

## **Economy, Transport & Environment (ETE) Services**

### **Finance and Performance Report Out-turn 2013-14**

#### **1. SUMMARY**

##### **1.1 Finance**

<b>Previous status</b>		<b>Target</b>	<b>Predicted status at year-end</b>	<b>Section Ref.</b>
<b>Green</b>	Income and Expenditure	Balanced year end position	<b>Green</b>	2.1 to 2.4
<b>Green</b>	Capital Programme	Remain within overall resources	<b>Green</b>	3.1

##### **1.2 Performance Indicators – Status at year-end: Section Ref. 4**

<b>Red</b>	<b>Amber</b>	<b>Green</b>	<b>Total</b>
4	3	13	20

## 2. INCOME AND EXPENDITURE

### 2.1 Overall position

Forecast Outturn March £000	Directorate	Budget £000	Actual £000	Variance £000	Variance %
+632	Executive Director	1,654	2,300	+646	+39
-1,191	Infrastructure Management & Operations	62,311	61,168	-1,143	-2
-69	Strategy & Development	15,816	15,509	-306	-1
0	External Grants	-3,610	-3,610	0	+0
<b>-627</b>	<b>Total Economy, Transport &amp; Environment Services</b>	<b>76,171</b>	<b>75,368</b>	<b>-804</b>	<b>-1</b>
	<b>Memorandum</b>				
	<b>Items funded corporately</b>				
	Winter Maintenance			-375	
	Waste PFI			+569	

The service-level budgetary control report for the end of the 2013-14 financial year is presented in [Appendix 1](#).

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

### 2.2 Significant issues

In order to generate the additional income requirement detailed within the Business Plan, proposals have been developed and approved by Cabinet, to introduce a car parking charge at Park and Ride sites. However, the implementation of this plan has taken longer than anticipated and as a result no income was been collected in this financial year. The in-year target of £690k has therefore been shown as an overspend / failure to collect income.

As a consequence of the mild winter, there has been an underspend on the winter maintenance budget. This underspend will get transferred into Corporate reserves as part of the yearend process.

### 2.3 Additional Income and Grant Budgeted this Period (De minimis reporting limit = £50,000)

There were no items above the de minimis reporting limit in March 2014.

### 2.4 Virements and Transfers to / from Reserves (including the Operational Savings Reserve) (De minimis reporting limit = £50,000)

There were three items above the de minimis reporting limit in March 2014:

- Allocation of Insurance budgets £1,479k
- Use of ETE operational savings to fund work on St. Ives Town modelling £50k
- Corporate allocations £6,170k

A full list of virements made in year to-date can be found in [Appendix 3](#).

Details of the movements from Service Reserves into revenue can be found in [Appendix 4](#). The following contributions were made from the Operational Savings Reserve in 2013-14:

- Transformation project team costs £7k
- Capital Pension payments £152k
- Sub-regional planning £15k
- SmartLife – To cover costs prior to possible externalisation £50k
- Arts – Contribution for the Enid Porter project £5k
- Cambridgeshire Future Transport project team costs £50k
- A14 Development work £8k
- City Deal costs £13k
- Making Assets count project £3k
- St. Ives Town modelling £50k
- To fund residual payments due on the Hive £43k

### 3. BALANCE SHEET

#### 3.1 Capital Expenditure

Economy, Transport & Environment Capital Programme	Revised budget	Actual expenditure to the end Closedown	Actual variance at the end Closedown	Total Scheme Variance
	£'000	£'000	£'000	£'000
Integrated Transport				
- Local Highway Improvements	753	680	-73	0
- Safety Schemes	543	550	7	0
- Strategy Development & Integrated Transport Schemes	510	595	85	0
- The Busway	1,000	1,000	0	0
- Delivering Transport Strategy/ Plan aims	1,167	750	-417	0
- Other Integrated Transport Schemes - IMO	172	72	-100	0
- Other Integrated Transport Schemes - S&D	556	452	-104	0
Operating the Network	11,873	10,961	-912	0
Infrastructure Management & Operations Schemes				
- £90m Highways Maintenance schemes	19,044	13,219	-5,825	0
- Waste Infrastructure	7,041	75	-6,966	0
- Other Schemes	1,181	295	-886	0
Strategy & Development Schemes				
- Cycling Schemes	4,123	2,072	-2,051	0
- Better Bus Funding	1,202	844	-358	0
- Local Sustainable Transport Fund	893	472	-421	0
- Huntingdon - West of Town Centre Link Road	5,280	4,671	-609	0
- Ely Crossing	561	837	276	0
- Science Park Station	2,500	1,138	-1,362	0
- Other Schemes	3,001	2,813	-188	-528
Other Schemes				
- Connecting Cambridgeshire	14,644	4,503	-10,141	0
- Other Schemes	85	45	-40	0
	<b>76,129</b>	<b>46,043</b>	<b>-30,086</b>	<b>-528</b>

#### £90m Highways Maintenance schemes

The underspend for this programme is, in part, due to the costs of a number of schemes being less than expected. It is expected that this funding will be used to fund schemes in 2014/15. For a number of other schemes, work was organised and ordered for delivery in 2013/14 but the contractor was unable to deliver in the timeframe, these schemes will be completed in 2014/15. It is anticipated that the funding profile arising from prudential borrowing will be re-evaluated during the 2014-15 financial year, to ensure the best use of resources to deliver the Asset Management Strategy's intended outcomes.

#### Waste Infrastructure

The underspend for Waste Infrastructure is a result of the majority of the programme not being delivered in the 2013-14 financial year; this because the larger schemes (including Northstowe and Cambridge North and East) are not currently required as a consequence of delays in and changes to the implementation of the growth development strategy. Although shown as an in-year underspend, the funding for these schemes may be required in future years, linked to

implementation of new major developments and the emerging revised Cambridge and South Cambridgeshire Local Plan.

