

**Economy, Transport and Environment – Finance and Performance Report –
September 2015 for Highways & Community Infrastructure Committee**

1. SUMMARY

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Red	Income and Expenditure	Balanced year end position	Red	2
Green	Capital Programme	Remain within overall resources	Green	3

1.2 Performance Indicators – Predicted status at year-end: (see section 4)

Monthly Indicators	Red	Amber	Green	Total
Current status this month	3	3	7	13
Current status last month	5	1	7	13
Year-end prediction (for 2015/16)	0	7	6	13

Notes

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

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2015/16 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (September) £000	Forecast Variance - Outturn (September) %
0	Executive Director	655	+20	+3	1	0
-219	Infrastructure Management & Operations	59,174	-3,455	-15	-284	0
+37	Strategy & Development	14,369	+149	+39	+101	+1
0	External Grants	-11,118	+311	-11	0	0
-182	Total Service Funded Items	63,079	-2,976	-10.3	-182	0
+182	Waste Private Finance Initiative (PFI)				+182	+1
+0	Total	63,079	-2,976	-10.3	0	+0

The service level budgetary control report for September 2015 can be found in [appendix 1](#).

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

2.2 Significant Issues

A significant proportion of the overspend is derived from the Park and Ride site income which is less than anticipated. Officers will continue to seek to increase income in this area and also review all budgets to offset this pressure. Should the current underlying overspend of £92k not reduce as year-end approaches, then underspends on Community Transport in previous years set aside for future years will be reduced by £92k. This assumption has been built into the above figures bringing the budget to break-even by year-end, but tight management of other revenue budgets, (staffing in particular) and potential slippage in some expenditure may also occur meaning that from experience, these planned reductions will not be required and the funds can be reinstated. The forecast outturn position will be monitored closely so that should this be possible as expected, the reinstatement can occur as early as possible..

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 September 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)

The following virements were recorded in September 2015: -

Use of ETE operational savings - Lane rental implementation £200k
Use of ETE operational savings - Support of sustainable transport access to Cambridge North station £178k

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

3. BALANCE SHEET

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

£90m Highways Maintenance schemes

There will be increased costs relating to Brasley Bridge in Grantchester. A maintenance scheme that has straddled two financial years (2013/14 & 2014/15). The cost of fully reconstructing the bridge has proved to be higher than originally budgeted for back in 2012/13.

Reasons for overspend:

- The £200k cost of temporarily diverting utility apparatus was planned to be funded from a capital budget in 2013/14, but was delayed to 2014/15 having a knock on effect on budget allocations.
- Delays in the completion of works undertaken by utility contractors also impacted our own contractor and the subsequent availability of specialist plant and resources, leading to additional costs of £36k.
- Significant pressure from the local community and businesses to reopen the road as soon as possible also led to acceleration of the works to mitigate delays at an additional cost of £54k.
- Unforeseen ground conditions have also impacted on costs. The scheme was allocated £565k for 2015/16, but costs are expected to be £920k, with a total scheme cost of £1.48 million.

Officers will look to fund this overspend from savings and reducing the scope where possible on other schemes within the current TDP.

Funding

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

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

4. PERFORMANCE

4.1 Introduction

This report provides performance information for the suite of key Highways& Community Infrastructure (H&CI) indicators for 2015/16.

New information for red, amber and green indicators is shown in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

4.2 Red Indicators (new information)

This section covers indicators where 2015/16 targets are not expected to be achieved.

a) Highways & Community Infrastructure

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) Highways & Community Infrastructure

Libraries

- Number of visitors to libraries/community hubs - year-to-date (to September 2015)
Our end-of-year target for 2015/16 is 2.57 million visits. Figures to the end of September show that there were 1,224,367 physical visits to libraries/community hubs which is slightly below target.
- Book issues per head of population - narrowing the gap between the most deprived areas (top 10%) and others – year-to-date (to September 2015)
Latest figures show that the gap has increased from 28.5% to 31.9%. The reasons for this are being investigated and an action plan developed to get back on-track. However this is a new target this year and has always been subject to some element of uncertainty.
- Number of unique visits to library web pages - year-to-date (to September 2015)
Our end-of-year target for this indicator is 650,000 unique visits.

Figures to the end of September show that there were 253,234 unique visits to library web pages which is below the challenging target. This includes e-Book and e-Audio visits.

4.4 Green Indicators (new information)

The following indicators are currently on-course to achieve year-end targets.

a) Highways & Community Infrastructure

Archives

- Increase digital access to archive documents by adding new entries to online catalogue (to September 2015)

The figure to the end of September is 402,918, a rise of over 3,000 since June. This is above the 2015/16 target of 395,000.

