

Economy, Transport & Environment Services

Finance and Performance Report – August 2017 for Economy & Environment Committee

1. SUMMARY

1.1 Finance

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	2	10	14
Year-end prediction (for 2017/18)	1	5	8	14

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2017/18 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (August) £000	Forecast Variance - Outturn (August) %
0	Executive Director	227	19	6	+150	66
+554	Infrastructure Management & Operations	58,112	-1,234	-7	+525	1
-376	Strategy & Development	12,305	-674	-13	-625	-5
0	External Grants	-30,646	17	-1	0	0
+177	Total	39,998	-1,872	-9	+49	0

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

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

2.2 Significant Issues

Senior Management review

The review of Senior management within ETE is still to go out to consultation, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is proposed in a full year will therefore save up to £250k.

Waste Private Finance Initiative (PFI) Contract

We are currently forecasting the Waste PFI budget to be around £1.0m overspent. This is largely due to the current year budget not reflecting current (lower) levels of Mechanical Biological Treatment (MBT) plant performance and lower levels of Third Party Income through the contract. In the past, the budget has been amended through the business planning cycle to reflect such changes and this was not done for this year. This figure is based on an assumption that the MBT will continue to perform largely in-line with 2016/17 performance levels. Going forward, it is expected that there will be in year savings related to street sweepings disposal once the contract terms are agreed and the authority is currently disputing the bills for plastic removed from the MBT and landfilled. Once these items are agreed, they will count towards the savings target set for the waste budget.

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

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

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

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

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

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

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

There are three virements recorded in August 2017, this relates to:-

Use of earmarked reserve as agreed by General Purposes Committee (GPC) – Asset Information records £45,000

Use of earmarked reserve as agreed by GPC – Transport Strategy & Policy £200,000

Use of earmarked reserve as agreed by GPC – Flood Risk Management £42,000

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

3. BALANCE SHEET

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

Safer Roads Fund

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

Cambridgeshire Archives

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

Funding

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

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

4. **PERFORMANCE**

4.1 **Introduction**

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

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

4.2 **Red Indicators (new information)**

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

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

No new information.

4.3 **Amber indicators (new information)**

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

a) Economy & Environment

Economic Development

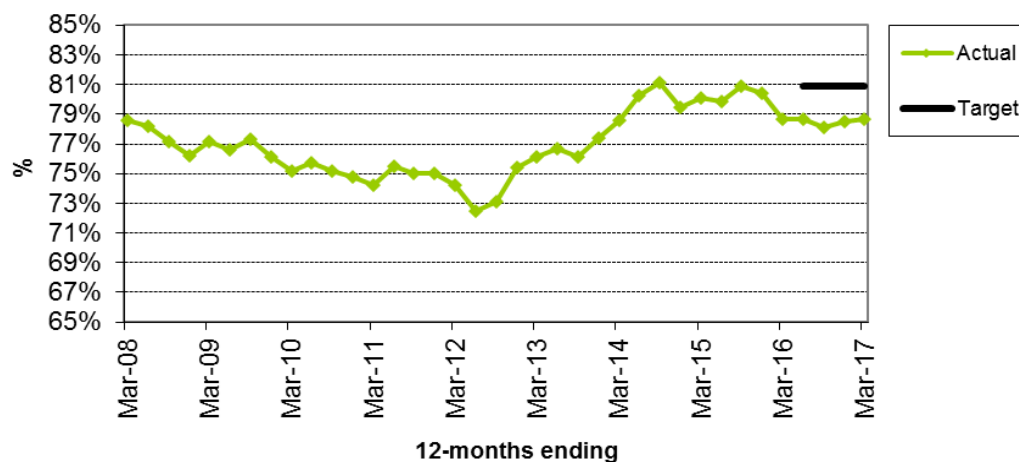
- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to March 2017)

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

The 12-month rolling average is 78.7%, 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%.

77.4% are employed full time and 22.5% are employed part time. 11.7% of employed 16-64 year old Cambridgeshire residents are self-employed and 67.1% are employees.