### **Cycling Schemes**

The majority of the cycling schemes are funded by DfT grant or S106 contributions. The DfT grant funding includes £2.175m for Cycling City Ambition grant which was only received in November. The majority of the Ambition grant is likely to be spent in 2014/15, including schemes for Hills Road and Huntingdon Road. A number of other schemes have slipped into 2014/15.

The slipped schemes include:-

- Phase 2 Landbeach to Milton
- Wandlebury to Babraham Institute
- Swavesey to Buckingway Business Park

### **Better Bus Funding**

This is all DfT grant funding and a number of existing schemes have been rolled in 2014/15 with the agreement of DfT.

### **Connecting Cambridgeshire**

The underspend on Connecting Cambridgeshire is a result of the rephasing of work on the programme, the majority of spend will now take place during 2014/15 and 2015/16.

## 4. PERFORMANCE

### 4.1 Introduction

This report provides performance information for the suite of key Economy, Transport & Environment indicators for 2013/14.

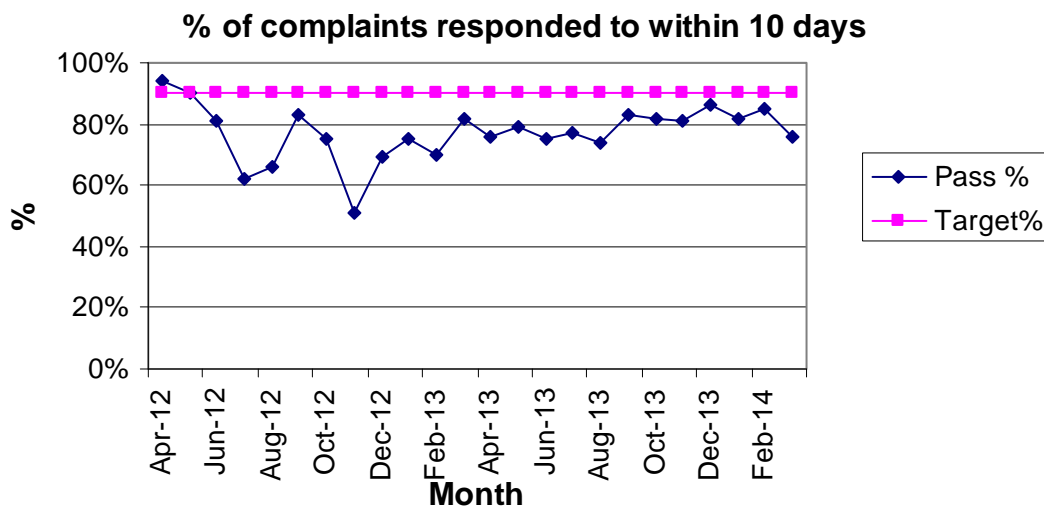
New information for red, amber and green indicators is shown in Sections 4.2 to 4.4 below. Further information is contained in Appendix 5.

### 4.2 Red Indicators (new information)

The following indicators are performing below target. Actions are planned to improve performance, but based on recent and current trends year-end targets are unlikely to be achieved or have not been achieved.

#### Complaints and representations – response rate

- % of complaints responded to within 10 days (March 2014)  
Thirty-nine out of the 51 complaints (76%) received during March were responded to within 10 working days. The overall figure for 2013/14 is 80% (466 out of 583 complaints).

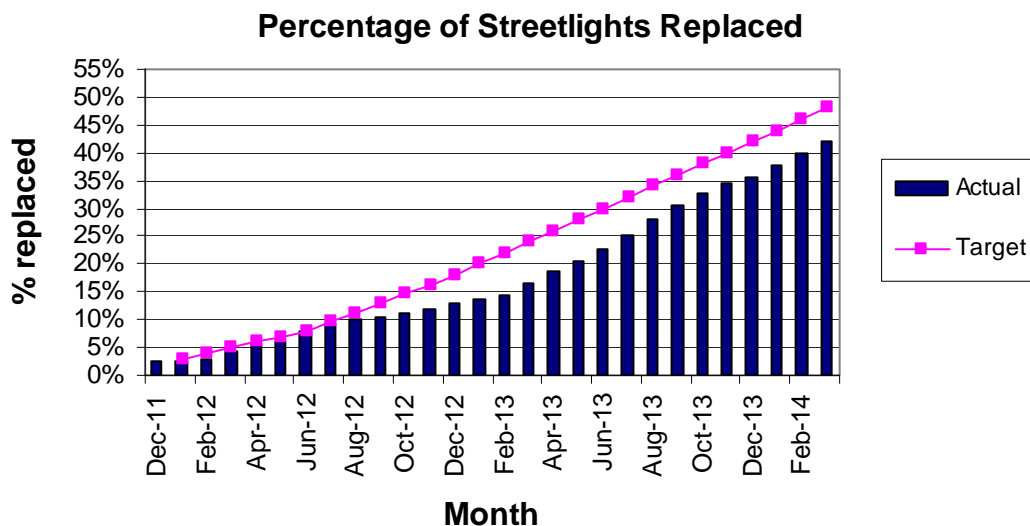


Policy & Business Development continue to work with feedback reps in services to ensure that complaints are responded to in a timely manner and reviewing any complaints where there are issues. They are also working with the Highways Manager in LISM to review standard paragraphs that can be used to tailor responses to ensure that consistent messages are disseminated.

#### Street Lighting

- Performance against street light replacement programme (March 2014)  
23,205 (42.05%) street light columns have been replaced so far. This is below the Core Investment Programme (CIP) target and Connect Roads are undertaking works to recover the position. The gap has reduced (improved) slightly since last month and the actual is now 87.7% of the target. Financial deductions are being applied in accordance with the contract.

Target is to be reprofiled to achieve 100% by June 2016.



- Performance against street light replacement programme (March 2014)  
Energy use by streetlights in the county in March was 1.45 million Kw hours, which is just below (better than) the target of 1.54 million for the month. The 12-month rolling total to the end of March was 18.35 million KwH compared with a cumulative target of no more than 17.76.

