

**Economy, Transport and Environment – Finance and Performance Report – January 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 – Current and predicted status at year-end: (see section 4)**

Monthly Indicators	Red	Amber	Green	Total
Current status this month	4	0	8	12
Status last month	4	0	8	12
Year-end prediction	3	2	7	12

**2. INCOME AND EXPENDITURE**

**2.1 Overall Position**

Forecast Variance - Outturn (December) £000	Directorate	Current Budget £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn (January) £000	Forecast Variance - Outturn (January) %
-20	Executive Director	822	-76	-7	-20	0.0
-710	Infrastructure Management & Operations (IMO)	60,487	-2,790	-7	-619	0.0
-104	Strategy & Development (S&D)	16,074	+116	+4	-167	0.0
0	External Grants	-13,664	+89	-1	0	0.0
-834	<b>Total Service Funded Items</b>	<b>63,719</b>	<b>-2,662</b>	<b>-5</b>	<b>-806</b>	<b>-1.0</b>
+178	Waste PFI				+178	
0	Winter Maintenance				-207	
-656	<b>Total</b>	<b>63,719</b>	<b>-2,662</b>	<b>-5</b>	<b>-836</b>	<b>-1.0</b>

The service level budgetary control report for January 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.

## **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 in January 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 in January 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

Overall the ETE capital programme for 2014-15 will underspend by £32.262 million. The reasons behind this are various, but include a project being funded by a third-party in relation to the Science Park Station; funding being deferred to match a revised grant schedule in relation to Cycling Schemes, Super Connected Cities and the Chesterton Busway, and other deferrals of spend improving Council cashflows in relation to Huntingdon Link Road and Connecting Cambridgeshire.

Since the last report the main changes are:

- The Local Transport Board funding allocated to Ely Bypass, previously anticipated to be received this year, is now expected to be received in 2015/16.
- The costs for the Guided Busway land deal are less than budgeted.
- The Chesterton Busway scheme will now carry forward into next financial year. The forecast outturn has therefore reduced due to slippage, with the scheme now expected to complete in June.

##### Funding

All schemes are funded as was presented in the 2014/15 Business Plan.

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

## **4. PERFORMANCE**

### **4.1 Introduction**

This report provides performance information for the suite of key Highways & Community Infrastructure indicators for 2014/15.

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 2014/15 targets are not expected to be achieved.

#### **a) Highways & Community Infrastructure**

##### **Archives**

- Increase digital access to archive documents by adding new entries to online catalogue - year-to-date (to December 2014)  
The year-to-date figure to December is 388,292.

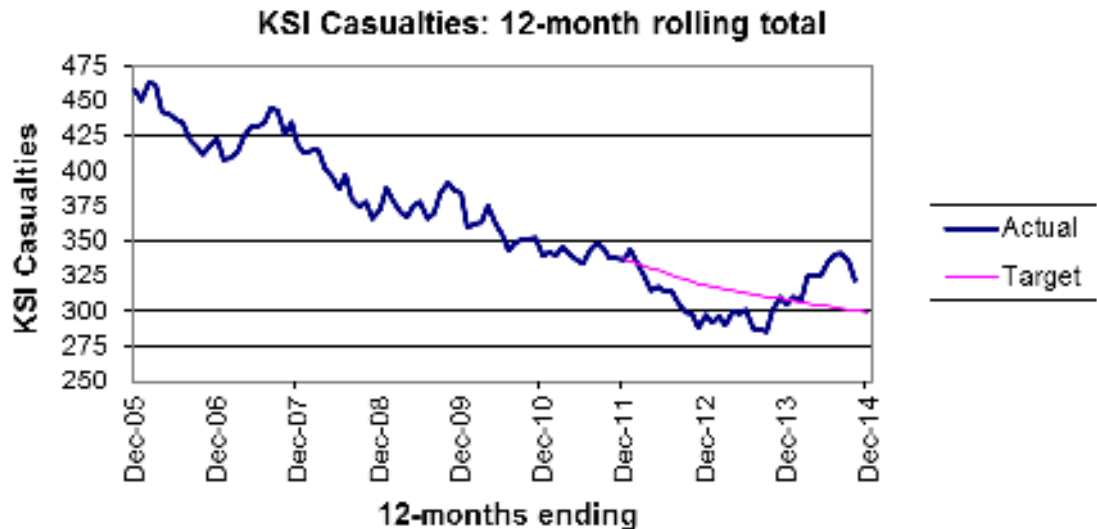
Fewer archive documents were added to the online catalogue last year as the team has been without a Cataloguing Archivist for the past 6 months.

A new post holder started in January but their main role will initially involve the safe and secure move of the archives from Shire Hall to Ely as well as dealing with the accessioning backlog.

It is unlikely that the end-of-year target of 400,000 will be achieved as cataloguing work will not re-start until Spring 2016 following the move to Ely.

##### **Road Safety**

- Road accident deaths and serious injuries – 12 month rolling total (to October 2014)  
The provisional total number of killed or seriously injured (KSI) casualties during the 12 months ending October 2014 is 322, compared with a 2014 year-end target of no more than 299. The numbers can fluctuate from one month to the next, but it is unlikely that the year-end target will be achieved.



There were more pedal cyclist and motor cyclist KSI casualties during the first ten months of 2014 than during the same period last year. This is likely to be due, in part, to a warm spring in 2014 resulting in increased travel by these modes compared to the same period in 2013 when the weather was very cold. Provisional results from the Council's 2014 spring traffic census show an increase in cycling compared with last year.

Car occupant KSI casualties so far this year are actually 9% less than during the same period in 2013, although car occupants remain the largest single group in the KSI figures, representing 37% of all KSI casualties.

