

**Economy, Transport and Environment – Finance and Performance Report –
March 2016 for Highways & Community Infrastructure Committee**

1. SUMMARY

1.1 Finance

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	3	3	8	14
Current status last month	3	3	8	14
Year-end prediction (for 2015/16)	2	5	7	14

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 (Feb) £000	Directorate	Current Budget for 2015/16 £000	Actual Spend end of March £000	Expected Transactions in the Adjustment Period £000	Forecast Variance - Outturn (March) £000	Forecast Variance - Outturn (March) %
-12	Executive Director	2,197	2,728	-547	-16	-1
-488	Infrastructure Management & Operations	59,555	51,941	6,897	-717	-1
-480	Strategy & Development	14,355	13,173	535	-647	-5
0	External Grants	-10,734	-8,897	-1,837	0	0
-1,477	Total ETE	65,373	58,945	5,048	-1,380	-2

This is an initial report for March as at 31st March and there will be a further final out-turn report after accrued creditors and debtors have been processed and year-end adjustments have taken place.

Previously this financial year, in the “Overall Position” summary, the Winter Maintenance and the Waste PFI forecast variances were shown separately, below

the Total Service Funded Items. This reflected the fact that the Winter Maintenance budget is set every year based on the rolling average of the previous 5 years, and explains how actual spend is likely to significantly vary from budget depending on the weather conditions (creating both overspends and underspends). In a similar way, the waste contract varies from budget. However, going forward, these budgets are now being reported within the respective directorate in the “Overall Position” table, which is consistent with how the information is presented in the detailed main section of the report (Service Level Budgetary Control Report). The methodology for calculating the budget is unchanged.

The service level budgetary control report for March 2016 can be found in [appendix 1](#).

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

2.2 Significant Issues

There are no new significant issues to report this month.

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 March 2016.

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 March 2016:-

- Use of ETE operational savings to fund costs of the temporary library in Sawston £20k.
- Part reversal for use of ETE operational savings to fund the cost of lane rental implementation, as not fully required in 2015/16 -£137k
- Part reversal for use of ETE operational savings for the renewal of the Highways Services contract, as not fully required in 2015/16 -£96k
- Reversal for use of ETE operational savings for the Highway Record Digitisation, as not required in 2015/16 -£45k
- Part reversal for use of ETE operational savings to fund the development of LED lighting options for Street lighting -£65k

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

Delivering the transport strategy aims will be underspent this year compared to allocated budget. The main schemes affected are:-

Tenison Road, Cambridge – Traffic calming £452k

A delay has occurred with this scheme due to the unexpected presence of a shallow water main which is now being replaced by Cambridge Water, delaying the start date of works to 18th April 2016.

B1040 Hollow Lane, Ramsey £98k

Initial delay was related to landowner issues. This was resolved but then there was a delay in planning permission so the scheme will finish in 2016/17.

Operating the Network £481k

Underspends on several small schemes which have taken place during March for a variety of reasons, some schemes have been combined to reduce costs, others were easier than originally expected.

Funding

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

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

4. PERFORMANCE

4.1 Introduction

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

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

4.2 Red Indicators (new information)

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

a) Highways & Community Infrastructure

No new information this month.

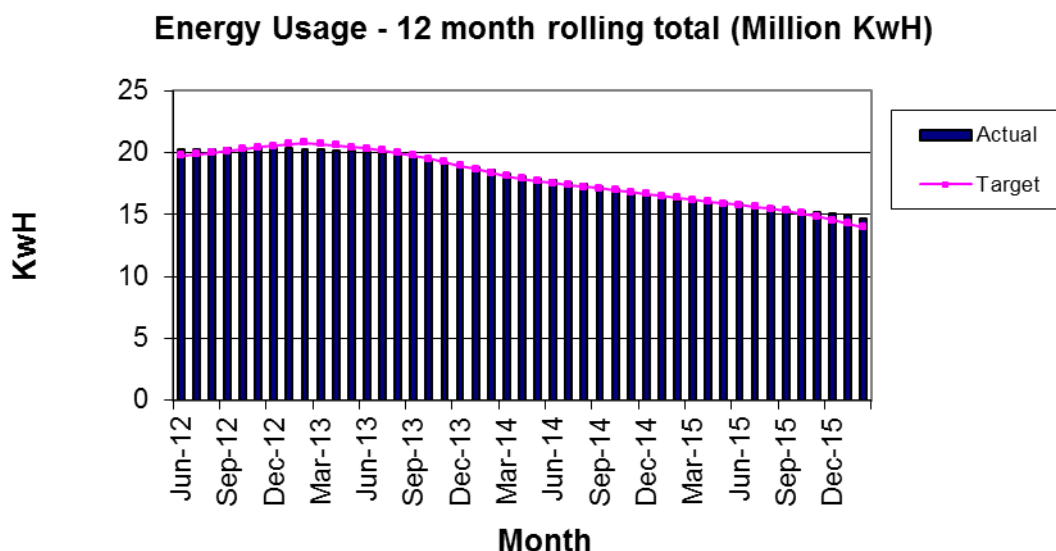
4.3 Amber indicators (new information)

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

a) Highways & Community Infrastructure

Street Lighting

- Energy use by street lights – 12-month rolling total (to February 2016)
Actual energy use to February is 14.72 Kwh, within 5% of the energy target (for the same month) and with the difference expected to close as we move towards the end of the replacement programme.



