

Report title: Department for Transport Challenge Fund – A403 Highways Capital Maintenance

Wards affected: Avonmouth

Strategic Director: Barra Mac Ruairi, Place

Report Author: John Roy, Group Manager Transport Assets

RECOMMENDATION for the Mayor's approval:

1. That the Mayor agrees the spend for delivery of £7.54million on highway maintenance works along the A403 corridor within the Bristol City Council local authority area;
2. That the Mayor agrees that Bristol City Council will deliver, the A403 Highways Capital Maintenance project, through a formal legal agreement with South Gloucestershire Council and agrees that Bristol City Council will be the accountable body;
3. That the Service Director for Transport be authorised to negotiate and complete an agreement with South Gloucestershire and procure necessary.

Key background / detail:

a. Purpose of report:

To seek the necessary approvals to deliver £7.54million of highways maintenance funding from the Department for Transport for maintenance works along the A403 corridor. This funding will be awarded from April 2015.

b. Key details:

1. The Department for Transport invited Local Authorities to bid for additional maintenance funding as part of their Highways Maintenance Challenge Fund bid process. Bristol City Council was advised on the 23rd March that their bid for maintenance works along the A403 had been successful and that Bristol City Council would receive £7.54million from April 2015. These maintenance works will comprise resurfacing and reconstruction of carriageway, improved footway and shared use cycleway provision, improved public transport facilities and new sustainable drainage interventions;
2. The total grant of £14.03million is allocated to both Bristol City Council, £7.54million, and South Gloucestershire Council, £6.49million. Bristol City Council is lead authority for this project and will be responsible for formal reporting to the Dft and officers have set up appropriate project governance for

the overall project. The Senior Responsible Officer for the project is Gareth Vaughan-Williams, Service Manager Highways.

**BRISTOL CITY COUNCIL
CABINET
2nd June 2015**

**REPORT TITLE: Department for Transport Challenge Fund – A403 Highways
Capital Maintenance**

Ward(s) affected by this report: Avonmouth

Strategic Director: Barra Mac Ruairi, Place

Report author: John Roy, Group Manager Transport Assets

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Purpose of the report:

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Summary

The Department for Transport invited Local Authorities to bid for additional maintenance funding as part of their Highways Maintenance Challenge Fund bid process. Bristol City Council was advised on the 23rd March that their bid for maintenance works along the A403 had been successful and that Bristol City Council would receive £7.54million from April 2015. These maintenance works will comprise resurfacing and reconstruction of carriageway, improved footway and shared use cycleway provision, improved public transport facilities and new sustainable drainage interventions.

RECOMMENDATION for the Mayor's approval:

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contracts to enable implementation of the A403 Highways Capital Maintenance project.

The proposal:

The Department for Transport (DfT) invited local authorities to bid for additional highways maintenance funding as part of their Highways Capital Maintenance Challenge Fund. The DfT invited bids on the 23rd December 2015 with a closing date of 9th February 2016. This is a new funding opportunity outside of the normal Local Transport Integrated Block and Highways Capital Maintenance allocations that Bristol City Council receives annually. This is the first such round of bidding although there will be another opportunity to bid for in 2018 for the period 2018-2021.

One of Bristol's Corporate Plan objectives is to Keep Bristol Moving, with a vision that "Bristol will be a city where public transport provides an affordable quality alternative to the car, where streets are no longer clogged with traffic, our air is cleaner, and it is increasingly attractive to walk and cycle." This maintenance project will provide enhanced cycling provision, extending an existing shared use facility along the A403 linking residents with more places of employment. In addition we are upgrading two existing bus stops and providing four new ones for the route 41 service.

The total grant of £14.03million is allocated to both Bristol City Council, £7.54million, and South Gloucestershire Council, £6.49million. Bristol City Council is lead authority for this project and will be responsible for formal reporting to the DfT and officers have set up appropriate project governance for the overall project. The Senior Responsible Officer for the project is Gareth Vaughan-Williams, Service Manager Highways.

