

ENTERPRISE & ENVIRONMENT DIRECTORATE SUMMARY
SEPTEMBER 2013-14 MONITORING REPORT

1. REVENUE

1.1		Cash Limit	Variance Before Mgmt Action	Management Action	Net Variance after Mgmt Action
	Directorate Total (£k)	+151,726	+1,667	-	+1,667

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
	Gross	Income	Net	Net		
	£'000	£'000	£'000	£'000	£'000	
Environment, Highways and Waste portfolio						
Strategic Management & Directorate Support budgets	4,858.5	-21.0	4,837.5	-654	-233	Saving on contractor annual management charge This saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-120	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 This saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-99	Underspend on Legal costs
					-202	Other minor variances all less than £100k in value
<u>Community Services:</u>						
- Gypsies & Travellers	714.0	-430.0	284.0	-70		
<u>Environment:</u>						
- Environment Management	4,136.0	-1,617.1	2,518.9	-13		
<u>Highways:</u>						
- Highways Maintenance						
- Adverse Weather	3,299.9	0.0	3,299.9	+389	+222	Costs of April salting runs beyond normal winter season
					+159	Balance of 2012-13 costs including snow emergency costs for which insufficient provision was made
					+8	Other minor variances

Budget Book Heading	Cash Limit			Variance	Explanation		Management Action/ Impact on MTFP
	Gross	Income	Net	Net			
	£'000	£'000	£'000	£'000	£'000		
- Bridges & Other Structures	2,588.1	-182.0	2,406.1	+18			
- General maintenance & emergency response	13,616.0	-487.0	13,129.0	+4,037	+4,153	Find and fix repair of pot holes	This underspend is contributing to the 2014-17 MTFP savings target.
					+164	Increase in maintenance on high speed roads, and type of maintenance being undertaken, as a consequence of find and fix activity	
					-207	Underspend on depot maintenance	
					-73	Other minor variances	
- Highway drainage	3,265.8	0.0	3,265.8	0			
- Streetlight maintenance	4,050.3	-154.0	3,896.3	0			
	26,820.1	-823.0	25,997.1	+4,444			
- Highways Management:							
- Development Planning	2,110.9	-1,310.0	800.9	-146	-48	Additional income from developers	
					-98	Other minor variances	
- Highways Improvements	1,875.3	-82.0	1,793.3	-467	-200	Temporary staff no longer required for Member Highway Fund as the backlog has been cleared	This saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-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.	This saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-99	Other minor variances	
- Road Safety	3,257.6	-2,234.0	1,023.6	+45			
- Streetlight energy	4,795.0	0.0	4,795.0	+750	+950	Price increase for 2013-14	This pressure is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-200	Rebate on 2012-13 costs following final volume and price reconciliation	
- Traffic management	5,870.7	-3,421.1	2,449.6	-233	-141	Additional income from roadworks and enforcements	
					-92	Other minor variances	

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	Gross	Income	Net	Net		
	£'000	£'000	£'000	£'000	£'000	
- Tree maintenance, grass cutting & weed control	3,252.8	0.0	3,252.8	+40	+170 Additional weed control treatment required following complaints from District Councils in particular concerning weeds causing a trip hazard +162 Removal of tree stumps +120 Additional expenditure in respect of bus route clearance -192 Savings on the transfer of the contract to a new contractor -183 Duplicate orders raised and receipted in error in 2012-13 -37 Other minor variances	Part of this saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
	21,162.3	-7,047.1	14,115.2	-11		
<u>Planning & Transport Strategy:</u>						
- Planning & Transport Policy	1,491.9	0.0	1,491.9	-48		
- Planning Applications	1,079.9	-600.0	479.9	+116	+217 Reduction in income for planning applications due to the current economic climate -84 Staffing underspend -17 Other minor variances	
	2,571.8	-600.0	1,971.8	+68		
<u>Transport Services:</u>						
- Concessionary Fares	16,672.0	-27.0	16,645.0	-629	-376 Fewer replacement bus passes expected to be issued in 2013-14 than budgeted -269 Reduced bus operator costs due to reduced journeys being taken +16 Other minor variances	

