

Summons to attend meeting of Full Council

Budget



Date: Tuesday, 26 February 2019

Time: 2.00 pm

Venue: The Council Chamber - City Hall, College Green,
Bristol, BS1 5TR

To: All Members of Council

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Date: 19 February 2019



Agenda

7. Budget Report 2019-20

Budget Amendments Received

(Pages 3 - 17)

Signed



Proper Officer
19 February 2019



Full Council Budget Meeting 26th Feb 2019

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Opening Session

1. The Mayor will introduce the report, summarise and move it.
2. The Cabinet Member - Finance, Governance and Performance will second the report.
3. Each party group will be given the opportunity to respond to the budget proposals in order of size of group
4. The Chair of OSMB will then be given an opportunity to present comments on behalf of the Board.

Amendments

Amendments have been accepted on the following basis:

- *The amendment is technically possible.*
 - *The net financial impact of the amendment on the budget in any financial year must be zero.*
 - *The amendment cannot use capital budgets in place of revenue.*
 - *All amendments have been subject to an overview of the potential impact with the assessment outlined alongside the specific amendment.*
5. Each amendment will be moved, seconded, debated and voted on in the order shown in the agenda papers. Reasons for the proposed amendment will be clearly stated. The Mayor or relevant Cabinet member will respond to each amendment and sum up, before it is voted on. The vote on each amendment is carried on a simple majority of those voting.
 6. As the amendments are voted on, the Lord Mayor will be advised as necessary if certain amendments effectively “fall by default” due to an earlier amendment(s) being carried.
 7. Once all amendments have been voted on, after consultation with the Section 151 officer (the Director: Finance) the Lord Mayor will confirm the position as necessary in terms of which budget amendments were carried. The Lord Mayor (seconded by Deputy Lord Mayor) will then move that Full Council note the Section 151 Officer’s statement as required under the Local Government Act 2003.



General Debate on budget proposals

8. The Lord Mayor will then invite general debate on the budget proposals as they stand (i.e. the revenue and capital budget).
9. The Mayor to sum up at the end of the debate.

Following the debate

If budget amendments were carried, proceed to point '10' below.

In the event that no budget amendments were carried and the budget is proposed as set out in the agenda, proceed straight to point '11' below.

10. If the budget is amended, the Mayor has until 5 March 2019 to consider any amendments and his response. He may:
 - a. accept the budget as now amended; or
 - b. he may resubmit his original (unchanged) proposals, stating his reasons; or
 - c. he may submit alternative proposals, stating his reasons

If the Mayor decides to accept the amended budget, then he will indicate to the meeting and the Monitoring Officer accordingly.

When the budget recommendations (amended or not) are to be put to the vote

11. The Lord Mayor will propose the recommendations (as amended or not) and these will be seconded by the Deputy Lord Mayor.

The Mayor's Budget Proposals

That the Mayor's budget proposals in respect of 2019/20 be approved as set out in this report, subject to any amendments agreed at this meeting:

To note:

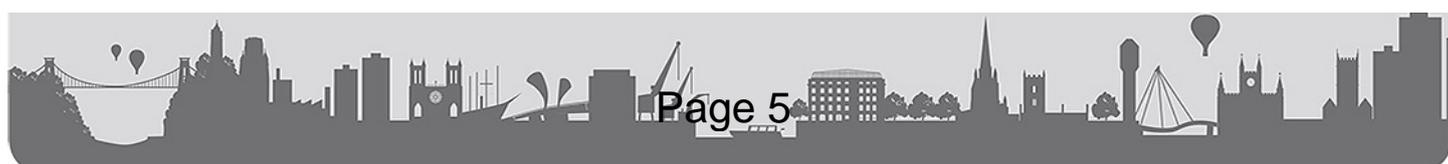
- a) The report from the Overview and Scrutiny Management Board.
- b) The budget consultation process that was followed and feedback as outlined in Section 18 and Appendix 6.
- c) That the consultation feedback and equality impact assessments have been taken into consideration and has informed the final budget proposals.
- d) The comments of the Chief Finance Officer (s151 Officer) on the robustness of the Budget and adequacy of reserves as set out at paragraph 16.
- e) The HRA budget for 2019/20 as approved by Cabinet on 22 January 2019.

