

Economy, Transport & Environment Services**Finance and Performance Report – January 2017****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	3	2	9	14
Current status last month	3	2	9	14
Year-end prediction (for 2016/17)	1	7	6	14

2. INCOME AND EXPENDITURE**2.1 Overall Position**

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2016/17 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (January) £000	Forecast Variance - Outturn (January) %
+46	Executive Director	661	-41	-4	+66	10
+448	Infrastructure Management & Operations	58,118	-4,506	-10	+310	1
-672	Strategy & Development	12,733	-721	-7	-620	-5
0	External Grants	-9,680	-10	0	0	0
-178	Total	61,832	-5,279	-11	-244	0

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

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

2.2 Significant Issues

There were no new significant issues to be reported for January 2017.

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 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)

Virements actioned due to:

- Reinstatement of Gritting routes in their entirety as agreed at Council meeting 13 December 2016, budget of +£570k
- Reversal of ETE reserve budget allocations as work will not take place in 2016/17 and will be required in 2017/18 or has been funded within the existing budgets:-

Development of LED (Light emitting diodes) lighting options £200k (required in 2017/18)

Lane rental implementation costs £135k

Strategic Transport Corridor Feasibility Studies £146k (required in 2017/18)

Flood Risk grant funding for King's Hedges Flood Risk management project £42k

Transport Strategy Modelling, Analysis & Development £60k (required in 2017/18)

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

£90m Highways Maintenance

£6m was initially allocated to this area in 2016-17 and spare funding from the previous year was rolled forward into future years. Historically although more work has been programmed than budgeted for the year, for a number of reasons schemes have slipped and expenditure has always been within the agreed budget. This year more schemes are being completed by the Contractor and total expenditure is likely

to be nearer £8.0m. These additional schemes will therefore be funded by previous year's slippage.

Funding

All schemes are funded as presented in the 2016/17 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, Transport & Environment (ETE) indicators for 2016/17. At this stage in the year, we are still reporting pre-2016/17 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 2016/17 targets are not expected to be achieved.

a) Economy & Environment

No new information this month.

a) 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.

b) Economy & Environment

Economic Development

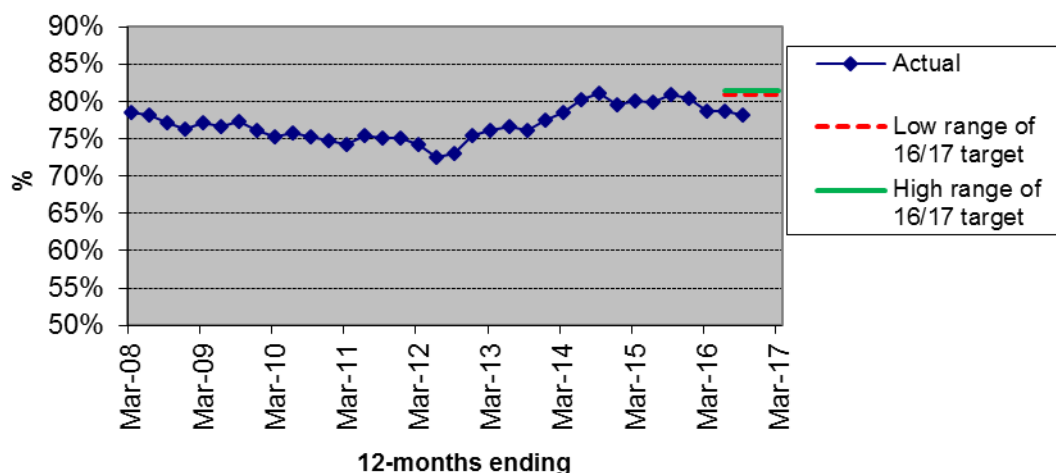
- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to September 2016)

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

The 12-month rolling average is 78.1%, which is below the 2016/17 target range of 80.9% to 81.5%. 23.7% of these jobs are part-time.

Due to economic uncertainty the target remains challenging.

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



c) 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

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 2017)

Eight 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). All 16 applications were determined on time.

