58,543	-3,043	-11	+492	1
-621	Strategy & Development	9,881	-213	-4	-704	-7
0	External Grants	-28,228	0	0	0	0
<b>-290</b>	<b>Total</b>	<b>40,423</b>	<b>-3,229</b>	<b>-10</b>	<b>-6</b>	<b>0</b>

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

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

## **2.2 Significant Issues**

### **2.2.1 Waste Private Finance Initiative (PFI) Contract**

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

The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also historic disputes to consider, which are not factored into any of the above.

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

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

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

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

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

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

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

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

### **3. BALANCE SHEET**

#### **3.1 Reserves**

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

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

##### Expenditure

##### **3.2.1 Connecting Cambridgeshire**

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

##### Funding

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

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

## 4. **PERFORMANCE**

### 4.1 **Introduction**

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

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

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

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

#### **a) 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**

##### **Economic Development**

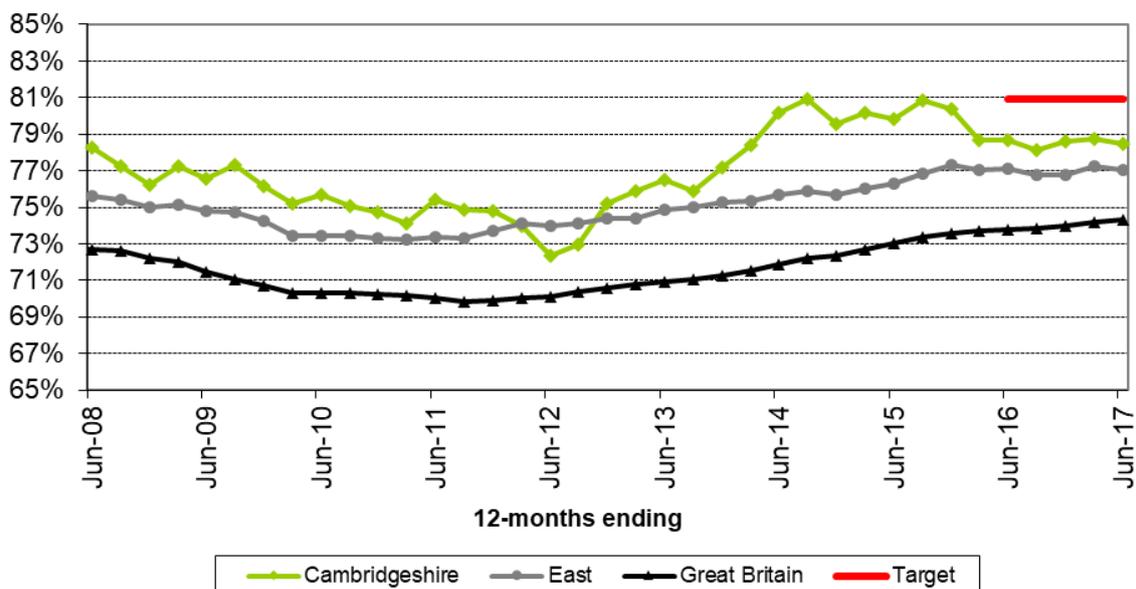
- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to June 2017)

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.

**% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average**



**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**

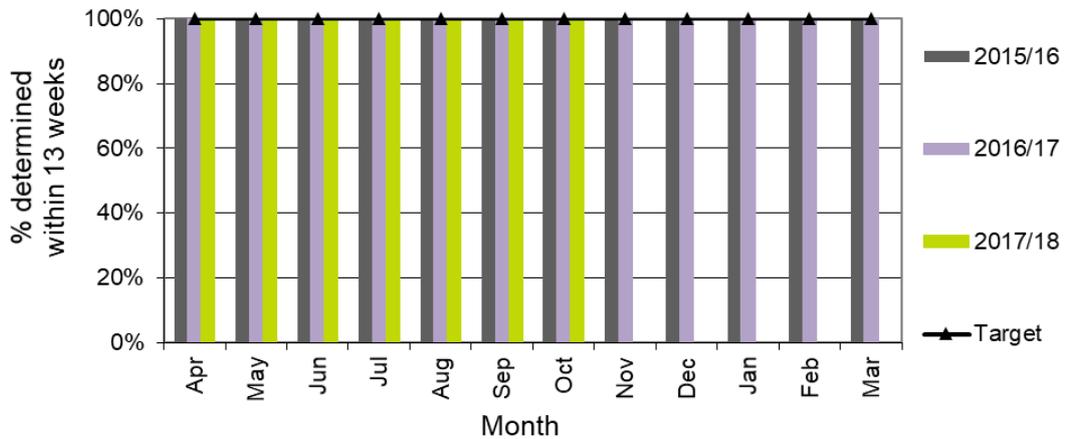
**Planning applications**

- 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.

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



## b) ETE Operational Indicators

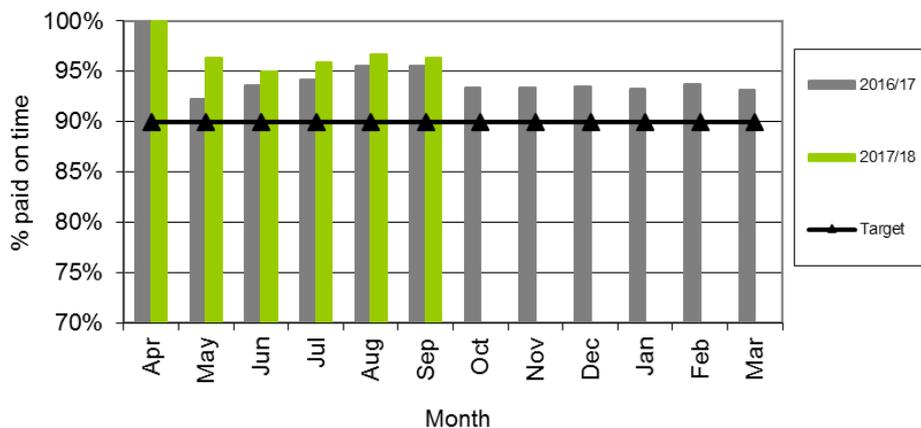
### Freedom of Information (FOI) requests

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

15 Freedom of Information requests were received during September 2017. Provisional figures show that 14 (93%) of these were responded to on time.

135 Freedom of Information requests have been received since April 2017 and 96.3% of these have been responded to on-time. This compares with 95.5% (out of 155) and 98.8% (out of 166) for the same period last year and the year before.

Percentage of FOI requests answered within 20 days - year-to-date (ETE)



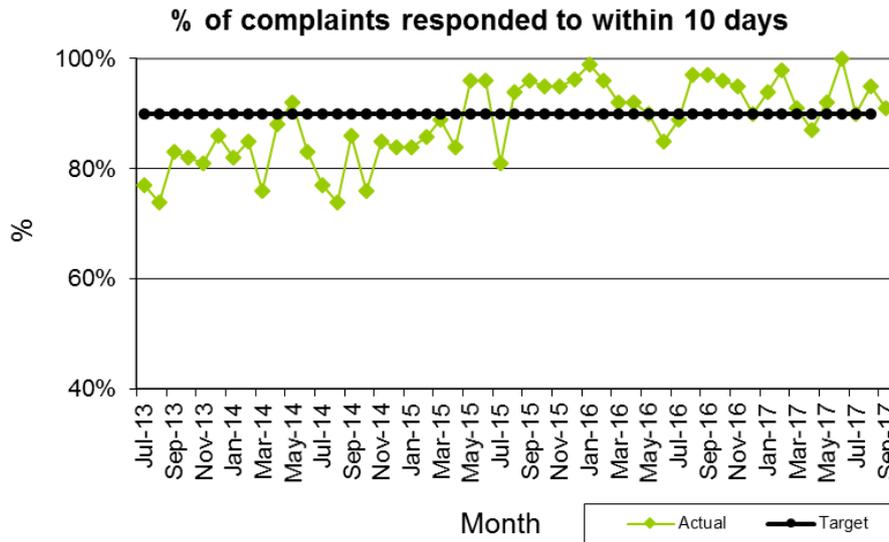
### Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (September 2017)
- 69 complaints were received in September 2017. 63 (91%) of these were responded to within 10 working days.

