

**Economy, Transport and Environment – Finance and Performance Report –  
Final 2014/2015 for Highways & Community Infrastructure 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 – Current and actual/predicted status at year-end: (see section 4)**

Monthly Indicators	Red	Amber	Green	Total
Current status this month	4	1	7	12
Status last month	4	0	8	12
Year-end prediction	3	2	7	12

Note: 2014/15 data is still being reported for some indicators due to time lags in data collection. There are also some indicators that are still being measured over the 2014/15 academic year.

**2. INCOME AND EXPENDITURE**

**2.1 Overall Position**

Forecast Variance - Outturn (March 1) £000	Directorate	Current Budget £000	Actual to end of March £000	Variance (March) £000	Variance (March) %
-18	Executive Director	2,193	2,156	-37	-2.0
-924	Infrastructure Management & Operations (IMO)	66,456	65,484	-972	-2.0
-126	Strategy & Development (S&D)	16,253	15,832	-420	-3.0
0	External Grants	-12,639	-12,632	7	0.0
-1,068	<b>Total Service Funded Items</b>	<b>72,263</b>	<b>70,840</b>	<b>-1,423</b>	<b>-2.0</b>
+292	Waste Private Finance Initiative (PFI)		+252	+252	
-204	Winter Maintenance		-204	-204	
-980	<b>Total</b>	<b>72,263</b>	<b>70,888</b>	<b>-1,375</b>	<b>-2.0</b>

The service level budgetary control report for the end of the Financial year 2014-15 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 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 in March 2015.

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)**

Allocation of Corporate charges £6,662k.

A number of transfers have been made from Service Operational Savings Account to fund the following:-

Sub regional planning £10,000  
SmartLife Retrofit £17,000  
Highways Asset Data £63,000

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

### **3. BALANCE SHEET**

#### **3.1 Reserves**

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

#### **3.2 Capital Expenditure and Funding**

##### Expenditure

Overall the ETE capital programme for 2014-15 shows an underspend of £43.487 million. The reasons behind this are various, but the majority of this is a result of external changes:

- the Science Park Station will now be funded by Network Rail, meaning the Council's borrowing will no longer be required,
- funding is being deferred to match a revised grant schedule in relation to Cycling Schemes which means they will be delivered in the current rather than last financial year;
- Connecting Cambridgeshire funding has been received up front from BDUK and the claim profile on the project from our contractor has been slower than expected meaning that the Council's capital funding will now be required later than expected;
- the Chesterton Busway will now be completed in 2015/16 rather than 2014/15 to allow a different solution for the cycle access track to be developed. Government has agreed that the capital funding they are providing can be deferred to allow this;
- There are a variety of other deferrals of spend improving Council cashflows in relation to Huntingdon Link Road and Super connected Cities.

##### Funding

All schemes are funded as was presented in the 2014/15 Business Plan.

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

## **4. PERFORMANCE**

### **4.1 Introduction**

This report provides end-of-year performance information for the suite of key Highways & Community Infrastructure indicators for 2014/15.

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 2014/15 targets are not expected to be/have not been achieved.

#### **a) Highways & Community Infrastructure**

##### **Rogue Traders**

- Number of problem rogue traders brought back into compliance (2014/15)  
Thirty-seven premises were identified as undertaking rogue trading activity during the reporting period. Through a number of interventions, from business support through to prosecution, 54% were brought back into compliance, which is slightly higher than in 2013/14 but is less than the Council's 80% target and less than the figure of 90% achieved in 2012/13.

This reflects the reduced level of resources within the Service together with the focus being on those causing most harm and detriment. The work undertaken by the Service to secure compliance often spans more than one year, which impacted on the percentage of premises brought to compliance within the year 2014/15.

##### **Street Lighting**

- Performance against street light replacement programme (2014/15)  
62.4% of the programme has been completed representing 34,422 street lights.

Targets have now been updated to include all lights accrued into the Private Finance Initiative (PFI) contract. The pending revised programme will also result in further updates to street lighting replacement milestones and energy usage from May 2014. These are being finalised and will be reported in the first 2015/16 report.

### **4.3 Amber indicators (new information)**

#### **a) Highways & Community Infrastructure**

##### **Archives**

- Increase digital access to archive documents by adding new entries to online catalogue (2014/15)

The end-of-year figure for 2014/15 is 394,906, narrowly missing the target by about 5,000 records (1.25%).

Fewer archive documents were added to the online catalogue during the year as the team had been without a Cataloguing Archivist for the past 6 months.

A new post holder started in January but their main role initially involves the safe and secure move of the archives from Shire Hall to Ely as well as dealing with the accessioning backlog. Cataloguing work is expected to re-start in Spring 2016 following the move to Ely.

