

**Economy, Transport & Environment Services****Finance and Performance Report – June 2014****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 predicted status at year-end: (see section 4)**

| Monthly Indicators        | Red | Amber | Green | Total |
|---------------------------|-----|-------|-------|-------|
| Current status this month | 2   | 7     | 13    | 22*   |
| Current status last month | 2   | 5     | 13    | 20    |
| Year-end prediction       | 0   | 9     | 13    | 22*   |

\*Two additional indicators with 14/15 data have been included for the first time this month

**2. INCOME AND EXPENDITURE****2.1 Overall Position**

| Forecast Variance - Outturn (May) £000 | Directorate                            | Current Budget for 2014/15 £000 | Current Variance £000 | Current Variance % | Forecast Variance - Outturn (June) £000 | Forecast Variance - Outturn (June) % |
|--|--|---------------------------------|-----------------------|--------------------|---|--------------------------------------|
| 0                                      | Executive Director                     | 735                             | -60                   | -15                | 0                                       | 0                                    |
| 0                                      | Infrastructure Management & Operations | 60,492                          | -1,299                | -14                | -81                                     | 0                                    |
| 0                                      | Strategy & Development                 | 15,312                          | -197                  | +30                | 0                                       | 0                                    |
| 0                                      | External Grants                        | -13,250                         | +273                  | -13                | 0                                       | 0                                    |
| 0                                      | <b>Total Service Funded Items</b>      | <b>63,289</b>                   | <b>-1,283</b>         | <b>-10</b>         | <b>0</b>                                | <b>0</b>                             |
| 0                                      | Waste PFI                              |                                 |                       |                    | +132                                    | 0                                    |
| 0                                      | <b>Total</b>                           | <b>63,289</b>                   | <b>-1,283</b>         | <b>-10</b>         | <b>+51</b>                              | <b>0</b>                             |

The service level budgetary control report for June 2014 can be found in [appendix 1](#). Further analysis of the results can be found in [appendix 2](#).

## **2.2 Significant Issues**

We are currently predicting an overspend on the Waste PFI, as options continue to be explored for diverting CLO (Compost Like Output) materials from landfill; the expectation being, that an alternative option should be able to be found which will be cheaper than the landfill option. This is partly offset by savings on business rates.

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

The following additional grants have been included in this report:-

Severe Weather Recovery funding £969,000  
Local Sustainable Transport Funding £1,166,000  
Better Bus funding £170,000

A full list of additional grant income can be found in [appendix 3](#).

## **2.4 Virements and Transfers to / from Reserves (including Operational Savings Reserve) (De minimis reporting limit = £30,000)**

There were no items above the de minimis reporting limit during June 2014.

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

As part of developing the highway maintenance programme, a review is currently taking place on the phasing of the remaining funds allocated for this work through prudential borrowing, to ensure that the funds are used to maximise the long term condition of the road network. This will be considered by the Committee as part of the review of the Transport Delivery Plan.

##### 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 performance information for the new suite of key Economy, Transport & Environment indicators for 2014/15. At this stage in the year, we are still reporting 2013/14 information for some indicators.

New information for red, amber and green indicators is shown by Committee 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 2013/14 targets have not been achieved or 2014/15 targets are not expected to be achieved.

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

##### **Passenger Transport**

- Local bus passenger journeys originating in the authority area (2013/2014)  
There were approximately 19.53 million bus passenger journeys originating in Cambridgeshire in 2013/14. Although the target of 20.35 million was not achieved there was an increase of 0.44% compared with 2012/13.

#### **b) Highways & Community Infrastructure**

No new information this month.

#### **c) ETE Operational Indicators**

No new information this month.

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

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

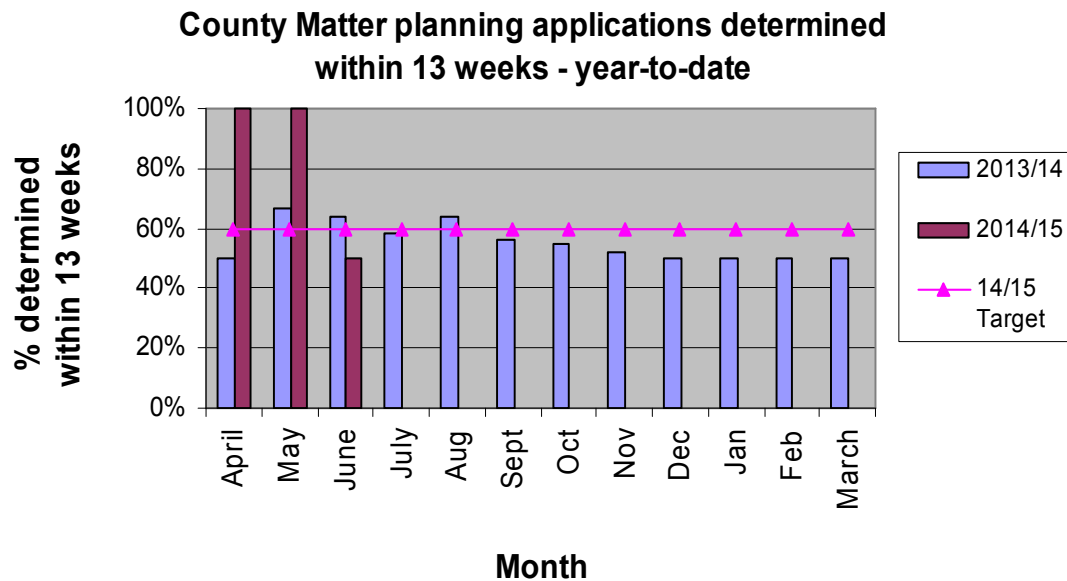
#### **a) Economy & Environment**

##### **Adult Learning & Skills**

- Number of people completing courses to improve their chances of employment or progression in work (September to May 2014)  
The provisional number of learners taking courses up to the end of May is 16,196. 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.

##### **Planning applications**

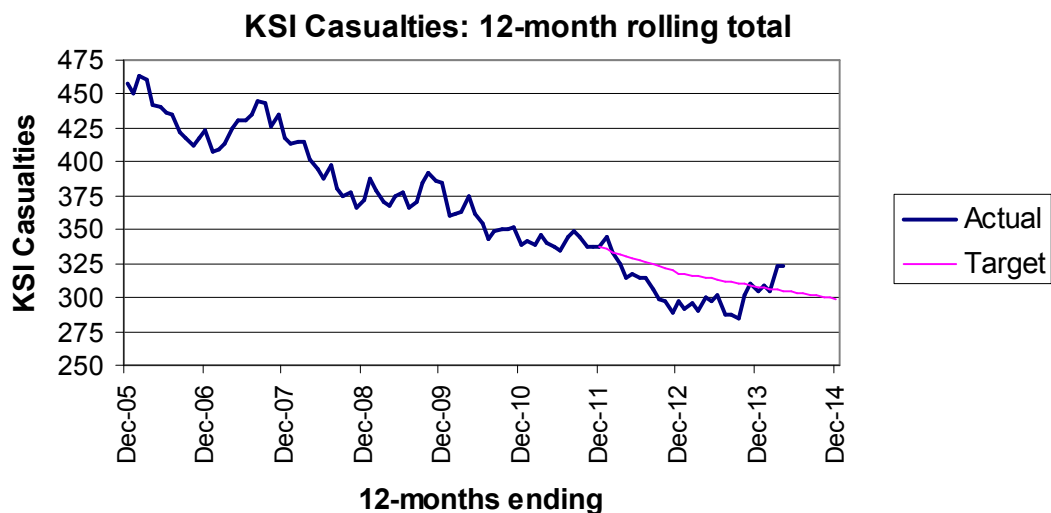
- Processing of CountyMatter planning applications – within 13 weeks (June 2014)  
Only two applications have been received since April and one was processed within the target time of 13 weeks.



