

Economy, Transport and Environment (ETE) - Finance and Performance Report – November 2015 for Economy and Environment Committee

1. SUMMARY

1.1 Finance

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	2	8	12
Current status last month	1	3	8	12
Year-end prediction (for 2015/16)	0	7	5	12

Notes

2014/15 data is still being reported for some indicators due to time lags in data collection. There are also some indicators that are still being measured over the 2014/15 academic year.

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2015/16 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (November) £000	Forecast Variance - Outturn (November) %
-1	Executive Director	730	-21	-2	-1	0
-214	Infrastructure Management & Operations	59,174	-3,925	-11	-206	0
-96	Strategy & Development	14,371	+109	1	-142	-1
0	External Grants	-11,120	-116	2	0	0
-310	Total Service Funded Items	63,155	-3,953	-10	-348	0
+144	Waste Private Finance Initiative (PFI)				+144	0
-166	Total	63,155	-3,953	-10	-204	+0

The service level budgetary control report for November 2015 can be found in [appendix 1](#).

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

2.2 Significant Issues

There are no new significant issues to report this month.

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

There were no items above the de minimis reporting limit recorded in November 2015.

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 were no items above the de minimis reporting limit recorded in November 2015.

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

Delivering the Transport Strategy Aims – A cycle route between Cromwell Community College to The Elms, Chatteris is now expected to cost less than was originally budgeted.

Guided Busway – due to the timing uncertainty over the final land-deal and retention payments, the previous £3m forecast spend has been slipped into 2016/17 although the total forecast spend is unchanged. However, there is still considerable uncertainty over the timing and the profile of actual spend could change again.

City Deal – Spend this year is mainly on staffing and the projected spend is being reported to the City Deal Executive Board. The latest forecast spend is based on firmer costings for each of the City Deal schemes.

Funding

All schemes are funded as was presented in the 2015/16 Business Plan.

There will be a reduction in the prudential borrowing requirement in 2015/16 of £2.0m, this relating to outstanding land deals for the Guided Busway.

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 & Environment (E&E) indicators for 2015/16.

New information for red, amber and green indicators is shown 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 2015/16 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 & Skills

- The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work - academic year, year-to-date (to November 2015)

The provisional number of learners taking courses in the most deprived areas up to the end of November is 346. The rise in numbers has been slower lately as the end of term approaches.

The number of people completing courses will not be recorded until the end of the academic year. The target of 2,000 is end-of-year.

The definition of this indicator was amended in March in order for the indicator to align with the targeting of harder to reach groups.

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

Economic Development

- 'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others (at May 2015)

The 2015/16 target of 12% is for the most deprived areas (top 10%) as approved by Economy & Environment Committee earlier this year.

Latest figures published by the Department for Work and Pensions show that, in May 2015, 11.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 5.1% of those living elsewhere in Cambridgeshire.

Comparable figures for May 2014 were 12.6% and 5.4% respectively, so the gap has decreased from 7.2 to 6.7 percentage points.

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 November 2015)

Four County Matter planning applications have been received and determined on time since April.

There were 10 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).

b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (October 2015)

One hundred and ninety-six Freedom of Information requests have been received since April. 98.5% of these have been responded to on time.

Twenty-nine out of 30 requests were responded to on time during October. All of these requests were for Infrastructure Management & Operations.