Both authorities have to provide a local contribution of 10%. Bristol City Council is providing this as follows;

- £600k Coastal Communities grant;
- £36k section 106 funding;
- £118k Local Transport Plan maintenance funding.

The scheme in Bristol will provide the following benefits;

- Extend the life of the carriageway and other transport assets reducing future revenue and capital maintenance costs;
- Improve surface condition, reducing accidents and vehicle running costs;
- Enhance public transport facilities to meet the needs of operators and users;
- Provide a safer, healthier environment for pedestrians, cyclists and vulnerable road users through environmental enhancement and reduce verge maintenance requirements;
- Improve resilience to flooding along the route through improvements to the drainage systems including the use of Sustainable Drainage Systems (SuDS);
- Reduce energy costs by upgrading the street lighting;
- Reduce road noise and vehicle pollution benefiting local communities.

Consultation and scrutiny input:

It is not considered necessary to seek the views of Scrutiny for this item.

a. Internal consultation:

The schemes were developed following consultation with all the relevant teams within the Transport Service to ensure that a coherent and properly budgeted scheme was submitted.

b. External consultation:

As part of the bidding process officers sought letters of support from business and organisations. We received letters of support from the following organisations;

- The Bristol Port Company;
- Co-operative Group;
- GKN Aerospace Western Approaches;
- New Earth Solutions;
- Norbert Destressangle Logistics Uk;
- Piling Severn Beach Parish Council;
- Segro PLC;
- St Mowden Projects Ltd;
- Stage Electrics Partnership Ltd;
- Sustrans;
- West of England Partnership.

In addition to this officers will be engaging with the Local Neighbourhood Partnership and business community to explain what works are being brought forward to ensure that we can add value where possible for both the local community and businesses. Wider consultation has been limited by the timeframes imposed by the Dft.

Other options considered:

No other options considered as officers were responding to an invite to bid for funding from the Department for Transport.

Risk management / assessment:

FIGURE 1							
The risks associated with the implementation of the (subject) decision :							
No.	RISK	INHERENT RISK		RISK CONTROL MEASURES	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
	Threat to achievement of the key objectives of the report	Impact	Probability	Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	Impact	Probabilit	
1	BCC fails to comply with Department for Transport grant conditions and cannot draw down full grant.	M	M	Project Board has been formed to oversee project and will ensure compliance with DfT grant conditions	L	L	Senior Responsible Owner
2	Cost of project escalates above the allocated grant allocation.	M	M	Construction estimates for project were prepared using BCC Framework contract. The same mechanisms will be used to deliver works.	M	L	Senior Supplier
3	South Gloucestershire Council do	H	L	BCC will only submit claims for grant	M	L	Senior User

not enter into a formal legal agreement with Bristol City Council and BCC cannot comply with grant conditions			which apply to Bristol City Council			
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FIGURE 2

The risks associated with not implementing the (subject) decision:

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	Bristol City Council will lose grant funding from Department for Transport with ensuing reputational risk not to just BCC but also partnership working with South Gloucestershire Council.	H	L	None	H	L	Mayor
2	Failure to enter into formal legal agreement with South Gloucestershire Council could potentially result in Bristol City Council exposing themselves to costs outside of their direct control	H	L	No payments will be made to South Gloucestershire Council without such an agreement being in place. In addition the consideration and approval of such costs will be made through the Project Board.	M	L	Senior Responsible Officer

Public sector equality duties:

The Council will adhere fully to section 149 of the Equality Act 2010 which requires that each decision-maker considers the need to promote equality for persons with the following “protected characteristics”: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

In awarding the contract, the Council will ensure that successful contractor/s are fully compliant with relevant legislation and that they have in place thorough measures and process designed to promoting the equality for persons of all protected characteristics.

