

**Economy, Transport and Environment (ETE) - Finance and Performance Report**  
**– September 2015 for Economy and Environment Committee**

**1. SUMMARY**

**1.1 Finance**

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	0	7	9
Current status last month	1	0	8	9
Year-end prediction (for 2015/16)	0	3	6	9

**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	<b>Total Service Funded Items</b>	<b>63,079</b>	<b>-2,976</b>	<b>-10.3</b>	<b>-182</b>	<b>0</b>
+182	Waste Private Finance Initiative (PFI)				+182	+1
+0	<b>Total</b>	<b>63,079</b>	<b>-2,976</b>	<b>-10.3</b>	<b>0</b>	<b>+0</b>

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**

- There continues to be an underlying overspend 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.
- The underlying ETE overspend has been decreasing month on month as a result of these actions and now stands at £92k. It is expected that this trend will continue as ETE is currently running a higher level of staff vacancy than expected due to there being a number of staff leavers and the difficulty in recruiting to certain areas of the business. Some slippage of programmes is also possible. However, should the current underlying overspend of £92k not reduce as year-end approaches, a number of further corrective measures could be taken. The first choice would be to exercise even tighter control over spending that doesn't affect front line services in ETE such as training, travel and subsistence. If that is not sufficient, the area most likely to be used would be underspends on Community Transport in previous years to balance the budget. This funding that wasn't spent last year and was declared as Operational Savings has been allocated for Community Transport but currently has no specific use and would most likely be used in future years to protect current spend on Community Transport for longer as base budgets are cut.
- The assumption that these measures will work has been built into the above figures bringing the budget to break-even by year-end. The forecast outturn position will be monitored closely to ensure ETE balances its budget at year-end.

## **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**

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.

##### Expenditure

£90m Highways Maintenance schemes - Bridge Maintenance scheme: Brasley Bridge, Grantchester

The full reconstruction of a 12m span road bridge over the River Cam between Trumpington and Grantchester is now complete. The scheme was a maintenance scheme that has straddled three financial years (2013/14 & 2014/15 & 2015/16). Unfortunately the cost of fully reconstructing the bridge has proved to be higher than originally budgeted for back in 2013/14. The total scheme cost was expected to be £1m and the scheme was allocated £565k for 2015/16. However, costs in 2015/16 are expected to be £920k, with a total scheme cost of £1.48 million.

##### Reasons for overspend:

The underlying reason for the overspend was that a fully detailed estimate of costs for the scheme was not produced at the start of the project and so some items that have subsequently arisen were not included. As detailed below, measures have been put in place to address this for future schemes. Specific issues within this additional cost are as follows

- There was a £200k cost for temporarily diverting utility apparatus which had not originally been budgeted for at the preliminary design stage when the TDP was drawn up.
- 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.

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

The process for allocating appropriate project budgets prior to their allocation in the transport delivery plan has been reviewed and a new process introduced since this project was allocated capital funding. The risk of this level of discrepancy between project budget and actual cost occurring again in future is thought to be low although this can't be guaranteed due to the complexity of major construction schemes.

### 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 Economy & Environment (E&E) 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) Economy & Environment**

No new information this month.

#### **b) ETE Operational Indicators**

No new information this month.

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

This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

#### **a) Economy & Environment**

No new information this month.