The 2015/16 target was set in December before the 2014/15 outturn was known and that 2014/15 outturn was higher than predicted. Therefore the 15/16 target has already been achieved.

Libraries

- Number of item loans (including eBook loans) – year-to-date (to September 2015)
Our end-of-year target for this indicator is 2.85 million item loans. There were 1,523,385 item loans to the end of September, which is above target and 2.9% up on the same period last year.

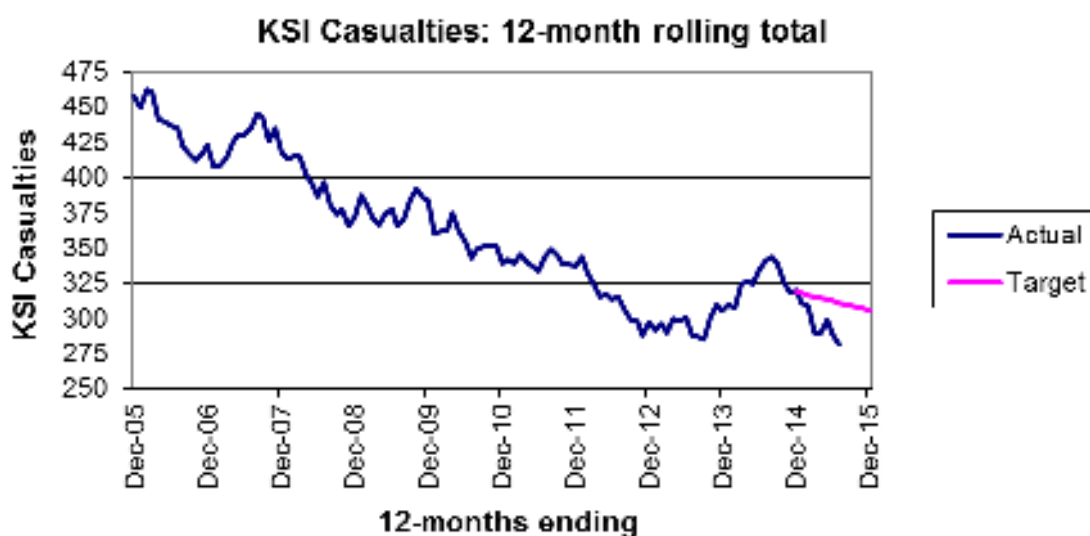
The number of eBook issues to the end of September was 41,431 which is 54% up on the same period the previous year.

Digital content now accounts for 2.7% of total library issues compared with 1.8% for the same period the previous year.

Road Safety

- Road accident deaths and serious injuries - 12-month rolling total (to July 2015)

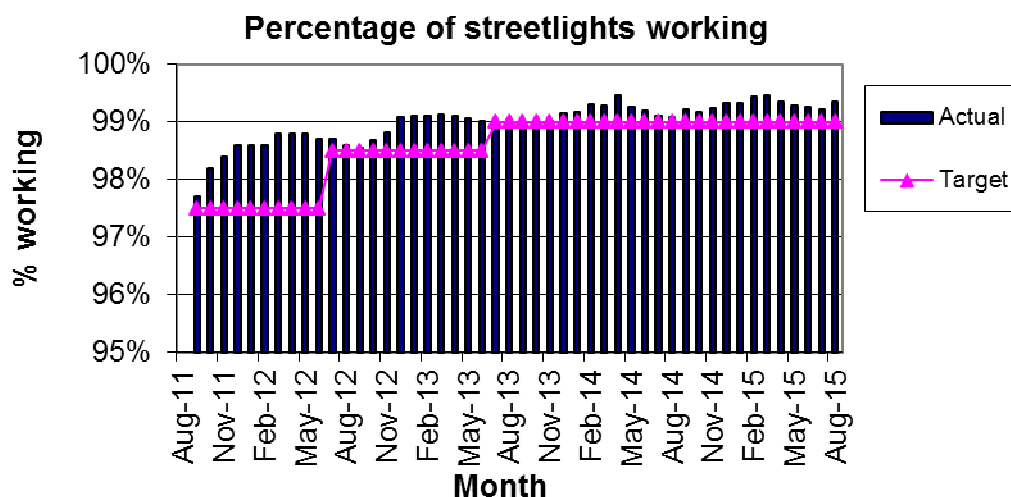
The provisional total number of killed or seriously injured (KSI) casualties during the 12 months ending July 2015 is 282, compared with a 2015 year-end target of no more than 306. The recent decrease is encouraging, although the numbers can fluctuate from one month to the next.