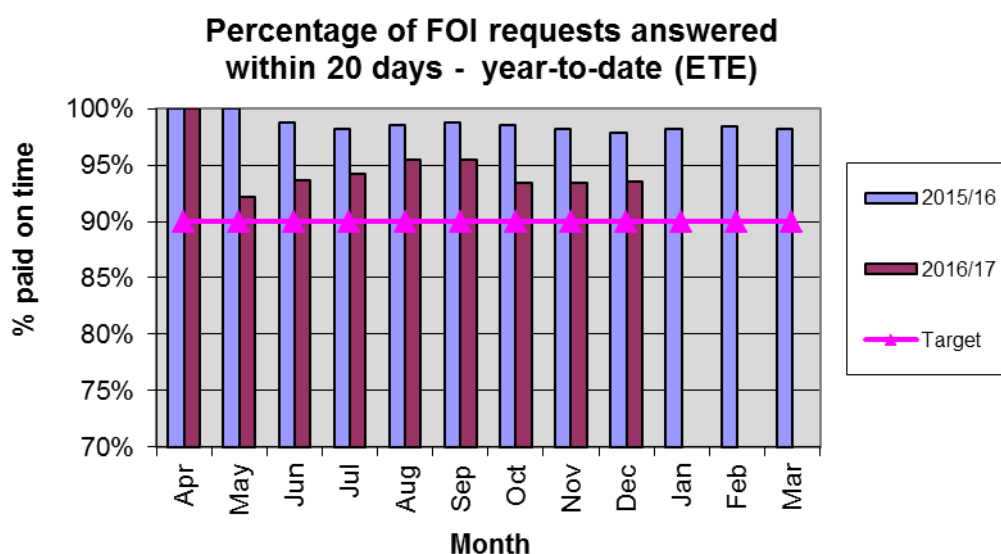
b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (December 2016)

Seventeen Freedom of Information requests were received during December. Provisional figures show that ninety-four percent (16 out of 17) were responded to on time.

Two hundred and sixty-one FOI requests have been received since April and 93.5% of these have been responded to on-time. This compares with 97.9% (out of 238) and 96.1% (out of 228) for the same period last year and the year before.



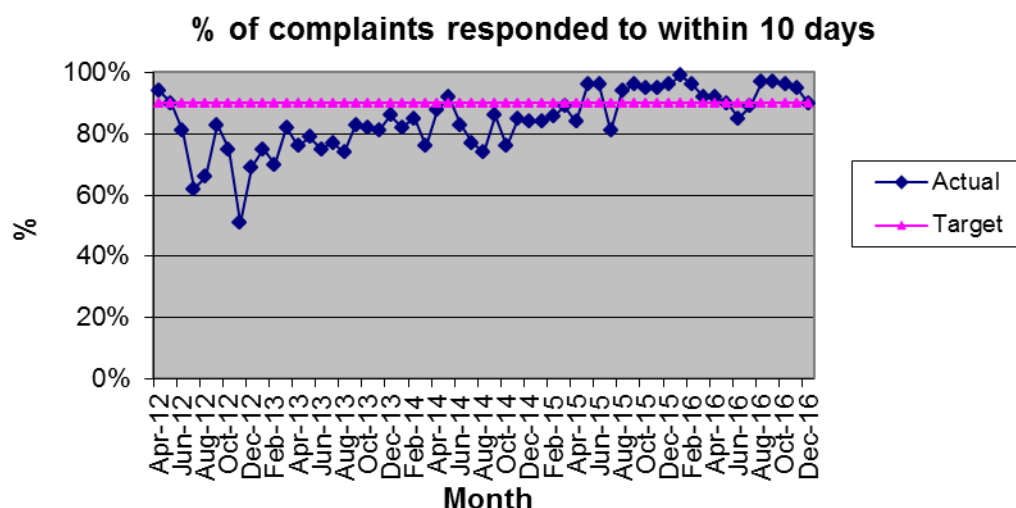
Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (December 2016)
Sixty complaints were received in December. Ninety percent of these were responded to within 10 working days.

The majority of complaints for Infrastructure Management & Operations were for Highways and 29 out of the 34 received were responded to on time.

