

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)	-	-	-	-	-		

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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Debut