

**ENTERPRISE & ENVIRONMENT DIRECTORATE SUMMARY**  
**JUNE 2013-14 FULL MONITORING REPORT**

**1. REVENUE**

1.1		Cash Limit	Variance Before Mgmt Action	Management Action	Net Variance after Mgmt Action
	<b>Directorate Total (£k)</b>	<b>+150,523</b>	<b>+2,418</b>	<b>-</b>	<b>+2,418</b>

1.2 **Table 1** below details the revenue position by A-Z budget:

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	G	I	N	N		
	£'000	£'000	£'000	£'000	£'000	
<b>Environment, Highways and Waste portfolio</b>						
Strategic Management & Directorate Support budgets	4,869.9	-21.0	4,848.9	-283	-233	Saving on contractor annual management charge
					-50	Other minor variances
<u>Community Services:</u>						
- Gypsies & Travellers	714.0	-430.0	284.0	-29		
<u>Environment:</u>						
- Environment Management	3,878.9	-1,526.0	2,352.9	-1		
<u>Highways:</u>						
- Highways Maintenance						
- Adverse Weather	3,299.9	0.0	3,299.9	+376	+222	Costs of April salting runs
					+147	Balance of 12/13 costs including snow emergency costs for which insufficient provision was made
					+7	Other minor variances
- Bridges & Other Structures	2,588.1	-182.0	2,406.1	0		
- General maintenance & emergency response	13,616.0	-487.0	13,129.0	+3,759	+3,830	Find and fix repair of pot holes
					-112	Underspend on depot maintenance
					+41	Other minor variances
- Highway drainage	3,265.8	0.0	3,265.8	0		
- Streetlight maintenance	3,895.3	-154.0	3,741.3	0		
	26,665.1	-823.0	25,842.1	+4,135		

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	G	I	N	N		
	£'000	£'000	£'000	£'000	£'000	
- Highways Management:						
- Development Planning	2,110.9	-1,310.0	800.9	-53		
- Highways Improvements	1,875.3	-82.0	1,793.3	-446	-200 Temporary staff no longer required for Member Highway Fund as the backlog has been cleared -168 An historic budget for a revenue contribution to capital remains but there is no requirement within the capital programme for 2013-14 for this funding. -78 Other minor variances	
- Road Safety	3,257.6	-2,234.0	1,023.6	+44		
- Streetlight energy	4,795.0	0.0	4,795.0	0		
- Traffic management	5,874.2	-3,421.1	2,453.1	-88		
- Tree maintenance, grass cutting & weed control	3,252.8	0.0	3,252.8	+260	+180 Additional weed control treatment required following complaints from District Councils in particular concerning weeds causing a trip hazard +180 Additional expenditure in respect of bus route clearance -192 Savings on the transfer of the contract to a new contractor +80 Removal of tree stumps +12 Other minor variances	Part of this saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
	21,165.8	-7,047.1	14,118.7	-283		
<u>Planning &amp; Transport Strategy:</u>						
- Planning & Transport Policy	1,392.9	0.0	1,392.9	-3		
- Planning Applications	1,079.9	-600.0	479.9	+27		
	2,472.8	-600.0	1,872.8	+24		
<u>Transport Services:</u>						
- Concessionary Fares	16,672.0	-27.0	16,645.0	-385	-385 Fewer replacement bus passes expected to be issued in 2013-14 than budgeted	

## ANNEX 4

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP	
	G	I	N	N			
	£'000	£'000	£'000	£'000	£'000		
- Freedom Pass	14,843.0	-2,459.0	12,384.0	+70	+70	Higher than budgeted number of journeys travelled using the Freedom Pass (as illustrated in the activity section 2.3 below)	There is an underlying pressure on this budget which will need to be addressed in the 2014-17 MTFP as the £800k funding provided from the 2012-13 roll forward is one-off and there will also be the impact of the change in education transport policy on the next cohort of students transferring to the secondary sector.
- Subsidised Bus Routes	9,035.1	-1,454.0	7,581.1	-435	-517	Funding awarded for price rises has proved to be in excess of what is required and contracts re-tendered in year have generally not increased	This pressure is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-133	Staff vacancies	
					+218	Reduced income from ELS due to fewer entitled scholars using the subsidised bus routes	
					-3	Other minor variances	
- Transport Operations	1,127.4	-214.5	912.9	+32			
- Transport Planning	484.6	-228.0	256.6	-19			
	42,162.1	-4,382.5	37,779.6	-737			
<b>Waste Management</b>							Impact of the current Waste forecast on the 2014-17 MTFP: Until the Joint Waste Projects have been operating for a while it is difficult to predict with any certainty the impact of these on the 2014-17 MTFP. A view will be taken at the time of setting the budget based on the most up to date data available.
- Waste Operations	1,864.0	0.0	1,864.0	-28			
- Recycling & Diversion from Landfill:							
- Household Waste Recycling Centres	8,241.0	-1,982.0	6,259.0	-262	-244	Forecast lower volumes of materials managed at sites resulting in reduced haulage fees	
					+205	Management and contract fees for Richborough site expected to be closed for 2013/14 but remains open	
					-106	Reduced recycling bonus payments due to reduced waste volumes at HWRCs	

