APPENDIX 10

AGENDA ITEM 175
General Fund Revenue Budget & Council Tax 2010/11 report to Cabinet 11th February 2010

Corrections and clarifications

Introduction

An error has been identified in the treatment of the 2009/10 overspend which results in a higher level of general reserves This is explained in more detail below.

Clarification has been requested of certain items in the Environment Budget Strategy. This is set out below.

Cabinet Addendum page No. 49 Paragraph 3.26 Latest position in 2009/10

The Targeted Budget Management (TBM) position shown in paragraph 3.26 has been incorrectly shown as an overspend of £0.6m. This overspend includes £0.5m relating Section 75 services managed by the NHS Trust where the financial risk for these services generally lies with the relevant provider Trust and it is not expected that this overspend will cause additional financial pressure for the council. Therefore the TBM position to be managed by the council is £0.1m overspend.

The total £0.6m overspend has been covered by council general reserves; this change releases £0.5m general reserves for allocation and budget amendments to allocate these resources can be submitted to Budget Council.

This amendment changes table 2 on Cabinet Addendum page 49 and the final line 'Balance available for spending in 2010/11' should read £2.0m.

Environment Budget Strategy

Cabinet Addendum page No. 110 under the heading 'Strategic Context and Direction of Travel'

There is an editing error that should be corrected as follows:

Savings in excess of this have been achieved which has allowed ~~£300,000~~ £250,000 of service reinvestment to take place.

Cabinet Addendum page No. 111 under the headings 'Sustainable Transport' and 'Public Safety'

Further clarification as follows:

The Public Transport savings of £97,000 have been sourced from the Supported Bus Routes Contracts, specifically the contract for an extended frequency Service 27. As this saving relies upon cancellation of the service through a formal notice to the Traffic Commissioner within a specific timescale, it has not been possible to commence this saving from 1 April 2010 and so will not take effect until September 2010.

The contingency originally set for redundancies in the Public Safety division has been reviewed in the light of the provision of the additional £150,000 recurrent funding shown in this Budget Report. This means that one-off resources can be released to offset the part year effect of the Public Transport savings.