

Economy, Transport and Environment – Finance and Performance Report – March 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	3	0	9	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 (February) £000	Directorate	Current Budget £000	Actual to end of March £000	Forecast Variance - Outturn (March) £000	Forecast Variance - Outturn (March) %
-12	Executive Director	2,240	199	-18	0.0
-751	Infrastructure Management & Operations (IMO)	60,828	-6,048	-924	0.0
-153	Strategy & Development (S&D)	16,132	-818	-126	0.0
0	External Grants	-13,679	+1,432	0	0.0
-915	Total Service Funded Items	65,521	-5,235	-1,068	-2.0
+178	Waste PFI			+292	
-101	Winter Maintenance			-204	
-839	Total	65,521	-5,235	-980	-1.0

The service level budgetary control report for March 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 March 2015.

The County Council has gained further funding for a second tranche of the Cycling City Ambition grant amounting to £6.028m to be spent over the next 3 years. The amount of grant available in 2015/16 is £1.48m.

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)

Allocation of insurance budgets £1,525k.

Two transfers have been made from Service Operational Savings Account to fund the following:-

Digital camera for the Archives service £73,000
Work relating to Highways Asset data £136,000

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 £39.650 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:

- Land deals for both the Huntingdon West of Town Centre link road and the Guided Busway will not be completed in this financial year.
- Connecting Cambridgeshire – the timing of milestone payments to the contactor have changed resulting in a reduction in spend this financial year, however the total cost of the project remains the same.

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.

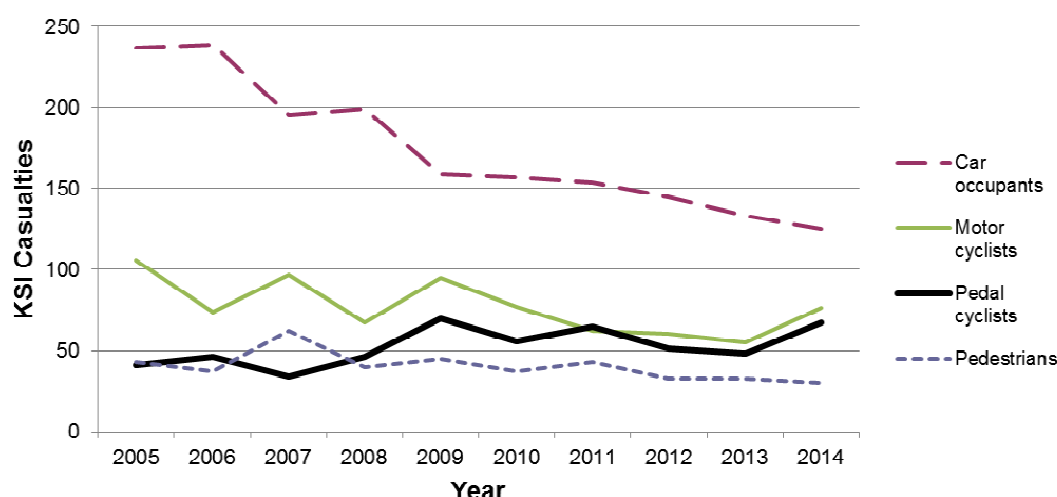
a) **Highways & Community Infrastructure**

Road Safety

- Road accident deaths and serious injuries – 12 month rolling total (to December 2014)

The provisional total number of killed or seriously injured (KSI) casualties during 2014 is 319, compared with a year-end target of no more than 299.





It can be seen that there was an increase in pedal cyclist and motorcyclist KSI casualties in 2014. It should be noted that road accidents are random events, and the figures can fluctuate from one year to the next, but, over the longer-term, pedal cyclists are the only category to exhibit an increase.

Data from the Council's 26 automatic pedal cycle traffic counters show an increase of 12% in the level of cycling in 2014 compared with 2013. This gives an estimated increase of just under 50% in cycling since 2004/05, compared with an increase of 31% in pedal cyclist KSI casualties over the same time period.

As noted previously, the figures can fluctuate from one year to the next, and the changes would be different over different time periods, but the figures do indicate that the risk to an individual cyclist has reduced over the past ten years, and that the increase in cyclist casualties is due to an increase in the number of cyclists.