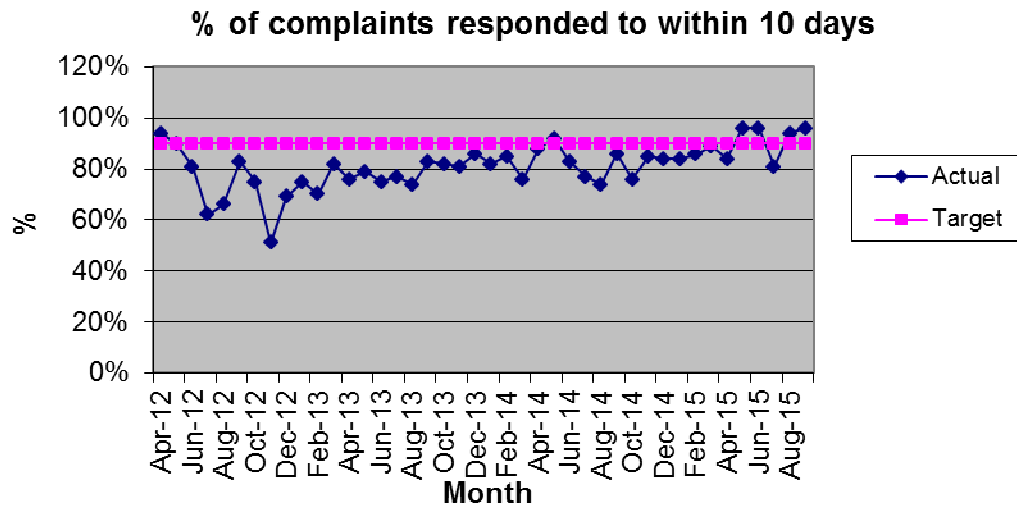
Complaints - response rate

- Percentage of complaints responded to within 10 days (September 2015)

Fifty-four complaints were received in September. Ninety-six percent of these were responded to within 10 working days, above the challenging 90% target.

The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management (24). Of the 27 complaints received by Strategy & Development, all 27 were received by the Passenger Transport service.

The year-to-date figure is currently 91%.



4.5 Contextual indicators (new information)

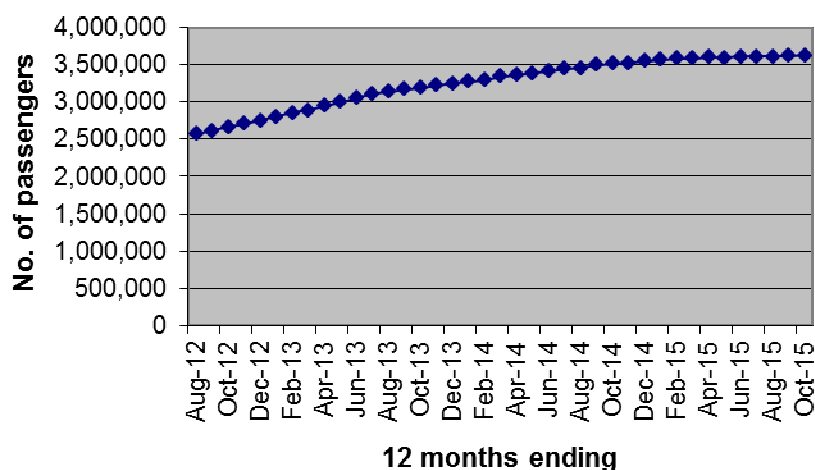
a) Economy & Environment

Passenger Transport

- Guided Busway passenger numbers (October 2015)

The Guided Busway carried around 336,000 passengers in October, and there have now been over 13.6 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.63 million.

Guided Busway passengers: 12-month rolling total



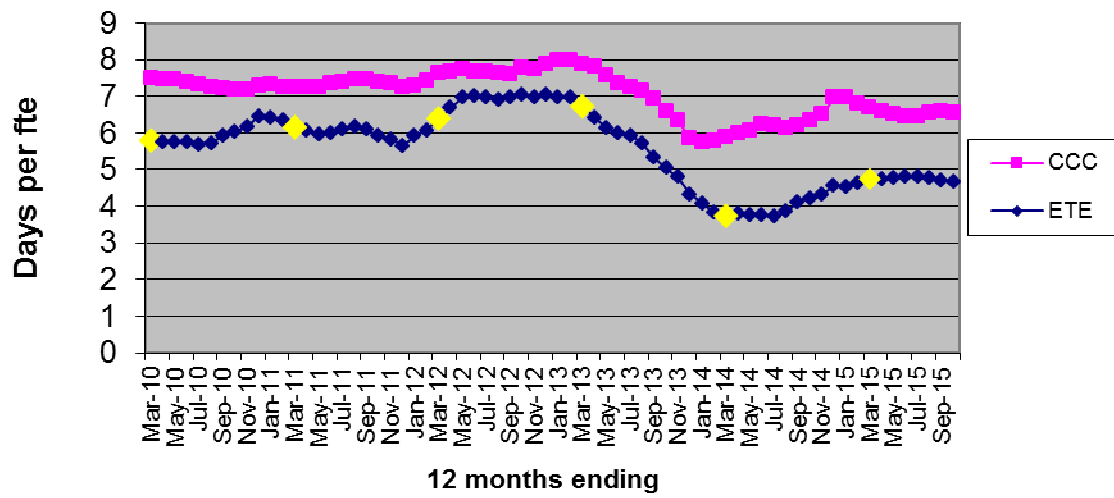
b) ETE Operational Indicators

Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to October 2015)


The 12-month rolling average has remained at around the same low level over the past few months and is now at 4.65 days per full time equivalent (f.t.e.).

