

Cabinet

Revised Agenda



Date: Tuesday, 7 March 2017

Time: 4.00 pm

Venue: City Hall, College Green, Bristol, BS1 5TR

Distribution:

Councillors: Marvin Rees (Mayor), Councillors Mark Bradshaw, Clare Champion-Smith, Craig Cheney, Fi Hance, Claire Hiscott, Helen Holland, Paul Smith, Estella Tincknell (Deputy Mayor) and Asher Craig

Copies to: Senior Leadership Team

Issued by: Ruth Quantock, Democratic Services

City Hall, Bristol, BS1 5TR

Tel: 0117 92 22828

E-mail: democratic.services@bristol.gov.uk

Date: Monday, 27 February 2017



Revised Agenda

PART A - Standard items of business:

1. Welcome and introductions

2. Public Forum

Up to one hour is allowed for this item

Any member of the public or Councillor may participate in Public Forum. Petitions, statements and questions received by the deadlines below will be taken at the start of the agenda item to which they relate to.

Petitions and statements (must be about matters on the agenda):

- Members of the public and members of the council, provided they give notice in writing or by e-mail (and include their name, address, and ‘details of the wording of the petition, and, in the case of a statement, a copy of the submission) by no later than 12 noon on the working day before the meeting, may present a petition or submit a statement to the Cabinet.
- One statement per member of the public and one statement per member of council shall be admissible.
- A maximum of one minute shall be allowed to present each petition and statement.
- The deadline for receipt of petitions and statements for the 07 March Cabinet is **12 noon on Monday 06 March**. These should be sent, in writing or by e-mail to: Democratic Services, City Hall, College Green, Bristol, BS1 5TR
e-mail: democratic.services@bristol.gov.uk

Questions (must be about matters on the agenda):

- A question may be asked by a member of the public or a member of Council, provided they give notice in writing or by e-mail (and include their name and address) no later than 3 clear working days before the day of the meeting.
- Questions must identify the member of the Cabinet to whom they are put.
- A maximum of 2 written questions per person can be asked. At the meeting, a maximum of 2 supplementary questions may be asked. A supplementary question must arise directly out of the original question or reply.



- Replies to questions will be given verbally at the meeting. If a reply cannot be given at the meeting (including due to lack of time) or if written confirmation of the verbal reply is requested by the questioner, a written reply will be provided within 10 working days of the meeting.
- The deadline for receipt of questions for the 07 March Cabinet is **5.00 pm on Wednesday 01 March**. These should be sent, in writing or by e-mail to: Democratic Services, City Hall, College Green, Bristol BS1 5TR.
Democratic Services e-mail: democratic.services@bristol.gov.uk

When submitting a question or statement please indicate whether you are planning to attend the meeting to present your statement or receive a verbal reply to your question

3. Apologies for Absence

4. Declarations of Interest

To note any declarations of interest from the Mayor and Councillors. They are asked to indicate the relevant agenda item, the nature of the interest and in particular whether it is a **disclosable pecuniary interest**.

Any declarations of interest made at the meeting which is not on the register of interests should be notified to the Monitoring Officer for inclusion.

5. Matters referred to the Mayor for reconsideration by a scrutiny commission or by Full Council

(subject to a maximum of three items)

None on this occasion

6. Reports from scrutiny commission

None on this occasion

7. Chair's Business

To note any announcements from the Chair



PART B - Key Decisions

8. Housing Delivery Plan

To seek approval to adopt and implement Bristol City Council's Housing Delivery Plan

9. The Strategic Business Case for a Local Housing Delivery Company

To approve the strategic business case in favour of the establishment of a wholly owned local housing delivery company.

10. New Build Housing provision for the City at Alderman Moores

To seek approval to the principle of a new housing development at the Alderman Moores site in Ashton Vale

11. Hengrove Park and Hartcliffe Campus Housing Delivery

Summary of the outcome of the South Bristol Housing Zone Feasibility Study and the approvals required to progress the residential led development of Hengrove Park and Hartcliffe Campus.

12. Prioritising victims of domestic violence and abuse for rehousing

To consider a proposed change to the Homechoice allocations scheme which would give greater priority to victims of domestic violence and abuse.

13. International Strategy

Approval of the international strategy titled Bristol: Global City - working with the world for local and global benefit, and implementation plan.

