

AGENDA MANAGEMENT SHEET

Name of Committee	Environment Overview and Scrutiny Committee
Date of Committee	8th November 2005
Report Title	Planning, Transport and Economic Strategy Revenue and Capital Budget Proposals 2006/07 to 2008/09
Summary	The report details the Revenue and Capital Budget proposals for the Planning, Transport and Economic Strategy Department.
For further information please contact	John Robinson Financial Services Tel: 01926 412091 johnrobinson@warwickshire.gov.uk
<i>Would the recommended decision be contrary to the Budget and Policy Framework?</i>	Yes/ No Section 5
<i>Background Papers</i>	2006/7 Budget Proposal Bid Forms.

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees	<input type="checkbox"/>
Local Member(s) (With brief comments, if appropriate)	<input type="checkbox"/>
Other Elected Members	<input checked="" type="checkbox"/> Councillor C K N Browne) Councillor Mrs E M Goode) for information. Councillor Mrs J Lea)
Cabinet Member (Reports to The Cabinet, to be cleared with appropriate Cabinet Member)	<input checked="" type="checkbox"/> Councillor M L M Heatley – for information.
Chief Executive	<input type="checkbox"/>
Legal	<input checked="" type="checkbox"/> K Grasby – comments incorporated.
Finance	<input checked="" type="checkbox"/> A Filby – comments incorporated.

Other Chief Officers	<input type="checkbox"/>
District Councils	<input type="checkbox"/>
Health Authority	<input type="checkbox"/>
Police	<input type="checkbox"/>
Other Bodies/Individuals	<input type="checkbox"/>

FINAL DECISION YES/NO

SUGGESTED NEXT STEPS :

Further consideration by this Committee	<input type="checkbox"/>
To Council	<input checked="" type="checkbox"/>	Council will approve the 2006/07 budget at its meeting in February 2006.
To Cabinet	<input checked="" type="checkbox"/>	The views of this Overview and Scrutiny Committee on the budget proposals will be reported to Cabinet.
To an O & S Committee	<input type="checkbox"/>
To an Area Committee	<input type="checkbox"/>
Further Consultation	<input type="checkbox"/>

**Environment Overview and Scrutiny Committee –
8th November 2005**

**Planning, Transport and Economic Strategy Revenue and
Capital Budget Proposals 2006/07 to 2008/09**

**Report of the Director of Planning, Transport and Economic
Strategy**

Recommendation

That:-

1. The Committee comments on the 2006/07 to 2008/09 revenue budget proposals and capital programme bids identified by the Department of Planning, Transport and Economic Strategy, together with supplementary bids for 2005/06 capital expenditure.
2. Cabinet be recommended to endorse an addition to the 2005/2006 Capital Programme for Highways Maintenance.

1. Introduction and Background

- 1.1 Over recent years the budget process has developed to encourage wider consultation on, and consideration of, spending proposals and bids being made by services. Overview and Scrutiny Committees are one of the key players in this consultation.
- 1.2 One of the key roles of Overview and Scrutiny Committees is to assist Cabinet and the Council in the development of the budget and policy framework. As part of this process, departments are presenting information on their additional spending proposals for 2006/07 to 2008/09 for scrutiny and validation. This year, for the first time, revenue budget proposals and capital programme bids are presented together in one report in order to promote a coordinated, whole-service approach to the consideration of departments' budget proposals.
- 1.3 Having considered the proposals from Chief Officers, Overview and Scrutiny Committees may wish to:-
 - (i) Probe base budgets.

- (ii) Consider the reasonableness and validity of proposals put forward in light of the likely level of resources available, the corporate priorities as outlined in the corporate business plan, and the vision and service strategy.
 - (iii) Explore whether all possible funding strategies have been investigated.
 - (iv) Comment on the prioritisation of proposals by Chief Officers.
- 1.4 A single report has been produced outlining the proposals of the Department of Planning, Transport and Economic Strategy. However, as the department reports to more than one Overview and Scrutiny Committee, the commentary has been sub-divided into areas of specific relevance to a particular Overview and Scrutiny Committee where appropriate.