## Street Lighting

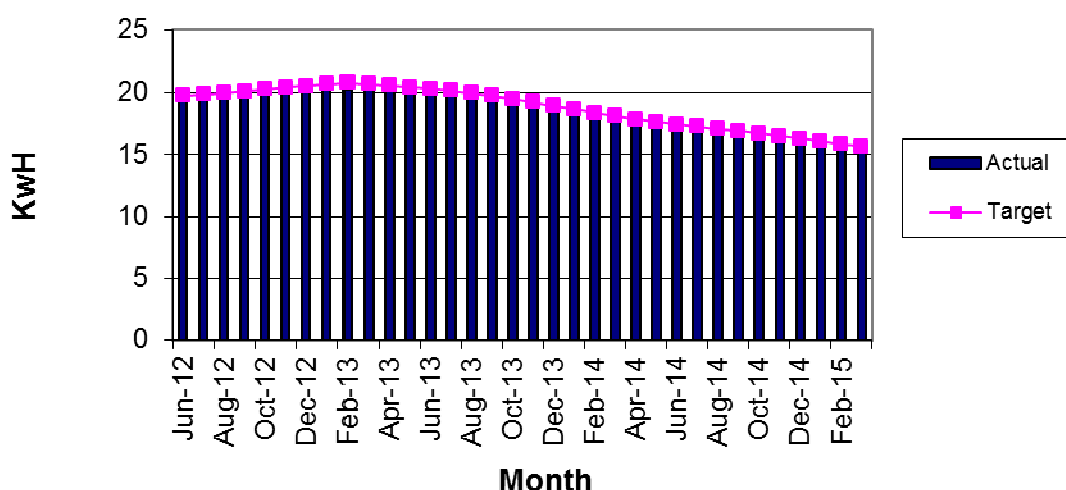
- Energy use by street lights – 12-month rolling total (2014/15)

Targets have now been updated to include all lights accrued into the Private Finance Initiative (PFI) contract. The pending revised programme will also result in further updates to street lighting replacement milestones and energy usage.

Energy use by streetlights in the county in March was 1,374,936 Kilowatt hours (KwH), which is slightly below (better than) the target of 1,375,948 for the month. The 12-month rolling total to the end of March was 16.10 million KwH compared with the target of 15.67.

The street lighting PFI programme will deliver energy savings in the region of 46% to the County Council.

**Energy Usage - 12 month rolling total (Million KwH)**



## 4.4 Green Indicators (new information)

Year-end targets have been achieved or are on-course to be achieved for the following indicators.

## **a) Highways & Community Infrastructure**

### **Library Services**

- Number of visitors to libraries/community hubs - year-to-date (2014/15)  
Our end-of-year target for this indicator is 2.55 million visits. End-of-year figures show that there were 2,549,194 physical visits to libraries/hubs during 2014/15. This is 2.7% up on the same period last year.
- Number of item loans (including eBook loans) – year-to-date (2014/15)  
Our end-of-year target for this indicator is 2.85 million item loans. End-of-year figures show that there were 2,877,688 item loans during 2014/15, which is above target and 1.6% up on last year.

The number of eBook issues has increased by more than 89% since 2013/14.

Digital content now accounts for 2.1% of total library issues compared with 1.1% during 2013/14.

- Number of unique visits to library web pages - year-to-date (2014/15)  
Our end-of-year target for this indicator is 500,000 unique visits.

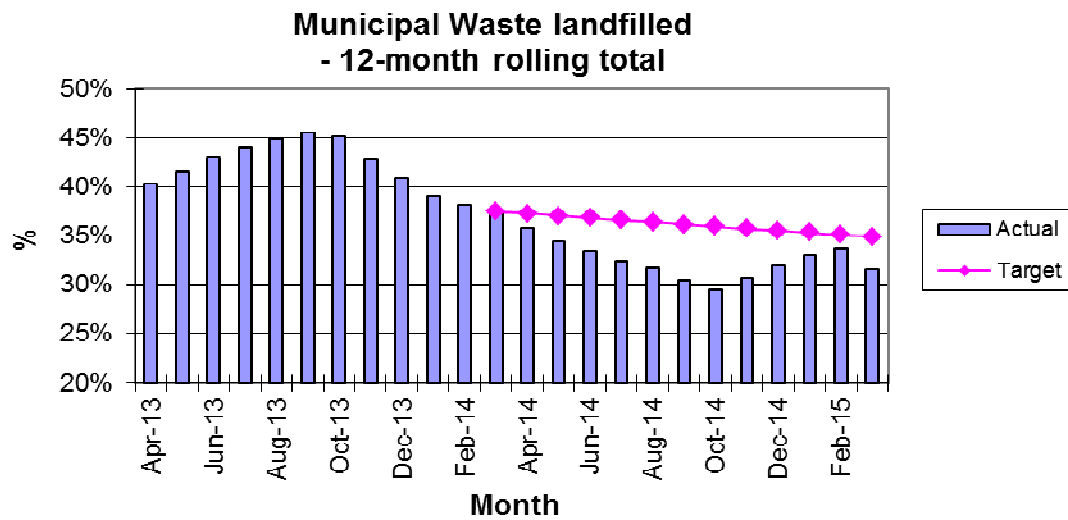
End-of-year figures show that there were 592,415 unique visits to library web pages during 2014/15. This includes e-Book and e-Audio visits.