50 complaints were for Infrastructure Management & Operations and 45 (90%), were responded to on time.

19 complaints were for Strategy & Development and 18 (95%), were responded to within 10 working days.

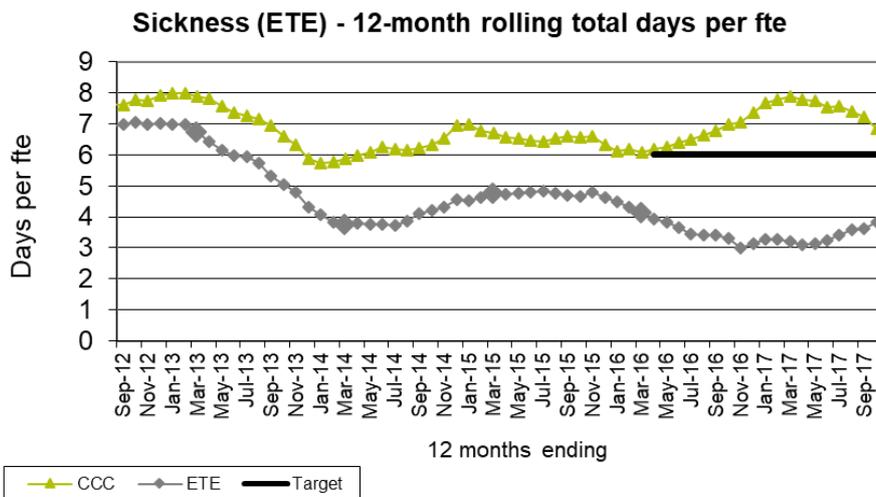
The year-to-date figure is currently 92%.



**Staff sickness**

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

The 12-month rolling average has fallen slightly to 3.5 days per full time equivalent (f.t.e.) and is below (better than) the 6 day target.



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During October the total number of absence days within Economy, Transport & Environment was 69 days based on 538 staff (f.t.e) working within the Service. The breakdown of absence shows that 60 days were short-term sickness and 9 days long-term sickness.

#### 4.5 Contextual indicators (new information)

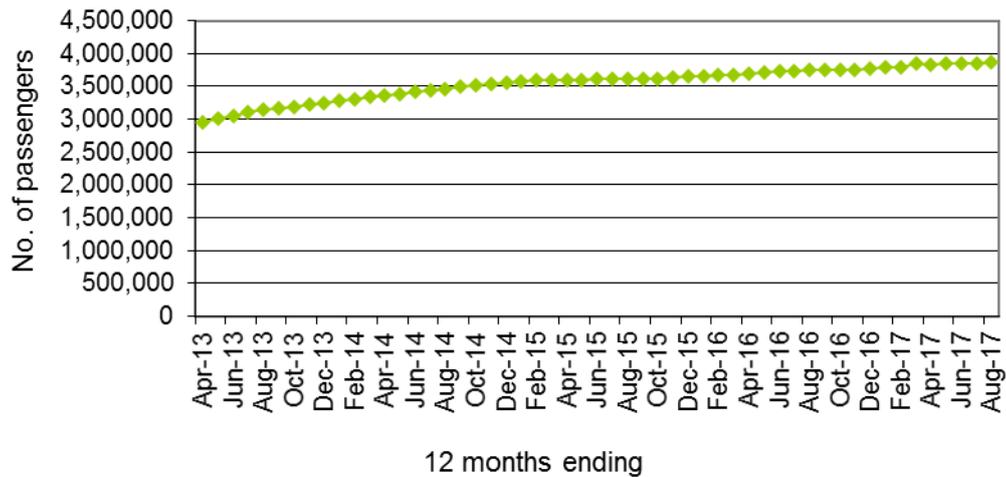
##### a) Economy & Environment

##### Passenger Transport

- Guided Busway passenger numbers (August 2017)

The Guided Busway carried 328,997 passengers in August. There have now been over 20.5 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.87 million. Guided Busway carried 314,622 passengers in July. There have now been over 20.2 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.85 million.