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	G	I	N	N		
	£'000	£'000	£'000	£'000	£'000	
					-146	Additional income from the sale of metal as prices remain stable and high
					+29	Other minor variances
- Partnership & Waste Co-ordination	504.0	-168.0	336.0	-22		
- Payments to Waste Collection Authorities (DCs)	6,068.0	-102.0	5,966.0	-250	-153	Reduced tipping away payments (which are determined by distance travelled) to Waste Collection Authorities due to new arrangements to manage waste closer to where it is collected
					-109	Reduced recycling credit payments to Waste Collection Authorities
					+12	Other minor variances
- Recycling Contracts & Composting	9,030.0	-1,571.0	7,459.0	+1,063	+520	Price increases for hardcore due to changes in legislation
					-318	Forecast reduction of 15,500 tonnes in hardcore, wood, garden waste and other materials offset by an increase in food waste
					+471	Under recovery of sales income from the East Kent Contract due to changes in market prices
					+184	East Kent Contract: Forecast reduction of 4,100 tonnes of saleable material, (together with an increase of 6,400 tonnes of co-mingled materials due to changes in collected services, at zero cost)
					+176	Income expected to be generated from the new Mid Kent Contract has not materialised
					+30	Other minor variances
	23,843.0	-3,823.0	20,020.0	+529		

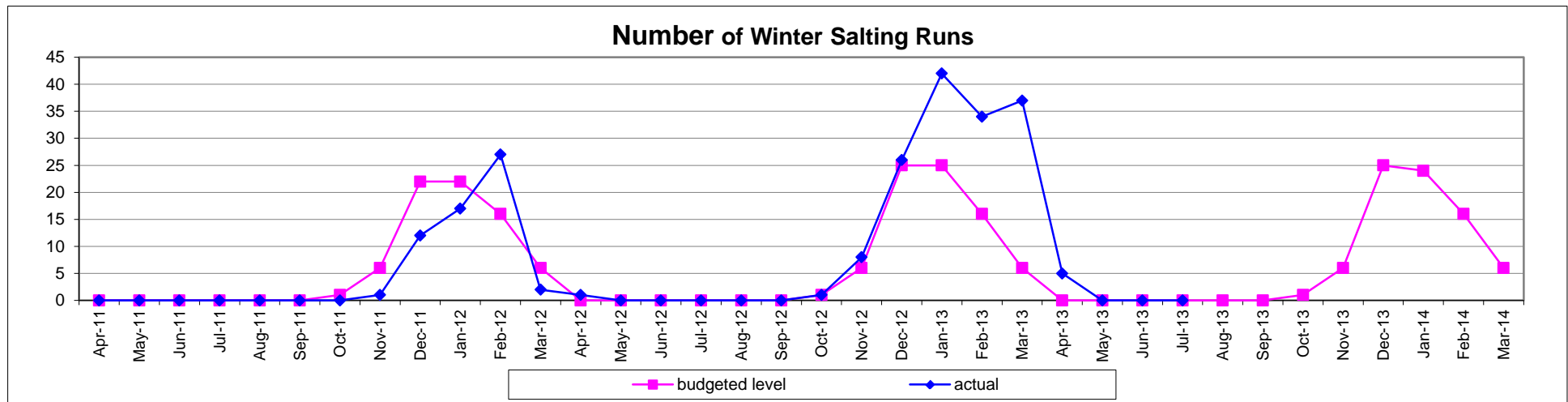
Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP	
	G	I	N	N			
	£'000	£'000	£'000	£'000	£'000		
- Waste Disposal:							
- Closed Landfill Sites & Abandoned Vehicles	864.0	-180.0	684.0	-152	-115	Net saving on the termination of the Operation Cubit contract	This saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-37	Other minor variances	
- Disposal Contracts	28,836.0	-156.0	28,680.0	+1,097	-283	Forecast reduced tonnage of residual waste to be managed (-17,700 tonnes)	
					+1,899	Forecast increase of tonnage throughput at the Allington Waste to Energy Facility (resulting in reduction sent to Landfill) (+21,000 tonnes)	
					-403	Decrease in waste disposed of through the Shelford contract as waste from Canterbury City Council is being processed at the Allington Facility	
					-117	Saving on managing hazardous and clinical waste	
					+1	Other minor variances	
- Haulage & Transfer Stations	9,579.0	-75.0	9,504.0	+933	+345	Delays in the closure of the Hawkinge transfer station	
					-197	Reduced expenditure at the Ashford transfer station due to the delays in the closure of the Hawkinge site	
					-119	Forecast reduced tonnage managed at sites	
					+148	New arrangements at Allington transfer station to enable the receipt of food and dry recyclable waste	
					+547	East Kent Contract Haulage fee budget set only for January to March but payments are being incurred for the whole financial year	