2. Service Vision and Delivery Strategy

- 2.1 The purpose of the Planning, Transport and Economic Strategy Department is to promote the economic, social and environmental well being of Warwickshire. We do this by:-

- (i) Ensuring that the services we provide are delivered efficiently and effectively.
 - (ii) Developing initiatives which support County Council objectives.
 - (iii) Making sure European, national and regional policies are developed in the best interests of Warwickshire.
 - (iv) “Making Warwickshire the best place to live and work...now and for future generations”.
- 2.2 The most obvious feature of our service vision is its emphasis on Sustainable Development. This means improving the economic, social and environmental well-being of Warwickshire, while making the best use of natural resources. It involves taking a leadership role in Sustainable Development (SD) within the County Council and for Warwickshire. SD is not just about the immediate monetary costs of our plans and actions but also requires us to consider the impact on people and communities, the environment and the use of natural resources.
- 2.3 Our departmental strategy is to:-
- (i) Develop our understanding of what SD means for Warwickshire and our services.
 - (ii) Assess how sustainable our departmental plans and services are in terms of social considerations, economic considerations, environmentally and in terms of resource management.

- (iii) Work to gain ISO14001 accreditation.
- (iv) Develop our expertise through projects and pilot studies to improve the sustainability of our plans and actions.
- (v) Use our Local Transport Plan, waste plan and other strategic plans to secure funding and actions.
- (vi) Share our experience with others in Warwickshire County Council (WCC) to encourage other services to adopt sustainable development principles.
- (vii) Act as a role model, use our experience, and influence with Warwickshire businesses and partners.
- (viii) Help WCC use its influence as the largest employer in Warwickshire to influence other employers.

3. Revenue Budget - Spending Proposals

Summary of Spending Proposals

- 3.1 A service analysis of the 2006/2007 Revenue Base Budget by Overview and Scrutiny Committee is shown at **Appendix A**. This information is to help Members place the subsequent discussion in context. The Base Budget for the service is the approved cash allocation in 2005/2006 adjusted for any one-off funding. The remaining paragraphs in this section present the department's revenue spending proposals in addition to its Base Budget.
- 3.2 In July 2005 the County Treasurer issued initial guidance on the preparation of the 2006/2007 Budget. This required services to analyse their proposals between those that were explicitly covered within existing policies, and those that were not explicitly covered within existing policies. Table 1 summarises these for the Department of Planning, Transport and Economic Strategy. As the table shows the service has additional spending proposals of £7,440,000 for £2006/07, £10,691,000 for 2007/08, and £13,465,000 for 2008/09. The bids are not in priority order pending Members' consideration.

Table 1: Revenue Budget Proposals		Net Expenditure		
		2006/07 £000	2007/08 £000	2008/09 £000
Proposals covered explicitly by existing policies				
Bid Ref.	Bid Title			
R-A-PT-01	Inflation	1,564	2,966	4,436
R-A-PT-02	Revenue impact of the current Capital programme	556	1,570	2,216
R-A-PT-03	Increase in Landfill Tax	745	1,376	1,983
R-A-PT-04	Increase in Waste Tonnages	146	297	452
R-A-PT-05	Waste Management Licensing Exemption rules	130	100	130
R-A-PT-06	Improved Coordination of Roadworks	97	123	77
Sub-total		3,238	6,432	9,294
Proposals not covered explicitly by existing policies				
R-B-PT-01	Waste Strategy Consultants	150	250	250
R-B-PT-02	Additional collection of green waste in Rugby	92	92	92
R-B-PT-04	Shakespeare Complete Works Festival	150	0	0
R-B-PT-05	Reduction in Search Fee income	50	50	50
R-B-PT-06	Business Centres Cashflow & Income changes	140	50	30
R-B-PT-07	The Hub,Bayton Road	120	120	120
R-B-PT-08	Social & Economic Regeneration - Employment Link Initiatives	109	204	230
R-B-PT-09	Building Sustainable Neighbourhoods programme	100	600	600
R-B-PT-10	Stratford Park and Ride	203	149	133
R-B-PT-11	Driving Ambitions - Speed Related Education	55	60	66
R-B-PT-12	Congestion Monitoring	35	33	36
R-B-PT-13	Waste Education and Information campaign	35	0	0
R-B-PT-14	Bus Services - loss of income - Concessionary fares	248	248	248
R-B-PT-15	Countryside Access and Rights of Way officer	37	38	39
R-B-PT-16	Improvement of Highway Records	50	50	50
R-B-PT-17	Business Improvement District - Town Centres	120	120	120
R-B-PT-18	Business Improvement District - Industrial Estates	100	100	100
R-B-PT-19	Stratford Minintram	40	40	40
R-B-PT-20	Tourism and the Olympics	170	170	170
R-B-PT-21	Regeneration feasibility & marketing studies	150	125	100
R-B-PT-22	World Class Warwick - feasibility study	100	0	0
Sub-total		2,254	2,499	2,474
Additional Spending Proposals		5,492	8,931	11,768

