

**Economy, Transport & Environment Services****Finance and Performance Report (F&PR) – May 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>Green</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	4	8	14
Year-end prediction (for 2017/18)	1	6	7	14

**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 (May) £000</b>	<b>Forecast Variance - Outturn (May) %</b>
	Executive Director	206	+3	+2	0	0
	Infrastructure Management & Operations	58,147	-79	-2	+23	0
	Strategy & Development	12,094	-53	-4	+38	0
	External Grants	-32,051	0	0	0	0
	<b>Total</b>	<b>38,397</b>	<b>-128</b>	<b>-2</b>	<b>+62</b>	<b>0</b>

The service level budgetary control report for May 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

From when the Waste PFI Contract first started in 2008, the annual budget setting process was kept separate to the standard County Council approach. The budget flexed up or down annually depending on the relative performance of the Mechanical Biological Treatment (MBT) Plant and any pressures or flexibilities. In 2016/17, this approach changed, and the underlying pressure of £1.4m was not funded but “held” pending consideration of discussions with experts from Department for Environment, Food and Rural Affairs (DEFRA) on possible savings. This underlying pressure rolled forward into 2017/18 so although there is a £5m of savings target across the next three years, the profile of these savings did not address the fact that there was an underlying pressure of £1.4m which limited the ability to achieve the savings target in the first year as the first savings only brought the budget back into balance .

Significant work is currently underway to model different levels of MBT performance and come to a view on the likely in-year financial position. At the same time, all budget holders across ETE are reviewing their budgets to identify if there are any areas of underspend (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 overall financial position will be reported in the June Finance & Performance Report.

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

There were no items above the de minimis reporting limit recorded in May 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)**

### **Waste**

In the Business Plan, the financial impact of the predicted 1.4% population growth on service provision across the Council was held within Corporate Services, pending services demonstrating there has been an impact due to the population growth which cannot be contained within their revenue budget. Excluding the impact of garden waste, which is variable and dependent on seasonal weather and growing conditions, waste tends to increase proportionate to the population increase, and this has been the case across the last year and hence the £170K demand funding is required to fund the increased landfill tax costs and recycling credits based on a 1.4% increase in population. The virement is reflected within the May F&PR on the basis that it will be approved by General Purposes Committee (GPC). If GPC were not to approve the virement, this would create an additional pressure within the waste budget.

In the Business Plan, an estimated figure was included for the inflationary uplift of the Waste contract, the actual contract increase is in fact higher than that budgeted and will incur additional costs of £200k. The virement of £200k is reflected within the May F&PR on the basis that it will be approved by GPC. If GPC were not to approve the virement, this would create an additional pressure within the waste budget.

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

##### **King's Dyke**

Final land negotiations are concluding and some pressures are emerging which are being evaluated and quantified. A more detailed position will be presented to Economy & Environment Committee in August.

##### **Ely Southern Bypass**

The phasing of the work is being reviewed due to issues with service diversions as well as the profile of expenditure and any impact on costs. Once the outcome of this work is finalised it will be reported and reflected in the forecast position.

##### Funding

Two additional grants have been awarded from the Department for Transport since the published business plan, these being Pothole grant funding (£1.155m) and the National Productivity fund (£2.89m).

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 2015/16 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**

##### **Adult Learning and Skills**

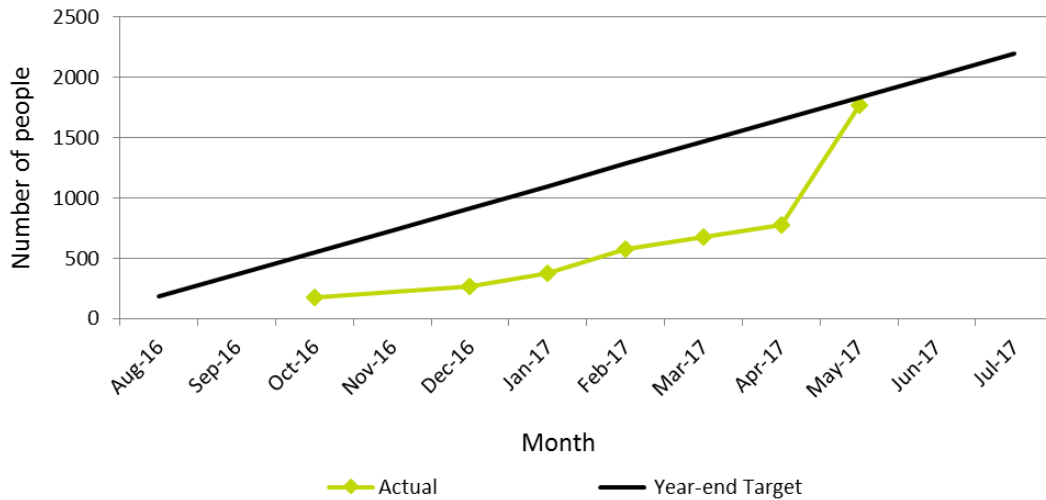
- The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work (May 2017)