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



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

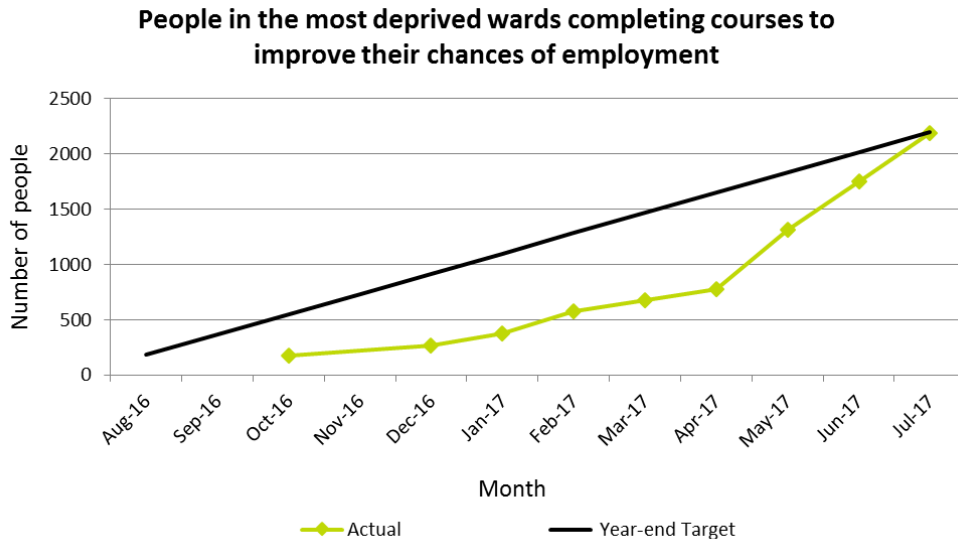
Adult Learning and Skills

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

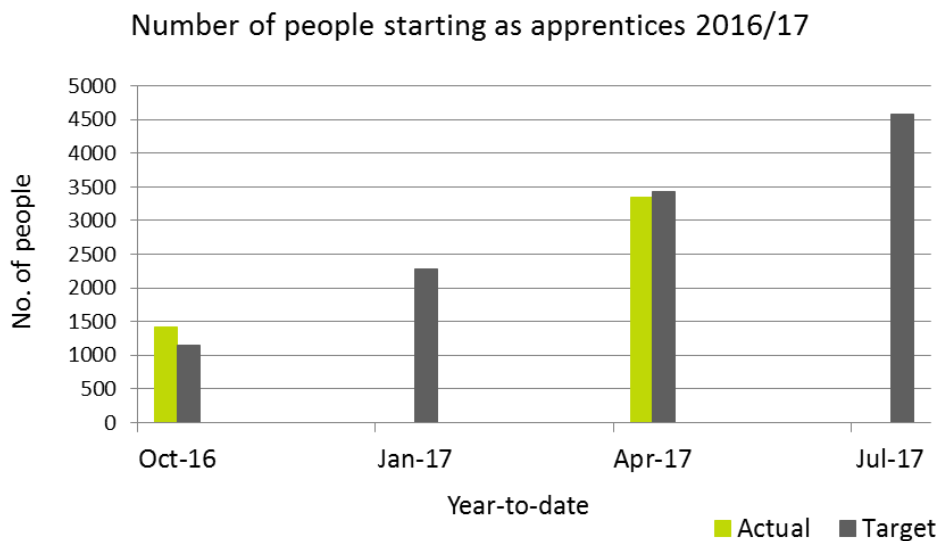
Figures to the end of July show that there are currently 2191 learners taking courses in the most deprived wards.

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.



- The number of people starting as apprentices – academic year, 2016/17**
 Provisional figures for the number of people starting as apprentices by the end of the third quarter of 2016/17 are 3,340, compared with 3,280 for the same quarter in 2015/16 - an increase of 2%. This means that the 2016/17 target of 4,574 is on track to be achieved.