To agree:

- f) The Bristol City Council levels of council tax increase of 3.99%; which includes 1% to support Adult Social Care and noting the precepts of the Police and Crime Commissioner for Avon and Somerset and the Avon Fire Authority.
- g) The calculations for determining the council tax requirement for the year 2019/20 in accordance with the Local Government Finance Act 1992.
- h) An increase in the existing premium from 50% to the relevant maximum permitted by legislation on 1 April 2019 (100%) and to the introduction of premiums, at the relevant maximum percentage permitted by legislation, on 1 April 2020 (200%) for dwelling empty for less than 10 years, but at least 5 years and 1 April 2021 (300%) for dwelling empty for 10 years or more.
- i) The Council's General Fund net revenue budget for the year 2019/20 as £376.3 million and expenditure allocations as set out in Appendix 1; subject to any budget amendments properly notified to and approved by the Council in line with the Constitution.
- j) Agree the Council's capital budget (including the HRA) for the years 2019/20 - 2023/24, totalling £856.8 million as set out in paragraph 14 and detailed in Appendix 2.
- k) The proposed total Schools budget of £356.9 million for 2019/20 as set out in paragraph 10, which will be funded by the Dedicated Schools Grant.
- l) The proposed Treasury Management Strategy for 2019/20 in Appendix 4, incorporating the Minimum Revenue Provision policy and the prudential indicators and limits.
- m) To approve the Strategy for the Flexible use of Capital Receipts as set out in Appendix 5.

To give consent:

- n) For the West of England Combined Authority Mayor to submit an application to the Housing Infrastructure Fund to facilitate housing growth as set out in paragraph 13 following consultation with the following: Mayor, Deputy Mayor and Cabinet Member for Finance, Governance & Performance, Executive Director, Growth & Regeneration and Chief Finance Officer.



Directorate/ Service	Description of Budget Amendment, Rationale and Implications	2019/20 £000	2020/21 £000	2021/22 £000	2022/23 £000	2023/24 £000	Officer Assessment	
							Service Implication	Equalities Impact Assessment
Growth & Regeneration	Youth travel card for Bristol buses - Introduce a young persons bus card, providing discounted travel for young people up to the age of 25. This would entitle all younger people to purchase student tickets within Bristol. The scheme would be in partnership with bus companies and a partnership approach to funding the discount and developing growth in passenger numbers would be sought. This would be carried out under our well-being powers of the Local Government Act 2000.	50	225				The proposal would be for the Council to reimburse operators based on usage by young people, and that this would be ongoing from 2020/21. At least one operator, First Group currently offer a 16-21 yr old pass, offering 30% discount on all travel. This could be extended for up to 25 yr olds and is technically feasible to achieve. The proposal would be capped at £225k, including any additional costs of development and administration, and at this stage the age criteria for eligibility of the subsidy will need to be assessed. There is an assumption that bus operators would be required to support the proposal, but there is a risk that they would be unwilling to do so. A review is therefore required to assess what subsidy could be afforded within the financial envelope set out in the proposal.	Young people from Socio economic disadvantage communities could benefit, especially if it was directed towards under 25's from lower super output areas of the city. This scheme would have potential to encourage young people to come into the City, and therefore contribute to fostering good relations element to the LA's Public Sector Duty compliance. Young refugee and asylum seekers are restricted in terms of income, and would also benefit. Could benefit youth groups. The LA currently subsidise SEND children to travel on buses in Bristol
Growth & Regeneration	Bus Franchising - Develop a report and evidence to support a franchise arrangement for buses within the Bristol area to influence the Bus Strategy and encourage WECA to use the new powers given to them under the Bus Services Act 2017.	50					The development of a bus strategy by WECA includes an assessment of the effectiveness of the bus network and consideration of delivery mechanisms available under the Bus Services Act 2017. This will include an assessment of franchising, as well as other partnership arrangements. The strategy development is led by WECA, with input from its constituent authorities. Should the determination be to develop franchising proposals, a secondary stage would be required.	Several equality groups have highlighted the need for more reliable and affordable bus travel and so would be of benefit. We are unable to be more specific about particular groups due to lack of detail because franchise options are still being investigated, this information will be included in the Equality Impact Assessment nearer the time.
Growth & Regeneration	Clear and safe streets - To expand on previous work to ensure streets and pavements are safe for pedestrians and free of unnecessary and excessive boards, blockages. Parked cars etc. To ensure pavements are fit for purpose as pedestrian thoroughfares and safe for those with disabilities to traverse.		50				This budget amendment could pay for additional enforcement resource to keep pavements clear using environmental legislation. Parked car obstructions are enforced by the police	All citizens would benefit from cleaner streets and pathways. Disabled people, older people and parents would certainly benefit from a clearer pathway. Pot holes are a particular concern for equality groups mentioned.
Corporate	Reduce Capital financing through reduction to CP03 of £7m	-100	-275				The contingency currently proposed in the budget report is for £9.7m, representing 5% of the overall GF capital programme. This proposal would reduce the capital contingency for the year to £2.728 million (1.5%). Any overspend on the existing programme or new schemes required outside the approved programme would have to be funded through commensurate deferral or removal of an approved scheme to remain within the MTFP borrowing assumption.	n/a
Total (must be zero)		0	0	0	0	0		
Sum of proposed budget amendments must net to nil in each financial year Proposals cannot offset amendments relating to services provided through the General Fund against other ring-fenced accounts (e.g. HRA) and vice versa. Any capital budget changes for the purposes of revenue budget amendments can only be considered where financed internally and the net financial impact of the amendment on the budget, based on capital financing costs, MUST be zero.								
S151 Officer Sign-off								