4.4 Green Indicators (new information)

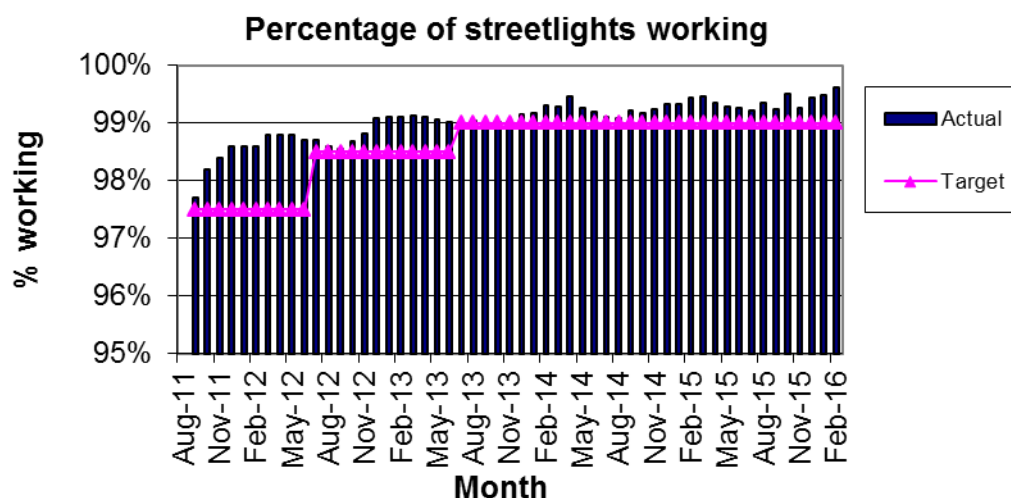
Year-end targets have been achieved or are on-course to be achieved for the following indicators.

a) Highways & Community Infrastructure

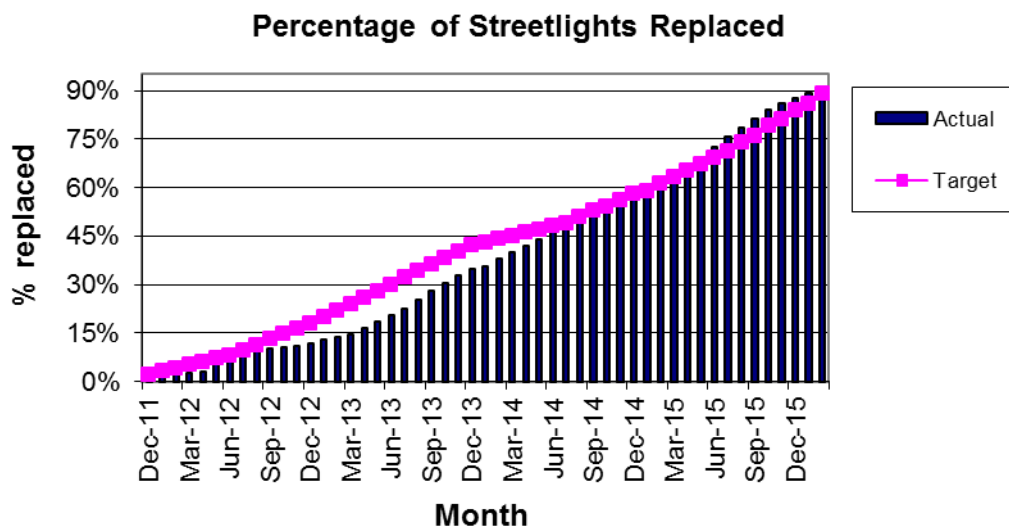
Street Lighting

- Streetlights working (as measured by new performance contract) (to February 2016)

The 4-month average (the formal contract definition of the performance indicator) is 99.6% this month, and remains above the 99% target.



- Performance against street light replacement programme (at February 2016)
90% of the programme has been completed, representing 49,896 street lights. The year-end target of 92% is expected to be achieved.