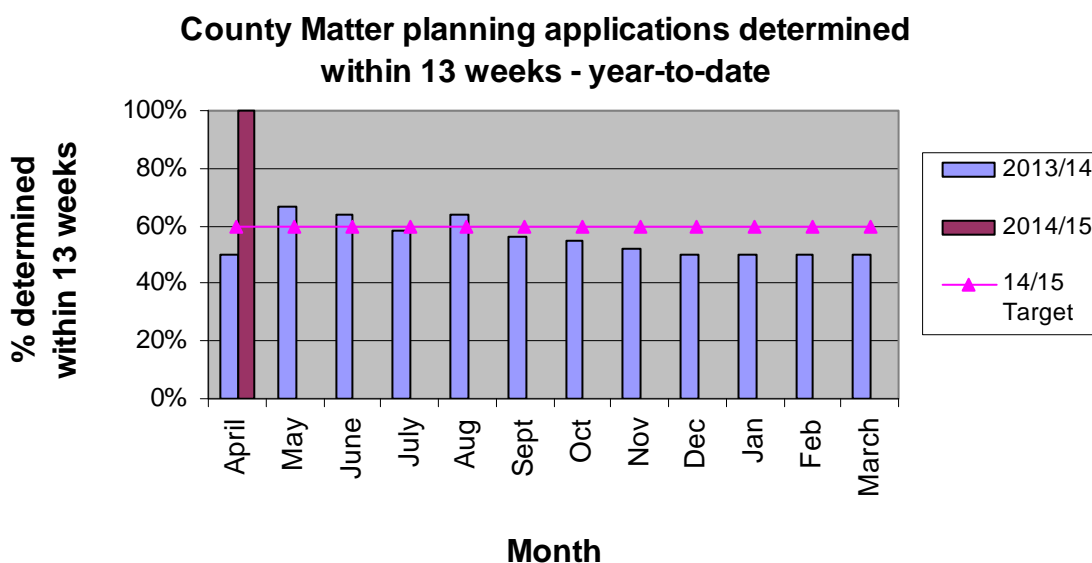
Internal audit of street lighting energy use is currently being undertaken. Action plan and revised targets to follow.

#### Planning applications

- Processing of County Matter planning applications – within 13 weeks (To end of March 2014)

The end-of-year target of 60% has not been achieved. Fifty percent (12 out of 24 applications) were processed within the target time of 13 weeks.

During the year a number of applications have been subject to S106 agreements which have affected timescales.



### 4.3 Amber indicators (new information)

This section covers indicators where 2013/14 targets were only just missed or where there is some uncertainty at this stage as to whether or not 2013/14 targets will be achieved.

#### Adult Learning & Skills

- Number of people completing courses to improve their chances of employment or progression in work (to February 2014)

The provisional number of learners taking courses up to the end of February is 10,843. 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.

### 4.4 Green Indicators (new information)

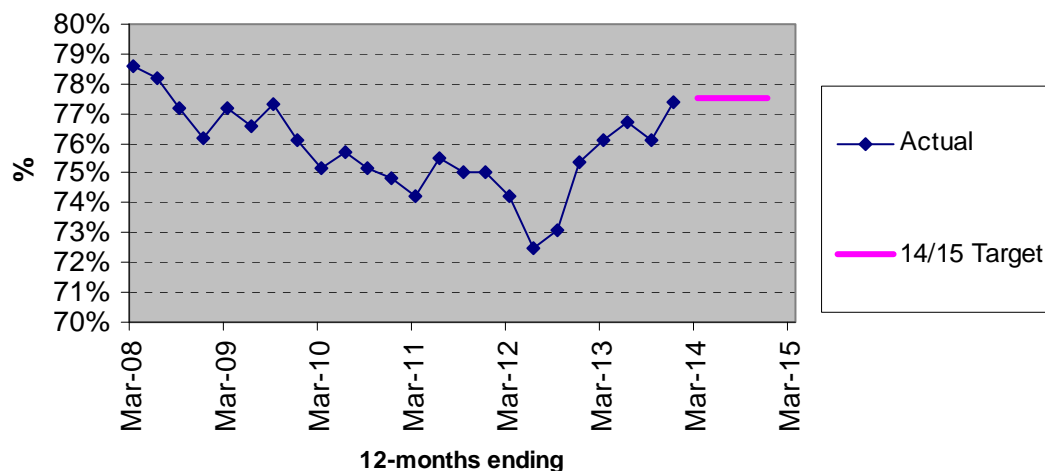
2013/14 targets have been achieved or are expected to be achieved for the following indicators.

#### Economic Development

- % of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average (ending December 2013)

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.

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



#### Road & Footway Maintenance

- Principal roads where maintenance should be considered (2013/14)  
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%.
- Non-principal roads where maintenance should be considered (2013/14)



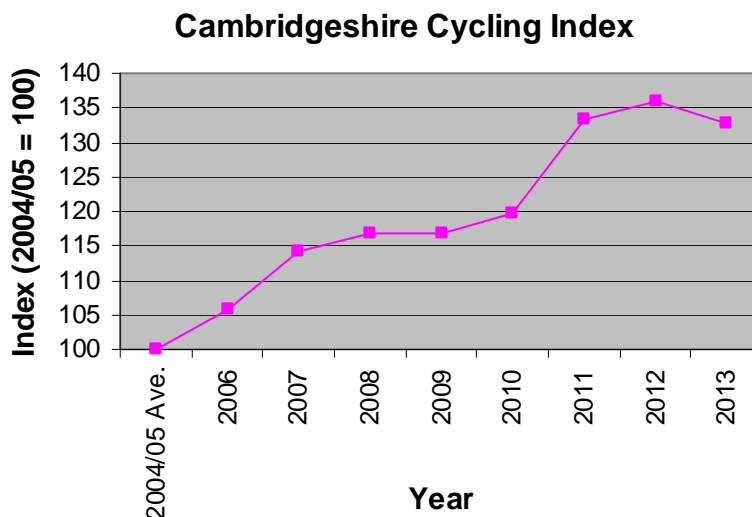
Provisional results indicate that maintenance should be considered on 6% of the County's non-principal road network. This is just above (worse than) the figure for 2012/13 (5%) but better than the Council's 2013/14 target of 9%.

