

Economy, Transport and Environment – Finance and Performance Report – November 2015 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 | 7 | 13 |
| Current status last month | 3 | 3 | 7 | 13 |
| Year-end prediction (for 2015/16) | 0 | 8 | 5 | 13 |

Notes

2014/15 data is still being reported for some indicators due to time lags in data collection.

2. INCOME AND EXPENDITURE

2.1 Overall Position

| Forecast Variance - Outturn (Previous Month) £000 | Directorate | Current Budget for 2015/16 £000 | Current Variance £000 | Current Variance % | Forecast Variance - Outturn (November) £000 | Forecast Variance - Outturn (November) % |
|---|--|---------------------------------|-----------------------|--------------------|---|--|
| -1 | Executive Director | 730 | -21 | -2 | -1 | 0 |
| -214 | Infrastructure Management & Operations | 59,174 | -3,925 | -11 | -206 | 0 |
| -96 | Strategy & Development | 14,371 | +109 | 1 | -142 | -1 |
| 0 | External Grants | -11,120 | -116 | 2 | 0 | 0 |
| -310 | Total Service Funded Items | 63,155 | -3,953 | -10 | -348 | 0 |
| +144 | Waste Private Finance Initiative (PFI) | | | | +144 | 0 |
| -166 | Total | 63,155 | -3,953 | -10 | -204 | +0 |

The service level budgetary control report for November 2015 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 November 2015.

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

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

There were no items above the de minimis reporting limit recorded in November 2015.

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 – A cycle route between Cromwell Community College to The Elms, Chatteris is now expected to cost less than was originally budgeted.

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.

City Deal – 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.

Funding

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

There will be a reduction in the prudential borrowing requirement in 2015/16 of £2.0m, this relating to outstanding land deals for the Guided Busway.

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.

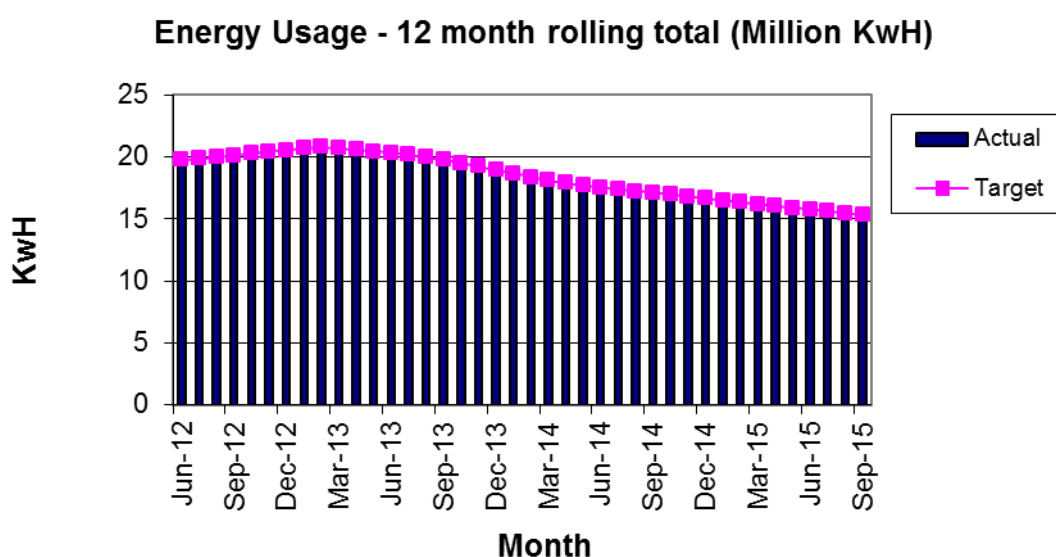
4.3 Amber indicators (new information)

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

- Energy use by street lights – 12-month rolling total (to September 2015)
Targets have now been updated to match the new Street Lighting Private Finance Initiative (PFI) milestones.

Actual energy use to September is 15.43 Kwh, within 1% of the energy target and with the difference expected to close as we move towards the end of the replacement programme.



