

**The Highland Council**  
**Planning, Development and Infrastructure Committee**

Agenda Item	<b>5</b>
Report No	<b>PDI/ 58/16</b>

**2 November 2016**

**Capital Expenditure Monitoring – 1 April 2016 to 30 September 2016**

**Report by Director of Development & Infrastructure**

**Summary**

This report invites Members to approve the capital expenditure monitoring position for the period from 1 April 2016 to 30 September 2016, inclusion of the redevelopment of the Fort William Primary School and to approve a new route by-passing the existing White Bridge.

**1. Background**

1.1 This report is produced in support of the Council's corporate governance process, which in turn is designed to support/augment the Council's overall/corporate delivery of all of its obligations in terms of the Single Outcome agreement.

**2. Capital Programme 2016-17**

2.1 The summary of capital expenditure against current programme and estimated outturn is included in **Appendix 1**. The "Revised Net Budget" column is that approved by the Highland Council on 17 December 2015, amended to include the 2015/16 net slippage of £3.471m and the inclusion of the relocation of the Grantown Library to the Grantown Courthouse, at an estimated cost of £0.165m, approved at Resources Committee on 25 May 2016.

**3. Current Position**

3.1 After 6 months of the financial year the net expenditure is £15.138m representing 34.1% of the 2016/17 programmed figure. Grant receipts for Vacant & Derelict Land Fund and Smart City projects are currently in excess of expenditure resulting in a net income position.

3.2 Progress on capital projects, (projects with a total estimated cost less than £1million) is as reported in the notes column on **Appendix 1**.

3.3 **Appendix 2** provides Members with whole of life project information for individual projects with a budget of greater than £1m. There are four projects forecasting overspends with one project forecasting an underspend. The initial budget estimate for the Fort William Office Rationalisation project has been reviewed in light of the tender award and inclusion of a more appropriate level of contingency. The principal reason for the increase in budget is to take account of inflation factors since the original outline business case was approved in 2012/13. The budget increase will be funded from the Property Rationalisation line of the capital programme. The adjustment will be included in the review of the Council's capital programme currently underway.

#### 4. Estimated Outturn and Variances

4.1 The projected outturns for net expenditure is £57.241m leading to a net variance of £12.809m. The net variance is represented by slippage of £8.534m; accelerated expenditure of £17.204m; and a net overspend on projects of £4.139m.

4.2 The major overspends are on:

- the River Ness Flood Prevention scheme £3.106m – main areas accounting for the overspend – compensation to landowners and businesses (£1.3m); Phase 1 adjudication (£1.758m); and legal costs relating to the adjudication (£0.4m). A specific report on the issues was reported to the Planning, Development and Infrastructure Committee on 17 August 2016;
- Kingussie Office Rationalisation £0.450m – additional roof repairs required;
- Wick Office £0.250m – additional works associated with the older part of the building and diversion costs of utility undertakings; and
- A99 Keiss to North of Keiss Widening project £0.175m – to complete the works additional budget was required.

4.3 The overall Service capital programme will have to be adjusted to take account of the major overspends. Proposals on how these overspends will be funded will be brought back to Committee.

#### 5. Major Issues

##### 5.1 Former Fort William Primary School

5.1.1 Fort William Primary School, a B-listed building, became vacant during 2015 when the pupils transferred to the newly-built Lundavra Primary School. The community, Local Members, Historic Environment Scotland and planning officers all raised very strong concerns that a further B-listed building could lie unused for the foreseeable future and the Council was asked to consider redevelopment of the property as part of the redevelopment of the former Fort William Secondary School site. This is welcomed as the site forms a high-profile gateway to Fort William as it borders the A82 trunk road.

5.1.2 A project was developed which would see the building converted to provide a new Archive and Search Room (currently situated in Lochaber College), records store, meeting room and offices for a public sector partner. By relocating the Archive and Search Room, annual revenue savings of around £27,000 per annum will be achieved. An application for planning permission and Listed Building consent is imminent.