### Traffic and Travel

- Annualised cycling index (2013) - increase from 2004/05 baseline

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%.

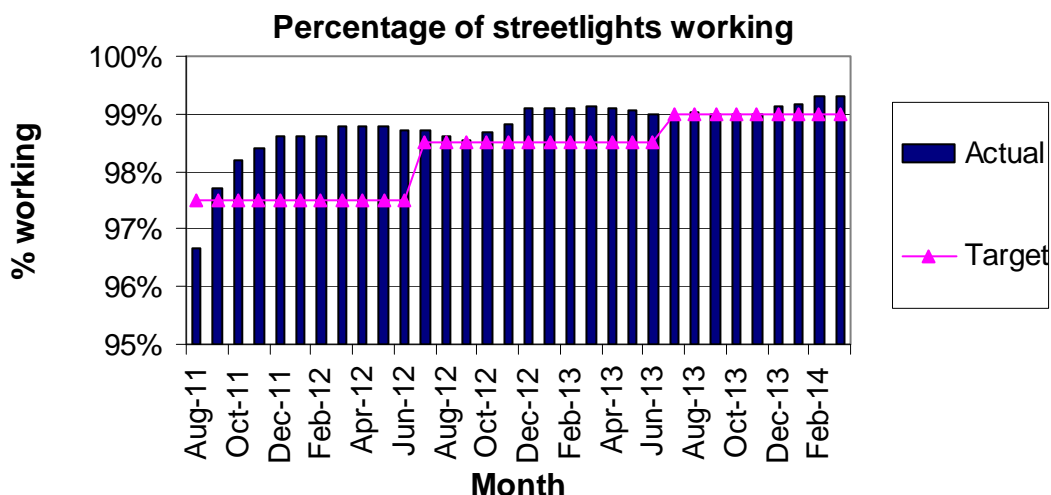
The index is derived from counts of cyclists undertaken across the County throughout the year. The River Cam bridge surveys undertaken in March are a major component of the index, and in 2013 numbers of cyclists are likely to have been adversely affected by the extremely cold weather in March. Data from 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.



### Street Lighting

- Streetlights working (as measured by new performance contract) (March 2014)

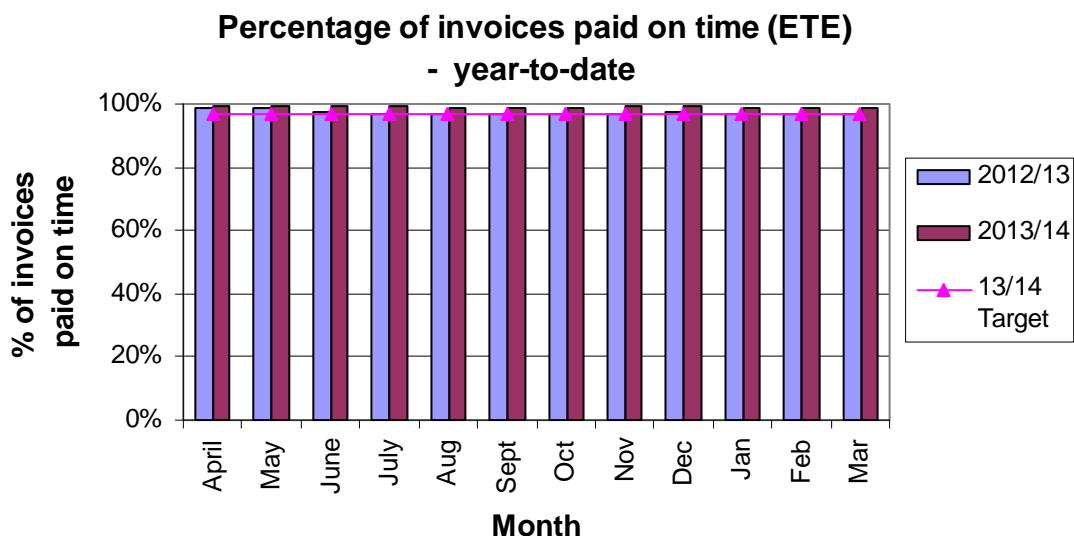
The 4-month average (the formal contract definition of the performance indicator) is at 99.3% this month, just above the 99% target.



## Economy, Transport & Environment

### Prompt payment

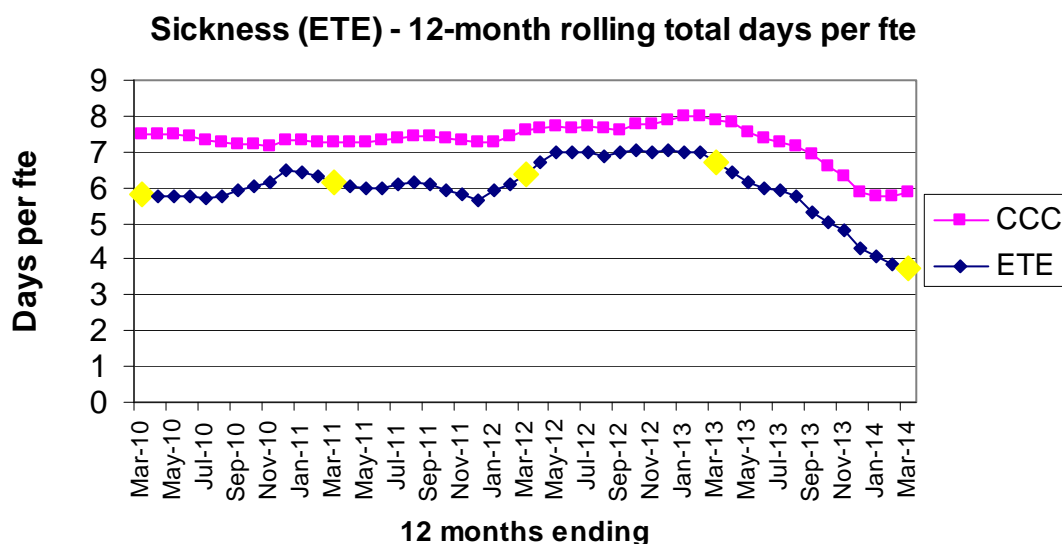
- Prompt Payment - % of invoices paid within 30 days (To end of March 2014)  
99% of ETE invoices were paid on-time during March and 2013/14, achieving the year-end target of 97%.