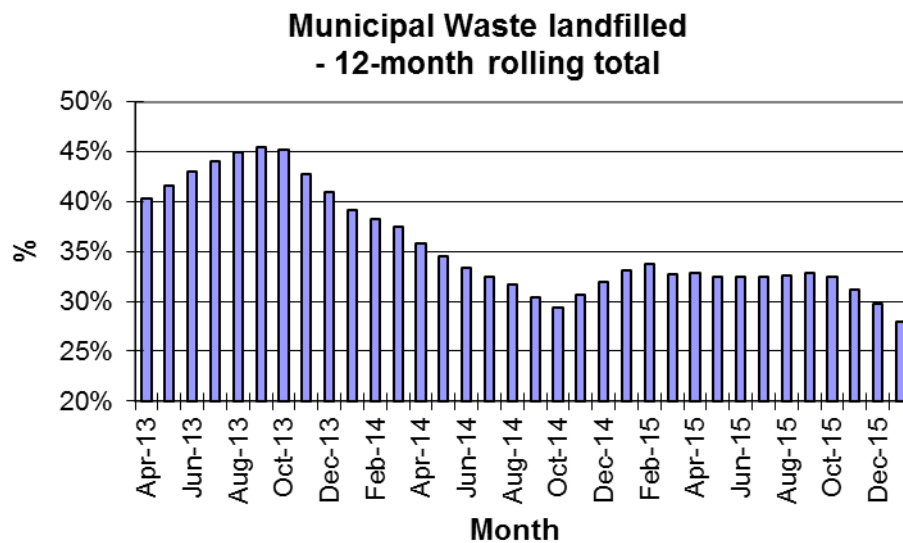
4.5 Contextual indicators (new information)

a) Highways & Community Infrastructure

Waste Management

- Municipal waste landfilled - 12 month rolling average (to January 2016)
The 12-month rolling total to the end of January has dropped from 29.7% (in December) to 28%.

The amount of municipal waste sent to landfill at the Authority's expense reduced during November and December. Officers continue to monitor the performance of the service with Amey.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn February £'000	Service	Current Budget for 2015-16 £'000	Actual to end of March £'000	Forecast Variance - Outturn March £'000	%
	Economy, Transport & Environment Services				
+19	Executive Director	1,649	2,199	+17	+1
-32	Business Support	548	529	-33	-6
0	Direct Grants	0	0	0	-14
-12	Total Executive Director	2,197	2,728	-16	-1
	Directorate of Infrastructure Management & Operations				
-4	Director of Infrastructure Management & Operations	136	123	-13	-10
	Assets & Commissioning				
+114	- Street Lighting	9,187	8,049	+184	+2
-109	- Waste Disposal including PFI	33,350	29,718	-6	-0
+5	- Asset Management	599	681	+99	+17
	Local Infrastructure & Street Management (LISM)				
-37	- Road Safety	663	591	-73	-11
+82	- Traffic Manager	-507	-459	+71	-14
+79	- Network Management	1,236	1,157	+79	+6
+145	- Local Infrastructure & Streets	4,237	3,067	+28	+1
-388	- Winter Maintenance	1,911	1,626	-274	-14
-375	- LISM other	2,244	1,842	-351	-16
	Supporting Business & Communities				
-190	- Communities & Business	1,474	1,015	-190	-13
+0	- Parking Enforcement	0	-189	+0	+0
+0	- Recycle for Cambridge & Peterborough (RECAP)	0	-13	+0	+0
	Community & Cultural Services				
-71	- Libraries	4,128	4,003	-48	-1
-38	- Archives	615	567	-19	-3
-194	- Registrars	-468	-642	-174	+37
-4	- Coroners	751	805	-31	-4
0	Direct Grants	-7,038	-6,963	0	18
-985	Total Infrastructure Management & Operations	52,517	44,978	-717	-1
	Directorate of Strategy & Development				
+0	Director of Strategy & Development	135	140	+6	+4
+36	Transport & Infrastructure Policy & Funding	692	651	+21	+3
	Growth & Economy				
-11	- Growth & Development	587	566	-12	-2
-18	- County Planning, Minerals & Waste	341	247	-68	-20
-29	- Enterprise & Economy	165	158	-29	-18
+0	- Mobilising Local Energy Investment (MLEI)	0	143	+0	+0
+7	- Growth & Economy other	812	883	+2	+0
+0	Major Infrastructure Delivery	451	440	+0	+0
	Passenger Transport				
+126	- Park & Ride	376	601	+68	+18
-320	- Concessionary Fares	5,477	4,627	-339	-6
-71	- Passenger Transport other	2,563	2,096	-96	-4
	Adult Learning & Skills				
-200	- Adult Learning & Skills	2,147	2,249	-200	-9
-0	- Learning Centres	209	176	+0	+0
+0	- National Careers	400	198	+0	+0
0	Direct Grants	-3,696	-1,934	0	0
-480	Total Strategy & Development	10,659	11,239	-647	-6
-1,477	Total Economy, Transport & Environment Services	65,373	58,945	-1,380	-2

		MEMORANDUM			
£'000		Grant Funding	£'000	£'000	£'000 %
0		- Public Health Grant	-418	-418	+0 +0
0		- Street Lighting - PFI Grant	-3,944	-3,944	+0 +0
0		- Waste - PFI Grant	-2,691	-2,691	+0 +0
0		- Bus Service Operators Grant	-302	-302	+0 +0
0		- Local Sustainable Transport Funding (LSTF)	-1,000	0	+0 +0
0		- Adult Learning & Skills	-1,889	-1,346	+0 +0
0		- Learning Centres	-90	-88	+0 +0
0		- National Careers funding	-400	-108	+0 +0
+0		Grant Funding Total	-10,734	-8,897	0 +0

