

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 06 June 2023

TITLE	Bristol Active Travel Fund tranche 4 bid		
Ward(s)	Citywide		
Author: Juliet Gardner	Job title: Transport Policy, Bidding and Strategic Projects Officer		
Cabinet lead: Councillor Don Alexander, Cabinet Member for Transport	Executive Director lead: John Smith, Interim Executive Director Growth and Regeneration		
Proposal origin: BCC Staff			
Decision maker: Cabinet Member Decision forum: Cabinet			
Purpose of Report: To acknowledge the successful submission of the Bristol element of the Active Travel Fund Tranche 4 (ATF4) bid, by the West of England Combined Authority (WECA), to the Department for Transport (DfT) which was submitted in February 2023. <ol style="list-style-type: none">1. The successful bid requires Cabinet to accept the funding amount of up to £2,526,204 to begin to deliver one and further develop four Bristol schemes.2. Additionally, the bid includes a figure of up to £915,599 which will be used to deliver cycle hangars across the region. It is unclear what the split will be between the local authorities in the region at this stage.3. It is proposed that part of the funding be used to deliver the Old City & King Street construction scheme to be completed by March 2024 (in line with the funding terms).4. It is proposed that the remaining funding be used to develop the ATF4 development schemes further, prior to reporting back to Cabinet before committing capital funds.			
Evidence Base: Background Recognising that the city faces several transport, health, and environmental challenges, one of the priorities of the council is identify funding for schemes that help reduce congestion, improve health outcomes, and contribute to our objective of being net carbon zero by 2030. Walking and cycling initiatives are one of the most effective means of meeting these goals offering several benefits beyond safer and more reliable transport connections. Context <ol style="list-style-type: none">1. The Department for Transport (DfT) announced a funding competition in January 2023 that sought to support improving walking and cycling infrastructure across the country which was titled 'Active Travel Fund (ATF) Tranche 4'.2. The bid was submitted on the 24 February 2023 by WECA.3. The value of the Bristol element of the bid has a maximum value of £3,441,803 (£2,526,204 + £915,599, as highlighted above).4. The bid includes schemes at various stages of maturity. There is one 'construction ready' scheme and four 'development' schemes.5. The construction scheme, Old City & King Street, is required to be delivered by March 2024.6. The development schemes are Filwood Quietway, Deanery Road, Old Market quietway and Malago Greenway,			

which are required to be developed to construction readiness by March 2024.

7. The four development schemes are priority routes for investment and LCWIP schemes. All proposals will prioritise active travel to make walking, cycling, and wheeling a safe and accessible alternative to private vehicle travel on these routes.
8. The invitation to bid from the DfT can be found in Appendix A.

Bid strategy for walking and cycling infrastructure

1. In line with the adopted LCWIP and strategic links.
2. Shortlisted schemes were assessed and scored against pre-agreed criteria with the UA's and WECA.
3. Schemes will include improved provision for pedestrians and cyclists, at crossing environments and will look for separation from motor traffic for pedestrians as well as safe, segregated routes for cyclists.
4. The Council's bid for these schemes is £3,441,803 of which £1,655,463 will be for the Old City & King Street, £870,740 for the four development schemes, and up to £915,599 for the Cycle Hangar programme.
5. These improvements are part of our longer-term strategy looking at significant investment into the walking and cycle network as outlined in our adopted Local Walking and Cycling Infrastructure Plan.
6. Within the Old City & King Street scheme cost, £236,000 has been applied to the total cost for 10 years with inflation applied.
7. It is anticipated that the necessary works and services to deliver on the above projects will be commissioned through the Councils Highway Asset Management and Associated Works Framework. Although other routes may be appropriate. Individual contracts may exceed £0.5m.

Cabinet Member / Officer Recommendations:

That Cabinet:

1. Approve acceptance of funds for the successful ATF4 schemes to move towards the next stages of scheme development and delivery as outlined in this report.
2. Authorise, the Executive Director for Growth and Regeneration, in consultation with the Cabinet Member for Transport, the s151 officer, and the Director Legal and Democratic Services to take all steps required to accept and spend the funding including to procure and award all necessary contracts, which may be above the key decision threshold, to deliver the schemes as outlined in this report at a cost of up to £3,441,803.

Corporate Strategy alignment:

1. Promoting active travel in the city helps us to meet several different health, economic and social challenges, but this proposal relates specifically to the 'key commitment 1' under the "well connected" theme which states: Improve physical and geographical connectivity; tackling congestion and progressing towards a mass transit system.