- 3.3 **Appendices B and C** provide further details regarding the proposals outlined in the above table. Furthermore departments were required to produce detailed individual bids for those proposals not covered explicitly by existing policies. These are available on request from Alan Bury (x2724) or John Height (x2157).

Proposals Covered Explicitly by Existing Policies

- 3.4 Inflation is high mainly as a result of increased electrical energy costs for Street Lighting .
- 3.5 The revenue impact of capital relates to the current capital programme and the impact of the new proposals are shown below.
- 3.6 It is expected that landfill tax will increase by £4 per tonne next year followed by two annual rises of £3 per tonne.
- 3.7 It is assumed that waste tonnages will continue to grow, we have assumed it will increase by 3%.
- 3.8 Changes in Waste Management Licensing Exemption rules and the introduction of the Nitrate Vulnerable Zones legislation will affect the costs of landfill contracts.
- 3.9 The Department for Transport are to change the New Roads and Streetworks Act 1991, Code of Practice for the Co-ordination of roadworks in line with Traffic Management Act 2004. This will require the implementation of new IT systems, work processes to manage the works of the utilities and applied also to the management of our own works. The new systems will record and co-ordinate planned utilities/WCC roadworks. These new systems should be by June 2008, map based and available to the public via the Warwickshire web site .

Proposals Not Covered Explicitly by Existing Policies

- 3.10 The number of bids we have reflect the diversity of services we provide in this Department.
- 3.11 The waste bids are to help us increase the amount of waste that is recycled , reused etc.
- 3.12 We have a number of projects where we have temporary cash flow problems resulting from the implementation of new projects where the income stream starts low and increases over time e.g. Elliott Park and Bishopton Park and Ride.
- 3.13 A number of Regeneration projects will be coming to the end of their grant support e.g. Building Sustainable Neighbourhoods (BSN), Bayton Road and Prologis Employment Partnership (PEP). Without further support these projects would come to an end.
- 3.14 Business Improvement Districts (BIDs) are a new mechanism for improving business areas including town centres and industrial estates. Local businesses are given the opportunity to vote for a small increase in Business Rates to fund a

costed five year programme of enhanced public sector support for the area. Our budget pressure reflects the cost of setting up new BIDs.

- 3.15 We have put in a bid of £170,000 pa to permit the council to participate fully in the Partnership work being undertaken to enable Warwickshire to benefit from the Olympic Games 2012 and to deliver its portion of the adopted Coventry and Warwickshire visitor economy strategy and action plans.
- 3.16 We recognise that the spending proposals are likely to stretch beyond available resources, so Leadership Team will continue to review the bids and look for ways of reducing the funding requirement.

