

# Decision Pathway Report



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 03 December 2019

<b>TITLE</b>	Challenge Fund: Transport Maintenance Funding bid		
<b>Ward(s)</b>	City Wide		
<b>Author:</b> Jacob Pryor	<b>Job title:</b> Principal Transport Planner		
<b>Cabinet lead:</b> Kye Dudd, Cabinet Member for Transport	<b>Executive Director lead:</b> Stephen Peacock		
<b>Proposal origin:</b> BCC Staff			
<b>Decision maker:</b> Cabinet Member			
<b>Decision forum:</b> Cabinet			
<b>Purpose of Report:</b>			
<ol style="list-style-type: none"> <li>Two bids to the government's Challenge Fund competition were submitted on the October 31<sup>st</sup> 2019. This report seeks permission to deliver the '<b>Bid A</b>' (see below for details) if successful in securing the grant and approve the submission of a Full Business Case for the '<b>Bid B</b>' (see below for details) subject to a successful Expression of Interest. The intention would be that the acceptance of Bid B (if successful) would be subject to Cabinet approval in early 2020 dependent on when government announces the outcome of the competition.</li> <li>Both bids aim to bolster our transport maintenance funding budgets, helping the council to repair local roads and structures.</li> <li>Both bids will, if successful, will require match-funding as detailed below.</li> </ol>			
<b>Evidence Base:</b>			
<ol style="list-style-type: none"> <li>On the 7<sup>th</sup> August government released guidance for applying to the Challenge Fund competition which aims to bolster local authority budgets for the maintenance of local roads and transport structures.</li> <li>Two tranches of funding are open to applicants: smaller funding bids (Bid A) of &lt;£5m for delivery in 2019/20 to contribute to road re-surfacing, maintenance of drainage assets and/or reconstruction of footways, cycleways and carriageways.</li> <li>The 2<sup>nd</sup> tranche of funding is for larger funding bids (Bid B) &gt;£5m for delivery in 2020/21 and is targeted at major maintenance projects including bridges, viaducts, retaining walls and other significant structures.</li> <li>BCC are permitted to (and have) applied for both grants.</li> <li>The deadline for both bid submissions was the 31<sup>st</sup> October: a full business case was required for Bid A and an Expression of Interest for Bid B.</li> <li><b>Bid A:</b> BCC has submitted a bid to undertake structural carriageway repairs to the resilient, strategic bus and cycle networks using innovative road condition survey techniques developed over the past year. The additional investment in the area will target highways that require surfacing in the next 2 years allowing the 20/21 and 21/22 road resurfacing programmes to be expanded. This will reduce potholes and temporary works, whilst improving road safety, customer experience and meeting the Highways Maintenance Efficiency Programme which states that "Prevention is better than cure." In addition, we intend putting Bristol's waste plastics from the recycling centres into the base layers of the structural repairs. The repairs are estimated to cost £3,888m</li> <li><b>Bid B:</b> BCC have recently undertaken an inspection of St Philips Causeway (Spine Road) that runs from Lawrence Hill to the A4 Bath Road. The structure is now reaching 30 years old and requires its first major service. We have already reduced the speed limit on the 1km structure to 40 mph due to the condition of the</li> </ol>			

central barrier. The surface and waterproofing are at the end of life and the structural bearings need servicing. The parapets do not meet safety standards for cyclists and the entire steel structure requires repainting as it is on the verge of needing total removal if it is not re-covered and re-protected. As part of this work we will be looking at the sustainable transport offer across the structure including a new segregated cycle lane and a new footway. The repairs are estimated to cost in the region of £20m. An Expression of Interest has been submitted, and should this be accepted there will be a further opportunity to refine costs and the project plan as we take the proposal to Full Business Case for submission to the DfT later in the year.

8. Other options considered for the **Bid B** included Vauxhall Footbridge, the Avon Fixed Bridge and New Brislington Bowstring Bridge. These were not taken forward due to not meeting the criteria set by the funding body, most notably the requirement that repairs must exceed £5m.

**Cabinet Member / Officer Recommendations:**

That Cabinet:

1. Notes the 2 funding bids detailed in the report recognising that if successful they will require match funding of up to £6m.
2. Authorises the Executive Director for Growth and Regeneration (in consultation with the Director for Finance, the Director for Management of Place and the Cabinet Member for Transport and Energy), to accept the funding award for **Bid A** of £3.88m and to thereafter deliver the project detailed in the report, including the procurement of all necessary contracts (goods, services or works) which may include individual contracts above the key decision threshold, and including the use of council match funding of up to £1,104m
3. Authorises the Executive Director for Growth and Regeneration (in consultation with the Director for Finance, The Director for Management of Place and the Cabinet Member for Transport and Energy), to proceed with the development and submission of a Full Business Case for the **Bid B** (subject to a successful Expression of Interest) with a further report to Cabinet should the bid be successful.
4. Authorises the use of the Councils Highways Maintenance Budget for match funding in respect of both projects, to the extent that this cannot be secured from other sources, up to a maximum of £2.2m

**Corporate Strategy alignment:**

- Well Connected – Take bold and innovative steps to make Bristol a joined up city, linking up people with jobs and each other.