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP	
	Gross	Income	Net	Net			
	£'000	£'000	£'000	£'000	£'000		
- Freedom Pass	15,643.0	-2,459.0	13,184.0	+97	+97	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	8,960.1	-1,454.0	7,506.1	-231	-415	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 saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-145	Staff vacancies	
					+200	Additional costs of service provision due to a existing contractor going into liquidation	
					+131	Reduced income from ELS due to fewer entitled scholars using the subsidised bus routes	This pressure is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-2	Other minor variances	
- Transport Operations	1,127.4	-214.5	912.9	+12			
- Transport Planning	558.4	-228.0	330.4	-24			
	42,960.9	-4,382.5	38,578.4	-775			
<u>Waste Management</u>							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	1,762.0	0.0	1,762.0	-295	-150	Sale of previous year landfill allowances, under the Landfill Allowance Trading Scheme, to another local authority	
					-61	Vacancy management and removal of a post	
					-84	Other minor variances	

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	Gross	Income	Net	Net		
	£'000	£'000	£'000	£'000	£'000	
- Recycling & Diversion from Landfill:						
- Household Waste Recycling Centres	8,240.2	-1,982.0	6,258.2	-599	-380	Forecast lower volumes of materials managed at sites resulting in reduced haulage fees
					+239	Management and contract fees for Richborough site expected to be closed for 2013-14 but remains open
					-348	Haulage and management costs associated with the new combined Ashford HWRC and transfer station now included in the Haulage & Transfer Stations A-Z line
					-102	Reduced recycling bonus payments due to reduced waste volumes at HWRC
					-57	Additional income from the sale of recyclable materials
					+49	Other minor variances
- Partnership & Waste Co-ordination	606.0	-168.0	438.0	-21		
- Payments to Waste Collection Authorities (DCs)	6,068.0	-102.0	5,966.0	-214	-143	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
					-96	Reduced recycling credit payments to Waste Collection Authorities
					+25	Other minor variances
- Recycling Contracts & Composting	9,030.0	-1,571.0	7,459.0	-423	+524	Price increases for hardcore due to changes in legislation

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP	
	Gross	Income	Net	Net			
	£'000	£'000	£'000	£'000	£'000		
					-504	Forecast reduction of 21,400 tonnes in hardcore, wood, garden waste and other materials offset by an increase in food waste	
					+494	Reduced income from the East Kent Contract due to changes in market prices	
					+207	East Kent Contract: Forecast reduction of 4,600 tonnes of saleable material, (together with an increase of 6,600 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	
					+370	Additional costs of processing mixed materials, including glass at the new Materials Recycling Facility (MRF) for Mid and West Kent	
					-1,692	Savings due to the closure of the MRF and the opening of a Transfer Station at the Allington site to manage materials from the Mid Kent Contract, which offset the pressure on the new Mid and West Kent MRF and additional costs on disposal contracts	
					+2	Other minor variances	
	23,944.2	-3,823.0	20,121.2	-1,257			
- Waste Disposal:							
- Closed Landfill Sites & Abandoned Vehicles	864.0	-180.0	684.0	-134	-114	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
					-20	Other minor variances	

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	Gross	Income	Net	Net		
	£'000	£'000	£'000	£'000	£'000	
- Disposal Contracts	28,836.0	-156.0	28,680.0	-305	-1,285	Forecast reduced tonnage of residual waste to be managed through Allington Waste to energy Facility (-14,000 tonnes)
					-78	Reduced disposal costs due to lower residual waste sent to landfill (-7,400)
					+1,899	Forecast increase of tonnage throughput at the Allington Waste to energy Facility (resulting in reduction sent to Landfill) (+20,100 tonnes)
					-1,859	Saving on contracted payments to Allington Waste to Energy Plant due to 19,700 tonnes less waste being processed via the facility during April-June as a result of extended maintenance
					+1,154	Allington Waste to Energy contractual changes due to the closure of the MRF and the opening of a Transfer Station at the Allington site which has resulted in a pressure which is offset by savings on the Recycling and Composting budget reported above
					-124	Saving on managing hazardous and clinical waste
					-12	Other minor variances
- Haulage & Transfer Stations	9,579.0	-75.0	9,504.0	+1,218	+368	Delays in the closure of the Hawkinge transfer station
					+161	Haulage and management costs associated with the new combined Ashford HWRC and transfer station together with reduced expenditure at the Ashford transfer station due to the delays in the closure of the Hawkinge site