Pedal cycle use in Cambridgeshire has increased significantly over recent years. Whereas the number of car occupant KSI casualties during the first ten months of 2014 was less than 40% of the total during the same period in 2000, the number of pedal cyclist KSI casualties is 18% higher now than 14 years ago. In general terms the picture is similar nationally as well i.e. increased levels of cycling resulting in increased cyclist casualties.

#### 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

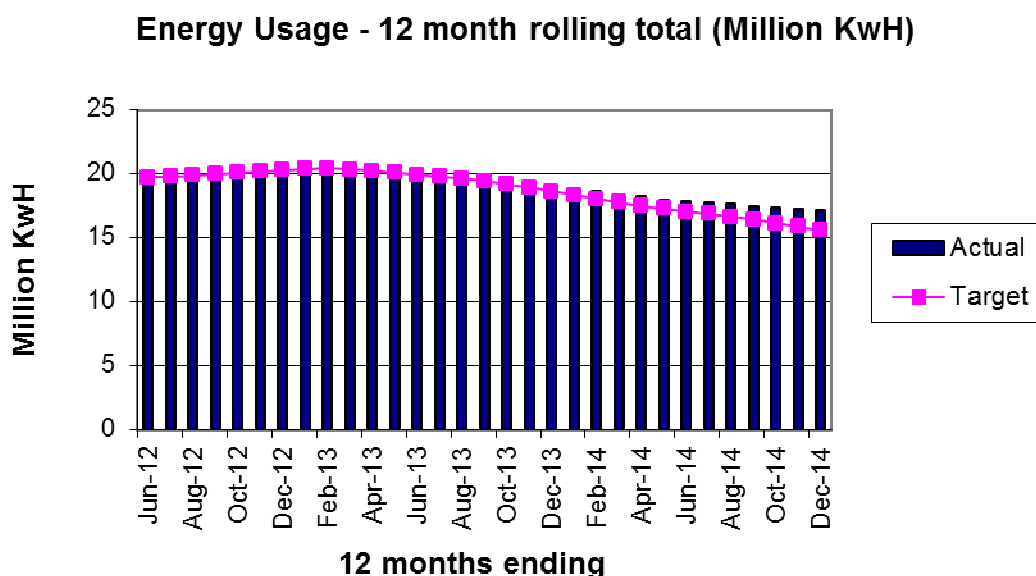
###### Street Lighting

- Energy use by street lights – 12-month rolling total (at December 2014)  
Energy use by streetlights in the county in December was 1,995,101 Kilowatt hours (KwH), which is above (worse than) the target of 1,582,429 for the month. The 12-month rolling total to the end of December was 17.13 million KwH compared with the target of 15.56. The original target figures have been found not to include any columns which have been accrued into the contract since the beginning.

Balfour Beatty are in the process of completing the revised energy forecast taking into account the additional lighting that has been accrued into the contract from the historic developments which have been adopted by the County Council.

The Private Finance Initiative (PFI) programme is expected to deliver the target as the more efficient lighting units are installed.

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

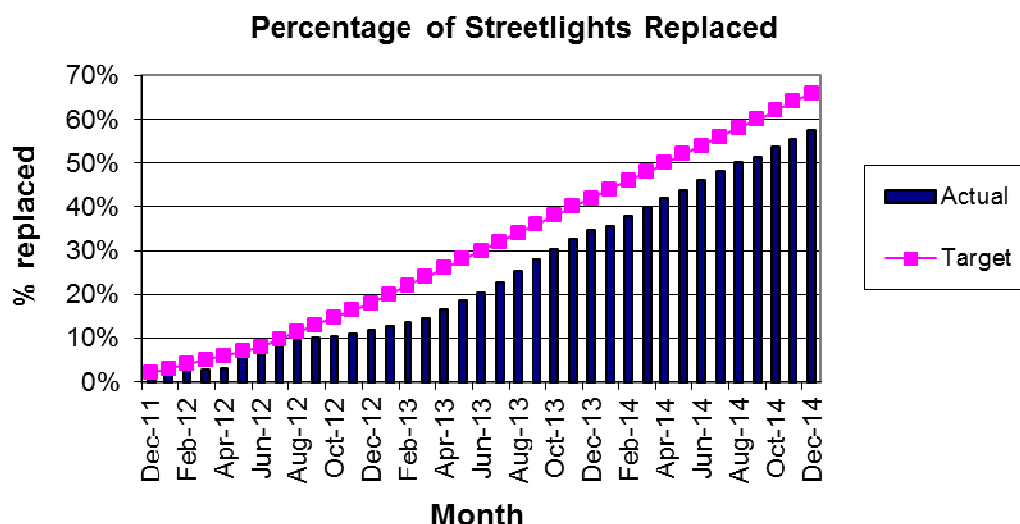


- Performance against street light replacement programme (at December 2014)

57.7% of the programme has been completed representing 31,827 street lights.

Revised contract milestones are currently being finalised to take on board the changes to the original contract data which will bring the targets back in linewith performance whilst maintaining the Core Investment Programme (CIP) completion date of 2016.

Targets will remain as they are until agreement is reached with Balfour Beatty.



#### 4.4 Green Indicators (new information)

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

##### a) Highways & Community Infrastructure

###### Library Services

- Number of visitors to libraries/community hubs - year-to-date (April-December 2014)

Our end-of-year target for this indicator is 2.55 million visits.

Year-to-date figures show that there were 1,898,224 physical visits to libraries/hubs from April to December. This is just below the challenging target and 3.5% up on the same period last year.

- Number of item loans (including eBook loans) – year-to-date (April-December 2014)

Our end-of-year target for this indicator is 2.85 million item loans.

Year-to-date figures show that there were 2,179,793 item loans from April to December, which is above target and 2.9% up on last year.

