

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 09/03/21

TITLE	Integrated Transport Block and Highways Maintenance Funding Allocations 2021/22		
Ward(s)	Citywide		
Author: Douglas Sole	Job title: Transport Capital Programme Co-ordinator		
Cabinet lead: Cllr Kye Dudd	Executive Director lead: Stephen Peacock		
Proposal origin: BCC Staff			
Decision maker: Cabinet Member			
Decision forum: Cabinet			
<p>Purpose of Report:</p> <ol style="list-style-type: none"> 1. To seek approval to accept the proposed budget allocations for Transport Capital Programme 21/22 grants from West of England Combined Authority (WECA). In previous years WECA have passported the following allocations, from Department for Transport (DfT), directly to Bristol City Council as follows: <ol style="list-style-type: none"> a. Highways Capital Maintenance, including Highways Incentive Block (HCM); b. Integrated Block Allocation (ITB). 2. To provide a summary of the scheme headings that are being developed using this funding, and delegate authority to develop and change this programme of works as necessary. 			
<p>Evidence Base:</p> <ol style="list-style-type: none"> 1. The final year of the existing 5-year funding stream, for both HCM and ITB, was 20/21. New announcements for future years are expected following the Treasury spending review but have not yet been confirmed. However, WECA have confirmed these funding figures for 2021/22, based on the Business Rate Retention scheme. 2. Please note that the exact schemes delivered may be altered throughout the year, as a result of consultation and engagement. 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. 3. 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. 4. Funding to be allocated covers maintenance and transformational transport schemes and should be prioritised to fulfil the statutory duties and strategic priorities of the Transport teams (within Growth and Regeneration) and the strategic priorities of the wider council. 5. The schemes being proposed are in line with the service plans for the transport teams, the Bristol transport strategy, the one city plan and corporate strategy. They are focused on increasing active travel, reducing congestion; improving air quality; improving road safety; facilitating connections to new housing; or meeting the statutory duties of Bristol City Council. 6. Appendix A is the draft programme of works to be funded by these funding streams in 2021/22. This includes a summary of outcomes from the Bristol Transport Plan, corporate strategy and One City Plan each scheme is aimed to improve. These summaries are not exhaustive, and only cover the main aims of each scheme. 7. This is not the full Transport Capital Programme for 2021/22, as this paper's focus is only on the ITB and HCM 			

funding streams. Other funding streams are associated with specific projects or outcomes e.g. WECA Bus Deal, Clean Air Zone etc and have their own Cabinet approvals or similar. Where schemes are currently seeking funding from other sources, that funding will follow the decision pathway separately.

8. Previous guidance from DfT is that neither the HCM nor ITB funding is ring fenced, but in previous years HCM funding has been focused solely on maintenance works. Officers are proposing that this continues, as has been the case in recent years, as detailed in Appendix A.

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 for financial year 2021/22, to the figures agreed with WECA. Figures are as follows – confirmed by WECA on 03/02/21.
 - a. Highways Capital Maintenance £3,132,000;
 - b. Integrated Block £2,743,000;
 - c. Incentive Funding £652,000.
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.
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 outcomes 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 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 most of these 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 appropriate partner, member, stakeholder and public consultation during design and delivery.
3. Officers have been in touch with Alex Perry, chair of the Transport Board to arrange a briefing on the draft Transport Programme.
4. The schemes that have been prioritised have been reviewed by all internal transport teams and will be

reviewed by Cabinet member on the 18th January, EDM on the 13th January, and Mayor's office on the 28th January.

Background Documents:

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

Revenue Cost	£0	Source of Revenue Funding	Will work within existing revenue budgets
Capital Cost	£6,527,000	Source of Capital Funding	Grant: Highways Capital Maintenance £3,132,000; Integrated Block £2,743,000; Highways Incentive Funding £652,000;
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 report seeks approval to approve the budget allocation of the transport capital programme funded by WECA integrated Transport Block fund, Highways Maintenance fund, and associated Highways incentive fund, and Potholes Action fund for financial year 2021/22. The allocation has been prepared on the basis that the funding from WECA is at 20/21 levels (£6,527k). This funding has been confirmed by WECA.

Any amendment in scope must be enacted in line with the recommendation in this report, point 3, to '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.'

The proposal contains many projects with multiple elements, some of which are not disaggregated or defined at this point in time. This is an appropriate approach given the reactive and risk-based nature of the majority of the works, however it does mean that the suitability of the level of funding for each requirement cannot be currently reviewed. To mitigate the risk of overspend the service must regularly report and monitor spend, to ensure that the confirmed funding envelope is not breached. Any change in scope must follow the governance approach in recommendation 3.

Finance Business Partner: George Palmer, Finance Business Partner, Growth and Regeneration, 19/01/21

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, Team Leader/Solicitor, 14 January 2021

3. Implications on IT:

No anticipated impact on IT Services.

IT Team Leader: Simon Oliver, Director – Digital Transformation, 14/01/21

4. HR Advice:

This report concerns the allocation of budgets associated with WECA. There are no HR implications associated with the proposal.

HR Partner: Celia Williamson. HR Business Partner – Growth and Regeneration, 01/02/21

EDM Sign-off	Stephen Peacock	13/01/21
Cabinet Member sign-off	Kye Dudd	18/01/21
For Key Decisions - Mayor's Office sign-off	Mayor's Office	08/02/21

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