### Staff sickness

- Economy, Transport & Environment staff sickness per f.t.e. (To end of March 2014)  
The 2013/14 figure for staff sickness is 3.74 days per f.t.e., which is below (better than) the 6 day target.

Reported sickness levels have continued to fall, although this is believed to be due, at least in part, to under-reporting following the implementation of e-forms for sickness reporting. This is being addressed by managers.



#### FOI requests

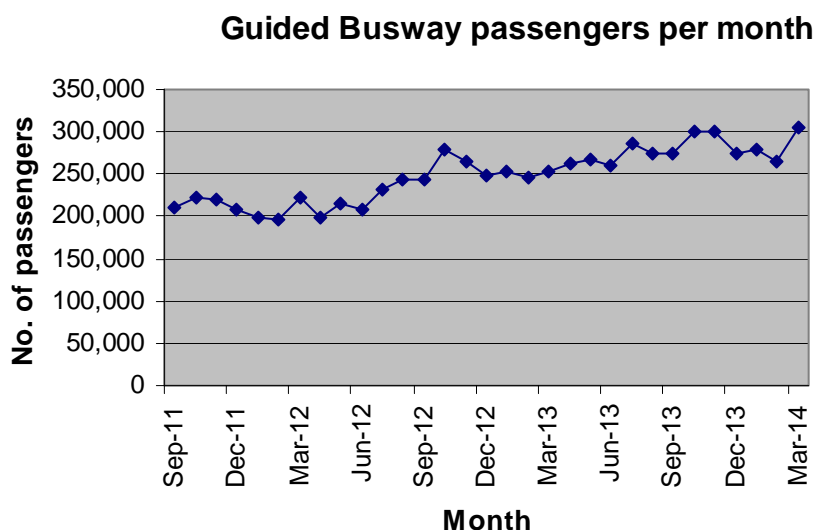
- FOI requests - % responded to within 20 days (March 2014)  
All 26 requests received were responded to on time during March.

97.6% of requests were dealt with within the 20-day timescale during 2013/14, which is better than the 95% target.

#### 4.5 Contextual indicators (new information)

##### Passenger Transport

- Guided Busway passenger numbers (March 2014)  
The Guided Bus carried nearly 304,000 passengers in March, and there have now been 7.9 million passengers since the Busway opened in August 2011. The 12-month rolling figure is 3.3 million.



##### Road & Footway Maintenance

- Unclassified roads where maintenance should be considered (2013/14)  
Provisional results for 2012/13 indicate that there are 25% of unclassified roads where structural maintenance should be considered. This is an improvement since 2011/12 (28%).

## Appendix 1: Service Level Budgetary Control Report

Outturn		Budget for	Actual to	Variance	
forecast		2013-14	the end of	actual :	
at March			Closedown	expected	
£'000		£'000	£'000	£'000	%
<b>Economy, Transport &amp; Environment Services</b>					
+706	Executive Director	1,092	1,798	+706	+65
-74	Business Support	563	503	-60	-11
<b>632</b>	<b>Total Executive Director</b>	<b>1,654</b>	<b>2,300</b>	<b>+646</b>	<b>+39</b>
<b>Directorate of Infrastructure Management &amp; Operations</b>					
+0	Director of Infrastructure Management & Operations	1,580	1,571	-9	-1
	Assets & Commissioning				
-300	- Street Lighting	7,794	7,489	-305	-4
+450	- Waste Disposal including PFI	26,898	27,466	+569	+2
-195	- Asset Management	1,187	987	-200	-17
	Local Infrastructure & Street Management				
-241	- Road Safety	1,216	969	-247	-20
-24	- Traffic Manager	-178	-208	-30	+17
+224	- Network Management	1,460	1,687	+227	+16
+331	- Local Infrastructure & Streets	6,686	7,140	+455	+7
-422	- Winter Maintenance	1,992	1,617	-375	-19
-482	- LISM other	2,354	1,814	-540	-23
	Supporting Business & Communities				
-217	- Communities & Business	1,584	1,341	-243	-15
+0	- Parking Enforcement	0	0	+0	+0
+0	- RECAP	0	0	+0	+0
	Community & Cultural Services				
-124	- Libraries	8,481	8,399	-81	-1
+12	- Archives	535	483	-52	-10
-104	- Registrars	-170	-344	-173	+102
-99	- Coroners	894	756	-138	-15
<b>-1,190</b>	<b>Total Infrastructure Management &amp; Operations</b>	<b>62,311</b>	<b>61,168</b>	<b>-1,143</b>	<b>-2</b>
<b>Directorate of Strategy &amp; Development</b>					
+10	Director of Strategy & Development	1,292	1,304	+11	+1
-142	Transport & Infrastructure Policy & Funding	279	135	-144	-52
	Growth & Economy				
-130	- Growth & Development	681	528	-153	-22
+26	- County Planning, Minerals & Waste	349	389	+40	+11
-25	- Enterprise & Economy	245	214	-31	-13
+0	- MLEI	192	192	+0	+0
-79	- Growth & Economy other	860	817	-42	-5
+0	Major Infrastructure Delivery	0	0	+0	+0
	Passenger Transport				
+350	- Concessionary Fares	5,580	5,891	+310	+6
-78	- Passenger Transport other	2,746	2,445	-301	-11
	Adult Learning & Skills				
+0	- Adult Learning & Skills	2,115	2,115	-0	-0
+0	- Learning Centres	1,019	1,022	+3	+0
+0	- National Careers	456	456	-0	-0
0	Direct Grants	-3,610	-3,610	0	+0
<b>-69</b>	<b>Total Strategy &amp; Development</b>	<b>12,206</b>	<b>11,899</b>	<b>-306</b>	<b>-3</b>
<b>-627</b>	<b>Total Economy, Transport &amp; Environment Services</b>	<b>76,171</b>	<b>75,368</b>	<b>-804</b>	<b>-1</b>
<b>MEMORANDUM</b>					
£'000	Grant Funding	£'000	£'000	£'000	%
0	- Adult Learning & Skills	-2,115	-2,115	+0	+0
0	- Learning Centres	-847	-847	+0	+0
0	- National Careers	-456	-456	+0	+0
0	- MLEI	-192	-192	+0	+0
<b>+0</b>	<b>Grant Funding Total</b>	<b>-3,610</b>	<b>-3,610</b>	<b>0</b>	<b>0</b>