**Guided Busway passengers: 12-month rolling total**



## APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn September	Service	Current	Expected to	Actual to	Current		Forecast	
		Budget for 2017-18	end of October	end of October	Variance	%	Variance	%
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	<b>Economy, Transport &amp; Environment Services</b>							
+150	Executive Director	-41	330	359	+30	+9	+206	-501
+0	Business Support	268	149	146	-3	-2	+0	+0
0	Direct Grants	-21,673	0	0	+0	+0	+0	0
<b>+150</b>	<b>Total Executive Director</b>	<b>-21,446</b>	<b>479</b>	<b>505</b>	<b>+27</b>	<b>+6</b>	<b>+206</b>	<b>-1</b>
	<b>Directorate of Infrastructure Management &amp; Operations</b>							
-4	Director of Infrastructure Management & Operations	144	84	74	-11	-13	-4	-3
+1,000	Waste Disposal including PFI	34,080	16,502	15,091	-1,411	-9	+1,628	+5
	Highways							
-2	- Road Safety	332	200	202	+2	+1	-5	-2
-118	- Traffic Management	1,384	862	721	-141	-16	-129	-9
+0	- Highways Maintenance	6,636	3,549	3,555	+6	+0	-107	-2
+14	- Permitting	-1,333	-541	-619	-78	+14	+1	-0
+0	- Winter Maintenance	1,975	188	199	+11	+0	+0	+0
-240	- Parking Enforcement	0	-520	-1,223	-703	+135	-240	+0
-384	- Street Lighting	9,505	4,633	4,267	-365	-8	-384	-4
+42	- Asset Management	578	505	473	-32	-6	-43	-7
-245	- Highways other	588	405	280	-125	-31	-304	-52
+0	Trading Standards	706	346	325	-21	-6	+0	+0
	Community & Cultural Services							
+0	- Libraries	3,361	1,746	1,515	-232	-13	-92	-3
+3	- Archives	347	213	179	-34	-16	+6	+2
+25	- Registrars	-541	-294	-285	+10	-3	+36	-7
+89	- Coroners	780	429	507	+78	+18	+129	+17
0	Direct Grants	-6,555	-3,278	-3,278	0	+0	0	30
<b>+180</b>	<b>Total Infrastructure Management &amp; Operations</b>	<b>51,988</b>	<b>25,026</b>	<b>21,983</b>	<b>-3,043</b>	<b>-12</b>	<b>+492</b>	<b>+1</b>
	<b>Directorate of Strategy &amp; Development</b>							
+0	Director of Strategy & Development	142	83	77	-6	-7	+0	+0
+0	Transport & Infrastructure Policy & Funding	297	118	204	+86	+72	+0	+0
	Growth & Economy							
-43	- Growth & Development	549	320	216	-105	-33	-62	-11
+1	- County Planning, Minerals & Waste	304	158	57	-101	-64	-0	-0
+0	- Historic Environment	53	70	124	+55	+78	+0	+0
-0	- Flood Risk Management	442	229	165	-64	-28	-0	-0
-174	- Highways Development Management	0	118	-5	-124	-105	-250	+0
-26	- Growth & Economy other	165	227	225	-3	-1	-26	-16
+0	Major Infrastructure Delivery	0	266	266	-0	-0	+0	+0
	Passenger Transport							
+26	- Park & Ride	193	761	789	+28	+4	+59	+30
-400	- Concessionary Fares	5,393	2,665	2,590	-75	-3	-400	-7
-4	- Passenger Transport other	2,342	1,034	1,131	+97	+9	-26	-1
0	Direct Grants	0	0	0	0	+0	+0	0
<b>-621</b>	<b>Total Strategy &amp; Development</b>	<b>9,881</b>	<b>6,050</b>	<b>5,838</b>	<b>-213</b>	<b>-4</b>	<b>-704</b>	<b>-7</b>
<b>-290</b>	<b>Total Economy, Transport &amp; Environment Services</b>	<b>40,423</b>	<b>31,555</b>	<b>28,326</b>	<b>-3,229</b>	<b>-10</b>	<b>-6</b>	<b>-0</b>
	<b>MEMORANDUM</b>							
<b>£'000</b>	<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	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,611	-1,306	-1,306	+0	+0	+0	+0
<b>+0</b>	<b>Grant Funding Total</b>	<b>-28,228</b>	<b>-3,278</b>	<b>-3,278</b>	<b>0</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>Executive Director</b>	-41	+30	+9	+206	-501
<p>The review of Senior management within ETE is now out to consultation and will be implemented by the end of the calendar year, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is expected in a full year will save up to £250k.</p>					
<b>Waste Disposal incl PFI</b>	34,080	-1,411	-9	+1,628	+5
<p>We are currently forecasting the Waste PFI budget to be around £1.7m overspent. This is largely due to an increase in the quantity of waste collected compared to the forecast, lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a current shortfall in the delivery of savings. Although the Mechanical Biological Treatment (MBT) has performed slightly better than the 2016/17 performance levels the savings this has delivered are not sufficient to offset the additional pressures.</p> <p>The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also historic disputes to consider, which are not factored into any of the above.</p> <p>A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year, or ongoing, which can be brought out in the Business Plan) which can be used to offset the pressure in waste. The areas which are predicted to underspend (or achieve additional income) are Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p>					
<b>Traffic Management</b>	1,384	-141	-16	-129	-9
<p>The signals budget is expected to underspend by £100k mainly due to savings from a new contract and savings on energy. There is also expected to be an increase in income of £65k for Temporary Traffic Regulation Orders (TTRO), however the income for New Roads and Street Works Act (NRSWA) charges is behind expected budgeted position. This underspend will be used to help cover the pressure on the Waste budget.</p>					