APPENDIX 2 – Commentary on Forecast Outturn Position

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

Service	Current Budget £'000	Actual to the end of March £'000	Forecast Variance - Outturn	
			£'000	%
Street Lighting	9,187	8,049	+184	+2
It was originally planned to commence part-night lighting in April 2015, however, it was 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.				
Network Management	1,236	1,157	+79	+6
A number of areas are predicted to overspend in this area including grass cutting. This will be covered by underspends in other parts of the ETE budget.				
Local Infrastructure & Streets	4,237	3,067	+28	+1
This area will now overspend against budget to utilise underspends elsewhere within the Service.				
LISM other	2,244	1,842	-351	-16
This area is likely to underspend for a variety of reasons, including savings from vacancies and more Section 38 income than was expected.				
Winter Maintenance	1,911	1,626	-274	-14
This year has been a fairly mild winter, currently there is an underspend of £274k as there have only been 38 runs to date.				
Communities & Business	1,474	1,015	-190	-13
The predicted underspend is mainly due to savings arising from vacancies within the Service.				
Libraries	4,128	4,003	-48	-1
Income from the Enterprise Centre in Central Library was projected to commence from April 2015. As this scheme is no longer going ahead, the level of income for the year will be less than budgeted. Officers are working with Members, public and staff to look at other potential revenue streams to bridge this gap. Staff vacancies within Libraries are being held in view of savings targets for next year, and to mitigate the shortage of income from the Enterprise Centre in the current year, hence an underspend this year.				

Registrars	-468	-642	-174	+37
The timing of when ceremony fees are collected has been changed to when notice is given 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.				
Adult Learning & Skills	2,147	2,249	-200	-9
The Forecast Outturn relates to budget being set for Skills as core funding but which is now being funded by City Deal.				
Park & Ride	376	601	+68	+18
<p>A predicted shortfall in income in the region of £477k is expected for parking fees at the Park & Ride sites based on income levels achieved to date.</p> <p>This overspend will be partially covered by increased income from bus lane enforcement, which is expected to be in the region of £300k.</p>				
Concessionary Fares	5,477	4,627	-339	-6
Concessionary fares are expected to underspend in the region of £339k, this is due to some commercial routes being withdrawn and a decrease in passenger numbers compared with 2014/15.				
Passenger Transport other	2,563	2,096	-96	-4
The current forecast relates mainly to Cambridgeshire Future Transport contract renewals during the year achieving higher than anticipated savings.				

APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	11,410
Adult Learning & Skills grants	Department for Business, Innovation & Skills	-491
Learning centre grants	Various	-212
Non-material grants (+/- £30k)		+27
Total Grants 2015/16		10,734

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

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	63,308	
Use of operational savings – LEP funding	50	
Transfer of Open Spaces Service to ETE from Corporate Services	54	
Transfer of Travellers support to ETE from Corporate Services	51	
City Deal funding transferred to Corporate Services	-717	
Centralisation of mobile phone budgets	-55	
Use of operational savings – Lane rental implementation	63	
Use of operational savings – Support of sustainable transport access to Cambridge North station	178	
Use of ETE operational savings – Support to achieve Business planning savings	75	
Use of ETE operational savings – Park & ride parking short-term costs	200	
Use of ETE operational savings – Waste PFI – Legal & technical advice	300	
Use of ETE operational savings – Renewal of Highways Services contract	54	
Use of ETE operational savings – Development of LED lighting options for street lighting	35	
Use of ETE operational savings – A14 Inquiry	150	
Use of ETE operational savings – Library Project support	51	
Annual Insurance allocation	1,528	
Non-material virements (+/- £30k)	48	
Current Budget 2015/16	65,373	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2015 £'000	Movement within Year £'000	Balance at 31st March 2016 £'000	Forecast Balance at 31st March 2016 £'000	Notes
General Reserve					
Service carry-forward	3,369	(1,662)	1,707	3,150	Account used for all of ETE
Sub total	3,369	(1,662)	1,707	3,150	
Equipment Reserves					
Winter Maintenance Vehicles	683	(287)	397	397	
Libraries - Vehicle replacement Fund	210	8	218	200	
Sub total	893	(278)	615	597	
Other Earmarked Funds					
Deflectograph Consortium	67	(9)	59	50	Partnership accounts, not solely CCC
Highways Searches	32	0	32	0	
On Street Parking	1,138	(0)	1,138	1,300	
Bus route enforcement	146	0	146	200	
Highways Commuted Sums	525	54	579	500	
Guided Busway Liquidated Damages	4,088	(1,265)	2,822	2,800	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	0	
Proceeds of Crime	190	18	208	200	
Waste - Recycle for Cambridge & Peterborough (RECAP)	225	0	225	225	Partnership accounts, not solely CCC
Discover Cambs Tourism Brochure	23	0	23	23	Partnership accounts, not solely CCC
Fens Workshops	39	17	56	56	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	234	
National Careers Service	73	0	73	0	
Other earmarked reserves under £30k - IMO	9	1	10	0	
Other earmarked reserves under £30k - S&D	143	0	144	100	
Sub total	7,404	(1,176)	6,227	5,939	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	669	0	669	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	18,198	18,198	0	Account used for all of ETE
Government Grants - City Deal	0	20,000	20,000	18,200	
Government Grants - S&D	3,268	4,679	7,947	970	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	11,454	(110)	11,344	7,000	
Other Capital Funding - IMO	1,176	116	1,291	200	
Sub total	15,897	42,884	58,781	26,370	
TOTAL	28,232	39,768	68,000	36,056	

