

# Decision Pathway – Report



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 28/04/20

<b>TITLE</b>	Transport Capital Programme 2020/21		
<b>Ward(s)</b>	Citywide		
<b>Author:</b> Douglas Sole	<b>Job title:</b> Transport Capital Programme Co-ordinator		
<b>Cabinet lead:</b> Cllr Kye Dudd	<b>Executive Director lead:</b> Stephen Peacock		
<b>Proposal origin:</b> BCC Staff			
<b>Decision maker:</b> Cabinet Member			
<b>Decision forum:</b> Cabinet			
<p><b>Purpose of Report:</b>                  To seek approval for the proposed budget allocations of the WECA integrated Transport Block fund, Highways Maintenance fund, and associated Highways incentive fund, and Potholes Action fund for financial year 2020/21, and to confirm approval of associated local funds. The total available funding is estimated to be £6,731,000. An additional £1,000,000 has been allocated from prudential borrowing in the 2017/18 to 2021/22 medium term financial plan, and another £165,350 has been re-profiled from local funds in 2019/20. The total funding is £7,896,350.</p> <p>Funding breakdown is as follows:</p> <ul style="list-style-type: none"> <li>a. Highways Capital Maintenance £3,132,000;</li> <li>b. Integrated Block £2,743,000;</li> <li>c. Incentive Funding £652,000;</li> <li>d. Pothole Funding £204,000;</li> <li>e. Allocated Prudential Borrowing £1,000,000</li> <li>f. Re-profiled Local Investment £165,350</li> </ul> <p>Appendix A provides commentary as to the allocation of the above funding. The schemes detailed in Appendix A do not comprise the full Transport Capital Programme for 20/21 as they exclude scheme specific grant funded schemes and other schemes that have been or are to be approved by Cabinet in separate Cabinet reports. Please also note that the exact schemes delivered may be altered throughout the year, as changes occur. We seek approval for changes of this nature to be delegated to Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport and Energy. These allocations have been reviewed by the One City Transport Board and alterations have been made as necessary with agreement of the Executive Director Growth and Regeneration. In light of the recent Covid-19 outbreak we will be reviewing all plans and working proactively with our supply chain to understand any implications. Any reasonable changes to the programme required due to the Covid-19 impact will be approved by the Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport and Energy.</p> <p>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. Authority is sought for the Executive Director to procure all identified works (of any value, including over £500k) pursuant to these arrangements and as set out in Appendix A.</p>			
<b>Evidence Base:</b>			
<ul style="list-style-type: none"> <li>1. Funding to be allocated covers maintenance and wider transport schemes, and should be prioritised to fulfil the statutory duties and strategic priorities of the Transport teams (within Growth and Regeneration) and the</li> </ul>			

strategic priorities of the wider council.

2. The schemes being proposed are in line with the service plans for the transport teams, the one city plan and corporate strategy. They are focused on reducing congestion; improving air quality; improving road safety; facilitating connections to new housing, or meeting the statutory duties of Bristol City Council.
3. Details of the schemes are included as an appendix to this report, with a summary of how each scheme meets the aims of the corporate strategy and One City Plan. For example a scheme to install a bus lane will be noted as improving public transport services, but also reducing carbon emissions and improving air quality, as these are an expected outcome of the scheme. These summaries are not exhaustive, and only cover the main aims of each scheme.

#### **Cabinet Member / Officer Recommendations:**

That Cabinet

1. Approve the budget allocations of the WECA integrated Transport Block fund, Highways Maintenance fund, and associated Highways incentive fund, and Potholes Action fund for financial year 2020/21, and associated Local Funds, 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;
  - e. Allocated Prudential Borrowing £1,000,000
  - f. Re-profiled Local Investment £165,350
2. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport and Energy, (within the budgets identified above) to take all steps necessary to procure and appoint contractors to carry out all works identified in Appendix A, making use of the existing term contract and/or approved frameworks, where appropriate, and including individual decisions where the value exceeds the key decision threshold;
3. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport and Energy, to make reasonable changes to the programme of works to ensure delivery of the programme, in accordance with the Council's scheme of financial delegations.

#### **Corporate Strategy alignment:**

1. All schemes were developed and prioritised based on the key commitments in the corporate strategy, as it can be applied to transport projects. This includes improving connections to jobs and opportunities; tackling congestion; helping to develop a mass transit system; helping to facilitate transport connections for new homes; improving sustainable transport opportunities, to increase active travel and reduce air pollution; and improving road safety to reduce the number of people killed or seriously injured in road accidents.
2. This funding also contributes to the council's statutory duties in relation to Highway Maintenance and Road Network Management.
3. The details of the key commitments each scheme contributes to is included in Appendix A.