Cap Prog Reference	Description of Budget Amendment, Rationale and Implications	2019/20					Officer Assessment	
		2019/20 £000	2020/21 £000	2021/22 £000	2022/23 £000	2023/24 £000	Service Implication	Equalities Impact Assessment
	Investing in Bristol's Transport - Bus and sustainable transport fund - To create a major investment fund to provide seed and matched funding for transport initiatives to support bus, cycling and sustainable transport capital interventions that reduce congestion and increase such travel. To be used to unlock grant funding and accelerate the progress of various schemes such as Park and Rides, dedicated cycle ways and Metrobus expansions. It will not be available for road expansions or road building projects.		7,500	9,000	9,000	10,000	This type of fund already effectively exists in the form of the WECA gainshare fund. BCC officers are already working with WECA to determine where best to allocate the funding in line with the JLTP4 which is currently out to consultation. Were Bristol to have its own fund it would improve the ability to secure funding from other sources such as WECA or the DfT although we would need to be careful that it did not reduce the amount we gained due to "already having funding", particularly in relation to WECA. In terms of resource the timescales are tight as we would need to have developed schemes in time for delivery in 2020/21. Overall this would have a positive impact and enable the city to move forward its transport agenda more quickly. Funding would be better secured through a complimentary measure such as workplace parking levy as council capital funds are limited.	It is likely that investing in transport facilities as proposed would benefit groups with protected characteristics, however there is limited detail so this cannot be assessed fully at present. It may also be the case that people with protected characteristics could be negatively impacted if funding is taken from elsewhere to provide funding for this project, again detail is too limited to assess this at present
CP03	Reduce Corporate Contingency	- 7,000	- 7,500	- 9,000	- 9,000	- 10,000	The budget report proposes £35.9m of capital contingencies for the period 2020 to 2024, representing some 9% of the GF capital programme. The contingency aligns to the risk assessment and aims to ensure funded resources are available both to provide unforeseen circumstances regarding schemes in the approved programme, and new urgent schemes that emerge and for which funding would be required outside the annual budget process. Additional programme costs or new schemes would need to be offset by reductions to or deferrals of other approved schemes which are not externally funded.	n/a
	<i>Reduce Prudential Borrowing as per revenue budget proposal</i>	7,000						
	Total (must be zero)	0	0	0	0	0		
<p>Any new proposed additions to the capital programme must be offset by compensatory reduction of schemes funded internally (prudential borrowing, capital receipts, revenue contributions or CIL) so that overall borrowing does not exceed budget assumptions, without the need to identify further revenue savings</p> <p>Any proposed additions to the General Fund programme cannot be offset by reductions to the HRA, or other ring-fenced funded schemes (e.g. external grant) or vice versa</p> <p>Any capital budget changes for the purposes of revenue budget amendments should be incorporated in this template to avoid duplication and total of scheme reductions incorporated in appropriate row above</p>								
<i>S151 Officer Sign-off</i>								