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 (March)	Forecast Spend - Outturn (March)	Forecast Variance - Outturn (March)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
400	- Major Scheme Development & Delivery	492	147	400	-92	492	0
482	- Local Infrastructure Improvements	579	310	387	-192	482	0
626	- Safety Schemes	633	537	625	-8	626	0
345	- Strategy and Scheme Development work	495	649	495	0	345	0
3,156	- Delivering the Transport Strategy Aims	4,070	982	1,363	-2,707	4,450	0
478	- Cambridgeshire Sustainable Transport Improvements	484	404	448	-36	478	0
23	- Air Quality Monitoring	23	17	23	0	23	0
15,038	Operating the Network	16,027	11,634	14,759	-1,268	16,028	0
	Infrastructure Management & Operations Schemes						
6,925	- £90m Highways Maintenance schemes	8,107	7,311	8,414	307	90,000	0
0	- Waste Infrastructure	588	38	185	-403	5,588	0
3,000	- Archives Centre / Ely Hub	3,131	1,194	1,236	-1,895	4,131	0
251	- Community & Cultural Services	1,719	55	493	-1,226	1,702	0
	Strategy & Development Schemes						
2,446	- Cycling Schemes	6,351	3,586	3,877	-2,474	18,093	0
1,729	- Huntingdon - West of Town Centre Link Road	3,397	429	520	-2,877	10,534	0
9,575	- Ely Crossing	9,883	330	450	-9,433	30,780	0
20,000	- Cambridge North Station	0	72	0	0	4,000	0
0	- Chesterton Busway	2,264	2,197	2,264	0	6,050	0
370	- Guided Busway	3,740	535	450	-3,290	151,147	0
4,843	- King's Dyke	5,050	418	450	-4,600	13,629	0
0	- Wisbech Access Strategy	1,000	291	281	-719	1,000	0
2,500	City Deal	2,500	1,773	1,838	-662	100,000	0
0	- Other Schemes	536	54	82	-454	25,005	0
	Other Schemes						
12,013	- Connecting Cambridgeshire	16,215	9,703	10,006	-6,209	32,550	0
285	- Other Schemes	85	0	0	-85	680	0
84,485		87,369	42,666	49,046	-38,323	517,813	0

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

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 will be underspent this year compared to allocated budget. The main schemes affected are:-

- Tenison Road, Cambridge – Traffic calming £452k
A delay has occurred with this scheme due to the unexpected presence of a shallow water main which is now being replaced by Cambridge Water, delaying the start date of works to 18th April 2016.

- B1040 Hollow Lane, Ramsey £98k
Initial delay was related to landowner issues. This was resolved but then there was a delay in planning permission so the scheme will finish in 2016/17.
- S106 developer funded cycling schemes are in various stages with some coming forward for construction in 2016/17 and others requiring further development and consultation.
- Land acquisition and license agreements need to be completed to allow construction to commence on Yaxley to Farcet and the new link through Babraham Research Campus. Scheme delivery is anticipated in 2016/17. Detailed design is underway on a new link from Bar Hill to Longstanton funded through Northstowe Phase 1 S106.
- Integrated Transport Block funded cycling schemes for 2015/16 are largely complete now.
- A cycle route between Cromwell Community College to The Elms, Chatteris is now expected to cost less than was originally budgeted.

Cambridgeshire Sustainable Transport Improvements – funding was originally allocated to part fund a cycle route to Wood Green animal shelter from Godmanchester. Wood Green had indicated that they would provide £80,000 of funding towards the overall cost. They have now indicated that they are not in a position to do this foreseeably. As this funding is time limited DfT grant funding, officers will look to use this funding for alternative schemes.

Operating the Network £481k

Underspends on numerous small schemes which have taken place during March for a variety of reasons, some schemes have been combined to reduce costs, others were easier than originally expected.

£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. This delay resulted in the scheme being reprogrammed and had a knock-on effect on the how the budget was then allocated across each financial year.
- 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. Unfortunately we are not able to claim back costs associated with utility works.
- Significant pressure from the local community and businesses to reopen Grantchester 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, due to the original budget being based on the feasibility / initial design rather than the detailed design. The scheme was allocated £565k for 2015/16, but costs are expected to be £920k, with a total scheme cost of £1.48 million. Since this scheme officers have been working to improve the process between initial feasibility and detailed design so that budgets allocated are more realistic from the outset.