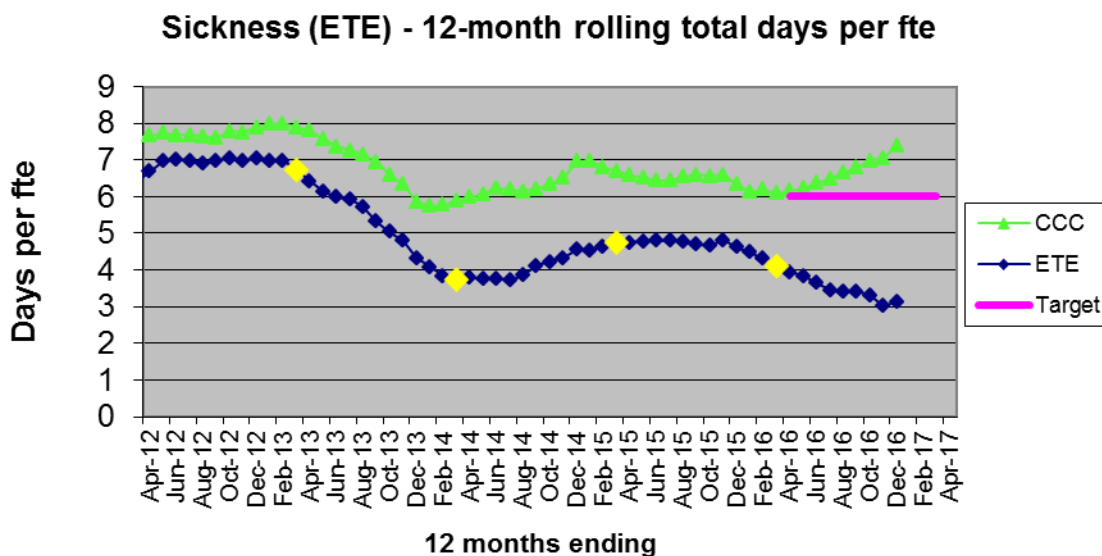
The majority of complaints received by Strategy & Development were for Passenger Transport and 25 out of the 26 received were responded to within 10 days.

The year-to-date figure is currently 93%.



Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to December 2016)
The 12-month rolling average has increased slightly from 3 days to 3.1 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.



During December the total number of absence days within Economy, Transport & Environment was 211 days based on 556 staff (f.t.e) working within the Service. The breakdown of absence shows that 137 days were short-term sickness and 74 days long-term sickness.

4.5 Contextual indicators (new information)

a) Economy & Environment

Connecting Cambridgeshire

- % of take-up in the intervention area as part of the superfast broadband rollout programme (to December 2016)

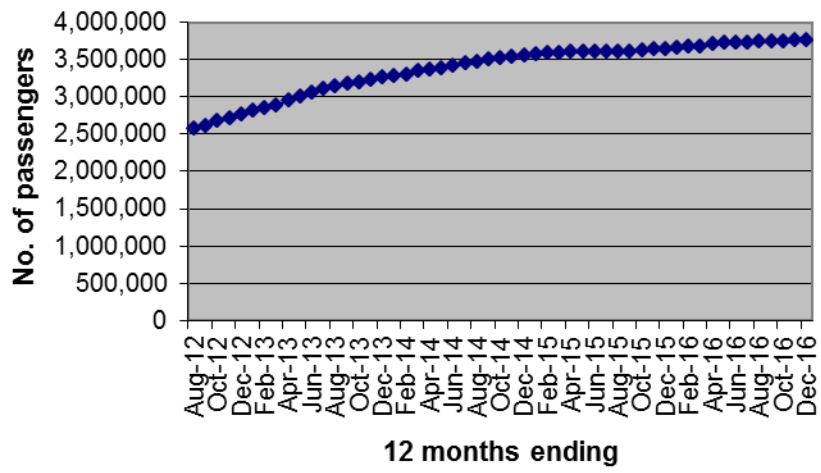
Figures to the end of December show that the average take-up in the intervention area has increased from 35.6% in June to 40.3%.

Passenger Transport

- Guided Busway passenger numbers (December 2016)

The Guided Busway carried around 312,000 passengers in December, and there have now been over 18 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.76 million.