Directorate/ Service	Description of Budget Amendment, Rationale and Implications	2019/20					2020/21					2021/22					2022/23					2023/24					Officer Assessment		
		0	1	2	3	4	0	1	2	3	4	0	1	2	3	4	0	1	2	3	4	0	1	2	3	4	Implication	EQIA (where appropriate)	
Mayor's office	Cost of Mayor's office has risen by £141k over last 3 years, well above inflation or wage pressures.						-100																						The performance of the Mayor's Office has a direct impact on all citizen of Bristol not just equality communities. However, this cut would reduce the ability of the Mayor's office to quickly act upon targeted intervention programmes when the opportunities arise. Such as the work undertaken to increase under representation of the Magistracy for faith and BAME communities. This initiative also supported the council adhere to its compliance of the LA's Public Sector Equality Duty, Advancing equality of opportunity, and fostering good relations element.
Children's Services	Recruiting more in-house foster carers is essential to be able to match children in care to a suitable placement as quickly as possible, minimising moves and disruption. Foster carers may do what they do out of love and dedication, but we still need to show our appreciation by remunerating them at a respectful rate. £130k would at least allow a £2.50 per week per child increment for all placements (this total will decrease as the Strengthening Families programme continues to reduce the number of children in care overall).						130																						Foster carers/SGO and CAO carers provide a family home to children who cannot live with their birth parents and for whom the local authority has responsibility. We want to encourage more people to take on this role and are reviewing our offer of support, including financial remuneration with the intent of enabling more people to consider this as a future option. This supports our ambition detailed in both the corporate strategy and our corporate parenting strategy of being the best corporate parents. This proposal will make a small contribution to this.
Parking Services	Councillors receive a subsidy in the form of free parking at City Hall, despite the clear Constitutional rule that Councillor allowances should cover the cost of travel within the city, and the fact that there is no comparable subsidy for Councillors using public transport. Free parking is also provided at subsidy to senior officers. This is highly regressive, as it is only provided to the best paid officers, and not to those earning less. Instead, this facility should be subject to a modest charge of £600 for an annual pass (as compared to ~£2000 for annual passes for members of the public in council car parks in the city centre) and £5 for a day pass (as compared to ~£10 per day for a book of 20 day passes for members of the public). These would be issued in the same way as the current free passes. Blue Badge holders would be able to park free of charge as normally. The system should include the ability to issue free passes for individuals in the case of short-term injury or illness which would not be covered by a Blue Badge, or particular caring responsibilities						-30																						The proposal assumes that there would be sufficient demand for those individuals currently in receipt of free parking paying for an annual or daily pass, coupled with demand from other users for vacant spaces, which would accrue to the parking services account.
Total (must be zero)							0	0	0	0	0																		
<p>Sum of proposed budget amendments must net to nil</p> <p>Proposals must relate to services provided through the General Fund. Any implications to other statutory accounts (e.g. HRA) must be reduced accordingly</p> <p>Any capital budget changes for the purposes of revenue budget amendments can only be considered where financed from borrowing and the net financial impact of the amendment on the budget, based on capital financing costs, MUST be zero.</p>																													
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							Implication	EQIA (where appropriate)
Mayor's Office	Reduction in funding for Mayor's Office	-100					This would result in a reduction of at least 2 FTE of a team of 9.5 FTE and would have clear implications on the office workload and its performance.	The performance of the Mayor's Office has a direct impact on all citizen of Bristol not just equality communities. However, this cut would reduce the ability of the Mayor's office to quickly act upon targeted intervention programmes when the opportunities arise. Such as the work undertaken to increase under representation of the Magistracy for faith and BAME communities. This initiative also supported the council adhere to its compliance of the LA's Public Sector Equality Duty, Advancing equality of opportunity, and fostering good relations element.
Policy, Strategy & Partnerships International Affairs	Remove funding for Brussels Office	-28					This is a shared office with other public sector organisations and funding is shared with partner organisations. Removing the Council's contribution could close the office.	Reduced ability for the Brussels Office to influence policy and funding that benefits equalities groups in Bristol, particularly women, young people and BAME.
Policy, Strategy & Partnerships External Communication & Consultation	Reduction in PR & Consultation	-100					This reduction would necessitate the removal of two full time posts and a halving of the central consultation budget, substantially reducing our ability to pro-actively communicate, engage and consult with communities. The resulting service would be more reactive in nature to deal with demand from the media and citizens, making our communications work less purposeful and beneficial. We would not be able to provide internal training on communications or consultation good practice, including toolkits to enable a better quality of communication by frontline colleagues.	Public Sector Duty compliance requires Public bodies to consult with communities it serves by taking steps to meet the needs of communities, and to encourage communities to participate in public life. Consulting in an appropriate way with minority communities is an essential ingredient to meet this duty. There was an increase in consultation responses rates in areas that experience socio-economic disadvantage such as Knowle. There has been a measurable improvement in the minority groups who responded to the budget consultation last year. It received representative response rates from Asian, Asian British and Muslim communities.