## b) Highways & Community Infrastructure

### Road Safety

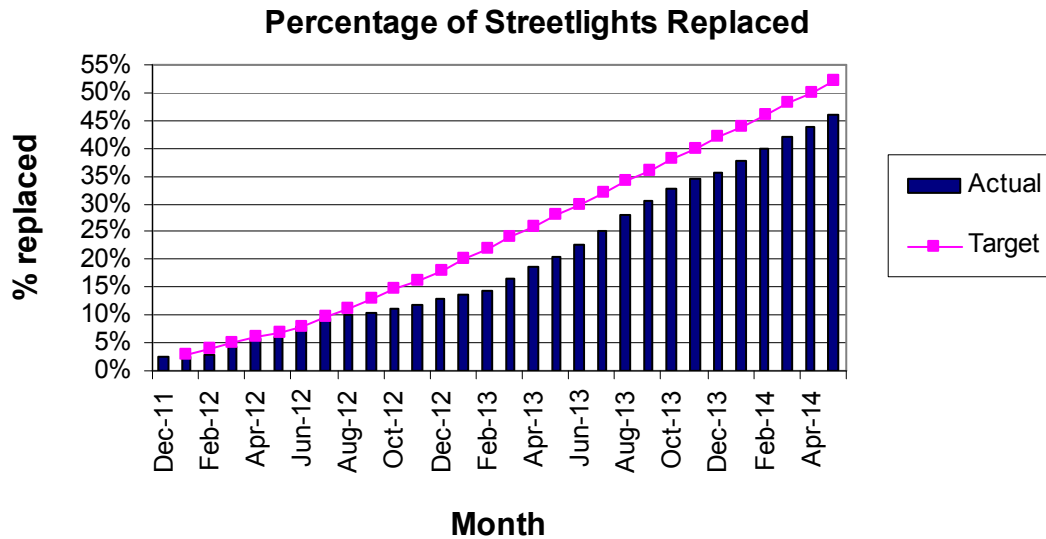
- Road accident deaths and serious injuries – 12 month rolling total (to April 2014)**  
 The provisional total number of KSI casualties during the 12 months ending April 2014 is 323, compared with a 2014 year-end target of no more than 299. The numbers can fluctuate from one month to the next.



### Street Lighting

- Performance against street light replacement programme (at May 2014)**  
 46.13% of the programme has been completed representing 25,456 street lights. This is below the Core Investment Programme (CIP) target and Connect Roads are undertaking improvements to recover the position. The gap has reduced (improved) slightly since last month and the actual is now at 88.7% of the target. Financial deductions are being applied in accordance with the contract.

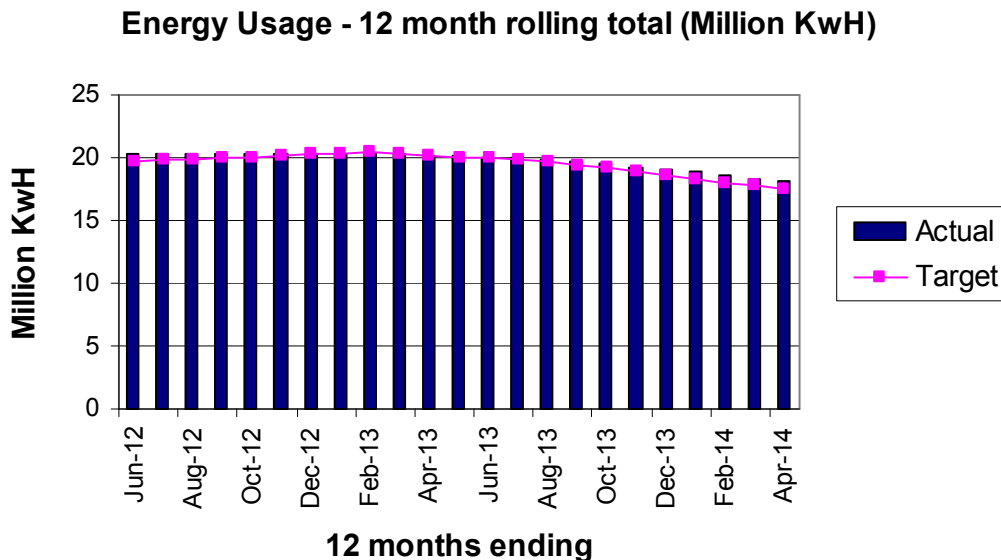
The target is to be re-profiled to achieve 100% by June 2016.



- Energy use by street lights – 12-month rolling total (to April 2014)  
Revised targets have now been agreed to reflect the updated street lighting inventory.

Energy use by streetlights in the county in April was 1.29 million Kw hours, which is just above (slightly worse than) the target of 1.28 million for the month. The 12-month rolling total to the end of April was 18.20 million Kwh compared with the target of 17.47. The PFI programme is expected to deliver the target as the more efficient lighting units are installed.

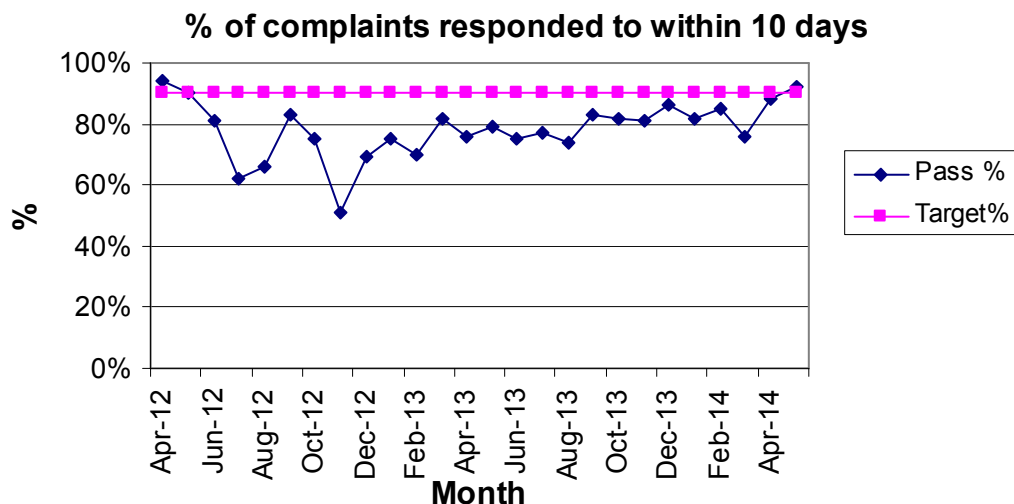
The streetlighting PFI programme will deliver energy savings in the region of 46% to the County Council.



### c) ETE Operational Indicators

### Complaints and representations – response rate

- % of complaints responded to within 10 days (May 2014)  
Ninety-two percent of complaints (36 out of 39) were responded to within 10 working days during May. The year-to-date figure is 90% (71 out of 79 complaints).



This significant improvement in performance follows on from Policy & Business Development's work with feedback reps to ensure that complaints are responded to in a timely manner.

#### 4.4 Green Indicators (new information)

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

##### a) Economy & Environment

No new information this month.

