

Decision Pathway – Report



PURPOSE: Key decision
MEETING: Cabinet
DATE: 04 September 2018

TITLE	Local Growth Fund, Redcliffe Corridor Improvements		
Ward(s)	<i>Central</i>		
Author:	Jacob Pryor	Job title:	Principal Transport Planner
Cabinet lead:	Cllr Threlfall	Executive Director lead:	Colin Molton
Proposal origin: <i>Other</i>			
Decision maker: Cabinet Member Decision forum: <i>Cabinet</i>			
Purpose of Report: 1. To seek approval to submit an Outline Business Case to the Local Enterprise Partnership's Local Growth Fund for £3.25m of funding to make changes to the highway along the Redcliffe Corridor 2			
Evidence Base: The objectives of the scheme are to: contribute to the completion of the city centre anti-clockwise bus priority loop; the continued development of the city centre AAA cycle network; continued improvements to the Brunel Mile; simplifying of the highway network to help smooth traffic flows and achieve wider benefits for all users; and facilitate development along the Redcliffe Way Corridor as well as improving the setting of the St Mary Redcliffe Church. In this way the scheme will meet Strategic Transport and Corporate Objectives which are based on existing best practice and policy. Following submission of the Outline Business Case, the scheme will be subject to transport modelling and an economic appraisal process to assess the 'value for money' of the scheme and associated user benefits (i.e. travel time savings, health benefits of encouraging 'active modes' of travel, CO ₂ savings). Alongside the results of consultation with stakeholders this evidence will help form the Full Business Case to the Local Enterprise Partnership.			
Recommendations:			
<ol style="list-style-type: none"> 1. Approve the submission of an Outline Business Case to the Local Enterprise Partnership's Local Growth Fund for £3.25m of funding to make changes to the highway along the Redcliffe Corridor 2. Approve the development of the preliminary design of a preferred option for the highway changes and delegate authority to the Executive Director for Growth and Regeneration to approve the preferred Highway layout option in consultation with the Executive members for Transport and Connectivity; Strategic Planning and City Design; Housing. 3. Delegate authority to prepare and submit a Full Business Case for the preferred option to the Local Enterprise Partnership's Local Growth Fund to the Executive Director for Growth and Regeneration in consultation with the Executive members for Transport and Connectivity ; Strategic Planning and City Design; Housing. 4. Note that if funding is approved, the decision to accept and give effect to the funding will be brought back to Cabinet 			
Corporate Strategy alignment: Prioritising community development; housing delivery; balanced communities; joined up city; clean energy by 2050; leading cultural city			
City Benefits: Working with the local community and St Mary Redcliffe Church in forming a Neighbourhood Plan of development proposals; freeing up development plots in Redcliffe for much needed affordable and open market housing; linking North and South Redcliffe, which is in the top 5% of the most deprived areas in England; improving all forms of transport links in the area to reduce social and economic isolation as well as improving infrastructure that contributes to Bristol being the UK's best digitally connected city; integration of BCC's Heat Network to benefit from low-carbon heat and other environmental improvements from reduced traffic congestion and enhanced green infrastructure; heritage improvements to the setting of Grade 1 listed church, grade 2 listed Chatterton House and			

Quakers Burial Ground.

Consultation Details: proposed consultation: Redcliffe Joint Delivery Board (community involvement) engaged as part of options selection in Oct/Nov, 18; public consultation on preferred option design in June 2019; Cabinet and ward member engagement throughout as requested.

Revenue Cost	n/a	Source of Revenue Funding	n/a
Capital Cost	£3.593m	Source of Capital Funding	LGF Grant (£3.27m); BCC LTP match (10%£0.327m)
One off cost <input checked="" type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/>	Income generation proposal <input type="checkbox"/>

Required information to be completed by Financial/Legal/ICT/ HR partners:

1. Finance Advice: This proposal seeks approval to submit an Outline Business Case to the LEP. It proposes to allocate the remaining Local Growth Fund earmarked for Bristol (£3.27m) to the Redcliffe Way Corridor highway improvement scheme, with a 10% match funding from the Local Transport capital programme. The table below illustrates the current allocation of the LGF.