Visits to the e-Book and e-Audio website accounted for 49,218 (8.3%) of the total remote library visits.

*Figures cannot be compared with 2013/14 as Google Analytics changed the way visits were recorded at the beginning of 2014/15.*

### **Waste Management**

- Municipal waste landfilled - 12 month rolling average (2014/15)  
31.6% of waste was sent to landfill in 2014/15. The overall level of waste landfilled has remained below the target during 2014/15. This has been due to a combination of higher recycling rates from Collection Authorities, increased recycling at Household Recycling facilities and increased green waste due to the weather. However, recent reductions in performance at our Waterbeach plant have resulted in increased waste being landfilled. This matter is currently being discussed with our Service Provider, AmeyCespa to improve the level of performance.



#### 4.5 Contextual indicators

- a) **Highways & Community Infrastructure**  
No new information this month.

## APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn March  £'000	Service	Current Budget for 2014-15  £'000	Actual to end of Closedown  £'000	Current Variance  £'000      %	
	<b>Economy, Transport &amp; Environment Services</b>				
+5	Executive Director	1,695	1,699	+4	+0
-23	Business Support	498	457	-41	-8
0	Direct Grants	-94	-94	0	+0
<b>-18</b>	<b>Total Executive Director</b>	<b>2,099</b>	<b>2,062</b>	<b>-37</b>	<b>-2</b>
	<b>Directorate of Infrastructure Management &amp; Operations</b>				
+0	Director of Infrastructure Management & Operations	2,523	2,520	-4	-0
	Assets & Commissioning				
-47	- Street Lighting	8,423	8,353	-70	-1
+292	- Waste Disposal including PFI	31,383	31,634	+252	+1
+1	- Asset Management	1,192	1,207	+15	+1
	Local Infrastructure & Street Management (LISM)				
-20	- Road Safety	681	645	-36	-5
+1	- Traffic Manager	-408	-413	-5	+1
+19	- Network Management	1,673	1,690	+17	+1
+18	- Local Infrastructure & Streets	5,897	6,017	+120	+2
-204	- Winter Maintenance	2,227	2,023	-204	-9
-417	- LISM other	2,222	1,745	-477	-21
	Supporting Business & Communities				
-167	- Communities & Business	1,461	1,269	-192	-13
+0	- Parking Enforcement	153	153	+0	+0
+0	- Recycle for Cambridge & Peterborough (RECAP)	27	9	-18	+0
	Community & Cultural Services				
-68	- Libraries	7,750	7,704	-46	-1
-65	- Archives	667	596	-71	-11
-88	- Registrars	-280	-408	-127	+45
-90	- Coroners	866	789	-77	-9
0	Direct Grants	-8,164	-8,164	0	+0
<b>-836</b>	<b>Total Infrastructure Management &amp; Operations</b>	<b>58,292</b>	<b>57,368</b>	<b>-924</b>	<b>-2</b>
	<b>Directorate of Strategy &amp; Development</b>				
+0	Director of Strategy & Development	1,256	1,256	+1	+0
-94	Transport & Infrastructure Policy & Funding	870	753	-117	-13
	Growth & Economy				
-62	- Growth & Development	621	563	-58	-9
+13	- County Planning, Minerals & Waste	338	347	+9	+3
-21	- Enterprise & Economy	194	173	-21	-11
+1	- Mobilising Local Energy Investment (MLEI)	162	165	+3	+2
+23	- Growth & Economy other	1,045	1,055	+11	+1
+0	Major Infrastructure Delivery	465	463	-2	-0
	Passenger Transport				
+265	- Park & Ride	598	843	+245	+41
+60	- Concessionary Fares	5,177	5,156	-21	-0
-311	- Passenger Transport other	2,797	2,333	-464	-17
	Adult Learning & Skills				
+0	- Adult Learning & Skills	1,963	1,964	+1	+0
+0	- Learning Centres	364	364	-0	-0
+0	- National Careers	402	395	-7	-2
0	Direct Grants	-4,381	-4,374	7	-0
<b>-126</b>	<b>Total Strategy &amp; Development</b>	<b>11,872</b>	<b>11,458</b>	<b>-413</b>	<b>-3</b>
<b>-980</b>	<b>Total Economy, Transport &amp; Environment Services</b>	<b>72,263</b>	<b>70,888</b>	<b>-1,375</b>	<b>-2</b>