5.1.3 The estimated project cost is of the order of £1.5m, with an indicative amount of £0.330m to be funded by an external public sector partner. **Members are invited to approve the inclusion of this project, to be funded from the Property Rationalisation line of the capital programme, and to be included in the Council's capital programme review currently underway.**

## **6. Projects Updates**

### **6.1 Inverness West Link**

6.1.1 Stage 1 is currently under construction by Wills Bros. Works are currently on programme to be completed by the end of 2017. Issues have been encountered with regard to steel fabrication for the bridge and also piling issues to the north pier at the new river crossing, but the critical aspect of removing the temporary works from the river by the 17 October, in line with the environmental constraints, was achieved. Construction works are about one third complete and contractual payments align closely with this rate of construction.

6.1.2 There has been some disruption to the residents near Tomnahurich Bridge with regard to noise and disruption and further dialogue has been undertaken to try and mitigate the impact. Three night time closures and daytime lane width restrictions are planned for the week commencing 24 October – but on completion traffic disruption will be at an end for Stage 1 on the A82. This has been constructed with far less disruption to traffic than was originally anticipated.

6.1.3 Community Liaison meetings are held and are well attended – recent drone footage of progress, on the council's website, has been well received.

6.1.4 Stage 2 (additional swing bridge) will be phased for construction following the relocation of the golf course.

### **6.2 Inshes Roundabout**

6.2.1 The design solution to be adopted for the Inshes junction scheme will be significantly influenced by Transport Scotland's route selection for the A9/A96 Inshes to Smithton Link (East Link).

6.2.2 Transport Scotland has undertaken public consultation on routes under consideration and the closing date for public comment has now passed. Agreement has been reached with Transport Scotland that the Highland Council will formally comment on each of the routes, and a report will be taken to the City of Inverness Area Committee on the 1<sup>st</sup> December 2016 for Member's consideration. Detailed consideration of the issues, included further traffic modelling, is underway to inform the process – and close working with Transport Scotland has been maintained throughout this process.

### **6.3 Kinnairdie Link Road**

To align with capital budgets the flood attenuation associated with the road is programmed to commence in 2017, with the main roadworks in 2018. Land negotiations are ongoing regarding bunding works to the Business Park.

### **6.4 Muir of Ord Railway Bridge**

Works are progressing, with the new bridge deck construction substantially complete. On completion of the new bridge, works will concentrate on the approach roads and tie-ins. When the new approach roads are complete, traffic will be switched to the new bridge allowing the demolition and removal of the existing structure. Completion is expected in July 2017.

## 6.5 Ruthven (Spey) Bridge

Following its construction the maintenance period for this bridge expires on the 29 October 2016 when a final inspection/handover to Community Services will then take place.

## 6.6 B9090 White Bridge, Cawdor

6.6.1 To aid the ongoing design process several areas of activity have been carried out, these include topographic surveys, ground investigation works, public utility searches and environmental surveys.

6.6.2 An environmental screening opinion application to the Planning Department was submitted and the decision was that an Environmental Impact Assessment (EIA) is not required. This is very positive as notwithstanding that further environmental surveys and mitigation will be undertaken an EIA is a formal process that has a significant cost and time implication which has been avoided.

6.6.3 Three possible route alignments have been evaluated. The options considered are shown in **Appendix 4** titled Option 1, Option 2 and Option 2A. Option 1 shows a new crossing immediately adjacent to the existing White Bridge. Options 2 and 2A show a new route which effectively by-passes the existing White Bridge.

6.6.4 The existing White Bridge is a structure from General Wade's era and has Category A listed building status. It has been established that opposition will be raised to any construction close to this bridge due to its listed status, and it is considered that Option 1 is not feasible to take forward.

6.6.5 Options 2 and 2A are similar, and both feature a new stretch of road. Option 2 is longer than Option 2A, with a straighter alignment and produces a design which complies with The Highland Council design guidelines. The alignment in Option 2A, whilst shorter, does not comply with the minimum standards. Both 2 and 2A have a new crossing of the River Nairn at the same location, some 80 metres upstream of the existing White Bridge and out of visual sight.

6.6.6 **It is recommended that route Option 2 be adopted and Members are invited to approve this Option.** This approval will allow construction consents and land negotiations to progress. It is anticipated that construction will proceed in 2017/18, on presumption that all permissions will be obtained and land negotiations will be by agreement. A construction period of 12 months is deemed realistic.

## 6.7 Torvean Golf Course

6.7.1 Construction works on the new course, being undertaken by Coffey Construction and EGS Joint Venture, are progressing well and are on programme, benefiting from the recent good weather. Topsoil strip and bulk earthworks are substantially complete and excavations for the main waterbodies and wetlands are also well progressed. The project is now moving to the golf course shaping and this will be achieved using smaller plant.