4. Capital Programme – Development Proposals

Summary of Capital Programme Development Proposals

- 4.1 In July 2005 the County Treasurer issued initial guidance on the preparation of capital development bids for 2006/2007 to 2008/2009. This required services to complete a detailed capital development appraisal form for each bid and to place the proposals in priority order. Table 2 lists the bids for the department of Planning, Transport and Economic Strategy (PTES). A copy of all the bids for the Department of Planning, Transport and Economic Strategy are available on request from either Alan Bury (x2724) or Dorne Allen (x2348).
- 4.2 Each service has produced a single list of bids. These have been summarised in a single report for the service. Therefore, as the service reports to more than one Overview and Scrutiny Committee some of the bids may not specifically relate to the role of this Committee.
- 4.3 The bids reflect the wide range of services provided by this department and as such it is difficult to assign priorities to these bids. The bids are therefore not presented in priority order.
- 4.4 Warwickshire's Municipal Waste Management Strategy provides a framework for managing waste in Warwickshire for the next 15 years. Critically, it specifies the need for new waste processing and treatment facilities that are required in order for us to meet our key landfill diversion targets and stretched recycling and composting targets. The bid covers a number of different projects which are all necessary to enable us to implement Warwickshire's Waste Strategy. This bid is for a total of £9,000,000 over the next 3 years.
- 4.5 We have included two bids which aim to improve the environment by reducing carbon emissions and aims to address the impact of climate change. These will involve various measures in buildings across the County Council and are therefore described as "corporate bids" as most spending will not be for Planning, Transport and Economic Strategy.
- 4.6 Barford Bypass is primarily funded as a major scheme through the Local Transport Plan (LTP). However, there is a shortfall in major scheme funding. The total cost of the scheme is £10.38 million. £9.05 million major scheme funding is available and the scheme has been supported by £0.575 million

integrated Transport funding and £35,000 developer funding to date. There remains therefore a shortfall of £0.72 million. If the remainder of this shortfall is found from integrated transport funding it will mean a significant curtailment of planned programmes of improvement for casualty reduction, walking and cycling and public transport.

Table 2: 2006/07 to 2009/10 Capital Development Proposals		Net Expenditure			
		2006/07	2007/08	2008/09	Future Years
Bid Ref.	Bid Title	£000	£000	£000	£000
PT-01	Waste Strategy Bids				
	Total Waste Strategy Bids	2719	5080	1025	
	Corporate Bids				
PT-10	Carbon Emissions LPS2	155	268	218	
PT-12	Sustainable Construction & Life	200	200	200	
	Total Corporate Bids	355	468	418	
	Contingency Bid				
PT-06	Barford Bypass - Additional Funding	200	520	0	
	PTES Bids				
PT-19	C + D Roads	850	850	850	
PT-03	Street Lighting	400	400	400	
PT-13	Community Environmental Improvements	165	165	165	
PT-05	Countryside Recreation - Minor Works	205	25	20	
PT-17	Town Centre Master Plan Delivery	500	500	500	
PT-15	Two-tier Camp Hill	250	150	50	
PT-11	Countryside Recreation - Countryside Access and Rights of Way Improvement Plan Works	175	150	150	
PT-09	Social & Economic Regeneration Minor Works	200	150	100	
PT-18	Decriminalisation of Parking	1,630			
	Total PTES Bids	4,375	2390	2235	
	Self-financing Schemes				
SF-01	Seven Meadows Road Car Park	150			
SF-02	Regeneration Schemes	0	1000	1000	
	Total Self Financing	150	1000	1000	
Total		7,799	9,458	4,678	0

- 4.7 The total of the bids for C and D roads and additional street Lighting columns totals £1.25 million and is a continuation equal to what has been in the budget for the last couple of years for Highways Maintenance.
- 4.8 The Community Led Environmental Improvements bid is to carry forward a three year programme of community led environmental improvements focussing on the most deprived communities in the county, commencing in Nuneaton, Bedworth and North Warwickshire.
- 4.9 The bid for works at the Country Parks includes capital proposals to develop the country parks in line with visitor feedback and to ensure the business continuity of existing lease holders and maximise income generation, and to continue with the backlog of structural enhancements to rights of way bridges and other engineered structures.
- 4.10 This bid for funds for the implementation of the Regeneration Masterplan for Nuneaton and Bedworth town centres as endorsed by Area Committee on 26th January 2005 and also to support the longer term vision for Rugby, is to continue to work in partnership with Borough Councils and the Town Centre Companies. The budget will be used as the WCC contribution towards detailed site assembly, procurement and Public realm improvements.
- 4.11 Two Tier Camp Hill – The Camp Hill estate is currently going through a major restructuring programme costing around £167 million funded mainly by private Developers. Phase one which proposes construction of 172 new properties is currently underway and work is due to start on phase 2, a new village centre is due to start in January 2006. Between these two phases is a cavity of unaffected properties known/categorised as wimpy no-fines, a prefabricated concrete housing type built in the 1950s. Once the village centre works are underway, the linear section of housing which separates the two areas of new build will stand in stark contrast to its neighbours. This will not only seek to further highlight their demise and poor marketability, but could also detrimentally affect the marketability of the newly built properties, and attractiveness of village centre to potential retailers. This bid seeks to undertake a minimal ‘facelift’ to these properties to ensure they complement the areas surroundings and undertake minimal streetscape improvements to secure the economic growth of the area.
- 4.12 To achieve targets specified within the new statutory Countryside Access and Rights of Way Improvement Plan (CAROWIP) we have put in a bid for improving stiles, signage and footpath surfaces.
- 4.13 Social and Economic Regeneration minor works - This bid is for a block capital allocation for Minor Works costing over £6,000 within the remit of the Social and Economic Regeneration Division of the PTES Department. This includes improvements to the business portfolio of over 200 units, for which there are increasing demands for higher security and improved telecommunications. The budget would be allocated to multiple schemes individually less than £100,000.