Sickness (ETE) - 12-month rolling total days per fte



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn October £'000	Service	Current Budget for 2015-16 £'000	Expected to end of November £'000	Actual to end of November £'000	Current Variance £'000	%	Forecast Variance - Outturn November £'000	%
	Economy, Transport & Environment Services							
+0	Executive Director	182	487	488	+1	+0	+0	+0
+1	Business Support	548	350	328	-22	-6	+1	+0
0	Direct Grants	0	0	0	0	+0	0	0
1	Total Executive Director	730	837	816	-21	-2	+1	+0
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	136	90	80	-10	-11	+0	+0
	Assets & Commissioning							
+174	- Street Lighting	9,152	5,233	4,835	-398	-8	+174	+2
+144	- Waste Disposal including PFI	33,003	20,405	17,696	-2,709	-13	+144	+0
+11	- Asset Management	592	544	595	+51	+9	+11	+2
	Local Infrastructure & Street Management (LISM)							
-10	- Road Safety	663	453	429	-24	-5	-10	-1
+60	- Traffic Manager	-507	-251	-161	+90	-36	+52	-10
+107	- Network Management	1,236	811	918	+107	+13	+113	+9
+0	- Local Infrastructure & Streets	3,787	2,214	2,213	-1	-0	+0	+0
+0	- Winter Maintenance	1,910	984	988	+3	+0	+0	+0
-157	- LISM other	2,826	780	610	-170	-22	-157	-6
	Supporting Business & Communities							
-134	- Communities & Business	1,473	977	807	-170	-17	-134	-9
+0	- Parking Enforcement	0	-886	-1,205	-319	+36	+0	+0
+0	- Recycle for Cambridge & Peterborough (RECAP)	0	16	-22	-38	+0	+0	+0
	Community & Cultural Services							
-12	- Libraries	4,018	2,618	2,525	-92	-4	-9	-0
-5	- Archives	603	362	364	+2	+1	+2	+0
-194	- Registrars	-468	-246	-458	-213	+87	-194	+41
-54	- Coroners	751	494	459	-35	-7	-54	-7
0	Direct Grants	-7,033	-3,564	-3,564	0	+0	0	128
-70	Total Infrastructure Management & Operations	52,141	31,037	27,112	-3,925	-13	-62	-0
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	135	89	92	+3	+4	+0	+0
+0	Transport & Infrastructure Policy & Funding	664	365	502	+137	+38	+0	+0
	Growth & Economy							
-10	- Growth & Development	587	370	365	-5	-1	-11	-2
-31	- County Planning, Minerals & Waste	341	193	184	-8	-4	-31	-9
-21	- Enterprise & Economy	157	115	102	-13	-11	-21	-14
+0	- Mobilising Local Energy Investment (MLEI)	0	11	141	+130	+1,174	+0	+0
+6	- Growth & Economy other	760	463	417	-46	-10	+6	+1
+0	Major Infrastructure Delivery	376	480	371	-109	-23	+0	+0
	Passenger Transport							
+260	- Park & Ride	169	662	761	+99	+15	+215	+128
-300	- Concessionary Fares	5,477	3,027	2,819	-208	-7	-300	-5
+0	- Passenger Transport other	2,563	1,716	1,657	-60	-3	+0	+0
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,404	1,464	1,581	+117	+8	+0	+0
+0	- Learning Centres	338	144	200	+56	+39	+0	+0
+0	- National Careers	400	163	177	+14	+9	+0	+0
0	Direct Grants	-4,087	-1,795	-1,911	-116	+6	0	0
-96	Total Strategy & Development	10,284	7,467	7,459	-7	-0	-142	-1
-166	Total Economy, Transport & Environment Services	63,155	39,340	35,387	-3,953	-10	-204	-0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-418	-313	-313	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-1,346	-1,346	+0	+0	+0	+0
0	- Bus Service Operators Grant	-302	-302	-302	+0	+0	+0	+0
0	- Local Sustainable Transport Funding (LSTF)	-1,000	0	0	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,204	-1,210	-1,346	-136	+0	+0	+0
0	- Learning Centres	-161	-88	-88	+0	0	+0	+0
0	- National Careers funding	-400	-128	-108	+20	-16	+0	+0
+0	Grant Funding Total	-11,120	-5,359	-5,475	-116	2 	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget for 2015/16 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
Street Lighting	9,152	-398	-8	+174	+2
It was originally planned to commence part-night lighting in April, however, it has since been agreed to defer this saving until April 2016 to allow for a full consultation period with local Councils. This will result in the business plan saving not being delivered in 2015/16.					
Waste Disposal including PFI	33,003	-2,709	-13	+144	0
<p>The current variance is due to a delay in District Councils applying to the County Council for recycling credits and in AmeyCespa being late in applying for the landfill tax payment.</p> <p>The expected outturn position is showing an overspend as a result of the latest forecast predicting that slightly more waste will go into landfill than was previously expected and income from third parties will be less than expected.</p>					
Network Management	1,236	+107	+13	+113	+9
A number of areas are predicted to overspend in this area including grass cutting. Officers are holding back expenditure in other areas so that this overspend can be covered.					
LISM other	2,826	-170	-22	-157	-6
Expenditure is being held back within this area to cover the overspend in Network Management. A large part of the underspend is also the result of savings from vacancies within the Service.					
Communities & Business	1,473	-170	-17	-134	-9
The predicted underspend is mainly due to savings arising from vacancies within the Service.					
Libraries	4,018	-92	-4	-9	0
Income from the Enterprise Centre in Central Library was projected to commence from April. As this scheme is no longer going ahead in the way originally intended, the level of income for the year will be less than budgeted. Officers are working with members, public and staff to look at other potential revenue streams to bridge this gap. Staff vacancies within Libraries are being held in view of savings targets for next year, and are producing savings to mitigate the shortage of income from the Enterprise Centre in the current year.					