Figures to the end of May show that there are currently 1774 learners taking courses in the most deprived wards. Figures are expected to increase during the year as partners run multiple short courses.

A targeted programme has started, focusing on increasing the participation in these deprived areas.

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.

### People in the most deprived wards completing courses to improve their chances of employment



### Economic Development

- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to December 2016)

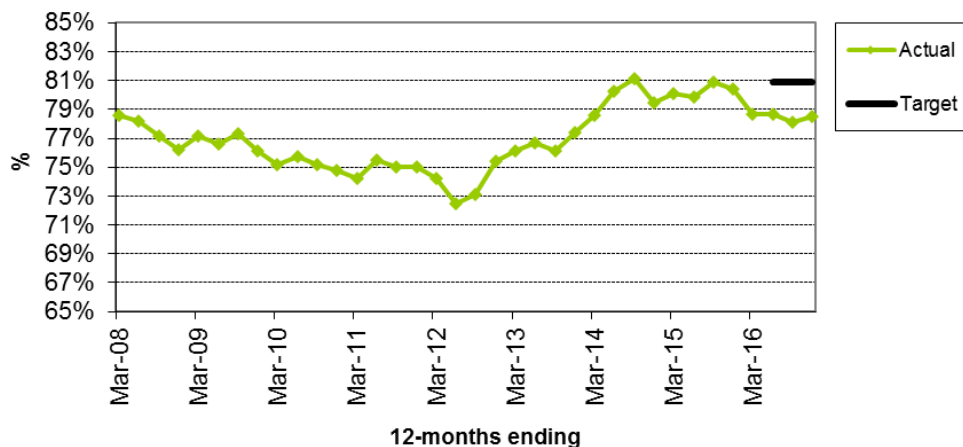
The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).

The 12-month rolling average is 78.5%, which although it has 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%.

11.8% of employed 16-64 year old Cambridgeshire residents are self-employed and 66.7% are employees.

Due to economic uncertainty the target remains challenging.

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



### **Economy**

- 'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others (at November 2016)

The 2016/17 target of  $\leq 11.5\%$  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  $\leq 6.5$  percentage points.

### **Traffic and Travel**

- The average journey time per mile during the morning peak on the most congested routes (September 2015 to August 2016)

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.

The target for 2017/18 is to reduce this to 4 minutes per mile.

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

No new information.

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

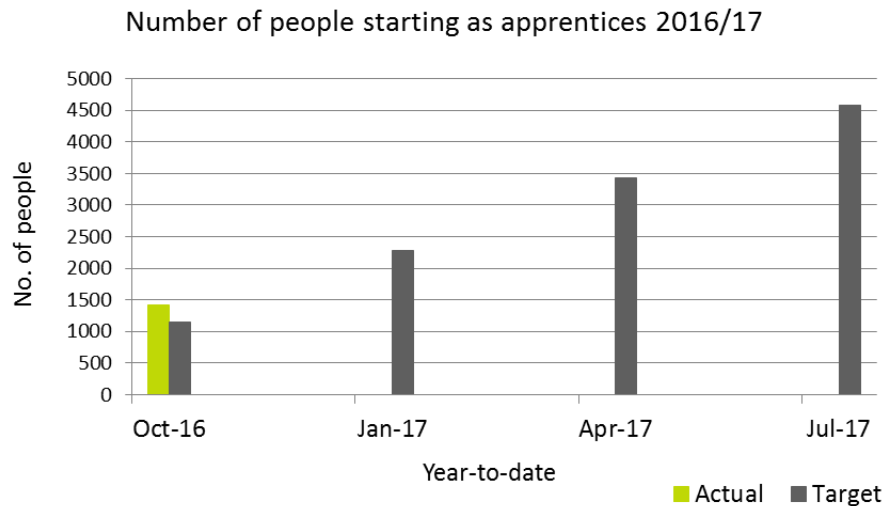
The following indicators are currently on-course to achieve year-end targets.