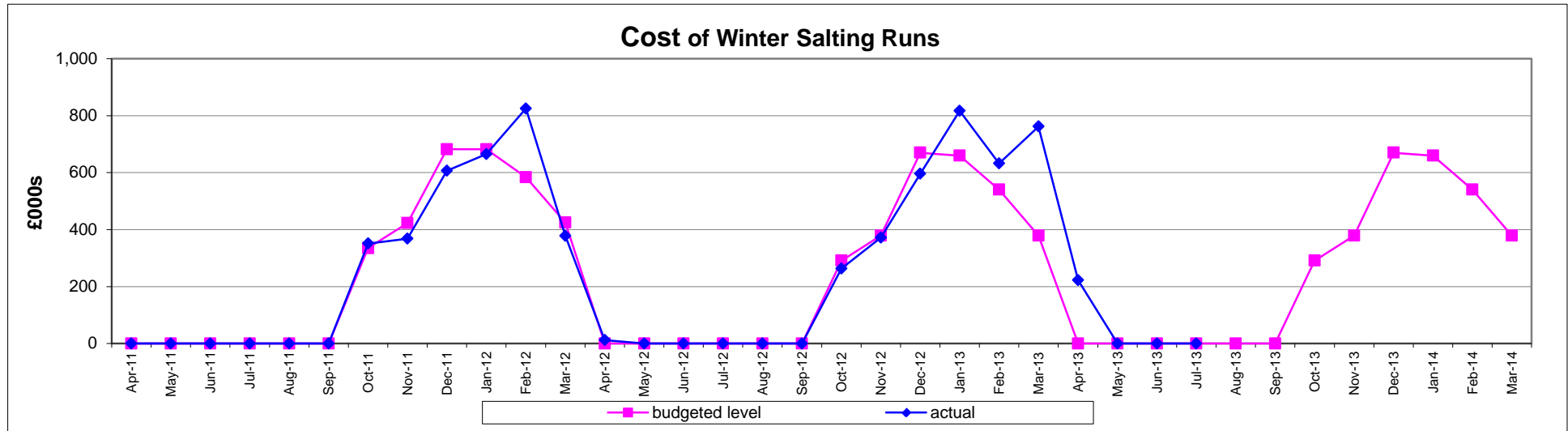
Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	G	I	N	N		
	£'000	£'000	£'000	£'000	£'000	
					+285	Extra contract payments for managing waste in Thanet and Canterbury under the East Kent Contract as the new service is being rolled out
					-76	Other minor variances
- Landfill Tax	7,571.0	0.0	7,571.0	-2,787	-2,787	Forecast reduction in the volume of waste sent to landfill due to an overall reduction in waste (-17,700 tonnes) and an increased diversion of waste to be processed at the Allington Waste to Energy Facility (-21,000 tonnes)
	46,850.0	-411.0	46,439.0	-909		
- Commercial Services	0.0	-4,899.0	-4,899.0			
<b>Total E,H &amp; W portfolio</b>	<b>174,485.6</b>	<b>-23,962.6</b>	<b>150,523.0</b>	<b>+2,418</b>		
<b>Regeneration &amp; Enterprise portfolio</b>						
Development Staff & Projects	<b>656.6</b>	<b>-656.6</b>	<b>0.0</b>	<b>0</b>		
<b>Total E&amp;E controllable</b>	<b>175,142.2</b>	<b>-24,619.2</b>	<b>150,523.0</b>	<b>+2,418</b>		
<b>Assumed Mgmt Action</b>						
- EHW portfolio						
- R&E portfolio						
<b>Total Forecast <u>after</u> mgmt action</b>	<b>175,142.2</b>	<b>-24,619.2</b>	<b>150,523.0</b>	<b>+2,418</b>		

2. KEY ACTIVITY INDICATORS AND BUDGET RISK ASSESSMENT MONITORING

2.1 Number and Cost of winter salting runs

	2011-12				2012-13				2013-14			
	No. of salting runs		Cost of salting runs		No. of salting runs		Cost of salting runs		No. of salting runs		Cost of salting runs	
	Budgeted level	Actual	Budgeted level £'000	Actual £'000	Budgeted level	Actual	Budgeted level £'000	Actual £'000	Budgeted level	Actual	Budgeted level £'000	Actual £'000
Apr	-	-	-	-	-	1	-	12	-	5	-	222
May	-	-	-	-	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-	-	-	-	-
Oct	1	-	335	351	1	1	291	263	1	-	291	-
Nov	6	1	423	368	6	8	379	372	6	-	379	-
Dec	22	12	682	607	25	26	670	596	25	-	670	-
Jan	22	17	682	665	25	42	660	817	24	-	660	-
Feb	16	27	584	825	16	34	540	632	16	-	540	-
Mar	6	2	425	378	6	37	379	762	6	-	379	-
	<b>73</b>	<b>59</b>	<b>3,131</b>	<b>3,194</b>	<b>79</b>	<b>149</b>	<b>2,919</b>	<b>3,454</b>	<b>78</b>	<b>5</b>	<b>2,919</b>	<b>222</b>