Registrars	-468	-213	+87	-194	+41
The timing of when ceremony fees are collected has been changed to when notice is given rather than being collected three months prior to the ceremony. This has caused a one off increase in income this year through re-phasing of when it is collected.					
Park & Ride	169	+99	+15	+215	+128
<p>A predicted shortfall in income in the region of £515k is expected for parking fees at the Park & Ride sites based on income levels achieved in the first eight months of this year.</p> <p>This overspend will be partially covered by increased income from bus lane enforcement, which is expected to be in the region of £300k.</p>					
Concessionary Fares	5,477	-208	-7	-300	-5
Concessionary fares are expected to underspend in the region of £300k, this is due to some commercial routes being withdrawn and a decrease in passenger numbers compared with 2014/15. This figure can easily change with seasonal factors but will be monitored closely for the rest of the year.					

APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	11,410
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-176
Learning centre grants	Various	-141
Non-material grants (+/- £30k)		+27
Total Grants 2015/16		11,120

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2015/16.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	63,308	
Use of operational savings – LEP funding	50	
Transfer of Open Spaces Service to ETE from Corporate Services	54	
Transfer of Travellers support to ETE from Corporate Services	51	
City Deal funding transferred to Corporate Services	-717	
Centralisation of mobile phone budgets	-55	
Use of operational savings –Lane rental implementation	200	
Use of operational savings –Support of sustainable transport access to Cambridge North station	178	
Use of ETE operational savings – Support to achieve Business planning savings £75k	75	
Non-material virements (+/- £30k)	11	
Current Budget 2015/16	63,155	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2015 £'000	Movement within Year £'000	Balance at 30th November 2015 £'000	Forecast Balance at 31st March 2016 £'000	Notes
General Reserve					
Service carry-forward	3,369	(628)	2,741	166	Account used for all of ETE
Sub total	3,369	(628)	2,741	204	
Equipment Reserves					
Winter Maintenance Vehicles	683	(287)	397	500	
Libraries - Vehicle replacement Fund	210	0	210	150	
Sub total	893	(287)	607	650	
Other Earmarked Funds					
Deflectograph Consortium	67	(9)	59	50	Partnership accounts, not solely CCC
Highways Searches	32	0	32	0	
On Street Parking	1,138	(0)	1,138	1,000	
Bus route enforcement	146	0	146	200	
Highways Commuted Sums	525	54	579	500	
Guided Busway Liquidated Damages	4,088	(710)	3,378	2,500	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	0	
Proceeds of Crime	190	0	190	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	225	0	225	150	Partnership accounts, not solely CCC
Discover Cambs Tourism Brochure	23	0	23	0	Partnership accounts, not solely CCC
Fens Workshops	39	17	56	0	Partnership accounts, not solely CCC
Travel to Work	233	9	242	150	Partnership accounts, not solely CCC
Steer- Travel Plan+	76	0	76	0	
Olympic Development	13	0	13	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	28	0	28	0	
Archives Service Development	234	0	234	200	
National Careers Service	73	0	73	0	
Other earmarked reserves under £30k - IMO	9	11	20	0	
Other earmarked reserves under £30k - S&D	143	32	175	100	
Sub total	7,404	(598)	6,806	5,101	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	669	0	669	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	13,649	13,649	0	Account used for all of ETE
Government Grants - City Deal	0	20,000	20,000	17,500	