Guided Busway passengers: 12-month rolling total



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn December	Service	Current Budget for 2016-17	Expected to end of January	Actual to end of January	Current Variance		Forecast Variance - Outturn January	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	Economy, Transport & Environment Services							
+50	Executive Director	232	568	539	-29	-5	+60	+26
-5	Business Support	428	370	358	-12	-3	+6	+1
0	Direct Grants	0	0	0	0	+0	0	1
46	Total Executive Director	661	938	897	-41	-4	+66	+10
	Directorate of Infrastructure Management & Operations							
-2	Director of Infrastructure Management & Operations	144	119	114	-5	-4	-2	-2
+411	Waste Disposal including PFI	34,073	26,784	25,093	-1,691	-6	+411	+1
	Highways							
-77	- Road Safety	681	509	438	-71	-14	-80	-12
+80	- Traffic Manager	-515	-226	-155	+70	-31	-50	+10
+121	- Network Management	1,221	1,080	1,112	+31	+3	+101	+8
-0	- Local Infrastructure & Streets	3,223	2,678	2,665	-13	-0	+134	+4
+0	- Winter Maintenance	2,018	1,664	1,524	-140	-8	+22	+1
+0	- Parking Enforcement	0	-325	-719	-395	+122	+0	+0
-62	- Street Lighting	9,587	7,148	4,944	-2,204	-31	-229	-2
+160	- Asset Management	806	645	918	+274	+42	+255	+32
-16	- Highways other	1,377	542	539	-3	-1	-225	-16
-61	Trading Standards	739	612	563	-49	-8	-61	-8
	Community & Cultural Services							
-36	- Libraries	3,454	2,941	2,658	-283	-10	-29	-1
-58	- Community Resilience	707	540	409	-131	+0	-58	-8
+6	- Archives	382	282	271	-11	-4	-2	-0
+10	- Registrars	-550	-469	-428	+41	-9	+25	-5
-26	- Coroners	769	643	716	+73	+11	+98	+13
0	Direct Grants	-6,872	-5,131	-5,134	-3	+0	0	47
+448	Total Infrastructure Management & Operations	51,246	40,037	35,528	-4,509	-11	+310	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	118	112	-5	-4	+0	+0
-6	Transport & Infrastructure Policy & Funding	155	162	225	+64	+39	30	+19
	Growth & Economy							
-93	- Growth & Development	589	484	364	-120	-25	-127	-22
-26	- County Planning, Minerals & Waste	309	229	247	+18	+8	+19	+6
+14	- Enterprise & Economy	-0	-0	13	+14	+0	+14	-3,872
+0	- Mobilising Local Energy Investment (MLEI)	0	0	0	+0	+0	+0	+0
-190	- Growth & Economy other	508	672	374	-298	-44	-221	-44
+10	Major Infrastructure Delivery	0	263	347	+84	+32	+10	+0
	Passenger Transport							
+107	- Park & Ride	304	269	519	+250	+93	+144	+47
-422	- Concessionary Fares	5,619	4,165	3,594	-571	-14	-422	-8
-65	- Passenger Transport other	2,513	2,271	2,254	-18	-1	-65	-3
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,596	2,053	2,011	-42	-2	+0	+0
+0	- Learning Centres	0	68	-38	-106	+0	+0	+0
+0	- National Careers	0	0	10	+10	+0	+0	+0
0	Direct Grants	-2,808	-2,275	-2,283	-8	+0	0	0
-672	Total Strategy & Development	9,925	8,479	7,750	-729	-9	-620	-6
-178	Total Economy, Transport & Environment Services	61,832	49,454	44,174	-5,279	-11	-244	-0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-327	-223	-225	-2	+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	- Adult Learning & Skills	-2,416	-1,905	-1,913	-8	+0	+0	+0
+0	Grant Funding Total	-9,680	-5,748	-5,758	-10	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 2016/17 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
Waste Disposal including PFI	34,073	-1,691	-6	+411	+1
<p>Waste volumes have increased this year, increasing the amount of landfill tax that is payable. This increase is directly related to the increased levels of waste arising in 2016/17. Similar levels of growth have been seen in other local authorities in the region.</p> <p>No significant streams of third party waste are being accepted at the MBT, due to plant unreliability and the contractor's inability to secure third party waste contracts and generate profit through the waste being treated at Waterbeach.</p> <p>There is a risk of a potential overspend, due to increased levels of residual waste combined with current average MBT performance from previous 12 months. Waste forecasts are based on actual information up to November due to the contract reporting timescales that are a month in arrears.</p> <p>The current variance is partly due to outstanding recycling credit payments due to District councils and payments disputed with the contractor in respect of costs in 2015/16.</p>					
Network Management	1,221	+31	+3	+101	+8
The forecast overspend is due to costs for grass cutting being greater than expected.					
Local Infrastructure & Streets	3,223	-13	-0	+134	+4
The forecasted underspends within ETE are being used to fund one off work on reactive maintenance.					
Winter Maintenance	2,018	-140	-8	+22	+1
<p>The original £650k saving proposal against winter operations was based on the achievement of three changes to the service; leasing the gritting fleet, route optimisation and weather domain forecasting. Leasing of the fleet has already achieved the saving anticipated from this change, with an initial saving of £200k (in 15/16) followed by an on-going maintenance saving of £117k year on year. It was originally estimated that route optimisation and domain forecasting would achieve savings of £288k and £225k respectively. However in practice it has been acknowledged that the routes are already highly efficient, so further route optimisation is unlikely to achieve any savings, whilst domain forecasting is unlikely to achieve a saving of more than £60k per year – due to temperature differences across the county being more marginal than expected.</p> <p>Therefore the estimated saving from those three areas totals £177k. In addition reducing the percentage area of the highway network that we now grit (from 45% to 30%) and therefore the number of gritters from 38 to 26, has saved a further £117k. This gives a total saving of £294k, which leaves a shortfall of £356k against the original £650k savings target.</p> <p>This has now been entered as a pressure for 17/18 in the development of the Business Plan.</p>					