<b>MEMORANDUM</b>					
<b>£'000</b>	<b>Grant Funding</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>%</b>
0	- Public Health Grant	-391	-391	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-3,944	+0	+0
0	- Waste - PFI Grant	-2,691	-2,691	+0	+0
0	- Superfast Broadband	-90	-90	+0	+0
0	- Severe Weather Recovery funding	-969	-969	+0	+0
0	- Walking in Cities	-184	-184	+0	+0
0	- Bus Service Operators Grant	-315	-315	+0	+0
0	- Local Sustainable Transport Funding (LSTF)	-1,166	-1,166	+0	+0
0	- Better Bus Area Funding (BBAF)	-170	-170	+0	+0
0	- Adult Learning & Skills	-1,963	-1,963	+0	+0
0	- Learning Centres	-192	-192	+0	+0
0	- National Careers	-402	-395	+7	-2
0	- Mobilising Local Energy Investment (MLEI)	-162	-162	+0	+0
<b>+0</b>	<b>Grant Funding Total</b>	<b>-12,639</b>	<b>-12,632</b>	<b>7</b>	<b>-0</b>

## APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget £'000	Actual to the end of Closedown £'000	Variance	
			£'000	%
<b>Street Lighting</b>	8,423	8,393	-70	-1
The anticipated financial deductions expected to be incurred by the PFI Contractor were not realised in 2014/15. However, lower energy costs have resulted in a saving of £350k, which have more than covered this amount.				
<b>Waste Disposal including PFI</b>	31,383	31,634	+252	+1
<p>The Waste Private Finance Initiative (PFI) budget has overspent due to more waste being landfilled than was originally anticipated. Options continue to be explored with AmeyCespa for diverting the output from the Mechanical, Biological Treatment (MBT) plant away from landfill to a cheaper alternative.</p> <p>However, this pressure was balanced out, to some degree, by a saving as a result of an extension to Cambridge City's university waste contract, where the revenue stream continued until March 2015.</p>				
<b>Local Infrastructure &amp; Streets</b>	5,897	6,017	+120	+2
Due to underspends elsewhere within the Service, a decision was made to fund additional work on drains, to reduce the impact of heavy rain, and work on footways.				
<b>LISM Other</b>	2,222	1,745	-477	-21
The underspend was originally due to a Section 278 (of the Highways Act 1980) agreement fee, received for the North West Cambridge development, which was greater than the predicted budget for the year. Since this time, there have also been further Section 106 agreement fees received, which have contributed to the final underspend now being reported.				
<b>Winter Maintenance</b>	2,227	2,023	-204	-9
The amount spent was in line with the number of gritting runs that took place for 2014-15, and the number of gritting runs is determined by the severity of the winter for that year. In the case of 2014-15 it was deemed a relatively mild winter season, compared to the five year rolling average.				
<b>Communities &amp; Business</b>	1,488	1,278	-210	-14
The underspend was mainly the result of savings from vacancies within the Service.				

<b>Archives</b>	667	596	-71	-11
The underspend was a combination of vacancy savings and savings on the Archive service development budget, which will be required in 2015/16 to fund costs associated with the new Archives centre.				
<b>Registrars</b>	-280	-408	-127	+45
The underspend was due to an overachievement on income compared to that budgeted.				
<b>Transport Infrastructure Policy &amp; Funding</b>	870	753	-117	-13
This underspend was mainly the result of savings from vacancies within the Service.				
<b>Park &amp; Ride Sites</b>	598	843	+245	+41
<p>In the Business Plan, it was anticipated that parking fees would be introduced at Park and Ride sites by April 2014 and thus the budget reflects a full year's income. As the introduction of the fee only happened in July 2014, there was a shortfall in income for this period. This has been covered in-year via the use of £270k from the on-street parking account.</p> <p>Since the fee was introduced, the usage of the Park &amp; Ride sites has been less than expected. This situation continues to be closely monitored, but the passenger numbers still remain lower than predicted. Initiatives to promote the use of Park and Ride have been and continue to be developed including a campaign that took place over the Easter period, to try to bring numbers back up to pre-fee levels.</p>				
<b>Passenger Transport other</b>	2,797	2,333	-464	-17
A decision has been made by the Economy & Environment Committee to roll forward funding for Community Transport to future years, this to enable the preservation of existing schemes for longer.				

### 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
<b>Grants as per Business Plan</b>	Various	10,945
Severe Weather Recovery funding	Department for Transport (DfT)	969
Local Sustainable Transport Fund	DfT	1,166
Better Bus funding	DfT	170
Skills Funding Agency	Department for Business, Innovation & Skills	-527
Non-material grants (+/- £30k)		-84
<b>Total Grants</b>		<b>12,639</b>

The National Careers grant is not paid as a lump sum, but is based on the completion of individual pieces of work. The grant awarded is lower than originally anticipated, although this is matched by a similar underspend on expenditure.

## APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
<b>Budget as per Business Plan</b>	63,225	
Use of operational savings – Local Enterprise Partnership (LEP) funding	50	
Use of operational savings – Cambridgeshire Future Transport	60	
Use of operational savings – SmartLife Business	100	
Use of operational savings – Cambridge Sub-regional Model	110	
Use of operational savings – Flood signage	78	
Use of operational savings – Flood Risk	73	
Use of operational savings – Archives digital camera	73	
Use of operational savings – Asset Management	200	
Insurance allocation to match charges	1,525	
Corporate Allocations	6,662	
Non-material virements (+/- £30k)	107	
<b>Current Budget</b>	<b>72,263</b>	

## APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2014 £'000	Movement within Year £'000	Balance at 31st March 2015 £'000	Notes
<b>General Reserve</b>				
Service carry-forward	2,796	572	3,369	Account used for all of ETE
<b>Sub total</b>	<b>2,796</b>	<b>572</b>	<b>3,369</b>	
<b>Equipment Reserves</b>				
Winter Maintenance Vehicles	411	272	683	
Libraries - Vehicle replacement Fund	156	54	210	
<b>Sub total</b>	<b>567</b>	<b>326</b>	<b>893</b>	
<b>Other Earmarked Funds</b>				
Deflectograph Consortium	65	2	67	Partnership accounts, not solely CCC
Highways Searches	75	(43)	32	
On Street Parking	1,886	(792)	1,095	
Highways Commuted Sums	305	409	713	
Guided Busway Liquidated Damages	5,399	(1,311)	4,088	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	
Proceeds of Crime	72	117	190	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	(25)	225	Partnership accounts, not solely CCC
Discover Cambs Tourism Brochure	28	(6)	23	Partnership accounts, not solely CCC
Fens Workshops	29	10	39	Partnership accounts, not solely CCC
Travel to Work	214	19	233	Partnership accounts, not solely CCC
Steer- Travel Plan+	80	(4)	76	
Olympic Development	13	0	13	
Northstowe Trust	101	0	101	
Cromwell Museum	23	4	28	
Archives Service Development	234	0	234	
Next Step	73	0	73	
Other earmarked reserves under £30k - IMO	2	7	9	
Other earmarked reserves under £30k - S&D	106	37	143	
		0		
<b>Sub total</b>	<b>8,976</b>	<b>(1,572)</b>	<b>7,404</b>	
<b>Short Term Provision</b>				
Mobilising Local Energy Investment (MLEI)	669	0	669	
<b>Sub total</b>	<b>669</b>	<b>0</b>	<b>669</b>	
<b>Capital Reserves</b>				
Government Grants - Local Transport Plan	11	(11)	0	Account used for all of ETE
Government Grants - S&D	2,219	1,048	3,268	
Government Grants - IMO	562	(562)	0	
Other Capital Funding - S&D	3,408	8,045	11,454	
Other Capital Funding - IMO	841	335	1,176	
<b>Sub total</b>	<b>7,041</b>	<b>8,856</b>	<b>15,897</b>	
<b>TOTAL</b>	<b>20,050</b>	<b>8,182</b>	<b>28,232</b>	

## APPENDIX 6 – Capital Expenditure and Funding

### Capital Expenditure

2014/15					TOTAL SCHEME	
Original 2014/15 Budget as per BP	Scheme	Revised Budget for 2014/15	Actual Spend (Yearend)	Actual Variance (Yearend)	Total Scheme Revised Budget	Total Scheme Variance
£'000		£'000	£'000	£'000	£'000	£'000
	Integrated Transport					
818	- Major Scheme Development	419	310	-109	918	0
482	- Local Highway Improvements	602	602	-0	675	0
594	- Safety Schemes	538	538	-0	594	0
445	- Strategy Development & Integrated Transport Schemes	613	613	0	517	0
1,000	- The Busway	1,000	1,000	0	1,000	0
350	- Bus Priority Measures - Cambridge	366	266	-100	650	0
3,253	- Promoting Economic Growth - Delivering Strategy aims	2,846	1,552	-1,294	3,060	0
320	- Other Integrated Transport Schemes - IMO	302	302	0	320	0
452	- Other Integrated Transport Schemes - S&D	297	231	-66	383	0
10,699	Operating the Network	11,188	10,090	-1,098	11,158	0
	Infrastructure Management & Operations Schemes					
15,000	- £90m Highways Maintenance schemes	16,957	16,425	-532	90,000	0
0	- Severe Weather funding	568	568	-0	568	0
0	- Pothole Funding	1,948	1,948	-0	1,948	0
589	- Waste Infrastructure	808	198	-610	19,753	0
1,189	- Community & Cultural Services	1,658	59	-1,599	6,171	0
1,000	- Other Schemes	1,005	5	-1,000	8,015	-1,500
	Strategy & Development Schemes					
3,565	- Cycling Schemes	4,908	2,686	-2,222	9,148	0
0	- Better Bus Funding	363	363	-0	1,462	0
660	- Local Sustainable Transport Fund	1,208	1,208	0	2,380	0
3,328	- Huntingdon - West of Town Centre Link Road	3,937	540	-3,397	10,534	0
650	- Ely Crossing	416	101	-315	36,000	0
11,114	- Science Park Station	11,576	353	-11,223	30,000	-26,000
6,000	- Chesterton Busway	5,942	3,678	-2,264	6,050	0
7,370	- Guided Busway	7,370	547	-6,823	151,147	0
1,000	- Other Schemes	1,535	616	-919	38,757	0
	Other Schemes					
21,036	- Connecting Cambridgeshire	22,079	12,250	-9,829	36,325	0
85	- Other Schemes	85	0	-85	680	0
<b>90,999</b>		<b>100,534</b>	<b>57,047</b>	<b>-43,487</b>	<b>468,213</b>	<b>-27,500</b>