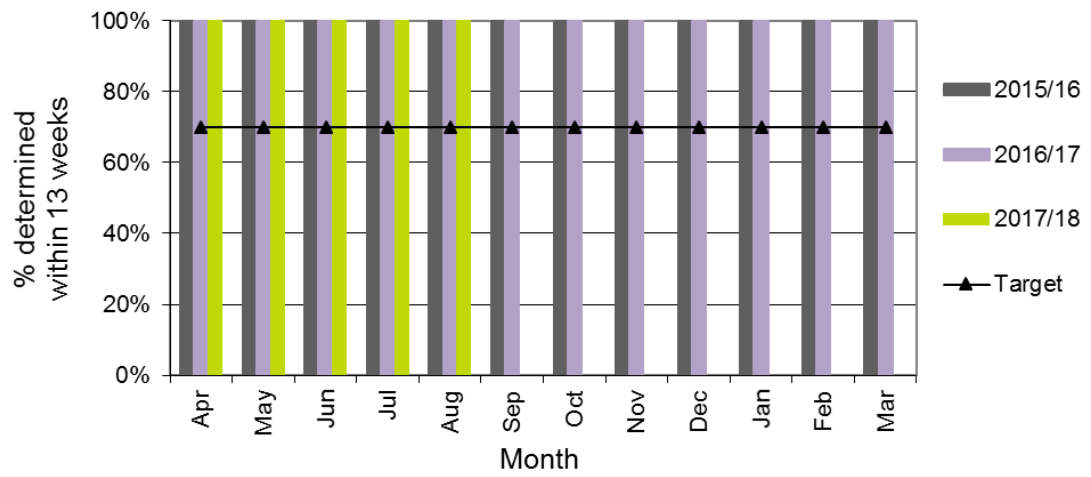
Planning Applications

- 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 August 2017)**

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

There were three other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). Both applications were determined on time.

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



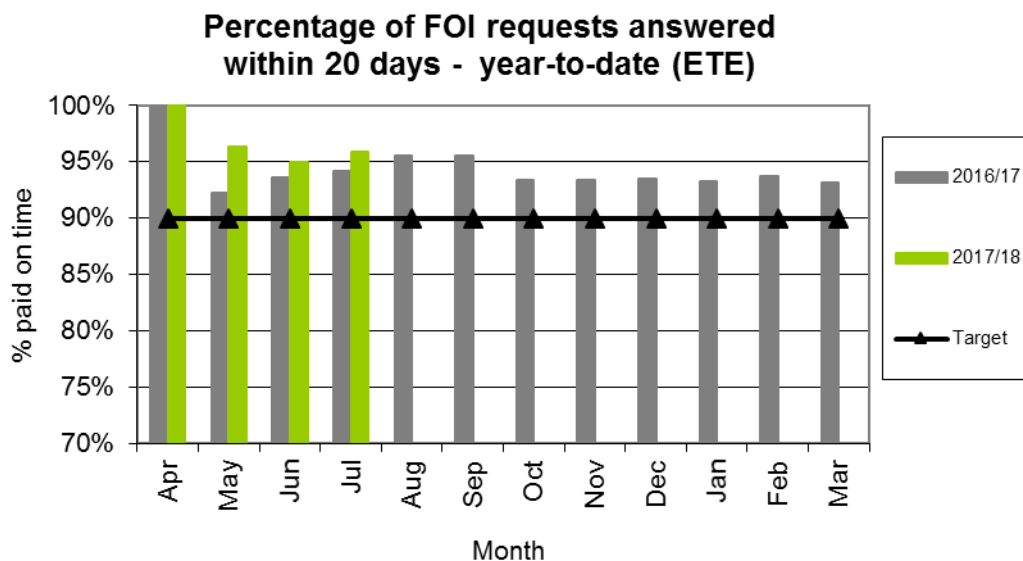
b) ETE Operational Indicators

Freedom of Information (FOI) requests

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

25 Freedom of Information requests were received during July 2017. Provisional figures show that 23 (92.0%) of these were responded to on time.