**City Benefits:**

1. Improving the quality of local roads will have benefits for all users. Cyclists and pedestrians will be at less risk of injury through potholes and other road defects. Safety for motorised traffic (inc. public transport) will also be improved and instances of damage to vehicles through poor surface quality will be reduced.
2. By adopting an approach of “Prevention is better than cure” and tackling maintenance issues before they become critical or unsalvageable, the projects will help ensure more efficient and effective use of the existing maintenance budgets.
3. The introduction of a segregated cycle facility and new footway will improve safety for those users crossing St Phillips Causeway

**Consultation Details:**

Consultation with internal teams is ongoing to identify opportunities, risks and constraints. There is no precedent for public consultation on essential maintenance works, representing as they do a statutory duty.

**Background Documents:** The sub £5m ‘smaller’ bid will be available on [travelwest.info/projects](http://travelwest.info/projects). The ‘larger bid’ EoI is at stage 1 of a 2 stage bidding process and to ensure we are competitive with other local authority submissions this is not publicly available at this stage.

<b>Revenue Cost</b>	n/a	<b>Source of Revenue Funding</b>	n/a
<b>Capital Cost</b>	<p><b>Bid B</b> £22,732,000</p> <p><b>Bid A</b> £3,888,000</p>	<b>Source of Capital Funding</b>	<p><b>Bid B</b> DfT Funding: £21,732,000 Match Funding: £1m Prudential Borrowing</p> <p><b>Bid A</b></p>

			DfT Funding: £2,784,000 Match Funding: Maintenance Budget: £500,000 Prudential Borrowing: £450,000 S106: £154,000
One off cost <input checked="" type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input checked="" type="checkbox"/>	Income generation proposal <input type="checkbox"/>

<b>Required information to be completed by Financial/Legal/ICT/ HR partners:</b>
<p><b>Finance Advice:</b> BCC has been invited to submit bids for the challenge fund competition. A smaller bid (&lt;£5m) that covers carriageway repairs works and the total bid amount is £3.88m (includes match funding from S106 as well as other existing budgets). Also a larger bid (&gt;£5m) for major infrastructure works that is in need of larger cash injection and has wider benefits for the area. BCC bid for Bid B totals c£23m (includes Match funding of £1m from within existing budgets).</p> <p>Only expressions of interest are required at this stage for Bid B, thus the costs are very high level at this stage. If successful, BCC is expected to develop and submit a full business case in support of Bid B, and will need to come back to Cabinet with a separate report seeking approval to submit the FBC and/or accept any grant awarded Bid A</p> <p>This report asked Cabinet to note that bids had been submitted in October 2019. It asked for delegated authority to be granted to senior officers (as stated above) to accept any grants awarded as well as to lead the development of the FBC for the larger bid (if successful at the first stage). There are no new costs implications for BCC as a result of this decision.</p> <p>Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 30/10/19</p> <p><b>Legal Advice:</b> The submission of bids for grant funding raises no particular legal issues. If successful, the procurement process must be conducted in line with the 2015 Procurement Regulations and the Councils own procurement rules. Legal services will advise and assist officers with regard to the conduct of the procurement process and the resulting contractual arrangements. The recommendation seeks approval to proceed with the smaller project, notwithstanding that it may involve contracts valued above the key decision threshold, and also approval to match fund from the maintenance budget</p> <p>Eric Andrews, Team Leader, Legal Services, 30/10/19</p> <p><b>Implications on IT:</b> 'No impact anticipated on IT Services'</p> <p>Simon Oliver, Director of Digital Transformation: 11/09/19</p> <p><b>HR Advice:</b> 'No HR implications are evident'</p> <p>Celia Williams, HR Business Partner, G&amp;R: 13/09/19</p>

<b>Appendix A – Further essential background / detail on the proposal</b>	YES
<b>Appendix B – Details of consultation carried out</b>	NO
<b>Appendix C – Summary of any engagement with scrutiny</b>	NO
<b>Appendix D – Risk assessment <i>risks documented in Appendix B</i></b>	YES
<b>Appendix E – Equalities screening / impact assessment of proposal</b>	YES
<b>Appendix F – Eco-impact screening/ impact assessment of proposal</b>	YES
<b>Appendix G – Financial Advice</b>	NO
<b>Appendix H – Legal Advice</b>	NO
<b>Appendix I – Exempt Information</b>	NO
<b>Appendix J – HR advice</b>	NO

Appendix K – ICT	NO
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