

## Appendix 1

### Economy, Transport and Environment (ETE) - Finance and Performance Report – January 2016 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	1	1	10	12
Current status last month	2	2	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 (January) £000	Forecast Variance - Outturn (January) %
-1	Executive Director	730	-15	-1	-4	-1
-256	Infrastructure Management & Operations	59,774	-4,261	-10	-307	-1
-164	Strategy & Development	14,734	+43	0	-479	-3
0	External Grants	-11,120	-117	2	0	0
<b>-422</b>	<b>Total Service Funded Items</b>	<b>64,118</b>	<b>-4,351</b>	<b>-9</b>	<b>-791</b>	<b>-1</b>
0	Winter Maintenance				-579	-30
+144	Waste Private Finance Initiative (PFI)				+144	0
<b>-278</b>	<b>Total</b>	<b>64,118</b>	<b>-4,351</b>	<b>-9</b>	<b>-1,226</b>	<b>-2</b>

The service level budgetary control report for January 2016 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 January 2016.

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 virements over the De minimis reporting limit recorded in January 2016.

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

Cambridgeshire Sustainable Transport Improvements – funding was originally allocated to part fund a cycle route to Wood Green animal shelter from Godmanchester. Wood Green had indicated that they would provide £80,000 of funding towards the overall cost. They have now indicated that they are not in a position to do this foreseeably. As this funding is time limited DfT grant funding, officers will look to use this funding for alternative schemes.

New Community Hub – Cambourne – Work is underway to plan for this work however it is unlikely to occur in this financial year.

New Community Hub – Clay Farm – This scheme, **which is being built by the Cambridge Southern Fringe developers**, is currently 10 weeks behind schedule and we are currently awaiting a revised schedule of payments due to the City Council.

Cambridge Central Library - £300k capital investment was originally allocated for work relating to the Enterprise Centre. Although that option is no longer being taken forward, other options are being considered, however any expenditure will not take place this financial year.

##### Funding

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

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

## 4. **PERFORMANCE**

### 4.1 **Introduction**

This report provides performance information for the suite of key Economy & 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 January 2015)

The provisional number of learners taking courses in the most deprived areas up to the end of January is 1,157. The rise in numbers had slowed down during December as the end of term approached, but the rate increased in January as expected - up from 409 at the end of December.

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.

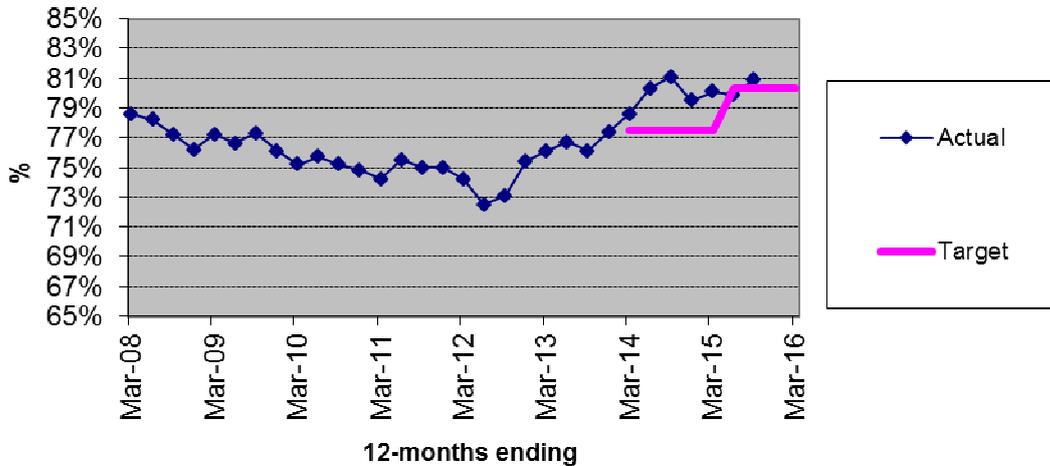
##### **Economic Development**

- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to September 2015)

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

The 12-month rolling average increased slightly from 79.9% in June to 80.9% in September, which is just above the target of 80.3%. 25.9% of these jobs are part-time.

**% 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**

**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 January 2016)

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

There were 16 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). Ninety-four percent of these were determined on time.