98 Freedom of Information requests have been received since April 2017 and 95.9% of these have been responded to on-time. This compares with 94.2% (out of 103) and 98.2% (out of 110) for the same period last year and the year before.



Complaints and representations- response rate

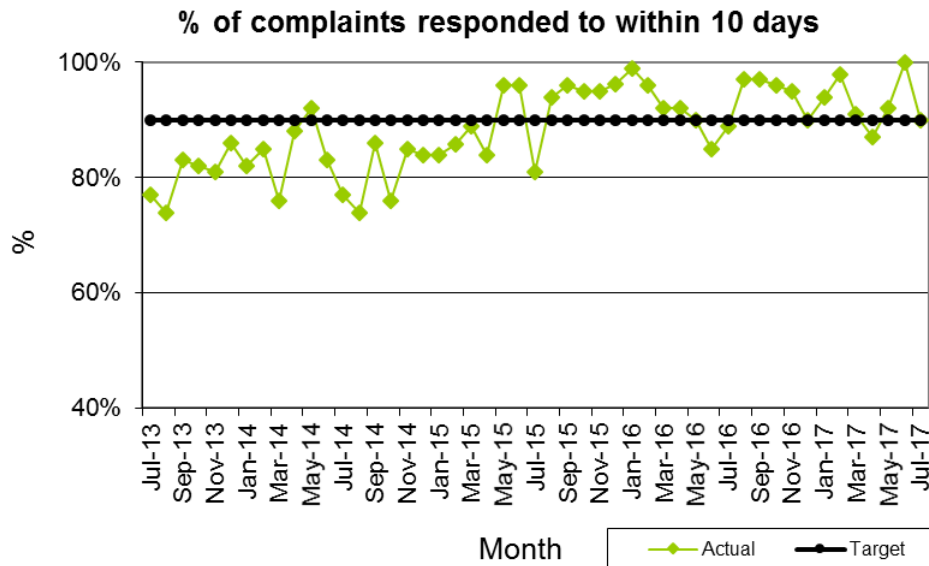
- Percentage of complaints responded to within 10 days (July 2017)

60 complaints were received in July 2017. 54 (90%) of these were responded to within 10 working days.

44 complaints were for Infrastructure Management & Operations and all received, 39 (89%), were responded to on time.

16 complaints were for Strategy & Development and all of them, 15 (94%), were responded to within 10 working days.

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



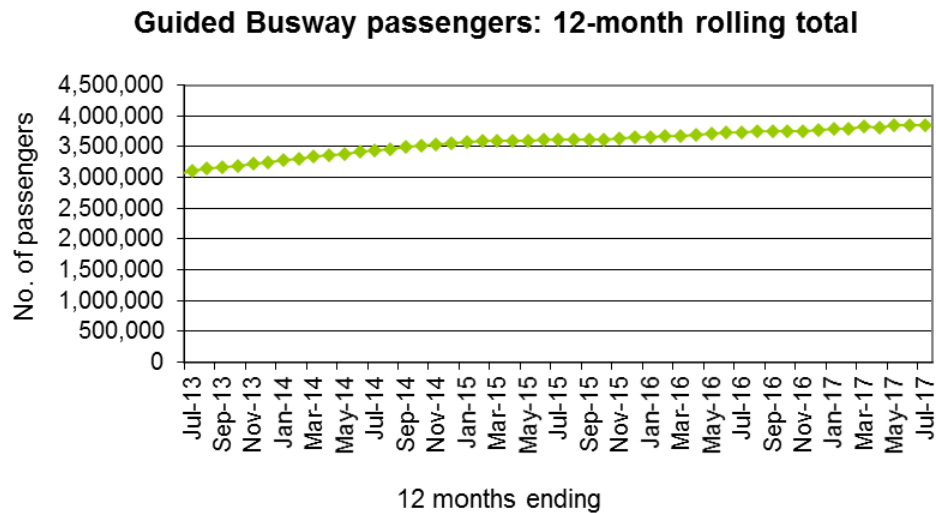
4.5 Contextual indicators (new information)

a) Economy & Environment

Passenger Transport

- Guided Busway passenger numbers (July 2017)