The Department for Transport (DfT) has recently published provisional national road casualty statistics for the year ending September 2014 which shows that in Great Britain there was an increase of 4% in KSI casualties compared with the previous year, with increases of 8% in pedal cyclist KSI casualties and 6% in motor cyclist KSI casualties.

Nationally, pedal cyclist KSI casualties are up by 38% since the 2005-09 average baseline. As in Cambridgeshire, they are also the only main road user category to see an increase over this period.

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

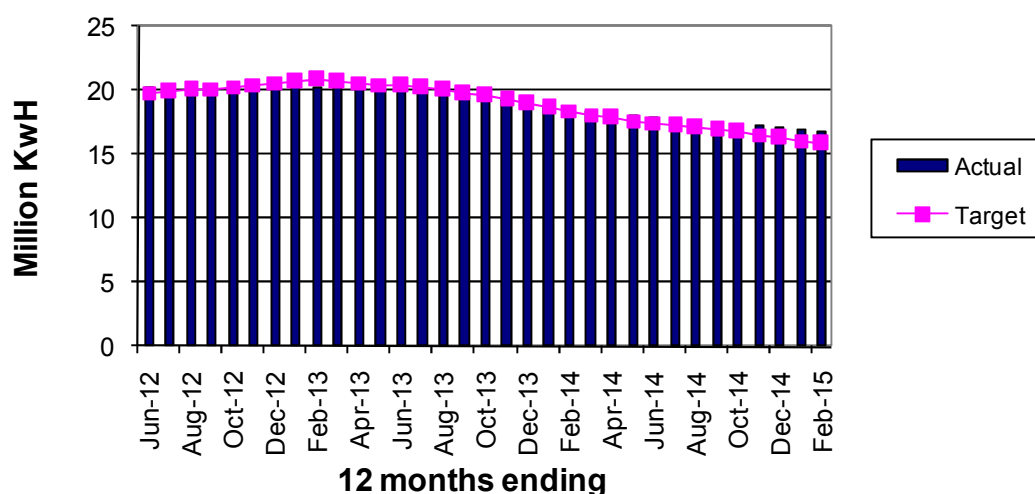
Street Lighting

- Energy use by street lights – 12-month rolling total (at February 2015)
Energy use by streetlights in the county in February was 1,455,806 Kilowatt hours (KwH), which is less (better) than the target of 1,596,190 for the month. The 12-month rolling total to the end of February was 16.75 million KwH compared with the target of 15.87.

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.

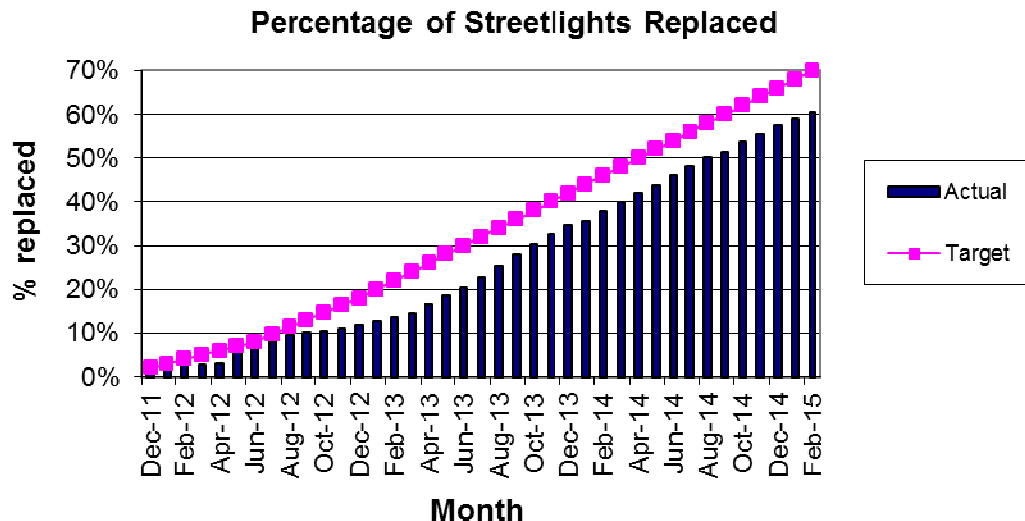
Energy Usage - 12 month rolling total (Million KwH)



- Performance against street light replacement programme (at February 2014)
60.4% of the programme has been completed representing 33,344 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 line with 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.