14. VCS Grants Prospectus - Allocation of Bristol Impact Fund 2017-2021

To approve the detail of investment of £3.29m grant funding to the Voluntary Community Sector, aligned to the challenges and principles as set out in the



Voluntary Sector Prospectus.

15. Public Health Contracts Waiver for 2017/18

Agreement to a waiver to extend public health contracts to March 2018 whilst the commissioning processes are completed

16. Supported Bus Services Review

To award supported bus service contracts

17. Callowhill Court – new lease

To obtain approval to consolidate 26 existing long lease agreements, currently held by The Bristol Alliance from Bristol City Council, into a single new lease agreement

18. University of Bristol – Second Campus at Temple Meads East

To obtain approval for the sale by the Council of 2.9 hectares of land east of Temple Meads station.

19. Period 9 (end of Dec 2016) Finance Report

A progress report on the Council’s overall financial performance against revenue and capital budgets for the 2016/17 financial year that were approved by Council on the 16th February 2016

20. Urgent Item under APR16 - Local Growth Fund Bid 2017/18

Approval to submit a bid to the Local Enterprise Partnership’s ‘Local Growth Fund’ to provide continued funding to implement sustainable travel projects.

(Pages 6 - 14)





Executive Summary of Agenda Item No. 20

Report title: Local Growth Fund bid 17/18

Wards affected: Citywide

Strategic Director: Barra Mac Ruairi

Report Author: Jodi Savickas

Recommendation for the Mayor's approval:

- That Bristol City Council submits a bid to the Local Enterprise Partnership's 'Local Growth Fund' for up to £2.6m (2017-2018) on behalf of the West of England Authorities.
- Should the bid be successful that Bristol City Council, through a formal legal agreement, will deliver the project in collaboration with Bath and North East Somerset, North Somerset and South Gloucestershire Councils.
- That the Service Director for Transport, in consultation with the Service Director for Legal Services and Cabinet Member for Transport, be given delegated authority to enter into a legal agreement with Bath and North East Somerset, North Somerset and South Gloucestershire to proceed with the project.

Key background / detail:

- To seek approval that Bristol City Council submits a bid to the Local Enterprise Partnership's 'Local Growth Fund' for £2.6m (2017-2018) on behalf of the West of England Authorities, to provide continued funding to implement sustainable travel projects. Bristol's share of this bid is would be for £1.07m.

Key details:

1. Bristol City Council (BCC) has the opportunity to bid for funding from the Local Enterprise Partnership's (LEP) 'Local Growth Fund' (LGF) to deliver small and medium sized sustainable transport projects that support economic growth.
2. The schemes selected for Bristol's share of the funding (up to £1.07m) include:
 1. Following trial period, funding for bus priority measures on Rupert Street
 2. Funding for walking, cycling and coach drop off improvements on Victor Street, Albert Street and surrounds to support the Arena development.
 3. Funding for consultation and design work for pedestrian and cycle improvements along Airport Road.
4. The schemes selected for inclusion in the bid are based around the Council's Corporate Strategy and Mayor's Vision to reduce emissions in the city; improve road layouts and ensure that public transport is an attractive alternative to private car use. The projects will also make a significant contribution to meeting the challenge of congestion in the city which not only impacts on journey time reliability but is also a major contributor to poor air quality.

Cabinet

07 March 2017



Report Title: *Local Growth Fund bid 17/18*

Ward: *Citywide*

Strategic Director: *Barra Mac Ruairi, Strategic Director of Place*

Report Author: *Jodi Savickas*

**Contact telephone no.
& email address** *07469 400 680
Jodi.savickas@bristol.gov.uk*

Purpose of the report:

To seek approval that Bristol City Council submits a bid to the Local Enterprise Partnership's 'Local Growth Fund' for £2.6m (2017-2018) on behalf of the West of England Authorities, to provide continued funding to implement sustainable travel projects. Bristol's share of this bid is for £1.07m.