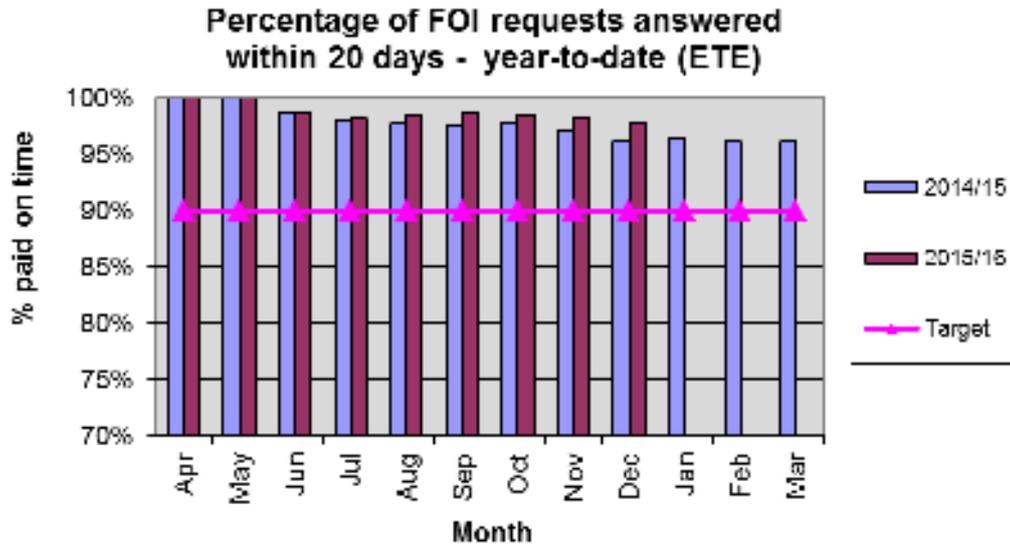
**b) ETE Operational Indicators**

**Freedom of Information (FOI) requests**

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

Two hundred and thirty-eight Freedom of Information requests have been received since April. 97.9% of these have been responded to on-time.

Fifteen out of 16 requests were responded to on-time during December.



#### 4.5 Contextual indicators (new information)

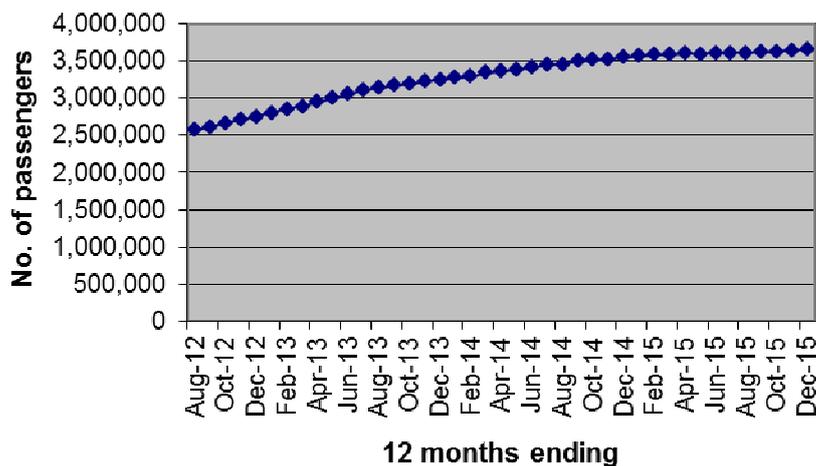
##### a) Economy & Environment

###### Passenger Transport

- Guided Busway passenger numbers (December 2015)

The Guided Busway carried around 303,000 passengers in December, and there have now been over 14.2 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.65 million.