Officers will look to fund this in-year overspend from underspends elsewhere in the overall ETE budget.

Waste infrastructure schemes - The forecast variance is due to a reprogramming of a new Household Recycling Centre to provide a sustainable solution to replace the existing Milton Site in the Cambridge area.

Archives Centre – a GPC decision maintained the project budget at £4.2m for an archive centre in Ely. A proposal to house additional services, including Registration and teams from Noble House was rejected on the grounds of increased cost, which would have been c£6m. The project was delayed whilst these decisions were made and is now on track for delivery in the next financial year.

Community & Cultural Services - The forecast variance is due to schemes currently not being progressed until the Council's strategy on Community Hubs is developed, which will impact on the future library service network. Therefore it is expected that this funding will be spent over the next couple of years as part of developing community hubs.

New Community Hub – Cambourne – Work is underway to plan for this work, however it will not now take place in this financial year.

New Community Hub – Clay Farm – This scheme is currently 10 weeks behind schedule and we are currently awaiting a revised schedule of payments due to the City Council who are leading on the development of the scheme.

Cambridge Central Library - £300k capital investment was originally allocated for work relating to the enterprise centre. Although that option is no longer being taken forward, other options are being considered, however no expenditure will take place this financial year.

Cycle City Ambition schemes - The total budgeted grant is shown within the report. Huntingdon Road is substantially complete along with the first phase of Harston to Foxton. Works on the Addenbrookes-bound side of Hills Road is underway as is the next phase of Harston to Foxton. Works to start Trumpington Road are delayed due to the need to relocate a gas main. Further consultation is required for A10 Harston. Work continues on the development of Quy to Lode and Abbey-Chesterton bridge. 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 final outstanding costs for the purchase of land, including a large plot next to the Link Road is still under negotiation. No further payments can be made for the purchase of the land until a price is agreed. As such, the completion of this land purchase is now expected to be in the next financial year, which has resulted in a reduction of the 2015/16 forecast spend of £730k. However, future year spend will still be subject to negotiation and agreement of the land costs.

Ely Southern By-Pass – Project forecast is for delivery in late 2017. The DfT have confirmed that the final allocation of funding will not receive approval until the final tender price is known and the business case approved. Any earlier spend would be at some risk which includes £240k consultancy costs. A process for confirming the business case has

however now been agreed with the DfT and sign off of the release of funding is expected in May/June and the appointment of an approved contractor in June 2016. Payments for land purchase amounting to £2.31m will not now be incurred until 2016/17. The procurement process is underway and the land acquisition process is now completed.

Stage	Target Date
Procurement completed	June 2016
Contract awarded	June 2016
Detailed Design stage	June 2016
Construction	Sept/Oct 2016
Scheme open	Late 2017

Meeting timings is dependent on a smooth procurement process, DfT funding approvals, concluding agreements with Network Rail and agreeing a contractor's programme.

Guided Busway – due to the timing uncertainty over the final land-deal and retention payments, the previous £3m forecast spend has been slipped into 2016/17 although the total forecast spend is unchanged. However, there is still considerable uncertainty over the timing and the profile of actual spend could change again.

King's Dyke – The report highlights a potential underspend on the budget in 2015/16. As previously reported the need for additional design work resulted in delays in the preparation of the planning application. This means the 2016/17 allocation will not now be fully realised. The planning application has been submitted and the key stages and expected dates for delivery are shown below:

Stage	Target Date
Planning application submitted	Dec 2015
Application determined	Feb/March 2016
Procurement and contract document preparation	Jan-May 2015
Works package awarded	Sept 2016
Scheme open	Summer 2017

Meeting timings is dependent on a smooth planning process, land acquisition, concluding agreements with Network Rail and agreeing a contractor's programme.

Soham station - delay to Network Rail's plans to upgrade the line from Soham to Ely, has increased the scope of the station study to include options that can be delivered in advance of the dualling as well as options with, and post, dualling. An agreement has now been signed with Network Rail for the study but limited spend will occur in 2015/16.

Wisbech Access Strategy - This scheme is funded by Growth deal funding over 2 years. Work on reviewing the specification to update the Wisbech Traffic Model is still ongoing, so this project will now be delivered in 2016/17.

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. Spend this year is mainly on staffing and the projected spend is being reported to the City Deal Executive Board. The latest forecast spend is based on firmer costings for each of the City Deal schemes.

Connecting Cambridgeshire – This scheme has now been re-phased 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 March 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 and it has delivered the planned coverage by the end of December 2015. The milestone payments for the additional rollout phase have now been agreed, this has been reflected in the capital programme.

BT have been consistently claiming below the milestone forecast, however, in the last few claims they have invoiced for unclaimed costs of just under £2m. BT have completed the first phase of the roll-out for less than estimated (as a result of some of the costs being lower than first budgeted), which has resulted in an underspend against budget.