4.4 Green Indicators (new information)

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

a) Highways & Community Infrastructure

Road Safety

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

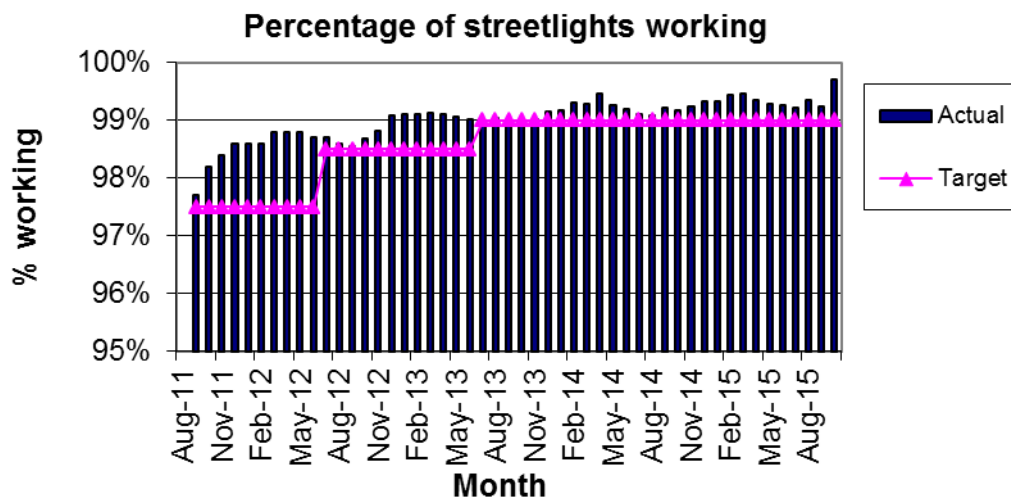
The provisional total number of killed or seriously injured (KSI) casualties during the 12 months ending September 2015 is 270, compared with a 2015 year-end target of no more than 306. This decrease is encouraging and means that the end-of-year target is expected to be achieved.



Street Lighting

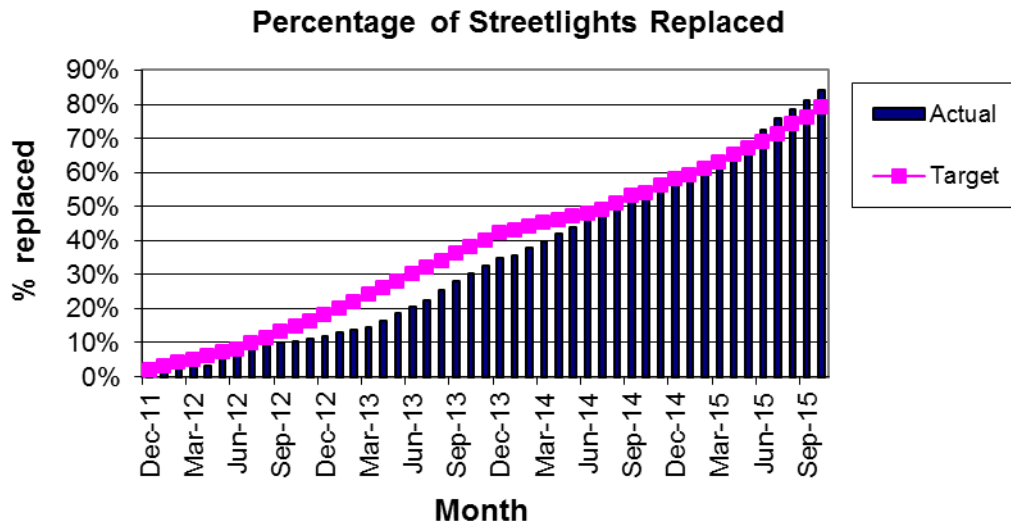
- Streetlights working (as measured by new performance contract) (to October 2015)

The 4-month average (the formal contract definition of the performance indicator) has increased to 99.7% this month, above the 99% target.



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

84.1% of the programme has been completed, representing 46,412 street lights which means the year-end target of 92% is likely to be achieved.



4.5 Contextual indicators (new information)

a) Highways & Community Infrastructure

Road Safety

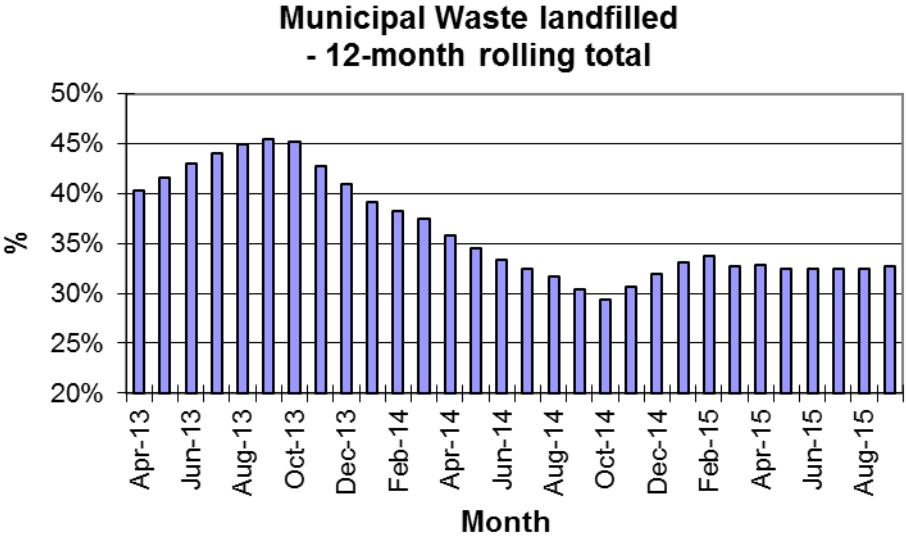
- Road accident slight injuries – 12-month rolling total (to September 2015)
The provisional total number of slight casualties to the end of September 2015 is 1,628 compared with 1,744 for the same period last year.