<b>Parking Enforcement</b>	0	-703	+135	-240	0
Income from City centre access cameras is currently ahead of budget, due to new cameras but the level of income is not expected to continue as drivers get used to the new restrictions.					
<b>Street Lighting</b>	9,505	-365	-8	-384	-4
We are currently forecasting the Street Lighting budget to be £384k under spent. This is due to the higher number of deductions for performance failures than expected, which were made in line with the PFI contract and relate to adjustments due under the contract Payment Mechanism regarding performance. Deductions are made for a number of reasons including: lighting performance levels being below the contractual requirement; issues relating to cleaning, change of lamp, painting and inspection and testing as scheduled; also deductions for the number of faults which have exceeded the maximum response period as set out in the contract.					
<b>Highways other</b>	588	-125	-31	-304	-52
Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work but until the spend on the Waste budget is clearer, this funding will be held to cover the pressure on the Waste budget.					
<b>Coroners</b>	780	+78	+18	+129	+17
Costs in this area have increased due to more deaths and also an increase in costs relating to Assistant Coroners handling complex cases. There is also an increase in inquest costs due to the large case load.					
<b>Highways Development Management</b>	0	-124	-105	-250	0
Section 106 and section 38 fees have come in higher than expected for new developments and is expected to lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.					
<b>Concessionary Fares</b>	5,393	-75	-3	-400	-7
The projected underspend is based on the final spend in the last financial year and currently the initial indications are that this level of underspend will be achieved this year. This underspend will be used to help cover the pressure on the Waste budget.					

### APPENDIX 3 – Grant Income Analysis

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

<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
Adult Learning & Skills - now being reported under People & Communities		-2,418
Non-material grants (+/- £30k)		+2
<b>Total Grants 2017/18</b>		<b>28,228</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	
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	
<b>Current Budget 2017/18</b>	<b>40,423</b>	

## APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017	Movement within Year	Balance at 31st October 2017	Yearend Forecast Balance	Notes
	£'000	£'000	£'000	£'000	
<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	5	625	620	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	444	444	562	
Guided Busway Liquidated Damages	1,523	(357)	1,166	300	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	0	59	59	
Strategic Transport Corridor Feasibility Studies	0	0	0	0	
Flood Risk funding	0	0	0	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	291	0	291	250	Partnership accounts, not solely CCC
Fens Workshops	61	0	61	61	Partnership accounts, not solely CCC
Travel to Work	211	0	211	211	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	72	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	36	2	37	0	
Other earmarked reserves under £30k - S&D	(188)	(1)	(189)	0	
<b>Sub total</b>	<b>5,989</b>	<b>293</b>	<b>6,282</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	24,201	24,201	0	Account used for all of ETE
Government Grants - S&D	786	13,698	14,484	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(2,570)	3,218	5,000	
Other Capital Funding - IMO	699	118	817	200	
<b>Sub total</b>	<b>7,274</b>	<b>35,447</b>	<b>42,721</b>	<b>5,200</b>	
<b>TOTAL</b>	<b>16,379</b>	<b>33,512</b>	<b>49,890</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 (October)	Forecast Spend - Outturn (October)	Forecast Variance - Outturn (October)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	69	200	0	200	0
682	- Local Infrastructure Improvements	863	323	866	3	863	0
594	- Safety Schemes	594	-19	594	0	594	0
345	- Strategy and Scheme Development work	601	456	601	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,501	813	4,301	-200	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	Operating the Network	16,255	6,791	16,145	-110	16,248	161
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	954	6,181	181	90,000	0
0	- Pothole grant funding	1,155	484	1,155	0	1,155	0
395	- Waste Infrastructure	395	0	395	0	5,120	0
2,060	- Cambridgeshire Archives	1,975	23	1,272	-703	5,180	0
284	- Community & Cultural Services	592	1	592	0	1,540	0
0	- Street Lighting	736	0	736	0	736	0
0	- National Productivity Fund	2,890	44	2,890	0	2,890	0
0	- Challenge Fund	4,583	62	4,583	0	6,250	0
0	- Safer Roads Fund	1,175	30	1,175	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	5,149	1,294	2,133	-3,016	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	3	1,510	0	9,116	0
25,000	- Ely Crossing	25,891	10,860	25,891	0	36,000	0
0	- Chesterton Busway	200	212	200	0	200	0
1,370	- Guided Busway	1,200	125	1,200	0	148,886	0
11,667	- King's Dyke	6,000	119	6,000	0	13,580	0
0	- Wisbech Access Strategy	330	259	330	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	17	1,000	0	1,000	0
100	- A14	142	86	142	0	25,200	0
250	- Energy Efficiency Fund	250	80	250	0	1,000	0
0	- Soham Station	500	12	500	0	6,700	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	1	850	-3,367	36,290	0
0	- Other Schemes	200	200	200	0	200	0
<b>75,927</b>		<b>89,127</b>	<b>23,299</b>	<b>81,915</b>	<b>-7,212</b>	<b>433,267</b>	<b>161</b>
-9,664	Capital Programme variations	-14,742		-7,530	7,212		
<b>66,263</b>	<b>Total including Capital Programme variations</b>	<b>74,385</b>	<b>23,299</b>	<b>74,385</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 has been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke. This still needs to be agreed by GPC.

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

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

### **Safer Roads Fund**

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

### **Cambridgeshire Archives**

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

### **King's Dyke**

Negotiations with land owners are nearing completion and informal agreements have been reached. Heads of Terms and contracts are being drafted and agreed by the respective parties' legal teams. Costs remain confidential at this point.

The tender process for design and construction is complete. Kier Construction has been announced as the successful preferred bidder for these works. Work with Kier has commenced on the stage 1 contract for detailed design. The design will inform a more robust construction target price prior to award of the Stage 2 contract for construction.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to the E and E committee the estimated cost could increase and an upper possible figure of £16.9m was indicated. Stage 1 will provide an opportunity to assess in more detail the potential risks, including ground conditions, statutory undertakers' costs, Network Rail requirements and any associated construction difficulties. It will also provide the opportunity to undertake value engineering exercises to provide a more economical design. Should additional funding be required, this will be reported back to the Economy and Environment Committee and GPC.

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

The construction target cost for the contract was £27.4m at the time of award of Stage 2. Whilst work is progressing on site, some significant risks have emerged, requiring additional work, including Network Rail requirements, the diversion of statutory undertakers' plant and additional temporary works resulting from poor and variable ground conditions. These will increase the outturn cost of the scheme and are currently being considered with the contractor to minimise the impact on the project and to reduce the cost impact. A further update will follow as more clarity emerges on cost.