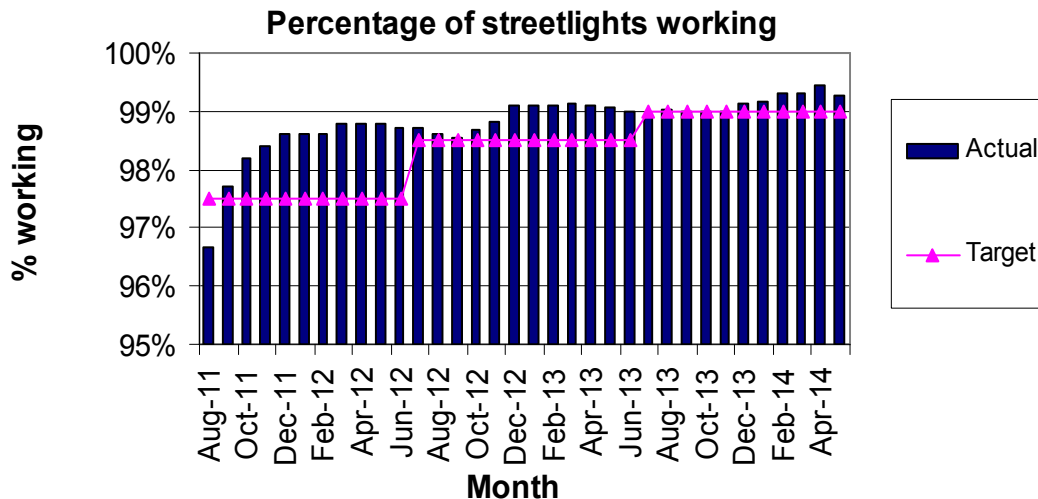
##### b) Highways & Community Infrastructure

###### Archives

- Increase digital access to archive documents by adding new entries to online catalogue (Year-to-date to June 2014)  
384,000 entries have been added to the online archive database this year-to-date. The year-end target is 400,000.

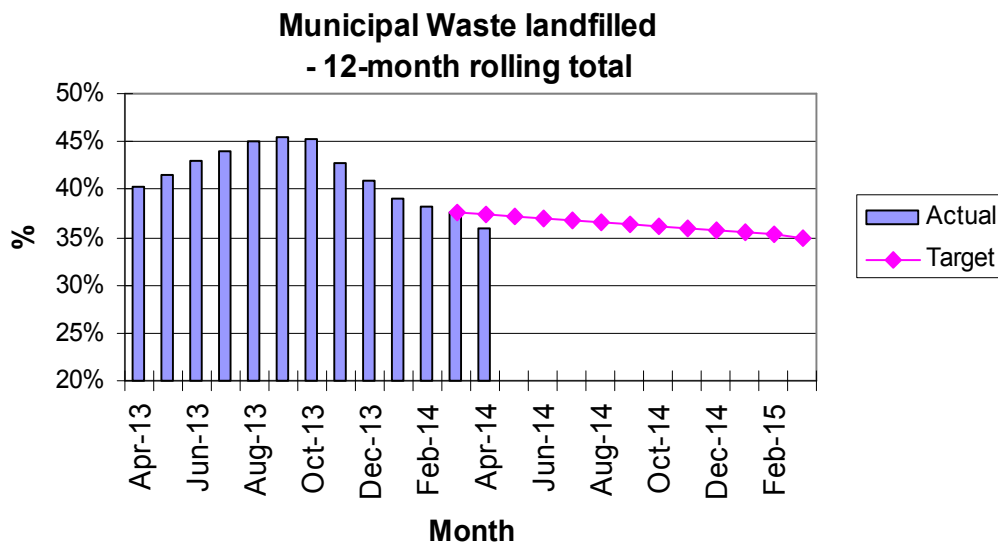
###### Street Lighting

- Streetlights working (as measured by new performance contract) (May 2014)  
The 4-month average (the formal contract definition of the performance indicator) is at 99.26% this month, above the 99% target.



### Waste management

- Municipal waste landfilled - 12 month rolling average (to April 2014)  
 Performance continues to improve following the re-opening of the MBT plant. 36% of municipal waste was sent to landfill during the 12-months to the end of April, compared with 37.6% the previous month.

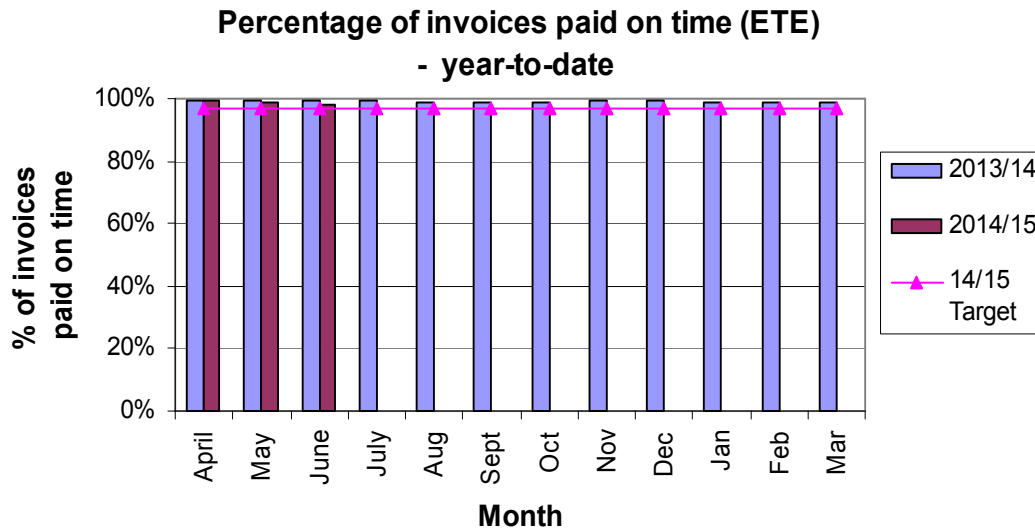


### c) ETE Operational Indicators

#### Prompt payment

- Prompt Payment - % of invoices paid within 30 days (June 2014)  
 96.8% of ETE invoices were paid on-time in June. The year-to-date figure is 98.2%, just above the 97% target.





#### FOI requests

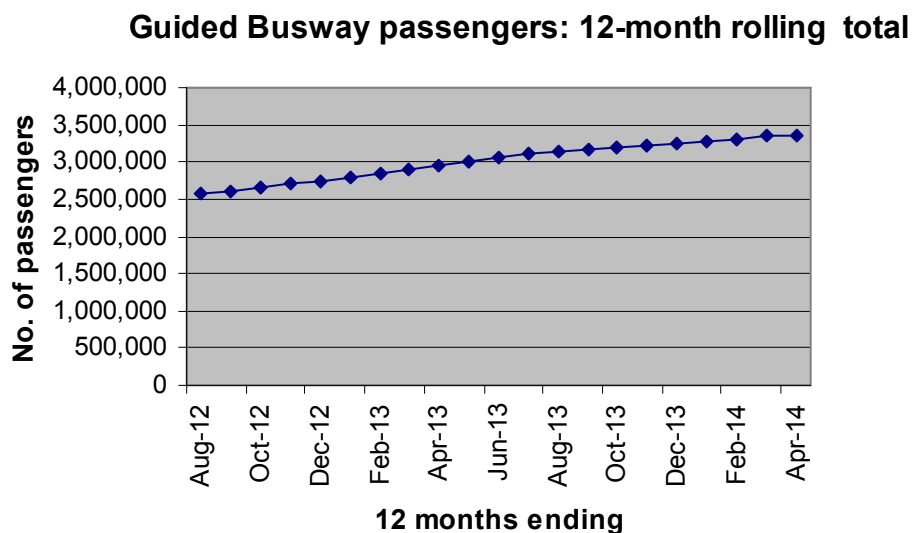
- FOI requests - % responded to within 20 days (May 2014)  
All 34 requests were responded to on time during May. The year-to-date figure is also 100% (56 requests).