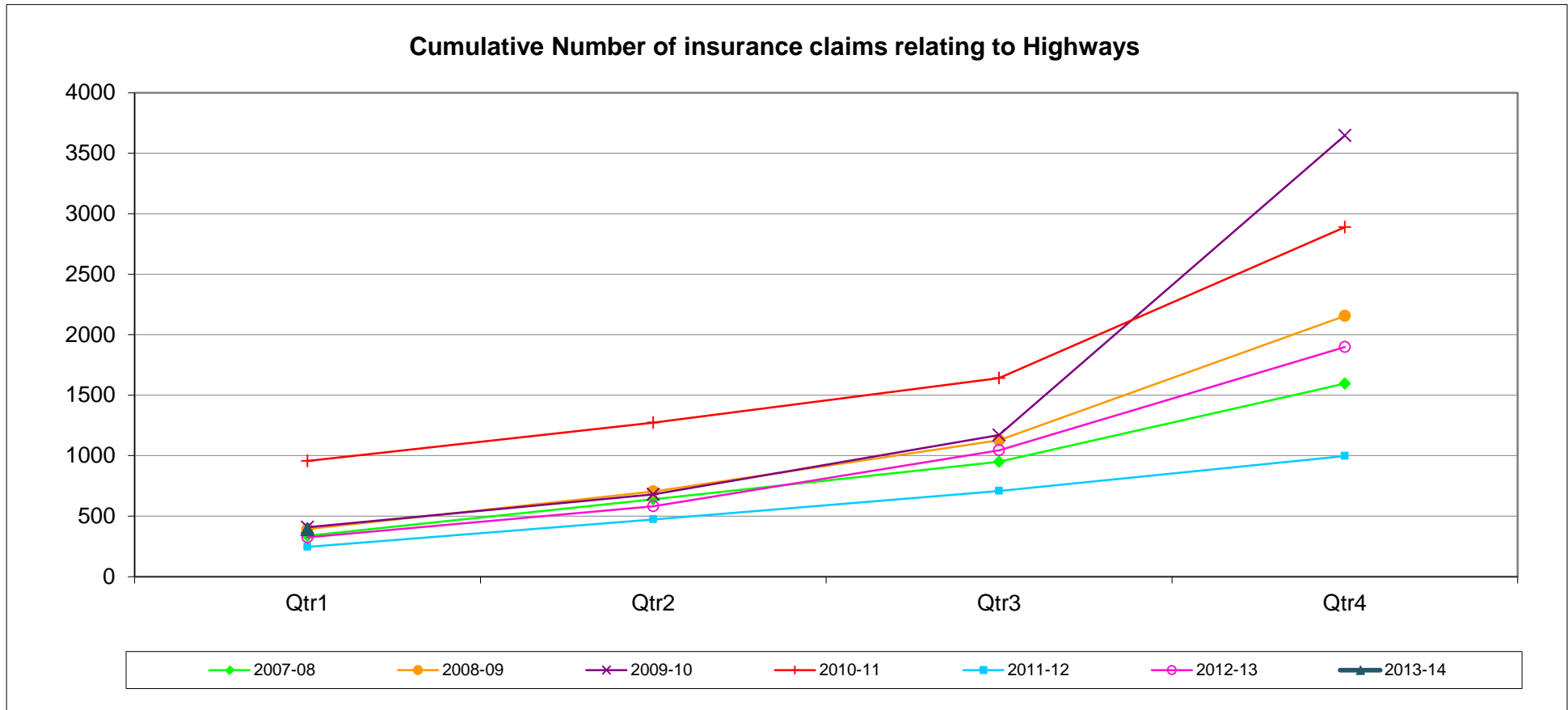
#### Comments:

- As a result of the prolonged hard winter which extended into April 2013, unbudgeted salting runs were required at the start of this financial year, resulting in a forecast pressure against the adverse weather budget of £0.222m, as shown above and in table 1.
- Although the budgeted number of salting runs is higher in 2012-13 than in 2011-12, the budgeted cost is lower because 2011-12 was a transition year due to the change in contractor from Ringway to Enterprise and 2012-13 included the full year efficiency savings, hence the reduction in the budgeted costs.
- It had been anticipated that the generally mild winter in 2011-12 would mean that the number and cost of salting runs would be below budget. However, the snow emergency in February 2012 required emergency salting runs, which were more expensive than the routine salting runs due to a higher rate of spread of salt than originally budgeted. Also, additional costs were incurred as part of the new Winter Policy introduced for 2011-12, as smaller vehicles needed to be leased in order to service parts of the routes that were inaccessible to the larger vehicles (approx £140k) and some of the salting routes were extended in order to meet local needs. This resulted in outturn expenditure of £3.194m against a budget of £3.131m, despite the number of salting runs being below the budgeted level.
- The actual number of salting runs in 2012-13 was above the budgeted levels, however, the budgeted cost of salting runs was calculated using the worst case scenario in terms of the rate of spread of salt. As the actual spread of salt was at a lower rate than assumed, this resulted in the costs of salting runs not being as high as the number of salting runs may suggest. Overall there was a net overspend of £1.669m on the adverse weather budget in 2012-13, which was due to an overspend of £0.535m on winter salting runs (as shown in the table above) and an overspend of £1.134m of other costs associated with adverse weather, not directly attributed to salting runs, such as costs of snow clearance, maintenance costs of farmers' ploughs, salt bins & weather stations.