- 4.14 Decriminalisation of Parking Enforcement - These are the set up costs for the implementation of the special parking areas (Decriminalisation of Parking Enforcement) in Rugby Borough and Warwick District. The bid is for a total of £1,630,000 to set up the projects in Rugby Borough and Warwick District. This includes staff time, purchase and installation of equipment, new signs and lines etc. We are discussing with the external auditors whether the cost of the project can be charged to capital. It is likely that much of the cost will have to be treated as revenue. We are discussing with the external auditors whether the cost of the project can be charged to capital. However it is likely that at least £1 million will have to be treated as a revenue cost.
- 4.15 The self financing bids include a car park extension and associated developments in partnership with Stratford Racecourse and Stratford on Avon District Council with the funding to be repaid through car park charges, and for a block capital allocation for partnership lead commercial developments within the remit of the Social and Economic Regeneration Division of the PTES Department. The budget could be allocated between several schemes individually or alternatively just to one (depending upon the commercial business needs and market forces). The expectation is that the resource would trigger substantial external grants, notably from Advantage West Midlands.

Revenue Implication of Proposed Capital Developments

- 4.16 The majority of the capital development proposals identified have cost implications for the revenue budget either in terms of the capital financing charges or the subsequent running/maintenance costs if all of the bids proposed were approved. However, 40% of the capital investment relates to the waste strategy. Without this investment WCC faces stiff financial penalties. Table 3 below summarises the revenue implications. These are in addition to the revenue spending pressures shown in Table 1.

Table 3: Revenue implications of Proposed Capital Developments				
	2006/2007 £000	2007/2008 £000	2008/2009 £000	Future Years £000
Capital Financing Costs	216	772	1,267	1,446
Running Costs	15	0	0	0
Total	231	772	1,267	1,446

5. Capital Programme 2005/6 Supplementary Bids

- 5.1 Without prejudice to the rest of the budget (including the capital bids outlined above), there are needs for additional capital resources for highways in the current year. Members may recall that the revenue out-turn report presented to Cabinet on 8th September identified a projected £1.5m underspend on Other Services due to favourable movements in interest rates. This underspend presents an immediate opportunity to fund a sizeable increase in the highways

maintenance programme with spend commencing this year. An increase in the capital programme for highways could embrace:-

- 5.2 **Street Lighting Column Replacement** (£300,000) – There is an urgent need to replace defective street columns. In the last year six lighting columns suddenly collapsed. Fortunately just one fell across a busy road and no injuries were sustained. In contrast other highway authorities have paid individuals £1m-£3m compensation claims associated with random collapse. £300,000 would restore the capital programme to levels similar to recent years. There is growing evidence of deterioration in the stock of 47,000 lighting columns.
- 5.3 **Town Centre Paving Replacement** (£400,000) – A bid is being progressed with Advantage West Midlands (AWM) to progress the Nuneaton and Bedworth Town Centre Master Plan, promoting the regeneration of the town centres including upgrading worn out paving. AWM are expecting a minimum contribution from the County Council to the street improvements in the order of £100,000 in order to trigger a sizeable offer of grant from them after Christmas. There is a forecast of significant underspend in AWM's Regeneration Zone budget in 2005/6, so there is an opportunity to draw down substantial grant provided that WCC provides invests more of its own resource in the project as match funding. If there are underspends elsewhere in AWM's budget then there may be the opportunity to secure funds for improvements to the street in other large towns and market towns across the County where AWM is already engaged, and some WCC match funding would facilitate this.
- 5.4 **Delegated budget to Area Committees** (£500,000) – Currently each of the Area Committees is delegated £40,000 from the Local Transport Plan to spend on highway improvements, which has proved popular. It is suggested that this be augmented as a pilot with £100,000 for each Area Committee for capital funded maintenance, which could include structural maintenance, drainage, footways or street lighting which are local priorities.
- 5.5 **C and D Road Carriageway Maintenance and Footways** (£800,000) – This would contribute to the improvement of road surfaces in rural areas, including rural C and D carriageway surfacing, surface dressing and footway works. Funds could be targeted on routes with a history of accident claims. This would contribute to improving our Best Value Performance Indicators for road condition in order to support the CPA, and also the Performance Indicator for footway condition.