Growth & Regeneration	Partially restore cut to network of council-owned toilet blocks to improve the citywide coverage of these important public amenities	228	A significant capital fund would be required to re-provide toilets in Bristol that are accessible, in the right places and are sustainable for the future. Capital investment required was estimated to be in excess of £2m but detailed work has not taken place. If the investment was identified, this revenue budget would contribute to the maintenance of the toilets. Service recommendation is that if the budget was reintroduced, work should take place on identifying areas where there are gaps in toilet provision and using the funding to support toilets in these areas, rather than re-opening the old toilets	The proposal would have a positive impact on older people, parents and carers and disabled people— these groups have been identified as groups that have a higher need for public toilet access. Accessibility of toilet blocks is a major concern with Disabled People, mothers and young children and older people. Toilets would need to be strategically placed and accessible.
Total (must be zero)		0 0 0 0 0		
<p>Sum of proposed budget amendments must net to nil Proposals must relate to services provided through the General Fund. Any implications to other statutory accounts (e.g. HRA) must be reduced accordingly Any capital budget changes for the purposes of revenue budget amendments can only be considered where financed from borrowing and the net financial impact of the amendment on the budget, based on capital financing costs, MUST be zero.</p>				
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		£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	Service Implication	EQIA					
GR07	Areas for Growth & Regeneration opportunities - Specific allocation of presently undefined strategic CIL funding	-					1,000					-					1,000					This would reduce funding to deliver strategic infrastructure in areas identified for Growth & Regeneration in the Bristol Local Plan where viability means the development can not cover the infrastructure required to deliver sustainable growth, which could mean slower delivery of strategic infrastructure in priority areas potentially reducing the pace of delivery of new homes. This would increase funding to mitigate the impacts of development being delivered in S Glos. Providing further infrastructure investment beyond that currently identified for delivery - Significant sums of Section 106 money from the Cribbs Patchway New Neighbourhood development have already been set aside for this purpose (including funding for the A4018 works). Namely 2 x S106 payments of £4.9m and £2.8m as well as 1.89m from Local Growth Fund:Pinch Point funding. Total funding available in excess of £9m		Insufficient detail to comment on equalities impacts				
GR07	Areas for Growth & Regeneration opportunities - Funding to be specifically applied to providing extra mitigation measures in respect of the CPNN development	-					1,000					-					1,000											
<i>Reduce Prudential Borrowing as per revenue budget proposal</i>																												
Total (must be zero)		0					0					0					0											
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							Implication	EQIA (where appropriate)
Growth & Regeneration	<p>Net income from financial penalties after start-up costs of £50k and running costs - The minimum energy efficiency standards regulations allow councils to impose significant financial penalties on commercial landlords who let out properties with environmental performance certificate rate worse than E.</p> <p>We should either recruit a project manager (in liaison with the commercialisation team) to introduce the same financial penalties system that our landlord licensing team have already undertaken in the residential sector OR we should work with a private sector partner who takes a percentage cut of the fees generated from financial penalties. Either approach is likely to result in income generation from year 1.</p>	-150	-350				The income assumptions are untested and development work will be required, at an initial cost, for which a funding stream must be identified.	Insufficient information currently available to assess equalities impacts
Resources - Commercialisation	Start-up costs - The start-up costs for implementing the scheme could be met by the commercialisation budget with a view to exploring options for a no-win no-fee third party partnership. Reimbursement in later years from income generation.	50					Following discussions with the Director of Commercialisation and Citizens, the Commercialisation budget could be a potential source of funding subject to prioritisation of investment opportunities.	N/A
<p>*The prioritised amendments below could be funded if the income anticipated above (£500k)is generated following enforcement activity and note will not progress in the absence of this net income source.</p>								
Resources - Commercialisation	1. Reimbursement of start-up costs	-50					Assumes reimbursement of Commercialisation budget – subject to income achieved	N/A
Growth & Regeneration	2. Develop 12 year city strategy for carbon neutral 2030 - Includes clear milestones and concrete plans for implementing carbon neutrality in scopes 1 & 2. (Recruitment September 2019)	75	125	-100			This would provide funding to recruit posts to develop the strategy for carbon neutrality by 2030	This would have benefits for all communities of interest

