

Economy, Transport and Environment (ETE) - Finance and Performance Report – October 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	2	2	10	14
Current status last month	2	2	10	14
Year-end prediction (for 2016/17)	1	8	5	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 (October) £000	Forecast Variance - Outturn (October) %
4	Executive Director	661	83	13	11	2
+201	Infrastructure Management & Operations	57,982	-2,780	-9	+499	1
-287	Strategy & Development	13,023	-853	-11	-670	-5
0	External Grants	-9,699	-148	3	0	0
-81	Total	61,967	-3,699	-11	-161	0

The service level budgetary control report for October 2016 can be found in [appendix 1](#).

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

2.2 Significant Issues

Winter Maintenance

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, using expert local knowledge, 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.

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.

This has now been entered as a pressure for 17/18 in the development of the Business Plan.

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 October 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 are no virements recorded in October 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

Archives Centre

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

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 & Environment (E&E) 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 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.

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

Economic Development

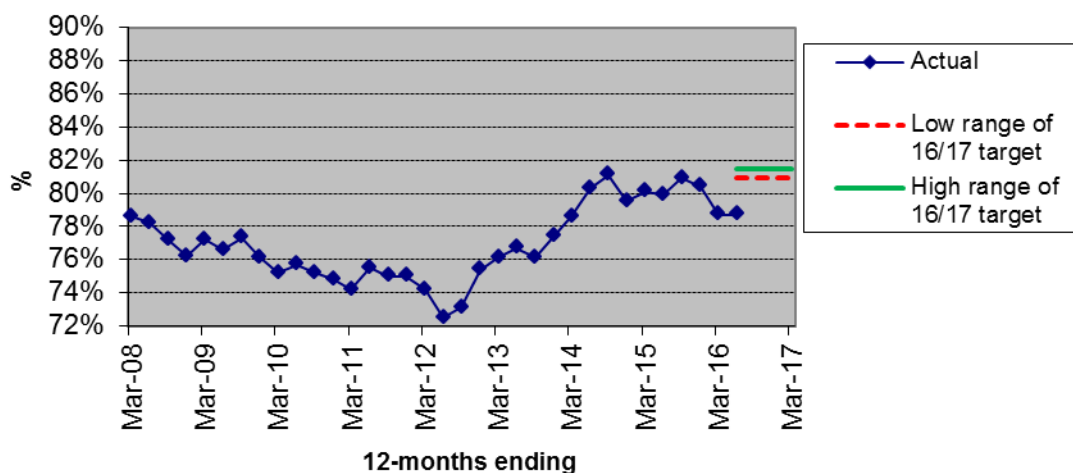
- The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to June 2016)

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

The 12-month rolling average remains at 78.7%, which is below the 2016/17 target range of 80.9% to 81.5%. 23.4% 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**



b) ETE Operational Indicators

Complaints and representations – response rate

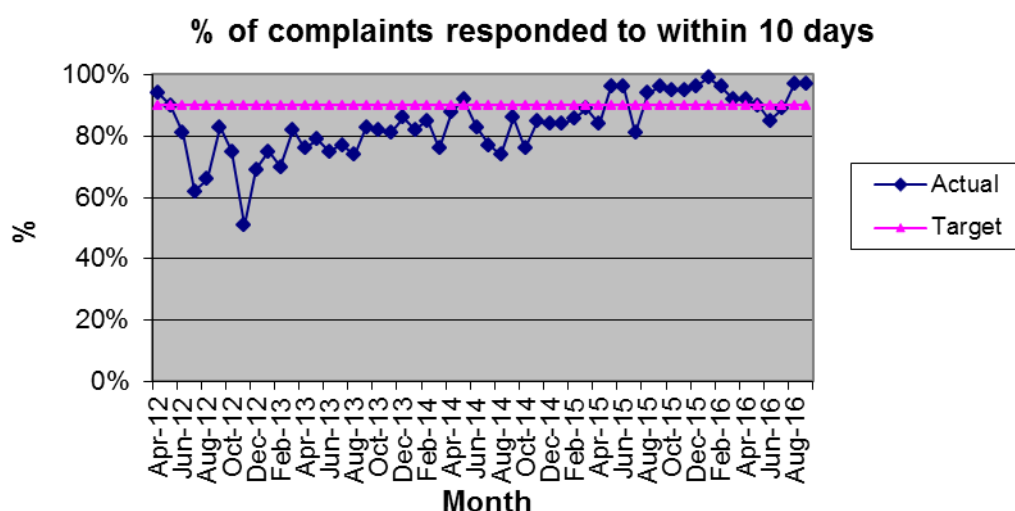
- Percentage of complaints responded to within 10 days (September 2016)