JOHN DEEGAN
Director of Planning, Transport and Economic Strategy
Shire Hall
Warwick

31st October 2005

Department Of Planning Transport & Economic Strategy

Form A

2006/2007 Revenue Estimates - Service Analysis

	Direct Costs A £000	Management and Support Costs B £000	Total Costs A+B=C £000	External Income D £000	Internal Income E £000	Total Income D+E=F £000	2006/2007 Base Budget C+F=G £000
Environment Overview and Scrutiny Committee							
County Roads							
Structural Maintenance	663	0	663	0	0	0	663
Routine Maintenance	4,794	0	4,794	(96)	(234)	(330)	4,464
Winter Maintenance	1,412	0	1,412	0	0	0	1,412
Public Liability Insurance	685	0	685	0	0	0	685
Surface Dressing	1,233	0	1,233	0	0	0	1,233
Street Lighting	2,169	0	2,169	0	0	0	2,169
Management & Support	0	193	193	0	0	0	193
Total County Roads	10,956	193	11,149	(96)	(234)	(330)	10,819
Strategic Services							
Strategy Unit	583	114	697	(12)	0	(12)	685
Development Group	1,360	130	1,490	(809)	0	(809)	681
Waste Management	12,230	72	12,302	(844)	0	(844)	11,458
Environmental Sustainability	1,338	0	1,338	(784)	0	(784)	554
Total Strategic Services	15,511	316	15,827	(2,449)	0	(2,449)	13,378
Warwickshire Engineering							
Road Maintenance Policy	571	176	747	0	0	0	747
RCU pensions	53	0	53	(53)	0	(53)	0
HMIS	109	0	109	0	0	0	109
Design Services	2,970	160	3,130	(542)	(2,685)	(3,227)	(97)
RASWA	127	27	154	(99)	0	(99)	55
Network Maintenance	399	39	438	0	(186)	(186)	252
Assessments & Surveys Group	146	25	171	0	(52)	(52)	119
Routine Maintenance County & Trunk RDS	1,625	79	1,704	(112)	(18)	(130)	1,574
Street Lighting	283	49	332	(12)	(11)	(23)	309
County Fleet Maintenance	1,579	0	1,579	(839)	(800)	(1,639)	(60)
	7,862	555	8,417	(1,657)	(3,752)	(5,409)	3,008
Transport Planning							
Traffic Signals (incl energy)	442	0	442	0	0	0	442
Traffic Signs	106	0	106	0	0	0	106
Traffic Management	508	72	580	(56)	(232)	(288)	292
Traffic Signals	237	19	256	(24)	(87)	(111)	145
Highways & Traffic Information & Transport Strategy	1,694	149	1,843	(385)	(102)	(487)	1,356
Road Safety Unit	1,328	131	1,459	(444)	(441)	(885)	574
Safer Routes to School	147	0	147	0	(122)	(122)	25
Decriminalisation of Parking	300	0	300	0	0	0	300
Casualty Reduction	2,137	0	2,137	(2,137)	0	(2,137)	0

Department Of Planning Transport & Economic Strategy

Form A

2006/2007 Revenue Estimates - Service Analysis

	Direct Costs A £000	Management and Support Costs B £000	Total Costs A+B=C £000	External Income D £000	Internal Income E £000	Total Income D+E=F £000	2006/2007 Base Budget C+F=G £000
	6,899	371	7,270	(3,046)	(984)	(4,030)	3,240