## Appendix 2: Commentary on Results

FP8 Indicator = Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £50,000 whichever is greater.

Commentary on Service Budgets reported in the FP8 Indicator			
Service	Budget (£k)	Variance (£k)	Variance (%)
<b>Executive Director</b>	1,092	+706	+65%
<p>The overspend is due to a target in the Business Plan to increase charges and other fees by £690k (this being the £640k under increased charges and the £50k additional charges budgeted within ETE Transformation). This increased income requirement was not achieved in 2013-14, with the new charges for Park and Ride sites not being introduced during the financial year.</p>			
<b>Street Lighting</b>	7,794	-305	-4%
<p>This budget underspent mainly due to the increase in energy prices being less than budgeted. Also the legal budget was not required this financial year and has therefore been reduced in the 2014-15 Business Plan.</p> <p>Further, the previous outturn forecast also included a cost pressure as a result of additional streetlights being identified as part of the contract roll-out, which were not on the Council's asset register, and the need to pay back-dated electricity costs in relation to these. Agreement has now been reached with the energy provider and the potential back dated costs are less than originally expected.</p>			
<b>Waste Disposal including PFI</b>	26,898	+569	2%
<p>During the year the major mechanical breakdown at the MBT plant in Waterbeach was repaired and the plant is now back in full operation. This happen slightly earlier than budgeted for, which resulted in a budget pressure. However, as the plant was out of commission for over twelve months, we have been entitled to charge AmeyCespa a daily rate for each day over the twelve month period it was out of commission.</p> <p>Within the bottom line figure there is also a mixture of other cost reductions and overruns. Cost savings include, the inflationary contract increase being less than was budgeted within the Business Plan and savings from a temporary rate re-evaluation of the Waterbeach site, while the plant was non-operational.</p> <p>Cost overruns include a pressure regarding backdated NNDR being due for two of the recycling centres. The Business Rates were originally paid by the contractor, but the Council has subsequently had to make payment of around £230k to the relevant District Councils.</p> <p>Further increases in the forecast overspend are due to recycling rates in East Cambridgeshire being greater than expected, with the roll-out of wheelie-bins; composted waste which AmeyCespa was unable to dry sufficiently and therefore landfilled, incurring landfill tax and this month, a further problem with the MBT, which has meant that the Council is incurring additional landfill tax costs. The number of tonnes landfilled has also increased in the last quarter to 252,000 tonnes which is above the minimum tonnage figure in the PFI contract, therefore incurring additional costs.</p>			
<b>Asset Management</b>	1,187	-200	-17%
<p>The underspend is mainly due to staff vacancies through the year; the majority of these posts have now been recruited to.</p>			

Commentary on Service Budgets reported in the FP8 Indicator			
Service	Budget (£k)	Variance (£k)	Variance (%)
<b>Road Safety</b>	1,216	-247	-20%
The underspend is the result of some casualty reduction schemes being too complex to deliver in year and as such no expenditure was incurred. There was also an underspend on expected insurance payments and safety camera maintenance, and there were some staff vacancies in this area; although these have now been recruited to.			
<b>Network Management</b>	1,460	+227	+16%
As additional income has been received within "LISM other", it was agreed that further funding should be made available to carry out additional, necessary frontline maintenance in this area, resulting in an overspend on this line, although in total LISM is still forecasting an underspend.			
<b>Local Infrastructure &amp; Streets</b>	6,686	+455	+7%
As additional income has been received within "LISM other", it was agreed that further funding should be made available to carry out additional, necessary frontline maintenance in this area, resulting in an overspend on this line, although in total LISM is still forecasting an underspend.			
<b>Winter Maintenance</b>	1,992	-375	-19%
As a consequence of the mild winter, there was an underspend on the winter maintenance budget. This underspend will get transferred into Corporate reserves at yearend.			
<b>LISM other</b>	2,354	-540	-23%
The underspend was due to a combination of staff vacancies during the year, and greater income from developer fees than originally expected. These additional funds have been utilised for frontline maintenance in Network Management & Local Infrastructure & Streets (see previous notes).			
<b>Communities &amp; Business</b>	1,584	-243	-15%
This underspend was due to staff vacancies; these have now been recruited to.			
<b>Libraries</b>	8,481	-81	-1%
The underspend was due to staff turnover and vacancies in this area. Whilst the majority of posts have now been recruited to, some posts have been left unfilled to meet the 2014/15 savings requirement.			
<b>Registrars</b>	-170	-173	+102%
The Registration Service underspent as a result of higher than budgeted income levels, following an increase in demand for Registration services.			
<b>Coroners</b>	894	-138	-15%
The underspend was achieved by minimising the use of post mortem services in relation to coroner expenditure, combined with tough negotiations with hospitals, where relevant, over their fees.			