Ninety-eight complaints were received in September. Ninety-seven percent of these were responded to within 10 working days, the same as August's figure.

The majority of complaints for Infrastructure Management & Operations were for Highways and 50 out of the 52 received were responded to on time.

All 33 complaints received by Strategy & Development were for Passenger Transport and 32 were responded to within 10 days.

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



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 October 2016)

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

There were 12 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 12 applications were determined on time.

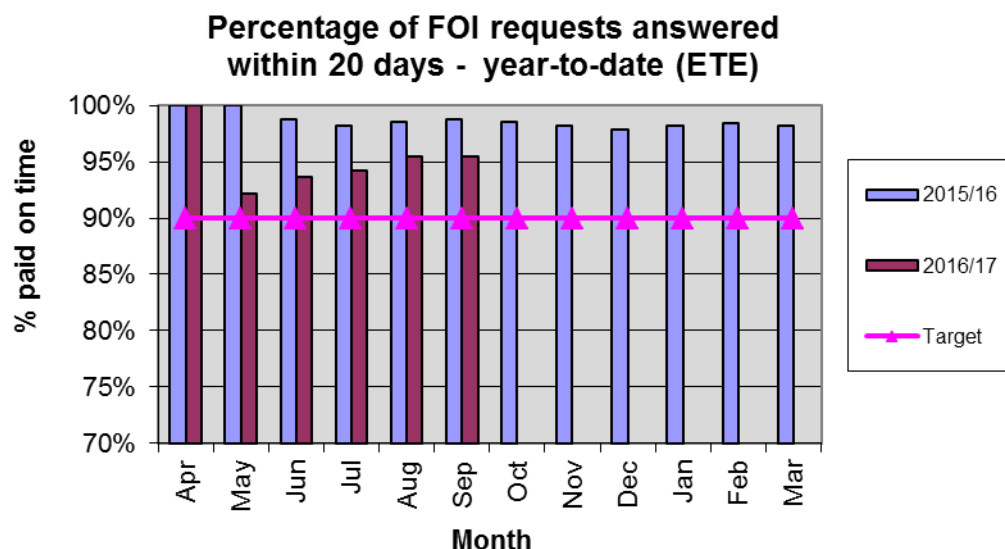
b) ETE Operational Indicators

Freedom of Information (FOI) requests

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

Twenty out of twenty-one Freedom of Information requests were responded to on-time during September.

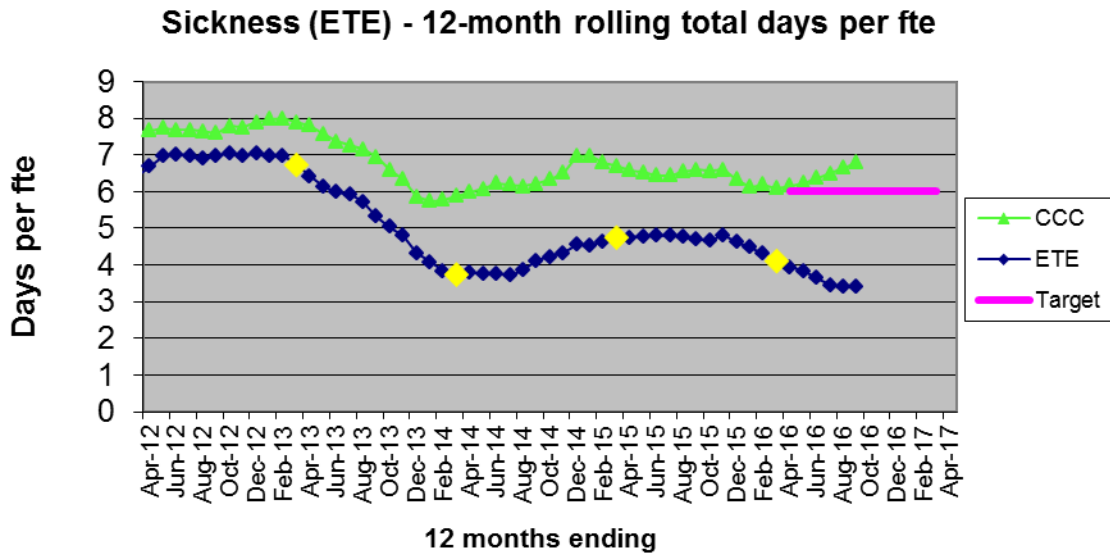
One hundred and fifty-five Freedom of Information requests have been received since April and 95.5% of these have been responded to on-time. This compares with 98.8% and 97.6% respectively for the same period last year and the year before.



Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to September 2016)

The 12-month rolling average remains at around the same level of 3.4 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.



During September the total number of absence days within Economy, Transport & Environment was 212.8 days based on 578 staff (f.t.e) working within the Service. The breakdown of absence shows that 113.4 days were short-term sickness and 99.4 days long-term sickness.

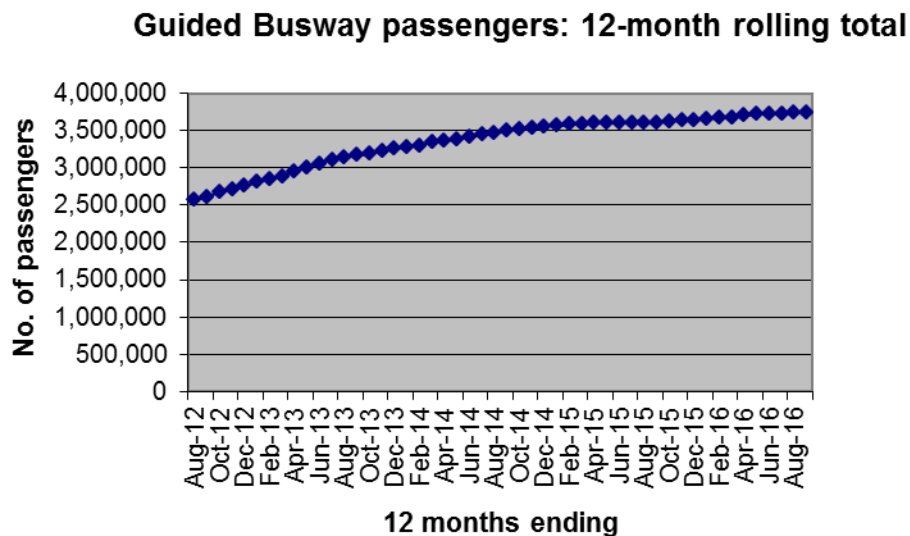
4.5 Contextual indicators (new information)

a) Economy & Environment

Passenger Transport

- Guided Busway passenger numbers (September 2016)