At the meeting of County Council of 13 th December 2016 it was decided to reinstate last year's gritting routes in their entirety. The impact of this decision increased the number of gritters required from 27 to 37, this resulted in an increased cost for the extra gritters, which was incurred in December. The additional cost of £570k will be covered by Council reserves. The budget has been allocated to cover this hence the overspend outturn has now reduced to £22k					
Street Lighting	9,587	-2,204	-31	-229	-2
The forecast now reflects the one-off income received as contract penalties (currently £327K). It is planned that this will be used to contribute towards the hedge break costs to implement the synergy savings and the residual amount will be funded by the Transformation Fund.					
Asset Management	806	+274	+42	+255	+32
The current & forecast outturn relates to an overspend on the procurement of the new Highways Contract. This is partly due to the extension of the Competitive Dialogue period & the additional external specialist advice being purchased from Cardiff City Council procurement team to support the process.					
Libraries	3,454	-283	-10	-29	-1
The Book fund and IT (due to late delivery of 3 rd party invoices) appears under-spent compared to the monthly profile, but will be fully utilised by year end. The forecast underspend is due to vacancy savings.					
Growth & Economy Other	508	-298	-44	-221	-44
Highways Development Management are currently overachieving their income target for both Section 38 & Section 106 fees and this overachievement has been shown as a forecast. It is hard to predict exactly when these fees are paid and it is likely that the forecast for these fees will increase or decrease as the year progresses.					
Park & Ride	304	+250	+93	+144	+47
The forecast out-turn is due to a number of reasons; less income expected from operator access fees than originally budgeted, purchase of new ticket machines and an overspend on staff overtime.					
Concessionary Fares	5,619	-571	-14	-422	-8
It is expected the concessionary fares paid to bus operators will be lower than originally forecast based on the last 12 months data. It is hard to judge likely spend in this area as this is affected by seasonal conditions, so the forecast will be reviewed on a regular basis.					

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
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Grants as per Business Plan	Various	10,319
Adult Learning & Skills grants	Department of Education	-668
Non-material grants (+/- £30k)		-29
Total Grants 2016/17		9,680

