

Appendix A

Economy, Transport and Environment (ETE) - Finance and Performance Report – Final 2014/15 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 – Current and actual/predicted status at year-end: (see section 4)

| Monthly Indicators | Red | Amber | Green | Total |
|---------------------------|-----|-------|-------|-------|
| Current status this month | 3 | 0 | 8 | 11 |
| Status last month | 2 | 3 | 6 | 11 |
| Year-end prediction | 2 | 3 | 6 | 11 |

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 | Total Service Funded Items | 72,263 | 70,840 | -1,423 | -2.0 |
| +292 | Waste Private Finance Initiative (PFI) | | +252 | +252 | |
| -204 | Winter Maintenance | | -204 | -204 | |
| -980 | Total | 72,263 | 70,888 | -1,375 | -2.0 |

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 Economy & Environment 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) **Economy & Environment**

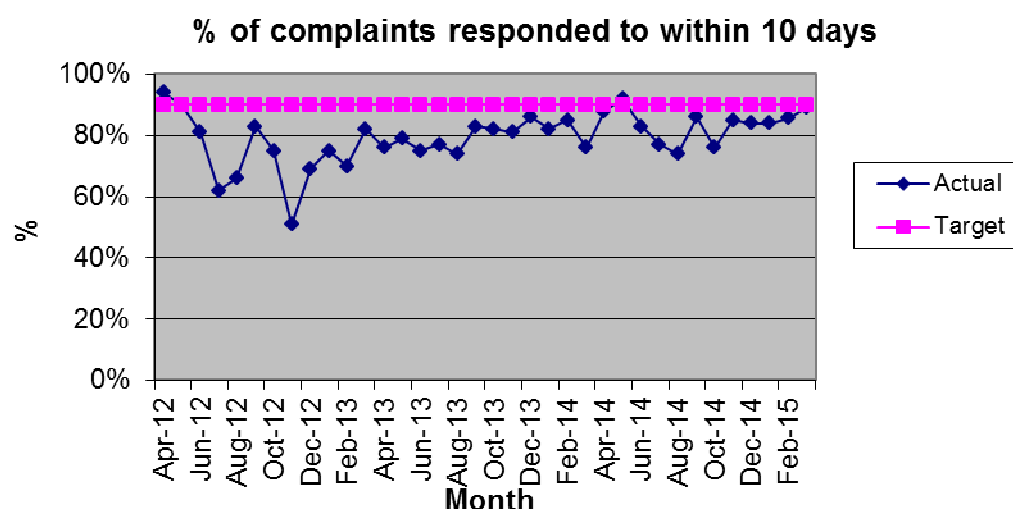
No new information this month

b) **ETE Operational Indicators**

Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (2014/15)
Forty-four complaints were received in March compared with 42 in February. Fifteen of these were addressed to Local Infrastructure and Street Management (LISM) and 10 to Passenger Transport. Eighty-nine percent of all complaints were responded to within 10 working days compared with 86% in February.

The end-of-year figure for 2014/15 was 83% (453 out of 546), below the challenging 90% target. Two hundred and forty-six were addressed to LISM (with a pass rate of 76%) and 156 to Passenger Transport (83% pass rate).



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, or where targets were narrowly missed.

a) Economy & Environment

Adult Learning & Skills

- Number of people completing courses to improve their chances of employment or progression in work (to March 2015 - 2014/15 academic year)

The provisional number of learners taking courses up to the end of March is 12,261, compared with 14,338 for the same period last year. The number of people completing courses will not be recorded until the end of the academic year. The target of 20,000 is end-of-year.

b) ETE Operational Indicators

No new information this month.

