Appendix A

Economy, Transport and Environment (ETE) - Finance and Performance Report – August 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	3	9	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 (August) £000	Forecast Variance - Outturn (August) %
4	Executive Director	661	22	4	4	1
+234	Infrastructure Management & Operations	57,982	-1,681	-8	+248	0
-232	Strategy & Development	13,023	-1,127	-20	-345	-3
0	External Grants	-9,699	155	-6	0	0
+7	**Total**	**61,967**	**-2,631**	**-10**	**-93**	**0**

The service level budgetary control report for August 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.

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

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

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.

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.

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

Adult Learning & Skills

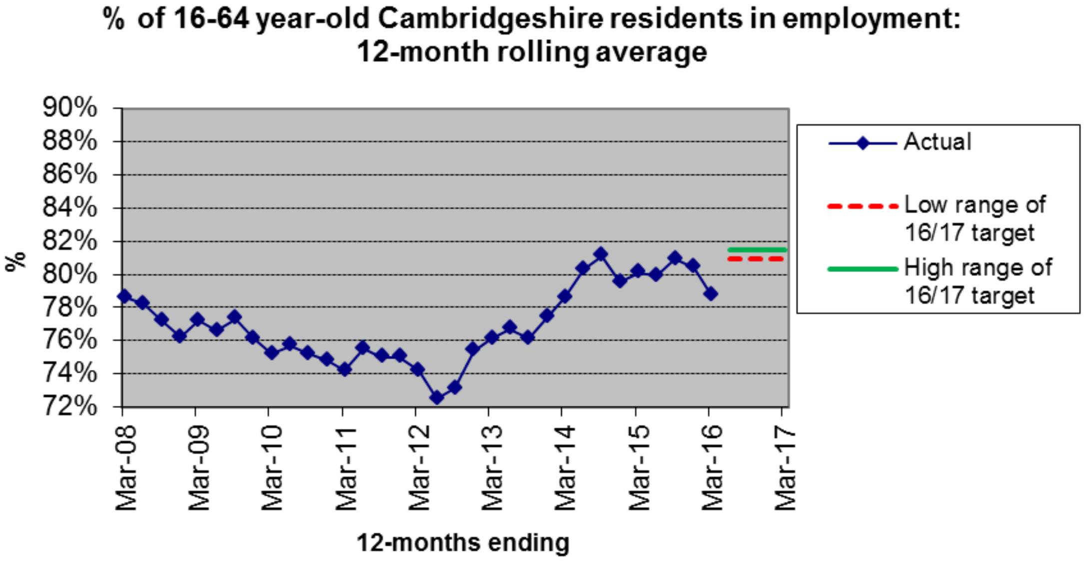
- <u>The number of people starting as apprentices – academic year-to-date (to April 2016)</u>
  Provisional figures for the number of people starting as apprentices up to the end of April 2016 is 3,280, compared with 3,140 for the same period in 2015 - an increase of 4.5%.

Economic Development

- <u>The percentage of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to March 2016)</u>
  The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS).

  The 12-month rolling average decreased slightly from 80.4% in December 2015 to 78.7% in March 2016, which is below the 2016/17 target range of 80.9% to 81.5%. 23.3% of these jobs are part-time.

  Due to economic uncertainty the target remains challenging.



- 'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others (at February 2016)

The 2016/17 target of <=11.5% is for the most deprived areas (top 10%).

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.

At 6.4 percentage points the gap is the same as last quarter and is narrower than the May 2014 baseline of 7.2 percentage points.

