

Directorate/ Service	Description of Budget Amendment, Rationale and Implications	2020/21 £000	2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000	Total £000	Officer Assessment	
								Service Implication	Equalities Impact Assessment
CIL	Allocation to unspecified "Regeneration opportunities"	(1,750)	(1,750)	(1,750)	(1,750)	(1,750)	(8,750)	<p>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.</p> <p>This is accelerated from current assumed programme but is within assumed CIL balances received and profiled to be spent over later years.</p>	Insufficient detail to assess Equality Impact at this stage
Highways	Cycling and walking infrastructure projects identified as strategic in Local Cycling and Walking Infrastructure Plan	1,750	1,750	1,750	1,750	1,750	8,750	Additional funding would be allocated to delivery specific projects identified in the Local Cycling and Walking Infrastructure Plan.	Insufficient information to assess - Individual projects would be subject to separate equalities impact assessment.
HRA	HRA reserve	(9,900)	0	0	0	0	(9,900)	This reserve is ring-fenced for use within the HRA. Based on current budget assumptions of 0% increase for 20/21 (subject to Full Council approval) the reserve would be fully committed. This would reduce the available balance by £9.9m from current balance of £86.6m and therefore impact on delivery of the planned capital programme.	Insufficient detail to assess Equality Impact at this stage
HRA	Retrofitting energy efficiency improvements (such as focusing on properties rated low in band C and below, but also possibly including pilot of whole house retrofit methods, or work on draft exclusion or other low-cost effective measures) and/or Heat pumps, Solar panels & Battery Storage on Council properties	9,900	0	0	0	0	9,900	The proposal as outlined is deliverable however it will be challenging to spend £9.9m in a 1 yr budget programme. Should this be progressed we would suggest to fund some pilot projects and extension of existing programmes and assume a maximum spend of £5m per annum.	<p>Lower energy costs would benefit people in fuel poverty and some groups e.g. Young people and carers are less likely to be satisfied with the cost of heating their home than average (Bristol Quality of Life Survey). In addition to the added advantage of communities who experience income poverty may have the potential to reduce their energy bills.</p> <p>There is a potential wider positive impact in reducing the effects of climate change.</p>
Growth / Regen	Scheme design and Implementing Congestion Charging to commuters from outside Bristol provide Better Buses funding.	250	4,250	4,350	(6,500)	(6,500)	(4,150)	The proposal is to incorporate within the capital programme £8.85m, 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 .	Insufficient information to fully assess equalities impacts at this stage. Potential negative impacts for inner city residents including taxi drivers would be mitigated if congestion charging applies only to commuters from outside Bristol.

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Growth / Regen	Reduction of Capital Contingency	(250)	(2,800)	(3,400)	5,300	1,150	0	<p>The budget report proposes £17.8m of capital contingencies for the period 2020 to 2025, representing some 3% of the GF capital programme. The contingency aligns to the risk assessment and aims to ensure funded resources are available both to provide for cost overruns and environmental sustainability of scheme in the approved programme and new urgent schemes that emerge for which funding would be required outside the annual budget process.</p> <p>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.</p> <p>This amendment delays available use of contingency of £6.5m until income from congestion scheme is achieved.</p>	Insufficient detail to assess Equality Impact at this stage
Growth / Regen	Reprofile PL10 Highways Infrastructure planned maintenance and structural investment	0	(500)	(500)	500	500	0	<p>This delays the use of £1m of PL10 Highways Infrastructure planned maintenance and structural investment other work until the congestion charging provides sufficient net income after operating costs to repay the implementation costs of the scheme.</p> <p>At present the full operating income of a congestion scheme is untested</p>	Insufficient information to assess - Individual projects would be subject to separate equalities impact assessment.
Growth / Regen	Use of climate change reserve	0	(950)	(450)	700	700	0	<p>This delays the use of £1.4m of the climate change reserve for other work until the congestion charging provides sufficient net income after operating costs to repay the implementation costs of the scheme.</p> <p>At present the full operating income of a congestion scheme is</p>	Insufficient information to assess - Individual projects would be subject to separate equalities impact assessment.
Growth / Regen	Transport improvements including projects outlined in LCWIP, bus corridors and route subsidies, pedestrianisation and low-traffic neighbourhood schemes	0	0	0	0	4,150	4,150	<p>This assumes the generation of net income after operating costs and has yet to be tested</p>	Insufficient information to assess - Individual projects would be subject to separate equalities impact assessment.
	Total (must be zero)	0	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</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>									
S151 Officer Sign-off									