4.4 Green Indicators (new information)

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

a) Economy & Environment

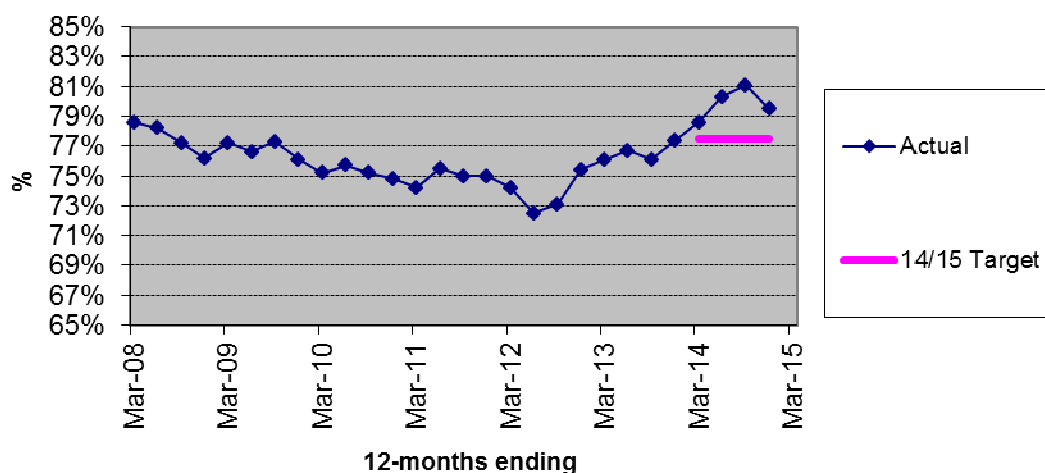
Economic Development

- % of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (to December 2014)

Cambridgeshire figures for January to December 2014 have been published by the Office for National Statistics (ONS).

The 12-month rolling figure for Cambridgeshire dropped from 81.1% in the previous quarter to 79.5%, although this remains better than the target of 77.5%. 26.2% of these jobs are part-time.

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



Traffic and Travel

- Annualised cycling index – increase from 2004/05 baseline (2014)
There was a 17% increase in cycle trips in Cambridgeshire in 2014 compared with 2013. Overall growth from the 2004-05 average baseline is 55.6%, which is better than the Council's target of 33.6%.

b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (2014/15)
Ninety-six percent of 316 Freedom of Information requests were responded to on time during 2014/15, exceeding the 95% target.

Prompt payment

- Percentage of invoices paid on time (2014/15)
98.3% of invoices were paid on-time in 2014/15, which is better than the 97% target.

4.5 Contextual indicators

a) Economy & Environment

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 | % |
|---|--|---|---|----------------------------------|-----------|
| | Economy, Transport & Environment Services | | | | |
| +5 | Executive Director | 1,695 | 1,699 | +4 | +0 |
| -23 | Business Support | 498 | 457 | -41 | -8 |
| 0 | Direct Grants | -94 | -94 | 0 | +0 |
| -18 | Total Executive Director | 2,099 | 2,062 | -37 | -2 |
| | Directorate of Infrastructure Management & Operations | | | | |
| +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 |
| -836 | Total Infrastructure Management & Operations | 58,292 | 57,368 | -924 | -2 |
| | Directorate of Strategy & Development | | | | |
| +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 |
| -126 | Total Strategy & Development | 11,872 | 11,458 | -413 | -3 |
| -980 | Total Economy, Transport & Environment Services | 72,263 | 70,888 | -1,375 | -2 |

| MEMORANDUM | | | | | |
|-------------------|--|----------------|----------------|--------------|-----------|
| £'000 | Grant Funding | £'000 | £'000 | £'000 | % |
| 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 |
| +0 | Grant Funding Total | -12,639 | -12,632 | 7 | -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 £'000 | Actual to the end of Closedown £'000 | Variance | |
|---|-------------------------|---|----------|-----|
| | | | £'000 | % |
| Street Lighting | 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. | | | | |
| Waste Disposal including PFI | 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> | | | | |
| Local Infrastructure & Streets | 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. | | | | |
| LISM Other | 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. | | | | |
| Winter Maintenance | 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. | | | | |
| Communities & Business | 1,488 | 1,278 | -210 | -14 |
| The underspend was mainly the result of savings from vacancies within the Service. | | | | |