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	Gross	Income	Net	Net		
	£'000	£'000	£'000	£'000	£'000	
					-327	Forecast reduced tonnage managed at sites
					+220	New arrangements at Allington transfer station to enable the receipt of food and dry recyclable waste
					+628	East Kent Contract Haulage fee budget set only for January to March but payments are being incurred for the whole financial year
					+206	Extra contract payments for managing waste in Thanet and Canterbury under the East Kent Contract as the new service is being rolled out
					-38	Reduced haulage of residual waste from Canterbury and Thanet to Allington due to extended maintenance at the Allington Waste to Energy Facility
- Landfill Tax	7,571.0	0.0	7,571.0	-549	-549	Forecast reduction in the volume of waste sent to landfill due to overall reduction in residual waste of 7,400 tonnes, together with a net reduction of 400 tonnes due to planned diversion of waste to be processed at the Allington Waste to Energy facility (-20,100) offset by an increase in waste diverted to landfill due to extended maintenance at Allington Waste to Energy facility (+19,700 tonnes)
	46,850.0	-411.0	46,439.0	+230		
- Commercial Services	0.0	-4,899.0	-4,899.0			
Total E,H & W portfolio	175,779.8	-24,053.7	151,726.1	+1,667		
Regeneration & Enterprise portfolio						
Development Staff & Projects	656.6	-656.6	0.0	0		