The number of eBook issues has increased by more than 106% compared with the same period last year. Digital content now accounts for 1.9% of total library issues compared with 0.9% during the same period last year.

- Number of unique visits to library web pages - year-to-date (April-December 2014)

Our end-of-year target for this indicator is 500,000 unique visits.

2014/15 figures are provisional as Google Analytics have changed the way visits are recorded. Latest year-to-date figures show that there were

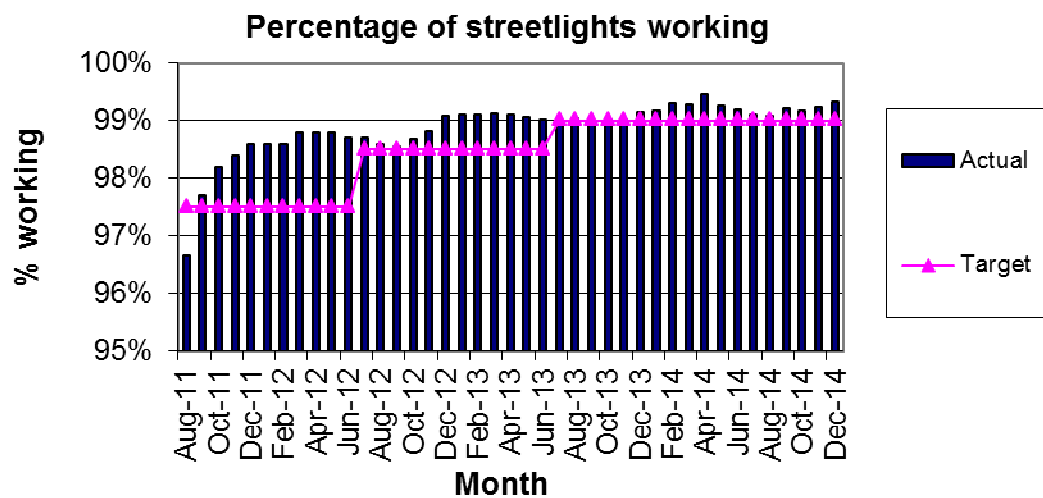
448,474 unique visits to library web pages from April-December. This includes e-Book and e-Audio visits.

Visits to the e-Book and e-Audio website accounted for 34,590 (7.7%) of the total remote library visits.

### Street Lighting

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

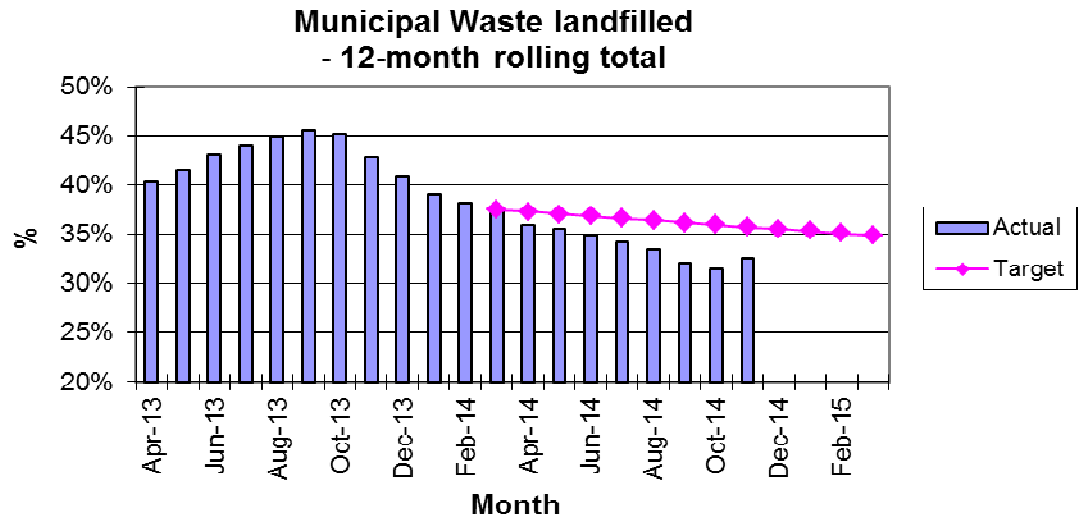
The 4-month average (the formal contract definition of the performance indicator) is at 99.3% this month, above the 99% target.



### Waste Management

- Municipal waste landfilled - 12 month rolling average (to November 2014)  
Performance has dropped slightly from 31.1% to 32.6%. This is due to direct comparisons being made between November 2014 and November 2013, shortly after the Mechanical and Biological Treatment (MBT) plant came back on line. In November 2013 there was waste entering the plant, but relatively little leaving it, as a result showing an artificially low 'waste to landfill' figure for the month.





It should be noted that there is no direct relationship between this performance indicator and the 'landfill tax' line in the Assets and Commissioning budget. The 'landfill tax' line includes various recycling costs (e.g. wood and plastics), which would not be reflected in the figure above, nor does it account for increased district recycling performance which is excluded from the Private Finance Initiative contract, but is required to be reported in line with national standards.

## 4.5 Contextual indicators

### a) Highways & Community Infrastructure

#### Road Safety

- Road accident slight injuries – 12 month rolling total (to October 2014)  
 The provisional number of slight casualties during the 12 months ending October 2014 (1,666) is slightly lower than last year's figures for the same period (1,706).



#### Rogue Traders

- Money saved for Cambridgeshire consumers as a result of our intervention in rogue trading incidents - year-to-date (to December 2014)  
£218,812 has been saved since April compared with £500,000 in 2013.

The reason that the amount was significantly higher in 2013 was due to this period including one of the largest investigations the service has been involved with (Operation Magpie). The amounts involved were quite considerable, with a large number of defendants and victims, including intervening to stop the loss of a victim's house. 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.

## APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn December	Service	Current Budget for 2014-15	Expected to end of January	Actual to end of January	Current Variance		Forecast Variance - Outturn January	
£'000		£'000	£'000	£'000	£'000	%	£'000	%
	<b>Economy, Transport &amp; Environment Services</b>							
+0	Executive Director	324	353	333	-20	-6	+0	+0
-20	Business Support	498	407	351	-56	-14	-20	-4
0	Direct Grants	-154	-115	-82	33	+0	0	-9
-20	<b>Total Executive Director</b>	<b>668</b>	<b>644</b>	<b>601</b>	<b>-43</b>	<b>-7</b>	<b>-20</b>	<b>-3</b>
	<b>Directorate of Infrastructure Management &amp; Operations</b>							
+0	Director of Infrastructure Management & Operations	133	110	108	-1	-1	+0	+0
	Assets & Commissioning							
-37	- Street Lighting	8,423	6,198	5,468	-730	-12	-37	-0
+178	- Waste Disposal including PFI	31,383	25,267	24,436	-831	-3	+178	+1
+14	- Asset Management	993	929	715	-214	-23	+14	+1
	Local Infrastructure & Street Management (LISM)							
-15	- Road Safety	681	557	498	-58	-10	-26	-4
+38	- Traffic Manager	-408	-274	-303	-29	+11	+23	-6
+5	- Network Management	1,309	1,032	1,107	+75	+7	+83	+6
+26	- Local Infrastructure & Streets	5,442	4,681	4,631	-50	-1	+76	+1
+0	- Winter Maintenance	2,205	1,179	1,196	+18	+2	-207	-9
-390	- LISM other	2,983	1,248	757	-491	-39	-398	-13
	Supporting Business & Communities							
-137	- Communities & Business	1,487	1,149	966	-184	-16	-128	-9
+0	- Parking Enforcement	153	647	565	-81	-13	+0	+0
+0	- Recycle for Cambridge & Peterborough (RECAP)	0	-5	-13	-8	+0	+0	+0
	Community & Cultural Services							
-15	- Libraries	4,536	3,640	3,583	-56	-2	-25	-1
-84	- Archives	582	466	426	-40	-9	-64	-11
-75	- Registrars	-281	-205	-273	-68	+33	-88	+31
-39	- Coroners	866	662	620	-41	-6	-50	-6
0	Direct Grants	-8,164	-6,332	-6,332	0	+0	0	47
-532	<b>Total Infrastructure Management &amp; Operations</b>	<b>52,323</b>	<b>40,947</b>	<b>38,156</b>	<b>-2,790</b>	<b>-7</b>	<b>-648</b>	<b>-1</b>
	<b>Directorate of Strategy &amp; Development</b>							
+0	Director of Strategy & Development	146	123	119	-4	-3	+0	+0
-66	Transport & Infrastructure Policy & Funding	870	414	270	-143	-35	-66	-8
	Growth & Economy							
-45	- Growth & Development	621	515	430	-85	-17	-45	-7
+33	- County Planning, Minerals & Waste	338	270	250	-20	-7	+33	+10
-4	- Enterprise & Economy	194	196	173	-23	-12	-14	-7
+1	- Mobilising Local Energy Investment (MLEI)	257	94	117	+23	+24	+1	+0
-20	- Growth & Economy other	1,018	896	814	-82	-9	-20	-2
+0	Major Infrastructure Delivery	465	588	503	-85	-14	+0	+0
	Passenger Transport							
+246	- Park & Ride	560	319	742	+423	+133	+261	+47
+100	- Concessionary Fares	5,177	4,097	4,271	+174	+4	+100	+2
-350	- Passenger Transport other	2,787	2,078	1,889	-188	-9	-418	-15
	Adult Learning & Skills							
+0	- Adult Learning & Skills	2,765	1,662	1,691	+29	+2	+0	+0
+0	- Learning Centres	474	327	429	+101	+31	+0	+0
+0	- National Careers	402	319	316	-3	-1	+0	+0
0	Direct Grants	-5,346	-2,861	-2,805	56	-2	0	0
-104	<b>Total Strategy &amp; Development</b>	<b>10,728</b>	<b>9,037</b>	<b>9,208</b>	<b>172</b>	<b>+2</b>	<b>-167</b>	<b>-2</b>
-656	<b>Total Economy, Transport &amp; Environment Services</b>	<b>63,719</b>	<b>50,628</b>	<b>47,966</b>	<b>-2,662</b>	<b>-5</b>	<b>-836</b>	<b>-1</b>

	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Public Health Grant	-418	-410	-410	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-2,958	-2,958	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,691	-2,018	-2,018	+0	+0	+0	+0
0	- Superfast Broadband	-123	-92	-59	+33	+0	+0	+0
0	- Severe Weather Recovery funding	-969	-969	-969	+0	+0	+0	+0
0	- Walking in Cities	-184	-184	-184	+0	+0	+0	+0
0	- Bus Service Operators Grant	-273	-273	-315	-42	+0	+0	+0
0	- Local Sustainable Transport Funding (LSTF)	-1,166	0	0	+0	+0	+0	+0
0	- Better Bus Area Funding (BBAF)	-170	0	0	+0	+0	+0	+0
0	- Adult Learning & Skills	-2,765	-1,905	-1,933	-28	+0	+0	+0
0	- Learning Centres	-302	-61	12	+73	-120	+0	+0
0	- National Careers	-402	-285	-264	+21	-7	+0	+0
0	- Mobilising Local Energy Investment (MLEI)	-257	-153	-121	+32	+0	+0	+0
<b>+0</b>	<b>Grant Funding Total</b>	<b>-13,664</b>	<b>-9,308</b>	<b>-9,219</b>	<b>89</b>	<b>-1</b>	<b>0</b>	<b>+0</b>