Growth & Regeneration	3 Neighbourhood Enforcement - Improve evidence-gathering of fly-tipping from vehicles to better enforce penalties for fly-tipping (Recruitment June 2019 - fines will give income but this is not counted here)	27	6			This would support more targeted work to deal with fly-tipping in the City	Any communications relating to this would need to be targeted to specific communities
Education	4. Corporate Parenting – Improving education outcomes for children in care by removing some of the cuts to the scheme which supports their needs (The Hope virtual school).	11	7			To enable HOPE Virtual School to recruit a 1/2FTE advocate for KS3, on a time limited basis which will free up their SEN Lead to do the SEND job full-time..	SEND children would benefit from extra funding. On average they have the worst educational attainment, are more likely to be excluded and are more likely to live in deprived wards.
Growth & Regeneration	5. Study to expand our climate change work to include scope 3 across the city - Scope 3 emissions are not as easy to quantify and control, and there are not as many role models we can follow in tackling them, but they are an important part of our carbon impact and we need to make a start by understanding the major contributions and the most effective interventions to reduce them. (Recruitment September 2019)	25	75	-50		Additional funding to support priority item 1 above	This would have benefits for all communities of interest, particularly those living close to the City Centre.
Bristol Waste / Highways	6. Bristol Waste / Highways - Prevent local flooding by identification of gullies and drains in streets which “always” block and proactively unblocking them before they become a problem.	11	8			This represents a time-limited pilot to see if the projects makes a significant difference in reducing local flooding and their consequential implications	This is likely to have a positive impact in areas such as Southville and Bedminster with a higher proportion of elders and disabled people
Resources	7. Public Engagement work - Public engagement campaign across the city on our 2030 target. Aiming to better understand barriers and to enable communities to get on board and play their part.		100	-50	-50	Public engagement work as outlined in the description	This targeted approach would need to be culturally appropriate for all communities to get involved
Growth & Regeneration	8a. Funding for small community energy generation and efficiency schemes - Officer resource to manage this		23			Engagement of an additional posts to manage the grants process	EQIA would be required as part of the grant assessment process.
Growth & Regeneration	8b. Funding for small community energy generation and efficiency schemes - Grant funding for small community energy generation			200	50	Grant proposals as per description	EQIA would be required as part of the grant assessment process.
Resources	9. Other	1	6				
	Total (must be zero)	0	0	0	0	0	

Sum of proposed budget amendments must net to nil

Proposals must relate to services provided through the General Fund. Any implications to other statutory accounts (e.g. HRA) must be reduced accordingly

Any capital budget changes for the purposes of revenue budget amendments can only be considered where financed from borrowing and the net financial impact of the amendment on the budget, based on capital financing costs, MUST be zero.