Street Lighting

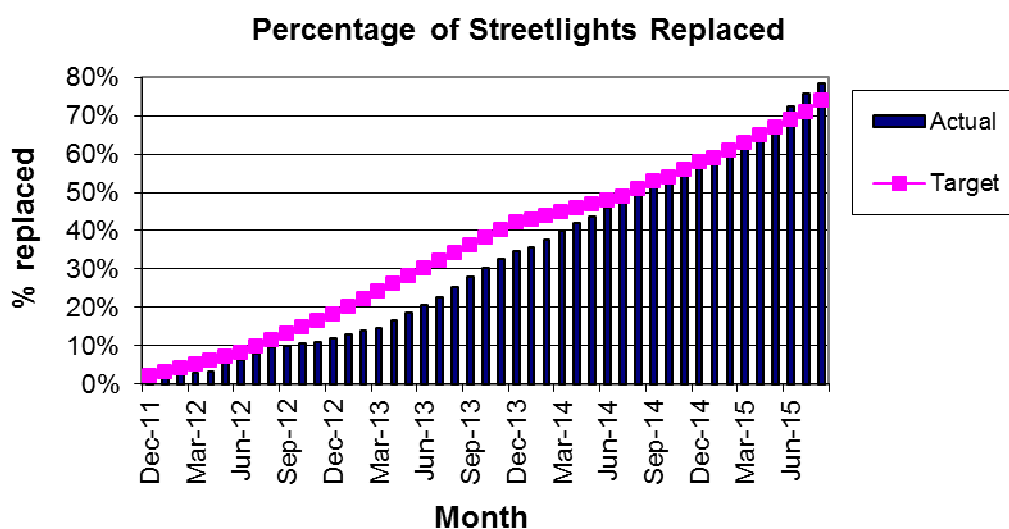
- Streetlights working (as measured by new performance contract) (to August 2015)

The 4-month average (the formal contract definition of the performance indicator) is at 99.3% this month, above the 99% target.



- Performance against street light replacement programme (at August 2015)

78.6% of the programme has been completed, representing 43,352 street lights which means the year-end target of 92% is likely to be achieved.



4.5 Contextual indicators (new information)

a) Highways & Community Infrastructure

Road Safety

- Road accident slight injuries – 12-month rolling total (to July 2015)

The provisional total number of slight casualties to the end of July 2015 is 1,642 compared with 1,776 for the same period last year.



Rogue Traders

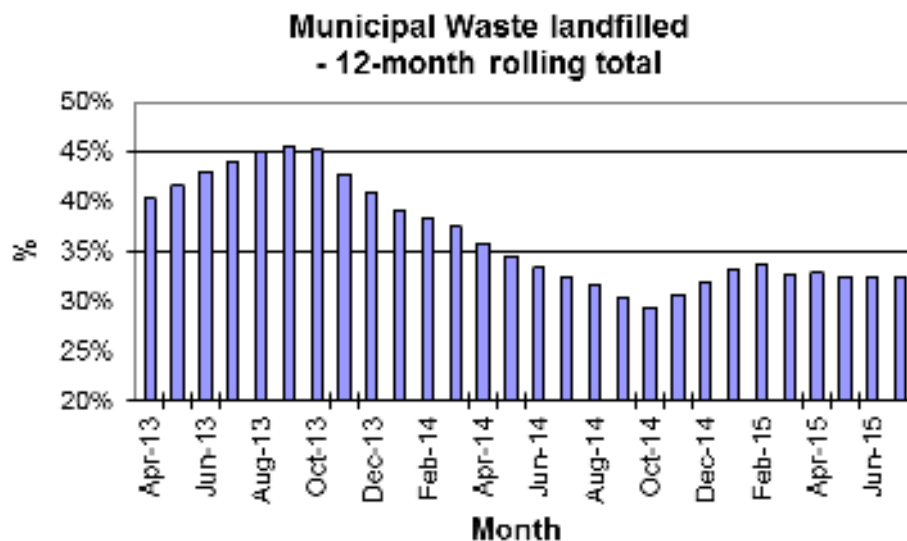
- Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents - year-to-date (to September 2015)
 £59,390 has been saved as a result of our intervention in rogue trading incidents since April, compared with £206,763 for the same period the previous year.

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.

Waste Management

- Municipal waste landfilled - 12 month rolling average (to July 2015)
 The 12-month rolling total to the end of July remains at around the same level (32.4%) as the past few months.