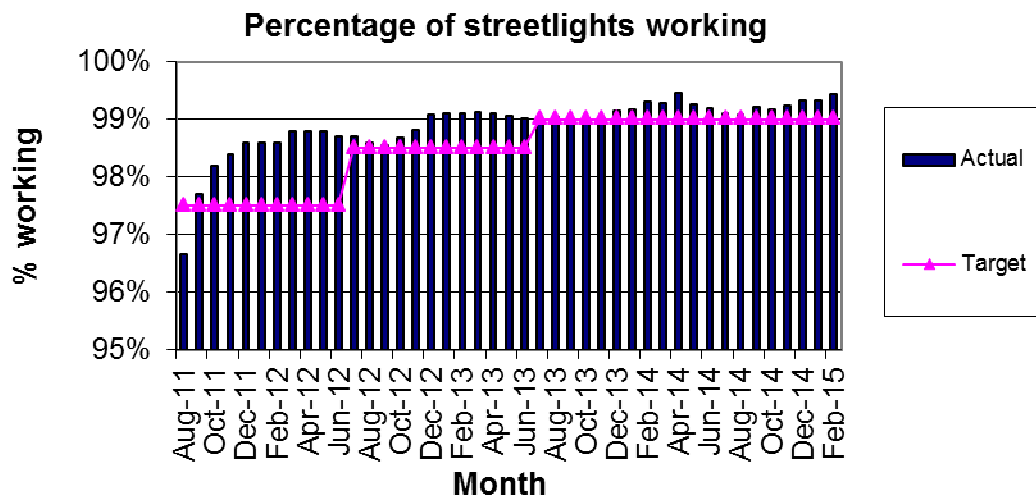
4.4 Green Indicators (new information)

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

a) Highways & Community Infrastructure

Street Lighting

- Streetlights working (as measured by new performance contract) (February 2015)
The 4-month average (the formal contract definition of the performance indicator) is at 99.4% this month, above the 99% target.

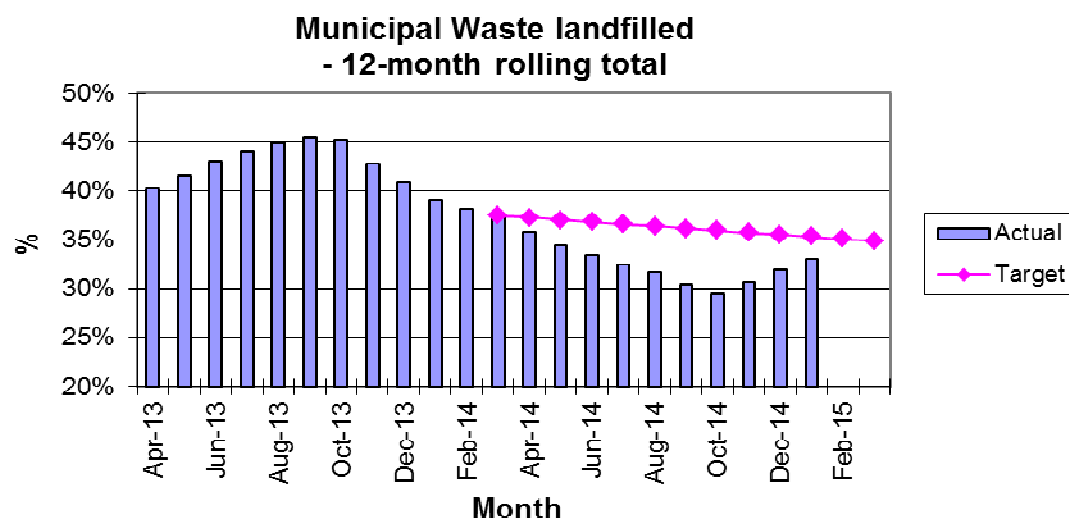


Waste Management

- Municipal waste landfilled - 12 month rolling average (to January 2015)
Performance has increased slightly from 31.9% to 33.1%, but remains within target. This is being monitored closely.

The Mechanical and Biological Treatment plant is currently going through a re-commissioning of the compost hall equipment to achieve a higher

level of biodegradation. Performance is expected to improve in the near future when this process is completed. As a result of this, more waste is being sent to landfill in the short term.