### 4.5 Contextual indicators

#### a) Economy & Environment

##### Passenger Transport

- Guided Busway passenger numbers (April 2014)  
The Guided Busway carried just over 265,000 passengers in April, and there have now been over 8.2 million passengers since the Busway opened in August 2011. The 12-month rolling figure is 3.35 million.



## b) Highways & Community Infrastructure

### Road and Footway Maintenance

- Unclassified roads where structural maintenance should be considered (2013/2014)

Provisional results for 2013/14 indicate that there are 29% of unclassified roads where structural maintenance should be considered. This is compared with 25% in 2012/13.

### Road Safety

- Road accident slight injuries – 12 month rolling total (to April 2014)

The provisional total number of slight casualties during the 12 months ending April 2014 is 1,757 compared with 1,826 for the same period last year.



## APPENDIX 1 – Service Level Budgetary Control Report

| Forecast<br>Variance<br>- Outturn<br>May<br><br>£'000 | Service  | Current<br>Budget for<br>2014-15<br><br>£'000 | Expected to<br>end of<br>June<br><br>£'000 | Actual to<br>end of<br>June<br><br>£'000 | Current<br>Variance<br><br>£'000    % |            | Forecast<br>Variance<br>- Outturn<br>June<br><br>£'000    % |           |
|---|--|---|--|--|---------------------------------------|------------|---|-----------|
|   | <b>Economy, Transport &amp; Environment Services</b>             |   |  |  |                                       |            |   |           |
| +0  | Executive Director   | 237   | 264  | 215                                      | -50                                   | -19        | +0  | +0        |
| +0  | Business Support   | 498   | 141  | 130                                      | -11                                   | -8         | +0  | +0        |
| 0   | Direct Grants  | -154  | -8   | -8                                       | 0                                     | +0         | 0   | 0         |
| <b>0</b>  | <b>Total Executive Director</b>                                  | <b>581</b>                                    | <b>398</b>                                 | <b>337</b>                               | <b>-60</b>                            | <b>-15</b> | <b>+0</b>   | <b>+0</b> |
|   | <b>Directorate of Infrastructure Management &amp; Operations</b> |   |  |  |                                       |            |   |           |
| +0  | Director of Infrastructure Management & Operations               | 135   | 33   | 32                                       | -1                                    | -4         | +0  | +0        |
|   | Assets & Commissioning   |   |  |  |                                       |            |   |           |
| +0  | - Street Lighting  | 8,423   | 1,296                                      | 1,099                                    | -197                                  | -15        | +0  | +0        |
| +0  | - Waste Disposal including PFI                                   | 31,383  | 6,444                                      | 5,870                                    | -574                                  | -9         | +132  | +0        |
| +0  | - Asset Management   | 996   | 357  | 345                                      | -12                                   | -3         | +12   | +1        |
|   | Local Infrastructure & Street Management                         |   |  |  |                                       |            |   |           |
| +0  | - Road Safety  | 681   | 149  | 141                                      | -7                                    | -5         | +20   | +3        |
| +0  | - Traffic Manager  | -410  | 9  | 46                                       | +38                                   | +446       | +35   | -9        |
| +0  | - Network Management   | 1,299   | 399  | 236                                      | -163                                  | -41        | +0  | +0        |
| +0  | - Local Infrastructure & Streets                                 | 5,438   | 1,422                                      | 1,372                                    | -50                                   | -4         | +0  | +0        |
| +0  | - Winter Maintenance   | 2,205   | 407  | 412                                      | +4                                    | +1         | +0  | +0        |
| +0  | - LISM other   | 2,960   | -1,333                                     | -1,587                                   | -254                                  | +19        | -108  | -4        |
|   | Supporting Business & Communities                                |   |  |  |                                       |            |   |           |
| +0  | - Communities & Business   | 1,473   | 233  | 217                                      | -15                                   | -7         | 0   | +0        |
| +0  | - Parking Enforcement  | 153   | -199                                       | -175                                     | +24                                   | -12        | +0  | +0        |
| +0  | - RECAP  | 0   | 33   | 34                                       | +0                                    | +0         | +0  | +0        |
|   | Community & Cultural Services                                    |   |  |  |                                       |            |   |           |
| +0  | - Libraries  | 4,559   | 1,079                                      | 1,087                                    | +8                                    | +1         | +0  | +0        |
| +0  | - Archives   | 584   | 139  | 148                                      | +9                                    | +7         | +0  | +0        |
| +0  | - Registrars   | -300  | -28  | -156                                     | -127                                  | +449       | -40   | +13       |
| +0  | - Coroners   | 914   | 136  | 154                                      | +18                                   | +13        | +0  | +0        |
| 0   | Direct Grants  | -8,164  | -1,065                                     | -1,065                                   | 0                                     | +0         | 0   | 0         |
| <b>0</b>  | <b>Total Infrastructure Management &amp; Operations</b>          | <b>52,328</b>                                 | <b>9,510</b>                               | <b>8,210</b>                             | <b>-1,299</b>                         | <b>-14</b> | <b>51</b>   | <b>+0</b> |
|   | <b>Directorate of Strategy &amp; Development</b>                 |   |  |  |                                       |            |   |           |
| +0  | Director of Strategy & Development                               | 131   | 32   | 35                                       | +3                                    | +10        | +0  | +0        |
| +0  | Transport & Infrastructure Policy & Funding                      | 760   | 158  | 130                                      | -28                                   | -18        | +0  | +0        |
|   | Growth & Economy   |   |  |  |                                       |            |   |           |
| +0  | - Growth & Development   | 621   | 153  | 147                                      | -7                                    | -4         | +0  | +0        |
| +0  | - County Planning, Minerals & Waste                              | 338   | 96   | 69                                       | -28                                   | -29        | +0  | +0        |
| +0  | - Enterprise & Economy   | 194   | 82   | 89                                       | +7                                    | +9         | +0  | +0        |
| +0  | - MLEI   | 257   | 30   | 30                                       | -0                                    | -1         | +0  | +0        |
| +0  | - Growth & Economy other   | 827   | 39   | 2  | -38                                   | -96        | +0  | +0        |
| +0  | Major Infrastructure Delivery                                    | 436   | 531  | 545                                      | +14                                   | +3         | +0  | +0        |
|   | Passenger Transport  |   |  |  |                                       |            |   |           |
| +0  | - Park & Ride  | 482   | -200                                       | -200                                     | +0                                    | +0         | +0  | +0        |
| +0  | - Concessionary Fares  | 5,177   | 1,012                                      | 993                                      | -18                                   | -2         | +0  | +0        |
| +0  | - Passenger Transport other                                      | 2,833   | 1,526                                      | 1,384                                    | -142                                  | -9         | +0  | +0        |
|   | Adult Learning & Skills  |   |  |  |                                       |            |   |           |
| +0  | - Adult Learning & Skills  | 2,380   | 472  | 487                                      | +15                                   | +3         | +0  | +0        |
| +0  | - Learning Centres   | 473   | 125  | 135                                      | +10                                   | +8         | +0  | +0        |
| +0  | - National Careers   | 402   | 97   | 112                                      | +15                                   | +15        | +0  | +0        |
| 0   | Direct Grants  | -4,932  | -981                                       | -708                                     | 273                                   | -28        | 0   | 0         |
| <b>+0</b>   | <b>Total Strategy &amp; Development</b>                          | <b>10,380</b>                                 | <b>3,173</b>                               | <b>3,250</b>                             | <b>76</b>                             | <b>+2</b>  | <b>+0</b>   | <b>+0</b> |
| <b>+0</b>   | <b>Total Economy, Transport &amp; Environment Services</b>       | <b>63,289</b>                                 | <b>13,081</b>                              | <b>11,797</b>                            | <b>-1,283</b>                         | <b>-10</b> | <b>+51</b>  | <b>+0</b> |