Performance improvements are currently being discussed with our Service Provider, AmeyCespa.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn August £'000	Service	Current Budget for 2015-16 £'000	Expected to end of September £'000	Actual to end of September £'000	Current Variance £'000 %		Forecast Variance - Outturn September £'000 %	
	Economy, Transport & Environment Services							
+0	Executive Director	182	331	371	+40	+12	+0	+0
+0	Business Support	473	261	240	-20	-8	+1	+0
0	Direct Grants	0	0	0	0	+0	0	0
0	Total Executive Director	655	592	611	+20	+3	+1	+0
	Directorate of Infrastructure Management & Operations							
+0	Director of Infrastructure Management & Operations	136	67	61	-6	-9	+0	+0
	Assets & Commissioning							
+174	- Street Lighting	9,152	3,710	2,705	-1,005	-27	+174	+2
+182	- Waste Disposal including PFI	33,053	15,411	13,671	-1,740	-11	+182	+1
-26	- Asset Management	542	461	480	+19	+4	-26	-5
	Local Infrastructure & Street Management (LISM)							
-12	- Road Safety	663	341	335	-5	-2	-12	-2
+0	- Traffic Manager	-507	-166	-97	+69	-41	+60	-12
+0	- Network Management	1,236	500	553	+53	+11	+107	+9
-100	- Local Infrastructure & Streets	3,736	1,543	1,389	-154	-10	+0	+0
+0	- Winter Maintenance	1,910	460	442	-18	-4	+0	+0
-58	- LISM other	2,826	-272	-301	-29	+11	-215	-8
	Supporting Business & Communities							
+0	- Communities & Business	1,524	760	533	-227	-30	-134	-9
+0	- Parking Enforcement	0	-641	-688	-47	+7	+0	+0
+0	- Recycle for Cambridge & Peterborough (RECAP)	0	5	-21	-26	+0	+0	+0
	Community & Cultural Services							
+3	- Libraries	4,018	2,009	1,886	-124	-6	-21	-1
+0	- Archives	603	263	271	+8	+3	-5	-1
-173	- Registrars	-468	-162	-358	-195	+120	-158	+34
-27	- Coroners	751	366	337	-29	-8	-54	-7
0	Direct Grants	-7,033	-1,824	-1,824	0	+0	0	154
-37	Total Infrastructure Management & Operations	52,141	22,831	19,376	-3,455	-15	-102	-0
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	135	66	70	+3	+5	+0	+0
+0	Transport & Infrastructure Policy & Funding	664	272	308	+36	+13	+0	+0
	Growth & Economy							
-20	- Growth & Development	587	263	249	-15	-6	-47	-8
-26	- County Planning, Minerals & Waste	341	123	104	-19	-15	-26	-8
-6	- Enterprise & Economy	157	90	81	-10	-11	-6	-4
+0	- Mobilising Local Energy Investment (MLEI)	0	12	132	+121	+1,039	+0	+0
+0	- Growth & Economy other	760	171	155	-15	-9	+13	+2
+0	Major Infrastructure Delivery	376	615	765	+150	+24	+0	+0
	Passenger Transport							
+260	- Park & Ride	169	687	864	+177	+26	+260	+154
+0	- Concessionary Fares	5,477	2,047	1,894	-153	-7	+0	+0
-170	- Passenger Transport other	2,563	1,195	1,186	-9	-1	-92	-4
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,013	673	699	+26	+4	+0	+0
+0	- Learning Centres	722	329	135	-194	-59	+0	+0
+0	- National Careers	405	204	195	-9	-4	+0	+0
0	Direct Grants	-4,085	-1,223	-853	370	-30	0	0
+37	Total Strategy & Development	10,284	5,524	5,983	460	+8	+101	+1
+0	Total Economy, Transport & Environment Services	63,079	28,946	25,970	-2,976	-10	-0	-0

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-418	-195	-195	+0	+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	- Local Sustainable Transport Funding (LSTF)	-1,000	0	0	+0	+0	+0	+0
0	- Adult Learning & Skills	-1,813	-453	-449	+4	+0	+0	+0
0	- Learning Centres	-545	-269	13	+282	-105	+0	+0
0	- National Careers funding	-405	-169	-85	+84	-50	+0	+0
+0	Grant Funding Total	-11,118	-3,047	-2,677	370	-12	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 2015/16 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
Street Lighting	9,152	-1,005	-27	+174	+2
It was originally planned to commence part-night lighting in April, however, it has since been agreed to defer this saving until April 2016 to allow for a full consultation period with local Councils. This will result in the business plan saving not being delivered in 2015/16.					
Waste Disposal including PFI	33,053	-1,740	-11	+182	+1
<p>The current variance is due to a delay in District Councils applying to the County Council for recycling credits and in AmeyCespa being late in applying for the landfill tax payment.</p> <p>The expected outturn position is showing an overspend as a result of the latest forecast predicting that slightly more waste will go into landfill than was previously expected and income from third parties will be less than expected.</p>					
Network Management	1,236	+53	+11	+107	+9
A number of areas are predicted to overspend in this area including grass cutting. Officers are holding back expenditure in other areas so that this overspend can be covered.					
LISM other	2,826	-29	+11	-215	-8
Expenditure is being held back within this area to cover the overspend in Network Management. A large part of the underspend is also the result of savings from vacancies within the Service.					
Communities & Business	1,524	-227	-30	-134	-9
The predicted underspend is mainly due to savings arising from vacancies within the Service.					
Libraries	4,018	-124	-6	-21	-1
Income from the Enterprise Centre in Central Library was projected to commence from April, as this scheme is no longer going ahead in the way originally intended, the level of income for the year will be less than budgeted. Officers will work with members, public and staff to look at other potential revenue streams to bridge this gap. There have been staff vacancies within Libraries that are producing savings to mitigate the shortage of income from the Enterprise Centre.					