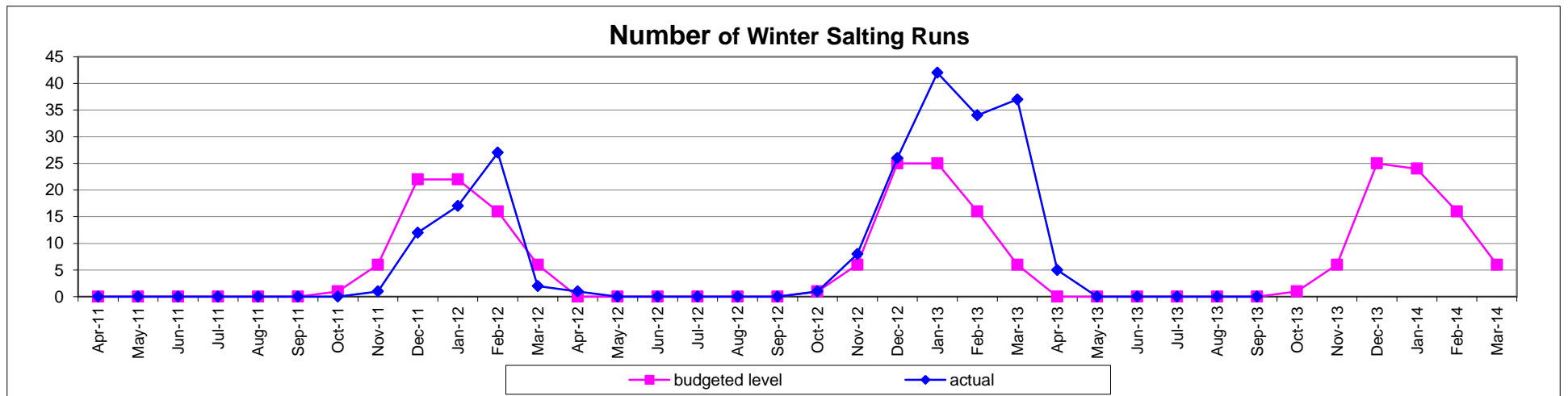
ANNEX 4

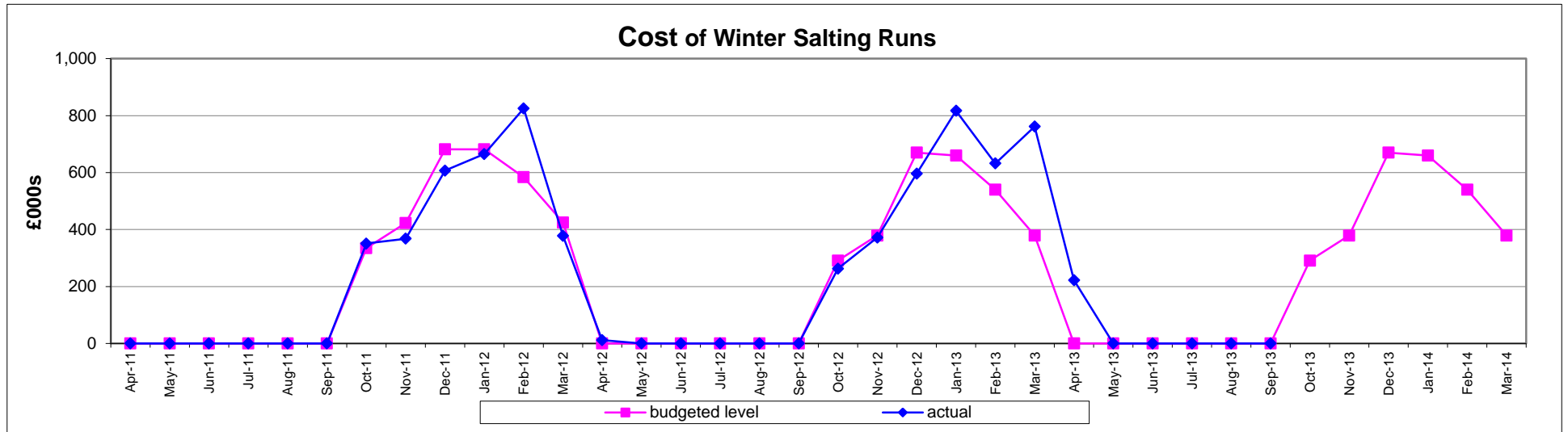
Budget Book Heading	Cash Limit			Variance	Explanation		Management Action/ Impact on MTFP
	Gross	Income	Net	Net			
	£'000	£'000	£'000	£'000	£'000		
Total E&E controllable	176,436.4	-24,710.3	151,726.1	+1,667			
Assumed Mgmt Action							
- EHW portfolio							
- R&E portfolio							
Total Forecast <u>after</u> mgmt action	176,436.4	-24,710.3	151,726.1	+1,667			

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	-
	73	59	3,131	3,194	79	149	2,919	3,454	78	5	2,919	222