2.2 Number of insurance claims arising related to Highways

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims
Apr to Jun	337	393	408	956	245	325	391
Jul to Sep	640	704	680	1,273	473	581	
Oct to Dec	950	1,128	1,170	1,641	708	1,044	
Jan to Mar	1,595	2,155	3,647	2,889	997	1,898	

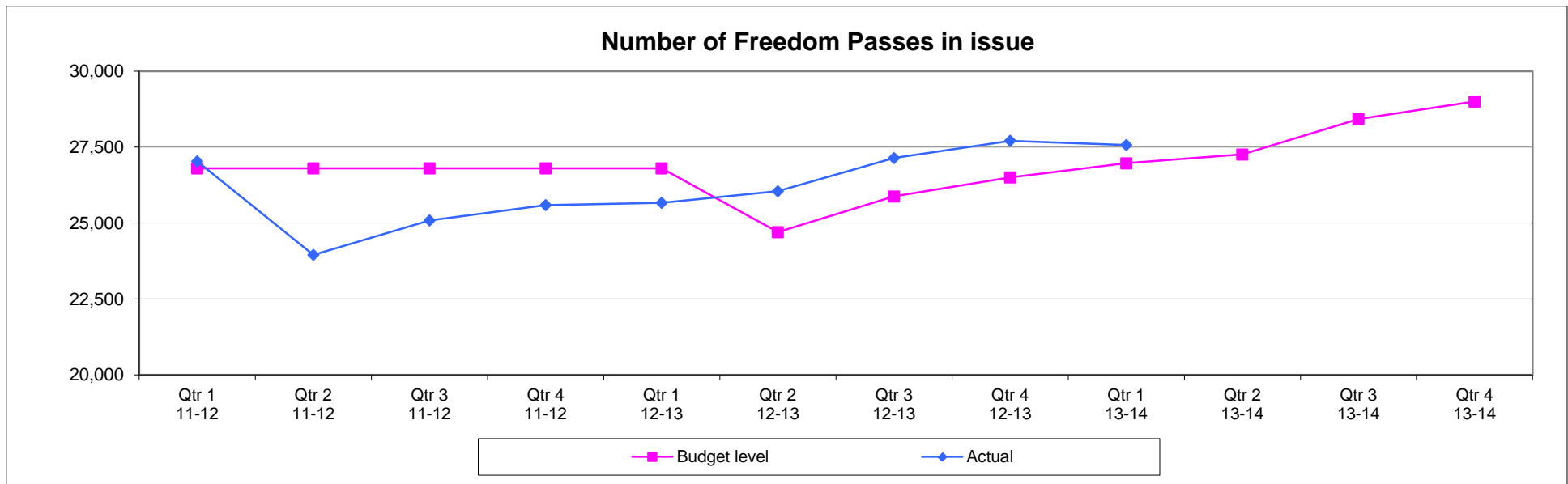


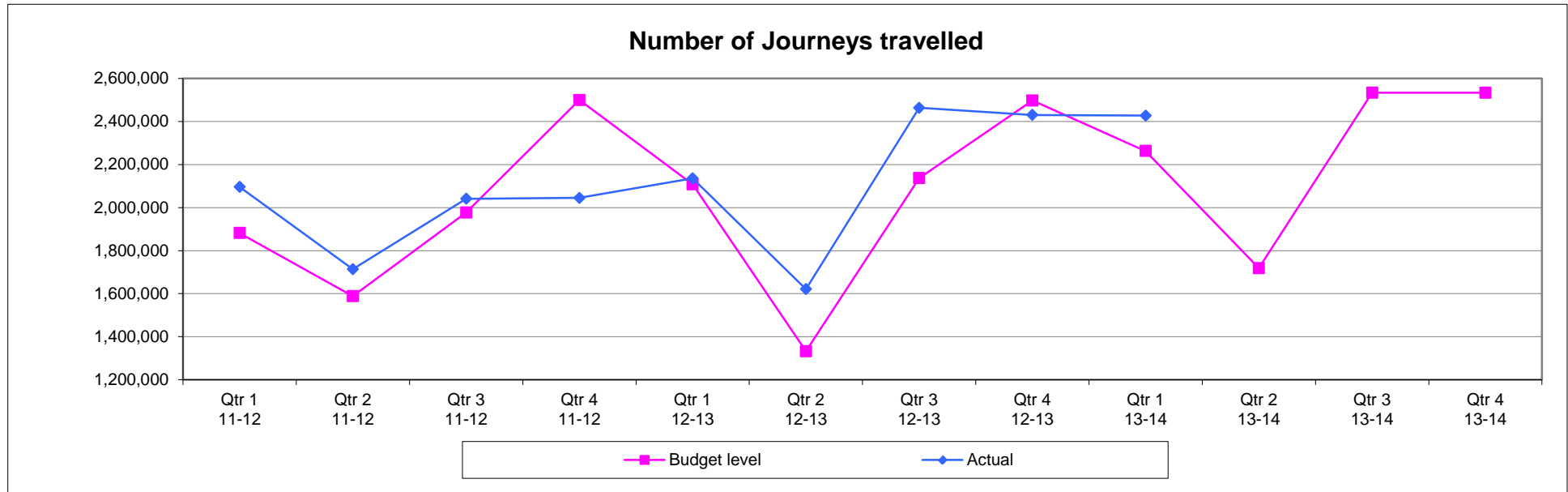
## Comments:

- Numbers of claims will continually change as new claims are received relating to incidents occurring in previous quarters. Claimants have 3 years to pursue an injury claim and 6 years for damage claims. The data previously reported has been updated to reflect claims logged with Insurance as at 30th June 2013.
- Claims were high in each of the years 2008-09 to 2010-11 largely due to the particularly adverse weather conditions and the consequent damage to the highway along with some possible effect from the economic downturn. These claim numbers are likely to increase further as more claims are received for incidents which occurred during the period of the bad weather.
- Claims were lower in 2011-12 which could have been due to many factors including: an improved state of the highway following the find and fix programmes of repair, an increased rejection rate on claims, and a mild winter. However, claim numbers increased again in 2012-13, which was likely to be due to the prolonged hard winter and the consequent damage to the highway, but claim numbers did not increase to the levels experienced during 2008-09 to 2010-11, probably due to the continuation of the find and fix programmes of repair. It is likely that claim numbers for both 2011-12 and 2012-13 will increase as new claims are received relating to incidents occurring during these two years, as explained above.
- The Insurance section continues to work closely with Highways to try to reduce the number of claims and currently the Authority is managing to achieve a rejection rate on 2013-14 claims where it is considered that we do not have any liability, of about 85%.

2.3 Freedom Pass

	2011-12				2012-13				2013-14			
	Passes		Journeys travelled		Passes		Journeys travelled		Passes		Journeys travelled	
	Budget level	Actual	Budget level (000's)	Actual (000's)	Budget level	Actual	Budget level (000's)	Actual (000's)	Budget level	Actual	Budget level (000's)	Actual (000's)
Qtr 1	26,800	27,031	1,882	2,096	26,800	25,668	2,108	2,136	26,970	27,571	2,263	2,428
Qtr 2	26,800	23,952	1,589	1,714	24,703	26,051	1,333	1,621	27,260		1,719	
Qtr 3	26,800	25,092	1,977	2,041	25,877	27,141	2,137	2,464	28,420		2,534	
Qtr 4	26,800	25,593	2,499	2,045	26,500	27,711	2,498	2,431	29,000		2,534	
			<b>7,947</b>	<b>7,896</b>			<b>8,076</b>	<b>8,652</b>			<b>9,050</b>	<b>2,428</b>





**Comments:**

- As predicted the number of Kent Freedom Passes was lower in the first quarter of 2012-13 compared to the same quarter in 2011-12 probably due to the fee increase. Applications have steadily increased since Q1 2012-13, due in part to changes in education transport policy, and the continued popularity of the scheme resulting in a pressure on this budget in 2012-13, hence Cabinet, at the 15 July 2013 meeting, agreed to allocate £0.8m of rolled forward 2012-13 underspending to support this budget in 2013-14.
- The figures for actual journeys travelled are regularly reviewed and updated as further information is received from the bus companies, so may be subject to change
- The above figures do not include journeys travelled relating to free home to school transport as these costs are met from the Education, Learning & Skills portfolio budget and not from the Kent Freedom Pass budget.