## APPENDIX 2 – Commentary on Forecast Outturn Position

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

Service	Current Budget	Current Variance		Forecast Variance - Outturn	
	£'000	£'000	%	£'000	%
<b>Street Lighting</b>	8,423	-730	-14	-37	0
The anticipated financial deductions incurred by the PFI Contractor are not now expected to be realised. However, lower energy costs are expected to result in a saving of £350k, which will more than cover this amount.					
<b>Waste Disposal including PFI</b>	31,383	-831	-3	+178	+1
<p>The Waste Private Finance Initiative (PFI) budget is now expected to overspend due to more waste being landfilled than was originally anticipated. Options continue to be explored with AmeyCespa for diverting the output from the Mechanical, Biological Treatment (MBT) plant away from landfill to a cheaper alternative.</p> <p>However, this pressure is balanced out to some degree by a saving as a result of an extension to CambridgeCity's university waste contract, where the existing revenue stream will continue until March 2015.</p>					
<b>LISM Other</b>	2,983	-491	-39	-398	-13
The projected underspend was originally due to a Section 278 (of the Highways Act 1980) agreement fee, received for the North West Cambridge development, which was greater than the predicted budget for the year. Since this time, there have also been further Section 106 agreement fees received, which have contributed to the increased underspend now being reported.					
<b>Winter Maintenance</b>	2,205	+18	+2	-207	-9
The forecast underspend is the result of a mild start to the winter season, the outturn position will continue to be updated through to yearend as the season progresses and the number of gritting runs required becomes known.					
<b>Communities &amp; Business</b>	1,487	-184	-16	-128	-9
The projected underspend is mainly the result of vacancy savings within the Service.					
<b>Archives</b>	582	-40	-9	-64	-11
The projected underspend is a combination of vacancy savings and savings on the Archive service development budget, which will be required in 2015/16 to fund costs associated with the new Archives centre.					

<b>Registrars</b>	-281	-68	+33	-88	+31
The projected underspend is due to a forecast overachievement on income compared to that budgeted.					
<b>Park &amp; Ride Sites</b>	456	+527	+245	+261	+57
<p>In the Business Plan, it was anticipated that parking fees would be introduced at Park and Ride sites by April 2014 and thus the budget reflects a full year's income. As the introduction of the fee only happened in July, there will be a shortfall in income for this period, but this will be covered in-year via the use of £270k from the on-street parking account.</p> <p>Since the fee was introduced, the usage of the Park &amp; Ride sites has been less than expected. The situation is being closely monitored and it remains too early to determine if the initial downturn in numbers is temporary or whether usage will revert to previous levels. The installation of additional ticket machines has cut queues and initiatives to promote Park and Ride use are being developed.</p>					
<b>Concessionary Fares</b>	5,177	+174	+4	+100	+2
Due to increased ridership; passenger numbers and therefore costs are now expected to be higher than originally budgeted.					
<b>Passenger Transport other</b>	2,787	-188	-9	-418	-15
A decision has been made by the Economy & Environment Committee to roll forward funding for Community Transport to future years, this to enable the preservation of existing schemes for longer.					

### APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £000
<b>Grants as per Business Plan</b>	Various	10,945
Severe Weather Recovery funding	Department for Transport (DfT)	969
Local sustainable transport fund	DfT	1,166
Better Bus funding	DfT	170
Skills funding agency	Department for Business, Innovation & Skills	385
Non-material grants (+/- £30k)		22
<b>Total Grants</b>		<b>13,664</b>

## APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
<b>Budget as per Business Plan</b>	63,225	
Use of operational savings – Local Enterprise Partnership (LEP) funding	50	
Use of operational savings – Cambridgeshire Future Transport	60	
Use of operational savings – SmartLife Business	100	
Use of operational savings – Cambridge Sub-regional Model	110	
Use of operational savings – Flood signage	30	
Use of operational savings – Flood Risk	73	
Non-material virements (+/- £30k)	71	
<b>Current Budget</b>	<b>63,719</b>	



## APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2014 £'000	Movement within Year £'000	Balance at 31st January 2015 £'000	Forecast Balance at 31st March 2015 £'000	Notes
<b>General Reserve</b>					
Service carry-forward	2,796	(597)	2,199	2,479	Account used for all of ETE
<b>Sub total</b>	<b>2,796</b>	<b>(597)</b>	<b>2,199</b>	<b>2,479</b>	
<b>Equipment Reserves</b>					
Winter Maintenance Vehicles	411	0	411	648	
Libraries - Vehicle replacement Fund	156	0	156	206	
<b>Sub total</b>	<b>567</b>	<b>0</b>	<b>567</b>	<b>854</b>	
<b>Other Earmarked Funds</b>					
Deflectograph Consortium	65	0	65	65	Partnership accounts, not solely CCC
Highways Searches	75	(75)	0	0	
On Street Parking	1,886	(20)	1,866	860	
Highways Commuted Sums	305	247	551	500	
Guided Busway Liquidated Damages	5,399	(1,193)	4,205	3,000	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	0	
Proceeds of Crime	72	117	189	70	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	0	250	150	Partnership accounts, not solely CCC
Discover Cambs Tourism Brochure	28	0	28	28	Partnership accounts, not solely CCC
Fens Workshops	29	10	39	29	Partnership accounts, not solely CCC
Travel to Work	214	7	221	150	Partnership accounts, not solely CCC
Steer- Travel Plan+	80	(7)	73	0	
Olympic Development	13	0	13	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	23	4	27	27	
Archives Service Development	234	0	234	234	
Next Step	73	0	73	50	
Other earmarked reserves under £30k - IMO	2	7	9	10	
Other earmarked reserves under £30k - S&D	106	34	140	80	
<b>Sub total</b>	<b>8,976</b>	<b>(869)</b>	<b>8,107</b>	<b>5,354</b>	
<b>Short Term Provision</b>					
Mobilising Local Energy Investment (MLEI)	669	0	669	669	
<b>Sub total</b>	<b>669</b>	<b>0</b>	<b>669</b>	<b>669</b>	
<b>Capital Reserves</b>					
Government Grants - Local Transport Plan	11	15,840	15,851	0	Account used for all of ETE
Government Grants - S&D	2,219	3,236	5,455	1,466	
Government Grants - IMO	562	2,973	3,535	0	
Other Capital Funding - S&D	3,408	4,291	7,699	4,692	
Other Capital Funding - IMO	841	440	1,281	500	
<b>Sub total</b>	<b>7,041</b>	<b>26,780</b>	<b>33,822</b>	<b>6,658</b>	
<b>TOTAL</b>	<b>20,050</b>	<b>25,314</b>	<b>45,364</b>	<b>16,014</b>	