Super Connected Cities connection vouchers have successfully issued more connection vouchers than expected to SMEs within Cambridgeshire & the other cities administered by Connecting Cambridgeshire, Ipswich & Milton Keynes. This has increased the forecast outturn by £274k, however, all connection vouchers are funded by Central Government grant.

Heritage lottery fund contribution for Wisbech - This capital funding will not be required this financial year as the determination of the bid, which has been led by Fenland District Council will not now be made by the Heritage Lottery Fund until June 2016. A decision was originally expected within this financial year. If the bid is successful and the project goes ahead, it is anticipated that the funds will need to be paid to Fenland District Council towards the end of 2016.

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 (March) £'000	Forecast Funding Variance - Outturn (March) £'000
18,198	Local Transport Plan	18,198	18,198	0
20,000	Other DfT Grant funding	8,328	6,992	-1,336
6,829	Other Grants	10,894	2,051	-8,843
10,024	Developer Contributions	8,951	2,965	-5,986
18,231	Prudential Borrowing	31,534	16,923	-14,611
28,910	Other Contributions	9,464	1,917	-7,547
102,192		87,369	49,046	-38,323

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 re-phasing of schemes.

Funding	Amount (£m)	Reason for Change
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Rolled Forward Funding	-0.9	This reflects slippage or rephasing of the 2014/15 capital programme – as reported in May 15 (£31.9m) and approved by the General Purposes Committee (GPC) on 28th July 2015, with a further £1.0m reported in July 15 and approved by the GPC on 15th September. Reduction of grant that we are able to claim for Super Connected Cities (-£3.6m).
Additional / Reduction in Funding (Other Contributions)	-20.0	Removal of Science Park Station – as reported in May 15 and approved by the GPC on 28th July 2015.
Additional / Reduction in Funding (Specific Grant)	+1.0	Growth Deal Funding relating to Wisbech Access Strategy – as reported in May 15 and approved by the GPC on 28th July 2015.
Additional / Reduction in Funding (DfT Grant)	+1.5	Cycling City Ambition grant – as reported in May 15 and approved by the GPC on 28th July 2015.
Revised Phasing (Section 106 & CIL)	-3.6	Guided Busway – as reported in July 15.
Revised Phasing (Prudential Borrowing)	+0.6	Guided Busway – as reported in July 15 and approved by the GPC on 15th September 2015 (+3.6m). Revised phasing of Guided Busway spend (-3.0m).
Revised Phasing (DfT Grant)	-17.5	City Deal – as reported in July 15 and approved by the GPC on 15th September 2015.

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

a) Highways & Community Infrastructure

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
Archives									
Quarterly	Increase digital access to archive documents by adding new entries to online catalogue	High	Number	To 31-Dec-2015	405,338	395,000	G	G	<p>The figure to the end of December is 405,338, a rise of over 2,000 since September.</p> <p>The 2015/16 target of 395,000 was set in December 2014 before the 2014/15 outturn was known and that outturn was higher than predicted. Therefore the 2015/16 target has already been achieved.</p>
Communities									
Yearly	Proportion of Fenland and East Cambs residents who participate in sport or active recreation three (or more) times per week. Derived from the Active People Survey	High	%	2014/15	Fenland = 18.4% East Cambridgeshire = 25.7% Cambridgeshire = 24.3%	Fenland & East Cambridgeshire = 22.7%	A	A	<p>The indicator is measured by a survey undertaken by Sport England. Sport England has revised some of its figures as they spotted an inconsistency in their data. The previously reported baseline figures for 2013/14 were: Cambridgeshire = 27.2% and Fenland & East Cambridgeshire (combined) = 22.7%. The revised 2013/14 figures published by Sport England are: Cambridgeshire = 26.2% and Fenland & East Cambridgeshire combined = 21.3%.</p> <p>The Council's target is for Fenland and East Cambridgeshire to increase to the 2013/14 county average over 5 years. Applying this principle to Sport England's revised baseline data gives a 5-year target to increase the participation rate in Fenland and East Cambridgeshire (combined) to 26.2%.</p> <p>The 2014/15 figure has improved slightly to 21.9%, but is slightly off track.</p>