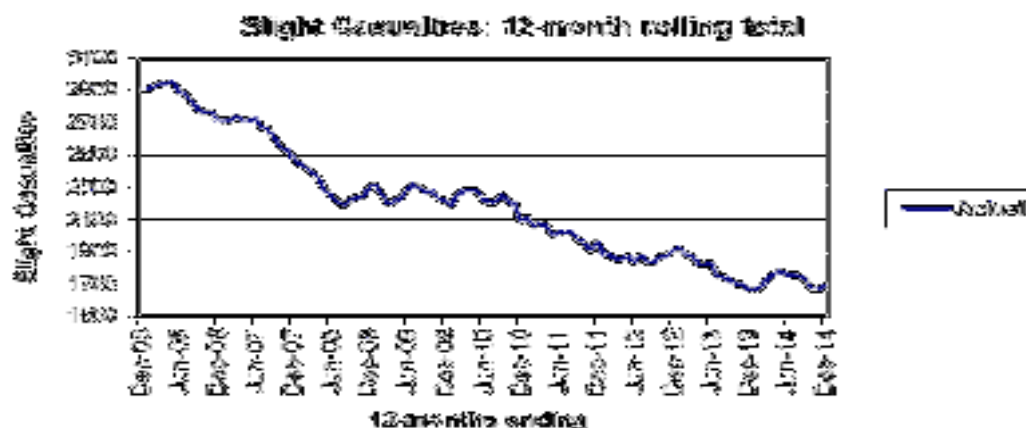
It should be noted that there is no direct relationship between this performance indicator and the 'landfill tax' line in the Assets and Commissioning budget. The 'landfill tax' line includes various recycling costs (e.g. wood and plastics), which would not be reflected in the figure above, nor does 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 December 2014)
The provisional total of 1,691 slight casualties during 2014 is slightly higher than the 2013 figure of 1,664.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn February £'000	Service	Current Budget for 2014-15 £'000	Actual to end of March £'000	Forecast Variance - Outturn March £'000	%
	Economy, Transport & Environment Services				
+5	Executive Director	1,742	1,965	+5	+0
-16	Business Support	498	474	-23	-5
0	Direct Grants	-127	-63	0	-9
-12	Total Executive Director	2,113	2,376	-18	-1
	Directorate of Infrastructure Management & Operations				
+0	Director of Infrastructure Management & Operations	133	129	+0	+0
	Assets & Commissioning				
-37	- Street Lighting	8,423	7,121	-47	-1
+178	- Waste Disposal including PFI	31,383	29,349	+292	+1
+14	- Asset Management	1,129	1,049	+1	+0
	Local Infrastructure & Street Management (LISM)				
-28	- Road Safety	681	691	-20	-3
+12	- Traffic Manager	-408	-399	+1	-0
+86	- Network Management	1,673	1,170	+19	+1
+35	- Local Infrastructure & Streets	5,897	5,151	+18	+0
-101	- Winter Maintenance	2,227	1,643	-204	-9
-423	- LISM other	2,222	1,576	-417	-19
	Supporting Business & Communities				
-167	- Communities & Business	1,488	1,196	-167	-11
+0	- Parking Enforcement	153	635	+0	+0
+0	- Recycle for Cambridge & Peterborough (RECAP)	0	-7	+0	+0
	Community & Cultural Services				
-28	- Libraries	4,575	4,529	-68	-1
-76	- Archives	667	585	-65	-10
-88	- Registrars	-280	-419	-88	+31
-50	- Coroners	866	760	-90	-10
0	Direct Grants	-8,164	-8,144	0	45
-675	Total Infrastructure Management & Operations	52,664	46,615	-836	-2
	Directorate of Strategy & Development				
+0	Director of Strategy & Development	146	143	+0	+0
-64	Transport & Infrastructure Policy & Funding	870	526	-94	-11
	Growth & Economy				
-48	- Growth & Development	621	498	-62	-10
+27	- County Planning, Minerals & Waste	338	304	+13	+4
-17	- Enterprise & Economy	194	156	-21	-11
+1	- Mobilising Local Energy Investment (MLEI)	257	163	+1	+0
+7	- Growth & Economy other	1,028	1,032	+23	+2
+0	Major Infrastructure Delivery	465	783	+0	+0
	Passenger Transport				
+265	- Park & Ride	594	975	+265	+45
+100	- Concessionary Fares	5,177	4,663	+60	+1
-425	- Passenger Transport other	2,801	2,484	-311	-11
	Adult Learning & Skills				
+0	- Adult Learning & Skills	2,765	1,621	+0	+0
+0	- Learning Centres	474	468	+0	+0
+0	- National Careers	402	352	+0	+0
0	Direct Grants	-5,388	-3,027	0	0
-153	Total Strategy & Development	10,744	11,142	-126	-1
-839	Total Economy, Transport & Environment Services	65,521	60,133	-980	-1