b) ETE Operational Indicators

Complaints and representations – response rate

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

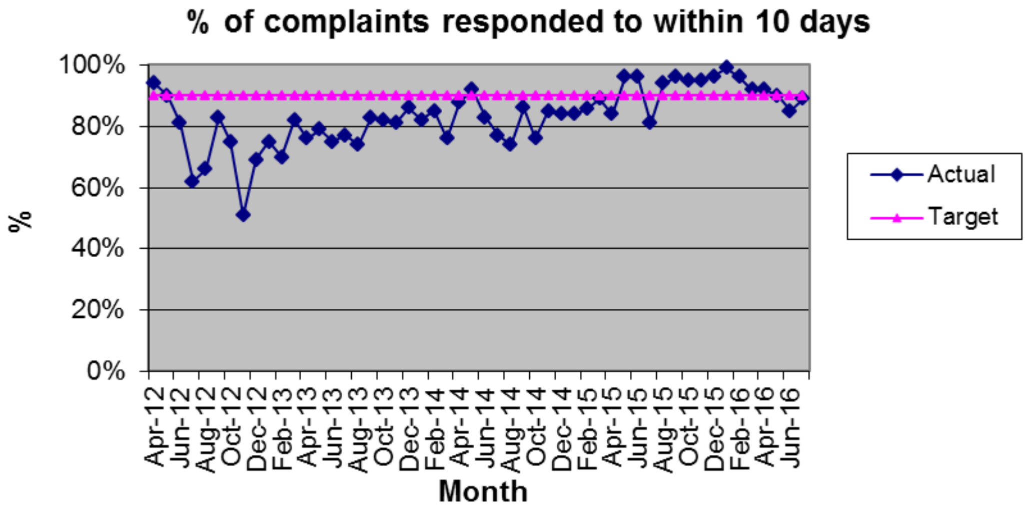
Seventy-six complaints were received in July. Eighty-nine percent of these were responded to within 10 working days compared with 85% in June.

The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management (43).

Community & Cultural Services' performance has improved significantly since June following new procedures put in place.

Fifteen out of the 16 complaints received by Strategy & Development were for Passenger Transport and all were responded to within 10 days.

The year-to-date figure is currently 89%.



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 August 2016)

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

There were 10 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All 10 applications were determined on time.

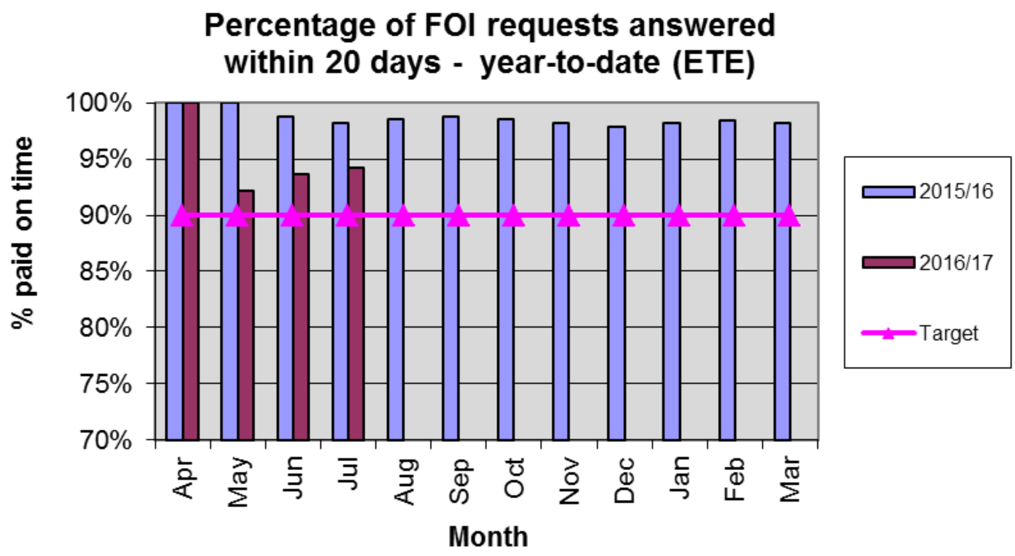
b) ETE Operational Indicators

Freedom of Information (FOI) requests

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

Twenty-five Freedom of Information requests were received during July and 24 of these were responded to on-time.