Commentary on Service Budgets reported in the FP8 Indicator			
Service	Budget (£k)	Variance (£k)	Variance (%)
<b>Growth &amp; Development</b>	681	-153	-22%
The underspend was due to staff vacancies in this area earlier in the year, as well as additional income and reduced costs.			
<b>Growth &amp; Economy other</b>	860	-42	-5%
<p>There were a number of overspends in this area including; £50k relating to an unachievable saving within year for the Historic Environment Team and £22k in relation to staff costs in the old structure in Strategic Planning. In addition to this, SmartLife Business overspent by £23k, mainly due to increased Management costs; this overspend is in addition to the transfer of £50k from reserves earlier in the year.</p> <p>However, there has been one-off funding attained by the Flood Risk Management Team which results in a net underspend.</p>			
<b>Concessionary Fares</b>	5,580	+310	+6
Concessionary fares have overspent due to an increase of nearly 10% in the average fare rate paid to operators. The average fare rate is based on a formula set by DfT. The success of the Busway has had an effect on this, as there has been an increase in passengers taking longer journeys, therefore increasing the average fare paid by all passengers. Bus usage, and therefore concessionary fare usage, has also been greater than normal during the winter months, potentially linked to the milder weather.			
<b>Passenger Transport other</b>	2,746	-301	-11
The Passenger Transport underspend is a combination of staff vacancies and a reduction in numbers following reorganisation, early implementation of revised CFT solutions, including commercial registrations, and lower than expected claims from community transport providers.			

### Appendix 3: Virements and Budget Reconciliation

	£000	Notes
<b>Budget as agreed in Budget Book</b>	<b>62,096</b>	
Use of operational savings to fund Capital pension costs	152	This transfer affects all areas of ETE
Making Assets Count transfer from EPAM budget	1	
Centralisation of Highway depot budgets	-158	
Use of operational savings to fund ETE Transformation team project costs	7	
Transfer of funding for the Local Access Forum	-6	
Use of operational savings to fund Joint Strategic Planning costs	15	
Use of operational savings to cover costs prior to possible externalisation of SmartLife	50	
Contribution for Road safety work in Sawston	56	Transfer from CFA
Transfer of C&CS Services to ETE	5,983	Transfer from Corporate Services
Funding from corporate reserves for pay award	156	Transfer from Reserves. This transfer affects all areas of ETE
Ramsey Library – Transfer of Cambridgeshire Public Sector Network costs covered centrally	-10	Transfer to LGSS managed
Use of operational savings for Enid Porter project	5	
Use of operational savings to fund Cambridgeshire Future Transport project costs	50	
Use of operational savings to fund A14 development work	8	
Allocation of Insurance budgets to ETE	1,479	This transfer affects all areas of ETE
Use of operational savings to fund City Deal costs	13	
Use of operational savings to fund Making assets count project costs	3	
Use of operational savings to fund St. Ives Town modelling	50	
Use of operational savings to fund residual costs for the Hive	43	
Allocation of Building maintenance budgets to ETE	8	This transfer affects all areas of ETE
Corporate Allocations	6,170	This transfer affects all areas of ETE
<b>Revised ETE Service Budget</b>	<b>76,171</b>	



## Appendix 4: Movements on Reserves

Fund Description	Balance b/fwd	Balance at	Movement	Notes
	01/04/13	31st March 2014	within Year	
	£	£	£	
<b>General Reserve</b>				
Service Operational Savings	(2,199,107)	(2,796,454)	(597,346)	Account used for all of ETE
<b>Total</b>	<b>(2,199,107)</b>	<b>(2,796,454)</b>	<b>(597,346)</b>	
<b>Earmarked</b>				
Service Account	(125,000)	0	125,000	This fund has now been closed with the balance transferred into Corporate reserves
<b>Total</b>	<b>(125,000)</b>	<b>0</b>	<b>125,000</b>	
<b>Equipment Reserves</b>				
Winter Maintenance Vehicles	(198,268)	(410,649)	(212,381)	
Countywide tree team	(8,413)	0	8,413	
Strategic Planning	(37,949)	0	37,949	
Libraries - Vehicle replacement Fund	(106,497)	(156,497)	(50,000)	
<b>Total</b>	<b>(351,127)</b>	<b>(567,146)</b>	<b>(216,019)</b>	
<b>Capital Funding</b>				
Government Grants - LTP	0	(10,844)	(10,844)	Account used for all of ETE
Government Grants - S&D	(1,315,391)	(2,219,353)		
Government Grants - IMO	0	(561,944)		
Other Capital Funding - S&D	948,158	(3,408,257)		
Other Capital Funding - IMO	(2,474,679)	(840,910)	1,633,769	
<b>Total</b>	<b>(2,841,913)</b>	<b>(7,041,308)</b>	<b>1,622,926</b>	
<b>Short Term Provision</b>				
MLEI	0	(669,429)	(669,429)	
<b>Total</b>	<b>0</b>	<b>(669,429)</b>	<b>(669,429)</b>	
<b>Other Earmarked Funds</b>				
Deflectograph Consortium	(69,859)	(64,998)	4,861	Partnership accounts, not solely CCC
Highways Searches	(36,443)	(74,711)	(38,268)	
On Street Parking	(1,140,419)	(1,886,485)	(746,066)	
Highways Commuted Sums	(268,805)	(283,805)	(15,000)	
Guided Busway Liquidated Damages	(10,888,084)	(5,398,773)	5,489,311	This is being used to meet legal costs in year.
Guided Busway - Contingency reserve	(3,000,000)	0	3,000,000	
Waste and Minerals Local Development Fra	(21,785)	(21,785)	0	
Proceeds of Crime	(49,799)	(72,338)	(22,539)	
Waste - RECAP	(297,163)	(249,823)	47,340	Partnership accounts, not solely CCC
Discover Cambs Tourism Brochure	(31,761)	(28,011)	3,750	Partnership accounts, not solely CCC
Fens Workshops	(22,569)	(28,890)	(6,322)	Partnership accounts, not solely CCC
Travel to Work	(64,839)	(213,537)	(148,698)	
Steer- Travel Plan+	(35,917)	(79,811)	(43,894)	
Olympic Development	(12,967)	(12,867)	100	
Northstowe Trust	(101,200)	(101,200)	0	
Cromwell Museum	(77,172)	(23,196)	53,976	
Archives Service Development	(233,740)	(233,740)	0	
Next Step	(72,863)	(72,863)	0	
Other earmarked reserves under £30k - IMO	0	(22,304)	(22,304)	
Other earmarked reserves under £30k - S&D	(94,096)	(106,074)	(11,978)	
<b>Total</b>	<b>(16,519,481)</b>	<b>(8,975,213)</b>	<b>7,544,269</b>	
<b>Grand Total</b>	<b>(22,036,629)</b>	<b>(20,049,549)</b>	<b>7,809,400</b>	