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2016/17.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	59,952	
Allocation of ETE reserves as agreed by GPC	2,015	
Reversal of ETE reserve allocation for Ely Archives	-65	
Implementation of the Corporate Capacity Review	-65	
Allocation of reserves as Gritting routes reinstated in entirety as agreed at County Council meeting of 13th December 2016	570	
Reversal of ETE reserves as agreed as not required until 2017/18	-583	
Non-material virements (+/- £30k)	8	
Current Budget 2016/17	61,832	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2016 £'000	Movement within Year £'000	Balance at 31st December 2016 £'000	Forecast Balance at 31st March 2017 £'000	Notes
General Reserve					
Service carry-forward	3,386	(1,950)	1,436	0	Account used for all of ETE
Sub total	3,386	(1,950)	1,436	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	0	218	250	
Sub total	218	0	218	250	
Other Earmarked Funds					
Deflectograph Consortium	61	0	61	50	Partnership accounts, not solely CCC
Highways Searches	33	0	33	0	
On Street Parking	1,593	0	1,593	1,600	
Bus route enforcement	169	0	169	0	
Highways Commuted Sums	579	(1)	578	600	
Guided Busway Liquidated Damages	2,783	(936)	1,848	1,483	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	38	59	0	
Proceeds of Crime	355	1	356	300	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	(12)	238	225	Partnership accounts, not solely CCC
Fens Workshops	56	5	61	28	Partnership accounts, not solely CCC
Travel to Work	253	0	253	198	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	70	
Olympic Development	2	0	2	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	28	(28)	0	0	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	10	14	24	0	
Other earmarked reserves under £30k - S&D	16	7	24	30	
Sub total	6,617	(911)	5,706	4,919	
Short Term Provision					
Travellers	43	(33)	9	0	
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	712	(33)	679	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	14,525	14,525	0	Account used for all of ETE
Government Grants - S&D	(348)	2,279	1,931	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	10,819	3,122	13,941	10,000	
Other Capital Funding - IMO	1,232	111	1,343	200	
Sub total	11,704	20,037	31,740	10,200	
TOTAL	22,636	17,142	39,779	15,369	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2016/17						TOTAL SCHEME	
Original 2016/17 Budget as per BP	Scheme	Revised Budget for 2016/17	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	200	126	200	0	200	0
482	- Local Infrastructure Improvements	813	329	833	20	690	0
594	- Safety Schemes	594	154	594	0	594	0
345	- Strategy and Scheme Development work	508	417	508	0	508	0
1,988	- Delivering the Transport Strategy Aims	2,487	962	1,908	-579	3,132	0
478	- Cambridgeshire Sustainable Transport Improvements	548	171	237	-311	237	0
23	- Air Quality Monitoring	23	21	23	0	23	0
15,461	- Operating the Network	16,284	10,697	14,554	-1,730	15,879	0
	Infrastructure Management & Operations Schemes						
6,000	- £90m Highways Maintenance schemes	6,000	6,711	8,046	2,046	90,000	0
0	- Pothole grant funding	973	835	973	0	973	0
60	- Waste Infrastructure	219	192	173	-46	5,279	0
2,161	- Archives Centre / Ely Hub	1,799	137	497	-1,302	4,200	0
417	- Community & Cultural Services	797	-304	646	-151	1,540	0
705	- Street Lighting	705	0	536	-169	705	0
	Strategy & Development Schemes						
4,700	- Cycling Schemes	3,488	2,619	3,306	-182	17,598	0
1,336	- Huntingdon - West of Town Centre Link Road	700	40	700	0	9,116	0
14,750	- Ely Crossing	5,500	2,032	6,918	1,418	36,000	0
0	- Chesterton Busway	0	37	0	0	0	0
2,110	- Guided Busway	500	166	500	0	151,147	0
12,065	- King's Dyke	3,421	139	121	-3,300	13,580	0
500	- Wisbech Access Strategy	672	363	511	-161	1,000	0
	- A14	100	88	100	0	25,200	0
1,439	- Other Schemes	967	570	967	0	6,710	0
	Other Schemes						
5,600	- Connecting Cambridgeshire	4,860	2,583	3,767	-1,093	30,700	0
85	- Other Schemes	85	0	85	0	680	0
71,699		52,243	29,085	46,703	-5,540	415,691	0
	Capital Programme variations	-10,500		-4,960	5,540		
71,699	Total including Capital Programme variations	41,743	29,085	41,743	0		

Revised Budget

The decrease between the original and revised budget is made up as follows:-

- Carry-forward of funding from 2015/16 due to the re-phasing of schemes which reported as underspending at the end of the 2015/16 financial year.
- The phasing of a number of schemes have been reviewed since the published business plan and this has resulted in a reduction in the required budget in 2016/17, most notably the schemes for Ely Crossing and King's Dyke.
- As previously reported, the Capital Programme Board 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.

2016/17 Forecast Spend

Delivering the Transport Strategy Aims

A number of schemes that were originally budgeted within the 'Cambridgeshire Sustainable Transport Improvements' and 'Operating the Network' lines are now being charged to the 'Delivering the Transport Strategy Aims' line as the schemes are Highway schemes and of a similar nature.

The final assessment work on Norwood Road, March has commenced with our Partner, Network Rail. The works have been delayed to avoid any disruption on the rail network and to ensure that best value is obtained for all. Due to the complexity of the scheme construction will now begin in 2017/2018 but the assessment period is currently being accelerated through close liaison with Network Rail. Funding through the March Market Town Transport Strategy has been agreed.

Safety Schemes

This area is expected to underspend by £70k as work on the scheme A10 Shepreth Melbourn Bypass is now complete and is underspent.

Operating the Network - Traffic signal replacement

Due to issues with purchasing of land, a scheme on Cherry Hinton Road (Queen Edith's Way/ Robin Hood junction), £668k worth of expenditure will slip into 2017-18. The scheme is fully funded by S106 developer contributions.

£90m Highways Maintenance

£6m was initially allocated to this area in 2016-17 and spare funding from the previous year was rolled forward into future years. Historically although more work has been programmed than budgeted for the year, for a number of reasons schemes have slipped and expenditure has always been within the agreed budget. This year more schemes are being completed by the Contractor and total expenditure is likely to be nearer £8.0m. These additional schemes will therefore be funded by previous year's slippage.

Cambourne Library

Expenditure for this will not occur in 2016-17 as the scheme is yet to be finalised. This is all funded by S106 developer funding.

Replacement of accrued streetlights with LEDs

This scheme will commence in 2016-17 as plans have now been finalised to achieve the required savings, with staff and contractor focusing on completing the replacement programme. The expenditure in 2016/17 is expected to be £536k. However, the scheme is expected to straddle two financial years with the scheme completing in 2017/18.

