

Decision Pathway – Report Template



PURPOSE: Key decision

MEETING: Cabinet

DATE: 04 June 2019

TITLE	Transport Capital Programme 2019/2020		
Ward(s)	Citywide		
Author: Adam Crowther	Job title: Service Manager Strategic City Transport		
Cabinet lead: Cllr Kye Dudd, Transport and Connectivity	Executive Director lead: Colin Molton, Director Growth and Regeneration		
Proposal origin: <i>BCC Staff</i>			
Decision maker: Cabinet Member Decision forum: <i>Cabinet</i>			
Purpose of Report: To seek approval for the budget allocation of the West of England Combined Authority Grant funding for Bristol City Council Transport Capital Programme for 2019/20, and Bristol City Council Maintenance allocations as detailed in Appendix A as follows; Highways Capital Maintenance £3,132,000; Integrated Block £2,743,000; Incentive Funding £652,000; Pothole Funding £204,000. And to delegate authority to procure and appoint contractors in relation to the works under Appendix A (of any value, including over £500k.)			
Evidence Base: The Combined Authority receives funding from Government in respect of a range of highways and transport projects and allocates this across the 3 constituent councils. The Integrated Transport Block grant allocation provides funding support to local authorities for transport capital improvement schemes worth less than £5 million. This funding covers public transport, accessibility, reducing pollution, road safety, congestion, carbon, road safety, congestion, carbon, accessibility and congestion. The Highways Capital Maintenance grant allocation is provided by Government to local authorities for highways maintenance as either capital, which is used for significant renewal of assets i.e. capital investment, as opposed to ongoing revenue spending for day to day maintenance. Incentive Funding is allocated by the Government, as part of their Highways Efficiency Maintenance Programme (HMEP), whereby local authorities are supported to make efficiency savings in their day-to-day activities through use of asset management principles. Work is currently ongoing on the development of a Strategic Asset Management Plan which officers will develop in partnership with Cabinet Member for Transport and Connectivity before consulting with stakeholders before being formally adopted. Currently Bristol City Council receives the full allocation of Incentive Funding by dint of fact that we are members of a Combined Authority. Pothole Funding allocations are one off grant funding announced by the Government for use in the maintenance and repair of our highway network resulting from pothole damage. Appendix A provides commentary as to the allocation of both the West of England Combined Authority Grant and supplementary information in relation to both Chocolate Path and Redcliffe Bridge schemes. Funding for Chocolate			

Path, Redcliffe Bridge, Street lighting (SALIX) and maintenance, from reserves, have been included for completeness. The schemes detailed in Appendix A do not comprise the full Transport Capital Programme 19/20 as they exclude scheme-specific grant funded schemes. Examples of this include Housing Infrastructure projects e.g. Muller Road, Local Growth Fund, A4018, and public transport corridor improvements e.g. Wedmore Vale, Clear Air Zone, Department for Transport Challenge Fund A4/4174 and Scotland Lane schemes. Such schemes would be covered by separate Cabinet reports.

Provision has been made within the budget allocation, of both Integrated Block and Highways Capital Maintenance blocks, to delay commitment of these budgets until autumn 2019 in case these budgets are needed to meet budget pressure on the Revolving Infrastructure Fund (RIF) Programme. The affected projects/programmes are shown in Appendix A. The RIF Programme budget pressure is subject to separate Cabinet report dated 5th February 2019.

It is anticipated that some individual contracts will be in excess of £500k. Bristol City Council has in place an existing Term Contract, for emergency response works, and a Framework, covering 15 different Lots, which will both be used to procure and deliver works covered by the above budgets. These arrangements are compliant with the usual procurement regulations.

Cabinet Member / Officer Recommendations:

1. To approve the West of England Combined Authority budget allocation for the Transport Capital Programme for 19/20 as follows;
 - a. Highways Capital Maintenance £3,132,000;
 - b. Integrated Block £2,743,000;
 - c. Incentive Funding £652,000;
 - d. Pothole Funding £204,000.