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



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn July	Service	Current Budget for 2017-18	Expected to end of August	Actual to end of August	Current Variance		Forecast Variance - Outturn August	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	Economy, Transport & Environment Services							
+0	Executive Director	-41	197	217	+20	+10	+150	-365
+0	Business Support	268	106	105	-1	-1	+0	+0
0	Direct Grants	-21,673	0	0	+0	+0	0	0
-0	Total Executive Director	-21,446	302	322	+19	+6	+150	-1
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	60	53	-7	-12	-4	-3
+1,000	Waste Disposal including PFI	34,080	10,280	9,832	-448	-4	+1,000	+3
	Highways							
+2	- Road Safety	332	154	163	+8	+5	+2	+1
-115	- Traffic Management	1,384	699	576	-123	-18	-115	-8
+0	- Highways Maintenance	6,636	2,302	2,396	+93	+4	+0	+0
+49	- Permitting	-1,333	-193	-159	+33	-17	+24	-2
+0	- Winter Maintenance	1,975	139	130	-9	+0	+0	+0
-240	- Parking Enforcement	0	-622	-1,103	-482	+77	-240	+0
-100	- Street Lighting	9,505	2,944	2,677	-268	-9	-100	-1
+46	- Asset Management	578	377	363	-15	-4	+46	+8
-201	- Highways other	588	285	306	+21	+8	-201	-34
+0	Trading Standards	706	342	331	-11	-3	+0	+0
	Community & Cultural Services							
+0	- Libraries	2,930	1,286	1,174	-112	-9	+0	+0
+7	- Archives	347	153	130	-23	-15	+7	+2
+20	- Registrars	-541	-196	-154	+42	-21	+20	-4
+87	- Coroners	780	294	358	+64	+22	+87	+11
0	Direct Grants	-6,555	-1,639	-1,639	0	+0	0	20
+554	Total Infrastructure Management & Operations	51,557	16,667	15,432	-1,234	-7	+525	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	59	55	-4	-6	+0	+0
+0	Transport & Infrastructure Policy & Funding	297	40	122	+81	+202	0	+0
	Growth & Economy							
-33	- Growth & Development	549	222	166	-56	-25	-33	-6
-0	- County Planning, Minerals & Waste	304	89	-22	-111	-125	-0	-0
+0	- Historic Environment	53	67	93	+26	+38	+0	+0
+6	- Flood Risk Management	386	100	100	-1	-1	+6	+1
+0	- Highways Development Management	0	166	106	-60	-36	-249	+0
+1	- Growth & Economy other	165	161	135	-25	-16	+1	+0
+0	Major Infrastructure Delivery	0	213	214	+0	+0	+0	+0
	Passenger Transport							
+38	- Park & Ride	193	549	682	+133	+24	+38	+20
-400	- Concessionary Fares	5,393	1,860	1,559	-301	-16	-400	-7
+12	- Passenger Transport other	2,224	776	686	-89	-12	+12	+1
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,598	966	700	-266	-28	+0	+0
+0	- Learning Centres	0	0	-2	-2	+0	+0	+0
0	Direct Grants	-2,418	-889	-872	17	+0	0	0
-376	Total Strategy & Development	9,887	4,381	3,724	-657	-15	-625	-6
177	Total Economy, Transport & Environment Services	39,998	21,350	19,477	-1,872	-9	+49	+0
	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Combined Authority funding	-21,673	0	0	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-986	-986	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,611	-653	-653	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,418	-889	-872	+17	+0	+0	+0
+0	Grant Funding Total	-30,646	-2,528	-2,511	17	0	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 2017/18 £'000	Current Variance		Variance	
		£'000	%	£'000	%
Executive Director	-41	+20	+10	+150	-365
<p>The review of Senior management within ETE is still to go out to consultation, therefore limiting the amount of savings that can be made in this financial year. The new structure will be in place for 2018/19 and it is proposed in a full year will therefore save up to £250k.</p>					
Waste Disposal incl PFI	34,080	-448	-4	+1,000	+3
<p>We are currently forecasting the Waste PFI budget to be around £1.0m overspent. This is largely due to the current year budget not reflecting current (lower) levels of Mechanical Biological Treatment (MBT) plant performance and lower levels of Third Party Income through the contract. In the past, the budget has been amended through the business planning cycle to reflect such changes and this was not done for this year. This figure is based on an assumption that the MBT will continue to perform largely in-line with 2016/17 performance levels. Going forward, it is expected that there will be in year savings related to street sweepings disposal once the contract terms are agreed and the authority is currently disputing the bills for plastic removed from the MBT and landfilled. Once these items are agreed, they will count towards the savings target set for the waste budget.</p> <p>The variable nature of the MBT creates significant uncertainty in the forecast and actual performance could improve (and the forecast overspend reduce) or worsen (and the overspend increase). There are also potential additional savings that are not accounted for above such as a greater reduction in disposal costs for MBT outputs and various contract savings. Whilst these are currently thought to be less likely to be achieved than the savings detailed above, it is still possible that some of these may be implemented by year end. There are also historic disputes to consider, which are not factored into any of the above.</p> <p>As a result, there is significant uncertainty in our year end position at present and it is unlikely that there will be a noticeable increase in clarity in this position until October/November.</p> <p>A number of predicted underspends have been identified across ETE, (either one-off, which will help offset the waste pressure this financial year) or ongoing (which can be brought out in the Business Plan) which can be used to offset the in year pressure in waste. The areas which are predicted to underspend (or achieve additional income) are, Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p>					
Traffic Management	1,384	-123	-18	-115	-8
<p>The signals budget is expected to underspend by £100k mainly due to savings from a new contract and savings on energy. There is also expected to be an increase in income of £15k for Temporary Traffic Regulation Orders (TTRO). This underspend will be used to help cover the pressure on the Waste budget.</p>					