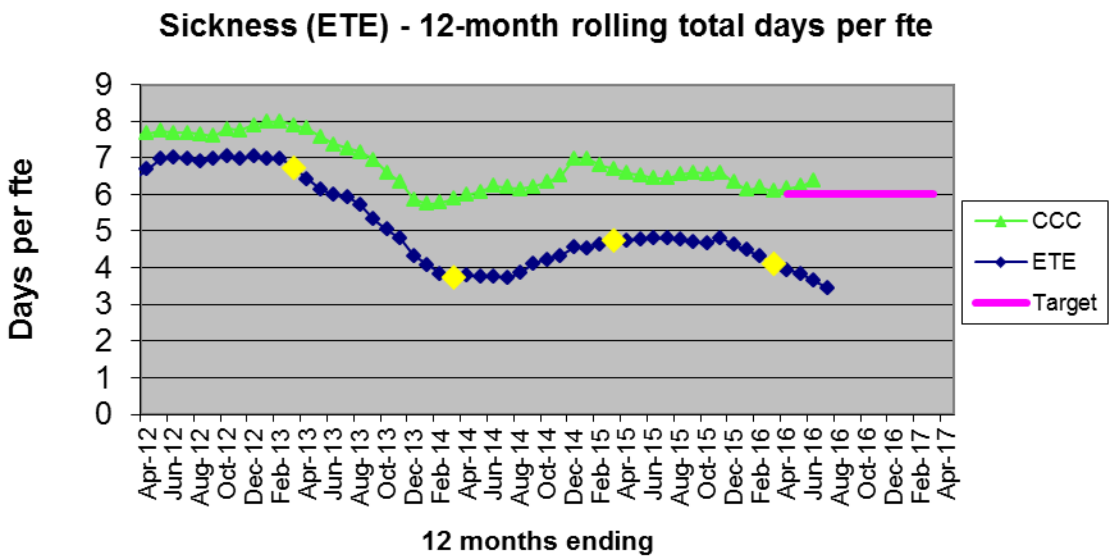
One hundred and three Freedom of Information requests have been received since April and 94% of these have been responded to on-time.



Staff sickness

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

  The 12-month rolling average has fallen to 3.46 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target.



During July the total number of absence days within Economy, Transport & Environment was 99.8 days based on 568 staff (f.t.e) working within the Service. The breakdown of absence shows that 54.4 days were short-term sickness and 45.4 days long-term sickness.

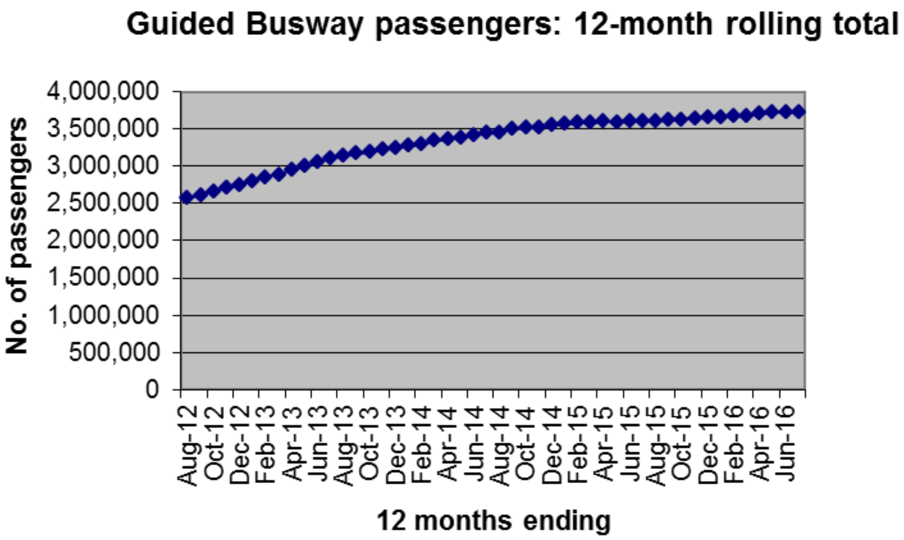
4.5 Contextual indicators (new information)