Cycling schemes

There have been a number of changes affecting the following schemes, which have changed the expected out-turn figures :-

- Yaxley to Farcet

Initially work was planned to commence late summer, but at that point neither of the land deals had completed so it was not possible to start. One of the two land deals has now completed, and the final one looks to be very close to completion. A revised start of works date has been set for 1st March 2017. There has been discussion with local members around an earlier date, but officers have advised against this due to

concerns about wet ground conditions, given that the site is currently agricultural in nature. The delayed start date accounts for the reduced spend profile for this year.

- **Cherry Hinton High Street**

As well as the approved S106 developer funded cycling improvements, additional works were undertaken at the same time to maximise the road closure in place. These works included £170,000 to resurface the carriageway and £240,000 from the City Council to undertake streetscape improvements. All work has now been completed but invoicing for these additional work areas needs to take place, and thus it appears that the scheme is overspent which is not the case.

- **Lode to Quay**

This community led project has enjoyed strong support and thus objections through the planning process were not anticipated. Some objections were received which meant that a decision had to be made by the Planning Committee thus making for a delayed start and hence a reduced spend profile for this financial year. Planning consent is now in place and land agreements are now being finalised to allow a start and the main bulk of spend in 2017/18.

- **A10 Harston**

It was originally hoped to be on site in January 2017. A number of unanticipated issues were raised at consultation, for which it seemed prudent to resolve and thus take the scheme through a further round of consultation to ensure a good level of public buy in. This delayed the scheme, impacting on the spend profile for the current year. With scheme approval now in place and detailed design underway, works on site should commence in summer with the majority of spend now planned for 2017/18.

- **Bar Hill to Longstanton**

Officers have been working with both the A14 Project Team and the Northstowe developers to ensure a solution that fits with the A14 changes near to Bar Hill and the new Northstowe access road that links Northstowe with the B1050 between Bar Hill and Longstanton. This has taken longer than expected and thus the spend profile for 2016/17 has not been achieved.

Ely Crossing

The stage 1 developed design stage has been completed and a Stage 2 two (construction) target cost of £27.470,909 has been agreed. Initial work on site has now commenced and it is anticipated that the route will be open in spring 2018. It is anticipated that £6.9m will be spent in 2016/17.

Archives Centre

The majority of spend for this scheme is now likely to occur next financial year.

Connecting Cambridgeshire

This scheme is likely to be extended within the existing funding. The rollout contract with BT includes a “claw-back” provision which requires BT to reinvest any surplus profits into further broadband rollout if take-up exceeds the original forecast.

Although the current Superfast coverage exceeds that in many surrounding counties and is amongst the highest nationally, the heavy reliance on and high take up of Superfast broadband services amongst businesses and residents in Cambridgeshire means there is significant pressure to provide service for the “final 5%”, (approximately 18,000 premises) which are not covered in current rollout plans.

Whilst it is unrealistic to target 100% of premises with Superfast broadband, it is possible to significantly reduce the “final 5%” with a third rollout phase.

King's Dyke

Planning permission has been granted and the tender package prepared. Agreeing arrangements for access to private land for ground investigation surveys has caused delays to the completion of the works information. Given the amount of earthworks within the scheme, this is critical information for contractors to inform the tendered price, eliminate risk and provide greater cost certainty. Officers have continued to work with the legal team and the land owner to agree access arrangements. Arrangements were agreed and the on-site ground investigation has been completed and the report is expected in February. This has impacted on the programme, and the revised key stages along with earliest expected dates for delivery are shown below.

Stage	Target Date
Planning application submitted	December 2015
Application determined	March 2016
Procurement and contract document preparation (Other than G.I)	November 2016
Publish Orders/objection period	February 2017
Agree Ground investigation access, complete survey	January 2017
Analysis of GI findings, report produced	February 2017
Tender issued	March 2017
Tender return	June 2017
Works package award approved by E and E Committee	July 2017
Detailed design	November 2017
Site mobilisation and construction	December 2017
Scheme open	December 2018

Meeting key stages is dependent on land access and acquisition, concluding agreements with Network Rail and agreeing a contractor's programme. Any objection to Compulsory Purchase Orders may add a year into the programme. Similarly Network Rail agreements may add to the programme, but on-going liaison with landowners and Network Rail is aiming to mitigate these risks.

Assuming that agreement with Network Rail and Landowners is reached, the majority of the scheme expenditure will take place over years 2017/18 and 2018/19 .

Key changes to the programme are reported to the Project Board which meets every 2-3 months.