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

#### **Adult learning and skills**

- The number of people starting as apprentices – academic year, 2016/17

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.

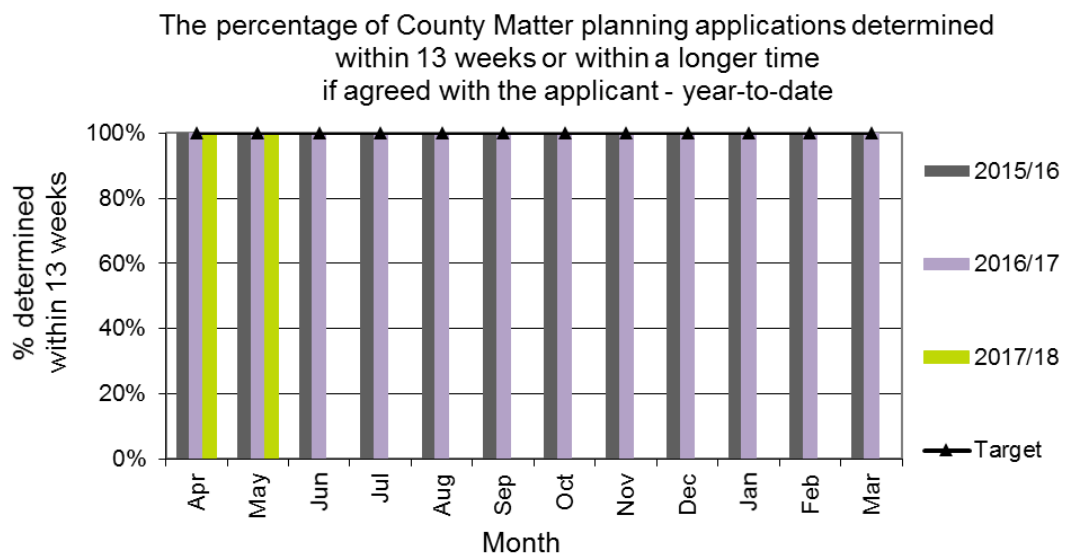


### Planning applications

- 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 May 2017)

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

There were two 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.



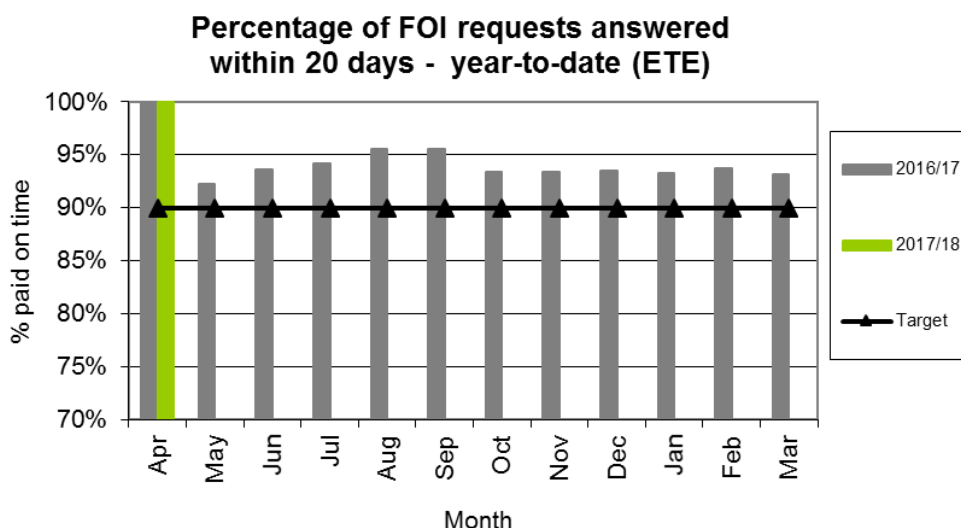
### b) ETE Operational Indicators

#### Freedom of Information (FOI) requests



- Freedom of Information (FOI) requests - % responded to within 20 days (April 2017)  
26 Freedom of Information requests were received during April 2017. Provisional figures show that 100% were responded to on time.