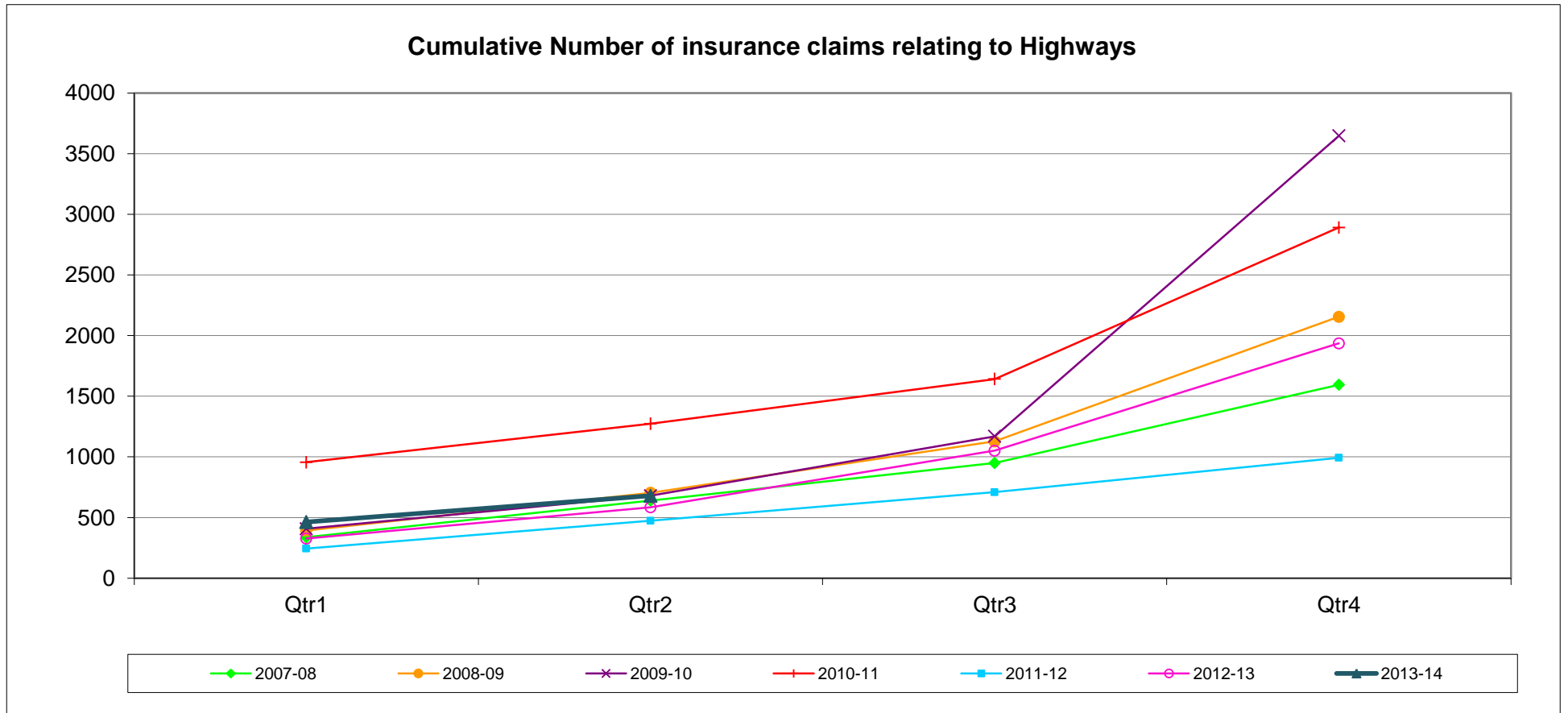


Comments:

- 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	327	462
Jul to Sep	640	704	680	1,273	473	584	679
Oct to Dec	950	1,128	1,170	1,642	709	1,051	
Jan to Mar	1,595	2,155	3,647	2,891	993	1,936	



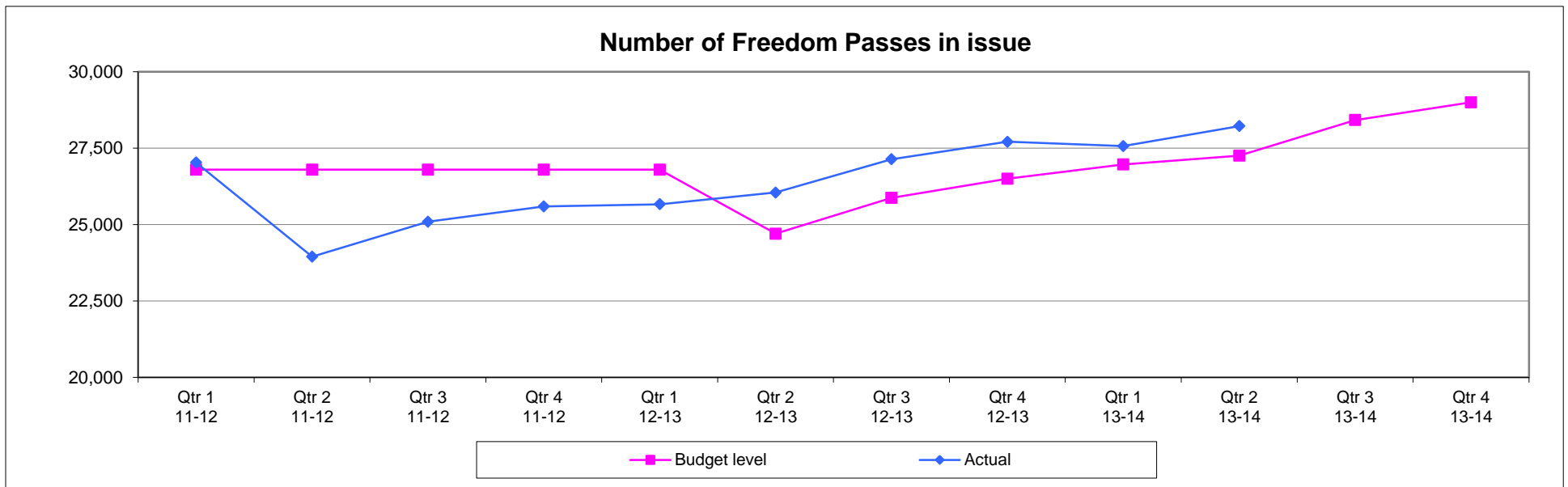
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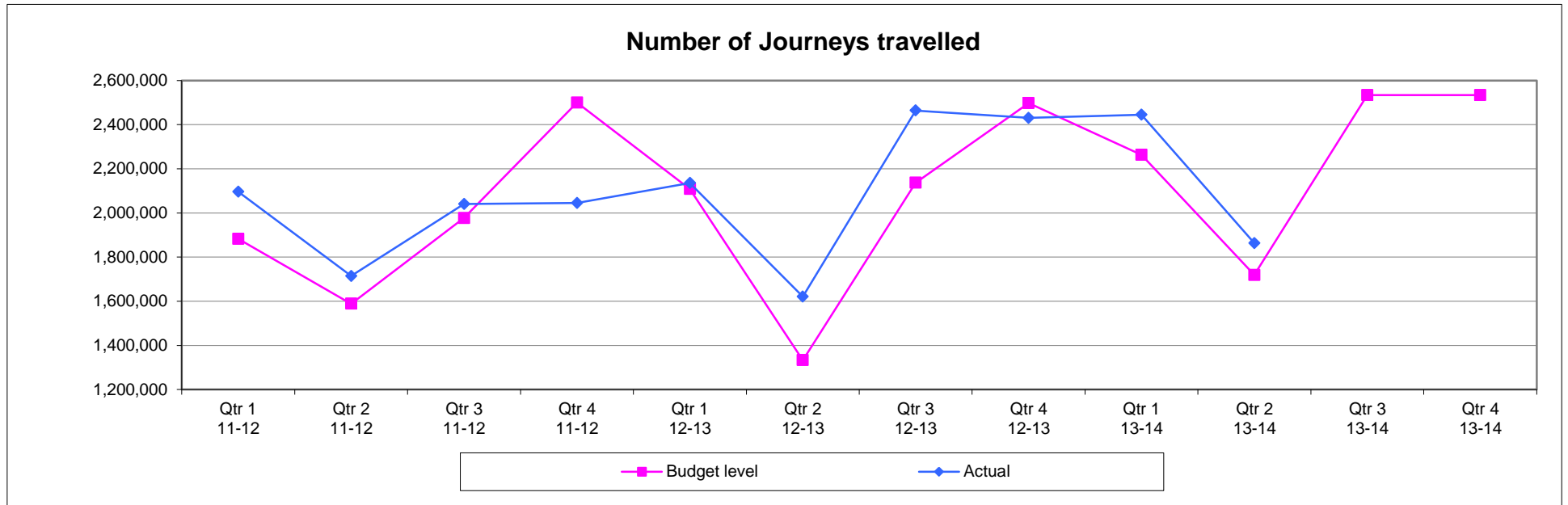
- Numbers of claims will continually change as new claims are received relating to incidents occurring in previous quarters. Claimants have 3 years to pursue an injury claim and 6 years for damage claims. The data previously reported has been updated to reflect claims logged with Insurance as at 30th September 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 86%.