Waste Management


- Municipal waste landfilled - 12 month rolling average (to September 2015)
The 12-month rolling total to the end of September remains at around the same level (32.7%) as the past few months.

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



APPENDIX 1 – Service Level Budgetary Control Report

| Forecast Variance - Outturn October £'000 | Service | Current Budget for 2015-16 £'000 | Expected to end of November £'000 | Actual to end of November £'000 | Current Variance £'000 % | Forecast Variance - Outturn November £'000 % |
|---|--|---|--|--|------------------------------------|--|
| | Economy, Transport & Environment Services | | | | | |
| +0 | Executive Director | 182 | 487 | 488 | +1 +0 | +0 +0 |
| +1 | Business Support | 548 | 350 | 328 | -22 -6 | +1 +0 |
| 0 | Direct Grants | 0 | 0 | 0 | 0 +0 | 0 0 |
| 1 | Total Executive Director | 730 | 837 | 816 | -21 -2 | +1 +0 |
| | Directorate of Infrastructure Management & Operations | | | | | |
| +0 | Director of Infrastructure Management & Operations | 136 | 90 | 80 | -10 -11 | +0 +0 |
| | Assets & Commissioning | | | | | |
| +174 | - Street Lighting | 9,152 | 5,233 | 4,835 | -398 -8 | +174 +2 |
| +144 | - Waste Disposal including PFI | 33,003 | 20,405 | 17,696 | -2,709 -13 | +144 +0 |
| +11 | - Asset Management | 592 | 544 | 595 | +51 +9 | +11 +2 |
| | Local Infrastructure & Street Management (LISM) | | | | | |
| -10 | - Road Safety | 663 | 453 | 429 | -24 -5 | -10 -1 |
| +60 | - Traffic Manager | -507 | -251 | -161 | +90 -36 | +52 -10 |
| +107 | - Network Management | 1,236 | 811 | 918 | +107 +13 | +113 +9 |
| +0 | - Local Infrastructure & Streets | 3,787 | 2,214 | 2,213 | -1 -0 | +0 +0 |
| +0 | - Winter Maintenance | 1,910 | 984 | 988 | +3 +0 | +0 +0 |
| -157 | - LISM other | 2,826 | 780 | 610 | -170 -22 | -157 -6 |
| | Supporting Business & Communities | | | | | |
| -134 | - Communities & Business | 1,473 | 977 | 807 | -170 -17 | -134 -9 |
| +0 | - Parking Enforcement | 0 | -886 | -1,205 | -319 +36 | +0 +0 |
| +0 | - Recycle for Cambridge & Peterborough (RECAP) | 0 | 16 | -22 | -38 +0 | +0 +0 |
| | Community & Cultural Services | | | | | |
| -12 | - Libraries | 4,018 | 2,618 | 2,525 | -92 -4 | -9 -0 |
| -5 | - Archives | 603 | 362 | 364 | +2 +1 | +2 +0 |
| -194 | - Registrars | -468 | -246 | -458 | -213 +87 | -194 +41 |
| -54 | - Coroners | 751 | 494 | 459 | -35 -7 | -54 -7 |
| 0 | Direct Grants | -7,033 | -3,564 | -3,564 | 0 +0 | 0 128 |
| -70 | Total Infrastructure Management & Operations | 52,141 | 31,037 | 27,112 | -3,925 -13 | -62 -0 |
| | Directorate of Strategy & Development | | | | | |
| +0 | Director of Strategy & Development | 135 | 89 | 92 | +3 +4 | +0 +0 |
| +0 | Transport & Infrastructure Policy & Funding | 664 | 365 | 502 | +137 +38 | +0 +0 |
| | Growth & Economy | | | | | |
| -10 | - Growth & Development | 587 | 370 | 365 | -5 -1 | -11 -2 |
| -31 | - County Planning, Minerals & Waste | 341 | 193 | 184 | -8 -4 | -31 -9 |
| -21 | - Enterprise & Economy | 157 | 115 | 102 | -13 -11 | -21 -14 |
| +0 | - Mobilising Local Energy Investment (MLEI) | 0 | 11 | 141 | +130 +1,174 | +0 +0 |
| +6 | - Growth & Economy other | 760 | 463 | 417 | -46 -10 | +6 +1 |
| +0 | Major Infrastructure Delivery | 376 | 480 | 371 | -109 -23 | +0 +0 |
| | Passenger Transport | | | | | |
| +260 | - Park & Ride | 169 | 662 | 761 | +99 +15 | +215 +128 |
| -300 | - Concessionary Fares | 5,477 | 3,027 | 2,819 | -208 -7 | -300 -5 |
| +0 | - Passenger Transport other | 2,563 | 1,716 | 1,657 | -60 -3 | +0 +0 |
| | Adult Learning & Skills | | | | | |
| +0 | - Adult Learning & Skills | 2,404 | 1,464 | 1,581 | +117 +8 | +0 +0 |
| +0 | - Learning Centres | 338 | 144 | 200 | +56 +39 | +0 +0 |
| +0 | - National Careers | 400 | 163 | 177 | +14 +9 | +0 +0 |
| 0 | Direct Grants | -4,087 | -1,795 | -1,911 | -116 +6 | 0 0 |
| -96 | Total Strategy & Development | 10,284 | 7,467 | 7,459 | -7 -0 | -142 -1 |
| -166 | Total Economy, Transport & Environment Services | 63,155 | 39,340 | 35,387 | -3,953 -10 | -204 -0 |