Recommendation for the Mayor's approval:

- 1. That Bristol City Council submits a bid to the Local Enterprise Partnership's 'Local Growth Fund' for £2.6m (2017-2018) on behalf of the West of England Authorities.*
- 2. Should the bid be successful that Bristol City Council, through a formal legal agreement, will deliver the projects in collaboration with Bath and North East Somerset, North Somerset and South Gloucestershire Councils.*
- 3. That the Service Director for Transport, in consultation with the Service Director for Legal Services and Cabinet Member for Transport, be given delegated authority to enter into a legal agreement with Bath and North East Somerset, North Somerset and South Gloucestershire to proceed with the project.*



The proposal:

1. Bristol City Council (BCC) has the opportunity to bid for funding from the Local Enterprise Partnership's (LEP) 'Local Growth Fund' (LGF) to deliver small to medium sized sustainable transport projects that support economic growth. Together with the West of England authorities, BCC are now looking to bid for funds for the 17/18 financial year that will lay the groundwork for bidding for the remainder of the LGF funding from 2018/19 – 2020/21.
2. Given the financial challenge that the Council faces, the schemes included in the bid have been selected on the evidence that they relieve pressure on existing capital and revenue budgets, without incurring longer term revenue liabilities.
3. The LEP's Strategic Economic Plan (SEP) for the West of England region outlines a number of priority funding areas that will contribute to economic growth targets: with a focus on the creation of new jobs in our Enterprise Areas and Zone. Unlike many of the equivalent SEPs across the country, the West of England plan identifies funding specifically for sustainable transport up to 2020/21.
4. The West of England Authorities have submitted successful bids to the LGF in the past and are currently in the process of delivering a £3m package of measures that will improve access to our major employment hubs.
5. Following the Autumn Statement the exact funding available to the West of England Authorities has not yet been confirmed by the LEP. The high-end scenario would make £3.8m available to the West of England Councils (£1.42m for Bristol) whereas the lower-end would be £2.3m (£0.82m for Bristol). In order to meet the bid deadline set by the LEP (March 2017), this cabinet report has been prepared in advance of the LEP confirming the exact funding allocation available to the West of England authorities. [Update: 27/01/17] Due to the timescales associated with submitting a bid to the LEP the decision has been taken to proceed with a £2.6m bid (Bristol 1.07m) with Bristol bringing forward 255k from the financial year 18/19 within its LGF allocation to support the delivery of these projects in the financial year 17/18.
6. Priority has been given to schemes that can be delivered 17/18 (the Rupert Street; Albert Road and Airport Road schemes) and alternative funding options (i.e. LGF 18/19) will be explored for the remaining projects.
7. The schemes selected for inclusion in the bid are based around the Council's Corporate Strategy and Mayor's Vision to reduce emissions in the city; improve road layouts and ensure that public transport is an attractive alternative to private car use. The projects will also make a significant contribution to meeting the challenge of congestion in the city which not only impacts on journey time reliability but is also a major contributor to poor air quality. The programme will also meet the wider sub-regional transport objectives outlined in the Joint Local Transport Plan, 2011-2026 to:
 - a. Reduce carbon emissions
 - b. Support economic growth
 - c. Promote accessibility
 - d. Contribute to better safety, security and health
Improve quality of life and a healthy natural environment

8. The schemes contained in the bid will play an important role in improving access to the Arena site and enhancing the benefits of the MetroBus project. The design work for Airport Road and the Wells Rd Junction to be funded through the bid will help to facilitate trips to and from new housing (such as Hengrove Park) to employment sites such as the Temple Quarter Enterprise Zone.
9. The schemes selected for Bristol's share of the funding of £1.07m are as follows:
10. Rupert Street improvements: Funding would be used to improve and extend bus priority along The Haymarket, Rupert Street and Bridewell Street. Following the change in road layouts at the city centre in April, traffic movements and the usages of the lanes on Haymarket will be assessed. The trial will run until autumn 2017 after which a decision will be taken as to whether the bus lane scheme is installed. The measures will ease congestion along this key corridor, improve traffic flow for all road users and provide more reliable journey times. The scheme will also enable buses to stop and pick up passengers along this route while retaining a clear adjacent bus lane, improving traffic flow for all road users. The bus lane will also be extended through to Haymarket and will be enhanced by the addition of already funded MetroBus stops at Lewins Mead and Rupert Street.
11. Victor Street, Albert Road and surrounds: Victor Street is currently an uninviting and illegible route linking the Arena Island site with coach and car drop off points on Albert Road. Funding would be used to improve the route for pedestrians and cyclists visiting the Arena through resurfacing, signage and lighting. Linked with Victor Street and access to the Arena by the East, funding for Albert Road would see a range of public realm and access improvements for pedestrians and cyclists as well as provision for a coach drop off point to serve the Arena.
12. Airport rd. and Wells rd. junction design work: A smaller proportion of the overall funding will be used to undertake design work along Airport rd. and at the Wells rd. junction. For Airport rd. the focus of the work will be on improving the quality of the route for pedestrians and cyclists helping to link new housing developments (such as Hengrove Park) with employment sites, i.e. the Temple Quarter Enterprise Zone. The other aspect of the work will investigate options to improve the Wells Rd junction for all road users.

