

Environment & Transport

Integrated Finance, Performance and Risk report

2009-10

Quarter 4

This report cross-references with the detailed Risk report (Appendix), circulated separately

key issues: business assurance
exception reporting for:
performance
finance
risk

focus on: business issues
constraints
projects



Performance summary:

Sustainable Development	RED	DECLINING
Sustainable Transport	GREEN	NO CHANGE
Sustainable Environment	GREEN	IMPROVING

PERFORMANCE summary is the balance of outcomes for each area below

Risk summary:

AMBER

Full RISK analysis is in the separate Appendix

Financial position:

100.8%

FINANCE summary is based on projected outturn

Summary statement:
E&T managers have not flagged any significant issues for this quarter.

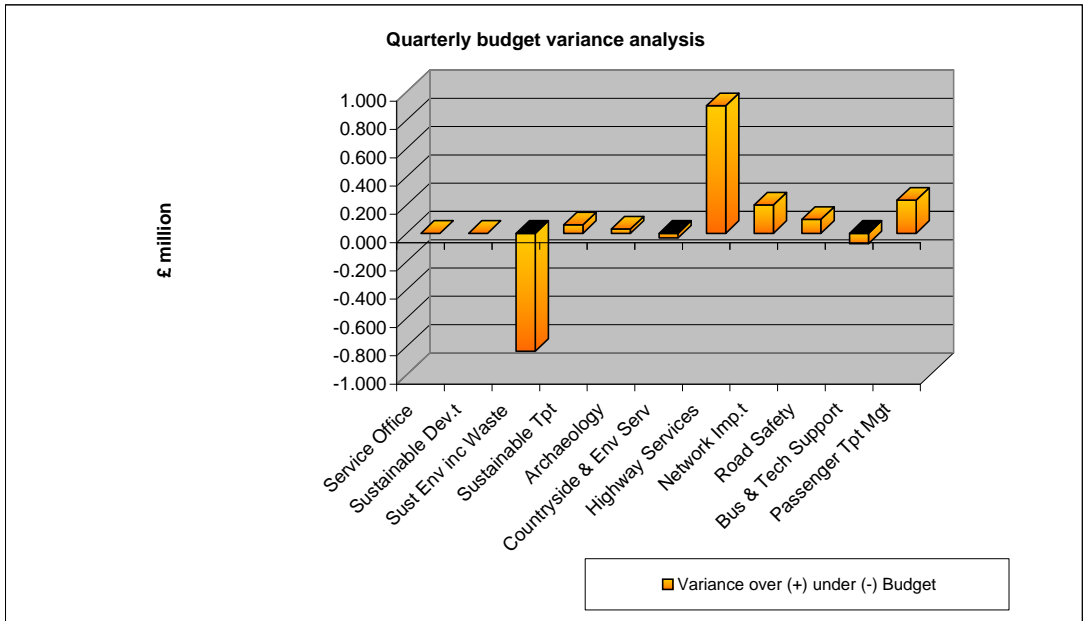
PERFORMANCE: Economy flagged RED overall because of pressures associated with local and national conditions.
RISK: flagged AMBER overall because of the highlighted risks from the Register and the number of key performance measures that do not have target/in-year data to inform our likely outcome.
FINANCE: flagged as GREEN; projected overspend is £580k.

This report incorporates performance, finance and risk in a single summary; we will be pleased to discuss the revised format with ET SMT as part of our ongoing development. We have prepared this report in liaison with Catherine West and the finance team, and with Alan Pawsey to incorporate risk management.

We have undertaken significant work through this quarter period to identify and fill target gaps and to rationalise between the previous existing performance matrices. We have now completed and circulated the result of this work to service managers. During Q4 we will liaise with service managers and DMT to identify key measures for continuing work and priority areas in relation to the corporate and directorate plans.

Some in-year data is not available for this report because of the reporting timescale or due to the nature of the area of work. A large number of measures do not have any target data set. More detail is available on individual NI or local measure worksheets.