| | | | | |
|---|-------|-------|------|-----|
| Archives | 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. | | | | |
| Registrars | -280 | -408 | -127 | +45 |
| The underspend was due to an overachievement on income compared to that budgeted. | | | | |
| Transport Infrastructure Policy & Funding | 870 | 753 | -117 | -13 |
| This underspend was mainly the result of savings from vacancies within the Service. | | | | |
| Park & Ride Sites | 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 & 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> | | | | |
| Passenger Transport other | 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 |
|------------------------------------|--|-------------------------|
| Grants as per Business Plan | 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 |
| Total Grants | | 12,639 |

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 |
|---|---------------|-------|
| Budget as per Business Plan | 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 | |
| Current Budget | 72,263 | |

APPENDIX 5 – Reserve Schedule

| Fund Description | Balance at 31st March 2014 £'000 | Movement within Year £'000 | Balance at 31st March 2015 £'000 | Notes |
|--|-------------------------------------|-------------------------------|-------------------------------------|---|
| General Reserve | | | | |
| Service carry-forward | 2,796 | 572 | 3,369 | Account used for all of ETE |
| Sub total | 2,796 | 572 | 3,369 | |
| Equipment Reserves | | | | |
| Winter Maintenance Vehicles | 411 | 272 | 683 | |
| Libraries - Vehicle replacement Fund | 156 | 54 | 210 | |
| Sub total | 567 | 326 | 893 | |
| Other Earmarked Funds | | | | |
| 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 | | |
| Sub total | 8,976 | (1,572) | 7,404 | |
| Short Term Provision | | | | |
| Mobilising Local Energy Investment (MLEI) | 669 | 0 | 669 | |
| Sub total | 669 | 0 | 669 | |
| Capital Reserves | | | | |
| 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 | |
| Sub total | 7,041 | 8,856 | 15,897 | |
| TOTAL | 20,050 | 8,182 | 28,232 | |

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 |
| 90,999 | | 100,534 | 57,047 | -43,487 | 468,213 | -27,500 |

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 5th January)
- Hills Road (start date 26th January)
- Trumpington Road (start date 11th 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 |
| 90,999 | | 100,534 | 57,047 | -43,487 |
| | | | | |

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) Economy & Environment

| Frequency | Measure | What is good? | Format | Latest Data | | 2014/15 Target | Current Status | Year end prediction | Comments |
|-------------------------|---|---------------|--------|----------------|--------|-----------------------|-------------------------|---------------------|--|
| Adult Learning & Skills | | | | | | | | | |
| Monthly | Number of people completing courses to improve their chances of employment or progression in work | High | Number | To 31-Mar-2015 | 12,261 | 20,000 | G | A | The provisional number of learners taking courses up to the end of March is 12,261, compared with 14,338 for the same period last year. The number of people completing courses will not be recorded until the end of the academic year. The target of 20,000 is end-of-year. |
| Quarterly | The number of people starting as apprentices | High | Number | To 31-Jan-2015 | 2,110 | 4,185 (academic year) | G | A | Provisional figures show that there were 2,110 starts during this period which is promising as the annual figure for 2013/14 was 3,770. It is also encouraging that the total for the first two quarters of 2014/15 is 56% of the overall figure for 2013/14 and 51% of the 2014/15 target of 4,158, although we should be cautious as there are usually more starts at the beginning of the academic year. Unfortunately a quarterly breakdown of data for the previous year is unavailable due to changes in the reporting structure and a lack of resources in the Skills Funding Agency (SFA) during 2013/14. |
| Economic Development | | | | | | | | | |
| Quarterly | % of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average | High | % | At 31-Dec-2014 | 79.5% | 77.5% | G | G | Cambridgeshire figures for January to December 2014 have been published by the Office for National Statistics (ONS). The 12-month rolling figure for Cambridgeshire dropped from 81.1% in the previous quarter to 79.5%, although this remains better than the target of 77.5%. 26.2% of these jobs are part-time. |
| Yearly | Additional jobs created | High | Number | To 30-Sep-2013 | +7,700 | +3,500 | New indicator for 14/15 | | The latest figures from the Business Register and Employment Survey (BRES) show that 7,700 additional jobs were created between September 2012 and September 2013 compared with a reduction of 400 for the same period in the previous year. |