## APPENDIX 6 – Capital Expenditure and Funding

### Capital Expenditure

Original 2014/15 Budget as per BP	Scheme	Revised Budget for 2014/15	Actual Spend (January)	Forecast Spend - Outturn (January)	Forecast Variance - Outturn (January)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
818	- Major Scheme Development	477	114	477	0	918	0
482	- Local Highway Improvements	665	254	665	0	675	0
594	- Safety Schemes	594	234	594	0	594	0
445	- Strategy Development & Integrated Transport Schemes	627	483	627	0	517	0
1,000	- The Busway	1,000	0	1,000	0	1,000	0
350	- Bus Priority Measures - Cambridge	350	260	350	0	650	0
3,253	- Promoting Economic Growth - Delivering Strategy aims	2,803	367	2,216	-587	3,060	0
320	- Other Integrated Transport Schemes - IMO	320	10	320	0	320	0
452	- Other Integrated Transport Schemes - S&D	353	260	353	0	383	0
10,699	Operating the Network	11,412	8,289	11,412	0	11,158	0
	Infrastructure Management & Operations Schemes						
15,000	- £90m Highways Maintenance schemes	16,957	12,741	16,756	-201	90,000	0
0	- Severe Weather funding	568	568	568	0	562	0
0	- Pothole Funding	1,933	977	1,933	0	1,933	0
589	- Waste Infrastructure	808	180	197	-611	19,753	0
1,189	- Community & Cultural Services	1,658	0	961	-697	14,171	0
1,000	- Other Schemes	1,005	5	5	-1,000	8,015	-1,500
	Strategy & Development Schemes						
3,565	- Cycling Schemes	4,884	2,352	3,118	-1,766	9,160	0
0	- Better Bus Funding	358	352	379	21	1,462	0
660	- Local Sustainable Transport Fund	1,244	700	1,189	-55	2,380	0
3,328	- Huntingdon - West of Town Centre Link Road	3,937	536	2,208	-1,729	10,534	0
650	- Ely Crossing	416	94	408	-8	30,780	0
11,114	- Science Park Station	11,576	-165	300	-11,276	30,000	-26,279
6,000	- Chesterton Busway	5,942	2,339	3,300	-2,642	6,050	0
7,370	- Guided Busway	7,370	1,513	3,000	-4,370	151,147	0
1,000	- Other Schemes	1,634	445	941	-693	38,687	0
	Other Schemes						
21,036	- Connecting Cambridgeshire	22,079	3,610	15,431	-6,648	35,950	0
85	- Other Schemes	85	67	85	0	680	0
<b>90,999</b>		<b>101,055</b>	<b>36,585</b>	<b>68,793</b>	<b>-32,262</b>	<b>470,539</b>	<b>-27,779</b>

The increase between the original and revised budgets is due in part to the carry forward of funding from 2013-14, this being due to the re-phasing of schemes, which were reported as underspending at the end of the 2013-14 financial year. For two schemes expenditure in 2013-14 was greater than the budget for that year, and in these cases, the revised budget for 2014-15 is reduced to reflect this.

As part of developing the highways maintenance programme, a review took place of the phasing of the remaining funds from the original £90 million allocated for this work, to ensure that the funds are used to maximise the long term condition of the road network. The Highways and Community Infrastructure Committee as part of the review of the Transport Delivery Plan, approved that £3,966k of funding in 2014/15 be rolled forward, to be spent in future years.

Even with this transfer of funding to future years the £90m Highways Maintenance schemes project is showing a slight underspend in 2014-15; this is partly due to a number of schemes coming in cheaper than budgeted.

There is an underspend of £587k forecast, as at the end of January, for Promoting Economic Growth - Delivering Strategy aims. There are a number of schemes that are impacting on this forecast:

- £200k of it relates to a scheme in St. Ives, which requires substantial public consultation, which is no longer expected to be resolved this financial year.
- £116k relates to a scheme in March, which requires access to land adjacent to the carriageway; negotiations with the landowner are not expected to be resolved within the financial year.
- £178k relates to a scheme from St. Ives to Bluntisham, where legal permissions have not yet been agreed. Potentially, if this is resolved, the budget could be fully spent but, at present, this is not expected to be the case.
- £100k underspend relates to two cycling schemes in St. Neots, which are currently being reviewed, following which the forecast will be updated.

Funding for 'Street Lighting – Central Management system', currently shown as 'Other Schemes' within Infrastructure Management and Operations schemes, is no longer required. Analysis of the scheme has found that the savings gained from the scheme were not enough to pay back the investment within a reasonable period.