6.7.2 The junction with General Booth Road is now completed and white lined and no further traffic management is required.

6.7.3 The clubhouse contract will be let to ensure completion coincides with the course becoming playable in 2019 following a growing in and establishment period.

## 6.8 Canal Parks Enhancement

Works to the new clubhouse are ongoing, and erection of the steel frame is imminent. Some delays have been experienced in the resolution of the design and certification of the structural elements, but works on the clubhouse, pitches and car and bus parking will be undertaken concurrently, mitigating the delay. Handover to Highlife Highland and use by the rugby club is still on programme for August 2017. Minimal impact to the rugby club has been experienced during the construction works to date.

## 6.9 River Ness Flood Scheme

6.9.1 The committee paper at the August Planning Development and Infrastructure Committee identified both the results of the adjudications and also the potential for further dispute resolution proceedings in the form of arbitration.

6.9.2 Prior to the expiration of the four week period following the adjudication decision, Morgan Sindall lodged a letter of dissatisfaction with the adjudication result, this being the required process to reserve the right to commence arbitration proceedings at some point in the future. Morgan Sindall identified all areas where they 'lost' their argument. Highland Council then responded, also submitting a letter of dissatisfaction on the areas which found for Morgan Sindall – thus if arbitration is sought by Morgan Sindall then the potential to revisit all areas, including those which found for Morgan Sindall would be reviewed, making the process a higher risk for Morgan Sindall to progress.

## 6.10 Seater Landfill Site

6.10.1 Works are ongoing by John Gunn and Sons and progress on the weather sensitive impermeable lining works coincided with a spell of exceptionally good of weather. No significant issues have been encountered and works are on programme to be complete by August 2017.

## 6.11 A890 Stromeferry Bypass

6.11.1 Transport Scotland has indicated that if any Scottish Government assistance were to be considered for the scheme it would only include those parts which satisfy the more targeted Transport Planning Objectives to overcome the rockfall area. The STAG is therefore being re-drafted to address only those areas which satisfy these revised Transport Planning Objectives.

6.11.2 The STAG appraisal process is undertaken in two progressive phases. The Part 1 Appraisal is an initial appraisal of the options generated during Pre-Appraisal and involves a qualitative assessment of the likelihood of such options being able to meet the Transport Planning Objectives. The Part 2 Appraisal requires a more detailed appraisal of options and includes a detailed analysis of an option's performance against the stated Transport Planning Objectives, STAG Criteria (environment, safety, economy, integration, accessibility and social inclusion), Cost to Government, and Risk and Uncertainty.

- 6.11.3 The re-drafted STAG Part 1 Appraisal was completed in March 2016. A meeting was held with Transport Scotland in March 2016 where it was confirmed that the report satisfied their requirements, clearly analysed the problems and set out the revised Transport Planning Objectives.
- 6.11.4 Work is ongoing on the more detailed STAG Part 2 Appraisal to examine the remaining options in the North, Online and South Corridors which will include further meetings with Transport Scotland to present and agree the limits of the options. It is anticipated that the work required to refine the options, undertake the assessments and prepare the STAG Part 2 Appraisal will be complete by Spring 2017.
- 6.11.5 One option of shared road and rail space was ruled out as it was not deemed acceptable to Network Rail. Work is currently ongoing with Highland Council, HITRANS, Network Rail, Transport Scotland and the Office of the Rail Regulation to revisit this as an option as it may have substantial benefits to both the Highland Council in terms of cost and delivery, whilst also delivering potential benefits to the rail industry. This will require special rolling stock and a tram like operation. This work is running in parallel with the STAG work as its potential viability has yet to be established.
- 6.11.6 On completion of the STAG and consideration by Transport Scotland, further reports will be brought to committee to allow members to consider the preferred option together with the extent and scope of works.
- 6.11.7 Routine and annual inspections will continue with maintenance works undertaken until an alternative is provided, the next scheduled maintenance works contract is in 2017/18.
- 6.12 Wick Office
- All staff have now occupied the new office building. Remedial works are being carried out to the basement waterproofing system. The contractor has redesigned the external facade stone cladding and it is anticipated the works to replace this will be completed in late 2016.
- 6.13 Fort William Office Rationalisation
- Contractor started on site in July 2016. Initial site clearance has taken place and preparation for new steel frame to support former secondary school walls is underway. Foundations for new extension are been laid. Discussions are ongoing with potential public sector partners. Works are scheduled for completion in Autumn 2017.
- 6.14 Kingussie Office Rationalisation
- Construction works are now completed and building is handed over. Staff have moved in and the building is operational.
- 7. Implications**
- 7.1 Resource implications are discussed in the report.
- 7.2 There are no legal, equality, climate change/carbon clever, risk, Gaelic and rural implications arising as a direct result of this report.