City Benefits:

1. Encouraging more of our residents to walk and cycle will improve health outcomes and air quality and reduce carbon emissions associated with transport. Protected cycle infrastructure will disproportionately benefit children, women and black and minority ethnic cyclists who typically cite safety as the biggest barrier to cycling. Similarly, improved crossing points and a better-quality walking environment will provide the largest benefit to those citizens with physical, visual, and neurological disabilities.
2. Bristol has been successful in receiving funding for all the schemes bid for, and in addition has received a higher amount for the cycle hangars programme.
3. The Old City & King Street pedestrianisation scheme is a Mayoral priority and successful funding will allow for the scheme's implementation. The scheme will include infrastructure which provides improved safety, accessibility, air quality, attractive public realm, and improvements for active travel.
4. By securing funding to deliver the Old City & King Street scheme within the Active Travel Fund, it has freed up funding in the CRSTS pot to deliver other transport projects.
5. The cycle hangar programme will benefit people in the city who do not have access to safe, secure cycle storage, which is a known barrier that often impacts the take-up and retention of cycling.
6. This latest round of funding from the successful Active Travel Fund Tranche 4 bid will allow for the four 'development' schemes to be progressed up to March 2024 and be able to bid for further funding to deliver.

Consultation Details:

- The ATF4 bid proposals build upon existing engagement and consultation with residents, traders, and businesses, undertaken as part of the LCWIP development and delivery. All schemes will be subject to further engagement and consultation before delivery.

Background Documents:

- [Active Travel Fund 4 Guidance](#)

Revenue Cost	£0	Source of Revenue Funding	N/A
Capital Cost	£3,441,803.00	Source of Capital Funding	Department for Transport capital grant
One off cost <input type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/>	Income generation proposal <input checked="" type="checkbox"/>

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

1. Finance Advice:

The reports seek cabinets approval to accept and spend funding of up to £3.442m from the Department for Transport (DfT) via the West of England Combined Authority (WECA), for the Bristol Active Travel Fund Tranche 4 (ATF4) project.

The Bristol Active Travel Fund Tranche 4 (ATF4) project will involve the construction of pedestrian, public realm and cycling improvements. This will take place in 5 separate locations. These 5 schemes are in different stages of readiness: Old City & King Street, are in the construction stage with a delivery date of March 2024. Whereas Filwood Quietway, Deanery Road, Old Market Quietway and Malago Greenway are in the development stage and required to be developed to construction readiness state by March 2024.

The costing associated with each element of the scheme has been developed using current prices for both internal and external costs. They allow for reasonable contingencies for both price and general changes to the estimates. The costs are summarised in the table below.

Scheme Name	Type of Scheme	Cost
Old City & King Street	Construction	£1.655
Filwood Quietway	Development	£0.142
Deanery Road	Development	£0.262
Old Market Quietway	Development	£0.259
Malago Greenway	Development	£0.208
Sub Total		£2.526

In addition to the costs outlined above, the bid includes a figure up to £915,599 which would be used to deliver cycle hangars across the region. It is uncertain at present how this will be allocated across the local authorities in the region. Once the allocation for this authority is known any expenditure must be incurred after consultation with the S151 Officer so that the necessary due diligence and appropriate assurances can be provided.

These costs will be funded in its entirety by the DfT administered by WECA and will cover all associated costs of each of these schemes to the stages proposed in the bid. There are no requirements to match fund as consequently neither the council's revenue nor capital budgets will be affected by this project. Any additional costs pressures will need to be covered from the funding awarded, including where necessary reducing scope or volume of work to stay within the awarded funded envelope.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 22 May 2023

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 Manager/Solicitor, 16 May 2023		
3. Implications on IT: No implications on IT in regard to this activity.		
IT Team Leader: Alex Simpson, Senior Solution Architect, 2 March 2023		
4. HR Advice: There are no HR implications evident		
HR Partner: Celia Williams, HR Business Partner, 3 April 2023		
EDM Sign-off	Stephen Peacock, Executive Director Growth and Regeneration	1 March 2023
Cabinet Member sign-off	Cllr Donald Alexander; Cabinet Member for Transport	16 March 2023
For Key Decisions - Mayor's Office sign-off	Mayor's Office	3 April 2023

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	NO
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
Appendix L – Procurement	NO