Government Grants - S&D	3,268	4,237	7,504	970	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	11,454	(1,726)	9,728	7,000	
Other Capital Funding - IMO	1,176	93	1,269	200	
Sub total	15,897	36,252	52,149	25,670	
TOTAL	28,232	34,740	62,972	31,625	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2015/16						TOTAL SCHEME	
Original 2015/16 Budget as per BP	Scheme	Revised Budget for 2015/16	Actual Spend (November)	Forecast Spend - Outturn (November)	Forecast Variance - Outturn (November)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	492	73	492	0	492	0
482	- Local Infrastructure Improvements	561	157	536	-25	482	0
626	- Safety Schemes	631	419	625	-6	626	0
345	- Strategy and Scheme Development work	495	392	492	-3	345	0
3,156	- Delivering the Transport Strategy Aims	4,070	782	2,460	-1,610	4,450	0
478	- Cambridgeshire Sustainable Transport Improvements	484	290	484	0	478	0
23	- Air Quality Monitoring	23	14	23	0	23	0
15,038	Operating the Network	15,994	9,441	15,381	-613	16,028	0
	Infrastructure Management & Operations Schemes						
6,925	- £90m Highways Maintenance schemes	8,132	5,194	8,645	513	90,000	0
0	- Waste Infrastructure	588	18	122	-466	5,588	0
3,000	- Archives Centre / Ely Hub	3,131	26	1,908	-1,223	4,131	0
251	- Community & Cultural Services	1,719	16	1,299	-420	1,702	0
	Strategy & Development Schemes						
2,446	- Cycling Schemes	6,351	2,298	3,413	-2,938	18,093	0
1,729	- Huntingdon - West of Town Centre Link Road	3,397	12	1,250	-2,147	10,534	0
9,575	- Ely Crossing	9,883	128	3,000	-6,883	30,780	0
20,000	- Cambridge North Station	0	10	0	0	4,000	0
0	- Chesterton Busway	2,264	2,153	2,264	0	6,050	0
370	- Guided Busway	3,740	511	0	-3,740	151,147	0
4,843	- King's Dyke	5,050	272	815	-4,235	13,629	0
0	- Wisbech Access Strategy	1,000	83	500	-500	1,000	0
2,500	City Deal	2,500	1,027	1,710	-790	100,000	0
0	- Other Schemes	536	47	536	0	25,005	0
	Other Schemes						
12,013	- Connecting Cambridgeshire	19,541	429	11,366	-8,175	36,150	0
285	- Other Schemes	85	37	0	-85	680	0
84,485		90,667	23,829	57,321	-33,346	521,413	0

The increase between the original and revised budget is due to the carry forward of funding from 2014-15, this being due to the rephasing of schemes, which were reported as underspending at the end of the 2014-15 financial year.

The timing of the Government announcement that 'Cambridge North' Station scheme will be handed over to Network Rail has resulted in the scheme remaining in the 2015/16 Business Plan. Arrangements have now been finalised, and the County Council will not be incurring any further expenditure on this scheme. The revised budget has been reduced by £20m in 2015/16 to reflect this point.

Delivering the Transport Strategy Aims

- S106 developer funded cycling schemes are in various stages with some coming forward for construction in 2016/17 and others requiring further development and consultation.
- Land acquisition and license agreements need to be completed to allow construction to commence on Yaxley to Farcet and the new link through Babraham Research Campus. Scheme delivery is anticipated in 2016/17.

Detailed design is underway on a new link from Bar Hill to Longstanton funded through Northstowe Phase 1 S106.

- Integrated Transport Block funded cycling schemes for 2015/16 are largely complete now.
- A cycle route between Cromwell Community College to The Elms, Chatteris is now expected to cost less than was originally budgeted.

£90m Highways Maintenance schemes

There will be increased costs relating to Brasley Bridge in Grantchester. A maintenance scheme that has straddled two financial years (2013/14 & 2014/15). The cost of fully reconstructing the bridge has proved to be higher than originally budgeted for back in 2012/13.