	MEMORANDUM				
£'000	Grant Funding	£'000	£'000	£'000	%
0	- Public Health Grant	-391	-391	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-3,944	+0	+0
0	- Waste - PFI Grant	-2,691	-2,691	+0	+0
0	- Superfast Broadband	-123	-59	+0	+0
0	- Severe Weather Recovery funding	-969	-969	+0	+0
0	- Walking in Cities	-184	-184	+0	+0
0	- Bus Service Operators Grant	-315	-315	+0	+0
0	- Local Sustainable Transport Funding (LSTF)	-1,166	0	+0	+0
0	- Better Bus Area Funding (BBAF)	-170	-170	+0	+0
0	- Adult Learning & Skills	-2,765	-1,973	+0	+0
0	- Learning Centres	-302	-18	+0	+0
0	- National Careers	-402	-246	+0	+0
0	- Mobilising Local Energy Investment (MLEI)	-257	-121	+0	+0
+0	Grant Funding Total	-13,679	-11,081	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

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

Service	Current Budget £'000	Actual to the end of March £'000	Forecast Variance - Outturn	
			£'000	%
Street Lighting	8,423	7,121	-47	-1
The anticipated financial deductions expected to be incurred by the PFI Contractor will not now be realised. However, lower energy costs will result in a saving of £350k, which will more than cover this amount.				
Waste Disposal including PFI	31,383	29,349	+292	+1
<p>The Waste Private Finance Initiative (PFI) budget has overspent 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 Cambridge City's university waste contract, where the revenue stream continued until March 2015.</p>				
LISM Other	2,222	1,576	-417	-19
The 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 final underspend now being reported.				
Winter Maintenance	2,227	1,643	-204	-9
The forecast underspend is the result of a reasonably mild winter season.				
Communities & Business	1,488	1,196	-167	-11
The underspend is mainly the result of savings from vacancies within the Service.				
Archives	667	585	-65	-10
The 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.				

Registrars	-280	-419	-88	+31
The underspend is due to a forecast overachievement on income compared to that budgeted.				
Park & Ride Sites	594	975	+265	+45
<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 & Ride sites has been less than expected. The situation is being closely monitored as the passenger numbers remain lower than predicted. Initiatives to promote Park and Ride use are being developed with a campaign being finalised to take place over Easter 2015.</p>				
Concessionary Fares	5,177	4,663	+60	+1
Due to increased ridership; passenger numbers and therefore costs are higher than originally budgeted.				
Passenger Transport other	2,801	2,484	-311	-11
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
Grants as per Business Plan	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)		44
Total Grants		13,679