The Guided Busway carried around 318,000 passengers in September, and there have now been over 17 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.75 million.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn September	Service	Current Budget for 2016-17	Expected to end of October	Actual to end of October	Current Variance		Forecast Variance - Outturn October	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	Economy, Transport & Environment Services							
+10	Executive Director	232	404	430	+26	+6	+20	+9
-6	Business Support	428	253	310	+57	+22	-10	-2
0	Direct Grants	0	0	0	0	+0	0	25
4	Total Executive Director	661	658	741	+83	+13	+11	+2
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	83	78	-5	-6	+0	+0
+87	Waste Disposal including PFI	34,115	18,317	16,757	-1,560	-9	+110	+0
	Highways							
+0	- Road Safety	681	362	306	-56	-15	+0	+0
-4	- Traffic Manager	-515	-166	-43	+124	-74	-12	+2
+56	- Network Management	1,221	822	796	-26	-3	+100	+8
+0	- Local Infrastructure & Streets	2,823	2,083	2,175	+92	+4	+1	+0
+0	- Winter Maintenance	1,448	187	185	-1	-1	+356	+25
+0	- Parking Enforcement	0	-490	-538	-48	+10	+0	+0
-31	- Street Lighting	9,745	4,627	3,756	-871	-19	-63	-1
+100	- Asset Management	807	500	679	+180	+36	+100	+12
+12	- Highways other	1,922	36	-44	-80	-223	-4	-0
+6	Trading Standards	739	427	423	-4	-1	-37	-5
	Community & Cultural Services							
-50	- Libraries	3,477	2,069	1,681	-388	-19	-50	-1
-31	- Community Resilience	707	271	194	-76	+0	-31	-4
+5	- Archives	447	203	209	+5	+3	+5	+1
+50	- Registrars	-550	-345	-466	-121	+35	+24	-4
+0	- Coroners	769	451	505	+54	+12	+0	+0
0	Direct Grants	-6,872	-3,438	-3,438	0	+0	0	65
+201	Total Infrastructure Management & Operations	51,110	25,997	23,217	-2,780	-11	+499	+1
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	82	80	-3	-3	+0	+0
+0	Transport & Infrastructure Policy & Funding	361	232	238	+6	+3	0	+0
	Growth & Economy							
-45	- Growth & Development	589	330	220	-110	-33	-79	-13
-3	- County Planning, Minerals & Waste	331	133	152	+19	+14	+4	+1
+0	- Enterprise & Economy	-0	-0	-6	-6	+0	+0	+0
+0	- Mobilising Local Energy Investment (MLEI)	0	0	0	+0	+0	+0	+0
-98	- Growth & Economy other	550	627	185	-442	-71	-319	-58
+0	Major Infrastructure Delivery	0	374	382	+8	+2	+0	+0
	Passenger Transport							
+165	- Park & Ride	304	452	580	+128	+28	+198	+65
-300	- Concessionary Fares	5,619	2,769	2,259	-510	-18	-470	-8
-6	- Passenger Transport other	2,513	1,568	1,625	+57	+4	-4	-0
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,615	1,056	1,111	+54	+5	+0	+0
+0	- Learning Centres	0	45	-18	-64	+0	+0	+0
+0	- National Careers	0	0	10	+10	+0	+0	+0
0	Direct Grants	-2,827	-1,378	-1,526	-148	+0	0	0
-287	Total Strategy & Development	10,196	6,291	5,289	-1,001	-16	-670	-7
-81	Total Economy, Transport & Environment Services	61,967	32,945	29,247	-3,699	-11	-161	-0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-327	-165	-165	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-1,972	-1,972	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-1,346	-1,346	+0	+0	+0	+0
0	- Bus Service Operators Grant	-302	-302	-302	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,435	-1,031	-1,179	-148	+0	+0	+0
+0	Grant Funding Total	-9,699	-4,816	-4,964	-148	3	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	34,115	-1,560	-9	+110	0
<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 (almost 5%) 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 ability 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. Ongoing trials for alternative modes of operation have shown that high levels of mass loss can be achieved in the MBT, which if sustained for the remainder of the year could result in an underspend. However, there is some uncertainty over actual levels of mass loss achieved over the remainder of the year, as MBT performance remains erratic, due to reliability of composting hall equipment. The potential range of variance is up to plus or minus £500k although any actual variance is likely to be significantly less.</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	-26	-3	+100	+8
The forecast overspend is due to costs for grass cutting being greater than expected.					
Winter Maintenance	1,448	-1	-1	+356	+28
<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, using expert local knowledge, 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>					

This has now been entered as a pressure for 17/18 in the development of the Business Plan.					
Street Lighting	9,745	-871	-19	-63	-1
The current variance is due to delays in invoicing for energy charges and also invoicing for the main Street Lighting contract.					
Asset Management	807	+180	+36	+100	+12
The 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	3,477	-388	-19	-50	-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.					
Registrars	-550	-121	+35	+24	-4
The increased income target is unlikely to be met as statutory fees have not increased this year.					
Growth & Economy Other	550	-442	-71	-319	-58
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	+128	+28	+198	+65
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	-510	-18	-470	-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
Grants as per Business Plan	Various	10,319
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-649
Non-material grants (+/- £30k)		-29
Total Grants 2016/17		9,699