a) Economy & Environment

Passenger Transport

- <u>Guided Busway passenger numbers (July 2016)</u>

  The Guided Busway carried around 313,000 passengers in July, and there have now been over 16.4 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.7 million.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn July £'000	Service	Current Budget for 2016-17 £'000	Expected to end of August £'000	Actual to end of August £'000	Current Variance £'000	Current Variance %	Forecast Variance - Outturn August £'000	Forecast Variance - Outturn August %
	Economy, Transport & Environment Services							
+10	Executive Director	232	294	309	+15	+5	+10	+4
-6	Business Support	428	230	238	+8	+3	-6	-1
0	Direct Grants	0	0	0	0	+0	0	0
4	**Total Executive Director**	**661**	**524**	**547**	**+22**	**+4**	**+4**	**+1**
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	144	59	57	-3	-4	+0	+0
+37	Waste Disposal including PFI	34,115	12,459	11,487	-972	-8	+37	+0
	Highways							
+0	- Road Safety	681	274	227	-47	-17	+0	+0
+45	- Traffic Manager	-515	-12	140	+152	-1,294	+45	-9
+70	- Network Management	1,050	499	481	-18	-4	+70	+7
+0	- Local Infrastructure & Streets	2,759	1,774	1,790	+17	+1	+0	+0
+0	- Winter Maintenance	1,448	76	73	-3	-3	+0	+0
+0	- Parking Enforcement	0	-668	-662	+6	-1	+0	+0
-31	- Street Lighting	9,745	3,131	2,311	-820	-26	-31	-0
+100	- Asset Management	807	372	488	+115	+31	+100	+12
+0	- Highways other	2,158	1,739	1,836	+97	+6	+0	+0
+6	Trading Standards	739	305	337	+32	+11	6	+1
	Community & Cultural Services							
-5	- Libraries	3,477	1,529	1,301	-227	-15	-4	-0
+0	- Community Resilience	707	169	72	-97	+0	-31	-4
+11	- Archives	447	144	221	+77	+53	+5	+1
+0	- Registrars	-550	-228	-229	-1	+0	+50	-9
+0	- Coroners	769	321	329	+8	+2	+0	+0
0	Direct Grants	-6,872	-1,711	-1,695	16	+0	0	22
+234	**Total Infrastructure Management & Operations**	**51,110**	**20,231**	**18,565**	**-1,665**	**-8**	**+248**	**+0**
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	59	56	-2	-4	+0	+0
+0	Transport & Infrastructure Policy & Funding	361	141	179	+38	+27	0	+0
	Growth & Economy							
+0	- Growth & Development	589	228	184	-44	-19	+0	+0
+0	- County Planning, Minerals & Waste	331	53	34	-19	-36	+0	+0
+0	- Enterprise & Economy	-0	-0	-10	-10	+0	+0	+0
+0	- Mobilising Local Energy Investement (MLEI)	0	0	0	+0	+0	+0	+0
-5	- Growth & Economy other	550	493	56	-437	-89	-114	-21
+0	Major Infrastructure Delivery	0	342	343	+2	+0	+0	+0
	Passenger Transport							
+73	- Park & Ride	304	572	705	+133	+23	+68	+22
-300	- Concessionary Fares	5,619	1,919	1,537	-382	-20	-300	-5
+0	- Passenger Transport other	2,513	1,059	937	-123	-12	+0	+0
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,615	841	591	-250	-30	+0	+0
+0	- Learning Centres	0	22	-19	-41	+0	+0	+0
+0	- National Careers	0	0	10	+10	+0	+0	+0
0	Direct Grants	-2,827	-1,167	-1,028	139	+0	0	0
-232	**Total Strategy & Development**	**10,196**	**4,562**	**3,574**	**-988**	**-22**	**-345**	**-3**
+7	**Total Economy, Transport & Environment Services**	**61,967**	**25,317**	**22,686**	**-2,631**	**-10**	**-93**	**-0**

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-327	-74	-58	+16	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-986	-986	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-673	-673	+0	+0	+0	+0
0	- Bus Service Operators Grant	-302	-302	-302	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,435	-843	-704	+139	+0	+0	+0
+0	**Grant Funding Total**	**-9,699**	**-2,878**	**-2,723**	**155**	**-5**	**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	Current Variance		Forecast Variance - Outturn	
	£'000	£'000	%	£'000	%
Waste Disposal including PFI	34,115	-972	-8	+37	0
The current variance is partly due to outstanding recycling credit payments due to District councils and payments due to the contractor in respect of costs in 2015/16.					
Traffic Manager	-515	+152	-1,294	+45	-9
Section 74 charges are not meeting the expected income target. This is a charge made to anyone who overstays their allotted time when carrying out works on the highway. Companies have not been overstaying their work dates as much as in previous years.					
Network Management	1,050	-18	-4	+70	+7
The forecast overspend is due to costs for grass cutting being greater than expected.					
Street Lighting	9,745	-820	-26	-31	0
The current variance is due to delays in invoicing for energy charges and also invoicing for the main Street Lighting contract.					
Asset Management	807	+115	+31	+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	-227	-15	-4	0
The Book fund and IT (due to late delivery of 3rd party invoices) appears under-spent compared to the monthly profile, but will be fully utilised by year end.					
Registrars	-550	-1	0	+50	-9
The increased income target is unlikely to be met as statutory fees have not increased this year.					
Growth & Economy Other	550	-437	-89	-114	-21

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	+133	+23	+68	+22
The forecast out-turn is due to less income expected from operator access fees than originally budgeted.					
Concessionary Fares	5,619	-382	-20	-300	-5
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.					
Adult Learning & Skills	2,615	-250	-30	0	0
Spend is currently behind profile for a number of reasons including staffing vacancies, payments being held back until projects have been completed and holdback on contractor payments until exam results are known.					