|           | MEMORANDUM                        |                |               |               |            |            |          |           |
|-----------|-----------------------------------|----------------|---------------|---------------|------------|------------|----------|-----------|
| £'000     | Grant Funding                     | £'000          | £'000         | £'000         | £'000      | %          | £'000    | %         |
| 0         | - Public Health Grant             | -418           | -104          | -104          | +0         | +0         | +0       | +0        |
| 0         | - Street Lighting - PFI Grant     | -3,944         | 0             | 0             | +0         | +0         | +0       | +0        |
| 0         | - Waste - PFI Grant               | -2,691         | 0             | 0             | +0         | +0         | +0       | +0        |
| 0         | - Superfast Broadband             | -123           | 0             | 0             | +0         | +0         | +0       | +0        |
| 0         | - Severe Weather Recovery funding | -969           | -969          | -969          | +0         | +0         | +0       | +0        |
| 0         | - Walking in Cities               | -155           | -155          | -155          | +0         | +0         | +0       | +0        |
| 0         | - Bus Service Operators Grant     | -273           | -273          | -304          | -31        | +0         | +0       | +0        |
| 0         | - LSTF                            | -1,166         | 0             | 0             | +0         | +0         | +0       | +0        |
| 0         | - BBAF                            | -170           | 0             | 0             | +0         | +0         | +0       | +0        |
| 0         | - Adult Learning & Skills         | -2,380         | -397          | -353          | +44        | +0         | +0       | +0        |
| 0         | - Learning Centres                | -302           | -61           | 114           | +175       | -287       | +0       | +0        |
| 0         | - National Careers                | -402           | -95           | -75           | +20        | -21        | +0       | +0        |
| 0         | - MLEI                            | -257           | 0             | 65            | +65        | +0         | +0       | +0        |
| <b>+0</b> | <b>Grant Funding Total</b>        | <b>-13,250</b> | <b>-2,054</b> | <b>-1,781</b> | <b>273</b> | <b>-13</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 2014/15<br>£'000 | Current Variance |     | Forecast Variance - Outturn |    |
|---|-------------------------------------|------------------|-----|-----------------------------|----|
|   |                                     | £'000            | %   | £'000                       | %  |
| <b>Street Lighting</b>  | 8,423                               | -197             | -15 | 0                           | 0  |
| Savings of £300k on lower energy costs than expected are likely to be matched by a pressure of expected penalty deductions not being incurred by the contractor on the PFI contract.  |                                     |                  |     |                             |    |
| <b>Waste Disposal including PFI</b>   | 31,383                              | -574             | -9  | +132                        | 0  |
| We are currently predicting an overspend on the Waste PFI, as options continue to be explored for diverting CLO (Compost Like Output) materials from landfill; the expectation being, that an alternative option should be able to be found which will be cheaper than the landfill option. This is partly offset by savings on business rates.       |                                     |                  |     |                             |    |
| <b>Network Management</b>   | 1,299                               | -163             | -41 | 0                           | 0  |
| The current variance is due to payments for work completed which were expected to be paid in June.  |                                     |                  |     |                             |    |
| <b>LISM Other</b>   | 2,960                               | -254             | +19 | -108                        | -4 |
| The projected underspend is due to a section 278 agreement fee received for the North West Cambridge development, which is greater than the predicted budget.   |                                     |                  |     |                             |    |
| <b>Park &amp; Ride Sites</b>  | 482                                 | 0                | 0   | 0                           | 0  |
| In the Business Plan, parking fees were planned to be introduced at Park and Ride sites by April and thus the budget anticipates a full year of income. With the introduction now expected in July, there will be a shortfall in income (approximately £270k), but this will be covered in-year via the use of the on-street parking account surplus. |                                     |                  |     |                             |    |
| <b>Passenger Transport Other</b>  | 2,833                               | -142             | -9  | 0                           | 0  |
| The current variance is due to payments relating to last year, which were expected to be paid in June.  |                                     |                  |     |                             |    |

### APPENDIX 3 – Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

| <b>Grant</b>                       | <b>Awarding Body</b> | <b>Expected Amount<br/>£000</b> |
|------------------------------------|----------------------|---------------------------------|
| <b>Grants as per Business Plan</b> | Various              | 10,945                          |
| Severe Weather Recovery funding    | DfT                  | 969                             |
| Local sustainable transport fund   | DfT                  | 1,166                           |
| Better Bus funding                 | DfT                  | 170                             |
| Non-material grants (+/- £30k)     |                      | 0                               |
| <b>Total Grants 2014/15</b>        |                      | <b>13,250</b>                   |

#### APPENDIX 4 – Virements and Budget Reconciliation

|  | £'000         | Notes |
|--|---------------|-------|
| <b>Budget as per Business Plan</b>       | 63,225        |       |
| Use of operational savings – LEP funding | 50            |       |
|  |               |       |
|  |               |       |
| Non-material virements (+/- £30k)        | 14            |       |
| <b>Current Budget 2014/15</b>            | <b>63,289</b> |       |

## APPENDIX 5 – Reserve Schedule

| Fund Description                          | Balance at 31st March 2014<br>£'000 | Movement within Year<br>£'000 | Balance at 30th June 2014<br>£'000 | Forecast Balance at 31st March 2015<br>£'000 | Notes   |
|---|-------------------------------------|-------------------------------|------------------------------------|--|---|
| <b>General Reserve</b>                    |                                     |                               |                                    |  |   |
| Service carry-forward                     | 2,796                               | (76)                          | 2,720                              | 0  | Account used for all of ETE                         |
| <b>Sub total</b>                          | <b>2,796</b>                        | <b>(76)</b>                   | <b>2,720</b>                       | <b>0</b>                                     |   |
| <b>Equipment Reserves</b>                 |                                     |                               |                                    |  |   |
| Winter Maintenance Vehicles               | 411                                 | 0                             | 411                                | 648  |   |
| Libraries - Vehicle replacement Fund      | 156                                 | 0                             | 156                                | 145  |   |
| <b>Sub total</b>                          | <b>567</b>                          | <b>0</b>                      | <b>567</b>                         | <b>793</b>                                   |   |
| <b>Other Earmarked Funds</b>              |                                     |                               |                                    |  |   |
| Deflectograph Consortium                  | 65                                  | 0                             | 65                                 | 65   | Partnership accounts, not solely CCC                |
| Highways Searches                         | 75                                  | 0                             | 75                                 | 0  |   |
| On Street Parking                         | 1,886                               | 0                             | 1,886                              | 860  |   |
| Highways Commuted Sums                    | 284                                 | 220                           | 504                                | 300  |   |
| Guided Busway Liquidated Damages          | 5,399                               | 0                             | 5,399                              | 0  | This is being used to meet legal costs if required. |
| Waste and Minerals Local Development Fra  | 22                                  | 0                             | 22                                 | 0  |   |
| Proceeds of Crime                         | 72                                  | 13                            | 85                                 | 70   |   |
| Waste - RECAP                             | 250                                 | 0                             | 250                                | 150  | Partnership accounts, not solely CCC                |
| Discover Cambs Tourism Brochure           | 28                                  | 0                             | 28                                 | 28   | Partnership accounts, not solely CCC                |
| Fens Workshops                            | 29                                  | 0                             | 29                                 | 29   | Partnership accounts, not solely CCC                |
| Travel to Work                            | 214                                 | 7                             | 221                                | 150  |   |
| Steer- Travel Plan+                       | 80                                  | (7)                           | 73                                 | 0  |   |
| Olympic Development                       | 13                                  | 0                             | 13                                 | 0  |   |
| Northstowe Trust                          | 101                                 | 0                             | 101                                | 101  |   |
| Cromwell Museum                           | 23                                  | 0                             | 23                                 | 23   |   |
| Archives Service Development              | 234                                 | 0                             | 234                                | 150  |   |
| Next Step                                 | 73                                  | 0                             | 73                                 | 50   |   |
| Other earmarked reserves under £30k - IMO | 22                                  | 0                             | 23                                 | 20   |   |
| Other earmarked reserves under £30k - S&D | 106                                 | (1)                           | 105                                | 80   |   |
|   |                                     | 0                             |                                    |  |   |
| <b>Sub total</b>                          | <b>8,975</b>                        | <b>233</b>                    | <b>9,208</b>                       | <b>2,076</b>                                 |   |
| <b>Short Term Provision</b>               |                                     |                               |                                    |  |   |
| MLEI                                      | 669                                 | 0                             | 669                                | 669  |   |
| <b>Sub total</b>                          | <b>669</b>                          | <b>0</b>                      | <b>669</b>                         | <b>669</b>                                   |   |
| <b>Capital Reserves</b>                   |                                     |                               |                                    |  |   |
| Government Grants - LTP                   | 11                                  | 3,963                         | 3,974                              | 0  | Account used for all of ETE                         |
| Government Grants - S&D                   | 2,219                               | 0                             | 2,219                              | 0  |   |
| Government Grants - IMO                   | 562                                 | 1,040                         | 1,602                              | 0  |   |
| Other Capital Funding - S&D               | 3,408                               | 75                            | 3,483                              | 1,500  |   |
| Other Capital Funding - IMO               | 841                                 | (0)                           | 841                                | 500  |   |
| <b>Sub total</b>                          | <b>7,041</b>                        | <b>5,078</b>                  | <b>12,119</b>                      | <b>2,000</b>                                 |   |
| <b>TOTAL</b>                              | <b>20,050</b>                       | <b>5,234</b>                  | <b>25,284</b>                      | <b>5,538</b>                                 |   |