26 Freedom of Information requests have been received since April 2017 and 100% of these have been responded to on-time. This compares with 100% (out of 23) and 100% (out of 23) for the same period last year and the year before.



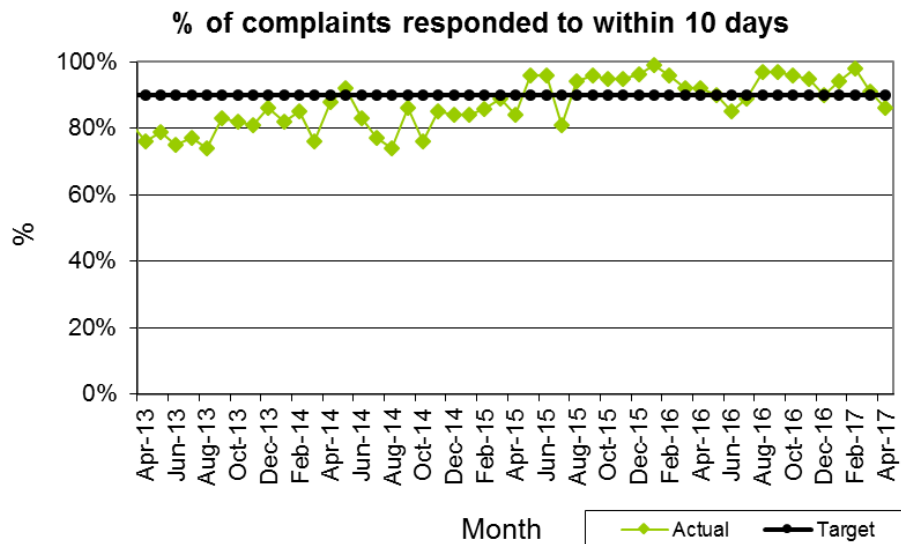
### Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (April 2017)  
38 complaints were received in April 2017. 86% of these were responded to within 10 working days.

The majority of complaints for Infrastructure Management & Operations were for Highways and 19 out of the 25 received were responded to on time.

The majority of complaints received by Strategy & Development were for Passenger Transport and all 13 out of the 13 received were responded to within 10 days.

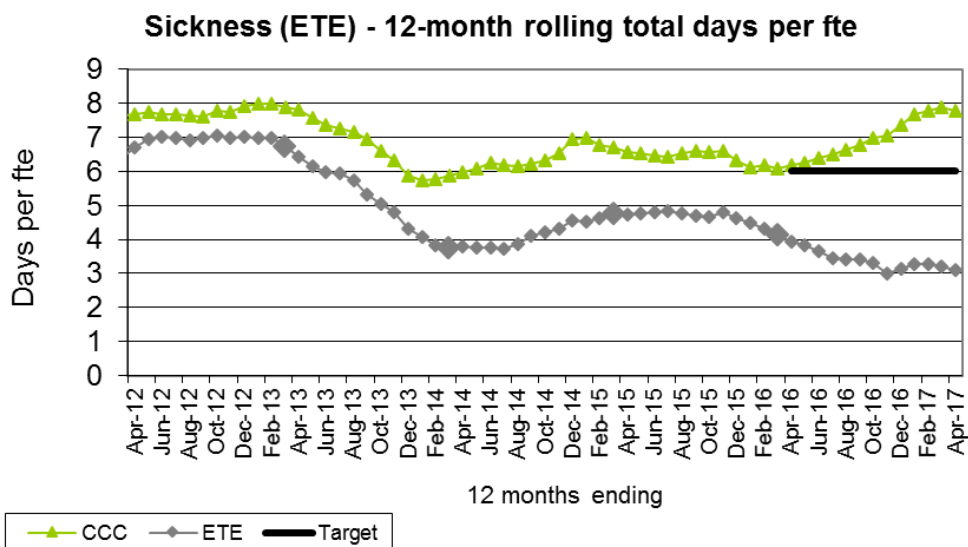
The year-to-date figure is currently 86%.



### Staff sickness

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

The 12-month rolling average has reduced slightly at 3.0 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.



During May the total number of absence days within Economy, Transport & Environment was 133 days based on 534 staff (f.t.e) working within the Service. The breakdown of absence shows that 68 days were short-term sickness and 65 days long-term sickness.