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

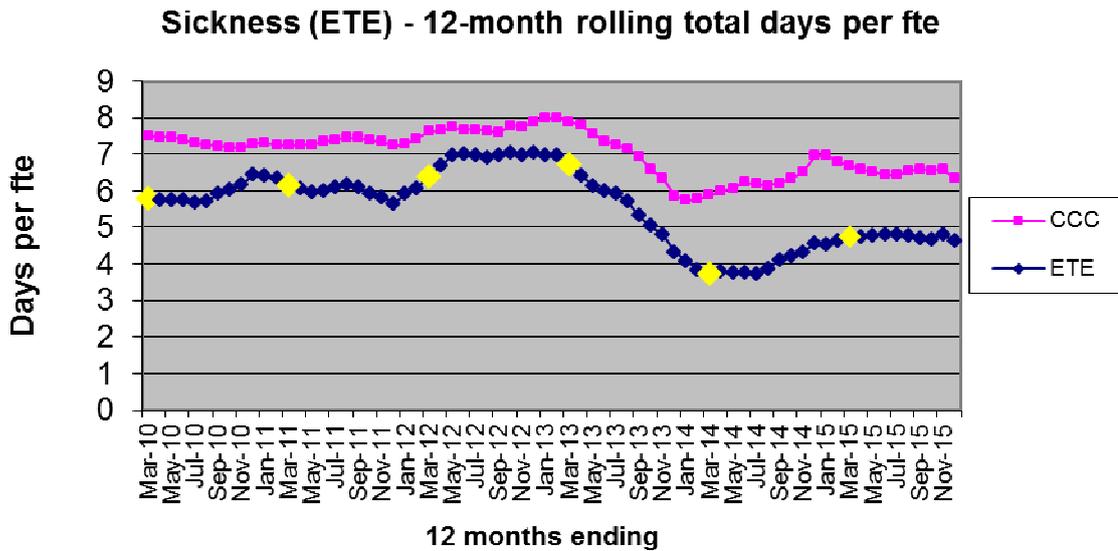


## b) ETE Operational Indicators

### Staff sickness

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

The 12-month rolling average has remained at around the same low level over the past few months and is now at 4.63 days per full time equivalent (f.t.e.).



## APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn December  £'000	Service	Current	Expected to	Actual to	Current		Forecast	
		Budget for 2015-16  £'000	end of January  £'000	end of January  £'000	£'000	%	£'000	%
	<b>Economy, Transport &amp; Environment Services</b>							
+0	Executive Director	182	595	601	+6	+1	+10	+5
-1	Business Support	548	451	430	-21	-5	-14	-3
0	Direct Grants	0	0	0	0	+0	0	-30
-1	<b>Total Executive Director</b>	<b>730</b>	<b>1,046</b>	<b>1,031</b>	<b>-15</b>	<b>-1</b>	<b>-4</b>	<b>-1</b>
	<b>Directorate of Infrastructure Management &amp; Operations</b>							
+0	Director of Infrastructure Management & Operations	136	113	102	-10	-9	-4	-3
	Assets & Commissioning							
+174	- Street Lighting	9,252	6,820	6,735	-86	-1	+114	+1
+144	- Waste Disposal including PFI	33,350	26,137	23,203	-2,934	-11	+144	+0
+11	- Asset Management	740	559	528	-31	-6	+5	+1
	Local Infrastructure & Street Management (LISM)							
-18	- Road Safety	663	486	464	-22	-5	-22	-3
+70	- Traffic Manager	-507	-429	-418	+10	-2	+121	-24
+109	- Network Management	1,236	986	976	-10	-1	+139	+11
+0	- Local Infrastructure & Streets	4,237	2,517	2,430	-87	-3	-38	-1
+0	- Winter Maintenance	1,910	1,445	1,120	-325	-22	-579	-30
-296	- LISM other	2,381	1,534	1,280	-255	-17	-263	-11
	Supporting Business & Communities							
-104	- Communities & Business	1,473	1,133	925	-208	-18	-104	-7
+0	- Parking Enforcement	0	-896	-837	+59	-7	+0	+0
+0	- Recycle for Cambridge & Peterborough (RECAP)	0	28	-23	-51	+0	+0	+0
	Community & Cultural Services							
-8	- Libraries	4,018	3,266	3,207	-59	-2	-9	-0
+2	- Archives	603	461	443	-18	-4	-53	-9
-194	- Registrars	-468	-328	-533	-205	+62	-194	+41
-3	- Coroners	751	654	623	-32	-5	+0	+0
0	Direct Grants	-7,038	-5,222	-5,223	-1	+0	0	40
-112	<b>Total Infrastructure Management &amp; Operations</b>	<b>52,736</b>	<b>39,266</b>	<b>35,004</b>	<b>-4,262</b>	<b>-11</b>	<b>-742</b>	<b>-1</b>
	<b>Directorate of Strategy &amp; Development</b>							
+0	Director of Strategy & Development	135	111	115	+4	+4	+0	+0
+0	Transport & Infrastructure Policy & Funding	692	600	598	-3	-0	+36	+5
	Growth & Economy							
-11	- Growth & Development	587	478	462	-16	-3	-11	-2
-2	- County Planning, Minerals & Waste	341	263	209	-54	-20	-38	-11
-21	- Enterprise & Economy	165	137	121	-16	-12	-29	-18
+0	- Mobilising Local Energy Investment (MLEI)	0	10	141	+130	+1,243	+0	+0
+6	- Growth & Economy other	812	696	665	-31	-4	+7	+1
+0	Major Infrastructure Delivery	451	387	378	-9	-2	+0	+0
	Passenger Transport							
+165	- Park & Ride	369	624	775	+151	+24	+147	+40
-300	- Concessionary Fares	5,477	4,173	3,871	-302	-7	-320	-6
+0	- Passenger Transport other	2,563	2,125	2,072	-53	-3	-71	-3
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,404	1,710	1,859	+150	+9	-200	-8
+0	- Learning Centres	338	163	206	+43	+27	+0	+0
+0	- National Careers	400	163	212	+49	+30	+0	+0
0	Direct Grants	-4,082	-1,803	-1,919	-116	+6	0	0
-164	<b>Total Strategy &amp; Development</b>	<b>10,652</b>	<b>9,837</b>	<b>9,764</b>	<b>-73</b>	<b>-1</b>	<b>-479</b>	<b>-4</b>
-278	<b>Total Economy, Transport &amp; Environment Services</b>	<b>64,118</b>	<b>50,149</b>	<b>45,798</b>	<b>-4,351</b>	<b>-9</b>	<b>-1,226</b>	<b>-2</b>