Department Of Planning Transport & Economic Strategy

Form A

2006/2007 Revenue Estimates - Service Analysis

	Direct Costs A £000	Management and Support Costs B £000	Total Costs A+B=C £000	External Income D £000	Internal Income E £000	Total Income D+E=F £000	2006/2007 Base Budget C+F=G £000
Community Transport							
Fleet Management	217	44	261	0	(240)	(240)	21
Transport Operations	16,433	90	16,523	(2,052)	(12,210)	(14,262)	2,261
Environmental Design	669	78	747	(290)	0	(290)	457
Countryside Recreation	814	74	888	(398)	0	(398)	490
Countryside Access	738	63	801	(34)	0	(34)	767
Community Transport	300	0	300	(126)	0	(126)	174
	19,171	349	19,520	(2,900)	(12,450)	(15,350)	4,170
Performance management							
Research	500	57	557	(65)	(65)	(130)	427
Library	88	0	88	0	0	0	88
Improvement Team	249	0	249	0	0	0	249
	837	57	894	(65)	(65)	(130)	764
Corporate & Democratic Core	0	541	541	0	0	0	541
Unapportionable Central Overheads	84	0	84	0	0	0	84
Savings Required To Balance	(4,133)	0	(4,133)	0	0	0	(4,133)
Total Environment Overview and Scrutiny Committee	57,187	2,382	59,569	(10,213)	(17,485)	(27,698)	31,871
Economic Development Overview and Scrutiny Committee							
Strategic Management Unit	276	16	292	0	(33)	(33)	259
Regeneration Policy & Europe	461	26	487	0	0	0	487
Economic Development	2,135	142	2,277	(958)	0	(958)	1,319
Regeneration projects	1,116	48	1,164	(237)	0	(237)	927
Employment Link	370	0	370	(10)	0	(10)	360
Total Economic Development Overview and Scrutiny Committee	4,358	232	4,590	(1,205)	(33)	(1,238)	3,352
2006/2007 Base Budget	61,545	2,614	64,159	(11,418)	(17,518)	(28,936)	35,223

Department of Planning Transport & Economic Strategy

2006/2007 Revenue Budget Pressures - Proposals Covered Explicitly by Existing Policies

Bid Ref.	Bid Title	Impact on Net Expenditure			Type of Pressure	Description and Justification of Bid	Consequences if Bid Funding is not/only Partially Received
		2006/2007	2007/2008	2008/2009			
(A)	(B)	(Ci) £000	(Cii) £000	(Ciii) £000	(D)	(E)	(F)
R-A-PT-01	Inflation	1,564	2,966	4,436			
R-A-PT-02	Revenue Impact of Capital Expenditure	556	1,570	2,216	Unavoidable increase in costs	This is the cost of financing the existing Capital Programme	Substantial cutbacks in all areas of service within PTES
R-A-PT-03	Increase in Landfill Tax	745	1,376	1,983	Legal Requirement	Increases in tax over the next 3 years are £4 , £3 and then £3.	Substantial cutbacks in all areas of service within PTES
R-A-PT-04	Increase in Waste Tonnes	146	297	452	Unavoidable increase in costs	Assumed increase of 3% per year	Substantial cutbacks in all areas of service within PTES
R-A-PT-05	Waste - Changes in legislation	130	100	130	Legal Requirement	Changes arising from the EU Landfill Directive will affect the cost of composting and Landfill.	Substantial cutbacks in all areas of service within PTES
R-A-PT-06	Improved coordination of Roadworks	97	123	77	Unavoidable increase in costs	New IT systems and management processes to comply with new legislation	The project would either be cut or scaled down or other parts of the service would need to be cut to transfer the funds to this project.
Total		3,238	6,432	9,294			

Key: Corporate Objectives

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- 6 Ensure Sound Governance of the County Council to Provide Accessible Responsive and Well-Managed Services.