## APPENDIX 6 – Capital Expenditure and Funding

### Capital Expenditure

| 2014/15                                    |  |                                     |                           |  |   | TOTAL SCHEME                         |   |
|--|--|-------------------------------------|---------------------------|--|---|--------------------------------------|---|
| Original<br>2014/15<br>Budget as<br>per BP | Scheme   | Revised<br>Budget<br>for<br>2014/15 | Actual<br>Spend<br>(June) | Forecast<br>Spend -<br>Outturn<br>(June) | Forecast<br>Variance -<br>Outturn<br>(June) | Total<br>Scheme<br>Revised<br>Budget | Total<br>Scheme<br>Forecast<br>Variance |
| £'000                                      |  | £'000                               | £'000                     | £'000                                    | £'000                                       | £'000                                | £'000                                   |
|  | Integrated Transport                                   |                                     |                           |  |   |                                      |   |
| 818  | - Major Scheme Development                             | 818                                 | 65                        | 818                                      | 0   | 818                                  | 0                                       |
| 482  | - Local Highway Improvements                           | 675                                 | -50                       | 675                                      | 0   | 675                                  | 0                                       |
| 594  | - Safety Schemes                                       | 594                                 | 54                        | 594                                      | 0   | 594                                  | 0                                       |
| 445  | - Strategy Development & Integrated Transport Schemes  | 517                                 | 155                       | 517                                      | 0   | 517                                  | 0                                       |
| 1,000                                      | - The Busway   | 1,000                               | 0                         | 1,000                                    | 0   | 1,000                                | 0                                       |
| 350  | - Bus Priority Measures - Cambridge                    | 650                                 | 1                         | 650                                      | 0   | 650                                  | 0                                       |
| 3,253                                      | - Promoting Economic Growth - Delivering Strategy aims | 3,060                               | 62                        | 3,060                                    | 0   | 3,060                                | 0                                       |
| 320  | - Other Integrated Transport Schemes - IMO             | 320                                 | 0                         | 320                                      | 0   | 320                                  | 0                                       |
| 452  | - Other Integrated Transport Schemes - S&D             | 383                                 | 130                       | 383                                      | 0   | 383                                  | 0                                       |
| 10,699                                     | Operating the Network                                  | 11,095                              | 1,533                     | 11,268                                   | 173   | 11,268                               | 0                                       |
|  | Infrastructure Management & Operations Schemes         |                                     |                           |  |   |                                      |   |
| 15,000                                     | - £90m Highways Maintenance schemes                    | 20,887                              | 3,299                     | 16,939                                   | -3,948                                      | 90,000                               | 0                                       |
| 0  | - Severe Weather funding                               | 562                                 | 9                         | 562                                      | 0   | 562                                  | 0                                       |
| 589  | - Waste Infrastructure                                 | 808                                 | 10                        | 808                                      | 0   | 19,753                               | 0                                       |
| 1,189                                      | - Community & Cultural Services                        | 2,012                               | 25                        | 2,012                                    | 0   | 14,471                               | 0                                       |
| 1,000                                      | - Other Schemes  | 1,000                               | -23                       | 1,000                                    | 0   | 8,015                                | 0                                       |
|  | Strategy & Development Schemes                         |                                     |                           |  |   |                                      |   |
| 3,565                                      | - Cycling Schemes                                      | 4,526                               | 895                       | 4,526                                    | 0   | 9,035                                | 0                                       |
| 0  | - Better Bus Funding                                   | 358                                 | 109                       | 358                                      | 0   | 1,462                                | 0                                       |
| 660  | - Local Sustainable Transport Fund                     | 1,244                               | 203                       | 1,244                                    | 0   | 2,380                                | 0                                       |
| 3,328                                      | - Huntingdon - West of Town Centre Link Road           | 3,937                               | 439                       | 3,937                                    | 0   | 10,534                               | 0                                       |
| 650  | - Ely Crossing   | 416                                 | -6                        | 416                                      | 0   | 30,780                               | 0                                       |
| 11,114                                     | - Science Park Station                                 | 11,576                              | -180                      | 0  | -11,576                                     | 30,000                               | -26,279                                 |
| 6,000                                      | - Chesterton Busway                                    | 5,942                               | 328                       | 5,942                                    | 0   | 6,050                                | 0                                       |
| 7,370                                      | - Guided Busway  | 7,370                               | 241                       | 7,370                                    | 0   | 151,147                              | 0                                       |
| 1,000                                      | - Other Schemes  | 1,282                               | 101                       | 1,282                                    | 0   | 38,515                               | 0                                       |
|  | Other Schemes  |                                     |                           |  |   |                                      |   |
| 21,036                                     | - Connecting Cambridgeshire                            | 21,704                              | -2,920                    | 19,930                                   | -1,774                                      | 35,950                               | 0                                       |
| 85   | - Other Schemes  | 85                                  | 0                         | 85                                       | 0   | 680                                  | 0                                       |
| <b>90,999</b>                              |  | <b>102,821</b>                      | <b>4,480</b>              | <b>85,696</b>                            | <b>-17,125</b>                              | <b>468,619</b>                       | <b>-26,279</b>                          |

The increase between the original and revised budgets is due to the carry forward of funding from 2013-14, this being due to the rephasing 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 highway maintenance programme, a review is currently taking place on the phasing of the remaining funds, allocated for this work through prudential borrowing, to ensure that the funds are used to maximise the long term condition of the road network. This will be considered by the Committee as part of the review of the Transport Delivery Plan, linked to a revised Asset Management Approach.