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	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	78	
Use of operational savings – Flood Risk	73	
Use of operational savings – Archives digital camera	73	
Use of operational savings – Asset Management	136	
Insurance allocation to match charges	1,525	
Non-material virements (+/- £30k)	91	
Current Budget	65,521	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2014 £'000	Movement within Year £'000	Balance at 31st March 2015 £'000	Forecast Balance at 31st March 2015 £'000	Notes
General Reserve					
Service carry-forward	2,796	(770)	2,026	2,756	Account used for all of ETE
Sub total	2,796	(770)	2,026	2,756	
Equipment Reserves					
Winter Maintenance Vehicles	411	0	411	648	
Libraries - Vehicle replacement Fund	156	54	210	206	
Sub total	567	54	621	854	
Other Earmarked Funds					
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	240	545	500	
Guided Busway Liquidated Damages	5,399	(1,193)	4,205	3,500	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	0	Partnership accounts, not solely CCC
Proceeds of Crime	72	117	190	70	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	0	250	200	
Discover Cambs Tourism Brochure	28	(6)	23	28	
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	Partnership accounts, not solely CCC
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	26	132	80	
		0			
Sub total	8,976	(888)	8,088	5,904	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	669	
Sub total	669	0	669	669	
Capital Reserves					
Government Grants - Local Transport Plan	11	15,840	15,851	0	Account used for all of ETE
Government Grants - S&D	2,219	11,696	13,915	1,466	
Government Grants - IMO	562	2,973	3,535	0	
Other Capital Funding - S&D	3,408	4,473	7,881	4,692	
Other Capital Funding - IMO	841	513	1,354	500	
Sub total	7,041	35,495	42,536	6,658	
TOTAL	20,050	33,891	53,941	16,841	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2014/15						TOTAL SCHEME	
Original 2014/15 Budget as per BP	Scheme	Revised Budget for 2014/15	Actual Spend (March)	Forecast Spend - Outturn (Yearend)	Forecast Variance - Outturn (Yearend)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
818	- Major Scheme Development	389	304	420	31	918	0
482	- Local Highway Improvements	660	399	660	0	675	0
594	- Safety Schemes	569	345	569	0	594	0
445	- Strategy Development & Integrated Transport Schemes	634	615	634	0	517	0
1,000	- The Busway	1,000	0	1,000	0	1,000	0
350	- Bus Priority Measures - Cambridge	366	266	266	-100	650	0
3,253	- Promoting Economic Growth - Delivering Strategy aims	3,051	932	2,464	-587	3,060	0
320	- Other Integrated Transport Schemes - IMO	296	11	296	0	320	0
452	- Other Integrated Transport Schemes - S&D	378	334	347	-31	383	0
10,699	Operating the Network	11,190	9,138	11,162	-28	11,158	0
	Infrastructure Management & Operations Schemes						
15,000	- £90m Highways Maintenance schemes	16,957	14,248	16,484	-473	90,000	0
0	- Severe Weather funding	568	568	568	0	562	0
0	- Pothole Funding	1,945	1,867	1,945	0	1,933	0
589	- Waste Infrastructure	808	180	197	-611	19,753	0
1,189	- Community & Cultural Services	1,658	0	152	-1,506	14,171	0
1,000	- Other Schemes	1,005	5	5	-1,000	8,015	-1,500
	Strategy & Development Schemes						
3,565	- Cycling Schemes	4,867	2,685	2,819	-2,048	9,148	0
0	- Better Bus Funding	358	361	358	0	1,462	0
660	- Local Sustainable Transport Fund	1,244	965	1,244	0	2,380	0
3,328	- Huntingdon - West of Town Centre Link Road	3,937	539	600	-3,337	10,534	0
650	- Ely Crossing	416	96	155	-261	30,780	0
11,114	- Science Park Station	11,576	392	400	-11,176	30,000	-26,279
6,000	- Chesterton Busway	5,942	3,639	4,000	-1,942	6,050	0
7,370	- Guided Busway	7,370	1,547	1,600	-5,770	151,147	0
1,000	- Other Schemes	1,643	581	847	-796	38,688	0
	Other Schemes						
21,036	- Connecting Cambridgeshire	22,079	4,088	12,149	-9,930	35,950	0
85	- Other Schemes	85	67	0	-85	680	0
90,999		100,991	44,172	61,341	-39,650	470,528	-27,779

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 an underspend in 2014-15; due in part to a number of schemes coming in cheaper than budgeted.

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

- £260k of it relates to a scheme in St. Ives, which requires substantial public consultation, which will not be completed this financial year.
- £100k relates to a scheme in March, which requires access to land adjacent to the carriageway, where negotiations with the landowner were not resolved within the financial year. Construction is still expected to be completed in 2015/16.
- £110k underspend relates to two cycling schemes in St. Neots, which are subject to reviewed.

Funding for 'Street Lighting – Central Management system', shown under '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 a consequence of no new sites being developed until the results of the recycling centre strategy are known.

Spend on Community & Cultural Services schemes is under budget 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 5th January)
- Hills Road (Start date 26th January)
- Trumpington Road (Start date 11th May)

The resolution of land costs, for the Huntingdon West of Town centre link road, will not be completed in this financial year and the funding for this will be carried forward into 2015/16.

