

Appendix A3

HIGHWAYS & TRANSPORT PORTFOLIO

Revenue Monitoring

Approved budget as reported at Q3	£5,662,800
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Adjustments to budget	
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None	
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Revised Budget	<u>£5,662,800</u>
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Actual Outturn at 31 March 2011	£5,825,500
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Actual over(under)spend	£162,700
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The significant issues arising during the period April to March that Members should consider are:

Service	Approved Budget	Q1 Forecast	Q2 Forecast	Q3 Forecast	Q4 Outturn	Q4 Outturn Variance against Budget	Explanation including assumptions made and risk assessment of the forecast
Highways Directorate	£83,900	£83,900	£31,800	£37,000	£37,500	(£46,400)	Variance relates to savings within this Directorate as a result of restructure and removal of Assistant Director of Highways and Transportation and the Personal Assistant posts.
Highways Management	£355,900	£355,900	£355,900	£372,500	£400,200	£44,300	The forecast overspend reflects a reduction in the capital programme which in turn reduces the amount of revenue salary costs rechargeable to the programme. There were also internal recharges of £20k for Adult Social Services Transport Costs allocated to the service at the year end that were not budgeted for. The recharging process is being reviewed in 2011/12.
Transport Strategy	£223,600	£235,300	£235,300	£248,700	£240,300	£16,700	The forecast overspend reported in Q1 was £11,700 due to the removal of cycle programme grant income which has been transferred to the centrally held ABG grant income. The overspend has increased due to a reduction in the capital programme which in turn reduces the amount of revenue rechargeable to the projects, but this was less than estimated in Q3.

Service	Approved Budget	Q1 Forecast	Q2 Forecast	Q3 Forecast	Q4 Outturn	Q4 Outturn Variance against Budget	Explanation including assumptions made and risk assessment of the forecast
Safety Partnership Arrangement	£91,200	£91,200	£91,200	£91,200	£88,700	(£2,500)	Q1 reported a reduced contribution to Road Safety Partnership to reflect reduced grant as agreed with partners. The budget had been revised but due to the take up of Pass Plus being slightly less than expected, has come in under budget.
Service Costs (Carriageway Maintenance)	£3,213,000	£3,213,000	£3,363,000	£3,341,000	£3,360,700	£147,700	This variance relates to additional works undertaken for repair of damage caused by exceptional winter weather. This was funded from the additional Area Based Grant allocation.
Public Transport	£325,900	£356,900	£356,900	£356,900	£348,900	£23,000	Cabinet approved participation in the Stamford Call Connect scheme but the actual cost was less than forecast at Q3.

Service	Approved Budget	Q1 Forecast	Q2 Forecast	Q3 Forecast	Q4 Outturn	Q4 Outturn Variance against Budget	Explanation including assumptions made and risk assessment of the forecast
Concessionary Travel	£276,300	£276,300	£266,300	£266,300	£378,200	£101,900	The variance is due to a back dated concessionary fares reimbursement following a misunderstanding over which authority was responsible for payment of Bus Service 19. The cost is in the region of £142k. £55k for the financial year 2010/11 has been paid. A provision has been provided for the balance of £87k which is currently being disputed. This additional cost was mitigated by the Members decision to withdraw the Concessionary Tokens scheme for residents on the Freedom Travel scheme. Although the scheme was not effective until 2011/12 the costs of purchasing the tokens up front was budgeted for in 2010/11 at £25k.
Home to College Transport	£136,200	£136,200	£86,000	£86,000	£82,300	(£53,900)	Figures detailing the numbers of college students requiring transport in the current academic year were received and costed at Q2, which showed an underspend against budget.
Home to School Transport	£750,800	£750,800	£750,800	£741,800	£653,100	(£97,700)	Timing issues around the restructure and staff changes resulted in the variance to be overlooked in Q3.

Service	Approved Budget	Q1 Forecast	Q2 Forecast	Q3 Forecast	Q4 Outturn	Q4 Outturn Variance against Budget	Explanation including assumptions made and risk assessment of the forecast
Parking Services	(£147,900)	(£112,900)	(£98,600)	(£105,000)	(£122,000)	£25,900	The service shortfall had been increased by new Pay and Display machines and associated costs amounting to £30,900. Despite the Cabinet decision not to increase the charges in Uppingham, in line with report 63/2010, after the budget was set for 2010/11 the expected shortfall has been reduced by £5k as a result of additional fine income.

Capital Monitoring

The approved capital programme 2010/11 for the Highways & Transport Portfolio is £1,318,800

Approved budget	£1,318,800
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Adjustments to capital programme

None

Revised Budget	<u>£1,318,800</u>
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Approved Budget:

Approved Schemes	£1,318,800	
Funding not yet allocated to schemes	£0	<u>£1,318,800</u>

Forecast Outturn at 31 March 2011	£845,400
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Forecast over(under)spend	(£473,400)
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Approved Schemes

Scheme	Approved Budget	Actual Outturn	Actual variance against budget	Funding source	Scheme complete	Amount to be carried forward into 2011/12	Explanation (including description of any shortfall that may arise in 2011/12)
Highways Capital Maintenance	£673,400	£658,700	(£14,700)	Supported Borrowing	Yes	£0	Schemes are completed coming in at 2% under budget.
Integrated Transport	£574,000	£159,700	(£414,300)	Grant & Supported Borrowing	Part	£373,500	The significant underspend is due to a members decision to put a number of traffic calming schemes 'on hold'. Cabinet agreed (Report no. 30/2011) to carry forward £373,500 to fund Oakham Town Centre Improvements and traffic calming schemes in 2011/12
Oakham Bypass b/fwd	£41,700	£22,800	(£18,900)	Supported Borrowing	No	£18,900	This is for landscape works on the Oakham bypass and covers 2010/11 and 2011/12. £18,900 is carried forward to 11/12 for the final year landscape maintenance contract
Transport Asset Management Plan b/fwd	£29,700	£4,200	(£25,500)	Grant	No	£25,500	The TAMP was initially approved as part of a £250k growth bid but then rejected by Cabinet in December. However it was agreed that the TAMP could proceed using existing resources. The forecast shows what has been spent to date and this is unlikely to change this financial year. The balance will be carried forward.

Scheme	Approved Budget	Actual Outturn	Actual variance against budget	Funding source	Scheme complete	Amount to be carried forward into 2011/12	Explanation (including description of any shortfall that may arise in 2011/12)
Road Safety	£0	£0	£0	Grant	N/A	N/A	The Road Safety Grant from DfT has been withdrawn this year. No spend has been committed.
TOTAL	£1,318,800	£845,400	(£473,400)				