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
Library Services									
Quarterly	Number of visitors to libraries/community hubs - year-to-date	High	People	To 31-Dec-2015	1,793,499	2,570,000	A	A	Our end-of-year target for 2015/16 is 2.57 million visits. Figures to the end of December show that there were 1,793,499 physical visits to libraries/community hubs which is just below target. National Libraries Day and other initiatives in the last quarter may help get this target back on track.
	Number of item loans (including eBook loans) – year-to-date	High	Number	To 31-Dec-2015	2,156,029	2,850,000	G	G	Our end-of-year target for this indicator is 2.85 million item loans. There were 2,156,029 item loans to the end of December, which is just above target and at about the same level for the same period last year. The number of eBook issues to the end of December was 61,951 which is 53% up on the same period the previous year.
	Book issues per head of population - narrowing the gap between the most deprived areas (top 10%) and others	Low	%	To 31-Dec-2015	-32.9%	-23%	R	R	Latest figures show that the gap has increased slightly from 31.9% to 32.9%. This is a new target for this year, and despite efforts to raise literacy standards in deprived communities it would seem that book issues are not a helpful indicator to measure this. The service is investigating a more helpful means of measuring this in 2016/17.
	Number of unique visits to library web pages - year-to-date	High	Number	To 31-Dec-2015	512,082	650,000	G	A	Our end-of-year target for this indicator is 650,000 unique visits. Provisional figures to the end of December show that there were 512,082 unique visits to library web pages which is above the challenging target. This includes e-Book and e-Audio visits.
Road and Footway maintenance									
Yearly	Principal roads where maintenance should be considered	Low	%	2015/16	2%	3%	G	G	Provisional results indicate that maintenance should be considered on 2% of the County's principal road network. This is the same as the 2014/15 figure and better than the Council's 2015/16 target of 3%.
	Classified road condition - narrowing the gap between Fenland and other areas of the County	Low	%	2015/16	2.88% gap	2% gap	R	R	There was a gap of 2.9% between Fenland and other areas of the County during 2015/16. The gap has narrowed slightly from the 2014/15 level of 3%, but it is above (worse than) the target of 2%.

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
									Fenland areas have soils which are susceptible to cyclic shrinkage and swelling. This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsidence along roads in affected areas. Additional funding is being directed towards addressing this problem. Targets are based on the Highways Infrastructure Asset Management Plan (HIAMP) highway condition model outputs based on current and forecast funding levels.
	Non-principal roads where maintenance should be considered	Low	%	2015/16	6%	6%	G	G	Provisional results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is the same as the figure for 2014/15 and the Council's 2015/16 target.
	Unclassified roads where structural maintenance should be considered	Low	%	2015/16	33%	Contextual			The survey undertaken in 2015/16 covered 20% of the available network and targeted roads where condition was known to be deteriorating in order to identify those roads where maintenance may best be directed. However, this has had the effect of making the indicator for unclassified roads appear to worsen from 27% to 33%. In reality, the condition of unclassified roads is generally stable. The 2016/17 annual survey will look to address this anomaly.
Road Safety									
Monthly	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	Number	To 31-Dec-2015	285	<=306	G	G	The provisional total number of killed or seriously injured (KSI) casualties during 2015 is 285, compared with a year-end target of no more than 306. This means that the end-of-year target has been achieved.
	Slight casualties - 12-month rolling total	Low	Number	To 31-Dec-2015	1,557	Contextual			The provisional total number of slight casualties to the end of 2015 is 1,557 compared with 1,729 for 2014.
Rogue Traders									
Quarterly	Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents. (Year-to-date)	High	£	To 31-Dec-2015	£100,412	Contextual			£100,412 has been saved as a result of our intervention in rogue trading incidents since April 2015, compared with £218,812 for the same period in 2014. The annual average based on available data since April 2014 is £186,756.

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
				Period	Actual				
									It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for victims; the impact can only be viewed on a case-by-case basis.
Yearly	Number of problem rogue traders brought back into compliance	High	%	At 31-Mar-2015	54%	80%	R	A	<p>Thirty-seven premises were identified as undertaking rogue trading activity during the reporting period. Through a number of interventions, from business support through to prosecution, 54% were brought back into compliance, which is slightly higher than in 2013/14 but is less than the Council's 80% target and less than the figure of 90% achieved in 2012/13.</p> <p>This reflects the reduced level of resources within the Service together with the focus being on those causing most harm and detriment. The work undertaken by the Service to secure compliance often spans more than one year, which impacted on the percentage of premises brought into compliance within the year 2014/15.</p>
Streetlighting									
Monthly	Percentage of streetlights working	High	%	To 29-Feb-2016	99.6%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is 99.6% this month, and remains above the 99% target.
Monthly	Energy use by street lights – 12-month rolling total	Low	Million Kwh	To 29-Feb-2016	14.72	13.69	A	A	Actual energy use to February is 14.72 Kwh, within 5% of the energy target (for the same month) and with the difference expected to close as we move towards the end of the replacement programme.
Monthly	Performance against street light replacement programme	High	%	At 29-Feb-2016	90.4%	92%	G	G	<p>90% of the programme has been completed, representing 49,896 street lights.</p> <p>The year-end target of 92% is expected to be achieved.</p>

Frequency	Measure	What is good?	Format	Latest Data		2015/16 Target	Current Status	Year end prediction	Comments
Waste Management									
Monthly	Municipal waste landfilled - 12 month rolling average	Low	%	To 31-Jan-2016	28%	Contextual			<p>The 12-month rolling total to the end of January has dropped from 29.7% (in December) to 28%.</p> <p>The amount of municipal waste sent to landfill at the Authority's expense reduced during November and December. Officers continue to monitor the performance of the service with Amey.</p>