#### **City Benefits:**

1. The schemes proposed either promote sustainable travel, aiming to reduce carbon emissions and improve air quality in the city, leading to improvements in health and sustainability; or they improve road safety leading to a direct improvement to health.
2. Maintenance schemes, such as footway maintenance, are statutory duties of the council, and also improve the urban environment for citizens of Bristol.
3. Equalities impacts of each scheme will be assessed in detail during the delivery of each scheme, however the majority of schemes are neutral for most groups, and positive for most disability and lower income groups due to improvements in public transport. Some schemes could have negative impacts on specific disability groups and age ranges (for example poorly designed cycling schemes can cause problems for visually impaired citizens) however these issues are not due to the schemes in principal but the specific design solutions, and will be considered at this stage of delivery. An EQIA for the selection of schemes in this programme is included as Appendix E.

#### **Consultation Details:**

1. Schemes have been prioritised based on existing transport strategy and policies, and the corporate plan. All existing strategies have gone through full partner, member and public consultation.
2. All schemes will go through relevant partner, member and public consultation during design and delivery.
3. The schemes that have been prioritised have been reviewed by all internal transport teams, and will be reviewed by Cllr Dudd as Cabinet member on the 13<sup>th</sup> January, EDM on the 15<sup>th</sup> January, and Mayor's office on the 30<sup>th</sup> January and the One City Bristol Transport Board on the 25<sup>th</sup> February.

**Background Documents:**

One City Plan; Bristol Transport Plan; West of England Joint Local Transport Strategy; Bristol Corporate Strategy.

<b>Revenue Cost</b>	<b>£0</b>	<b>Source of Revenue Funding</b>	Will work within existing revenue budgets
<b>Capital Cost</b>	<b>£7,896,350</b>	<b>Source of Capital Funding</b>	<p><b>Grant:</b> Highways Capital Maintenance £3,132,000; Integrated Block £2,743,000; Incentive Funding £652,000; Pothole Funding £204,000;</p> <p><b>Local Funding and Borrowing:</b> Bristol City Council Capital Maintenance £1,000,000*; Anchor Road Bus Improvements Local funding £165,350*</p> <p>*Allocations made in previous budget and medium term financial plan.</p>
<b>One off cost</b> <input checked="" type="checkbox"/> <b>Ongoing cost</b> <input type="checkbox"/>		<b>Saving Proposal</b> <input type="checkbox"/> <b>Income generation proposal</b> <input type="checkbox"/>	

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

**1. Finance Advice:**

The transport capital programme for 2020/21 is estimated at £7.9m. The budget is to fund both transport capital maintenance works as well as other major transport related schemes.

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 the Council. For the 2020/21 financial year, the council has received confirmation that £6.7m (WECA/DFT) will be available to the Council.

In addition to this there is an allocation for prudential borrowing of £1m for carriageway and footway maintenance in the 2020/21 Capital budget, which is included in this report.

Also, the Council has Local funding of £0.17m approved for bus improvements at Anchor Road. This funding has been re-profiled from 2019/20, and was included in the P6 finance monitor report to cabinet on 05/11/19.

The report seeks approval to accept the WECA funding, and delegated authority to spend the funds in pursuit of its transport objectives and obligations.

**Finance Business Partner:** Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 30/01/2020

**2. Legal Advice:**

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 use of compliant term contracts or frameworks will meet this requirement. Otherwise compliant procurement processes must be followed.

**Legal Team Leader:** Husinara Jones, Solicitor/Team Leader, 17 January 2020

**3. Implications on IT:**

No anticipated impact on IT Services.

**IT Team Leader:** Simon Oliver, IT Team Leader, 23 January 2020

<b>4. HR Advice:</b>		
This report concerns the allocation of budgets associated with WECA. There are no HR implications associated with the proposal		
<b>HR Partner:</b> Celia Williams, HR Business Partner – Growth and Regeneration, 24 January 2020		
<b>EDM Sign-off</b>	Stephen Peacock	15/01/2020
<b>Cabinet Member sign-off</b>	Kye Dudd	13/01/2020
<b>For Key Decisions - Mayor's Office sign-off</b>	Mayor's Office	09/03/2020

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