## 4.5 Contextual indicators (new information)

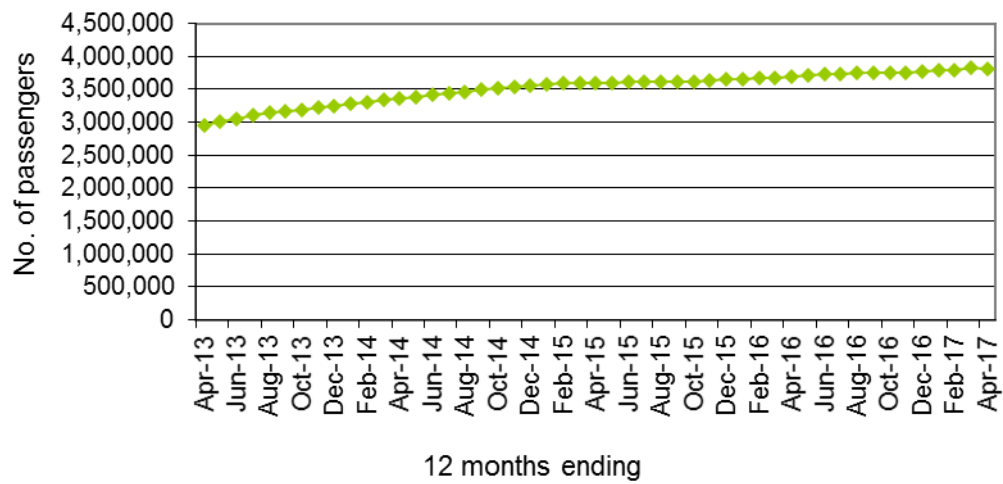
### a) Economy & Environment

#### Passenger Transport

- Guided Busway passenger numbers (May 2017)

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.

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



## APPENDIX 1 – Service Level Budgetary Control Report

Service	Current Budget for 2017-18	Expected to end of May	Actual to end of May	Current Variance		Forecast Variance - Outturn May	
	£'000	£'000	£'000	£'000	%	£'000	%
<b>Economy, Transport &amp; Environment Services</b>							
Executive Director	-62	155	143	-12	-8	+0	+0
Business Support	268	45	60	+15	+33	+0	+0
Direct Grants	-23,000	0	0	+0	+0	0	0
<b>Total Executive Director</b>	<b>-22,794</b>	<b>200</b>	<b>203</b>	<b>+3</b>	<b>+2</b>	<b>+0</b>	<b>+0</b>
<b>Directorate of Infrastructure Management &amp; Operations</b>							
Director of Infrastructure Management & Operations	144	24	21	-3	-13	+0	+0
Waste Disposal including PFI	34,160	1,975	2,163	+187	+9	+0	+0
Highways							
- Road Safety	332	22	45	+23	+109	+0	+0
- Traffic Management	1,384	331	244	-87	-26	+0	+0
- Highways Maintenance	6,636	725	726	+1	+0	+0	+0
- Permitting	-1,333	-194	-165	+28	-15	+0	+0
- Winter Maintenance	1,975	0	-38	-38	+0	+0	+0
- Parking Enforcement	0	-573	-705	-132	+23	+0	+0
- Street Lighting	9,505	805	723	-82	-10	-44	-0
- Asset Management	537	62	82	+19	+31	+0	+0
- Highways other	584	286	257	-29	-10	+0	+0
Trading Standards	706	-2	-7	-5	+250	+0	+0
Community & Cultural Services							
- Libraries	2,930	522	515	-7	-1	-8	-0
- Archives	347	60	53	-7	-11	+3	+1
- Registrars	-541	-100	-26	+74	-74	+0	+0
- Coroners	780	99	79	-21	-21	+72	+9
Direct Grants	-6,635	0	0	0	+0	0	20
<b>Total Infrastructure Management &amp; Operations</b>	<b>51,512</b>	<b>4,043</b>	<b>3,964</b>	<b>-79</b>	<b>-2</b>	<b>+23</b>	<b>+0</b>
<b>Directorate of Strategy &amp; Development</b>							
Director of Strategy & Development	142	24	22	-1	-6	+0	+0
Transport & Infrastructure Policy & Funding	97	119	110	-9	-7	0	+0
Growth & Economy							
- Growth & Development	564	83	130	+47	+57	+0	+0
- County Planning, Minerals & Waste	304	-21	-84	-63	+296	+0	+0
- Historic Environment	53	35	91	+56	+162	+0	+0
- Flood Risk Management	329	18	12	-6	-34	-0	-0
- Highways Development Management	21	-21	-118	-97	+453	+0	+0
- Growth & Economy other	165	37	25	-12	-32	+0	+0
Major Infrastructure Delivery	0	0	55	+55	+18,440	+0	+0
Passenger Transport							
- Park & Ride	193	538	573	+35	+6	+38	+20
- Concessionary Fares	5,393	530	480	-50	-9	+0	+0
- Passenger Transport other	2,236	83	74	-9	-11	+0	+0
Adult Learning & Skills							
- Adult Learning & Skills	2,596	-104	-121	-17	+17	+0	+0
- Learning Centres	0	0	19	+19	+0	+0	+0
Direct Grants	-2,416	0	0	0	+0	0	0
<b>Total Strategy &amp; Development</b>	<b>9,678</b>	<b>1,319</b>	<b>1,267</b>	<b>-53</b>	<b>-4</b>	<b>+38</b>	<b>+0</b>
<b>Total Economy, Transport &amp; Environment Services</b>	<b>38,397</b>	<b>5,562</b>	<b>5,434</b>	<b>-128</b>	<b>-2</b>	<b>+62</b>	<b>+0</b>