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

### **Abbey-Chesterton Bridge**

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

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

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

### **Cambridge Cycling infrastructure**

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

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

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

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

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

### **Connecting Cambridgeshire**

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

## Capital Funding

2017/18				
Original 2017/18 Funding Allocation as per BP	Source of Funding	Revised Funding for 2017/18	Forecast Spend - Outturn (October)	Forecast Funding Variance - Outturn (October)
£'000		£'000	£'000	£'000
17,991	Local Transport Plan	17,815	17,508	-307
2,483	Other DfT Grant funding	21,965	20,823	-1,142
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	6,418	4,544	-1,874
18,992	Prudential Borrowing	22,367	20,773	-1,594
12,403	Other Contributions	10,195	7,900	-2,295
<b>75,927</b>		<b>89,127</b>	<b>81,915</b>	<b>-7,212</b>
<b>-9,664</b>	Capital Programme variations	-14,742	-7,530	7,212
<b>66,263</b>	<b>Total including Capital Programme variations</b>	<b>74,385</b>	<b>74,385</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.

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

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	6.0	This reflects slippage or rephasing of the 2016/17 capital programme to be delivered in 2017/18 which will be reported in August 17 for approval by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-9.0	Rephasing of grant funding for King's Dyke (-£1.0m), costs to be incurred in 2018/19. Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (-£8.3m)
Revised Phasing (Section 106 & CIL)	-0.8	Revised phasing of Guided Busway spend and receipt of developer contributions.
Revised Phasing (Other Contributions)	-3.2	Revised phasing of King's Dyke spend

Additional Funding / Revised Phasing (DfT Grant)	16.3	New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), Challenge Fund (£3.5m) and Safer Roads Fund (£1.2m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m)
Additional / Reduction in Funding (Prudential borrowing)	-1.0	Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m). Brought forward borrowing to fund DfT Challenge Fund schemes (£2.25m).

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

### a) Economy & Environment

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
<b>Connecting Cambridgeshire</b>									
Quarterly	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	% 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	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	% 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	<b>G</b>	<b>G</b>	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.
<b>Economic Development</b>									
Quarterly	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↓	To 31 June 2017	78.5%	80.9% to 81.5%	<b>A</b>	<b>A</b>	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.
<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>									
Yearly	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.
<b>Passenger Transport</b>									

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Monthly	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	Guided Busway passengers per month	High	↑	To 31 August 2017	328,997		Contextual		The Guided Busway carried 328,997 passengers in August. There have now been over 20.5 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.87 million.
Yearly	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.5 million	19 million	R	R	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.  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.
<b>Planning applications</b>									
Monthly	<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	To 31 October 2017	100%	100%	G	G	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

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									effects on the environment of a proposed development is measured). Both applications were determined on time.
<b>Traffic and Travel</b>									
	<b>Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer &amp; The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>								
Yearly	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

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>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 helping to determine some of the improvement schemes.</p>
<b>Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents</b>									
Yearly	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	<b>R</b>	<b>A</b>	<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		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
<b>ETE Operational Indicators</b>									
Monthly	<b>Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us</b>								
	% of Freedom of Information requests answered within 20 days	High	↓	To 30 September 2017	93%	90%	G	G	15 Freedom of Information requests were received during September 2017. Provisional figures show that 14 (93%) of these were responded to on time.  135 Freedom of Information requests have been received since April 2017 and 96.3% of these have been responded to on-time. This compares with 95.5% (out of 155) and 98.8% (out of 166) for the same period last year and the year before.
	<b>Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us</b>								
	% of complaints responded to within 10 days	High	↓	To 30 September 2017	91%	90%	G	G	69 complaints were received in September 2017. 63 (91%) of these were responded to within 10 working days.  50 complaints were for Infrastructure Management & Operations and 45 (90%), were responded to on time.  19 complaints were for Strategy & Development and 18 (95%), were responded to within 10 working days.  The year-to-date figure is currently 92%.
<b>Operating Model enabler: Having Councillors and officers who are equipped for the future</b>									

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 31 October 2017	3.5 days per f.t.e.	6 days per f.t.e	<b>G</b>	<b>G</b>	<p>The 12-month rolling average has fallen slightly to 3.5 days per full time equivalent (f.t.e.) and is below (better than) the 6 day target.</p> <p>During October the total number of absence days within Economy, Transport &amp; Environment was 69 days based on 538 staff (f.t.e) working within the Service. The breakdown of absence shows that 60 days were short-term sickness and 9 days long-term sickness.</p>