## Appendix 5: Performance Report

### a) Economy & Environment

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
Adult Learning & Skills									
Monthly	Number of people completing courses to improve their chances of employment or progression in work	High	Number	To 28-Feb-2014	10,843	20,000	A	A	The provisional number of learners taking courses up to the end of February is 10,843. 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.

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
Passenger Transport									
Monthly	Guided Busway passengers per month	High	Number	Mar-2014	303,917	Contextual			The Guided Busway carried nearly 304,000 passengers in March, and there have now been 7.9 million passengers since the Busway opened in August 2011. The 12-month rolling figure is 3.3 million.
Yearly	LTP05 Local bus passenger journeys originating in the authority area	High	Number	2012/13	Approx. 19.1 million	19.1 million	Awaiting 2013/14 results		<p>There were approximately 19.1 million bus passenger journeys originating in Cambridgeshire in 2012/13, representing a reduction of 4.8% compared with 2011/12.</p> <p>Nationally, there was a reduction of 3.3% in non-metropolitan areas outside London in 2012/13, continuing a downward trend from the 2008/09 peak. The national trend is in contrast to that in Cambridgeshire where this is the first reduction following year-on-year growth up to 2011/12.</p>
Planning applications									
Monthly	County matter planning applications determined within 13 weeks - year-to-date	High	%	Mar-2014	50%	60%	R	R	<p>The end-of-year target of 60% has not been achieved. Fifty percent (12 out of 24 applications) were processed within the target time of 13 weeks.</p> <p>During the year a number of applications have been subject to S106 agreements which have affected timescales.</p>
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>

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				
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 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	Year end prediction	Comments
				Period	Actual				
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>

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				
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>
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	%	2012/13	25%	Contextual			Provisional results for 2012/13 indicate that there are 25% of unclassified roads where structural maintenance should be considered. This is an improvement since 2011/12 (28%).
Road Safety									
Monthly	LTP 01 KSI casualties - 12-month rolling total	Low	Number	2013	305	<=299	G	G	The 2013 target of no more than 308 KSI casualties was achieved.
Monthly	LTP 04 Slight casualties - 12-month rolling total	Low	Number	2013	1664	Contextual			There were 1664 slight injuries in 2013, compared with 1911 in 2012.

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
Rogue Traders									
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
Street lighting									
Monthly	Percentage of streetlights working	High	%	To 31-Mar-2014	99.3%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is at 99.3% this month, just above the 99% target.
Monthly	Energy use by street lights – 12-month rolling total	Low	Million KwH	To 31-Mar-2014	18.35	TBC	R	R	Energy use by streetlights in the county in March was 1.45 million Kw hours, which is just below (better than) the target of 1.54 million for the month. The 12-month rolling total to the end of March was 18.35 million KwH compared with a cumulative target of no more than 17.76.  Internal audit of street lighting energy use is currently being undertaken. Action plan and revised targets to follow.
Monthly	Performance against street light replacement programme	High	%	At 31-Mar-2014	42.05%	TBC	R	R	23,205 (42.05%) street light columns have been replaced so far. This is below the Core Investment Programme (CIP) target and Connect Roads are undertaking works to recover the position. The gap has reduced (improved) slightly since last month and the actual is now 87.7% of the target. Financial deductions are being applied in accordance with the contract.  Target to be reprofiled to achieve 100% by June 2016.
Waste Management									
Monthly	Municipal waste landfilled - 12 month rolling average	Low	%	To 31-Mar-2014	37.6%	35%	New target set for 14/15		The percentage of municipal waste landfilled continues to decrease following the re-opening of the MBT plant.

### c) ETE Operational Indicators

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
ETE Operational Indicators									
Monthly	% of Freedom of Information requests answered within 20 days	High	%	Mar-2014	100%	95%	G	G	All 26 requests were responded to on time during March.  97.6% of requests were dealt with within the 20-day timescale during 2013/14, which is better than the 95% target.
Monthly	Staff Sickness - Days per f.t.e. (12-month rolling total)	Low	Days per f.t.e.	To 31-Mar-2014	3.74	TBC	G	G	The 2013/14 figure for staff sickness is 3.74 days per f.t.e., below (better than) the 6 day target. Reported sickness levels have continued to fall, although this is believed to be due, at least in part, to under-reporting following the implementation of e-forms for sickness reporting. This is being addressed by managers.  HR to confirm 2014/15 target.
Monthly	% of complaints responded to within 10 days	High	%	Mar-2014	76%	90%	R	R	Thirty-nine out of the 51 complaints (76%) received during March were responded to within 10 working days. The year-end figure for 2013/14 is 80% (466 out of 583 complaints) which is below target (90%).  Policy & Business Development continue to work with feedback reps in services to ensure that complaints are responded to in a timely manner and reviewing any complaints where there are issues. They are also working with the Highways Manager in LISM to review standard paragraphs that can be used to tailor responses to ensure that consistent messages are disseminated.
Monthly	Percentage of invoices paid on time	High	%	Mar-2014	99%	97.5%	G	G	99% of ETE invoices were paid on-time in 2013/14, which is better than the target of 97%.