Budget data for Revenue and Capital monitoring was updated 25 Jan 2010



Full Year Budget (from budget book)	Environment & Transport	Current Full Year Budget	Forecast Outturn	Variance over (+) under (-) Budget
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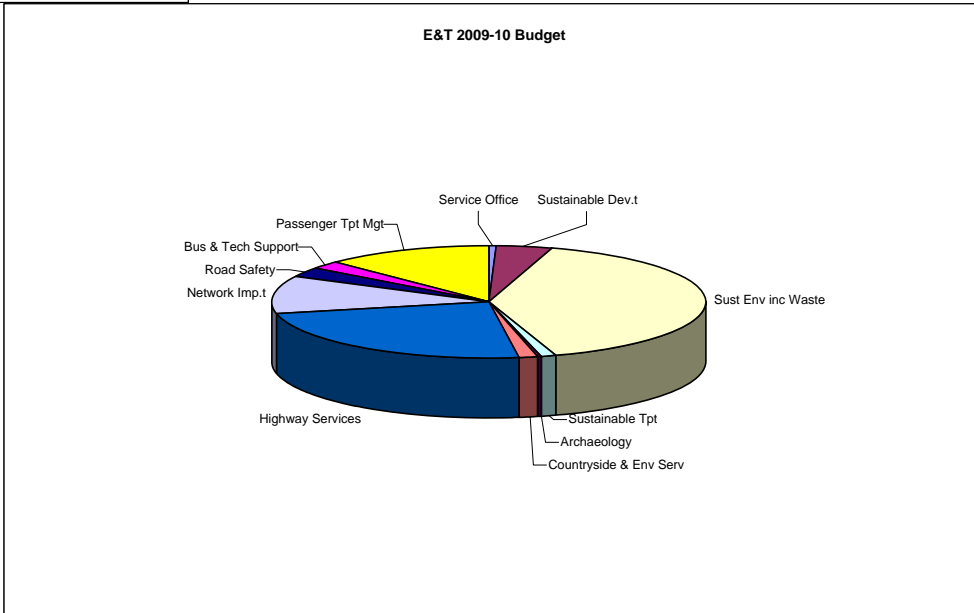
£ million		£ million	£ million	£ million
0.147	Service Office	0.469	0.469	
2.926	Sustainable Dev.t	3.105	3.105	
29.550	Sust Env inc Waste	29.709	28.874	-0.835
0.745	Sustainable Tpt	0.729	0.789	0.060
0.322	Archaeology	0.318	0.349	0.031
1.095	Countryside & Env Serv	0.940	0.908	-0.032
23.242	Highway Services	17.595	18.497	0.902
3.421	Network Imp.t	8.023	8.224	0.201
2.024	Road Safety	1.982	2.080	0.098
0.021	Bus & Tech Support	1.699	1.625	-0.075
9.174	Passenger Tpt Mgt	9.253	9.488	0.235
72.667		73.822	74.408	0.586

-5.166 Use of (-) or Contribution to (+) Reserves -6.483

67.501	Budget requirement	67.339	projected outturn
			100.8%

Financial performance; projected budget outturn tolerances:
 Green if budget variance is less than 1% (£670k)
 Amber if budget variance is between 1 - 5% (£670k - £3,350k)
 Red if budget variance exceeds 5% (£3,350k)

(capital programme monitoring is on page 6)



2 Sustainable Development (Fran Toomey)

RED DECLINING overall

NI No.	Definition	2008/09	2009/10 Target	2009/10 Latest	On Track	Dir. Of Travel	Benchmark Position	Benchmark Total	Risk ref:	Other Information
NI151	Overall employment rate	82.80%	No target		RED	DECLINING				Q1 data only
NI152	Working people on out of work benefits	IP 12.4% WA 12.8%	IP 11.5% WA 11.8%		AMBER	IMPROVING				
NI153	Working age people claiming out of work benefits in the worst performing neighbourhoods	29.8% (Nov 08)	No target		RED	DECLINING				
NI154	Net additional homes provided	2,388	1,243	Annual	GREEN					
NI155	No. of affordable homes delivered	1,150	no target	Annual		NO CHANGE				
NI166	Average earnings of employees in the area	95% (£441.30)	92.1% over LAA	Annual	GREEN	IMPROVING				
NI171	Proportion of adult VAT registrations per 10,000 adults - proxy measure of business start ups	54.5 (2007)	no target	Annual						2 year data lag
NI172	VAT registered businesses in the area showing growth (% of VAT registered businesses)	latest 2007-08	103.9% (2008)	Annual	RED	DECLINING				Data expected Summer 2009
LT2(b)	Access (b) Travel to Work	[2009] 33.4%	33.50%	no data	AMBER	DECLINING				Survey being carried out in May
LT4	Increase % of employment in Suffolk's key sectors	26.39% (2008)	25.46%	Annual	AMBER	NO CHANGE				
LT9	Increase the number of affordable homes commencements on site across Suffolk (gross)		989 new starts; 1,336	235 starts and 398	RED	IMPROVING				
ET1	Leverage of external funding	£9,105,154	no target	2,218,692 at C	GREEN	NO CHANGE				
ET2	Bids supported by Corporate Regeneration Fund	37	no target		GREEN	NO CHANGE				