Local Growth Fund schemes £000's	Original Funding Pot	Split based on Population	Change	Revised Funding Pot	funding allocated (different from cash flow)				Funding Allocated	Funding Remaining
					15/16	16/17	17/18	18/19		
Growth Deal 1-3 Total	26,000	100%	-1,524	24,476	2,898	3,804	4,590	3,803	15,095	9,381
B&NES	4,160	16%	0	4,160	486	502	515	0	1,503	2,657
BCC	10,400	40%	-1,524	8,876	1,112	1,580	2,365	553	5,610	3,266
NS	4,940	19%	0	4,940	550	630	510	3,250	4,940	0
SG	6,500	25%	0	6,500	750	1,092	1,200	0	3,042	3,458

Upon the Outline Business Case approval from the LEP, detailed design and feasibility will be carried out for the submission of the full business Case in September 2019. The Outline Business Case is currently being worked up, which explores various construction options that aimed at releasing Council owned land for development in the surrounding area. The option selection process also covers heritage assessment, urban design works, and development value assessment and is funded by the housing delivery budget.

The preliminary cost estimate for the highway infrastructure work is between £2.3m and £4.6m depending on different options and will result in different development values released for the land. At this early stage, the project team has estimated the cost based on past experience of more intensive schemes in the same location. The proposed funding request (£3.266m alongside a 10% BCC local match) sits in the middle of the above cost range. The outcome of the options assessment and OBC process will provide clarity on the costing. The project is currently designed in a way that the scope will be determined by the funding available which may include potential contribution from land receipts. Other wider financial implications also include impact on parking income, capital receipts, business rates, council tax, CIL and S106 etc. These will become clearer once the option assessment process is concluded.

Finance Business Partner: Tian Ze Hao

Date: 26/06/2018

2. Legal Advice:

The proposals set out in this report are lawful.

The proposals set out in this report are at a very early stage. The relevant officers must seek legal advice on this matter as required on a number of aspects including grant agreement with the LEP, proposed consultation (as early as possible), the business case and detailed scheme proposals.

The Council must comply with the requirements of the Public Sector Equality duty when making any decisions. The duty requires the decision maker to consider the need to promote equality for persons with “protected characteristics” and to have due regard to the need to i) eliminate discrimination, harassment, and victimisation; ii) advance equality of opportunity; and iii) foster good relations between persons who share a relevant protected characteristic and those who do not share it.

In order to do this the decision maker must have sufficient information about the effects of the proposed decision on the aims of the Duty. The Equalities Impact Check/Assessment is designed to assist with compliance with this duty. Its purpose is to assess whether there are any barriers in place that may prevent people with a protected characteristic using a service or benefiting from a policy. The decision maker must take into consideration the information in the check/assessment alongside the general Public sector equality duty before taking the decision.

Legal Team Leader: Sinead Willis, Commercial and Governance Team Leader, comments provided on 14 August 2018

3. Implications on ICT: There are no directly identifiable implications for BCC IT in this initiative, 18/06/18

ICT Team Leader: Ian Gale, Head of IT,

4. HR Advice: No HR implications envisaged, 18/06/18

HR Partner: James Brereton, HR Advisor

EDM Sign-off	Colin Molton	27/06/18
Cabinet Member sign-off	Mhairi Threlfall	02/07/18
CLB Sign-off	Mike Jackson	10/07/18
Mayor's Office sign-off	Mayor's Office	06/08/18

Appendix A – Further essential background / detail on the proposal	YES
Appendix B – Details of consultation carried out - internal and external	NO
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	NO
Appendix E – Equalities screening / impact assessment of proposal	YES
Appendix F – Eco-impact screening/ impact assessment of proposal	YES
Appendix G – Financial Advice	NO
Appendix H – Legal Advice	NO
Appendix I – Combined Background papers	
Appendix J – Exempt Information	NO
Appendix K – HR advice	NO
Appendix L – ICT	NO