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	2,445
Qtr 2	26,800	23,952	1,589	1,714	24,703	26,051	1,333	1,621	27,260	28,227	1,719	1,864
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	
			7,947	7,896			8,076	8,652			9,050	4,309

The data for this activity indicator is only provided on a quarterly basis from our external provider MCL Transport Services.





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. There is a forecast pressure of £97k on the Freedom Pass budget due to the higher than budgeted number of journeys, as reflected in table 1 of this annex.
- 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.

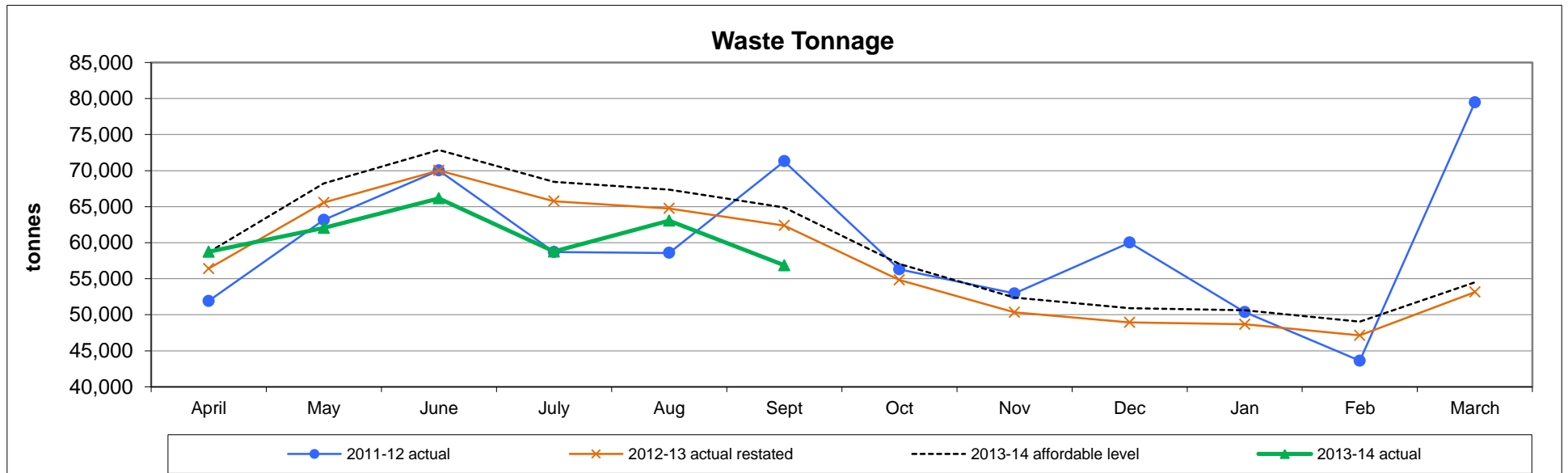
2.4 Waste Tonnage

	2011-12	# 2012-13 restated	2013-14	
	Waste Tonnage	Waste Tonnage	Affordable Level ^	* Waste Tonnage
Apr	51,901	56,390	58,673	58,726
May	63,168	65,562	68,216	62,037
Jun	70,006	70,033	72,869	66,138
Jul	58,711	65,764	68,426	58,772
Aug	58,581	64,760	67,381	63,060
Sep	71,296	62,377	64,902	56,857
Oct	56,296	54,837	57,057	
Nov	52,942	50,344	52,382	
Dec	60,009	48,925	50,906	
Jan	50,366	48,668	50,638	
Feb	43,607	47,135	49,043	
Mar	79,468	53,150	54,507	
	716,351	687,945	715,000	365,590

^ 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 for 2011-12.

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:

- 2013-14 data has been restated in this report to reflect tonnage based on waste outputs from transfer stations rather than waste inputs to our facilities. This is necessary due to the changes in how waste is being presented to KCC by the waste collection authorities, where several material streams are now being collected by one refuse collection vehicle utilising split body compaction. These vehicles are only weighed in once at our facilities, where they tip all of the various waste streams into the separate bays, and then the vehicle is weighed out when empty. The separate waste streams are stored separately at our transfer stations, where these materials are bulked up for onward transfer to various processing plants/facilities. The bulked loads are weighed out, providing data for haulage fees and then are weighed in at the relevant processing plant, providing data for processing fees. 2012-13 data and the 2013-14 affordable level have also been restated on this output basis in order to enable comparison.
- 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 six months of the year is approximately 34,900 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 5% lower for the first six months 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 April to September of 2013-14 and forecasts for October to March, the overall volume of waste to be managed this financial year is expected to be approximately 674,200 tonnes, which is 40,800 tonnes below the affordable level and equates to a saving of £3.018m. 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 £1.322m.
- The figures in Table 1 of section 1.2 are based on actual activity between April and August. The September activity figure suggests the underspend will increase and if verified, this will be reflected in the next monitoring report.

3. CAPITAL

3.1 The Enterprise & Environment Directorate has a working budget for 2013-14 of £77,144k. The forecast outturn against the 2013-14 budget is £60,558k giving a variance of - £16,586k.