Registrars	-468	-195	+120	-158	+34
The timing of when ceremony fees are collected has been changed to when the ceremony is booked rather than being collected three months prior to the ceremony. This has caused a one off increase in income this year through re-phasing of when it is collected.					
Major Infrastructure Delivery	376	+150	+24	0	0
The current variance is due to grant not yet received in relation to work undertaken last financial year.					
Park & Ride	169	+177	+26	+260	+154
A predicted shortfall in income in the region of £560k is expected for parking fees at the Park & Ride sites based on income levels achieved in the first six months of this year. This overspend will be partially covered by increased income from bus lane enforcement, which is expected to be in the region of £300k.					
Passenger Transport other	2,563	-9	-1	-92	-4
An assumption has been made that expenditure will be reduced to ensure that ETE has a break-even budget, but if there is future slippage in other revenue budgets this will not be required and the expenditure will be re-instated.					
Learning Centres	722	-194	-59	0	0
The current variance is due to grant not yet received in relation to work undertaken last financial year.					

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	11,410
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-567
Learning centre grants	Various	+243
Non-material grants (+/- £30k)		+32
Total Grants 2015/16		11,118

The Adult Learning & Skills grant and Learning centre grants have been adjusted to match the expected grant in 2015/16.

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	63,308	
Use of operational savings – LEP funding	50	
Transfer of Open Spaces Service to ETE from Corporate Services	54	
Transfer of Travellers support to ETE from Corporate Services	51	
City Deal funding transferred to Corporate Services	-717	
Centralisation of mobile phone budgets	-55	
Use of operational savings –Lane rental implementation	200	
Use of operational savings –Support of sustainable transport access to Cambridge North station	178	
Non-material virements (+/- £30k)	10	
Current Budget 2015/16	63,079	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2015 £'000	Movement within Year £'000	Balance at 30th September 2015 £'000	Forecast Balance at 31st March 2016 £'000	Notes
General Reserve					
Service carry-forward	3,369	(552)	2,817	0	Account used for all of ETE
Sub total	3,369	(552)	2,817	0	
Equipment Reserves					
Winter Maintenance Vehicles	683	0	683	500	
Libraries - Vehicle replacement Fund	210	0	210	150	
Sub total	893	0	893	650	
Other Earmarked Funds					
Deflectograph Consortium	67	(9)	59	50	Partnership accounts, not solely CCC
Highways Searches	32	0	32	0	
On Street Parking	1,138	(0)	1,138	700	
Bus route enforcement	146	0	146	0	
Highways Commuted Sums	525	0	525	400	
Guided Busway Liquidated Damages	4,088	(284)	3,804	2,500	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	0	
Proceeds of Crime	190	0	190	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	225	0	225	150	Partnership accounts, not solely CCC
Discover Cambs Tourism Brochure	23	0	23	0	Partnership accounts, not solely CCC
Fens Workshops	39	17	56	0	Partnership accounts, not solely CCC
Travel to Work	233	9	242	150	Partnership accounts, not solely CCC
Steer- Travel Plan+	76	0	76	0	
Olympic Development	13	0	13	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	28	0	28	0	
Archives Service Development	234	0	234	0	
Next Step	73	0	73	0	
Other earmarked reserves under £30k - IMO	9	55	64	0	
Other earmarked reserves under £30k - S&D	143	32	175	50	
Sub total	7,404	(181)	7,222	4,251	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	669	0	669	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	9,099	9,099	0	Account used for all of ETE
Government Grants - City Deal	0	20,000	20,000	17,500	
Government Grants - S&D	3,268	4,233	7,501	970	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	11,454	(2,075)	9,378	7,000	
Other Capital Funding - IMO	1,176	38	1,214	200	
Sub total	15,897	31,295	47,192	25,670	
TOTAL	28,232	30,562	58,793	30,571	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2015/16						TOTAL SCHEME	
Original 2015/16 Budget as per BP	Scheme	Revised Budget for 2015/16	Actual Spend (September)	Forecast Spend - Outturn (September)	Forecast Variance - Outturn (September)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	492	21	492	0	539	0
482	- Local Infrastructure Improvements	482	116	482	0	482	0
626	- Safety Schemes	631	372	631	0	626	0
345	- Strategy and Scheme Development work	345	257	345	0	345	0
3,156	- Delivering the Transport Strategy Aims	4,611	680	2,938	-1,673	4,450	0
478	- Cambridgeshire Sustainable Transport Improvements	528	174	528	0	478	0
23	- Air Quality Monitoring	23	0	23	0	23	0
15,038	Operating the Network	15,867	5,795	15,337	-530	16,028	0
	Infrastructure Management & Operations Schemes						
6,925	- £90m Highways Maintenance schemes	8,017	4,944	8,454	437	90,000	0
0	- Waste Infrastructure	588	12	122	-466	5,588	0
3,000	- Archives Centre / Ely Hub	3,131	26	1,908	-1,223	4,131	0
251	- Community & Cultural Services	1,719	0	1,310	-409	1,702	0
	Strategy & Development Schemes						
2,653	- Cycling Schemes	6,351	1,579	3,424	-2,927	17,886	0
1,729	- Huntingdon - West of Town Centre Link Road	3,397	3	1,250	-2,147	10,534	0
9,575	- Ely Crossing	9,883	60	3,000	-6,883	30,780	0
20,000	- Cambridge North Station	0	8	0	0	4,000	0
0	- Chesterton Busway	2,264	2,123	2,264	0	6,050	0
370	- Guided Busway	3,740	486	3,000	-740	151,147	0
4,843	- King's Dyke	5,050	115	815	-4,235	13,629	0
0	- Wisbech Access Strategy	1,000	73	500	-500	1,000	0
2,500	City Deal	2,500	567	2,500	0	100,000	0
0	- Other Schemes	536	33	536	0	25,005	0
	Other Schemes						
12,013	- Connecting Cambridgeshire	19,541	272	11,366	-8,175	36,150	0
285	- Other Schemes	85	37	85	0	680	0
84,692		90,781	17,753	61,310	-29,471	521,253	0