| | MEMORANDUM | | | | | | | |
|-----------|--|----------------|---------------|---------------|-------------|--|----------|-----------|
| £'000 | Grant Funding | £'000 | £'000 | £'000 | £'000 | % | £'000 | % |
| 0 | - Public Health Grant | -418 | -313 | -313 | +0 | +0 | +0 | +0 |
| 0 | - Street Lighting - PFI Grant | -3,944 | -1,972 | -1,972 | +0 | +0 | +0 | +0 |
| 0 | - Waste - PFI Grant | -2,691 | -1,346 | -1,346 | +0 | +0 | +0 | +0 |
| 0 | - Bus Service Operators Grant | -302 | -302 | -302 | +0 | +0 | +0 | +0 |
| 0 | - Local Sustainable Transport Funding (LSTF) | -1,000 | 0 | 0 | +0 | +0 | +0 | +0 |
| 0 | - Adult Learning & Skills | -2,204 | -1,210 | -1,346 | -136 | +0 | +0 | +0 |
| 0 | - Learning Centres | -161 | -88 | -88 | +0 | 0 | +0 | +0 |
| 0 | - National Careers funding | -400 | -128 | -108 | +20 | -16 | +0 | +0 |
| +0 | Grant Funding Total | -11,120 | -5,359 | -5,475 | -116 | 2  | 0 | +0 |

APPENDIX 2 – Commentary on Forecast Outturn Position

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

| Service | Current Budget for 2015/16 £'000 | Current Variance | | Forecast Variance - Outturn | |
|---|-------------------------------------|------------------|-----|-----------------------------|----|
| | | £'000 | % | £'000 | % |
| Street Lighting | 9,152 | -398 | -8 | +174 | +2 |
| It was originally planned to commence part-night lighting in April, however, it has since been agreed to defer this saving until April 2016 to allow for a full consultation period with local Councils. This will result in the business plan saving not being delivered in 2015/16. | | | | | |
| Waste Disposal including PFI | 33,003 | -2,709 | -13 | +144 | 0 |
| <p>The current variance is due to a delay in District Councils applying to the County Council for recycling credits and in AmeyCespa being late in applying for the landfill tax payment.</p> <p>The expected outturn position is showing an overspend as a result of the latest forecast predicting that slightly more waste will go into landfill than was previously expected and income from third parties will be less than expected.</p> | | | | | |
| Network Management | 1,236 | +107 | +13 | +113 | +9 |
| A number of areas are predicted to overspend in this area including grass cutting. Officers are holding back expenditure in other areas so that this overspend can be covered. | | | | | |
| LISM other | 2,826 | -170 | -22 | -157 | -6 |
| Expenditure is being held back within this area to cover the overspend in Network Management. A large part of the underspend is also the result of savings from vacancies within the Service. | | | | | |
| Communities & Business | 1,473 | -170 | -17 | -134 | -9 |
| The predicted underspend is mainly due to savings arising from vacancies within the Service. | | | | | |
| Libraries | 4,018 | -92 | -4 | -9 | 0 |
| Income from the Enterprise Centre in Central Library was projected to commence from April. As this scheme is no longer going ahead in the way originally intended, the level of income for the year will be less than budgeted. Officers 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 are producing savings to mitigate the shortage of income from the Enterprise Centre in the current year. | | | | | |