Strategy & Development - Other Schemes is predicting an underspend of £796k, this relates to:

- Soham Station underspend of £450k.
Network Rail (NR) 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 underspend of £300k
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 will therefore slip into the first quarter of 2015/16.

Costs for the Chesterton Busway will come in under budget by £1,942k 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 therefore 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 are 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 will come in under budget in 2014-15 as land deals were resolved at the end of last financial year. Following the 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. Further land deals should be resolved in 2015-16.

The Government confirmed in the Autumn Statement that it will provide 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 £5,828k in year. This 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 for 2014-15 has 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 (Yearend) £'000	Forecast Funding Variance - Outturn (Yearend) £'000
15,851	Local Transport Plan	15,851	15,851	0
10,355	Other DfT Grant funding	14,557	10,697	-3,860
7,513	Other Grants	8,230	4,128	-4,102
7,141	Developer Contributions	7,660	5,261	-2,399
43,106	Prudential Borrowing	46,290	18,332	-27,958
7,033	Other Contributions	8,403	7,072	-1,331
90,999		100,991	61,341	-39,650

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. A significant proportion of the Super Connected Cities grant will therefore 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
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 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.</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.

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
Road Safety									
Monthly	Killed or seriously injured (KSI) casualties - 12-month rolling total	Low	Number	To 31-Dec-2014	319	<=299	R	R	<p>The provisional total number of killed or seriously injured (KSI) casualties during 2014 is 319, compared with a year-end target of no more than 299.</p> <p>It can be seen that there was an increase in pedal cyclist and motorcyclist KSI casualties in 2014. It should be noted that road accidents are random events, and the figures can fluctuate from one year to the next, but, over the longer-term, pedal cyclists are the only category to exhibit an increase.</p> <p>Data from the Council's 26 automatic pedal cycle traffic counters show an increase of 12% in the level of cycling in 2014 compared with 2013. This gives an estimated increase of just under 50% in cycling since 2004/05, compared with an increase of 31% in pedal cyclist KSI casualties over the same time period.</p> <p>As noted previously, the figures can fluctuate from one year to the next, and the changes would be different over different time periods, but the figures do indicate that the risk to an individual cyclist has reduced over the past ten years, and that the increase in cyclist casualties is due to an increase in the number of cyclists.</p> <p>The Department for Transport (DfT) has recently published provisional national road casualty statistics for the year ending September 2014 which shows that in Great Britain there was an increase of 4% in KSI casualties compared with the previous year, with increases of 8% in pedal cyclist KSI casualties and 6% in motor cyclist KSI casualties.</p> <p>Nationally, pedal cyclist KSI casualties are up by 38% since the 2005-09 average baseline. As in Cambridgeshire, they are also the only main road user category to see an increase over this period.</p>
Monthly	Slight casualties - 12-month rolling total	Low	Number	To 31-Dec-2014	1,691	Contextual			At 1,691, the provisional number of slight casualties during 2014 is slightly higher than the 2013 total of 1,664.

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
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 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.</p>
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>
Streetlighting									
Monthly	Percentage of streetlights working	High	%	To 28-Feb-2015	99.4%	99%	G	G	The 4-month average (the formal contract definition of the performance indicator) is at 99.4% this month, remaining above the 99% target.

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
				Period	Actual				
Monthly	Energy use by street lights – 12-month rolling total	Low	Million Kwh	To 28-Feb-2015	16.75	15.87	G	A	<p>Energy use by streetlights in the county in February was 1,455,806 Kilowatt hours (Kwh), which is less (better) than the target of 1,484,918 for the month. The 12-month rolling total to the end of February was 16.75 million Kwh compared with the target of 14.96.</p> <p>The Private Finance Initiative (PFI) programme is expected to deliver the target as the more efficient lighting units are installed.</p> <p>The street lighting PFI programme will deliver energy savings in the region of 46% to the County Council.</p>
Monthly	Performance against street light replacement programme	High	%	At 28-Feb-2015	60.4%	TBC	R	A	<p>60.4% of the programme has been completed representing 33,344street 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 line with 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>
Waste Management									
Monthly	Municipal waste landfilled - 12 month rolling average	Low	%	To 31-Jan-2015	33.1%	35%	G	G	<p>Performance has increased slightly from 31.9% to 33.1%, but remains within target. This is being monitored closely.</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>