

# Decision Pathway – Report



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 07 June 2022

<b>TITLE</b>	Zero Emission Transport City		
<b>Ward(s)</b>	Citywide		
<b>Author:</b> Jacob Pryor	<b>Job title:</b> Transport Policy, Bidding and Strategic Projects Team Manager		
<b>Cabinet lead:</b> Cllr Don Alexander, Cabinet Member for Transport	<b>Executive Director lead:</b> Stephen Peacock, Executive Director Growth and Regeneration		
<b>Proposal origin:</b> Other			
<b>Decision maker:</b> Cabinet Member <b>Decision forum:</b> Cabinet			
<b>Purpose of Report:</b>			
<ol style="list-style-type: none"> <li>To seek approval to receive a grant award of £500,000 of revenue development funding from the Department of Transport (DfT) to commission and deliver a series of feasibility and technical studies examining how the city can accelerate plans to decarbonise the transport network.</li> </ol>			
<b>Evidence Base:</b>			
<ol style="list-style-type: none"> <li>On the 25<sup>th</sup> January 2022 the Department for Transport (DfT) invited local authorities to express an interest in becoming a 'Zero Emission Transport City' (ZETC) national pilot.</li> <li>The deadline for applications was the 18 February 2022.</li> <li>Successful applicants would initially be supported with a grant of up to £500,000 to commission technical studies into how different parts of the transport network could be decarbonised.</li> <li>These studies would need to be complete within 6-9 months of the grant award.</li> <li>To reduce the burden on local authority bidding teams the DfT set guideline criteria for applying which can be found in Appendix Ai.</li> <li>Only two cities met the criteria: Bristol and Oxford. Subsequently Norwich has been invited to join the programme.</li> <li>Bristol submitted an expression of interest to the ZETC scheme on the 18<sup>th</sup> February via the West of England Combined Authority (WECA).</li> <li>Our One City Climate Strategy states that transport accounts for 34% of the average Bristol resident's carbon footprint.</li> <li>The transport sector is the largest source of emissions in the city and nationally.</li> <li>For the city to be carbon neutral by 2030 it is estimated we will need a 40% reduction in vehicle miles and 90% of our vehicles will need to be ultra-low emission by 2030.</li> </ol>			
<b>Cabinet Member / Officer Recommendations:</b>			
That Cabinet:			
<ol style="list-style-type: none"> <li>Approves the acceptance of the grant award of £500,000 from WECA utilising the DfT's ZETC programme.</li> <li>Authorises the Executive Director for Growth and Regeneration in consultation with the Cabinet Member for</li> </ol>			

Transport and the Section 151 Officer to spend the funding including procuring and awarding the contract(s) necessary for investigating the activities listed in Appendix Aii in-line with the procurement routes and maximum budget envelopes outlined in this report, noting the associated Legal commentary.

3. Authorises Executive Director for Growth and Regeneration to invoke any subsequent extensions/variations specifically defined in the contract(s) being awarded, up to the maximum budget envelope outlined in this report.
4. Authorises the Head of Strategic Procurement & Supplier Relations to approve appropriate procurement routes to market where these are not yet fully defined in this report, or if changes to procurement routes are subsequently required.

**Corporate Strategy alignment:**

5. The proposal will contribute to meeting several our key priorities across economy and skills, environment and sustainability and transport and connectivity which emphasis on meeting ENV1: carbon neutral, ENV5: Global Leadership and TC1: connectivity

**City Benefits:**

6. The proposal has the potential to reduce social inequality by investigating how the city can promote more sustainable, low cost and accessible forms of transport. In our most deprived communities a significant proportion of residents cannot afford the costs associated with purchasing, operating and maintaining a vehicle. Promoting more active modes of transport (walking, cycling and public transport) has been well evidenced to be hugely beneficial to health and wellbeing. Again this is particularly relevant in deprived communities with poor physical activity rates and ill health.

**Consultation Details:**

7. Due to the short timescales for bidding there was limited opportunity for consultation. Any proposals developed via this funding will return to cabinet for a formal decision to proceed should the key decision criteria be met.

**Background Documents:**

8. Appendix Ai: Invitation to apply from DfT
9. Appendix Aii: Bristol's Expression of Interest

<b>Revenue Cost</b>	<b>£500,000</b>	<b>Source of Revenue Funding</b>	DfT revenue grant
<b>Capital Cost</b>	<b>£0</b>	<b>Source of Capital Funding</b>	N/A
<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:**

This report seeks Cabinet approval to accepts and spend the grant award of £500,000 from the DfT's ZETC programme to carry out works detailed in the table below. This is a revenue grant award. Table 1 below provides a breakdown of the areas covered by the technical studies:

**Table 1**

<b>Element</b>	<b>Funding sought (split)</b>
Demand Management	£50k (10%)
Electrification	£50k (10%)
Freight	£175k (35%)
Communities	£50k (10%)
Strategic Corridors	£125k (25%)
Monitoring and Evaluation	£50k (10%)
<b>Total</b>	<b>£500k</b>

The report also seeks delegated authority that will enable officers commission further work from the funding awarded, which will help provide detailed financial cost breakdown for all the activities listed within the bid document. This will be reviewed in line with the delegated authority proposed in the recommendation 2, above.

This authorisation does not commit the Council to any match funding or further costs. Further details on the future costs and funding implications that may be identified as part of this feasibility/discovery work, will form the subject of a future report to Cabinet, as a result there are no new financial implications resulting from this report, other than those covered by the grant funding from this DfT Grant.

**Finance Business Partner:** Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 6<sup>th</sup> May 2022

**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.

**Legal Team Leader:** Husinara Jones, Team Leader/Solicitor 16<sup>th</sup> May 2022

**3. Implications on IT:**

I can see no implications on IT in regards to this activity

**IT Team Leader:** Gavin Arbuckle, Head of Service Improvement and Performance, 4 April 2022

**4. HR Advice:** There are no HR implications evident in these proposals

**HR Partner:** Chris Hather, HR Consultancy Manager, Growth and Regeneration 14 April 2022

<b>EDM Sign-off</b>	Stephen Peacock, Executive Director Growth and Regeneration	13 April 2022
<b>Cabinet Member sign-off</b>	Cllr Don Alexander, Cabinet Member for Transport	21 April 2022
<b>For Key Decisions - Mayor's Office sign-off</b>	Mayor's Office	9 May 2022

<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>YES</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>YES</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>
<b>Appendix L – Procurement</b>	<b>NO</b>