| | | | | | |
|--|-------|------|-----|------|------|
| Registrars | -468 | -213 | +87 | -194 | +41 |
| 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. | | | | | |
| Park & Ride | 169 | +99 | +15 | +215 | +128 |
| <p>A predicted shortfall in income in the region of £515k is expected for parking fees at the Park & Ride sites based on income levels achieved in the first eight months of this year.</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 | -208 | -7 | -300 | -5 |
| Concessionary fares are expected to underspend in the region of £300k, this is due to some commercial routes being withdrawn and a decrease in passenger numbers compared with 2014/15. This figure can easily change with seasonal factors but will be monitored closely for the rest of the year. | | | | | |

APPENDIX 3 – Grant Income Analysis

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

| Grant | Awarding Body | Expected Amount £'000 |
|------------------------------------|--|--------------------------|
| Grants as per Business Plan | Various | 11,410 |
| Adult Learning & Skills grants | Department for Business, Innovation & Skills | -176 |
| Learning centre grants | Various | -141 |
| Non-material grants (+/- £30k) | | +27 |
| Total Grants 2015/16 | | 11,120 |

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

APPENDIX 4 – Virements and Budget Reconciliation

| | £'000 | Notes |
|---|---------------|-------|
| Budget as per Business Plan | 63,308 | |
| Use of operational savings – LEP funding | 50 | |
| Transfer of Open Spaces Service to ETE from Corporate Services | 54 | |
| Transfer of Travellers support to ETE from Corporate Services | 51 | |
| City Deal funding transferred to Corporate Services | -717 | |
| Centralisation of mobile phone budgets | -55 | |
| Use of operational savings – Lane rental implementation | 200 | |
| Use of operational savings – Support of sustainable transport access to Cambridge North station | 178 | |
| Use of ETE operational savings – Support to achieve Business planning savings £75k | 75 | |
| | | |
| Non-material virements (+/- £30k) | 11 | |
| Current Budget 2015/16 | 63,155 | |

APPENDIX 5 – Reserve Schedule

| Fund Description | Balance at 31st March 2015 £'000 | Movement within Year £'000 | Balance at 30th November 2015 £'000 | Forecast Balance at 31st March 2016 £'000 | Notes |
|--|-------------------------------------|-------------------------------|--|--|---|
| General Reserve | | | | | |
| Service carry-forward | 3,369 | (628) | 2,741 | 166 | Account used for all of ETE |
| Sub total | 3,369 | (628) | 2,741 | 204 | |
| Equipment Reserves | | | | | |
| Winter Maintenance Vehicles | 683 | (287) | 397 | 500 | |
| Libraries - Vehicle replacement Fund | 210 | 0 | 210 | 150 | |
| Sub total | 893 | (287) | 607 | 650 | |
| Other Earmarked Funds | | | | | |
| Deflectograph Consortium | 67 | (9) | 59 | 50 | Partnership accounts, not solely CCC |
| Highways Searches | 32 | 0 | 32 | 0 | |
| On Street Parking | 1,138 | (0) | 1,138 | 1,000 | |
| Bus route enforcement | 146 | 0 | 146 | 200 | |
| Highways Commuted Sums | 525 | 54 | 579 | 500 | |
| Guided Busway Liquidated Damages | 4,088 | (710) | 3,378 | 2,500 | This is being used to meet legal costs if required. |
| Waste and Minerals Local Development Fra | 22 | 0 | 22 | 0 | |
| Proceeds of Crime | 190 | 0 | 190 | 150 | |
| Waste - Recycle for Cambridge & Peterborough (RECAP) | 225 | 0 | 225 | 150 | Partnership accounts, not solely CCC |
| Discover Cambs Tourism Brochure | 23 | 0 | 23 | 0 | Partnership accounts, not solely CCC |
| Fens Workshops | 39 | 17 | 56 | 0 | Partnership accounts, not solely CCC |
| Travel to Work | 233 | 9 | 242 | 150 | Partnership accounts, not solely CCC |
| Steer- Travel Plan+ | 76 | 0 | 76 | 0 | |
| Olympic Development | 13 | 0 | 13 | 0 | |
| Northstowe Trust | 101 | 0 | 101 | 101 | |
| Cromwell Museum | 28 | 0 | 28 | 0 | |
| Archives Service Development | 234 | 0 | 234 | 200 | |
| National Careers Service | 73 | 0 | 73 | 0 | |
| Other earmarked reserves under £30k - IMO | 9 | 11 | 20 | 0 | |
| Other earmarked reserves under £30k - S&D | 143 | 32 | 175 | 100 | |
| Sub total | 7,404 | (598) | 6,806 | 5,101 | |
| 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 | 13,649 | 13,649 | 0 | Account used for all of ETE |
| Government Grants - City Deal | 0 | 20,000 | 20,000 | 17,500 | |
| Government Grants - S&D | 3,268 | 4,237 | 7,504 | 970 | |
| Government Grants - IMO | 0 | 0 | 0 | 0 | |
| Other Capital Funding - S&D | 11,454 | (1,726) | 9,728 | 7,000 | |
| Other Capital Funding - IMO | 1,176 | 93 | 1,269 | 200 | |
| Sub total | 15,897 | 36,252 | 52,149 | 25,670 | |
| TOTAL | 28,232 | 34,740 | 62,972 | 31,625 | |