	Budgets		Current Full Year Budget	Forecast Outturn	Variance over (+) under (-) Budget
	Sustainable Development		3.105	3.105	

Employment continues to be an area of concern as we reach the "official" end of the recession. The overall employment rate, whilst below target, is higher than the regional average. Overall employment rate shows little change from 2007-08 figures. Suffolk VAT registered businesses are growing at 99% compared to the regional norm. Data on affordable homes, whilst not comprehensive for the whole county, shows improvement in the last quarter, but this outturn is still significantly below target; due to the general position in the housing market.

LT2b continues to suffer in performance and indications are that alternative modes have not increased significantly since the last survey, conducted May 2009. SCC will look to the May 2010 survey to confirm whether the tactic of widening the survey base will identify a greater use of alternative transport options.

The Sustainable Development budget forecast is to spend in line with budget.

Risks OREC0003 (Orbis Energy) and IMH 1-4 (Innovation Martlesham Hub) relate to economic development. Some restructuring of risks is suggested to reflect the overall economic development picture (threats/opportunity). For example, to what extent do the Martlesham Hub risks threaten SCC, given that delivery is via an SPV?

NI No.	Definition	2008/09	2009/10 Target	2009/10 Latest	On Track	DOT	Benchmark Position	Benchmark Total	Risk ref:	Other Information
NI47	People killed or seriously injured in road traffic accidents	0.9%	5.0%		RED	IMPROVING				see ET18 for proxy
NI48	Children killed or seriously injured in road traffic accidents	-12.5%	7.1%		RED	DECLINING				see ET19 for proxy
NI167	Congestion – average journey time per mile during the morning	no data	no target	no data						
NI168	Principal roads where maintenance should be considered	4.0%	4.0%	Annual	GREEN					
NI169	Non-principal roads where maintenance should be considered	9.0%	9.0%	Annual	GREEN					
NI175	Access to services and facilities by public transport, walking and cycling	no data	no target							
NI176	Working age people with access to employment by public transport	79.26% [2008]	no target	no data		DECLINING				
NI177	Local bus passenger journeys originating in the local authority area	20,661,804	20,000,000	4,846,900	AMBER	DECLINING				
NI178a	Bus services running on time - Proportion running on time	77.0%	no target	Annual						
NI178b	Bus services running on time - Average waiting time	53.0%	no target	Annual						
ET3	Interventions by SoS	no data	no target							
ET4	% of footpaths and other rights of way easy to use	61.0%	65.0%	66.0%	GREEN	IMPROVING				
ET5	Use of park-and-ride sites (number of cars)	no data	no target	121,751						
ET6	Usage of Public Rights of Way routes	no data	no target	Annual						
ET7	Number of Demand Responsive Bus Passengers	162,667	127,000		GREEN	IMPROVING				
ET8	Effectiveness of local lorry intervention schemes: Reduction in HGV traffic in areas where schemes are enacted		no longer monitored	N/A						
ET11	Length of rural pavement	5.4	6.0	6.0	GREEN	IMPROVING				
ET18	Reducing the no. of people KSI in road accidents	372	304		RED	DECLINING				
ET19	No of children KSI in road accident	31	28		RED	DECLINING				
ET20	Number of Road accident casualties slight injuries	3,720	2,592		GREEN	IMPROVING				
ET21	An air quality target related to traffic	6	6	7	RED	DECLINING				
ET31	Change in area wide road traffic mileage	18.4	22.8	18.2	GREEN	NO CHANGE				
ET32	Number of Cycling Trips	111	100	107	GREEN	NO CHANGE				
ET33	% of people travelling to work by sustainable means	33.4%	35.5%	no data	GREEN	DECLINING				
ET34	Satisfaction with Bus Services	no data	no target							