The increase between the original and revised budget is due to the carry forward of funding from 2014-15, this being due to the rephasing of schemes, which were reported as underspending at the end of the 2014-15 financial year.

At the end of September, ETE is forecasting a year-end slippage on Capital of £29.5 million. Much of this, however, is due to programme adjustments to changed circumstances (a specific example being the Ely Bypass) and a large proportion of the spend making up this figure is on external funds such as from the LEP or central government and so this does not impact on the Council's financial position.

The timing of the Government announcement that 'Cambridge North' Station scheme will be handed over to Network Rail has resulted in the scheme remaining in the 2015/16 Business Plan. Arrangements have now been finalised, and the County Council will not be incurring any further expenditure on this scheme. The revised budget has been reduced by £20m in 2015/16 to reflect this point.

Delivering the Transport Strategy Aims - S106 developer contributions towards cycling schemes are in the early stages of feasibility and design reducing spend requirements in year 2015/16. Scheme forecasts are indicating completion in 2016/17. Options also exist to merge priorities with City Deal Projects to maximise resources and minimise delays in programme delivery.

Land acquisition and feasibility studies are underway for Bar Hill to Longstanton, Yaxley to Farcet and the link to Babraham research campus and will result in scheme delivery in 2016/17. Integrated Transport cycling funded schemes including, St Neots route 4 and St Neots route 7 are nearing completion and showing reduced revised estimate.

£90m Highways Maintenance schemes

There will be increased costs relating to Brasley Bridge in Grantchester. A maintenance scheme that has straddled two financial years (2013/14 & 2014/15). The cost of fully reconstructing the bridge has proved to be higher than originally budgeted for back in 2012/13.

Reasons for overspend:

- The £200k cost of temporarily diverting utility apparatus was planned to be funded from a capital budget in 2013/14, but was delayed to 2014/15 having a knock on effect on budget allocations.
- Delays in the completion of works undertaken by utility contractors also impacted our own contractor and the subsequent availability of specialist plant and resources, leading to additional costs of £36k.
- Significant pressure from the local community and businesses to reopen the road as soon as possible also led to acceleration of the works to mitigate delays at an additional cost of £54k.
- Unforeseen ground conditions have also impacted on costs. The scheme was allocated £565k for 2015/16, but costs are expected to be £920k, with a total scheme cost of £1.48 million.

Officers will look to fund this overspend from savings and reducing the scope where possible on other schemes within the current TDP.