Consultation and scrutiny input:

a. Internal consultation:

Detailed consultation has taken place with all relevant officers within the transport service and across the council in developing the schemes for inclusion in the bid and in preparing the Cabinet report.

b. External consultation:

The Rupert Street scheme was consulted on as part of the wider North Fringe to Hengrove MetroBus consultation exercise carried out in 2014. Further consultation will take place as part of the statutory Traffic Regulation Order process.

Victor Street, Albert Road and surrounds were consulted upon as part of the planning application for the Bristol Arena in the first quarter of 2016. Further consultation will take place as part of the statutory Traffic Regulation Order process.

The Airport Road and Wells Rd schemes are only being designed at this stage. Once these schemes are ready to be delivered they will go through established consultation channels including the statutory Traffic Regulation Order process. During the design process local councillors will be consulted and the scheme design discussed with them.

Given the relatively minor nature of the works involved in the bid and the level of scrutiny that the bid has been exposed to through internal and external engagement (including legal, finance and senior management input) scrutiny input has not been sought for this item.

Other options considered:

Funding the schemes identified above through the Local Growth Fund is the preferred option. Alternative options were not considered viable and/or would result in delays to implementation of the schemes, including:

- *Seeking alternative grant funding sources:* no equivalent funding source currently exists for these measures.
- *Using Council resources:* insufficient funding available within council budgets.
- *Using S106 and other sources of private sector funding:* would result in using funding that could otherwise be used for other transport interventions; insufficient funding to cover entire costs of programme; implementation of schemes may be delayed due to ‘trigger point’ clauses in S106 agreements.

Risk management / assessment:

FIGURE 1							
The risks associated with the implementation of the (subject) decision :							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	Insufficient authority or partner delivery resources	High	Medium	Accept: Build on the well-established delivery teams for previous Local Growth Fund programmes. Ensure realistic Project Plans that are signed off by Programme Board. Reduce: Ensure sufficient resources are identified and available to progress delivery. Reduce: Early arrangements for continuation of commence	High	Low	SRO/PM
2	Schemes in the Local Growth Fund do not deliver projected outcomes	High	Medium	Avoid: Ensure project outcomes are well defined and reflected in Evaluation Plan. Reduce: Review projects through established outputs and outcomes reports to identify improvements to delivery.	Medium	Low	SRO/PM

				Accept: Programme and change management process to have agreed scheme benefits.			
3	Impact on reputation from poor project delivery or outcomes	High	Medium	Reduce: Establish robust governance and programme/project management arrangements. Avoid: Regular liaison and progress reporting to the LEP to ensure expectations met.	Medium	Medium	SRO/PM
4	Inaccurate costing of schemes resulting in cost overruns	High	Medium	Reduce: Establish robust financial reporting and risk management arrangements. Avoid: Ensure feasibility and design work completed before project initiation.	Medium	Medium	SRO/PM

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 (Before controls)		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	Impact on existing and future capital programme budgets	High	High	Seek alternative funding streams and/or use other council budgets	High	High	Transport Service
2	Impact on relationship with neighbouring authorities who are committed to bidding to the Local Growth Fund	High	High	Evaluate how Bristol could support a bid developed by the other councils.	High	High	Transport Service
3	Reputational risk for not bidding to the LEP's Local Growth Fund	High	High	Demonstrate commitment to promoting sustainable transport by competing for future funding opportunities.	High	High	Transport Service

Public sector equality duties:

The project seeks to implement two relatively small sustainable transport projects that will provide benefits to all of Bristol's citizens, including those with protected characteristics. Moreover, both of these schemes will require an EQIA before they are implemented providing a further opportunity to ensure that the schemes are designed in a way that doesn't negatively impact citizens with protected characteristics. The remaining scheme is for design work and will therefore have no impact on citizens with protected characteristics.