## b) ETE Operational Indicators

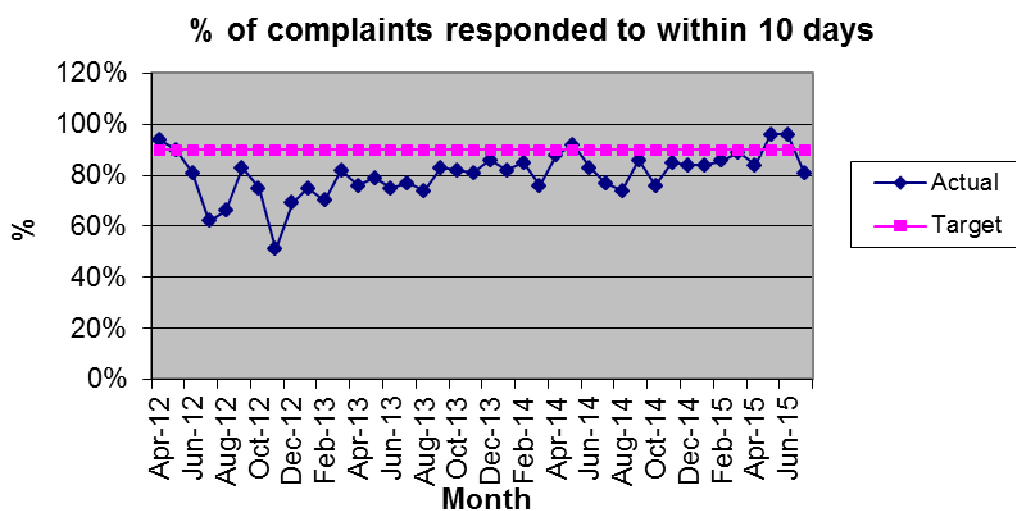
### Complaints – response rate

- Percentage of complaints responded to within 10 days (July 2015)

Fifty-nine complaints were received in July. Eighty-one percent of these were responded to within 10 working days, below the challenging 90% target. The year-to-date figure is currently 90%.

The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management (32) and Assets & Commissioning (9). Passenger Transport received all 14 complaints for Strategy & Development.

Actions are being taken to address the reduction in performance.



## 4.4 Green Indicators (new information)

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

### a) Economy & Environment

#### Planning applications

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant - financial year-to-date (to September 2015)

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

There were 9 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development are measured).

## b) ETE Operational Indicators

### Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (August 2015)

One hundred and forty-one Freedom of Information requests have been received since April. Ninety-nine percent of these have been responded to on time.

Thirty-one requests were received and responded to on time during August.

## 4.5 Contextual indicators (new information)

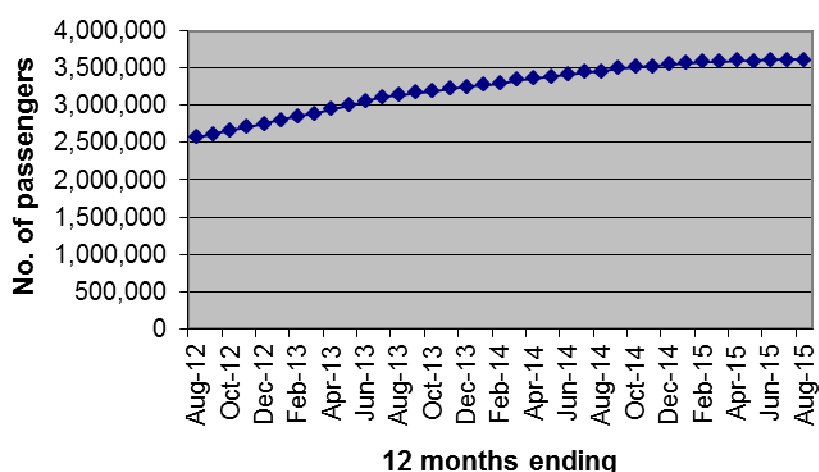
### a) Economy & Environment

#### Passenger Transport

- Guided Busway passenger numbers (August 2015)

The Guided Busway carried nearly 290,000 passengers in August, and there have now been over 12.9 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.61 million.