| Frequency | Measure | What is good? | Format | Latest Data | | 2014/15 Target | Current Status | Year end prediction | Comments |
|-----------------------|---|---------------|------------|------------------------------|-----------------------|----------------|----------------|---------------------|--|
| Passenger Transport | | | | | | | | | |
| Monthly | Guided Busway passengers per month | High | Number | Mar-2015 | 316,498 | Contextual | | | The Guided Busway carried over 316,000 passengers in March, and there have now been over 11.5 million passengers since the Busway opened in August 2011. The 12-month rolling figure (for 14/15) is 3.65 million. |
| Yearly | Local bus passenger journeys originating in the authority area | High | Number | 2013/14 | Approx. 19.53 million | 19.1 million | R | A | There was approximately 19.53 million bus passenger journeys originating in Cambridgeshire in 2013/14, representing an increase of 0.44% compared with 2012/13. |
| Planning applications | | | | | | | | | |
| Monthly | County matter planning applications determined within 13 weeks - financial year-to-date | High | % | Mar-2015 | 44% | 60% | R | R | Eighteen applications were received during 2014/15 with eight (44%) being determined on time compared with a target of 60%. No applications were received during March but those received in February and not determined on time were primarily due to delays in receiving further information from applicants. |
| Traffic and Travel | | | | | | | | | |
| Yearly | Annualised cycling index – increase from 2004/05 baseline | High | % increase | 2014 | 55.6% | 33.6% | G | G | There was a 17% increase in cycle trips in Cambridgeshire in 2014 compared with 2013. Overall growth from the 2004-05 average baseline is 55.6%, which is better than the Council's target of 33.6%. |
| Yearly | Congestion – average journey time per mile during the morning peak | Low | Minutes | 12 months ending 31-Aug 2013 | 3.78 | <=3.75mins | G | G | At 3.78 minutes per mile, the revised figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is slightly better than last year. This represents an average speed of 15.9 miles per hour, and it is better than the Council's target of no more than 4 minutes per mile (15 mph). |

b) **ETE Operational Indicators**

| Frequency | Measure | What is good? | Format | Latest Data | | 2014/15 Target | Current Status | Year end prediction | Comments |
|----------------------------|--|---------------|-----------------|-------------|-------|----------------|----------------|---------------------|---|
| ETE Operational Indicators | | | | | | | | | |
| Monthly | % of Freedom of Information requests answered within 20 days | High | % | Mar-2015 | 96.2% | 95% | G | G | Ninety-six percent of 316 Freedom of Information requests were responded to on time during 2014/15, exceeding the 95% target. |
| Monthly | % of complaints responded to within 10 days | High | % | Mar-2015 | 89% | 90% | R | R | Forty-four complaints were received in March compared with 42 in February. Fifteen of these were addressed to Local Infrastructure and Street Management (LISM) and 10 to Passenger Transport. Eighty-nine percent of all complaints were responded to within 10 working days compared with 86% in February. The end-of-year figure for 2014/15 was 83% (453 out of 546), below the challenging 90% target. Two hundred and forty-six were addressed to LISM (with a pass rate of 76%) and 156 to Passenger Transport (83% pass rate). |
| Monthly | Staff Sickness - Days per full time equivalent (f.t.e.) - 12-month rolling total | Low | Days per f.t.e. | To Mar-2015 | 4.75 | 6 | G | G | Reported sickness levels have increased over the past year although the rate is still low at 4.74 days per f.t.e. |
| Monthly | Percentage of invoices paid on time | High | % | Mar-2015 | 98.7% | 97% | G | G | 98.3% of invoices were paid on-time in 2014/15, which is better than the 97% target. |