Advice given by Anne James, Equalities and Community Cohesion Team Leader
Date 14/12/16

Eco impact assessment

The bid involves a number of small scale works that will have limited noise, dust, odour, waste and carbon emissions impacts. These will be mitigated by material and plant selection, efficient works scheduling, and

working with air quality officers. The works are likely to have significant overall benefits by encouraging the use of walking, cycling and public transport.

Advice given by Giles Liddell, Environmental Performance Team
Date 13/12/16

Resource and legal implications:

Finance

The Council is applying for a grant from the Local Enterprise Partnership's (LEP) 'Local Growth Fund' to implement sustainable transport schemes and design work between 2017 and 2018. The grant applied for will cover the full cost of the works and will not incur additional revenue liabilities for the council as the improvements will take place on existing BCC owned highway and will therefore be covered by the existing maintenance programme.

The value of grant available to being applied for is £2.6m for the West of England, £1.07m of which would be for Bristol.

The schemes to be delivered as a result of this bid are based on robust cost estimates with standard highway contingency allowances. Preliminary design work on Albert Road has been undertaken by CH2M Hill as part of the planning application submission for the Arena, with a 30% contingency built into the scheme. Detailed design work has already been produced for the Rupert Street scheme and as such the project is fully costed in line with this. Contingency has also been allocated to this project based on the established Monte Carlo risk management system.

The deadline for the bid is March 2017 and will require s151 sign-off from each of the four West of England authorities, ensuring a high level of financial scrutiny prior to submission.

a. Financial (revenue) implications:

The grant applied for will cover the full cost of the works and will not incur ongoing revenue liabilities for the council. The schemes will be implemented on BCC-owned highway, so no new assets will be acquired as part of the works.

Advice given by Mike Allen, Finance Business Partner
Date 08/12/16

b. Financial (capital) implications:

The grant applied for will cover the full cost of the works and will not require the Council to borrow capital funding.

The breakdown of funding for schemes is shown below:

Local Growth Fund 17/18	17/18
Rupert Street	£0.200m
Albert Road/Victor Street	£0.800m

Airport rd and Wells rd junction design work	£0.75m
Total	£1.07m

*Please note that the decision to bid for Portway P&R Rail Station was approved at Cabinet on the 1st of November 2016. The Portway Station is a separate bid but draws from the same funding source, hence is included in the table above for clarity.

Although no minimum level is specified, the LEP require the West of England authorities to commit match-funding to the programme. BCC has identified £1m of match-funding sourced from the St Phillips footbridge project, Revolving Infrastructure Fund. The match funding identified comes from an existing, programmed project that has been approved through BCC's Capital Programme Board and Cabinet.

The breakdown of **match** funding for the bid is shown below:

Local Growth Fund 17/18	17/18
Revolving Infrastructure Fund	£1m
Total	£1m

Advice given by Mike Allen, Finance Business Partner
Date 08/12/16

Comments from the Corporate Capital Programme Board:

Progress bid through decision pathway to seek Cabinet approval

Date 14/12/16

c. Legal implications:

Discussions are taking place between the authorities with a view to concluding a collaboration agreement to address governance issues surrounding the use of the funding, should it be secured, and the individual project implementation arrangements e.g. identifying the accountable body (BCC), SRO, programme board etc. This agreement should be concluded by the time Cabinet meets. Individual projects will of course have to comply with the appropriate Procurement Regulations and each Councils' own procurement rules.

Advice given by Eric Andrews, Senior Solicitor, Place
Date 13/12/16

d. Land / property implications:

These transport improvements, arising from a successful bid to the LEP, will assist with the delivery of current property regeneration and development projects. The proposals will improve accessibility and public transport links which are important to ensuring communities become more integrated with other neighbourhoods.

Advice given by Robert Orrett, Service Director Property
Date 03/02/2017

e. Human resources implications:

The project will be delivered in its entirety through the existing Transport Services staffing establishment at no extra cost.

Advice given by Mark Williams, HR Business Partner: Place
Date 06/12/16