Waste Infrastructure capital is predicting an underspend of £611k this is the result of no new sites being developed until the results of the recycling centre strategy are known.

Spend on Community & Cultural Services schemes are projected to underspend this year, as expenditure has been delayed due to the impending Library Service review.

Spend on the Cycling City Ambition grant funded schemes will now roll into 2015/16 as the Department for Transport has extended the use of this funding until September 2015. This will include the following schemes:-

- Huntingdon Road (Start date 5<sup>th</sup> January)
- Hills Road (Start date 26<sup>th</sup> January)
- Trumpington Road (Start date 11<sup>th</sup> May)

The resolution of land costs, for the Huntingdon West of Town centre link road, is now unlikely to be completed in this financial year and the funding for this will need to be carried forward into 2015/16.

Strategy & Development Other Schemes is predicting an under spend of 693k this is relates to Soham Station and Kings Dyke

- Soham Station under spend of £450k.

Network Rail is currently considering an upgrade of the track between Soham and Ely as part of their regional route strategy. Should this upgrade be agreed it will change the overall business case for a station at Soham. The council is budgeting to spend around £400k with consultants on developing the business case and as such it is prudent to wait until the NR strategy is finalised before letting any contracts to third parties to ensure that the scope of the analysis is well defined.

- Kings Dyke under spend of £243k

The budget was set based on an early land acquisition; however, whilst the land owner is still in agreement, the heads of terms have not yet been reached. This is now expected to slip into the first quarter of 2015/16.

Costs for the Chesterton Busway are now forecast to come in under budget by £2,642k in 2014-15. This is due to project delivery issues on the busway site including statutory undertaking diversions and associated design considerations, which have required a re-programme of the site works, resulting in delays in spend. In addition, work with local stakeholders has identified a potential improvement to the location of additional cycling facilities, however this requires some further negotiation with a third party land owner. This will result in some delay in the finalisation of the cycling facilities but, if successful, ultimately provide a more effective cycling route to the new station.

The costs for the Ely Crossing will be less this financial year than originally thought, as work was delayed while it was decided if the scheme would need to go to a public inquiry.

The Guided Busway project is expected to come in under budget in 2014-15 as land deals were resolved at the end of last financial year. Following the successful negotiation of the purchase price for a number of significant land parcels acquired for the Busway, the forecast for the remaining land and compensation transactions has been revised to reflect the settlement values that have been achieved.

The Government confirmed in the Autumn Statement that it will provide the funding for the Science Park Station scheme, but the exact details about how this will be progressed remain unclear.

The Superfast broadband rollout contractor for Connecting Cambridgeshire is delivering the infrastructure within agreed milestones, however, the payment profile is lagging behind delivery, increasing the delayed spend figure to £2,546k in year. This however, is not a project underspend, but rather a timing issue, with the funding being required in 2015/16.

The underspend on Super Connected Cities is predicted to be £4,102k. The original grant was to support 2,220 vouchers, but the current forecast has now been revised down to 160 vouchers. Due to a slower take-up rate nationally than the Government first anticipated, the scheme has now been extended until March 2016 and we are currently seeking approval from the Department for Culture, Media & Sport for the scheme to be extended to the whole of Cambridgeshire including Peterborough (rather than just Cambridge City and South Cambridgeshire).

## Capital Funding

2014/15				
Original 2014/15 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2014/15 £'000	Forecast Spend - Outturn (January) £'000	Forecast Funding Variance - Outturn (January) £'000
15,851	Local Transport Plan	15,851	15,851	0
10,355	Other DfT Grant funding	14,457	14,457	0
7,513	Other Grants	7,224	1,347	-5,877
7,141	Developer Contributions	7,560	6,948	-612
43,106	Prudential Borrowing	46,249	21,169	-25,080
7,033	Other Contributions	9,714	9,021	-693
<b>90,999</b>		<b>101,055</b>	<b>68,793</b>	<b>-32,262</b>

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

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

The Government confirmed in the Autumn Statement that it will provide the funding for the Science Park Station scheme, but the exact details about how this will be progressed remain unclear.

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

### a) Highways & Community Infrastructure

Frequency	Measure	What is good?	Format	Latest Data		2014/15 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-2014	388,292	400,000	G	R	<p>The year-to-date figure to December is 388,292.</p> <p>Fewer archive documents were added to the online catalogue last year as the team has been without a Cataloguing Archivist for the past 6 months.</p> <p>A new post holder started in January but their main role will initially involve the safe and secure move of the archives from Shire Hall to Ely as well as dealing with the accessioning backlog.</p> <p>It is unlikely that the end-of-year target of 400,000 will be achieved as cataloguing work will not re-start until Spring 2016 following the move to Ely.</p>
Library Services									
Quarterly	Number of visitors to libraries/community hubs - year-to-date	High	People	To 31-Dec-2014	1,898,224	2.55 million	G	G	<p>Our end-of-year target for this indicator is 2.55 million visits.</p> <p>Year-to-date figures show that there were 1,898,224 physical visits to libraries/hubs from April to December. This is just below the challenging target and 3.5% up on the same period last year.</p>
Quarterly	Number of item loans (including eBook loans) – year-to-date	High	Number	To 31-Dec-2014	2,179,793	2.85 million	G	G	<p>Our end-of-year target for this indicator is 2.85 million item loans.</p> <p>Year-to-date figures show that there were 2,179,793 item loans from April to December, which is above target and 2.9% up on last year.</p> <p>The number of eBook issues has increased by more than 106% compared with the same period last year. Digital content now accounts for 1.9% of total library issues compared with 0.9% during the same period last year.</p>