## Recommendations

Members are invited to approve:

- the capital expenditure monitoring position for the period 1 April 2016 to 30 September 2016;
- the inclusion of the redevelopment of the Fort William Primary School, to be funded from the Property Rationalisation line of the capital programme, and to be included in the Council's capital programme review currently underway; and
- Option 2 for a new route by-passing the existing White Bridge.

Designation: Director of Development & Infrastructure

Date: 23 October 2016

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Background Papers: Monitoring Statements 30/09/16 and the Highland Council Financial Ledger

## MONITORING OF CAPITAL EXPENDITURE - 1ST APRIL 2016 TO 30TH SEPTEMBER 2016

## SERVICE: DEVELOPMENT &amp; INFRASTRUCTURE SERVICES

Project Description	Actual	Revised	Year End	Year End	(Slippage)/	Anticipated	COMMENTS
	Net	Net	Estimated Net	Net	Acceleration	Year End	
	Year to Date	Budget	Outturn	Variance	Net	(Under)/Over	
	£000	£000	£000	£000	£000	£000	
<b>ROADS AND BRIDGES</b>							
<b>Major Road Improvements</b>							
The Inverness West Link	7,026	9,232	16,232	7,000	7,000	0	
Inshes Roundabout	423	369	500	131	131	0	
Kinnairdie Link Road, Dingwall (Incl Junction at County Buildings)	344	143	500	357	357	0	
B851/B862 South Loch Ness Road Improvements	445	(1,497)	500	1,997	1,997	0	Spend for 16/17 allocated to works at Calanour junction (to start Spring 2016) and land acquisition for future projects. Further significant improvements will require the investment of wind farm or other developers in road mitigation measures.
Stromeferry Rockface	21	0	50	50	0	50	
A890 Stromeferry Bypass	1	(40)	(40)	0	0	0	A new appraisal is being written with greater emphasis placed on the social and economic context for the scheme and its impact on a fragile area.
Tower Road / Barn Church Road	1	(400)	(400)	0	0	0	Funding due from partners, (Developer - Hitrans, Sustrans).
A890 Balnacra to Lair	147	280	280	0	0	0	Design work ongoing.
A832 Slattadale to Kerrysdale	4	286	286	0	0	0	Preliminary design studies and survey ongoing.
<b>Minor Roads</b>							
A99 Keiss to North of Keiss Widening	154	0	175	175	0	175	Scheme complete.
A832 Slattadale Widening	621	84	750	666	666	0	Works well underway. Completion this financial year.
B9091 Clephanton Bends Improvement	60	613	613	0	0	0	Contract awarded.
Achnasheen Road Restraint System	38	0	38	38	0	38	Complete.
B876 Killimster Moss Road Improvements	1	125	125	0	0	0	
Portree Link to A855	1	113	113	0	0	0	
<b>Lifeline Roads</b>							
A861 Drynie Hill - ERDF	9	0	10	10	0	10	Works complete.
Laxford Bridge North Approach	18	0	20	20	0	20	Works complete.
<b>Major Bridge Works</b>							
A862 Muir of Ord Railway Bridge	1,702	3,081	3,225	144	144	0	Under construction.
A836 Naver Bridge, Bettyhill, Sutherland	0	100	0	(100)	(100)	0	Preliminary design.
B863 Invercoe Bridge, Lochaber	0	42	42	0	0	0	Design in progress.
U2823 Lower Foyers Bridge	0	0	0	0	0	0	In abeyance.
B9090 White Bridge	109	(75)	225	300	300	0	Surveys and consultations undertaken. Preliminary design complete.
Wick Harbour Bridge	0	(8)	(8)	0	0	0	Preliminary design.
Newhall Bridge (January Storms 2015)	1	294	294	0	0	0	Planning application made. Land acquisition in progress. Ground investigation complete. Utility negotiations in progress - BT advance works will delay start date.
<b>Lifeline Bridges</b>							
A986 Chada - Lifeline Bridges	0	(332)	(332)	0	0	0	Design in progress.
B8007 Glenmore Bridge - Lifeline Bridges	0	259	259	0	0	0	Design in progress.
B8007 Glenmore Bridge - Lifeline Bridges	13	551	50	(501)	(501)	0	Design in progress. Land issues causing delay.
A855 Leasgarry Bridge - Lifeline Bridges	0	25	25	0	0	0	Preliminary design.
U1074 Ruthven (Abersky) Bridge - Lifeline Bridges	0	47	5	(42)	(42)	0	Under construction.
Dulsie Bridge - Lifeline Bridges	0	530	10	(520)	(520)	0	The existing bridge is being monitored and procurement of consultants is underway. Designs are progressing.
A837 Inveran Refurbishment - Lifeline Bridges	20	0	250	250	250	0	Design in progress.
A831 Comar Refurbishment - Lifeline Bridges	2	371	34	(337)	(337)	0	Design programmed to begin in 2017.
<b>ACTIVE TRAVEL</b>							
ERDF - Green & Active Travel - Millburn Road	53	(491)	(441)	50	50	0	Millburn Road work complete. Grant funding still due.
Beauty Pedestrian Improvements	(51)	(65)	(50)	15	15	0	
Cycling, Walking & Safer Streets	125	151	151	0	0	0	Projects now at tender or let and will spend to the full budget amount.
20mph Zones	1	100	100	0	0	0	Designs in progress and works progressing.
<b>LEISURE FACILITIES</b>							
Torvean Golf Course	843	347	1,947	1,600	1,600	0	
Canal Parks Enhancement	84	1,170	1,970	800	800	0	