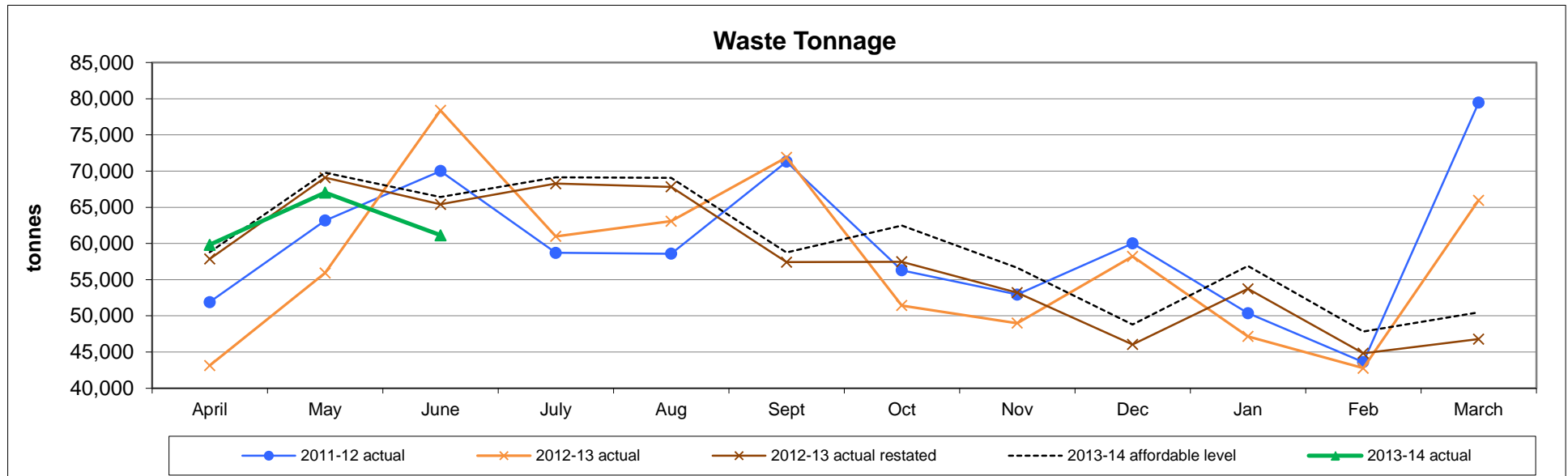
2.4 Waste Tonnage

	2011-12	2012-13	# 2012-13 restated	2013-14	
	Waste Tonnage	Waste Tonnage	Waste Tonnage	Affordable Level ^	* Waste Tonnage
Apr	51,901	43,150	57,863	58,775	59,816
May	63,168	55,931	69,093	69,765	67,024
Jun	70,006	78,391	65,401	66,407	61,144
Jul	58,711	60,977	68,261	69,141	
Aug	58,581	63,070	67,825	69,067	
Sep	71,296	71,894	57,428	58,745	
Oct	56,296	51,423	57,476	62,465	
Nov	52,942	48,992	53,201	56,638	
Dec	60,009	58,221	46,052	48,812	
Jan	50,366	47,153	53,730	56,898	
Feb	43,607	42,767	44,823	47,816	
Mar	79,468	65,976	46,792	50,471	
	<b>716,351</b>	<b>687,945</b>	<b>687,945</b>	<b>715,000</b>	<b>187,984</b>

^ Historically contracts with service providers have been on the basis of a four/four/five week cycle of accounting periods (with weeks ending on a Sunday), rather than on calendar months, and reported waste tonnages have reflected this. From April 2013, due to changes in managing waste contracts, all service providers have transferred on to a calendar month basis and this is reflected in the monthly affordable levels for 2013-14, hence why the line on the graph representing the affordable level for 2013-14 reflects a different profile to the actuals/affordable level for previous years.

# The 2012-13 actual waste tonnage data has been restated on a calendar month basis to ease comparison with 2013-14.

\* Note: waste tonnages are subject to slight variations between quarterly reports as figures are refined and confirmed with Districts



**Comments:**

- These waste tonnage figures include residual waste processed either through Allington Waste to Energy plant or landfill, recycled waste and composting.
- To date, the cumulative tonnage activity for the first three months of the year is approximately 7,000 tonnes less than the affordable level for the same period, and this reduction is reflected in the current forecast in table 1 of this annex.
- Overall waste volumes are currently 2% lower for quarter 1 when compared with the same period for last year (based on the restated 2012-13 figures). Waste volumes at Household Waste Recycling Centres continue to show a reduction in waste volumes as a result of implementing new operating policies at these sites.
- Based on the actual waste tonnage for quarter 1 of 2013-14 and forecasts for quarters 2 to 4, the overall volume of waste to be managed this financial year is expected to be approximately 684,100 tonnes, which is 30,900 tonnes below the affordable level and equates to a saving of £2.249m. However this saving on waste volumes is offset by other pressures within the service, as detailed in table 1, giving an overall saving against the waste management budget of £0.408m. The risk is that the current forecast underspend could reduce during the year as market prices for recyclable materials fall.

### 3. CAPITAL

3.1 The Enterprise & Environment Directorate has a working budget for 2013-14 of £76,755k. The forecast outturn against the 2013-14 budget is £67,470k giving a variance of - £9,285k.

3.2 **Table 2** below details the EE Capital Position by Budget Book line.