Parking Enforcement	0	-482	+77	-240	0
Income from City centre access cameras is currently ahead of budget, due to new cameras but the level of income is not expected to continue as drivers get used to the new restrictions.					
Street Lighting	9,505	-268	-9	-100	-1
Savings are expected from the PFI contract and further energy savings than were budgeted. This underspend will be used to help cover the pressure on the Waste budget.					
Highways other	588	+21	+8	-201	-34
Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work but until the spend on the Waste budget is clearer, this funding will be held to cover the pressure on the Waste budget.					
Coroners	780	+64	+22	+87	+11
Costs in this area has increased partly due to more deaths and also an increase in costs relating to Assistant Coroners.					
County Planning Minerals & Waste	304	-111	-125	0	0
Current underspend relates to an increase in income due to an unbudgeted large planning application fee. The remainder of the underspend is due to the difficulty in filling a technical vacancy.					
Highways Development Management	0	-60	-36	-249	0
Section 106 and section 38 fees have come in higher than expected for new developments and is expected to lead to an overachievement of income.					
Concessionary Fares	5,393	-301	-16	-400	-7
The projected underspend is based on the final spend in the last financial year and currently the initial indications are that this level of underspend will be achieved this year. This underspend will be used to help cover the pressure on the Waste budget.					

APPENDIX 3 – Grant Income Analysis

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

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

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	38,682	
Apprenticeship Levy	61	
Implementation of the Corporate Capacity Review	-698	
Allocation of Waste inflation	200	
Waste – allocation of demand funding to cover increased costs	170	
Adjustment to match Combined authority levy	1,327	
Use of earmarked reserve – Asset Information records	45	
Use of earmarked reserve – Transport Strategy & Policy	200	
Use of earmarked reserve – Flood Risk Management	42	
Non-material virements (+/- £30k)	-31	
Current Budget 2017/18	39,998	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017 £'000	Movement within Year £'000	Balance at 31st August 2017 £'000	Yearend Forecast Balance £'000	Notes
General Reserve					
Service carry-forward	2,229	(2,229)	0	0	To be transferred to central reserve
Sub total	2,229	(2,229)	0	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	218	
Sub total	218	0	218	218	
Other Earmarked Funds					
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	(24)	595	620	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	562	562	562	This is being used to meet legal costs if required.
Guided Busway Liquidated Damages	1,523	(302)	1,221	300	
Waste and Minerals Local Development Fra	59	0	59	59	
Strategic Transport Corridor Feasibility Studies	0	0	0	0	
Flood Risk funding	0	0	0	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	291	0	291	250	Partnership accounts, not solely CCC
Fens Workshops	61	0	61	61	Partnership accounts, not solely CCC
Travel to Work	211	0	211	211	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	72	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	36	1	37	0	
Other earmarked reserves under £30k - S&D	(174)	(1)	(175)	0	
Sub total	6,003	436	6,438	4,883	