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 August 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 August 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 Commutted Sums	579	(0)	578	600	
Guided Busway Liquidated Damages	2,783	(406)	2,377	1,483	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	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	0	28	0	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	10	0	10	0	
Other earmarked reserves under £30k - S&D	30	10	41	30	
Sub total	**6,631**	**(431)**	**6,200**	**4,919**	
Short Term Provision					
Travellers	43	0	43	0	
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	**712**	**0**	**712**	**0**	
Capital Reserves					
Government Grants - Local Transport Plan	0	10,288	10,288	0	Account used for all of ETE
Government Grants - City Deal	17,779	20,000	37,779	30,372	
Government Grants - S&D	(348)	2,106	1,758	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	10,819	1,365	12,185	10,000	
Other Capital Funding - IMO	1,232	7	1,239	200	
Sub total	**29,482**	**33,767**	**63,249**	**40,572**	
TOTAL	**40,429**	**31,321**	**71,750**	**45,741**	

APPENDIX 6 – Capital Expenditure and Funding

<u>Capital Expenditure</u>

2016/17						TOTAL SCHEME	
Original 2016/17 Budget as per BP	Scheme	Revised Budget for 2016/17	Actual Spend (August)	Forecast Spend - Outturn (August)	Forecast Variance - Outturn (August)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	200	41	200	0	200	0
482	- Local Infrastructure Improvements	685	116	685	0	682	0
594	- Safety Schemes	594	12	594	0	594	0
345	- Strategy and Scheme Development work	508	58	508	0	345	0
1,988	- Delivering the Transport Strategy Aims	2,467	190	3,147	680	2,378	0
478	- Cambridgeshire Sustainable Transport Improvements	548	67	237	-311	478	0
23	- Air Quality Monitoring	23	0	23	0	23	0
15,461	Operating the Network	15,924	2,617	15,375	-549	15,919	0
	Infrastructure Management & Operations Schemes						
6,000	- £90m Highways Maintenance schemes	6,000	3,870	6,012	12	90,000	0
0	- Pothole grant funding	973	100	973	0	973	0
60	- Waste Infrastructure	219	19	219	0	5,279	0
2,161	- Archives Centre / Ely Hub	1,799	71	1,799	0	4,200	0
1,122	- Community & Cultural Services	1,502	-380	1,502	0	2,245	0
	Strategy & Development Schemes						
4,700	- Cycling Schemes	3,226	1,213	3,237	11	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	92	5,500	0	36,000	0
0	- Chesterton Busway	0	3	0	0	0	0
2,110	- Guided Busway	500	108	500	0	151,147	0
12,065	- King's Dyke	3,421	17	800	-2,621	13,580	0
500	- Wisbech Access Strategy	672	147	511	-161	1,000	0
	- A14	100	0	100	0	25,200	0
1,439	- Other Schemes	967	546	930	-37	6,710	0
	Other Schemes						
5,600	- Connecting Cambridgeshire	4,860	2,102	3,767	-1,093	30,700	0
85	- Other Schemes	85	0	85	0	680	0
71,699		**51,473**	**11,010**	**47,404**	**-4,069**	**415,047**	**0**
	Capital Programme variations	-10,500		-6,431	4,069		
71,699	**Total including Capital Programme variations**	**40,973**	**11,010**	**40,973**	**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.

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 delaying 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 working with the legal team and the land owner to agree access arrangements and it is anticipated that the ground investigation surveys and analysis will be completed in November. This has impacted on the programme and the 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)	September 2016
Publish Orders/objection period	October-November 2016
Agree Ground investigation access, complete survey and analysis report	November 2016
Tender issued	November/ December 2016
Tender return	February 2017
Works package award approved by E and E Committee	9th March 2017
Detailed design	July 2017
Site mobilisation and construction	July 2017
Scheme open	March-July 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.