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 (November) | Forecast Spend - Outturn (November) | Forecast Variance - Outturn (November) | Total Scheme Revised Budget | Total Scheme Forecast Variance |
| £'000 | | £'000 | £'000 | £'000 | £'000 | £'000 | £'000 |
| | Integrated Transport | | | | | | |
| 400 | - Major Scheme Development & Delivery | 492 | 73 | 492 | 0 | 492 | 0 |
| 482 | - Local Infrastructure Improvements | 561 | 157 | 536 | -25 | 482 | 0 |
| 626 | - Safety Schemes | 631 | 419 | 625 | -6 | 626 | 0 |
| 345 | - Strategy and Scheme Development work | 495 | 392 | 492 | -3 | 345 | 0 |
| 3,156 | - Delivering the Transport Strategy Aims | 4,070 | 782 | 2,460 | -1,610 | 4,450 | 0 |
| 478 | - Cambridgeshire Sustainable Transport Improvements | 484 | 290 | 484 | 0 | 478 | 0 |
| 23 | - Air Quality Monitoring | 23 | 14 | 23 | 0 | 23 | 0 |
| 15,038 | Operating the Network | 15,994 | 9,441 | 15,381 | -613 | 16,028 | 0 |
| | Infrastructure Management & Operations Schemes | | | | | | |
| 6,925 | - £90m Highways Maintenance schemes | 8,132 | 5,194 | 8,645 | 513 | 90,000 | 0 |
| 0 | - Waste Infrastructure | 588 | 18 | 122 | -466 | 5,588 | 0 |
| 3,000 | - Archives Centre / Ely Hub | 3,131 | 26 | 1,908 | -1,223 | 4,131 | 0 |
| 251 | - Community & Cultural Services | 1,719 | 16 | 1,299 | -420 | 1,702 | 0 |
| | Strategy & Development Schemes | | | | | | |
| 2,446 | - Cycling Schemes | 6,351 | 2,298 | 3,413 | -2,938 | 18,093 | 0 |
| 1,729 | - Huntingdon - West of Town Centre Link Road | 3,397 | 12 | 1,250 | -2,147 | 10,534 | 0 |
| 9,575 | - Ely Crossing | 9,883 | 128 | 3,000 | -6,883 | 30,780 | 0 |
| 20,000 | - Cambridge North Station | 0 | 10 | 0 | 0 | 4,000 | 0 |
| 0 | - Chesterton Busway | 2,264 | 2,153 | 2,264 | 0 | 6,050 | 0 |
| 370 | - Guided Busway | 3,740 | 511 | 0 | -3,740 | 151,147 | 0 |
| 4,843 | - King's Dyke | 5,050 | 272 | 815 | -4,235 | 13,629 | 0 |
| 0 | - Wisbech Access Strategy | 1,000 | 83 | 500 | -500 | 1,000 | 0 |
| 2,500 | City Deal | 2,500 | 1,027 | 1,710 | -790 | 100,000 | 0 |
| 0 | - Other Schemes | 536 | 47 | 536 | 0 | 25,005 | 0 |
| | Other Schemes | | | | | | |
| 12,013 | - Connecting Cambridgeshire | 19,541 | 429 | 11,366 | -8,175 | 36,150 | 0 |
| 285 | - Other Schemes | 85 | 37 | 0 | -85 | 680 | 0 |
| 84,485 | | 90,667 | 23,829 | 57,321 | -33,346 | 521,413 | 0 |

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

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

Delivering the Transport Strategy Aims

- S106 developer 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.

£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 savings and/or reducing the scope where possible on other schemes within the current TDP. This does not therefore represent a total scheme overspend.

The forecast variance on Waste infrastructure schemes 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 / Ely Hub – This scheme is to be completed over 2 years with a larger amount of the expenditure now expected to take place next year.