Department of Planning Transport & Economic Strategy

2006/2007 Revenue Budget Pressures - Proposals Not Covered Explicitly by Existing Policies

Form D

Bid Ref. (A)	Bid Title (B)	Impact on Net Expenditure			Proposal Type (D)	Bid Justification (see Bid Appraisal Form itself for further details) (E)	Which Corporate Strategic Objective(s) does this proposal promote (see key) (F)
		2006/2007 (Ci) £000	2007/2008 (Cii) £000	2008/2009 (Ciii) £000			
R-B-PT-01	Consultants to advise on the delivery of the Waste Strategy	150	250	250	Government target	This will involve the production of a procurement plan and business case	3
R-B-PT-02	Additional collection of green waste in Rugby	92	92	92	Government target	Additional green waste composting to help achieve the targets under the Waste and Emissions Trading act 2003.	3
R-B-PT-04	Shakespeare Complete Works Festival	150	0	0	Departmental Service Plan priority		5
R-B-PT-05	Reduction in Search Fee income	50	50	50	Departmental Service Plan priority	Slow down in the purchase of houses has resulted in a decrease in the seaches income	5
R-B-PT-06	Business Centres Cashflow & Income changes	140	50	30	Departmental Service Plan priority	Cash flow implications arising from the new business centres.	5
R-B-PT-07	The Hub, Bayton Road	120	120	120	Departmental Service Plan priority	Grant funding of Regeneration projects no longer available	5
R-B-PT-08	Social & Economic Regeneration - Employment Link Initiatives	109	204	230	Departmental Service Plan priority	Grant funding of Regeneration projects - Opportunities centre - PEP are all coming to an end	5
R-B-PT-09	Building Sustainable Neighbourhoods programme	100	600	600	Departmental Service Plan priority	Grant funding of Regeneration projects no longer available	5
R-B-PT-10	Stratford Park and Ride	203	149	133	Departmental Service Plan priority	Shortfall on the operation of the Stratford park and ride operation in the early years. It was originally intended to fund this from the decriminalisation of parking surplus in Stratford. However due to the potential change in the charging regime there may not be enough to fund this deficit	3 & 4
R-B-PT-11	Driving Ambitions - Speed Related Education (Schools)	55	60	66	Departmental Service Plan priority	This is currently funded from the Camera partnership but a change in rules means this work is no longer eligible.	4
R-B-PT-12	Congestion Monitoring	35	33	36	Departmental Service Plan priority	Collection of data to monitor congestion data.	3 & 4
R-B-PT-13	Waste Education and Information campaign	35	0	0	Departmental Service Plan priority	A campaign to raise Public awareness and provide information on the proposed changes to waste collection.	3
R-B-PT-14	Bus Services - loss of income - Concessionary fares	248	248	248	Departmental Service Plan priority	Loss of developer funding and grants plus imminent legislation to provide free concessionary travel.	5
R-B-PT-15	Countryside access and Rights of Way officer	37	38	39	Government target	Staff costs associated with the implementation of the key targets that have come out of the Countryside Rights of Way Act.	2
R-B-PT-16	Improvement of Highway Records	50	50	50	Government target	Capture of Highways data in single digital form to make these available on the internet.	6
R-B-PT-17	Business Improvement District Programme - Town Centres	120	120	120	Corporate Business Plan priority	This is to spread the benefits of BIDs to the 6 other major town centres in the County.	5
R-B-PT-18	Business Improvement District Programme - Industrial Estates	100	100	100	Departmental Service Plan priority	This is to spread the benefits of BIDs to the 6 other major town centres in the County.	5
R-B-PT-19	Stratford Mininram	40	40	40	Departmental Service Plan priority	The expected external funding is not available to meet the operating costs of this project which is in the current capital programme.	5
R-B-PT-20	Tourism and the Olympics	170	170	170	Departmental Service Plan priority	This will improve our ability to explore innovative ways of delivering the priorities on Economic Regeneration.	5
R-B-PT-21	Regeneration feasibility studies	150	125	100	Departmental Service Plan priority	This will improve our ability to explore innovative ways of delivering the priorities on Economic Regeneration.	5
R-B-PT-22	World Class Warwick - feasibility study	100	0	0	Departmental Service Plan priority	This includes a combination of a desire to refresh the Market place, use of the County Courts building and other Council buildings and the Town centre Traffic scheme.	5
Total		2,254	2,499	2,474			

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