		<b>MEMORANDUM</b>							
<b>£'000</b>	<b>Grant Funding</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>%</b>	<b>£'000</b>	<b>%</b>	
0	- Public Health Grant	-418	-321	-321	+0	+0	+0	+0	
0	- Street Lighting - PFI Grant	-3,944	-2,958	-2,958	+0	+0	+0	+0	
0	- Waste - PFI Grant	-2,691	-2,018	-2,019	-1	+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	
<b>+0</b>	<b>Grant Funding Total</b>	<b>-11,120</b>	<b>-7,025</b>	<b>-7,142</b>	<b>-117</b>	<b>2</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 2015/16 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
<b>Street Lighting</b>	9,352	-86	-1	+114	+1
<p>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.</p>					
<b>Waste Disposal including PFI</b>	33,650	-2,934	-11	+144	0
<p>The current variance is due to a delay in Amey sending through both of the monthly PFI invoices.</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> <p>The amount of municipal waste sent to landfill at the Authority's expense reduced in November 2015. Officers are monitoring the performance of the service with Amey to determine the implications of this.</p>					
<b>Network Management</b>	1,236	-10	-1	+139	+11
<p>A number of areas are predicted to overspend in this area including grass cutting. Officers are holding back expenditure in other areas so the overspend can be covered.</p> <p>The current variance is due to a disputed bill for gully emptying causing an apparent underspend of £119k. This bill is higher than expected due to an unexpectedly large volume of waste being extracted from the gullies and this is reflected by the increase in year-end forecast overspend.</p>					
<b>LISM other</b>	2,381	-255	-17	-263	-11
<p>Expenditure is being held back within this area to cover the overspend in Network Management. This area is likely to underspend for a variety of reasons, savings from vacancies, additional Section 38 income than was expected and the costs of the lane rental permitting were less than was predicted.</p>					
<b>Winter Maintenance</b>	1,910	-325	-22	-579	-30
<p>This year has been a very mild winter, currently there is an underspend of £325k as there has only been 17 runs to date. The forecast information received is indicating that this will not significantly change; the forecast outturn variance reflects this position.</p>					