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							Service Implication	EQIA
Pe06b	<p>Adult Social Care - Invest capital funding to buy already built houses or flats and adapt them to be suitable for some working age persons in care.</p> <p>Enabling more adults with disabilities to live in a home of their own where appropriate. This improves quality of care. These adults may also then receive housing benefit from government to help pay for their accommodation, which means savings for the council on residential care costs.</p> <p>Estimated saving £350K p/yr (once programme completed) to support Adult Social Care (Invest to Save).</p>		2,000				<p>This represents an extension of the Better Lives associated capital programme to acquired and adapt appropriate units. These would be subject to a full business case.</p>	<p>This should support the delivery of better outcomes for adults with disabilities by promoting independence.</p>
CP03	<p>Corporate Contingency - Putting our capital contingency to use by investing to save for the future.</p>		2,000				<p>The contingency currently proposed in the budget report is for £9.7m, representing 5% of the overall GF capital programme. This proposal would reduce the capital contingency for the year to £7.728 million (4%). Any overspend, above this on the existing programme or new schemes required outside the approved programme would have to be funded through commensurate deferral or removal of an approved scheme to remain within the MTFP borrowing assumption.</p>	N/A
	<i>Reduce Prudential Borrowing as per revenue budget proposal</i>							
	Total (must be zero)							

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Any new proposed additions must be offset by schemes funded through borrowing or other internal financing that net to nil to ensure the borrowing limit is not exceeded without identification of further savings
 Proposals must relate to schemes funded internally (prudential borrowing/ capital receipts/ CIL) and cannot offset General Fund by HRA schemes or vice versa.
 Any capital budget changes for the purposes of revenue budget amendments should be incorporated in this template to avoid duplication and total of scheme reductions incorporated in appropriate row

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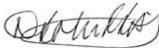


Cap Prog Reference	Description of Budget Amendment, Rationale and Implications	2019/20 £000	2020/21 £000	2021/22 £000	2022/23 £000	2023/24 £000	Officer Assessment	
							Service Implication	EQIA
Page 15	Where suitable options come up, build additional rooms onto existing council housing. These help to meet Home Choice demands for larger properties. 10 units proposed as a pilot. There's an acute shortage of council housing with the right number of rooms, often larger families needing extra room(s) to alleviate overcrowding. They can wait 100s of days on Home Choice for an available property due to shortage of homes with the right number of rooms. Just over five years ago, Housing and Landlord Services ran a pilot project to trial ways of creating larger (4+ bed) homes from existing homes. The pilot delivered six large properties, and were created through internal reconfiguration, converting integral garages to bedrooms, loft conversion and knocking two properties into one. The pilot ended due to budget constraints but the new larger homes were a great supply of much needed larger homes – occupied by large families who previously were in costly and less suitable private sector temporary accommodation or living in overcrowded conditions.	500					Conversions and other investment or repair needs will be considered as part of an Asset Performance Assessment and Asset Review. Conversion works following the end of a tenancy would increase the void period for those properties. The increase in average rent (2017/18) between a 2 bed and a 3 bed property is £13 per week or £675 p.a. The increase in average rent between a 3 bed and a 4 bed property is £5 per week or £260 p.a. The availability of some larger properties might impact marginally on homeless numbers	Additional rooms in social housing especially in inner City areas such as Ashely, Lawrence Hill and Cabot Wards would be beneficial for Somali and Asian families who traditionally have larger families and reside in these areas. In relation to socio-disadvantaged groups, Central Bristol is particularly relevant here due to the high density of people, statutory over –crowding and high level of homelessness. Citizens who live in deprived wards and are judged to have insufficient space to meet households’ needs, could benefit from this. Areas such as Whitchurch Park and Hartcliffe.
	2018/19 HRA underspend carried forward	-500					Some delays in repair programmes due to recruitment delays will need to be recovered in later years of the Housing Improvement Programme. There are however elements of the projected 2018/19 underspend that could be made available to finance the cost of conversions at the suggested level. It is likely that any programming delays will need to be expended in meeting the demands of an ageing stock for which new repair requirements may arise.	Socio-disadvantaged communities would benefit from a speedier repair service especially in areas that experience high levels of deprivation. Lawrence Hill, Whitchurch and Hartcliffe are wards that score highly for Housing in poor condition.
	Reduce Prudential Borrowing as per revenue budget proposal							
	Total (must be zero)	0	0	0	0	0		

