

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 03 November 2020

TITLE	Emergency Active Travel Fund - Bristol Streetspace		
Ward(s)	Citywide		
Author: Pete Woodhouse	Job title: Group Manager		
Cabinet lead: Cllr Dudd	Executive Director lead: Stephen Peacock		
Proposal origin: <i>Other</i>			
Decision maker: Cabinet Member Decision forum: <i>Cabinet</i>			
Purpose of Report: <ol style="list-style-type: none">1. To approve the receipt of funding from WECA of up to £3.74m for the purpose of delivering schemes to promote Active Travel and facilitate social distancing, in line with the Government's Emergency Active Travel Fund2. To delegate the implementation of schemes for streetspace reallocation under the Emergency Active Travel Fund to the Executive Director of Growth & Regeneration in consultation with the Cabinet Member for Transport and Energy, the Green New Deal, Clean Air Zone planning.			
Evidence Base: <ol style="list-style-type: none">1. The Covid 19 pandemic will continue to affect the way people travel into and around the city. Social distancing requirements on buses and trains has reduced their carrying capacity, and with this public transport capacity reduced, the city's roads will struggle to cope unless significant numbers of people choose to walk or cycle instead.2. The Government gave clear direction to local authorities, as follows: 'Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart'3. The Government has released statutory guidance requiring Councils to bring forward schemes that will deliver additional numbers of people walking and cycling and established the Emergency Active Travel Fund (EATF) to support the delivery of schemes. Funding for these schemes is to be provided to the West of England Combined Authority (WECA) for allocation to constituent Councils to progress relevant schemes. This funding was made available in two Tranches. In recognition of the emergency nature, the Government expectation for Tranche 1 schemes was that they would be temporary in nature. Tranche 1 schemes were submitted to WECA on 4th June, and a list of schemes is at Appendix A1.4. As shops and businesses reopened there was a need to provide additional space to allow for socially distanced queuing. This will affect a number of different district centres around the city, particularly where footway space is limited. In addition, there is a strong desire to capture and maintain the improvements to air quality that we saw through lockdown.5. Strategic City Transport were directed by the Mayor's Office to identify measures that would help protect public transport services, ensure that residents could practice social distancing safely, and provide improved facilities for active travel.6. Public transport will continue to be the only option of travel for many residents including numerous key workers. It will also be extremely important that public transport networks are functioning as efficiently as possible as workplaces, universities and schools reopen. To enable this, all active travel schemes will seek to maintain or improve existing bus priority measures.			

7. On the basis of the above aspirations, information from the recently adopted Local Cycling and Walking Infrastructure Plan (LCWIP), was used to shape the Tranche 1 proposals.
8. The conditions of the first tranche required spending within 8 weeks of receipt of funding. Given this urgency, at their meeting of 22nd May WECA CEO's collectively agreed that the authorities should proceed with the design and implementation of Tranche 1 schemes as soon as possible, in consultation with respective Cabinet Member and local ward members. On the expectation of EATF from Government, WECA allocated a pot of £3m to allow the authorities to proceed ahead of receipt of the funding from Government.
9. All Tranche 1 schemes in Bristol were implemented using temporary barriers that could be moved to accommodate local needs. Schemes have been amended in accordance with Government advice and Covid safe practices being introduced in shops. This report seeks retrospective approval for the expenditure and implementation of Tranche 1 schemes.
10. The Government direction for Tranche 2 funding was that it should be aimed at more permanent active travel solutions. Tranche 2 proposals were submitted to the Government through WECA on 7th August, and we are awaiting confirmation of award. The schemes under Tranche 2 were informed by Tranche 1 implementation, public feedback from the Interactive Map, historical local aspirations and were agreed with the Mayor's Office before submission. Tranche 2 funding needs to be committed by the end of March 2021, and we therefore have the opportunity to better engage with local communities so that the views of local people will help shape the design. Tranche 2 schemes are listed at Appendix A2.
11. The EATF schemes are temporary in nature but may become permanent. All schemes have varying impacts on the highway and these will need to be clarified as part of a more detailed cabinet report when funding levels are confirmed and final schemes are known. Issues such as reductions in parking income from lost spaces, bus route alterations and potential additional works will be covered in the next cabinet report.

Cabinet Member / Officer Recommendations:

That Cabinet:

1. Notes the decision made in May 2020 to accept and spend up to £1m of funding from the West of England Combined Authority for the design and implementation of Emergency Active Travel Fund – Bristol Streetspace Tranche 1 schemes
2. Approves the receipt of further funding of up to £2.74m, from the West of England Combined Authority for the delivery of Tranche 2 Emergency Active Travel Fund – Bristol Streetspace schemes, as per the submission to the Department of Transport.
3. Authorises the Executive Director for Growth and Regeneration in consultation with the Cabinet Member for Transport and Energy, the Green New Deal, Clean Air Zone planning to take all steps required to spend the funding and agree and implement Tranche 2 Emergency Active Travel Fund - Bristol Streetspace Schemes.