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 ¹	Explanation of Project Status	Actions
Rolling Programmes									
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. The maintenance programme is currently being reviewed to achieve the expected target of £3,400k.	Green		
Integrated Transport Schemes under £1m	12,513	5,295	-6	388	Real - DfT grant	Additional grant has been awarded to carry out Sustainable transport schemes.	Green		
				-394	Rephasing	Some of the s106 schemes are at outline design stage with programmed delivery in 14-15.			
Land compensation and Part 1 claims arising from completed projects	2,834	2,348	0	0			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 ¹	Explanation of Project Status	Actions
Major Schemes - Preliminary Design Fees	400	350	0	0			Green		
Old Schemes Residuals	0	0	-41	-41	Real - Creditor provisions	Reversal of surplus creditors for old major schemes. This will be used to fund the overspend on Rushenden Relief Road.	Green		
Members' Highway Fund	6,600	2,472	0	0			Green		
Individual Projects									
Planning & Environment:									
Coldharbour Gypsy Site	672	888	0	0			Amber	Delays due to significant utility problems during construction period, adverse weather conditions and increased site security.	
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		
Growth without Gridlock initiatives	5,000	2,750	-2,620	-2,620	Rephasing	Rephasing due to delay in development works for Thanet Parkway & lorry park.	Green		
Sandwich Sea Defences	2,328	656	-203	-203	Rephasing	Contribution profile has been revised.	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 ¹	Explanation of Project Status	Actions
Household Waste Recycling Centres (HWRCs) and Transfer Stations (TSs):									
East Kent Joint Waste Project	1,576	1,593	-511	-511	Real - Prudential	Review of the contract resulted in changes to the type and number of containers used and a lower price than originally estimated.	Green		
HWRC - Tonbridge and Malling	1,300	0	0	0			Green		
HWRC - Site Improvements - Herne Bay	0	0	22	22	Real - Prudential (from underspend on East Kent Waste Facilities)				
HWRC - West Kent	600						Green		
Mid Kent Joint Waste Project - Invest to Save	4,440	4,440	-812	-812	Real - Prudential / Revenue	Funding for infrastructure improvements as originally planned at local Borough Council depot no longer required because alternative arrangements to manage waste streams have now been put in place.	Green		
TS/HWRC - Ashford	500	1,715	-50	-50	Rephasing		Green		
TS - North Farm			69	69	Real - Prudential (from underspend on East Kent Waste Facilities)				
TS/HWRC - Swale	3,530	1,880	-1,630	-1,630	Rephasing	Site search completed; study to redevelop existing site is underway. Contract work is expected to start in 14-15	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 ¹	Explanation of Project Status	Actions
Highways & Transportation:									
Ashford Ring Road - Major Road Scheme	91	93	0	0			Green		
East Kent Access Phase 2 - Major Road Scheme	3,958	1,316	-920	-920	Rephasing	Extension of LCA Part 1 claims due to completion of several major schemes. The new term consultant is to double check noise claims in line with new industry standard.	Green		
Cyclopark initiative	0	176	0	0			Green		
North Farm Development	3,000	125	600	600	Rephasing	The award of grant and the funding deadline has accelerated the spend on scheme development and detailed design.	Green		
Kent Thameside Strategic Transport Programme	11,764	2,243	-1,866	-1,866	Rephasing	The design and development of the Rathmore Road link has been extended whilst further traffic assessment work for the determination of the planning application submitted in April 2012. Also, work will be rephased to account for the development of the transport strategy for Dartford Town Centre and the completion of the S106 Agreement for the Lowfield Street development.	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 ¹	Explanation of Project Status	Actions
Kent Highway Partnership - Co-location Depots	40	48	0	0			Green		
Rushenden Link (Sheppey) - major road scheme	635	490	-395	-436	Rephasing	Extension of LCA Part 1 claims due to completion of several major schemes. The new term consultant is to double check noise claims in line with new industry standard.	Green		
				41	Real - Creditor provisions	Footway remedial works to be carried out for safety reasons. Funded from release of creditor provisions from old residual schemes.			
Sittingbourne Northern Relief Road - major road scheme	2,799	814	-687	-687	Rephasing	Extension of LCA Part 1 claims due to completion of several major schemes. The new term consultant is to double check noise claims in line with new industry standards.	Green		
Street Lighting Column - Replacement Scheme	3,750	1,250	0	0			Green		
Street Lighting Timing - Invest to Save	2,906	2,131	-1,042	-1,042	Rephasing	Police liaison with longer and wider public consultation resulting in implementation being re-scheduled.	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 ¹	Explanation of Project Status	Actions
A228 Colts Hill Strategic Link - Major Road Scheme	0	0	0	0			Green		
A228 Leybourne & West Malling Corridor	0	0	0	0					
South East Maidstone Strategic Link - Major Road Scheme	0	0	0	0					
Ashford's Future Schemes:									
A28 Chart Road	7,600	1,800	-1,800	-1,800	Rephasing	Original budget profile assumed Growing Places funding which has not materialised. Project will only proceed if external funding is secured.	Green		
Drovers Roundabout junction	220	370	-280	-192	Rephasing	Extension of LCA Part 1 claims due to completion of several major schemes. The new term consultant is to double check noise claims in line with new industry standard.	Green		
				-88	Real - Grant	Review of the scheme has recommended minor sign and road marking changes.			
Orchard Way Railway	15,000	0	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 ¹	Explanation of Project Status	Actions
Victoria Way	239	424	-405	-405	Rephasing	Extension of LCA Part 1 claims due to completion of several major schemes. The new term consultant is to double check noise claims in line with new industry standard.	Green		
Westwood Relief Strategy-Poorhole Lane	0	800	-505	-505	Rephasing	Rephasing to reflect revised profiling of project.	Green		
Total	193,789	77,144	-16,586	-16,586					

1. Status:

Green – on time and within budget

Amber – either delayed completion date or over budget

Red – both delayed completion and over budget