Capital Funding

2016/17				
Original 2016/17 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2016/17 £'000	Forecast Spend - Outturn (January) £'000	Forecast Funding Variance - Outturn (January) £'000
17,781	Local Transport Plan	17,789	16,287	-1,502
2,682	Other DfT Grant funding	2,908	2,908	0
17,401	Other Grants	9,593	7,550	-2,043
5,691	Developer Contributions	5,777	4,093	-1,684
18,155	Prudential Borrowing	12,705	12,134	-571
9,989	Other Contributions	3,471	3,731	260
71,699		52,243	46,703	-5,540
	Capital Programme variations	-10,500	-4,960	5,540
71,699	Total including Capital Programme variations	41,743	41,743	0

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	-3.6	This reflects slippage or rephasing of the 2015/16 capital programme to be delivered in 2016/17 which was reported in November 16 and approved by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-16.4	Rephasing of grant funding for Ely Crossing (£4.75m) & King's Dyke (£11.3m), costs to be incurred in 2017/18
Revised Phasing (Section 106 & CIL)	-1.4	Rephasing of Cambridge Cycling Infrastructure (£0.7m) & Huntingdon West of Town Centre (£0.6m), costs to be incurred in 2017/18
Revised Phasing (Prudential Borrowing)	-1.9	Revised phasing of Guided Busway spend, Connecting Cambridgeshire and the Archives centre.
Revised Phasing (DfT Grant)	-0.8	Revised phasing of Cycling City Ambition Fund

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

a) Economy & Environment

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 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-Dec-2016	266	2,200	R	A	Figures to the end of December show that there are currently 266 learners taking courses in the most deprived wards. This is below target, but figures are expected to increase during the year as partners run multiple short courses. A targeted programme has started, focusing on increasing the participation in these deprived areas. The number of people completing courses will not be recorded until the end of the academic year. The target of 2,200 is end-of-year.
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The number of people starting as apprentices	High	↑	2015/16 academic year (provisional)	4,320	4,574	G	G	Provisional figures for the number of people starting as apprentices during 2015/16 is 4,320, compared with 4,200 during 2014/15 - an increase of 3%. This means that the 2015/16 target of 4,158 was achieved.
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% 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	A	The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.

[illegible]

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Additional jobs created	High	↓	To 30-Sep-2015	+6,300 (provisional)	+3,500	G	A	<p>The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16 target of +3,500 additional jobs has been achieved.</p> <p>This information has recently been published by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment information from businesses across the whole of the UK economy for each site that they operate.</p>
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	Dec-2016	311,906	Contextual			The Guided Busway carried around 312,000 passengers in December, and there have now been over 18 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.76 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	<p>There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16, representing a decrease of 400,000 compared with 2014/15.</p> <p>The drop in performance is part of a national trend which the Department of Transport (DfT) have reported as a</p>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									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.
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	↔	Jan-2017	100%	100%	G	G	<p>Eight 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). All 16 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 which is better than the Council's target of 46%.</p>
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↓	2014/15	Fenland = 81.1% Other excluding	Fenland = 86.3%	A	A	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

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	The average journey time per mile during the morning peak on the most congested routes	Low	↓	Sep 2014 to Aug 2015	4 minutes 52 seconds	4 minutes	R	A	<p>At 4.87 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is worse than the previous year's figure of 4.45 minutes.</p> <p>The target for 2016/17 is to reduce this to 4 minutes per mile.</p>

b) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel ↑=good	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	↑	Dec-2016	94%	90%	G	G	Seventeen Freedom of Information requests were received during December. Provisional figures show that ninety-four percent (16 out of 17) were responded to on time. Two hundred and sixty-one Freedom of Information requests have been received since April and 93.5% of these have been responded to on-time. This compares with 97.9% (out of 238) and 96.1% (out of 228) 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	↓	Dec-2016	%	90%	G	G	Sixty complaints were received in December. Ninety percent of these were responded to within 10 working days. The majority of complaints for Infrastructure Management & Operations were for Highways and 29 out of the 34 received were responded to on time. The majority of complaints received by Strategy & Development were for Passenger Transport and 25 out of the 26 received were responded to within 10 days. The year-to-date figure is currently 93%.

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	Operating Model enabler: Having Councillors and officers who are equipped for the future								
	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 Dec-2016	3.1 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average has increased slightly from 3 days to 3.1 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During December the total number of absence days within Economy, Transport & Environment was 211 days based on 556 staff (f.t.e) working within the Service. The breakdown of absence shows that 137 days were short-term sickness and 74 days long-term sickness.</p>