The increase between the original and revised budgets is due in part to the carry forward of funding from 2013-14, this being due to the re-phasing of schemes, which were reported as underspending at the end of the 2013-14 financial year. For two schemes expenditure in 2013-14 was greater than the budget for that year, and in these cases, the revised budget for 2014-15 is reduced to reflect this.

As part of developing the highways maintenance programme, a review took place of the phasing of the remaining funds from the original £90 million allocated for this work, to ensure that the funds are used to maximise the long term condition of the road network. The Highways and Community Infrastructure Committee as part of the review of the Transport Delivery Plan, approved that £3,966k of funding in 2014/15 be rolled forward, to be spent in future years. Even with this transfer of funding to future years the £90m

Highways Maintenance schemes project shows an underspend in 2014-15; due in part to a number of schemes that came in cheaper than budgeted.

Promoting Economic Growth - Delivering Strategy aims underspent by £1,294k. This relates to schemes funded by Section 106 developer contributions which will be completed in 2015/16. These included the following schemes:-

- Little Paxton to Railway Station, St. Neots cycling scheme
- Great North Road, St. Neots cycling scheme
- Norwood Road, March
- three Cycling schemes in the St. Ives area (St. Ives to South, St. Ives to Hemingford and St. Ives to Bluntisham)

Operating the Network underspent by £1,098k. This relates to schemes which will now be completed in 2015/16. These include the following schemes:-

- Lisle Lane, Ely
- High Street, Brampton
- Hollow Lane to High Street Ramsey
- Tenison Road, Cambridge
- Cambridge Radial signing

Funding for 'Street Lighting – Central Management system', shown under 'Other Schemes' within Infrastructure Management and Operations schemes, was no longer required. Analysis of the scheme found that the savings gained from the scheme were not enough to pay back the investment within a reasonable period.

Waste Infrastructure capital underspent by £610k; this was a consequence of no new sites being developed until the results of the recycling centre strategy are known.

Spend on Community & Cultural Services schemes underspent this year, as expenditure was delayed while the Library Service Review takes place.

Spend on the Cycling City Ambition grant funded schemes will now roll into 2015/16 as the Department for Transport extended the use of the funding until September 2015. This will include the following schemes:-

- Huntingdon Road (start date 5<sup>th</sup> January)
- Hills Road (start date 26<sup>th</sup> January)
- Trumpington Road (start date 11<sup>th</sup> May)

The resolution of land costs for the Huntingdon West of Town centre link road, were not completed in 2014/15 and the funding for this has been carried forward into 2015/16.

Strategy & Development - Other Schemes underspent by £919k, this relates to:

- Soham Station underspent by £489k.

Network Rail (NR) is currently considering an upgrade of the track between Soham and Ely as part of their regional route strategy. Should this upgrade be agreed it will change the overall business case for a station at Soham. The Council is budgeting to spend around £400k with consultants on developing the business case and as such, it is prudent to wait until the NR strategy is finalised before letting any contracts to third parties to ensure that the scope of the analysis is well defined.

- Kings Dyke underspent by £385k



The budget was set based on an early land acquisition; however, whilst the land owner is still in agreement, the heads of terms have not yet been reached. This has therefore slipped into the first quarter of 2015/16.

The Chesterton Busway project is showing an underspend of £2,264k in 2014-15. This was due to project delivery issues on the busway site including statutory undertaking diversions and associated design considerations, which have required a re-programme of the site works, resulting in delays in spend. In addition, work with local stakeholders has identified a potential improvement to the location of additional cycling facilities, however this requires some further negotiation with a third party land owner. This has result in some delay in the finalisation of the cycling facilities but, if successful, ultimately provide a more effective cycling route to the new station. The unspent funding will therefore be needed / used in 2015-16 to complete the scheme.

The costs for the Ely Crossing were less in 2014/15 than originally anticipated, as work was delayed while a decision was made as to whether the scheme would need to go through a public inquiry.

The Guided Busway project has come in under budget in 2014-15 as land deals were resolved at the end of the previous financial year. Following the negotiation of the purchase price for a number of significant land parcels acquired for the busway, the forecast for the remaining land and compensation transactions has been revised to reflect the settlement values that have been achieved. Further land deals should be resolved in 2015-16.

