Amendment Proposals to Capital Programme 2019/20 to 2023-24

Political Group/ Member Lead

Liberal Democrats Cllr Tim Kent

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*	*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
	Reduce Prudential Borrowing as per revenue budget proposal	7,000						
	Total (must be zero)	0	0	0	0	0		

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

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

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

S151 Officer Sign-off