The forecast variance on Waste infrastructure schemes is mainly due to an amended approach to the delivery of a replacement householder recycling facility in the Cambridge area. This budget will now be spent over a number of years.

Archives Centre / Ely Hub – This scheme is to completed over 2 years with a larger amount of the expenditure now expected to take place next year.

The forecast variance on Community & Cultural Services is due to schemes currently not being progressed until the results of review of the Library Service are known. It is expected that this funding will however be spent over the next couple of years.

The total budgeted grant for Cycle City Ambition schemes are shown within the report. Future updates will be provided on a forecast basis as spend in year 1: 2015/16 are for early stage feasibility and options. Major Schemes such as Abbey Chesterton Bridge are profiled for completion in 2018/19 with substantial spend on Trumpington Road, A10 Harston Rd along with Foxton Link and Quay to Lode in 2016/17. The forecast has now been revised to reflect the forecast delivery timescale and to take into account early stages of design, feasibility and consultation in year one of the programme.

Huntingdon – West of Town Centre link road. The ongoing outstanding costs of Land purchase are not yet resolved and therefore at this stage it is too early to forecast budget outturns of predicted underspends.

Ely Southern By- Pass – Project forecast is for delivery in late 2017. The procurement process, land acquisition needs are underway. A small delay has been previously reported within the procurement process because of changes within the procurement regulations and limited consultancy support with preparations for detail design and contract build, but the overall targeted date of opening remains the same. A clear procurement timeline is now established for an autumn substantial delivery.

Guided Busway – The variance on this scheme relates to retention payments which will not be paid this year.

King's Dyke – The report highlights a potential shortfall on budget in 2015/16. As previously reported delays in the preparation of planning application means the 2016/17 allocation will not now be fully realised.

Wisbech Access Strategy – This scheme is funded by Growth deal funding over 2 years and expenditure will match this grant funding.

City Deal – Although we have already received £20m worth of grant funding for the City Deal, the very nature of the schemes will mean that the majority of the expenditure will take place in the latter years of the initial five year period. The budget has therefore been adjusted to match the likely profile of spend.

Connecting Cambridgeshire – This scheme has now been rephased and will now continue into 2016/17 and 2017/18. We have additional funding and investment from BT for a further rollout phase to be delivered between January 2016 and late summer 2017 to deliver fibre broadband to more premises across Cambridgeshire and Peterborough. The original project planned to complete by the end of December 2015 is on track and will deliver the planned coverage by the end of December 2015.

Capital Funding

2015/16				
Original 2015/16 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2015/16 £'000	Forecast Spend - Outturn (September) £'000	Forecast Funding Variance - Outturn (September) £'000
18,198	Local Transport Plan	18,198	18,198	0
20,000	Other DfT Grant funding	8,328	7,358	-970
6,829	Other Grants	14,220	7,979	-6,241
10,024	Developer Contributions	9,627	5,114	-4,513
18,231	Prudential Borrowing	31,534	19,128	-12,406
28,910	Other Contributions	8,874	3,533	-5,341
102,192		90,781	61,310	-29,471

The increase between the original and revised funding is due to the carry forward of funding from 2014-15, this being as a result of the rephasing of schemes.

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

a) Highways & Community Infrastructure

Frequency	Measure	What is good?	Format	Latest Data Period	Actual	2015/16 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 30-Sep-15	402,918	395,000	G	G	<p>The figure to the end of September is 402,918, a rise of over 3,000 since June. This is above the 2015/16 target of 395,000.</p> <p>The 2015/16 target was set in December before the 2014/15 outturn was known and that 2014/15 outturn was higher than predicted. Therefore the 15/16 target has already been achieved.</p>
Communities									
Yearly	Proportion of Fenland and East Cambs residents who participate in sport or active recreation three (or more) times per week. Derived from the Active People Survey	High	%	2014/15	<p>Fenland = 18.4%</p> <p>East Cambridgeshire = 25.7%</p> <p>Cambridgeshire = 24.3%</p>	Fenland & East Cambridgeshire = 22.7%	A	A	<p>The indicator is measured by a survey undertaken by Sport England. Sport England has recently revised some of its figures as they spotted an inconsistency in their data. The previously reported baseline figures for 2013/14 were: Cambridgeshire = 27.2% and Fenland & East Cambridgeshire (combined) = 22.7%.</p> <p>The revised 2013/14 figures published by Sport England are: Cambridgeshire = 26.2% and Fenland & East Cambridgeshire combined = 21.3%.</p> <p>The Council's target is for Fenland and East Cambridgeshire to increase to the 2013/14 county average over 5 years. Applying this principle to Sport England's revised baseline data gives a 5-year target to increase the participation rate in Fenland and East Cambridgeshire (combined) to 26.2%.</p> <p>The 2014/15 figure has improved slightly to 21.9%, but is slightly off track.</p>