	Budgets (Revenue Non Works)	Current Full Year Budget	Forecast Outturn	Variance over (+) under (-) Budget
	Sustainable Transport	0.729	0.789	0.060
	Highway Services (Non Works Revenue Budget)	3.668	3.887	0.219
	Highway Services (Works Revenue Budget)	14.141	15.063	0.922
	Assistant Director	-0.214	-0.453	-0.239
	Network Improvement (Non Works Revenue Budget)	1.485	1.685	0.200
	Network Improvement (Works Revenue Budget)	5.722	5.723	0.001
	Road Safety	1.982	2.080	0.098
	Passenger Transport Management	9.253	9.488	0.235
	Business and Technical Support(Non Works Budget)	1.326	1.289	-0.037
	Business and Technical Support(Works Budget)	0.373	0.335	-0.038
	BUDGET TOTAL (£m)	38.465	39.886	1.421

KSI data: still displayed as RED since only provisional quarterly-based 3-year rolling data is available at this point due to the dynamic nature of the accident database, which is updated daily. The final 2009 performance figure will be available in early 2010, when the database is closed for 2009. The most recent trends in number of road casualties in Suffolk in 2009 are in ET 18. The directional change shown in ET 18 will also apply to this indicator. Q3 will include the Worlingham incident on September 25th, when 9 people suffered serious injuries. This will have a major impact on KSI numbers, bringing us 21% above the milestone target for September. Air Quality Management Areas continue to be declared, but Action Plan development is not progressing as expected; DC/BC explain delays largely due to lack of adequate resources. The majority of identified targets for transport are annually reported and as such, no provisional data is available. See Risk ET RS 0001: Current very high rating could be questioned in the context of risk to SCC. Refer to the more detailed table on page 7 of the Risk Appendix.

Sustainable Transport is projecting an overspend of £0.060m. This is funding the work to develop the Suffolk Highways Partnership to deliver efficiency savings. At Q3 Highway Services, Network Improvement and Road Safety are predicting an overspend for non works revenue budget. This is based on the assumption that the recharge to capital programme will not meet the target. Work is ongoing to establish a clear picture. The overspend on the works budget of £0.870m relates to additional costs due to severe weather.

There is a projected over spend of £0.135m within Passenger Transport. This has arisen due to an increase in demand for the Explore Card which provides subsidised public transport for young people. Furthermore Travel Services are predicting an overspend of £0.099m. This is arisen as private hire income is lower than anticipated and private hire jobs have been cancelled due to recession.

4 Sustainable Environment (Bryn Griffiths) GREEN IMPROVING overall

NI No.	Definition	2008/09	2009/10 Target	2009/10 Latest	On Track	DOT	Benchmark		Risk ref:	Other Information
							Position	Total		
NI157	Processing of planning applications as measured against targets for 'major' application types.	42.6%	No target	70.0%	GREEN	IMPROVING				
NI185	CO2 reduction from local authority operations	83,543	80,201	Annual	RED	no change				
NI186	Per capita CO2 emissions in the local authority area	[2007] -6.15%	- 4.0%	Annual	RED	IMPROVING				2 yr data lag
NI188	Adapting to climate change	Level 1	Level 1	Annual	GREEN	NO CHANGE				
NI191	Residual household waste per head	577.1	550.0		GREEN	IMPROVING				
NI192	Household waste recycled and composted	48.4%	39.0%		GREEN	IMPROVING				
NI193	Percentage of municipal waste landfilled	54.4%	55.0%		GREEN	IMPROVING				
NI194	Level of air quality	New	no target							
NI197	Improved local biodiversity – active management of local sites	32	no target	Annual						
LT8	Increase the % of County Wildlife sites under active conservation management.	32% [baseline]	not set	annual	GREEN	NO CHANGE				
ET30	Household Waste Recycling Centres Recycling Rates	52.64%	60.0%	69.67%	GREEN	IMPROVING				