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				
Quarterly	Number of unique visits to library web pages - year-to-date	High	Number	To 31-Dec-2014	448,474	500,000	G	G	<p>Our end-of-year target for this indicator is 500,000 unique visits.</p> <p>2014/15 figures are provisional as Google Analytics havechanged the way visits are recorded. Latest year-to-date figures show that there were 448,474 unique visits to library web pages from April-December. This includes e-Book and e-Audio visits.</p> <p>Visits to the e-Book and e-Audio website accounted for 34,590 (7.7%) of the total remote library visits.</p>
Road and Footway maintenance									
Yearly	Principal roads where maintenance should be considered	Low	%	2014/15	2%	<=4%	G	G	Provisional 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%.
Yearly	Non-principal roads where maintenance should be considered	Low	%	2014/15	6%	<=9%	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 2013/14 but better than the Council's 2014/15 target of 9%.
Yearly	Unclassified roads where structural maintenance should be considered	Low	%	2013/14	29%	Contextual			Provisional results for 2013/14 indicate that there are 29% of unclassified roads where structural maintenance should be considered. This is compared with 25% in 2012/13. Condition data is currently being collected and figures for 2014/15 should be available shortly after April 2015.
Road Safety									
Monthly	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	Number	To 31-Oct-2014	322	<=299	R	R	<p>The provisional total number of killed or seriously injured (KSI) casualties during the 12 months ending October 2014 is 322, compared with a 2014 year-end target of no more than 299. The numbers can fluctuate from one month to the next, but it is unlikely that the year-end target will be achieved.</p> <p>There were more pedal cyclist and motor cyclist KSI casualties during the first ten months of 2014 than during the same period last year. This is likely to be due, in part, to a warm spring in 2014 resulting in</p>

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				<p>increased travel by these modes compared to the same period in 2013 when the weather was very cold. Provisional results from the Council's 2014 spring traffic census show an increase in cycling compared with last year.</p> <p>Car occupant KSI casualties so far this year are actually 9% less than during the same period in 2013, although car occupants remain the largest single group in the KSI figures, representing 37% of all KSI casualties.</p> <p>Pedal cycle use in Cambridgeshire has increased significantly over recent years. Whereas the number of car occupant KSI casualties during the first ten months of 2014 was less than 40% of the total during the same period in 2000, the number of pedal cyclist KSI casualties is 18% higher now than 14 years ago. In general terms the picture is similar nationally as well i.e. increased levels of cycling resulting in increased cyclist casualties.</p>
Monthly	Slight casualties - 12-month rolling total	Low	Number	To 31-Oct-2014	1,666	Contextual			The provisional number of slight casualties during the 12 months ending October 2014 (1,666) is slightly lower than last year's figures for the same period (1,706).
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-2014	£218,812	Contextual			<p>£218,812 has been saved since April compared with £500,000 in 2013.</p> <p>The reason that the amount was significantly higher in 2013 was due to this period including one of the largest investigations the service has been involved with (Operation Magpie). The amounts involved were quite considerable, with a large number of defendants and victims, including intervening to stop the loss of a victim's house. It is important to note that the amounts recovered do not reflect the success of the</p>



Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
									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-2014	48%	>=80%	R	R	<p>The 80% target for 2013/14 was not achieved.</p> <p>Twenty-nine premises were identified as undertaking trading activity during the reporting period. Through a number of interventions, from business support through to prosecution, 48% of these businesses were brought to compliance within the year. This figure 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 to compliance within the year 2013/14.</p>
<b>Streetlighting</b>									
Monthly	Percentage of streetlights working	High	%	To 31-Dec-2014	99.3%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is at 99.3% this month, remaining above the 99% target.
Monthly	Energy use by street lights – 12-month rolling total	Low	Million Kwh	To 31-Dec-2014	17.13	TBC	R	A	<p>Energy use by streetlights in the county in December was 1,995,101 Kilowatt hours (KwH), which is above (worse than) the target of 1,582,429 for the month. The 12-month rolling total to the end of December was 17.13 million KwH compared with the target of 15.56. The original target figures have been found not to include any columns which have been accrued into the contract since the beginning.</p> <p>Balfour Beatty are in the process of completing the revised energy forecast taking into account the additional lighting that has been accrued into the contract from the historic developments which have been adopted by the County Council.</p> <p>The Private Finance Initiative (PFI) programme is expected to deliver the target as the more efficient lighting units are installed.</p>

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				
									The street lighting PFI programme will deliver energy savings in the region of 46% to the County Council.
Monthly	Performance against street light replacement programme	High	%	At 31-Dec-2014	57.7%	TBC	R	A	<p>57.7% of the programme has been completed representing 31,827 street lights.</p> <p>Revised contract milestones are currently being finalised to take on board the changes to the original contract data which will bring the targets back in linewith performance whilst maintaining the Core Investment Programme (CIP) completion date of 2016.</p> <p>Targets will remain as they are until agreement is reached with Balfour Beatty.</p>
<b>Waste Management</b>									
Monthly	Municipal waste landfilled - 12 month rolling average	Low	%	To 31-Dec-2014	32.6%	35%	G	G	<p>Performance has dropped slightly from 31.1% to 32.6%. This is due to direct comparisons being made between November 2014 and November 2013, shortly after the Mechanical and Biological Treatment (MBT) plant came back on line. In November 2013 there was waste entering the plant, but relatively little leaving it, as a result showing an artificially low 'waste to landfill' figure for the month.</p> <p>It should be noted that there is no direct relationship between this performance indicator and the 'landfill tax' line in the Assets and Commissioning budget. The 'landfill tax' line includes various recycling costs (e.g. wood and plastics), which would not be reflected in the figure above, nor does it account for increased district recycling performance which is excluded from the Private Finance Initiative contract, but is required to be reported in line with national standards.</p>