The resurfacing of the A403 will create improved facilities for pedestrians, cyclists and public transport users including improved and new bus stop facilities. We are aware that shared usage of space between cyclists and pedestrians does cause additional concern for disabled people and older people. We anticipate that improving cycling provision along the A403 will increase the speed of cyclists, therefore it is likely that separate provision for pedestrians and cyclists will be needed. Officers will consult with Bristol Physical Access Chain on any final design proposals.

An Equality Relevance check has been carried out please refer to Appendix 1.

Eco impact assessment

The net effects of the proposals in the short term negative, but positive in the longer term due to better provision for cycling, resilience to flooding, and more efficient streetlights. For full Eco Assessment please refer to Appendix 2.

Resource and legal implications:

Finance

a. Financial (revenue) implications:

There are no immediate revenue implications as the project will be managed within existing revenue resources. There will of course be a need in future to ensure that we provide adequate resources for their upkeep.

Advice given by Mike Allen, Finance Business Partner
Date 2nd April 2015

b. Financial (capital) implications:

The 10% “match” funding is from three sources. The amounts are available from these sources (as listed above).

The Coastal Communities grant is currently being finalised and is anticipated to be in the range £540,000 to £600,000 (with £60k as contingency)

The sources listed have not been used or earmarked for other projects.

There is no impact upon other funds or budgets from the acceptance of this grant or in carrying out these works.

Advice given by Mike Allen, Finance Business Partner
Date 2nd April 2015

Comments from the Corporate Capital Programme Board:

Not applicable

c. Legal implications:

Proper consideration will need to be given to any grant conditions attached to the DfT funding. As the Council is acting as lead (on behalf of both BCC and South Gloucestershire) it will be important that suitable working arrangements are in place as between the two authorities to enable BCC to meet any reporting (and indeed any other relevant) obligations in the grant conditions. Furthermore, the commissioning of the works themselves will need to comply with the new Procurement Regulations and/or the Council’s own procurement rules.

Advice given by Eric Andrews, Senior Solicitor
Date 9th April 2015

d. Land / property implications:

Not applicable all improvements to be carried out within the existing highway corridor.

Advice given by
Date

e. Human resources implications:

There are no HR implications in terms of recruiting additional staff. The Contract will be delivered from our existing Highways Maintenance Framework contract which encompasses a range of small and medium size contractors. Project Management and design resources will be provided by existing staff within the Transport and Engineering Practice Services.

Advice given by Mark Williams, People Business Partner
Date 8th April 2015

Appendices: Appendix 1 Equality Relevance Check
Appendix 2 Eco Assessment

Access to information (background papers):

See website: www.travelwest.info/A403challengefund for Bid application and supporting documents.

Appendix 1

A Bristol City Council Equality Impact Relevance Check



This tool will identify the equalities relevance of a proposal, and establish whether a full Equality Impact Assessment will be required. Please read the guidance prior to completing this relevance check.

What is the proposal?	
Name of proposal	Dft Highways Maintenance Challenge Fund
Please outline the proposal.	<p>Bristol City Council submitted a bid to the Department for Transport Highways Maintenance Challenge Fund as follows;</p> <ol style="list-style-type: none"> 1. Carriageway resurfacing works on A403 from Avonmouth village to boundary with South Glos. This will include reallocation of road space, by narrowing of carriageway, to provide improved pedestrian facilities, an 8-80 cycle facility and new bus stops.
What savings will this proposal achieve?	No specific financial savings identified in short term. However in longer term this capital investment will secure the long term life of these transport assets for Bristol City Council and provide support to the economic vitality of the city its residents, businesses and visitors.
Name of Lead Officer	John Roy, Group Manager Transport Assets