The Government confirmed in the Autumn Statement that it will provide funding for the Science Park Station scheme and as such, County Council expenditure on this scheme has been curtailed.

The Superfast broadband rollout contractor for Connecting Cambridgeshire has delivered the infrastructure within agreed milestones, however, the payment profile is lagging behind delivery, increasing the delayed spend figure to £5,263k in year. This is not a project underspend, but rather a timing issue, with the funding being required in 2015/16.

The underspend on Super Connected Cities was £4,300k. The original grant was to support 2,220 vouchers, but the take up for 2014-15 was revised down to 160 vouchers. Due to a slower take-up rate nationally than the Government first anticipated, the scheme has now been extended until March 2016 with an increased geography to include the whole of Cambridgeshire, including Peterborough (rather than just Cambridge City and South Cambridgeshire).

## Capital Funding

2014/15				
Original 2014/15 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2014/15 £'000	Actual Spend (Yearend) £'000	Forecast Funding Variance - Outturn (Yearend) £'000
15,851	Local Transport Plan	15,851	15,851	0
10,355	Other DfT Grant funding	14,555	10,358	-4,197
7,513	Other Grants	8,230	2,678	-5,552
7,141	Developer Contributions	7,683	8,737	1,054
43,106	Prudential Borrowing	46,031	12,329	-33,702
7,033	Other Contributions	8,184	7,094	-1,090
<b>90,999</b>		<b>100,534</b>	<b>57,047</b>	<b>-43,487</b>

The increase between the original and revised funding is due in part to the carry forward of funding from 2013-14, this being as a result of the re-phasing of schemes.

As previously highlighted, the take up of connectivity vouchers by businesses in Cambridge and South Cambridgeshire has been lower than predicted. A significant proportion of the Super Connected Cities grant has therefore underspent in 2014/15.

The Government confirmed in the Autumn Statement that it would provide the funding for the Science Park Station scheme.

Developer contributions were received earlier than expected for one of the Cambridge Southern fringe sites, reducing the need to fund schemes by short term prudential borrowing.

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

### a) Highways & Community Infrastructure

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
Archives									
Quarterly	Increase digital access to archive documents by adding new entries to online catalogue	High	Number	To 31-March-2015	394,906	400,000	A	A	<p>The end-of-year figure for 2014/15 is 394,906, narrowly missing the target by about 5,000 records (1.25%).</p> <p>Fewer archive documents were added to the online catalogue during the year as the team had been without a Cataloguing Archivist for the past 6 months.</p> <p>A new post holder started in January but their main role initially involves the safe and secure move of the archives from Shire Hall to Ely as well as dealing with the accessioning backlog. Cataloguing work is expected to re-start in Spring 2016 following the move to Ely.</p>
Library Services									
Quarterly	Number of visitors to libraries/community hubs - year-to-date	High	People	To 31-March-2015	2,549,194	2.55 million	G	G	Our end-of-year target for this indicator is 2.55 million visits. End-of-year figures show that there were 2,549,194 physical visits to libraries/hubs during 2014/15. This is 2.7% up on the same period last year.
Quarterly	Number of item loans (including eBook loans) – year-to-date	High	Number	To 31-March-2015	2,877,688	2.85 million	G	G	<p>Our end-of-year target for this indicator is 2.85 million item loans.</p> <p>End-of-year figures show that there were 2,877,688 item loans during 2014/15, which is above target and 1.6% up on last year.</p> <p>The number of eBook issues has increased by more than 89% since 2013/14.</p> <p>Digital content now accounts for 2.1% of total library issues compared with 1.1% during 2013/14.</p>
Quarterly	Number of unique visits to library web pages - year-to-date	High	Number	To 31-March-2015	592,415	500,000	G	G	<p>Our end-of-year target for this indicator is 500,000 unique visits.</p> <p>End-of-year figures show that there were 592,415 unique visits to library web pages during 2014/15. This includes e-Book and e-Audio visits.</p>

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				
									Visits to the e-Book and e-Audio website accounted for 49,218 (8.3%) of the total remote library visits.  <i>Figures cannot be compared with 2013/14 as Google Analytics changed the way visits were recorded at the beginning of 2014/15.</i>
Road and Footway maintenance									
Yearly	Principal roads where maintenance should be considered	Low	%	2014/15	2%	<=4%	G	G	Provisional results indicate that maintenance should be considered on 2% of the County's principal road network. This is better than the 2013/14 figure of 3% and the Council's 2014/15 target of 4%.
Yearly	Non-principal roads where maintenance should be considered	Low	%	2014/15	6%	<=9%	G	G	Provisional results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is the same as the figure for 2013/14 but better than the Council's 2014/15 target of 9%.
Yearly	Unclassified roads where structural maintenance should be considered	Low	%	2013/14	29%	Contextual			Provisional results for 2013/14 indicate that there are 29% of unclassified roads where structural maintenance should be considered. This is compared with 25% in 2012/13. Condition data is currently being collected and figures for 2014/15 should be available shortly after April 2015.
Road Safety									
Monthly	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	Number	To 31-Dec-2014	319	<=299	R	R	The provisional total number of killed or seriously injured (KSI) casualties during 2014 is 319, compared with a year-end target of no more than 299.  There was an increase in pedal cyclist and motorcyclist KSI casualties in 2014. It should be noted that road accidents are random events, and the figures can fluctuate from one year to the next, but, over the longer-term, pedal cyclists are the only category to exhibit an increase.  There was a 17% increase in cycle trips in 2014 compared with 2013. This gives an estimated increase of 56% in cycling since 2004/05, compared with an increase of 31% in pedal cyclist KSI casualties over the same time period.