<b>MEMORANDUM</b>							
<b>Grant Funding</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>%</b>	<b>£'000</b>	<b>%</b>
- Combined Authority funding	-23,000	0	0	+0	+0	+0	+0
- Street Lighting - PFI Grant	-3,944	0	0	+0	+0	+0	+0
- Waste - PFI Grant	-2,691	0	0	+0	+0	+0	+0
- Adult Learning & Skills	-2,416	0	0	+0	+0	+0	+0
<b>Grant Funding Total</b>	<b>-32,051</b>	<b>0</b>	<b>0</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>Waste Disposal incl PFI</b>	34,160	+187	+9	0	0
The waste budget assumes the MBT is operating at 35% performance but in the first two months of the financial year performance was 28%, and also there is a significant pressure on 3 <sup>rd</sup> Party Income. However, we are currently reviewing the activity data in detail and will be able to report the actual in-year pressure, once known, in the June F&PR.					
<b>Parking Enforcement</b>	0	-132	+23	0	0
Income from City centre access cameras is currently ahead of budget but is not expected to continue at this level as drivers get used to the new restrictions.					
<b>Coroners</b>	780	-21	-21	+72	+9
Costs in this area has increased partly due to more deaths and also an increase in costs relating to Assistant Coroners.					
<b>Concessionary Fares</b>	5,393	-50	-9	0	0
There is likely to be a significant underspend on concessionary fares based on last year's level of activity but until the first set of performance data confirms the trend is ongoing service is forecasting a nil variance. The updated position will be reported in the June F&PR.					

### 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
Non-material grants (+/- £30k)		0
<b>Total Grants 2017/18</b>		<b>32,051</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)	-18	
<b>Current Budget 2017/18</b>	<b>38,397</b>	



## APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017 £'000	Movement within Year £'000	Balance at 31st May 2017 £'000	Yearend Forecast Balance £'000	Notes
<b>General Reserve</b>					
Service carry-forward	2,229	(762)	1,467	0	To be transferred to central reserve
<b>Sub total</b>	<b>2,229</b>	<b>(762)</b>	<b>1,467</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	0	620	620	
Community Transport	0	562	562	562	
Guided Busway Liquidated Damages	1,523	0	1,523	300	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	0	59	59	
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	0	36	0	
Other earmarked reserves under £30k - S&D	(174)	0	(174)	0	
<b>Sub total</b>	<b>6,003</b>	<b>562</b>	<b>6,565</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	0	786	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(3,693)	2,095	5,000	
Other Capital Funding - IMO	699	40	739	200	
<b>Sub total</b>	<b>7,274</b>	<b>18,207</b>	<b>25,480</b>	<b>5,200</b>	
<b>TOTAL</b>	<b>16,393</b>	<b>18,007</b>	<b>34,400</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 (May)	Forecast Spend - Outturn (May)	Forecast Variance - Outturn (May)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	40	200	0	200	0
682	- Local Infrastructure Improvements	863	87	863	0	863	0
594	- Safety Schemes	594	-82	594	0	594	0
345	- Strategy and Scheme Development work	345	-21	345	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,178	193	4,178	0	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	Operating the Network	16,409	1,234	16,409	0	16,409	0
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	-52	6,000	0	90,000	0
0	- Pothole grant funding	1,155	0	1,155	0	1,155	0
395	- Waste Infrastructure	395	0	395	0	5,120	0
2,060	- Archives Centre / Ely Hub	1,975	0	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	0	2,890	0	2,890	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	4,852	233	4,852	0	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	0	1,510	0	9,116	0
25,000	- Ely Crossing	25,891	-734	25,891	0	36,000	0
0	- Chesterton Busway	0	3	0	0	0	0
1,370	- Guided Busway	1,200	124	1,200	0	148,886	0
11,667	- King's Dyke	6,000	50	6,000	0	13,580	0
0	- Wisbech Access Strategy	170	116	170	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	0	1,000	0	0	0
100	- A14	142	29	142	0	25,200	0
0	- Soham Station	500	3	500	0	6,700	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	0	4,217	0	36,290	0
0	- Other Schemes	200	0	200	0	200	0
<b>75,677</b>		<b>82,037</b>	<b>1,223</b>	<b>82,037</b>	<b>0</b>	<b>423,803</b>	<b>0</b>
-9,664	Capital Programme variations	-14,742		-14,742	0		
<b>66,013</b>	<b>Total including Capital Programme variations</b>	<b>67,295</b>	<b>1,223</b>	<b>67,295</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. This still needs to be agreed by GPC.

Two additional grants have been awarded since the published business plan, these being Pothole grant funding and the National Productivity 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

Final land negotiations are concluding and some pressures are emerging which are being evaluated and quantified. A more detailed position will be presented to E&E Committee in August.

## Ely Southern Bypass

The phasing of the work is being reviewed due to issues with service diversions and the profile of expenditure and any impact on costs. Once the outcome of this work is finalised it will be reported and reflected in the forecast position.

## 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 (May) £'000	Forecast Funding Variance - Outturn (May) £'000
17,991	Local Transport Plan	20,075	20,075	0
2,483	Other DfT Grant funding	18,635	18,635	0
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	5,636	5,636	0
18,742	Prudential Borrowing	17,747	17,747	0
12,403	Other Contributions	9,577	9,577	0
<b>75,677</b>		<b>82,037</b>	<b>82,037</b>	<b>0</b>
<b>-9,664</b>	Capital Programme variations	-14,742	-14,742	0
<b>66,013</b>	<b>Total including Capital Programme variations</b>	<b>67,295</b>	<b>67,295</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.

Two additional grants have been awarded since the published business plan, these being Pothole grant funding and the National Productivity 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 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 Department for Transport (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)	11.6	New Grant funding – National Productivity Fund (£2.9m) and Pothole Action 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)	-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-Apr-2017	1,774	2,200	A	A	Figures to the end of May show that there are currently 1774 learners taking courses in the most deprived wards. Figures are expected to increase during the year as partners run multiple short courses.  A targeted programme has started, focusing on increasing the participation in these deprived areas.  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.
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	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.  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.
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	G	G	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%	A	A	<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%	G	A	<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	↔	May-2017	100%	100%	G	G	<p>Three County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.</p> <p>There were two 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).</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>

### c) 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	↑	Apr-2017	100%	90%	G	G	26 Freedom of Information requests were received during April 2017. Provisional figures show that 100% were responded to on time.  26 Freedom of Information requests have been received since April 2017 and 100% of these have been responded to on-time. This compares with 100% (out of 23) and 100% (out of 23) for the same period last year and the year before.
	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of complaints responded to within 10 days	High	↓	Apr-2017	86%	90%	A	G	38 complaints were received in April 2017. 86% of these were responded to within 10 working days.  The majority of complaints for Infrastructure Management & Operations were for Highways and 19 out of the 25 received were responded to on time.  The majority of complaints received by Strategy & Development were for Passenger Transport and all 13 out of the 13 received were responded to within 10 days.  The year-to-date figure is currently 86%.
	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 May-2017	3.0 days per f.t.e.	6 days per f.t.e	<b>G</b>	<b>G</b>	<p>The 12-month rolling average has reduced slightly at 3.0 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During May the total number of absence days within Economy, Transport &amp; Environment was 133 days based on 534 staff (f.t.e) working within the Service. The breakdown of absence shows that 68 days were short-term sickness and 65 days long-term sickness.</p>