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 October 2016	2,015	
Non-material virements (+/- £30k)		
Current Budget 2016/17	61,967	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2016 £'000	Movement within Year £'000	Balance at 31st October 2016 £'000	Forecast Balance at 31st March 2017 £'000	Notes
General Reserve					
Service carry-forward	3,386	(2,015)	1,371	0	Account used for all of ETE
Sub total	3,386	(2,015)	1,371	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	(574)	2,210	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	(24)	331	300	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	(12)	238	225	Partnership accounts, not solely CCC
Fens Workshops	56	0	56	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	13	23	0	
Other earmarked reserves under £30k - S&D	16	7	24	30	
Sub total	6,617	(580)	6,037	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)	2,186	1,838	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	10,819	1,364	12,183	10,000	
Other Capital Funding - IMO	1,232	97	1,329	200	
Sub total	11,704	18,172	29,876	10,200	
TOTAL	22,636	15,544	38,180	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 (October)	Forecast Spend - Outturn (October)	Forecast Variance - Outturn (October)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	200	96	200	0	200	0
482	- Local Infrastructure Improvements	698	200	706	8	690	0
594	- Safety Schemes	594	111	594	0	594	0
345	- Strategy and Scheme Development work	508	381	508	0	508	0
1,988	- Delivering the Transport Strategy Aims	2,487	376	3,125	638	3,132	0
478	- Cambridgeshire Sustainable Transport Improvements	548	15	237	-311	237	0
23	- Air Quality Monitoring	23	13	23	0	23	0
15,461	- Operating the Network	16,284	6,021	15,706	-578	15,879	0
	Infrastructure Management & Operations Schemes						
6,000	- £90m Highways Maintenance schemes	6,000	5,339	6,008	8	90,000	0
0	- Pothole grant funding	973	478	973	0	973	0
60	- Waste Infrastructure	219	134	219	0	5,279	0
2,161	- Archives Centre / Ely Hub	1,799	136	699	-1,100	4,200	0
1,122	- Community & Cultural Services	1,502	-329	1,502	0	2,245	0
	Strategy & Development Schemes						
4,700	- Cycling Schemes	3,248	2,392	3,475	227	17,598	0
1,336	- Huntingdon - West of Town Centre Link Road	700	1	700	0	9,116	0
14,750	- Ely Crossing	5,500	705	5,500	0	36,000	0
0	- Chesterton Busway	0	20	0	0	0	0
2,110	- Guided Busway	500	179	500	0	151,147	0
12,065	- King's Dyke	3,421	62	121	-3,300	13,580	0
500	- Wisbech Access Strategy	672	226	511	-161	1,000	0
	- A14	100	14	100	0	25,200	0
1,439	- Other Schemes	967	556	930	-37	6,710	0
	Other Schemes						
5,600	- Connecting Cambridgeshire	4,860	2,322	3,767	-1,093	30,700	0
85	- Other Schemes	85	0	85	0	680	0
71,699		51,888	19,448	46,189	-5,699	415,691	0
	Capital Programme variations	-10,500		-4,801	5,699		
71,699	Total including Capital Programme variations	41,388	19,448	41,388	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.

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 is continuing to cause delay 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 are continuing to work with the legal team and the land owner to agree access arrangements if possible, before taking legal action to gain entry. This has impacted on the programme and the key stages along with earliest expected dates for delivery are shown below. Options to mitigate programme impact are being considered and will be discussed at the Project Board.

Stage	Target Date
Planning application submitted	December 2015
Application determined	March 2016
Procurement and contract document preparation (Other than G.I)	October 2016
Publish Orders/objection period	December 2016
Agree Ground investigation access, complete survey and analysis report	December 2016
Tender issued	January 2017
Tender return	April 2017
Works package award approved by E and E Committee	June 2017
Detailed design	September 2017
Site mobilisation and construction	September/October 2017
Scheme open	September/October 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 Network Rail is aiming to mitigate this risk.

Spend for this scheme is now likely to occur next year due to land access and legal issues with the land owner.