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	21,860	21,860	0	Account used for all of ETE
Government Grants - S&D	786	13,698	14,484	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(2,689)	3,100	5,000	
Other Capital Funding - IMO	699	(43)	656	200	
Sub total	7,274	32,826	40,100	5,200	
TOTAL	16,393	31,033	47,426	10,301	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2017/18						TOTAL SCHEME	
Original 2017/18 Budget as per BP	Scheme	Revised Budget for 2017/18	Actual Spend (July)	Forecast Spend - Outturn (July)	Forecast Variance - Outturn (July)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	57	200	0	200	0
682	- Local Infrastructure Improvements	863	276	862	-1	863	0
594	- Safety Schemes	594	-29	594	0	594	0
345	- Strategy and Scheme Development work	380	136	380	0	345	0
2,362	- Delivering the Transport Strategy Aims	4,201	605	4,160	-41	4,178	0
23	- Air Quality Monitoring	23	0	23	0	23	0
14,516	Operating the Network	16,255	5,600	16,143	-112	16,248	161
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	670	6,000	0	90,000	0
0	- Pothole grant funding	1,155	202	1,155	0	1,155	0
395	- Waste Infrastructure	395	0	395	0	5,120	0
2,060	- Cambridgeshire Archives	1,975	0	1,272	-703	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	3	2,890	0	2,890	0
0	- Challenge Fund	6,250	0	6,250	0	6,250	0
0	- Safer Roads Fund	1,175	0	1,175	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	4,852	821	4,852	0	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	2	1,510	0	9,116	0
25,000	- Ely Crossing	25,891	5,805	25,891	0	36,000	0
0	- Chesterton Busway	200	195	200	0	200	0
1,370	- Guided Busway	1,200	11	1,200	0	148,886	0
11,667	- King's Dyke	6,000	98	6,000	0	13,580	0
0	- Wisbech Access Strategy	170	183	170	0	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	0	1,000	0	0	0
100	- A14	142	78	142	0	25,200	0
250	- Energy Efficiency Fund	250	80	250	0	1,000	0
0	- Soham Station	500	9	500	0	6,700	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	1	4,217	0	36,290	0
0	- Other Schemes	200	200	200	0	200	0
75,927		89,816	15,003	88,959	-857	432,267	161
-9,664	Capital Programme variations	-14,742		-13,885	857		
66,263	Total including Capital Programme variations	75,074	15,003	75,074	0		

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

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

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

overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

Cambridgeshire Archives

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

King's Dyke

Negotiations with land owners are nearing completion and entering the final stages. Costs remain confidential at this point.

The tender process for design and construction is complete. Kier Construction has been announced as the successful preferred bidder for these works. Kier are entering the stage 2 of the design process to formulate a more robust construction target price prior to award of contract.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to the E and E committee the estimated cost including optimism bias could increase and an upper possible figure of £16.9m was indicated. An opportunity will be taken to work through stage 2 to assess in more detail the potential risks, ground conditions and any emerging construction difficulties. Should additional funding be required, this will be reported back to the Economy and Environment Committee and GPC.

Ely Southern By Pass.