Any new proposed additions must be offset by schemes funded through borrowing or other internal financing that net to nil to ensure the borrowing limit is not exceeded without identification of further savings

Proposals must relate to schemes funded internally (prudential borrowing/ capital receipts/ CIL) and cannot offset General Fund by HRA schemes or vice versa.

Any capital budget changes for the purposes of revenue budget amendments should be incorporated in this template to avoid duplication and total of scheme reductions incorporated in appropriate row

S151 Officer Sign-off	
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Cap Prog Reference	Description of Budget Amendment, Rationale and Implications	2019/20 £000	2020/21 £000	2021/22 £000	2022/23 £000	2023/24 £000	Officer Assessment	
							Service Implication	EQIA
Growth & Regen	Congestion Charge - Scheme design and Implementing Congestion Charging to provide Better Buses funding - Congestion Charge scheme staffing, design and development, camera procurement, streetworks signs and lines	250	5,000	5,000			The proposal is to incorporate within the capital programme £10.25m, over 3 years, to develop the scheme and invest in the infrastructure to facilitate introduction of a congestion charge. This proposal is in its infancy and would need to be subject to a full due diligence review and business case. If the scheme did not progress, then development expenditure incurred would fall as a charge to revenue and would lead to a further reduction in the capital contingency to free up associated costs of borrowing .	There will be a negative impact on large numbers of ethnic minorities and faith communities that reside in the centre of the city, if this applies to all and they are reliant on cars. These communities tend to be overrepresented in the taxi trade. Potential reduction in traffic could have health benefits for ethnic minority and faith communities that reside in the centre of the city.
CP03	Utilisation of Capital programme contingency.	- 250	- 5,000	- 5,000			The proposal will reduce capital contingencies in 2018/19 by £250k and by £5m in 2019/20 and 2020/21. The budget report proposes £47.6m of capital contingencies over period of the MTFP , representing some 10% of the GF capital programme. This proposal would reduce the contingency to £37.4m (7.8% of the programme) The contingency aligns to the risk assessment and aims to ensure funded resources are available both to provide unforeseen circumstances regarding schemes in the approved programme, and new urgent schemes that emerge and for which funding would be required outside the annual budget process. Additional programme costs or new schemes above the level of available contingencies would need to be offset by reductions to or deferrals of other approved schemes which are not externally funded.	N/A
	Better buses funded by congestion charging resulting in £6.5m per year of transport improvements for the city.				- 3,250	6,500	This assumes the generation of net income after operating costs and has yet to be tested	Insufficient information to assess equalities impacts
CP03	Capital Repayment				3,250	6,500	Assumed that the net income generated enables resources to go back into the capital programme for determination by the Council	Insufficient information to assess equalities impacts
	<i>Reduce Prudential Borrowing as per revenue budget proposal</i>							
	Total (must be zero)	-	-	-	-	-		

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Proposals must relate to schemes funded internally (prudential borrowing/ capital receipts/ CIL) and cannot offset General Fund by HRA schemes or vice versa.

Any capital budget changes for the purposes of revenue budget amendments should be incorporated in this template to avoid duplication and total of scheme reductions incorporated in appropriate row

S151 Officer Sign-off

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DeWitt