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 (October) £'000	Forecast Funding Variance - Outturn (October) £'000
17,781	Local Transport Plan	17,789	17,789	0
2,682	Other DfT Grant funding	2,908	2,908	0
17,401	Other Grants	9,593	6,132	-3,461
5,691	Developer Contributions	5,777	5,769	-8
18,155	Prudential Borrowing	12,705	10,512	-2,193
9,989	Other Contributions	3,116	3,079	-37
71,699		51,888	46,189	-5,699
	Capital Programme variations	-10,500	-4,801	5,699
71,699	Total including Capital Programme variations	41,388	41,388	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 October 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)	-2.7	Revised phasing of Guided Busway spend & Connecting Cambridgeshire
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-Jul-2016	1,985	2,200	A	A	<p>The number of people completing courses in the most deprived wards during 2015/16 is 1,985. This is just below the aspirational end-of-year target of 2,000, but it is an increase from 750 the previous in year, so significant progress has been made.</p> <p>A targeted programme has already started, focusing on increasing the participation in these deprived areas.</p> <p>New 2016/17 data will be available next month.</p>
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	<p>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.</p>
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.
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 30-Jun-2016 = 35.6%		Contextual		Figures to the end of June show that the average take-up in the intervention area has increased to 35.6% from 33.6% in March.	

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
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 30-Jun-2016	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 remains at 78.7%, which is below the 2016/17 target range of 80.9% to 81.5%. 23.4% of these jobs are part-time.</p> <p>Due to economic uncertainty the target remains challenging.</p>
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↔	Feb 2016	Gap of 6.4 percentage points Most deprived areas (Top 10%) = 11.5% Others = 5.1%	Gap of <=6.5 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 February 2016, 11.5% 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.</p> <p>At 6.4 percentage points the gap is the same as last quarter and is narrower than the baseline (in May 2014) of 7.2 percentage points.</p>
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↓	To 30-Sep-2015	+6,300 (provisional)	+3,500	G	A	<p>The latest provisional figures from the Business Register and Employment Survey (BRES) show that 6,300 additional jobs were created between September 2014 and September 2015 compared with an increase of 16,200 for the same period in the previous year. This means that the 2015/16 target of +3,500 additional jobs has been achieved.</p>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									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.
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↑	Sep-2016	317,780		Contextual		The Guided Busway carried around 318,000 passengers in September, and there have now been over 17 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.75 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 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>

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
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	↔	Oct-2016	100%	100%	G	G	Eight County Matter planning applications have been received and determined on time since April. There were 12 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 12 applications were determined on time.
Traffic and Travel									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015. Overall growth from the 2004-2005 average baseline is 62.5 percent which is better than the Council's target of 46%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↑	Oct 2014	Fenland = 84.5% Other excluding Cambridge = 89.1%	Fenland = 86.3%	G	A	The Department of Transport has released data for 2014. These figures show that the the 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. The percentage for the other districts (excluding Cambridge) has dropped slightly from 89.8% to 89.1%. The proposed target is for Fenland to increase to the current 89.8% average for the rest of Cambridgeshire

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									<p>(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 target relates to the underlying direction of travel.</p>
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 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	↓	Sep-2016	95.2%	90%	G	G	Twenty out of twenty-one Freedom of Information requests were responded to on-time during September. One hundred and fifty-five Freedom of Information requests have been received since April and 95.5% of these have been responded to on-time. This compares with 98.8% and 97.6% respectively 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	↔	Sep-2016	97%	90%	G	A	Ninety-eight complaints were received in September. Ninety-seven percent of these were responded to within 10 working days, the same as August's figure. The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management and 50 out of the 52 received were responded to on time. All 33 complaints received by Strategy & Development were for Passenger Transport and 32 were responded to within 10 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 ↑=good	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 Sep-2016	3.42 days per f.t.e.	6 days per f.t.e	G	G	<p>The 12-month rolling average remains at around the same level of 3.4 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.</p> <p>During September the total number of absence days within Economy, Transport & Environment was 212.8 days based on 578 staff (f.t.e) working within the Service. The breakdown of absence shows that 113.4 days were short-term sickness and 99.4 days long-term sickness.</p>