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

The total budgeted grant for Cycle City Ambition schemes are 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 and on Trumpington Road commence early in 2016. Further consultation is required for A10 Harston. Work continues

on the development of Quay to Lode, Phase 2 of Harston to Foxton 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 ongoing outstanding costs of Land purchase are not yet resolved and therefore at this stage it is too early to forecast budget outturns of predicted underspends.

Ely Southern By- Pass – Project forecast is for delivery in late 2017. The procurement process and land acquisition are underway. A delay has been previously reported within the procurement process but the overall targeted date of opening remains the same. A procurement timeline is now established for an autumn substantial delivery.

| Stage | Target Date |
|-----------------------|--------------------|
| Procurement completed | April 2016 |
| Contract awarded | May 2016 |
| Detailed Design stage | May 2016 |
| Construction | Sept 2016 |
| Scheme open | Late 2017 |

Meeting timings is dependent on a smooth procurement process, 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 delays in the preparation of the planning application means the 2016/17 allocation will not now be fully realised. 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.

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

City Deal – Although we have already received £20m worth of grant funding for the City Deal, the very nature of the schemes will mean that the majority of the expenditure will take place in the latter years of the initial five year period. The budget has therefore been adjusted to match the likely profile of spend. 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 rephased and will now continue into 2016/17 and 2017/18. We have additional funding and investment from BT for a further rollout phase to be delivered between January 2016 and late summer 2017 to deliver fibre broadband to more premises across Cambridgeshire and Peterborough. The original project planned to complete by the end of December 2015 is on track and will deliver the planned coverage by the end of December 2015.

Capital Funding

| 2015/16 | | | | |
|--|-------------------------|---|---|---|
| Original 2015/16 Funding Allocation as per BP £'000 | Source of Funding | Revised Funding for 2015/16 £'000 | Forecast Spend - Outturn (November) £'000 | Forecast Funding Variance - Outturn (November) £'000 |
| 18,198 | Local Transport Plan | 18,198 | 18,198 | 0 |
| 20,000 | Other DfT Grant funding | 8,328 | 6,644 | -1,684 |
| 6,829 | Other Grants | 14,220 | 7,979 | -6,241 |
| 10,024 | Developer Contributions | 8,951 | 4,468 | -4,483 |
| 18,231 | Prudential Borrowing | 31,534 | 16,043 | -15,491 |
| 28,910 | Other Contributions | 9,436 | 3,989 | -5,447 |
| 102,192 | | 90,667 | 57,321 | -33,346 |

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

| Funding | Amount (£m) | Reason for Change |
|---|-------------|---|
| Rolled Forward Funding | +2.7 | 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. |
| 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) | +1.5 | Cycling City Ambition grant – as reported in May 15 and approved by the GPC on 28th July 2015. |

| | | |
|--|-------|---|
| Grant) | | |
| 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 30-Sep-15 | 402,918 | 395,000 | G | G | <p>The figure to the end of September is 402,918, a rise of over 3,000 since June. This is above the 2015/16 target of 395,000.</p> <p>The 2015/16 target was set in December 2014 before the 2014/15 outturn was known and that 2014/15 outturn was higher than predicted. Therefore the 15/16 target has already been achieved.</p> |
| Communities | | | | | | | | | |
| Yearly | Proportion of Fenland and East Cambs residents who participate in sport or active recreation three (or more) times per week. Derived from the Active People Survey | High | % | 2014/15 | 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 30-Sep-2015 | 1,224,367 | 2,570,000 | A | A | Our end-of-year target for 2015/16 is 2.57 million visits. Figures to the end of September show that there were 1,224,367 physical visits to libraries/community hubs which is slightly below target. |
| | Number of item loans (including eBook loans) – year-to-date | High | Number | To 30-Sep-2015 | 1,523,385 | 2,850,000 | G | G | Our end-of-year target for this indicator is 2.85 million item loans. There were 1,523,385 item loans to the end of September, which is above target and 2.9% up on the same period last year. The number of eBook issues to the end of September was 41,431 which is 54% up on the same period the previous year. Digital content now accounts for 2.7% of total library issues compared with 1.8% for the same period the previous year. |
| | Book issues per head of population - narrowing the gap between the most deprived areas (top 10%) and others | Low | % | To 30-Sep-2015 | -31.9% | -23% | R | A | Latest figures show that the gap has increased from 28.5% to 31.9%. The reasons for this are being investigated and an action plan developed to get back on-track. However this is a new target this year and has always been subject to some element of uncertainty. |
| | Number of unique visits to library web pages - year-to-date | High | Number | To 30-Sep-2015 | 253,234 | 650,000 | R | A | Our end-of-year target for this indicator is 650,000 unique visits. Figures to the end of September show that there were 253,234 unique visits to library web pages which is below the challenging target. This includes e-Book and e-Audio visits. |
| Road and Footway maintenance | | | | | | | | | |
| Yearly | Principal roads where maintenance should be considered | Low | % | 2014/15 | 2% | 3% | G | A | Final results indicate that maintenance should be considered on 2% of the County's principal road network. This is better than the 2013/14 figure of 3% and the Council's 2014/15 target of 4%. |
| | Classified road condition - narrowing the gap between Fenland and other areas of the County | Low | % | 2014/15 | 3% gap | 2% gap | N/A | N/A | Fenland areas have soils which are "susceptible to cyclic shrinkage and swelling". This is exacerbated in periods of unusually high or low rainfall and this movement can aggravate cracking and subsistence along roads in affected areas. Additional funding is being directed towards addressing this problem. |