Reasons for overspend:

- The £200k cost of temporarily diverting utility apparatus was planned to be funded from a capital budget in 2013/14, but was delayed to 2014/15. This delay resulted in the scheme being reprogrammed and had a knock-on effect on the how the budget was then allocated across each financial year.
- Delays in the completion of works undertaken by utility contractors also impacted our own contractor and the subsequent availability of specialist plant and resources, leading to additional costs of £36k. Unfortunately we are not able to claim back costs associated with utility works.
- Significant pressure from the local community and businesses to reopen Grantchester Road as soon as possible also led to acceleration of the works to mitigate delays at an additional cost of £54k.
- Unforeseen ground conditions have also impacted on costs, due to the original budget being based on the feasibility / initial design rather than the detailed design. The scheme was allocated £565k for 2015/16, but costs are expected to be £920k, with a total scheme cost of £1.48 million. Since this scheme officers have been working to improve the process between initial feasibility and detailed design so that budgets allocated are more realistic from the outset.

Officers will look to fund this in-year overspend from savings and/or reducing the scope where possible on other schemes within the current TDP. This does not therefore represent a total scheme overspend.

The forecast variance on Waste infrastructure schemes is due to a reprogramming of a new Household Recycling Centre to provide a sustainable solution to replace the existing Milton Site in the Cambridge area.

Archives Centre / Ely Hub – This scheme is to completed over 2 years with a larger amount of the expenditure now expected to take place next year.

The forecast variance on Community & Cultural Services is due to schemes currently not being progressed until the results of review of the Library Service are known. It is expected that this funding will however be spent over the next couple of years as part of developing community hubs.

The total budgeted grant for Cycle City Ambition schemes are shown within the report. Huntingdon Road is substantially complete along with the first phase of Harston to Foxton. Works on the Addenbrookes-bound side of Hills Road and on Trumpington Road commence early in 2016. Further consultation is required for A10 Harston. Work continues

on the development of Quay to Lode, Phase 2 of Harston to Foxton and Abbey-Chesterton bridge. The forecast has now been revised to reflect the forecast delivery timescale and to take into account early stages of design, feasibility and consultation in year one of the programme.

Huntingdon – West of Town Centre link road. The ongoing outstanding costs of Land purchase are not yet resolved and therefore at this stage it is too early to forecast budget outturns of predicted underspends.

Ely Southern By- Pass – Project forecast is for delivery in late 2017. The procurement process and land acquisition are underway. A delay has been previously reported within the procurement process but the overall targeted date of opening remains the same. A procurement timeline is now established for an autumn substantial delivery.

Stage	Target Date
Procurement completed	April 2016
Contract awarded	May 2016
Detailed Design stage	May 2016
Construction	Sept 2016
Scheme open	Late 2017

Meeting timings is dependent on a smooth procurement process, concluding agreements with Network Rail and agreeing a contractor's programme.

Guided Busway – due to the timing uncertainty over the final land-deal and retention payments, the previous £3m forecast spend has been slipped into 2016/17 although the total forecast spend is unchanged. However, there is still considerable uncertainty over the timing and the profile of actual spend could change again.

King's Dyke – The report highlights a potential underspend on the budget in 2015/16. As previously reported delays in the preparation of the planning application means the 2016/17 allocation will not now be fully realised. The key stages and expected dates for delivery are shown below:

Stage	Target Date
Planning application submitted	Dec 2015
Application determined	Feb/March 2016
Procurement and contract document preparation	Jan-May 2015
Works package awarded	Sept 2016
Scheme open	Summer 2017

Meeting timings is dependent on a smooth planning process, land acquisition, concluding agreements with Network Rail and agreeing a contractor's programme.

Wisbech Access Strategy – This scheme is funded by Growth deal funding over 2 years and expenditure will match this grant funding.

City Deal – Although we have already received £20m worth of grant funding for the City Deal, the very nature of the schemes will mean that the majority of the expenditure will take place in the latter years of the initial five year period. The budget has therefore been adjusted to match the likely profile of spend. Spend this year is mainly on staffing and the projected spend is being reported to the City Deal Executive Board. The latest forecast spend is based on firmer costings for each of the City Deal schemes.

Connecting Cambridgeshire – This scheme has now been rephased and will now continue into 2016/17 and 2017/18. We have additional funding and investment from BT for a further rollout phase to be delivered between January 2016 and late summer 2017 to deliver fibre broadband to more premises across Cambridgeshire and Peterborough. The original project planned to complete by the end of December 2015 is on track and will deliver the planned coverage by the end of December 2015.