<b>Communities &amp; Business</b>	1,473	-208	-18	-104	-7
The predicted underspend is mainly due to savings arising from vacancies within the Service.					
<b>Libraries</b>	4,018	-59	-2	-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.					
<b>Registrars</b>	-468	-205	+62	-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.					
<b>Adult Learning &amp; Skills</b>	2,404	+150	+9	-200	-8
Whilst Adult Learning & Skills are currently showing an overspend; this is due to income being received later than profiled. The Forecast Outturn relates to budget being set for Skills as core funding but which is now being funded by City Deal.					
<b>Park &amp; Ride</b>	369	+151	+24	+147	+40
A predicted shortfall in income in the region of £500k is expected for parking fees at the Park & Ride sites based on income levels achieved in the first eight months of this year.  This overspend will be partially covered by increased income from bus lane enforcement, which is expected to be in the region of £300k.					
<b>Concessionary Fares</b>	5,477	-302	-7	-320	-6
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.					
<b>Passenger Transport other</b>	2,563	-53	-3	-71	-3
The current variance relates mainly to Cambridgeshire Future Transport contract renewals during the year achieving higher than anticipated savings, the forecast outturn reflects this.					

### 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	11,410
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-176
Learning centre grants	Various	-141
Non-material grants (+/- £30k)		+27
<b>Total Grants 2015/16</b>		<b>11,120</b>

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
<b>Budget as per Business Plan</b>	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	75	
Use of ETE operational savings – Park & ride parking short-term costs	200	
Use of ETE operational savings – Highways Records Digitisation	45	
Use of ETE operational savings – Waste PFI – Legal & technical advice	300	
Use of ETE operational savings – Renewal of Highways Services contract	150	
Use of ETE operational savings – Development of LED lighting options for street lighting	100	
Use of ETE operational savings – A14 Inquiry	150	
Non-material virements (+/- £30k)	29	
<b>Current Budget 2015/16</b>	<b>64,118</b>	

## APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2015	Movement within Year	Balance at 31st January 2016	Forecast Balance at 31st March 2016	Notes
	£'000	£'000	£'000	£'000	
<b>General Reserve</b>					
Service carry-forward	3,369	(1,591)	1,778	1,384	Account used for all of ETE
<b>Sub total</b>	<b>3,369</b>	<b>(1,591)</b>	<b>1,778</b>	<b>204</b>	
<b>Equipment Reserves</b>					
Winter Maintenance Vehicles	683	(287)	397	500	
Libraries - Vehicle replacement Fund	210	(45)	165	150	
<b>Sub total</b>	<b>893</b>	<b>(332)</b>	<b>561</b>	<b>650</b>	
<b>Other Earmarked Funds</b>					
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	1,300	
Bus route enforcement	146	0	146	200	
Highways Commuted Sums	525	54	579	500	
Guided Busway Liquidated Damages	4,088	(820)	3,268	2,800	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	0	
Proceeds of Crime	190	18	208	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	1	10	0	
Other earmarked reserves under £30k - S&D	143	32	175	100	
<b>Sub total</b>	<b>7,404</b>	<b>(699)</b>	<b>6,704</b>	<b>5,701</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	18,198	18,198	0	Account used for all of ETE
Government Grants - City Deal	0	20,000	20,000	18,200	
Government Grants - S&D	3,268	4,435	7,703	970	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	11,454	(517)	10,936	7,000	
Other Capital Funding - IMO	1,176	112	1,288	200	
<b>Sub total</b>	<b>15,897</b>	<b>42,228</b>	<b>58,125</b>	<b>26,370</b>	
<b>TOTAL</b>	<b>28,232</b>	<b>39,606</b>	<b>67,838</b>	<b>32,925</b>	