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
Library Services									
Quarterly	Number of visitors to libraries/community hubs - year-to-date	High	People	To 30-Sep-2015	1,224,367	2,570,000	A	A	Our end-of-year target for 2015/16 is 2.57 million visits. Figures to the end of September show that there were 1,224,367 physical visits to libraries/community hubs which is slightly below target.
	Number of item loans (including eBook loans) – year-to-date	High	Number	To 30-Sep-2015	1,523,385	2,850,000	G	G	Our end-of-year target for this indicator is 2.85 million item loans. There were 1,523,385 item loans to the end of September, which is above target and 2.9% up on the same period last year. The number of eBook issues to the end of September was 41,431 which is 54% up on the same period the previous year. Digital content now accounts for 2.7% of total library issues compared with 1.8% for the same period the previous year.
	Book issues per head of population - narrowing the gap between the most deprived areas (top 10%) and others	Low	%	To 30-Sep-2015	-31.9%	-23%	R	A	Latest figures show that the gap has increased from 28.5% to 31.9%. The reasons for this are being investigated and an action plan developed to get back on-track. However this is a new target this year and has always been subject to some element of uncertainty.
	Number of unique visits to library web pages - year-to-date	High	Number	To 30-Sep-2015	253,234	650,000	R	A	Our end-of-year target for this indicator is 650,000 unique visits. Figures to the end of September show that there were 253,234 unique visits to library web pages which is below the challenging target. This includes e-Book and e-Audio visits.
Road and Footway maintenance									
Yearly	Principal roads where maintenance should be considered	Low	%	2014/15	2%	3%	G	A	Final 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%.
	Classified road condition - narrowing the gap between Fenland and other areas of the County	Low	%	2014/15	3% gap	2% gap	N/A	N/A	Fenland areas have soils which are "susceptible to cyclic shrinkage and swelling". This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsistence along roads in affected areas. Additional funding is being directed towards addressing this problem.

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
				Period	Actual				
									Targets are based on the Highways Infrastructure Asset Management Plan (HIAMP) highway condition model outputs based on current and forecast funding levels.
	Non-principal roads where maintenance should be considered	Low	%	2014/15	6%	6%	G	A	Final 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%.
	Unclassified roads where structural maintenance should be considered	Low	%	2014/15	27%	Contextual			Provisional results for 2014/15 indicate that there are 27% of unclassified roads where structural maintenance should be considered. This is compared with 29% in 2013/14.
Road Safety									
Monthly	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	Number	To 31-Jul-2015	282	<=306	G	G	The provisional total number of killed or seriously injured (KSI) casualties during the 12 months ending July 2015 is 282, compared with a 2015 year-end target of no more than 306. The recent decrease is encouraging, although the numbers can fluctuate from one month to the next.
	Slight casualties - 12-month rolling total	Low	Number	To 31-Jul-2015	1,642	Contextual			The provisional total number of slight casualties to the end of July 2015 is 1,642 compared with 1,776for the same period last year.
Rogue Traders									
Quarterly	Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents. (Year-to-date)	High	£	To 30-Sep-2015	£59,390	Contextual			£59,390 has been saved as a result of our intervention in rogue trading incidents since April, compared with £206,763 for the same period in 2014. 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.
Yearly	Number of problem rogue traders brought back into compliance	High	%	At 31-Mar-2015	54%	80%	R	A	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.

Frequency	Measure	What is good?	Format	Latest Data Period	Actual	2015/16 Target	Current Status	Year end prediction	Comments
									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 into compliance within the year 2014/15.
Streetlighting									
Monthly	Percentage of streetlights working	High	%	To 31-Aug-2015	99.3%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is at 99.3% this month, above the 99% target.
Monthly	Energy use by street lights – 12-month rolling total	Low	Million Kwh	To 31-Jul-2015	15.88	13.13	A	G	Targets have been updated to include all lights accrued into the Private Finance Initiative (PFI) contract. The 12-month rolling total to the end of July was 15.88 million Kwh which is 5.9% above (worse than) the target of 15. This is expected to be met by the end of the period as the replacement programme is expected to be met.
Monthly	Performance against street light replacement programme	High	%	At 31-Aug-2015	78.6%	92%	G	G	78.6% of the programme has been completed, representing 43,352 street lights which means the year-end target of 92% is likely to be achieved.
Waste Management									
Monthly	Municipal waste landfilled - 12 month rolling average	Low	%	To 31-Jul-2015	32.4%	Contextual			The 12-month rolling total to the end of July remains at around the same level (32.4%) as the past few months. Performance improvements are currently being discussed with our Service Provider, AmeyCespa.