Corporate Strategy alignment:

1. Improve physical and geographical connectivity; tackling congestion and progressing towards a mass transit system. We want to reduce the impacts of transport on the environment, tackle congestion and encourage healthy lifestyles through widening travel choices, significant public transport schemes, and provision of safe and attractive cycling and walking routes.

City Benefits:

1. The proposal will encourage active modes that will improve health of citizens both directly and by reducing the amount of car borne traffic, congestion and air pollution
2. The proposal directly sought to promote a safe reopening of local high streets through the provision of increased footway space for pedestrians and those queuing outside shops

Consultation Details:

Tranche 1

1. **Growth and Regeneration Scrutiny meetings** – 13th and 20th August
2. **Cabinet Member briefing** – weekly meetings with Cabinet Member for Transport
3. **Local ward Councillors** – ward members were advised of the proposed members in advance of their

implementation, on the basis that the schemes could be reviewed at short notice if local feedback necessitated it.

4. **Local traders** – due to the urgency of implementing these measures there was insufficient time to engage businesses and residents in advance of installation of barriers. However, all affected businesses were sent a letter regarding the proposals with details of how to feedback if any problems arose. In many cases schemes were amended at traders' request to accommodate particular delivery or customer needs.
5. **Equalities Group** – a fortnightly meeting was established with representatives from Equalities Groups
6. **Establishment of Interactive Map** - website for public feedback and suggestions for future interventions

Tranche 2

7. **Engagement** – As the spending requirements for Tranche 2 allow more time for implementation, engagement plans will be in place for Tranche 2 schemes which will include local community and ward member engagement.

Background Documents:

Government guidance: 'Traffic Management Act 2004: network management in response to COVID-19'

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19#network-management-duty-guidance>

Revenue Cost	£	Source of Revenue Funding	
Capital Cost	£up to 3.74m	Source of Capital Funding	<i>Government Grant</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:

1. The report asks Cabinet to note that Central government funding had been granted for 'Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart'. This was underwritten by WECA, pending the receipt of a government grant of £1m as the schemes were to be delivered with 8 weeks from the date of the government directive.

2. The report seeks approval to accept and spend (retrospectively), the £1m grant for the Tranche 1, and approval to receive and spend (subject to a success grant award), funding of up to £2.74m for work required for schemes under Tranche 2, which are based on more permanent active travel solutions. If successful, these measures will have to be put in place by March 2021.

3. It is anticipated that some of these measures may have a financial impact on parking income (although the temporary measures have not so far) as well as other services like buses, however, if successful, officers intend to bring back a paper to Cabinet with proposals that will not only highlight any concerns, but options to mitigate such impacts, as the results of the temporary measures are fully analysed.

4. The approval of this report does not constitute a new funding pressure for the Council.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 21/10/2020

2. Legal Advice: Provided the agreement is a grant agreement and not a contract for services, it will not need to be procured in compliance with the Public Contracts Regulations 2015. Client officers will need to seek legal assistance to ensure the agreement is a grant agreement.

The grant funding must be allocated in accordance with the grant conditions. When spending the grant, 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.

Legal advice should in relation to any state aid implications.

Legal Team Leader: Husinara Jones, Team Leader/Solicitor, 6 October 2020

3. Implications on IT: No anticipated impact to IT Services		
IT Team Leader: Simon Oliver 6 October 2020		
4. HR Advice: There are no HR implications evident as the project will be managed using existing resource within G&R (Economy of Place/Management of Place)		
HR Partner: Celia Williams, HR Business Partner – Growth and Regeneration, 5 October 2020		
EDM Sign-off		
Cabinet Member sign-off	Cllr Kye Dudd	12 October 2020
For Key Decisions - Mayor's Office sign-off	Mayor's Office	12 October 2020

Appendix A – Further essential background / detail on the proposal A1 - Tranche 1 scheme list A2 - Tranche 2 scheme list	YES
Appendix B – Details of consultation carried out - internal and external	NO
Appendix C – Summary of any engagement with scrutiny A presentation on Streetspace schemes and delivery was made at Growth and Regeneration Scrutiny Commission on the 13 th August, with a follow up meeting of the same Commission including other stakeholders on the impact of Streetspace schemes on the 20 th August.	NO
Appendix D – Risk assessment	NO
Appendix E – Equalities screening / impact assessment of proposal Equalities Impact Assessment for Tranche 1 schemes	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
Appendix L – Procurement	NO