The construction target cost for the contract has been developed and has emerged at £27.4m to which land and other costs need to be added. This was an increase from the construction estimate at tender stage as the most significant risks and costs materialise, these include Network Rail approvals, the diversion of statutory undertakers plant, poor and variable ground conditions. These risk are currently being worked through with the contractor to minimise the impact on the project and maximise the opportunities to reduce the cost. A further update will follow as more clarity emerges on cost. The Benefit Cost Ratio range agreed with the DfT for allocation of the £16m Growth Deal and within the estimated budget of £36m.

The diversion of a 33kV power supply, at the site of the western abutment of the railway bridge is now complete and works are now underway to complete this section of work leading towards the build of the main bridge crossing structures. The works programme revised completion date remains at late summer 2018. A more detailed outturn forecast to take account of the of this delay and the risks associated with the project will be reported in the Finance and Performance report and to the E&E Committee later in the year.

.Capital Funding

2017/18				
Original 2017/18 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2017/18 £'000	Forecast Spend - Outturn (August) £'000	Forecast Funding Variance - Outturn (August) £'000
17,991	Local Transport Plan	17,815	17,709	-106
2,483	Other DfT Grant funding	23,310	23,310	0
19,231	Other Grants	10,367	10,367	0
4,827	Developer Contributions	5,645	5,597	-48
18,992	Prudential Borrowing	22,367	21,664	-703
12,403	Other Contributions	10,312	10,312	0
75,927		89,816	88,959	-857
-9,664	Capital Programme variations	-14,742	-13,885	857
66,263	Total including Capital Programme variations	75,074	75,074	0

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

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

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

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

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

a) Economy & Environment

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
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 31-Jul-2017	2191	2,200	G	G	Figures to the end of July show that there are currently 2191 learners taking courses in the most deprived wards. 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	3,340	4,574	G	G	Provisional figures for the number of people starting as apprentices by the end of the third quarter of 2016/17 are 3,340, compared with 3,280 for the same quarter in 2015/16 - an increase of 2%. 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								
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 29-Jan-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%	
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				
	% 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%.
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-Mar-2017	78.7%	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 78.7%, 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>77.4% are employed full time and 22.5% are employed part time. 11.7% of employed 16-64 year old Cambridgeshire residents are self-employed and 67.1% are employees.</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% Others = 4.8%	Gap of <=6.0 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	<p>The 2016/17 target of <=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, compared with 4.8% of those living elsewhere in Cambridgeshire.</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of <=6.5 percentage points.
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 is usually published late September each year, for the previous year, by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.</p>
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↓	July-2017	314,622	Contextual			The Guided Busway carried 314,622 passengers in July. There have now been over 20.2 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.85 million.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.5 million	19 million	R	R	There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>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	↔	Aug-2017	100%	100%	G	G	<p>Six County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.</p> <p>There were three other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). Both applications were determined on time.</p>
Traffic and Travel									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	<p>There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015.</p> <p>Overall growth from the 2004-2005 average baseline is 62.5 percent</p>

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									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	↓	July-2017	92.0%	90%	G	G	25 Freedom of Information requests were received during July 2017. Provisional figures show that 23 (92.0%) of these were responded to on time. 98 Freedom of Information requests have been received since April 2017 and 95.9% of these have been responded to on-time. This compares with 94.2% (out of 103) and 98.2% (out of 110) 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	↓	July-2017	90%	90%	G	G	60 complaints were received in July 2017. 54 (90%) of these were responded to within 10 working days. 44 complaints were for Infrastructure Management & Operations and all received, 39 (89%), were responded to on time. 16 complaints were for Strategy & Development and all of them, 15 (94%), were responded to within 10 working days. The year-to-date figure is currently 92%.
	Operating Model enabler: Having Councillors and officers who are equipped for the future								

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↑	To Jul-2017	3.4 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average has increased slightly to 3.4 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During July the total number of absence days within Economy, Transport & Environment was 193 days based on 536 staff (f.t.e) working within the Service. The breakdown of absence shows that 131 days were short-term sickness and 62 days long-term sickness.</p>