**Guided Busway passengers: 12-month rolling total**



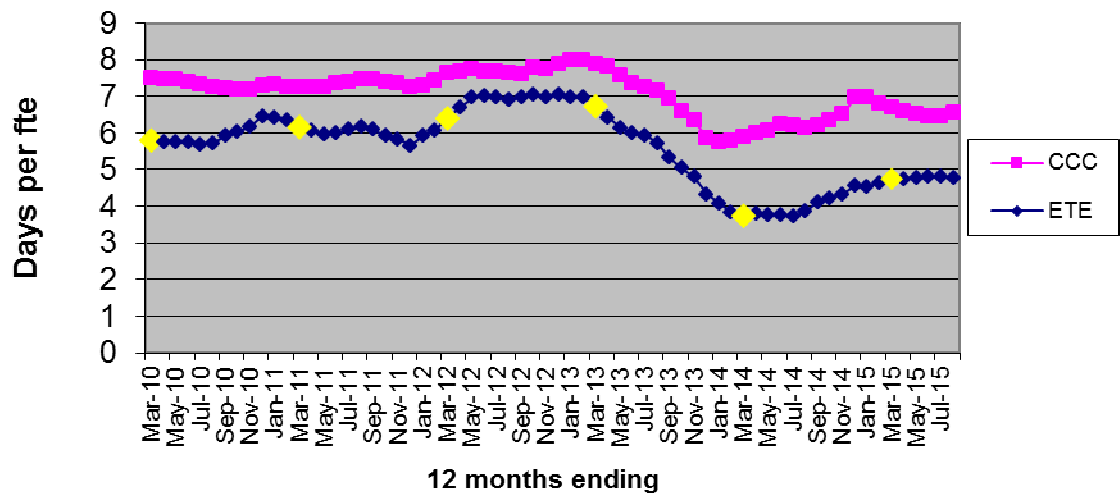
## b) ETE Operational Indicators

### Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to August 2015)

Over the past year reported sickness levels have remained at the same low level of 4.76 days per full time equivalent (f.t.e.).

Sickness (ETE) - 12-month rolling total days per fte



## 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    %	
	<b>Economy, Transport &amp; Environment Services</b>							
+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
<b>0</b>	<b>Total Executive Director</b>	<b>655</b>	<b>592</b>	<b>611</b>	<b>+20</b>	<b>+3</b>	<b>+1</b>	<b>+0</b>
	<b>Directorate of Infrastructure Management &amp; Operations</b>							
+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
<b>-37</b>	<b>Total Infrastructure Management &amp; Operations</b>	<b>52,141</b>	<b>22,831</b>	<b>19,376</b>	<b>-3,455</b>	<b>-15</b>	<b>-102</b>	<b>-0</b>
	<b>Directorate of Strategy &amp; Development</b>							
+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
<b>+37</b>	<b>Total Strategy &amp; Development</b>	<b>10,284</b>	<b>5,524</b>	<b>5,983</b>	<b>460</b>	<b>+8</b>	<b>+101</b>	<b>+1</b>
<b>+0</b>	<b>Total Economy, Transport &amp; Environment Services</b>	<b>63,079</b>	<b>28,946</b>	<b>25,970</b>	<b>-2,976</b>	<b>-10</b>	<b>-0</b>	<b>-0</b>



	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
<b>+0</b>	<b>Grant Funding Total</b>	<b>-11,118</b>	<b>-3,047</b>	<b>-2,677</b>	<b>370</b>	<b>-12</b>	<b>0</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 for 2015/16 £'000	Current Variance		Forecast Variance - Outturn	
		£'000	%	£'000	%
<b>Street Lighting</b>	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.					
<b>Waste Disposal including Private Finance Initiative (PFI)</b>	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>					
<b>Network Management</b>	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.					
<b>LISM other</b>	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.					
<b>Communities &amp; Business</b>	1,524	-227	-30	-134	-9
The predicted underspend is mainly due to savings arising from vacancies within the Service.					
<b>Libraries</b>	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.					

<b>Registrars</b>	-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.					
<b>Major Infrastructure Delivery</b>	376	+150	+24	0	0
The current variance is due to grant not yet received in relation to work undertaken last financial year.					
<b>Park &amp; Ride</b>	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.					
<b>Passenger Transport other</b>	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.					
<b>Learning Centres</b>	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
<b>Grants as per Business Plan</b>	Various	11,410
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-567
Learning centre grants	Various	+243
Non-material grants (+/- £30k)		+32
<b>Total Grants 2015/16</b>		<b>11,118</b>

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
<b>Budget as per Business Plan</b>	63,308	
Use of operational savings – Local Enterprise Partnership (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	
<b>Current Budget 2015/16</b>	<b>63,079</b>	