## MONITORING OF CAPITAL EXPENDITURE - 1ST APRIL 2016 TO 30TH SEPTEMBER 2016

## SERVICE: DEVELOPMENT &amp; INFRASTRUCTURE SERVICES

Project Description	Actual	Revised	Year End	Year End	(Slippage)/	Anticipated	COMMENTS
	Net	Net	Estimated Net	Net	Acceleration	Year End	
	Year to Date	Budget	Outturn	Variance	Net	(Under)/Over	
	£000	£000	£000	£000	£000	£000	
<b>FLOOD PREVENTION</b>							
<b>Flood Prevention Schemes</b>							
River Ness Flood Prevention - Tidal Section (Incl Streetscaping)	2,471	1,474	4,580	3,106	0	3,106	
South West Inverness Storm Water Relief	24	0	25	25	0	25	Works complete.
Smithton / Culloden Flood Alleviation	162	641	241	(400)	(400)	0	Ground investigation complete. Developing flood prevention scheme for approval.
<b>Major Flood Schemes</b>							
River Enrick FPW / NFMS	32	200	41	(159)	(159)	0	
Dell Burn	0	20	20	0	0	0	Project to be developed through the Inverness ICS, which commences 2016
Caol FPW	35	(67)	417	484	484	0	Design work ongoing on Land & Utilities. JBA appointed to re-assess flood mapping and finalise flood levels for various return periods. Scheme development ongoing.
Mill Burn FPS	9	211	30	(181)	(181)	0	Ongoing assessment of survey results and scheme options. Progressing construction consents.
Feabuie Culvert Replacement	3	567	238	(329)	(329)	0	Design work ongoing. Commissioning utility diversions this year.
River Ness Flood Prevention - Non-Tidal Section	0	10	10	0	0	0	
River Gynack FPS / NFMS	3	484	95	(389)	(389)	0	Pitmain Estate developing scheme. Works planned for 2016, however will fall into 2017/18.
Scalesburn, Wick - Flooding	0	(4)	(4)	0	0	0	Design work ongoing.
River Peffery - FPS / NFMS	76	0	100	100	100	0	Consultants appointed to develop FPS and NFMS.
Auldearn Burn FPS / NFMS	0	56	56	0	0	0	Scheme to be developed via consultants along with River Nairn- delayed until later 2016.
Golspie - FPS / NFMS	0	48	35	(13)	(13)	0	Scheme to be developed via consultants along with River Thurso- delayed until later 2016.
Kirkhill Watercourse Diversion	26	182	182	0	0	0	Design/ contract works ongoing. Aim to construct later 2016.
Blairninch - Strathpeffer FPS	0	178	178	0	0	0	Design/ contract works ongoing. Aim to construct later 2016.
River Nairn FPS	0	45	35	(10)	(10)	0	Design in progress.
Tarbet Ness FPS	0	50	15	(35)	(35)	0	Design in progress.
Balmacraan - Drumnadrochit FPS	0	23	23	0	0	0	Design in progress.
Dingwall SWMP	0	59	0	(59)	(59)	0	On hold.
Inverness SWMP/ICS	2	231	60	(171)	(171)	0	Design in progress.
Smithton / Culloden SWMP	0	60	0	(60)	(60)	0	On hold.
Fort William SWMP	0	60	0	(60)	(60)	0	On hold.
Corpach SWMP	0	30	30	0	0	0	Design in progress.
Newtonmore SWMP	1	559	370	(189)	(189)	0	Design in progress.
Halkirk SWMP	2	0	10	10	10	0	Design in progress.
<b>WASTE MANAGEMENT</b>							
<b>Landfill Extensions</b>							
Landfill Capacity Extensions - Ph B & C Seater - Cell 11 & 12	302	2,486	2,486	0	0	0	Works commenced in July 2016 and progressing well. Contract awarded to J Gunn Ltd. Completion of contract in 2017/18.
<b>Landfill Restorations</b>							
Seater Landfill Restoration Programme	4	395	395	0	0	0	Part of the restoration work is to provide welfare facilities. Requirements currently under discussion.
Granish Landfill Restoration Programme	49	0	100	100	100	0	Works completed on reprofiling the site to allow for ongoing landfilling operations.
<b>Waste Management Strategy</b>							