## 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 (January)	Forecast Spend - Outturn (January)	Forecast Variance - Outturn (January)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	492	108	400	-92	492	0
482	- Local Infrastructure Improvements	561	195	536	-25	482	0
626	- Safety Schemes	631	476	625	-6	626	0
345	- Strategy and Scheme Development work	495	447	495	0	345	0
3,156	- Delivering the Transport Strategy Aims	4,070	830	2,348	-1,722	4,450	0
478	- Cambridgeshire Sustainable Transport Improvements	484	372	374	-110	478	0
23	- Air Quality Monitoring	23	20	23	0	23	0
15,038	Operating the Network	15,994	10,346	15,404	-590	16,028	0
	Infrastructure Management & Operations Schemes						
6,925	- £90m Highways Maintenance schemes	8,132	6,592	8,693	561	90,000	0
0	- Waste Infrastructure	588	37	252	-336	5,588	0
3,000	- Archives Centre / Ely Hub	3,131	1,038	1,908	-1,223	4,131	0
251	- Community & Cultural Services	1,719	34	493	-1,226	1,702	0
	Strategy & Development Schemes						
2,446	- Cycling Schemes	6,351	3,037	3,757	-2,594	18,093	0
1,729	- Huntingdon - West of Town Centre Link Road	3,397	197	520	-2,877	10,534	0
9,575	- Ely Crossing	9,883	225	450	-9,433	30,780	0
20,000	- Cambridge North Station	0	10	0	0	4,000	0
0	- Chesterton Busway	2,264	2,154	2,264	0	6,050	0
370	- Guided Busway	3,740	561	0	-3,740	151,147	0
4,843	- King's Dyke	5,050	374	450	-4,600	13,629	0
0	- Wisbech Access Strategy	1,000	90	545	-455	1,000	0
2,500	City Deal	2,500	1,302	1,710	-790	100,000	0
0	- Other Schemes	536	53	536	0	25,005	0
	Other Schemes						
12,013	- Connecting Cambridgeshire	16,215	6,922	8,436	-7,779	32,550	0
285	- Other Schemes	85	0	0	-85	680	0
<b>84,485</b>		<b>87,341</b>	<b>35,420</b>	<b>50,219</b>	<b>-37,122</b>	<b>517,813</b>	<b>0</b>

The increase between the original and revised budget is due to the carry forward of funding from 2014-15, this being due to the re-phasing 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.

Cambridgeshire Sustainable Transport Improvements – funding was originally allocated to part fund a cycle route to Wood Green animal shelter from Godmanchester. Wood Green had indicated that they would provide £80,000 of funding towards the overall cost. They have now indicated that they are not in a position to do this foreseeably. As this funding is time limited DfT grant funding, officers will look to use this funding for alternative schemes.

#### £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.

Waste infrastructure schemes -The forecast variance 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 be completed over 2 years with a larger amount of the expenditure now expected to take place next year.

Community & Cultural Services -The forecast variance is due to schemes currently not being progressed until the Council's strategy on Community Hubs is developed, which

will impact on the future library service network. Therefore it is expected that this funding will be spent over the next couple of years as part of developing community hubs.

New Community Hub – Cambourne – Work is underway to plan for this work, however it is unlikely to occur in this financial year.

New Community Hub – Clay Farm – This scheme is currently 10 weeks behind schedule and we are currently awaiting a revised schedule of payments due to the City Council.

Cambridge Central Library - £300k capital investment was originally allocated for work relating to the enterprise centre. Although that option is no longer being taken forward, other options are being considered, however any expenditure will not take place this financial year.

Cycle City Ambition schemes - The total budgeted grant is 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 Quy 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 final outstanding costs for the purchase of land, including a large plot next to the Link Road is still under negotiation. No further payments can be made for the purchase of the land until a price is agreed. As such, the completion of this land purchase is now expected to be in the next financial year, which has resulted in a reduction of the 2015/16 forecast spend of £730k this month. However, future year spend will still be subject to negotiation and agreement of the land costs.

Ely Southern By-Pass – Project forecast is for delivery in late 2017. A delay has been previously reported within the procurement process but the overall targeted date for opening remains the same. However, DfT has stated that the tendered price must be used in the Major Schemes Business Case for the release of Growth Deal funding. Much of the predicted spend was based on being in a position to purchase land in 2015/16. Although the DfT is positive on the allocation of funding, it is not guaranteed until the final business case is approved and any earlier spend would be at some risk. Therefore the payments for land purchase amounting to £2.31m will now be incurred in 2016/17. This also impacts on the consultancy costs as the procurement is out to tender rather than being designed, which amounts to a postponement of costs of £240k to 2016/17. The procurement process is underway and the land acquisition process completed so land can be acquired as necessary. A process for confirming the business case has been agreed with the DfT and sign off of the release of funding is expected in May/June and expected that a contractor will be appointed in June.