Could your proposal impact citizens with protected characteristics? (This includes service users and the wider community)	
Please outline where there may be significant opportunities or positive impacts, and for whom.	
<p>A403 – Resurfacing works to this road from Avonmouth village to the major areas of employment in Cabot Park as well as the Enterprise Area of Avonmouth and Severnside will provide positive impact for persons from all protected characteristic groups. In addition improved facilities for pedestrians, cyclists and public transport users will provide positive impacts for those people from protected characteristic groups who cannot driver, own a vehicle or have to rely on the use of public transport.</p>	
Please outline where there may be significant negative impacts, and for whom.	
<p>A403 – Provision of new and improved facilities for pedestrians, cyclists and public transport users may lead to conflict between these users, disabled people and older people are particularly concerned about shared usage of pedestrian space. The road is flat and improving cyclist provision will increase the speed of cyclists. It is likely that separate provision for pedestrians will be needed. The carriageway space is being reallocated from vehicles for use in providing new facilities for pedestrians, cyclists and</p>	

public transport users. Officers will ensure that current design guidance and practice is followed in developing, designing and consulting on these new proposals.

Could your proposal impact staff with protected characteristics?

(i.e. reduction in posts, changes to working hours or locations, changes in pay)

Please outline where there may be significant opportunities or positive impacts, and for whom.

Only in the same way as anybody from a protected characteristic group will be impacted as detailed above.

Please outline where there may be negative impacts, and for whom.

Only in the same way as anybody from a protected characteristic group will be impacted as detailed above.

Is a full Equality Impact Assessment required?

Does the proposal have the potential to impact on people with protected characteristics in the following ways:

- access to or participation in a service,
- levels of representation in our workforce, or
- reducing quality of life (i.e. health, education, standard of living) ?

Please indicate yes or no. If the answer is yes then a full impact assessment must be carried out. If the answer is no, please provide a justification.

Yes in terms of the first two categories. Funding has been agreed and consultation will be undertaken with Bristol Physical Access Chain concerning the final designs of any shared use of pedestrian facilities.

No in terms of reducing quality of life. The scheme will provide greater access to health, education and standards of living through improving access to these facilities.

Service Director sign-off and date:

Equalities Officer sign-off and date: Anne James, Equality and Community Cohesion Team Leader 8 April 2015

Bristol's resilience to the effects of climate change?	Yes	+ive	Improved Suds/Sustainable & other drainage systems included in the works plan, these will improve resilience to flooding in a vulnerable area.	
Consumption of non-renewable resources?	Yes	-ive	Non-renewable materials will be used to construct new carriage, footpaths & bus stops.	Environmental criteria were included when awarding the Highways Maintenance Framework Contract
Production, recycling or disposal of waste	Yes	-ive	Significant amounts of waste will be produced by the works.	Environmental criteria were included when awarding the Highways Maintenance Framework Contract, including waste disposal and recycling.
The appearance of the city?	No		The planned improvements are not anticipated to significantly alter the appearance of the area.	
Pollution to land, water, or air?	Yes	-ive	Pollution to land or water may be caused during works phase. Any increase in	Environmental criteria were included when awarding the Highways Maintenance Framework Contract

		+ve	cycling or public transport could provide for a small improvement in local air quality, but this is unlikely to be significant.	
Wildlife and habitats?	Yes	-ive	Narrower or reduced verges could reduce habits for wildlife.	Seek advice from BCC natural environment team before commencing works.

Consulted with:

Environmental Performance Team

Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report

The significant impacts of this proposal are...

Works to improve the carriageway will have short term negative environmental impacts of air and noise pollution, production of waste and usage of non-renewable resources during the construction phase. However more sustainable transport usage will be encouraged by the changes and resilience will be improved through the use of sustainable drainage.

The proposals include the following measures to mitigate the impacts...

Contract arrangements already in place should ensure material selection and waste management is optimised and pollution is minimised during works phase. Once completed the project will encourage more sustainable transport.

The net effects of the proposals are...

In the short term negative, but positive in the longer term due to better provision for cycling, resilience to flooding, and more efficient streetlights.

Checklist completed by:

Name:	Claire Craner-Buckley
Dept.:	Energy Service- Place Directorate
Extension:	9224459
Date:	9.4.15
Verified by Sustainable City Group	Steve Ransom