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				<p>As noted previously, the figures can fluctuate from one year to the next, and the changes would be different over different time periods, but the figures do indicate that the risk to an individual cyclist has reduced over the past ten years, and that the increase in cyclist casualties is due to an increase in the number of cyclists.</p> <p>Figures published by the Department for Transport (DfT) for provisional national road casualty statistics for the year ending September 2014 show that in Great Britain there was an increase of 4% in KSI casualties compared with the previous year, with increases of 8% in pedal cyclist KSI casualties and 6% in motor cyclist KSI casualties.</p> <p>Nationally, pedal cyclist KSI casualties are up by 38% since the 2005-09 average baseline. As in Cambridgeshire, they are also the only main road user category to see an increase over this period.</p>
Monthly	Slight casualties - 12-month rolling total	Low	Number	To 31-Dec-2014	1,691	Contextual			At 1,691, the provisional number of slight casualties during 2014 is slightly higher than the 2013 total of 1,664.
Rogue Traders									
Quarterly	Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents. (Year-to-date)	High	£	To 31-Mar-2015	£226,441	Contextual			<p>£226,441 has been saved as a result of our intervention in rogue trading incidents during 2014/15. There are no comparable figures for 2013/14 although £500,000 was saved during 2013.</p> <p>The reason that the amount was significantly higher in 2013 was due to this period including one of the largest investigations the service has been involved with (Operation Magpie). The amounts involved were quite considerable, with a large number of defendants and victims, including intervening to stop the loss of a victim's house. It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for victims; the impact can only be viewed on a case by case basis.</p>

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				
Yearly	Number of problem rogue traders brought back into compliance	High	%	At 31-Mar-2015	54%	>=80%	R	R	<p>Thirty-seven premises were identified as undertaking rogue trading activity during the reporting period. Through a number of interventions, from business support through to prosecution, 54% were brought back into compliance, which is slightly higher than in 2013/14 but is less than the Council's 80% target and less than the figure of 90% achieved in 2012/13.</p> <p>This reflects the reduced level of resources within the Service together with the focus being on those causing most harm and detriment. The work undertaken by the Service to secure compliance often spans more than one year, which impacted on the percentage of premises brought to compliance within the year 2014/15.</p>
<b>Streetlighting</b>									
Monthly	Percentage of streetlights working	High	%	To 31-Mar-2015	99.5%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is at 99.3% this month, remaining above the 99% target.
Monthly	Energy use by street lights – 12-month rolling total	Low	Million Kwh	To 31-Mar-2015	16.10	15.67	R	A	<p>Targets have now been updated to include all lights accrued into the Private Finance Initiative (PFI) contract. The pending revised programme will also result in further updates to street lighting replacement milestones and energy usage.</p> <p>Energy use by streetlights in the county in March was 1,374,936 Kilowatt hours (Kwh), which is slightly below (better than) the target of 1,375,948 for the month. The 12-month rolling total to the end of March was 16.10 million Kwh compared with the target of 15.67.</p> <p>The street lighting PFI programme will deliver energy savings in the region of 46% to the County Council.</p>
Monthly	Performance against street light replacement programme	High	%	At 31-Mar-2015	62.4%	63%	R	R	<p>62.4% of the programme has been completed representing 34,422 street lights.</p> <p>Targets have now been updated to include all lights accrued into the PFI contract. The pending revised programme will also result in further updates to street lighting replacement milestones and energy usage from May 2014. These are being finalised and will be reported in the first 2015/16 report.</p>

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				
Waste Management									
Monthly	Municipal waste landfilled - 12 month rolling average	Low	%	To 31-Mar-2015	31.6%	35%	G	G	31.6% of waste was sent to landfill in 2014/15. The overall level of waste landfilled has remained below the target during 2014/15. This has been due to a combination of higher recycling rates from Collection Authorities, increased recycling at Household Recycling facilities and increased green waste due to the weather. However, recent reductions in performance at our Waterbeach plant have resulted in increased waste being landfilled. This matter is currently being discussed with our Service Provider, AmeyCespa to improve the level of performance.