## 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
<b>General Reserve</b>					
Service carry-forward	3,369	(552)	2,817	0	Account used for all of ETE
<b>Sub total</b>	<b>3,369</b>	<b>(552)</b>	<b>2,817</b>	<b>0</b>	
<b>Equipment Reserves</b>					
Winter Maintenance Vehicles	683	0	683	500	
Libraries - Vehicle replacement Fund	210	0	210	150	
<b>Sub total</b>	<b>893</b>	<b>0</b>	<b>893</b>	<b>650</b>	
<b>Other Earmarked Funds</b>					
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	
<b>Sub total</b>	<b>7,404</b>	<b>(181)</b>	<b>7,222</b>	<b>4,251</b>	
<b>Short Term Provision</b>					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
<b>Sub total</b>	<b>669</b>	<b>0</b>	<b>669</b>	<b>0</b>	
<b>Capital Reserves</b>					
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	
<b>Sub total</b>	<b>15,897</b>	<b>31,295</b>	<b>47,192</b>	<b>25,670</b>	
<b>TOTAL</b>	<b>28,232</b>	<b>30,562</b>	<b>58,793</b>	<b>30,571</b>	

## 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
<b>84,692</b>		<b>90,781</b>	<b>17,753</b>	<b>61,310</b>	<b>-29,471</b>	<b>521,253</b>	<b>0</b>

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
<b>102,192</b>		<b>90,781</b>	<b>61,310</b>	<b>-29,471</b>

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) Economy & Environment

Frequency	Measure	What is good?	Format	Latest Data Period	Actual	2015/16 Target	Current Status	Year end prediction	Comments
<b>Adult Learning &amp; Skills</b>									
Monthly	The number of people in the most deprived wards completing courses to improve their chances of employment or progression in work	High	Number	To 30-Jun-2015	1,475	2,000	N/A	N/A	Definition amended in March 2015 in order for the indicator to align with the targeting of harder to reach groups.
Quarterly	The number of people starting as apprentices	High	Number	To 30-Apr-2015	3,130	4,158	<b>G</b>	<b>A</b>	Provisional figures show that there were 3,130 starts during quarter 3 of 2014/15 which is better than the figure of 2,850 for the same period the previous year. It is also encouraging that the total for the first three quarters of 2014/15 is 83% of the overall figure for 2013/14 and 75% of the 2014/15 target of 4,158.
Annual	Wider outcomes of adult learning:	High	%	At end of 2013/14 academic year		Contextual			Recording wider outcomes is becoming increasingly significant in measuring impact and in the commissioning of services. Cambridgeshire Adult Learning & Skills has developed a recording method to gather evidence of Wider Impact from all of the provision delivered through the Community Learning Funding. On a local level this will help to demonstrate the difference we make across a range of agendas and will supplement existing quality improvement arrangements as well as provide a mechanism for helping learners to measure their own progress and the value of the courses we offer. The Wider outcome measures include improvements in health, social relationships, independence, taking up volunteering, gaining employment and improving skills.
	Completion				87%				
	Achievement				86%				
	Health				38%				
	Independence				65%				
	Social Relationships				62%				
	Volunteering				17%				
	Employment				23%				
	Another course				22%				
<b>Economic Development</b>									
Quarterly	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	%	At 31-Mar-2015	80.1%	80.3%	<b>G</b>	<b>G</b>	Cambridgeshire figures for 2014/15 have been published by the Office for National Statistics (ONS).  The 12-month rolling figure for Cambridgeshire increased from 79.5% in the previous quarter to