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions
<b>Rolling Programmes</b>									
Commercial Services Vehicles Plant and Equipment	3,900	1,300	0	0			Green		
Highway Major Enhancement / Other Capital Enhancement / Bridge Assessment and Strengthening	94,872	38,909	-3,400	-3,400	Rephasing	Highways capital funding to be reviewed in detail as part of 2014-17 MTFP process.	Green		
Integrated Transport Schemes under £1m	12,513	5,354	-400	80	Real - External funding	Westwood improvement was originally included as s106 IT scheme. This scheme is now being partly funded by DfT to deliver a larger scheme. The larger scheme budget now includes all s106 contributions. Some of the s106 schemes are at outline design stage with the likelihood of delivery in 14-15.	Green		Increase cash limit by £80k
				-140	Real - developer contributions				Reduce cash limit by £140k
				-340	Rephasing				

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions		
Land compensation and Part 1 claims arising from completed projects	2,834	2,348	0	0			Green				
Major Schemes - Preliminary Design Fees	400	350	0	0			Green				
Members' Highway Fund	6,600	2,472	0	0			Green				
<b>Individual Projects</b>											
<b>Environment and Waste:</b>											
Capital Plant and Equipment	0	0	9	9	Real - Revenue		Green				
Coldharbour Gypsy Site	672	439	449	489	Real - HCA grant	Additional funding has been given for extra 8 pitches and some towards the increased utilities costs.	Amber	Scheme delayed due to significant utility problems during construction period, adverse weather conditions and increased site security.	Increase cash limit by £489k		
					60 Real - Ex other					The reduction is for the reduced expectation of external funds.	Increase cash limit by £60k
					-100 Real - Ex other						
Energy and Water Efficiency Investment Fund - External	481	328	-75	-75	Rephasing		Green				
Energy Reduction and Water Efficiency Investment - KCC	241	140	-29	-29	Rephasing		Green				
North Farm Development	3,000	125	475	475	Rephasing	The award of grant and the funding deadline has accelerated the spend on scheme development and detailed design.	Green				



Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions
Sandwich Sea Defences	2,328	656	-203	-203	Rephasing	Contribution profile has been revised.	Green		
<b>Household Waste Recycling Centres (HWRCs) and Transfer Stations (TSs)</b>									
East Kent Joint Waste Project	1,576	1,593	0	0					
HWRC - Tonbridge and Malling	1,300	0	0	0			Green		
HWRC - West Kent	600						Green		
Mid Kent Joint Waste Project - Invest to Save	4,440	4,440	0	0			Green		
TS/HWRC - Ashford	500	1,715	0	0			Green		
TS/HWRC - Swale	3,530	1,880	0	0			Green		
<b>Kent Highway Services:</b>									
Ashford Ring Road - Major Road Scheme	91	93	0	0			Green		
East Kent Access Phase 2 - Major Road Scheme	3,958	1,317	-608	-608	Rephasing	Rephasing is due to delay in dealing with Part 1 claims due to mobilisation of the new term consultant. Overall on the project there is a forecast underspend of £476k which relates to a review of residual risk contingency.	Green		Decrease cash limit by £476k in 2015-16
Growth without Gridlock initiatives	5,000	2,750	-2,550	-2,550	Rephasing	Delay in the development work for Thanet Parkway and other schemes.	Green		
Cyclopark initiative	0	176	0	0			Green		
Kent Thameside Strategic Transport Programme	11,764	2,243	0	0			Green		

## ANNEX 4

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions
Kent Highway Partnership - Co-location Depots	40	29	19	19	Real -External other		Green		Increase cash limit by £19k
Rushenden Link (Sheppey) - major road scheme	635	490	-388	-388	Rephasing	Delayed progress in dealing with LCA Part 1 claims due to mobilisation of the new term consultant.	Green		
Sittingbourne Northern Relief Road - major road scheme	2,799	814	-100	-100	Rephasing	Delayed progress in dealing with LCA Part 1 claims due to mobilisation of the new term consultant.	Green		
Street Lighting Column - Replacement Scheme	3,750	1,250	0	0			Green		
Street Lighting Timing - Invest to Save	2,906	2,131	0	0			Green		
A228 Leybourne & West Malling Corridor	0	19	-19	-19	Real - External Other		Green		Decrease cash limit by £19k
<b>Ashford's Future Schemes</b>									
A28 Chart Road	7,600	1,800	-1,800	-1,800	Rephasing	Original budget profile assumed on Growing Places funding support and this has not materialised. Project will only proceed if external funding is secured.	Green		
Drovers Roundabout junction	220	370	0	0			Green		
Orchard Way Railway	15,000	0	0	0					

**ANNEX 4**

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions
Victoria Way	239	424	-185	-185	Rephasing	Delayed progress in dealing with LCA Part 1 claims due to mobilisation of the new term consultant.	Green		
Westwood Relief Strategy-Poorhole Lane	0	800	-480	-480	Rephasing	Rephasing to reflect revised profiling of project.	Green		
<b>Total</b>	<b>193,789</b>	<b>76,755</b>	<b>-9,285</b>	<b>-9,285</b>					

1. Status:

Green – on time and within budget

Amber – either delayed completion date or over budget

Red – both delayed completion and over budget