Budgets	Current Full Year Budget	Forecast Outturn	Variance over (+) under (-) Budget
Sustainable Environment including Waste	29.709	28.874	-0.835
Countryside and Environment Services	0.940	0.908	-0.032
BUDGET TOTAL (£M)	31.346	29.782	-0.867

The Environment indicators all show that we are on track overall with performance, although Cabinet-agreed EAP actions are insufficient to meet CO2 reduction from LA operations. Local assessment still indicates a potential for missing the targets for NI 185 & 186. For Q3: there is now an agreed approach for Buildings and Street lighting. The aim is to produce detailed proposals for implementation in 2010-11; so there is unlikely to be any significant reduction in 2009-10 and 2010-11 (whilst not good for NI185 performance, it does mean our CRC baseline will not be impacted by early action).

The HWRC contract indicates continuing increased overall performance; the seasonal reduction in compostable waste accounts for a dip compared to the previous quarter. Further developments in kerbside collection schemes at the WCA's will further improve the performance of SCC.

At Q1 we forecast that Sustainable Environment would underspend by £0.12m. However the Waste service faces budget pressures on a number of fronts with a provisional total cost of £1.875m. These include claims for increased gate fees for disposal and recycling facilities, increased additional monitoring at closed landfill sites, and a reduction in income from the sale of recyclate materials. However, waste tonnages continue to show year-on-year reductions and along with other budget savings could produce an underspend of around £1.90m. Therefore, we expect that the overall budget total would accommodate these pressures. As at Q3 the Waste service could be £0.800m under spent. Further detail on the reasons for this will follow.

Risks ET PRO 8-11 threaten some outcomes relating to Waste. Other risk work relating to climate adaptation is on-going.

5	E&T Capital Programme - Month 12	Total Programme	Forecast at Q4	Slippage/ Overspend
	Capital Maintenance			
	LTP	13,427	14,349	922
	Prudential Borrowing	3,050	3,092	42
	Capitalised Maintenance	3,050	3,050	
	Detrunked	1,846	79	-1,767
	Single Capital Pot - Lighting & Signals	1,500	1,581	81
	Depots (Goddard Road)	2,856	1,200	-1,656
	Total Maintenance	25,729	23,351	-2,378
	Integrated Transport			
	Invest to Save Lanterns	515	515	
	Lorry Management	123	112	-11
	Speed Management	72	74	2
	Rural Footways	179	308	129
	Programmes	45	33	-12
	Travel Plans	103	103	0
	Quality of Life	46	46	0
	Monitoring	83	83	
	Promotion	103	103	0
	Studies	279	288	9
	Lorry Management Operation Stack	30	10	-20
	Demand Responsive Transport	400	500	100
	Passenger Transport	2,485	1,698	-787
	Road Safety	1,450	1,457	7
	Congestion	1,294	1,058	-236
	Accessibility	817	846	29
	Quality of Life	627	552	-75
	Strategic Towns	3,586	2,706	-880
	Other Integrated Transport Schemes	287	72	-215
	TRO Additional funding		166	166
	Air Quality	1		-1
	Grange Lane, Kesgrave	101	25	-76
	School Travel Plans	48		-48
	Sustainable School Travel	46		-46
	Total Integrated Transport	12,719	10,755	-1,964
	On Street Parking	1,634	1,051	-583
	Scheme Prep	20	500	480
	South Lowestoft Relief road	911	1,278	367
	Safety Camera Partnership	398	112	-286
	Renewals	1,100	1,200	100
	Reuse & Recycling	169	145	-24
	Waste Projects	3,174	822	-2,352
	Orbis Energy Centre		13	13
	Stowmarket Relief Road	10,091	10,000	-91
	Haven Gateway	204	282	78
	Developer Funded	86	86	
	Corporate Regeneration Fund	285	285	
	TOTAL	56,520	49,880	-6,640

Environment & Transport are forecasting that £6.6m of the capital programme will now be spent in 2010-11. It is expected that £1.9m of the Integrated Transport funding will now be spent in future years. This is made up of a number of under and overspends on individual elements of the programme. Furthermore it is now expected that £2.3m of the funding for waste projects will be deferred to 2011-12 in line with the Residual Waste Treatment Facility. This is an increase of £0.3m from Q2. Finally £0.6m of the On-Street Parking budget is now expected to be spent in 2010-11.