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	**Source of Funding**	**Revised Funding for 2016/17**	**Forecast Spend - Outturn (August)**	**Forecast Funding Variance - Outturn (August)**
£'000		**£'000**	**£'000**	**£'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	6,811	-2,782
5,691	Developer Contributions	5,685	5,528	-157
18,155	Prudential Borrowing	12,705	11,612	-1,093
9,989	Other Contributions	2,793	2,756	-37
71,699		**51,473**	**47,404**	**-4,069**
	Capital Programme variations	-10,500	-6,431	4,069
71,699	**Total including Capital Programme variations**	**40,973**	**40,973**	**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 August 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	-1.4	Rephasing of Cambridge Cycling Infrastructure (£0.7m) & Huntingdon West of Town Centre (£0.6m), costs to be incurred in 2017/18

(Section 106 & CIL)		
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**	The provisional 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. A targeted programme has already started, focusing on increasing the participation in these deprived areas.
Quarterly	**Operating Model Outcome**: **The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents**								
	The number of people starting as apprentices	High	↑	To 30-Apr-2016 (2015/16 academic year)	3,280	4,574	**G**	**G**	Provisional figures for the number of people starting as apprentices up to the end of April 2016 is 3,280, compared with 3,140 for the same period in 2015 - an increase of 4.5%.
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.
Economic Development									
Quarterly	**Operating Model Outcome**: **The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents**								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↓	To 31-Mar-2016	78.7%	80.9% to 81.5%	**A**	**A**	The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS). The 12-month rolling average decreased slightly from 80.4% in December 2015 to 78.7% in March 2016, which is below the 2016/17 target range of 80.9% to 81.5%. 23.3% of these jobs are part-time. Due to economic uncertainty the target remains challenging.
	'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**	The 2016/17 target of <=11.5% is for the most deprived areas (top 10%). 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. 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.
Yearly	**Operating Model Outcome**: **The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents**								
	Additional jobs created	High	↑	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. This information is published by the Office for National Statistics (ONS) as part of the BRES Survey. It is next due to be updated on 28th September 2016.

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									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	↑	Jul-2016	313,291	Contextual			The Guided Busway carried around 313,000 passengers in July, and there have now been over 16.4 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.7 million.
Yearly	**Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents**								
	Local bus passenger journeys originating in the authority area	High	↓	2015/16	Approx. 18.5 million	19 million	**R**	**R**	There were approximately 18.5 million bus passenger journeys originating in Cambridgeshire in 2015/16, representing a decrease of 400,000 compared with 2014/15. 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.
Planning applications									
Monthly	**Operating Model Outcome**: **The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents**								

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	Aug-2016	100%	100%	**G**	**G**	Seven County Matter planning applications have been received and determined on time since April. There were 10 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). All 10 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 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 (excluding Cambridge) over 5 years i.e. an underlying increase of 1.7% per year.

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data		2016/17 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									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.
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**	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. The target for 2016/17 is to reduce this to 4 minutes per mile.

b) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel ↑=good	Latest Data Period	Latest Data Actual	2016/17 Target	Current status	Year-end prediction	Comments
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	↔	Jul-2016	96%	90%	**G**	**G**	Twenty-five Freedom of Information requests were received during July and 24 of these were responded to on-time. One hundred and three Freedom of Information requests have been received since April and 94% of these have been responded to on-time.
	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	↑	Jul-2016	89%	90%	**A**	**A**	Seventy-six complaints were received in July. Eighty-nine percent of these were responded to within 10 working days compared with 85% in June. The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management (43). Community & Cultural Services' performance has improved significantly since June following new procedures put in place. Fifteen out of the 16 complaints received by Strategy & Development were for Passenger Transport and all were responded to within 10 days. The year-to-date figure is currently 89%.
	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 Jul-2016	3.46 days per f.t.e.	6 days per f.t.e	**G**	**G**	The 12-month rolling average has fallen to 3.46 days per full time equivalent (f.t.e.) which is below (better than) the 6 day target. During July the total number of absence days within Economy, Transport & Environment was 99.8 days based on 568 staff (f.t.e) working within the Service. The breakdown of absence shows that 54.4 days were short-term sickness and 45.4 days long-term sickness.