Plant, Infrastructure & Banks	23	2,442	492	(1,950)	(1,950)	0	On target to achieve spend by the end of this financial year. Slippage is linked to investment to achieve revenue savings in future years.
<b>FERRIES AND HARBOURS</b>							
Sconser Ferry Terminal	2	(88)	(88)	0	0	0	Construction works now complete and fully operational. ERDF grant to be received.

THE HIGHLAND COUNCIL							APPENDIX 1
MONITORING OF CAPITAL EXPENDITURE - 1ST APRIL 2016 TO 30TH SEPTEMBER 2016							
SERVICE: DEVELOPMENT & INFRASTRUCTURE SERVICES							
Project Description	Actual Net Year to Date	Revised Net Budget	Year End Estimated Net Outturn	Year End Net Variance	(Slippage)/Acceleration Net	Anticipated Year End (Under)/Over	COMMENTS
	£000	£000	£000	£000	£000	£000	
<b>PARKS AND PLAY AREAS - DEVELOPMENT</b>							
Inshes Park (Phases 1 to 3)	25	130	130	0	0	0	Phase 1 works complete. Await instruction to proceed with Phase 2 when funding is available.
<b>STRATEGIC ASSET MANAGEMENT</b>							
Health & Safety & Statutory Compliance	1,838	1,848	3,848	2,000	2,000	0	Health & safety and compliance works required across the Council's property portfolio. Accelerated spend from the 2017/18 budget allocation.
Starter Business Units Inverness	12	(286)	(274)	12	0	12	Units complete. ERDF grant funding to be received.
<b>Office Rationalisation</b>							
Wick Office	22	102	352	250	0	250	
Academy Cottage Dingwall	2	0	2	2	0	2	
Dingwall Office Rationalisation	1	0	1	1	0	1	
Grantown Courthouse Project	0	165	165	0	0	0	
Fort William Office Rationalisation	497	5,198	3,792	(1,406)	(1,406)	0	
Kingussie Office Rationalisation	788	170	920	750	300	450	Third party income due for sale of properties to match slippage figure.
Energy Management	325	5,300	6,100	800	800	0	Accelerated spend from the 2017/18 budget allocation.
CEEF	32	0	0	0	0	0	Earmarked reserve totalling £0.365m to be drawn down.
<b>HOUSING (NON HRA)</b>							
National Housing Trust Advances	1,205	2,506	2,506	0	0	0	The Council has received additional consent to borrow over and above the original budget.
Private Sector Housing Grants	589	3,352	2,452	(900)	(900)	0	Spend low at this juncture of the financial year. Officers reviewing deliverability by the year end. Slippage in line with last year's outturn.
<b>PLANNING &amp; DEVELOPMENT</b>							
Town & Countryside Regeneration	111	541	381	(160)	(160)	0	Delivery of some projects will commence in FY16/17 and complete in FY17/18. Underspends therefore committed for carry forward to FY17/18.
Visitor Management	122	294	244	(50)	(50)	0	Delivery of some projects will commence in FY16/17 and complete in FY17/18. Underspends therefore committed for carry forward to FY17/18.
Misc Assets, Bridges & Structures	44	870	317	(553)	(553)	0	Delivery of some projects will commence in FY16/17 and complete in FY17/18. Underspends therefore committed for carry forward to FY17/18.
Glen Brittle Footbridge Replacement	30	200	300	100	100	0	Contract awarded, works to be complete this financial year.
Green Networks, Core Paths & Long Distance Routes	0	141	61	(80)	(80)	0	Delivery of some projects will commence in FY16/17 and complete in FY17/18. Underspends therefore committed for carry forward to FY17/18.
Vacant & Derelict Land Fund	(3,509)	(1,818)	(1,818)	0	0	0	Grant Funded. Projects deliverability currently under review.
Smart City - Digital Projects	(2,438)	(38)	(38)	0	0	0	
<b>OVERALL TOTAL</b>	<b>15,138</b>	<b>44,432</b>	<b>57,121</b>	<b>12,689</b>	<b>8,550</b>	<b>4,139</b>	