Capital Funding

2015/16				
Original 2015/16 Funding Allocation as per BP	Source of Funding	Revised Funding for 2015/16	Forecast Spend - Outturn (November)	Forecast Funding Variance - Outturn (November)
£'000		£'000	£'000	£'000
18,198	Local Transport Plan	18,198	18,198	0
20,000	Other DfT Grant funding	8,328	6,644	-1,684
6,829	Other Grants	14,220	7,979	-6,241
10,024	Developer Contributions	8,951	4,468	-4,483
18,231	Prudential Borrowing	31,534	16,043	-15,491
28,910	Other Contributions	9,436	3,989	-5,447
102,192		90,667	57,321	-33,346

The increase between the original and revised funding is due to the carry forward of funding from 2014-15, this being as a result of the rephasing of schemes.

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	+2.7	This reflects slippage or rephasing of the 2014/15 capital programme – as reported in May 15 (£31.9m) and approved by the General Purposes Committee (GPC) on 28th July 2015, with a further £1.0m reported in July 15 and approved by the GPC on 15th September.
Additional / Reduction in Funding (Other Contributions)	-20.0	Removal of Science Park Station – as reported in May 15 and approved by the GPC on 28th July 2015.
Additional / Reduction in Funding (Specific Grant)	+1.0	Growth Deal Funding relating to Wisbech Access Strategy – as reported in May 15 and approved by the GPC on 28th July 2015.
Additional / Reduction in Funding (DfT)	+1.5	Cycling City Ambition grant – as reported in May 15 and approved by the GPC on 28th July 2015.

Grant)		
Revised Phasing (Section 106 & CIL)	-3.6	Guided Busway – as reported in July 15.
Revised Phasing (Prudential Borrowing)	+0.6	Guided Busway – as reported in July 15 and approved by the GPC on 15th September 2015 (+3.6m). Revised phasing of Guided Busway spend (-3.0m).
Revised Phasing (DfT Grant)	-17.5	City Deal – as reported in July 15 and approved by the GPC on 15th September 2015.

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

a) Economy & Environment

Frequency	Measure	What is good?	Format	Latest Data Period	Actual	2015/16 Target	Current Status	Year end prediction	Comments
Adult Learning & Skills									
Monthly	The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work	High	Number	To 30-Nov-2015	346	2,000	R	A	<p>The provisional number of learners taking courses in the most deprived areas up to the end of November is 346. The rise in numbers has been slower lately as the end of term approaches.</p> <p>The number of people <u>completing</u> courses will not be recorded until the end of the academic year. The target of 2,000 is end-of-year.</p> <p>The definition of this indicator was amended in March in order for the indicator to align with the targeting of harder to reach groups.</p>
Quarterly	The number of people starting as apprentices	High	Number	At end of 2014/15 academic year (provisional)	4,140	4,158	A	A	<p>Provisional figures for the 2014/15 academic year have recently been published.</p> <p>There were 4,140 starts during the year compared with a target of 4,158. This means that the County has increased its starts by 8.7% against the previous year.</p> <p>This compares with an increase of 11.7% in the East of England and 12% nationally.</p> <p>Final year-end figures will be published in February.</p>
Annual	Wider outcomes of adult learning:	High	%	At end of 2013/14 academic year		Contextual			Recording wider outcomes is becoming increasingly significant in measuring impact and in the commissioning of services. Cambridgeshire Adult Learning & Skills has developed a recording method to gather evidence of Wider Impact from all of the provision delivered through the Community Learning Funding. On a local level this will help to demonstrate the difference we make across a range of agendas and will supplement existing quality improvement arrangements as well as provide a mechanism for helping learners to
	Completion				87%				
	Achievement				86%				
	Health				38%				
	Independence				65%				
	Social Relationships				62%				