6 Service Delivery Revenue Works Budgets

Project/Code	Original Works Budget	Carry Forward/ One-off investment	Revised Allocation	Total Expenditure + Commitments	Forecast Outturn	Variance	Comments
Highways - East	3,767,190	330,000	4,097,190	2,812,736	4,247,190	-150,000	
Highways - Central	2,295,500	220,000	2,515,500	1,220,493	2,515,500		
Highways - West	2,842,000	290,000	3,132,000	2,124,646	3,182,000	-50,000	
Bridges	500,000	18,800	518,800	151,847	520,000	-1,200	
Lighting	3,259,810	268,600	3,528,410	2,348,714	3,528,410		
Signals & Crossings	569,000	26,200	595,200	275,564	595,200		
Countywide Highway Maintenance	410,466	36,741	447,207	129,714	447,207		
Ipswich Borough Council	2,237,390	120,000	2,357,390		2,357,390		
St. Edmundsbury Borough Council	346,000	40,000	386,000	297,769	393,000	-7,000	
Winter Maintenance	2,300,500		2,300,500	1,455,098	3,000,000	-699,500	
Pavement Condition Assessment	265,000	107,700	372,700	228,599	335,100	37,600	
TOTAL SERVICE DELIVERY REVENUE WORKS	18,792,856	1,458,041	20,250,897	11,045,180	21,120,997	-870,100	Additional costs due to severe winter

Service Delivery Revenue Non-Works Budgets

Group	Full Year Budget	Year to Date Spend	Forecast Outturn	Variance: positive figure = underspend	Comments
Archaeology	389,153	267,355	389,153		Year end transfers will bring this in on budget.
Archaeology Contract Management	-71,060	912,291	-40,000	-31,060	WIP currently £900k and year end transfers from AI should limit any overspends to c.£30k and may be less.
Countryside & Environmental Services	940,151	461,657	907,658	32,493	
Highways Management - Central	425,376	462,844	572,284	-146,908	Recharge to capital programme
Highways Management - East	505,213	382,897	563,000	-57,787	£12k overspend on supplies due to servicing costs of Newcombe House. £16k Service Fee Income target for which there are no possible sources of income. £30K under-recovery against capital programme.
Highways Management - West	362,235	448,009	376,772	-14,537	Predicted overspend is due to higher level of overtime in first 6 months and reduction of salaries and supplies budget in August. This revised out-turn does not include winter maintenance overtime costs which are forecast based on Dec and Jan to be £18,000.
Highways Management - HQ	2,374,979	-277,022	2,374,979		
Network Improvement	1,485,459	1,302,481	1,685,459	-200,000	Assumes that the recharge to capital programme will not meet the target - this is unclear at present but work is ongoing to establish this. Year to Date Budget also to be reviewed.
Road Safety	1,982,420	1,896,341	2,080,973	-98,553	Problems with staff recharge coding.
Business & Technical Support	1,325,937	1,310,245	1,289,044	36,893	Revised forecast takes account of draw down from carry forward for pavement condition surveys funded from DfT reward grant; resultant net underspend accounted for by need to redistribute funds to other areas of Service Delivery for costs such as training and travel (predominantly Network Improvement teams).
Passenger Transport Management	9,252,576	18,913,037	9,387,822	-135,246	Expenditure is greater than year to date budget, due predominately to concessionary income not yet received, CYP profiling and CYP recharges undertaken at year end. Overspend due to growth of Suffolk Youth Card.
Travel Services	10	289,780	100,000	-99,990	Due to recession, private hire income is lower than anticipated, recently private hire jobs have been cancelled, which has added to a predicted overspend at year end.
Assistant Director	-213,892	67,906	-452,892	239,000	
TOTAL SERVICE DELIVERY REVENUE NON-WORKS	18,758,557	26,437,820	19,234,252	-475,695	

Traders	Planned Surplus	Year to Date Spend	Forecast Outturn	Variance: positive figure = underspend	Comments
Suffolk Highways Contracting	-100,000	-144,192	-200,000	100,000	This surplus will go into the SHC reserve
Suffolk Fleet Management	-12,000	-13,310	-12,000		This surplus will go into the SFM reserve