| Frequency | Measure | What is good? | Format | Latest Data | | 2015/16 Target | Current Status | Year end prediction | Comments |
|---------------|---|---------------|--------|----------------|---------|----------------|----------------|---------------------|--|
| | | | | Period | Actual | | | | |
| | | | | | | | | | Targets are based on the Highways Infrastructure Asset Management Plan (HIAMP) highway condition model outputs based on current and forecast funding levels. |
| | Non-principal roads where maintenance should be considered | Low | % | 2014/15 | 6% | 6% | G | A | Final results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is the same as the figure for 2013/14 but better than the Council's 2014/15 target of 9%. |
| | Unclassified roads where structural maintenance should be considered | Low | % | 2014/15 | 27% | Contextual | | | Results for 2014/15 indicate that there are 27% of unclassified roads where structural maintenance should be considered. This is compared with 29% in 2013/14. |
| Road Safety | | | | | | | | | |
| Monthly | Killed or seriously injured (KSI) casualties - 12-month rolling total | Low | Number | To 30-Sep-2015 | 270 | <=306 | G | G | The provisional total number of killed or seriously injured (KSI) casualties during the 12 months ending September 2015 is 270, compared with a 2015 year-end target of no more than 306. This decrease is encouraging and means that the end-of-year target is expected to be achieved. |
| | Slight casualties - 12-month rolling total | Low | Number | To 30-Sep-2015 | 1,628 | Contextual | | | The provisional total number of slight casualties to the end of September 2015 is 1,628 compared with 1,744 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 | £ | To 30-Sep-2015 | £59,390 | Contextual | | | £59,390 has been saved as a result of our intervention in rogue trading incidents since April, compared with £206,763 for the same period in 2014. It is important to note that the amounts recovered do not reflect the success of the intervention. In many cases the loss of a relatively small amount can have significant implications for victims; the impact can only be viewed on a case by case basis. |
| Yearly | Number of problem rogue traders brought back into compliance | High | % | At 31-Mar-2015 | 54% | 80% | R | A | Thirty-seven premises were identified as undertaking rogue trading activity during the reporting period. Through a number of interventions, from business support through to prosecution, 54% were brought back into compliance, which is slightly higher than in 2013/14 but is less than the Council's 80% target |

| Frequency | Measure | What is good? | Format | Latest Data | | 2015/16 Target | Current Status | Year end prediction | Comments |
|-------------------------|--|---------------|-------------|----------------|--------|----------------|----------------|---------------------|---|
| | | | | Period | Actual | | | | |
| | | | | | | | | | and less than the figure of 90% achieved in 2012/13. This reflects the reduced level of resources within the Service together with the focus being on those causing most harm and detriment. The work undertaken by the Service to secure compliance often spans more than one year, which impacted on the percentage of premises brought into compliance within the year 2014/15. |
| Streetlighting | | | | | | | | | |
| Monthly | Percentage of streetlights working | High | % | To 31-Oct-2015 | 99.7% | 99% | G | G | The 4-month average (the formal contract definition of the performance indicator) has increased to 99.7% this month, above the 99% target. |
| Monthly | Energy use by street lights – 12-month rolling total | Low | Million Kwh | To 30-Sep-2015 | 15.43 | 13.13 | A | A | Targets have now been updated to match the new Street Lighting Private Finance Initiative (PFI) milestones. Actual energy use to September is 15.43 Kwh, within 1% of the energy target 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 31-Oct-2015 | 84.1% | 92% | G | G | 84.1% of the programme has been completed, representing 46,412 street lights which means the year-end target of 92% is likely to be achieved. |
| Waste Management | | | | | | | | | |
| Monthly | Municipal waste landfilled - 12 month rolling average | Low | % | To 30-Sep-2015 | 32.7% | Contextual | | | The 12-month rolling total to the end of September remains at around the same level (32.7%) as the past few months. Performance improvements are currently being discussed with our Service Provider, AmeyCespa. |