## MONITORING OF CAPITAL EXPENDITURE - Projects Over £1m

## SERVICE: DEVELOPMENT &amp; INFRASTRUCTURE SERVICES

Project Description	Approved Budget March 2015 £000	Current Approved Budget £000	Total Project Spend to Date £000	Forecast Total Project Spend £000	Forecast End of Project Variance £000	Project Completion Dates	
						Planned at March 2015	Current Estimate
<b>ROADS AND BRIDGES</b>							
<b>Major Road Improvements</b>							
The Inverness West Link	43,352	43,352	10,204	43,352	0	Mar 2021	Mar 2021
Inshes Roundabout	6,975	6,975	714	6,975	0	Mar 2020	Mar 2020
Kinnairdie Link Road, Dingwall (Incl Junction at County Buildings)	7,258	7,258	1,283	7,258	0	Mar 2019	Mar 2019
<b>Major Bridge Works</b>							
A862 Muir of Ord Railway Bridge	5,360	5,360	2,477	5,360	0	Mar 2018	Jul 2017
B970 Ruthven (Spey) Bridge	1,150	1,150	724	800	(350)	Mar 2016	Mar 2016
B9090 White Bridge, Cawdor	2,250	2,250	184	2,250	0	Mar 2019	Mar 2019
<b>LEISURE FACILITIES</b>							
Torvean Golf Course	8,227	8,227	4,356	8,227	0	Mar 2019	Mar 2019
Canal Parks Enhancement	4,144	4,144	593	4,144	0	Mar 2018	Mar 2018
<b>FLOOD PREVENTION</b>							
<b>Flood Prevention Schemes</b>							
River Ness Flood Prevention - Tidal Section (Incl Streetscaping)	34,708	34,708	37,094	37,814	3,106	Mar 2017	Aug 2016
<b>WASTE MANAGEMENT</b>							
Seater Landfill Site, Bower, Caithness	3,000	3,800	363	3,800	0	May 2019	Aug 2017
<b>STRATEGIC ASSET MANAGEMENT</b>							
Wick Office	8,500	8,500	8,375	8,750	250	Mar 2016	Nov 2016
Fort William Office Rationalisation	5,801	5,801	1,314	7,221	1,420	Mar 2017	Mar 2018
Kingussie Office Rationalisation	1,994	1,994	2,612	2,444	450	Mar 2016	Sep 2017
<b>OVERALL TOTAL</b>	<b>132,719</b>	<b>133,519</b>	<b>70,293</b>	<b>138,395</b>	<b>4,876</b>		

### Appendix 3 White Bridge Options