Frequency	Measure	What is good?	Format	Latest Data Period	Actual	2015/16 Target	Current Status	Year end prediction	Comments
									80.1%, which is better than the target of 77.5%. 26.5% of these jobs are part-time.
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	%	Feb 2015	Top 10% = 12% Others = 5.3%	12%	G	G	<p>The 2015/16 target of 12% is for the most deprived areas (top 10%) as approved by E &amp; E Committee earlier this year.</p> <p>Latest figures published by the Department for Work and Pensions show that, in February 2015, 12% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 5.3% of those living elsewhere in Cambridgeshire.</p> <p>Comparable figures for November 2014 were 11.9% and 5.2% respectively, so the gap has remained the same at 6.7 percentage points.</p>
Yearly	Additional jobs created	High	Number	To 30-Sep-2014	+14,000	+3,500	N/A	N/A	The latest figures from the Business Register and Employment Survey (BRES) show that 14,000 additional jobs were created between September 2013 and September 2014 compared with an increase of 7,700 for the same period in the previous year.
<b>Passenger Transport</b>									
Monthly	Guided Busway passengers per month	High	Number	Aug-2015	289,939	Contextual			The Guided Busway carried nearly 290,000 passengers in August, and there have now been over 12.9 million passengers since the Busway opened in August 2011. The 12-month rolling total is 3.61 million.
Yearly	Local bus passenger journeys originating in the authority area	High	Number	2014/15	Approx. 18.91 million	19.53 million	R	A	<p>There were approximately 18.91 million bus passenger journeys originating in Cambridgeshire in 2014/15, representing a decrease of 700,000 compared with 2013/14.</p> <p>The main change was figures reported by Whippet. The figures from the new owners, based on newer ticket machines and extrapolated from only 3 months' worth of data, were around 710,000 less than provided previously by Whippet. It hasn't been possible to establish the reason for this discrepancy. Moving forwards the new figure will become the new baseline for Whippet, but the degree of estimation this year means that the overall reported outturn for the indicator for 2014/15 needs to be treated with caution.</p>

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
Planning applications									
Monthly	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	%	Sep-2015	100%	100%	G	G	Three County Matter planning applications have been received and determined on time since April.  There were 9 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development are measured).
Traffic and Travel									
Yearly	Growth in cycling from a 2004/05 average baseline	High	% increase	2014	55.6%	46%	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%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	%	Oct 2014	Fenland = 84.5% Other excluding Cambridge = 89.1%	Fenland = 82.8%	N/A	N/A	The Department of Transport have recently released data for 2014. These figures show that the that the gap has narrowed from 8.7% to 4.6% and that the percentage of adults who walk or cycle at least once a month in Fenland has increased from 81.1% to 84.5% since 2013.  The percentage for the other districts (excluding Cambridge) has dropped slightly from 89.8% to 89.1%.  The proposed target is for Fenland to increase to the current 89.8% average for the rest of Cambridgeshire (excluding Cambridge) over 5 years i.e. an underlying increase of 1.7% per year.  Recognising that the indicator is measured via a sample survey, with associated random variation from one year to the next, the proposed target for 2015/16 relates to the underlying direction of travel.
	The average journey time per mile during the morning peak on the most congested routes	Low	Minutes	12 months ending 31-Aug-2013	3.78	3.7	G	A	At 3.78 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is slightly better than the previous year. This represents an average speed of 15.9 miles per hour. The target for 2015/16 is to reduce this to 3.7 minutes per mile

## b) ETE Operational Indicators

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
ETE Operational Indicators									
Monthly	% of Freedom of Information requests answered within 20 days	High	%	Aug-2015	100%	90%	G	G	One hundred and forty-one Freedom of Information requests have been received since April. Ninety-nine percent of these have been responded to on time.  Thirty-one requests were received and responded to on time during August.
Monthly	% of complaints responded to within 10 days	High	%	Jul-2015	80%	90%	R	G	Fifty-nine complaints were received in July. Eighty-one percent of these were responded to within 10 working days, below the challenging 90% target. The year-to-date figure is currently 90%.  The majority of complaints for Infrastructure Management & Operations were for Local Infrastructure & Street Management (32) and Assets & Commissioning (9). Passenger Transport received all 14 complaints for Strategy & Development.  Actions are being taken to address the reduction in performance.
Monthly	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total	Low	Days per f.t.e.	To Aug-2015	4.76	Contextual			Over the past year reported sickness levels have remained at the same low level of 4.76 days per full time equivalent (f.t.e.).