Stage	Target Date
Procurement completed	June 2016
Contract awarded	June 2016
Detailed Design stage	June 2016
Construction	Sept/Oct 2016
Scheme open	Late 2017

Meeting timings is dependent on a smooth procurement process, DfT funding approvals, 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 the need for additional design work resulted in delays in the preparation of the planning application. This means the 2016/17 allocation will not now be fully realised. The planning application has been submitted and the key stages and expected dates for delivery are shown below:

<b>Stage</b>	<b>Target Date</b>
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 re-phased 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 and it has delivered the planned coverage by the end of December 2015. The milestone payments for the additional rollout phase have now been agreed, this has been reflected in the capital programme increasing the forecast expenditure by £394k, resulting in a decrease to the previously reported underspend this month.

Super Connected Cities connection vouchers have successfully issued more connection vouchers than expected to SMEs within Cambridgeshire & the other cities administered by Connecting Cambridgeshire, Ipswich & Milton Keynes. This has increased the forecast outturn by £274k, however, all connection vouchers are funded by Central Government grant.

## Capital Funding

2015/16				
Original 2015/16 Funding Allocation as per BP	Source of Funding	Revised Funding for 2015/16	Forecast Spend - Outturn (January)	Forecast Funding Variance - Outturn (January)
£'000		£'000	£'000	£'000
18,198	Local Transport Plan	18,198	18,198	0
20,000	Other DfT Grant funding	8,328	6,864	-1,464
6,829	Other Grants	10,894	2,477	-8,417
10,024	Developer Contributions	8,951	3,875	-5,076
18,231	Prudential Borrowing	31,534	15,831	-15,703
28,910	Other Contributions	9,436	2,974	-6,462
<b>102,192</b>		<b>87,341</b>	<b>50,219</b>	<b>-37,122</b>

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 re-phasing of schemes.

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	-0.9	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. Reduction of grant that we are able to claim for Super Connected Cities (-£3.6m).
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 Grant)	+1.5	Cycling City Ambition grant – as reported in May 15 and approved by the GPC on 28th July 2015.
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		2015/16 Target	Current Status	Year end prediction	Comments
				Period	Actual				
<b>Adult Learning &amp; Skills</b>									
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 31-Jan-2016	1,157	2,000	G	A	<p>The provisional number of learners taking courses in the most deprived areas up to the end of January is 1,157. The rise in numbers had slowed down during December as the end of term approached, but the rate increased in January as expected - up from 409 at the end of December.</p> <p>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.</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 measure their own progress and the value of the
	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
				Period	Actual				
	Volunteering				17%				courses we offer. The Wider outcome measures include improvements in health, social relationships, independence, taking up volunteering, gaining employment and improving skills.
	Employment				23%				
	Another course				22%				
<b>Economic Development</b>									
Quarterly	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	%	At 30-Sep-2015	80.9%	80.3%	G	A	The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).  The 12-month rolling average increased slightly from 79.9% in June to 80.9% in September, which is just above the target of 80.3%. 25.9% 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.
<b>Passenger Transport</b>									
Monthly	Guided Busway passengers per month	High	Number	Dec-2015	303,273		Contextual		The Guided Busway carried around 303,000 passengers in December, and there have now been over 14.2 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.65 million.

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
				Period	Actual				
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>
<b>Planning applications</b>									
Monthly	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	%	Jan-2016	100%	100%	G	G	<p>Four County Matter planning applications have been received and determined on time since April.</p> <p>There were 16 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). Ninety-four percent of these were determined on time.</p>
<b>Traffic and Travel</b>									
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		2015/16 Target	Current Status	Year end prediction	Comments
				Period	Actual				
									<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	<b>G</b>	<b>A</b>	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
				Period	Actual				
<b>ETE Operational Indicators</b>									
Monthly	% of Freedom of Information requests answered within 20 days	High	%	Dec-2015	93.8%	90%	<b>G</b>	<b>G</b>	Two hundred and thirty-eight Freedom of Information requests have been received since April. 97.9% of these have been responded to on-time.  Fifteen out of 16 requests were responded to on-time during December.
Monthly	% of complaints responded to within 10 days	High	%	Oct-2015	95%	90%	<b>G</b>	<b>G</b>	Seventy-four complaints were received in October. Ninety-five percent of these were responded to within 10 working days, which is above the challenging 90% target.  The year-to-date figure is currently 92%.
Monthly	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total	Low	Days per f.t.e.	To Dec-2015	4.63	Contextual			The 12-month rolling average has remained at around the same low level over the past few months and is now at 4.63 days per full time equivalent (f.t.e.).