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
									measure their own progress and the value of the courses we offer. The Wider outcome measures include improvements in health, social relationships, independence, taking up volunteering, gaining employment and improving skills.
	Volunteering				17%				
	Employment				23%				
	Another course				22%				
Economic Development									
Quarterly	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	%	At 30-Jun-2015	79.9%	80.3%	A	A	The latest figures for Cambridgeshire are published by the Office for National Statistics (ONS). The 12-month rolling figure decreased slightly from 80.1% in March to 79.9% in June, which is just below the target of 80.3%. 26.7% of these jobs are part-time.
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	%	May 2015	Most deprived areas (Top 10%) = 11.8% Others = 5.1% Gap of 6.7 percentage points	Most deprived areas (Top 10%) <=12% Gap of <7.2 percentage points	G	G	The 2015/16 target of 12% is for the most deprived areas (top 10%) as approved by Economy & Environment Committee earlier this year. Latest figures published by the Department for Work and Pensions show that, in May 2015, 11.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 5.1% of those living elsewhere in Cambridgeshire. Comparable figures for May 2014 were 12.6% and 5.4% respectively, so the gap has decreased from 7.2 to 6.7 percentage points.
Yearly	Additional jobs created	High	Number	To 30-Sep-2014	+14,000	+3,500	G	A	The latest figures from the Business Register and Employment Survey (BRES) show that 14,000 additional jobs were created between September 2013 and September 2014 compared with an increase of 7,700 for the same period in the previous year.
Passenger Transport									
Monthly	Guided Busway passengers per month	High	Number	Oct-2015	336,110	Contextual			The Guided Busway carried around 336,000 passengers in October, and there have now been over 13.6 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.63 million.

Frequency	Measure	What is good?	Format	Latest Data Period	Actual	2015/16 Target	Current Status	Year end prediction	Comments
Yearly	Local bus passenger journeys originating in the authority area	High	Number	2014/15	Approx. 18.91 million	19.53 million	R	A	<p>There were approximately 18.91 million bus passenger journeys originating in Cambridgeshire in 2014/15, representing a decrease of 700,000 compared with 2013/14.</p> <p>The main change was figures reported by Whippet. The figures from the new owners, based on newer ticket machines and extrapolated from only 3 months' worth of data, were around 710,000 less than provided previously by Whippet. It hasn't been possible to establish the reason for this discrepancy. Moving forwards the new figure will become the new baseline for Whippet, but the degree of estimation this year means that the overall reported outturn for the indicator for 2014/15 needs to be treated with caution.</p>
Planning applications									
Monthly	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	%	Nov-2015	100%	100%	G	G	<p>Four County Matter planning applications have been received and determined on time since April.</p> <p>There were 10 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	Growth in cycling from a 2004/05 average baseline	High	% increase	2014	55.6%	46%	G	G	There was a 17% increase in cycle trips in Cambridgeshire in 2014 compared with 2013. Overall growth from the 2004-05 average baseline is 55.6%, which is better than the Council's target of 33.6%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	%	Oct 2014	Fenland = 84.5% Other excluding Cambridge = 89.1%	Fenland = 82.8%	G	A	The Department of Transport has released data for 2014. These figures show that the gap has narrowed from 8.7% to 4.6% and that the percentage of adults who walk or cycle at least once a month in Fenland has increased from 81.1% to 84.5% since 2013.

Frequency	Measure	What is good?	Format	Latest Data Period	Actual	2015/16 Target	Current Status	Year end prediction	Comments
									<p>The percentage for the other districts (excluding Cambridge) has dropped slightly from 89.8% to 89.1%.</p> <p>The proposed target is for Fenland to increase to the current 89.8% average for the rest of Cambridgeshire (excluding Cambridge) over 5 years i.e. an underlying increase of 1.7% per year.</p> <p>Recognising that the indicator is measured via a sample survey, with associated random variation from one year to the next, the proposed target for 2015/16 relates to the underlying direction of travel.</p>
	The average journey time per mile during the morning peak on the most congested routes	Low	Minutes	12 months ending 31-Aug-2013	3.78	3.7	G	A	At 3.78 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is slightly better than the previous year. This represents an average speed of 15.9 miles per hour. The target for 2015/16 is to reduce this to 3.7 minutes per mile

b) ETE Operational Indicators

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
ETE Operational Indicators									
Monthly	% of Freedom of Information requests answered within 20 days	High	%	Oct-2015	96.7%	90%	G	G	One hundred and ninety-six Freedom of Information requests have been received since April. 98.5% of these have been responded to on time. Twenty-nine out of 30 requests were responded to on time during October. All of these requests were for Infrastructure Management & Operations.
Monthly	% of complaints responded to within 10 days	High	%	Sep-2015	96%	90%	G	G	Fifty-four complaints were received in September. Ninety-six percent of these were responded to within 10 working days, above the challenging 90% target. The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management (24). Of the 27 complaints received by Strategy & Development, all 27 were received by the Passenger Transport service. The year-to-date figure is currently 91%.
Monthly	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total	Low	Days per f.t.e.	To Oct-2015	4.65	Contextual			The 12-month rolling average has remained at around the same low level over the past few months and is now at 4.65 days per full time equivalent (f.t.e.).