The Science Park Station scheme is now expected to be undertaken by Network Rail and we are unlikely therefore to incur any further costs. However, until Network Rail have

formally approved that they will fund the station, this remain in our borrowing commitments to ensure delivery of the station should the Network Rail funding not materialise. If the Council eventually funded the scheme it would be on the same revenue neutral basis originally planned.

The Connecting Cambridgeshire budget is projected to underspend as the take up of connectivity vouchers by businesses in Cambridge and South Cambridgeshire has been lower than predicted, which reflects the national picture for similar schemes. It is likely, that unless the claim rate increases significantly over the next three to six months, that a significant proportion of the Super Connected Cities grant will therefore be unspent and will need to be returned.

### Capital Funding

| 2014/15  |                         |   |   |   |
|--|-------------------------|---|---|---|
| Original<br>2014/15<br>Funding<br>Allocation<br>as per BP<br>£'000 | Source of Funding       | Revised<br>Funding<br>for<br>2014/15<br>£'000 | Forecast<br>Spend -<br>Outturn<br>(June)<br>£'000 | Forecast<br>Funding<br>Variance -<br>Outturn<br>(June)<br>£'000 |
| 15,851   | Local Transport Plan    | 15,851  | 15,851  | 0   |
| 10,355   | Other DfT Grant funding | 12,524  | 12,524  | 0   |
| 7,513  | Other Grants            | 7,676   | 5,902   | -1,774  |
| 7,141  | Developer Contributions | 7,925   | 7,925   | 0   |
| 43,106   | Prudential Borrowing    | 50,198  | 34,674  | -15,524   |
| 7,033  | Other Contributions     | 8,647   | 8,820   | 173   |
| <b>90,999</b>  |                         | <b>102,821</b>                                | <b>85,696</b>                                     | <b>-17,125</b>  |

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

As previously highlighted, the take up of connectivity vouchers by businesses in Cambridge and South Cambridgeshire has been lower than predicted. It is likely therefore that a proportion of the Super Connected Cities grant will be unspent.

The requirement for prudential borrowing is expected to be less this year due to the planned programme of Highway schemes being lower than the budget available, with the expectation being that this underspend will be carried forward into future years.

The Science Park Station scheme is now expected to be undertaken by Network Rail and we are unlikely therefore to incur any further costs. However, until Network Rail have formally approved that they will fund the station, this remain in our borrowing commitments to ensure delivery of the station should the Network Rail funding not materialise. If the Council eventually fund the scheme, it would be on the same revenue neutral basis originally planned.

Capital funding of £562,000 from DfT for Severe Weather Recovery funding is included in the above figures (this is in addition to the revenue grant received).

Notification has just been received of an award of £1,933,337 from the DfT Pothole fund, to be spent in this financial year. This figure is currently not included in the above figures.

## APPENDIX 7 – Performance

### a) Economy & Environment

| Frequency               | Measure   | What is good? | Format | Latest Data                     |        | 2014/15 Target        | Current Status          | Yearend 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-May-2014                  | 16,196 | 20,000                | A                       | A                  | The provisional number of learners taking courses from September to the end of May is 16,196. The number of people <u>completing</u> 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 | At end of 2012/13 academic year | 4,394  | 4,600 (academic year) | G                       | G                  | <p>The number of people starting as apprentices over the 2012/13 academic year was 4,394, which is better than our target of 4,000. Year-on-year there has been a 7.6% increase across all ages, compared with a regional increase of 0.8% and a national decline of 1.5%.</p> <p>The success rate for Cambridgeshire is 75.3%. This is better than the regional and national rates, which are both 73.8%.</p> <p>The Skills Funding Agency (SFA) has recently decided to alter its reporting methods for Apprenticeship Starts. They are working with a small external working group, of which we are not contributors, to discuss the alignment of reporting to Local Enterprise Partnerships (LEP). This is dependent on overlapping Local Authorities within LEPs to join reciprocal Data Sharing Protocols. This is yet to be agreed as a national concept.</p> <p>Assuming this methodology is progressed, the first cut of data should be available in May/June.</p> |
| Economic Development    |   |               |        |                                 |        |                       |                         |                    |   |
| Quarterly               | % of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average              | High          | %      | At 31-Dec-2013                  | 77.4%  | 77.5%                 | G                       | G                  | ONS has recently published local authority employment rate estimates for 16-64 year olds for the 12 months ending December 2013. The 12-month rolling figure for Cambridgeshire increased from 76.1% in the previous quarter to 77.4 per cent. We continue to do better than our 72.5 per cent target for 2013/14 by a statistically significant amount. The target has been reviewed and increased for 2014/15.  |
| Yearly                  | Additional jobs created   | High          | £      | 2011/12                         | -800   | 3,550                 | New indicator for 14/15 |                    | Target is based on the Council's long-term forecasts.   |

| Frequency             | Measure  | What is good? | Format     | Latest Data                  |                       | 2014/15 Target | Current Status | Yearend prediction | Comments   |
|-----------------------|--|---------------|------------|------------------------------|-----------------------|----------------|----------------|--------------------|--|
| Passenger Transport   |  |               |            |                              |                       |                |                |                    |  |
| Monthly               | Guided Busway passengers per month   | High          | Number     | Apr-2014                     | 265,089               | Contextual     |                |                    | The Guided Busway carried just over 265,000 passengers in April, and there have now been over 8.2 million passengers since the Busway opened in August 2011. The 12-month rolling figure is 3.35 million.  |
| Yearly                | LTP05 Local bus passenger journeys originating in the authority area                   | High          | Number     | 2013/14                      | Approx. 19.53 million | 19.1 million   | R              | A                  | There were 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          | %          | Jun-2014                     | 50%                   | 60%            | A              | A                  | Only 2 applications have been received since April and one was processed within the target time of 13 weeks.   |
| Traffic and Travel    |  |               |            |                              |                       |                |                |                    |  |
| Yearly                | LTP07 Annualised cycling index - increase from 2004/05 baseline                        | High          | % increase | 2013                         | 32.8%                 | 33.6%          | G              | G                  | <p>There was a 2.3% reduction in cycle trips in 2013 compared with 2012. Overall growth from the 2004-05 average baseline is 32.8%, which remains better than the Council's target of 32.3%.</p> <p>The index is derived from counts of cyclists undertaken across the County throughout the year. The River Cam bridge surveys undertaken in March are a major component of the index, and in 2013 numbers of cyclists are likely to have been adversely affected by the extremely cold weather in March. Data from the Met Office shows that March 2013 was the coldest since 1962 and the second coldest since 1910. There was actually a 2.5% increase in cyclists counted across the County at other times of the year.</p> |
| Yearly                | LTP10 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) Highways & Community Infrastructure