2. To delegate to the Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport and Energy, authority (within the budgets identified above) to procure and appoint contractors to carry out all works identified in Appendix A, (including those which might otherwise comprise a key decision), making use of the existing term contract and/or approved frameworks, where appropriate.

Corporate Strategy alignment:

The project directly aligns and will support the Mayor deliver Corporate Strategy Themes of;

- Fair and Inclusive;
- Well Connected;
- Wellbeing;
- Belonging.

City Benefits:

The Corporate Strategy recognises the positive health effects of good quality built environment and transport infrastructure. Giving access to good quality learning, decent jobs and homes as well as making Bristol a joined up City, linking up people with jobs and each other. Improve physical and geographical connectivity by tackling congestion and progressing towards a Mass Transit System.

Consultation Details

Briefings being provided to Management and Economy of Place on the 24th January, followed by EDM on the 31st and Cabinet Member on the 28th January. A briefing is planned for the Transport Board on the 14th May 2019
 Include here reference to Transport Board?

Background Documents:

West of England Combined Authority Letter dated 22nd February 2019 reference HTCG02 19/20 – WECA Highways and Transport Capital Grant Allocations 2019/20

Revenue Cost	£0	Source of Revenue Funding	Not applicable
Capital Cost	£11,600,000	Source of Capital Funding	Highways Capital Maintenance £3,132,000; Integrated Block £2,743,000; Bristol City Council Capital Maintenance

			£1,000,000*; Incentive Funding £652,000; Pothole Funding £204,000; Street Lighting Salix funding £369,000*; Bristol City Council Capital Maintenance Chocolate Path £2,000,000*; Bristol City Council Capital Maintenance Redcliffe Bridge £1,500,000*. <i>*Decision to spend covered by previous decisions refer to Appendix A and see Finance Advice below.</i>
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:		
<ol style="list-style-type: none"> The transport capital programme for 2019/20 is estimated at £11.6m. The budget is to fund both transport capital maintenance works as well as other major transport related schemes i.e. LED lighting on our streets; Funding for these schemes is from various sources. WECA receives funding from Government for a range of highways and transport projects and allocates a proportion of this to BCC. In 2019/20 the council has received confirmation that £6.7m (WECA/DFT) will be available to BCC; Also, the Council has approved £8m to fund the Chocolate Path & Redcliffe Bridge capital works (Approval granted at 4th September Cabinet). It is included here for completeness; Also, the Council has SALIX funding available to invest in upgrading some of its street lighting infrastructure to LED lighting. It has received approval as part of the main capital programme to spend £369,000. It is included here for completeness; Likewise, the service will be drawing down £1m from Reserves. This is part of the main programme and is added here for completeness. Provisional figures on the WECA elements of this funding when to the full council, and since then WECA had confirmed an increase in funding of £231k compared to what was presented at Full Council. 		
Finance Business Partner:		
Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, date 06 June 2019		
2. Legal Advice:		
The proposed budget allocations raise no particular legal issues, (other than the need to ensure compliance with any conditions attached to grants), however it should be noted that the proposed delegation is to permit the Executive Director to procure contracts over the key decision threshold, (albeit within the budget envelopes) where applicable. All procurements will need to comply with the Public Contracts Regulations 2015 and/or the Councils own procurement rules, as appropriate.		
Legal Team Leader:		
Eric Andrews, Solicitor, date 22 nd January 2019		
3. Implications on IT:		
There are no identifiable IT implications arising from this paper.		
IT Team Leader:		
Ian Gale, Head of IT date 14th January 2019		
4. HR Advice		
No HR implications evident		
HR Partner:		
Celia Williams, HR Business Partner – Growth and Regeneration, date 22 nd January 2019		
EDM Sign-off	Colin Molton, Executive Director Growth and Regeneration	30 th January 2019

Cabinet Member sign-off	Cllr Kye Dudd, Member for Transport and Energy	4 th Feb 2019
For Key Decisions - Mayor's Office sign-off		

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	YES
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 – Exempt Information	NO
Appendix J – HR advice	NO
Appendix K – ICT	NO