| Frequency   | Measure  | What is good? | Format | Latest Data    |              | 2014/15 Target | Current Status | Yearend prediction                    | Comments   |
|-------------|--|---------------|--------|----------------|--------------|----------------|----------------|---------------------------------------|--|
| Archives    |  |               |        |                |              |                |                |                                       |  |
| Quarterly   | Increase digital access to archive documents by adding new entries to online catalogue | High          | Number | To 30-Jun-2014 | 383,821      | 400,000        | G              | G                                     | Target is to increase digital access by adding new entries to CALM archive database.   |
| Communities |  |               |        |                |              |                |                |                                       |  |
| Quarterly   | Rate of return on investment in Culture and Sport match-funding                        | High          | %      | 2013/14        | 340%         | Contextual     |                | Contextual indicator (no target set). |  |
| Libraries   |  |               |        |                |              |                |                |                                       |  |
| Quarterly   | Number of visitors to libraries/community hubs - year-to-date                          | High          | People | To 31-Mar-2014 | 2.48 million | 2.55 million   | A              | A                                     | <p>The 2013/14 target for this indicator was 2.5 million visits. Year-end figures show that there were 2,481,194 physical visits to libraries/hubs.</p> <p>Performance is 3.8% higher than during the same period last year and very close to the year-end stretch target.</p> <p>Visitor figures have been rising consistently throughout the year with a 4% increase overall. Quarter 4 was the strongest quarter as figures were 8% higher than the comparative quarter last year. This is likely to reflect the active community hubs agenda and the investment in new stock in the second half of the year.</p> |
| Quarterly   | Number of item loans – year-to-date  | High          | Number | To 31-Mar-2014 | 2.82 million | TBC            | A              | A                                     | <p>The 2013/14 target for this indicator was 3 million item loans. Year-end figures show that there were 2,824,651 item loans, which is just below target.</p> <p>The continued investment in new stock and the introduction of e-Magazines and e-Newspapers in Quarter 4 contributed to a 1% increase on issues compared to the same quarter last year.</p> <p>‘eBook’ issues accounted for 24,142 (0.85%) of the 2.8 million item loans.</p>   |
| Quarterly   | Number of unique visits to library web pages - year-to-date                            | High          | Number | To 31-Mar-2014 | 756,828      | 500,000        | G              | G                                     | <p>Our 2013/14 target for this indicator was 750,000 unique visits. Year-end figures show that there were 756,828 unique visits to library web pages, achieving our target. This includes eBook visits.</p> <p>Visits to the eBook website accounted for 27,296 (3.6%) of the 756,828 total remote library visits.</p>   |

| Frequency                    | Measure   | What is good? | Format      | Latest Data             |        | 2014/15 Target | Current Status | Yearend prediction | Comments  |
|------------------------------|---|---------------|-------------|-------------------------|--------|----------------|----------------|--------------------|---|
| Road and Footway maintenance |   |               |             |                         |        |                |                |                    |   |
| Yearly                       | LTP14 Principal roads where maintenance should be considered  | Low           | %           | 2013/14                 | 3%     | <=4%           | G              | G                  | Provisional results indicate that maintenance should be considered on 3% of the County's principal road network. This is the same as the 2012/13 figure and better than the Council's 2013/14 target of 4%.   |
| Yearly                       | LTP15 Non-principal roads where maintenance should be considered  | Low           | %           | 2013/14                 | 6%     | <=9%           | G              | G                  | Provisional results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is just above (worse than) the figure for 2012/13 (5%) but better than the Council's 2013/14 target of 9%.  |
| Yearly                       | Unclassified roads where structural maintenance should be considered  | Low           | %           | 2013/14                 | 29%    | Contextual     |                |                    | Provisional results for 2013/14 indicate that there are 29% of unclassified roads where structural maintenance should be considered. This is compared with 25% in 2012/13.  |
| Road Safety                  |   |               |             |                         |        |                |                |                    |   |
| Monthly                      | LTP 01 KSI casualties - 12-month rolling total  | Low           | Number      | To 30-Apr-2014          | 323    | <=299          | A              | A                  | The provisional total number of KSI casualties during the 12 months ending April 2014 is 323, compared with a 2014 year-end target of no more than 299. The numbers can fluctuate from one month to the next.   |
| Monthly                      | LTP 04 Slight casualties - 12-month rolling total   | Low           | Number      | To 30-Apr-2014          | 1757   | Contextual     |                |                    | The provisional total number of slight casualties during the 12 months ending April 2014 is 1,757 compared with 1,826 for 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          | £           | New indicator for 14/15 |        | Contextual     |                |                    | Measures the impact of the work of the rogue trading team.<br><br>Contextual Indicator (no target set).   |
| Yearly                       | Number of problem rogue traders brought back into compliance  | High          | %           | At 31-Mar-2013          | 90%    | >=80%          | G              | G                  | To be reviewed in 2014 to take account of the impact of budget changes.   |
| Streetlighting               |   |               |             |                         |        |                |                |                    |   |
| Monthly                      | Percentage of streetlights working  | High          | %           | To 31-May-2014          | 99.26% | 99%            | G              | G                  | The 4-month average (the formal contract definition of the performance indicator) is at 99.26% this month, above the 99% target.  |
| Monthly                      | Energy use by street lights – 12-month rolling total  | Low           | Million kWh | To 30-Apr-2014          | 18.20  | 17.47          | A              | A                  | Revised targets have now been agreed to reflect the updated street lighting inventory.<br><br>Energy use by streetlights in the county in April was 1.29 million Kw hours, which is just above (slightly worse than) the target of 1.28 million for the month. The 12-month rolling total to the end of April was 18.20 |

| Frequency               | Measure  | What is good? | Format | Latest Data    |        | 2014/15 Target | Current Status | Yearend prediction | Comments  |
|-------------------------|--|---------------|--------|----------------|--------|----------------|----------------|--------------------|---|
|                         |  |               |        | Period         | Actual |                |                |                    |   |
|                         |  |               |        |                |        |                |                |                    | <p>million kWh compared with the target of 17.47. The PFI programme is expected to deliver the target as the more efficient lighting units are installed.</p> <p>The street lighting PFI programme will deliver energy savings in the region of 46% to the County Council.</p>  |
| Monthly                 | Performance against street light replacement programme | High          | %      | At 31-May-2014 | 46.13% | TBC            | R              | A                  | <p>46.13% of the programme has been completed representing 25,456 street lights. This is below the Core Investment Programme (CIP) target and Connect Roads are undertaking improvements to recover the position. The gap has reduced (improved) slightly since last month and the actual is now at 88.7% of the target. Financial deductions are being applied in accordance with the contract.</p> <p>The target is to be re-profiled to achieve 100% by June 2016.</p> |
| <b>Waste Management</b> |  |               |        |                |        |                |                |                    |   |
| Monthly                 | Municipal waste landfilled - 12 month rolling average  | Low           | %      | To 30-Apr-2014 | 36%    | 35%            | G              | G                  | <p>Performance continues to improve following the re-opening of the MBT plant. 36% of municipal waste was sent to landfill during the 12-months to the end of April, compared with 37.6% the previous month.</p>  |

### c) ETE Operational Indicators

| Frequency                  | Measure  | What is good? | Format | Latest Data |        | 2014/15 Target | Current Status | Yearend prediction | Comments   |
|----------------------------|--|---------------|--------|-------------|--------|----------------|----------------|--------------------|--|
|                            |  |               |        | Period      | Actual |                |                |                    |  |
| ETE Operational Indicators |  |               |        |             |        |                |                |                    |  |
| Monthly                    | % of Freedom of Information requests answered within 20 days | High          | %      | May-2014    | 100%   | 95%            | G              | G                  | All 34 requests were responded to on time during May. The year-to-date figure is also 100% (56 requests).  |
| Monthly                    | % of complaints responded to within 10 days                  | High          | %      | May-2014    | 92%    | 90%            | G              | A                  | Ninety-two percent of complaints (36 out of 39) were responded to within 10 working days during May. The year-to-date figure is 90% (71 out of 79 complaints).<br><br>This significant improvement in performance follows on from Policy & Business Development's work with feedback reps to ensure that complaints are responded to in a timely manner. |



| Frequency | Measure                             | What is good? | Format | Latest Data |        | 2014/15 Target | Current Status | Yearend prediction | Comments   |
|-----------|-------------------------------------|---------------|--------|-------------|--------|----------------|----------------|--------------------|--|
|           |                                     |               |        | Period      | Actual |                |                |                    |  |
| Monthly   | Percentage of invoices paid on time | High          | %      | Jun-2014    | 96.8%  | 97%            | A              | G                  | 96.8 % of ETE invoices were paid on-time in June. The year-to-date figure is 98.2%, just above the 97% target. |