

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 05 March 2024

TITLE	City Region Sustainable Transport Settlement – Maintenance and Integrated Transport Block (ITB) Allocation 2024-25	
Ward(s)	Citywide	
Author: Adam Crowther	Job title: Head of City Transport	
Cabinet lead: Cllr 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		
<ol style="list-style-type: none"> To seek approval to accept and spend the proposed maintenance and Integrated Transport Block (ITB) funding allocation from West of England Combined Authority (WECA) as part of the City Region Sustainable Transport Settlement (CRSTS). 		
Evidence Base:		
<ol style="list-style-type: none"> The City Region Sustainable Transport Settlement (CRSTS) funding has been awarded to WECA by the Department of Transport to achieve significant change in the quality of the local transport network, particularly public transport. The key objectives of this funding are: <ul style="list-style-type: none"> to drive growth and productivity through investment in infrastructure, to increase the quality of services towards the standards of the best, to decarbonise transport, especially by promoting modal shift from cars to public transport, walking and cycling. <p>These objectives are all directly in line with the strategic and corporate objectives for Bristol City Council. More detail on strategic alignment of projects is shown in Appendix A.1</p> CRSTS covers a wide range of sustainable transport projects as well as covering maintenance and ITB. Approvals for the majority of CRSTS spend will be as required by each project through the appropriate decision pathways with WECA committee approval sought where necessary. This paper covers the annual maintenance and ITB allocation that is included in the overall CRSTS allocation and is passed by WECA to each authority to spend on appropriate measures. As last year, this funding replaces previous Transport Block funding streams including Integrated Transport Block, Highways Capital Maintenance Block and Highways Incentive Block. All works previously funded by these funding streams need to be delivered using this CRSTS funding. These are primarily statutory maintenance and replacement projects, or minor schemes and so do not require a business case to WECA. These projects are detailed in Appendix A.1, with additional information on their alignment with strategic priorities. The council understands any underspend at the end of the financial year can be rolled over into the next financial year, the grant allocation letter from WECA states “The West of England Combined Authority reserves the right to reclaim any grant remaining that has not been incurred or committed in the 2023/24 financial year. Any such repayments should be made within 28 days of the request.” Clarification on this matter is still being sought. £1m of central funding (internal prudential borrowing) has been assigned to support additional maintenance work as part of the capital investment strategy to improve council assets. This will be delivered alongside the 		

CRSTS funding and is included in Appendix A1 as non-CRSTS funding.

6. A bid to the Traffic Signals Obsolescence Grant (TSOG) has secured £0.105m for traffic signal replacement.
7. An additional sum of £0.702m has been made available by WECA for additional work on potholes.

Cabinet Member Recommendations:

That cabinet:

1. Note the proposed indicative funding allocations of £8.772m of WECA CRSTS maintenance and ITB, £1m internal funding, £0.702m for additional pothole repairs, and £0.105m of TSOG, totalling £10.579m for 2024-25.
2. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport, to take all steps required to accept and spend up to £10.579m of WECA CRSTS maintenance, ITB, and other funding as outlined in this report.
3. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport, to 'roll over' underspend from the financial year 23/24.
4. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport, to take all steps necessary to procure and award any contracts (including any contracts over the key decision threshold) necessary to deliver the works identified in Appendix A.1 as maintenance or minor works and any remaining works from last year; making use of existing term contracts and/ or approved frameworks where appropriate, up to the budget ceiling identified in Appendix A.1.
5. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member for Transport, 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. The projects funded are within the Environment and Sustainability, and Transport and Connectivity Themes, with some secondary impacts on the Economy and Skills Theme.
2. Projects are associated with ENV1 Carbon Neutral, with decarbonisation as a key objective, and improvements to public transport networks being a key output in the Bristol One City Plan. Also improvements are aimed at increasing economic growth, as a key objective of the funding, and so will be aligned with ES1 Regeneration and ES2 Access to Employment by increasing transport options between commercial centres and residential areas.
3. Maintenance funding will be provided for review of structures, directly aligned with TC4 Physical Infrastructure.
4. This funding includes transport business as usual, such as safer streets around schools (directly referenced in the corporate strategy), flood surveys (directly aligned with ENV4 Climate Resilience), and Road Safety (directly aligned with TC3 Safe and Active Travel).

City Benefits:

1. The projects proposed to be delivered using this funding are critical to the success of the council's decarbonisation strategy and transport strategy. This investment will improve public transport infrastructure in Bristol, increasing connectivity and helping produce economic growth. It will help provide a comprehensive and reliable bus network and improve access to wider employment and training opportunities, including to the most deprived parts of the city and ensure that key city transport assets are appropriately maintained to benefit all users.
2. Due to the type of projects, there may be negative environmental and equalities impacts that have to be considered and mitigated, particularly during construction. Mitigations will be sought and implemented where possible before delivery via scheme-specific Equalities Impact Assessments.

Consultation Details:

1. Public consultation will take place on projects individually at the point that it is required.
2. For maintenance schemes, consultation is often not required as there is no change to the physical asset being upgraded.

Background Documents:

<https://www.westofengland-ca.gov.uk/what-we-do/transport/city-region-sustainable-transport-settlement>

Revenue Cost	£0	Source of Revenue Funding	N/A
Capital Cost	Up to £10.579m, plus rolled over underspend from 2023-24.	Source of Capital Funding	Grant funding CRSTS Prudential Borrowing
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: The report seeks approval to accept and spend the annual CRSTS funding allocation towards the Councils Transport Block funding streams including Integrated Transport Block, Highways Capital Maintenance Block and Highways Incentive Block for 2024/25.

The transport capital programme for 2024/25 is estimated at £10.579m. Funding for these schemes are from both the WECA administered CRSTS funding as well as the Council funding as follows:

	Details	£'m
1	Proposed maintenance and Integrated Transport Block (ITB) funding allocation from WECA as part of the CRSTS	£8.772
2	Internal funding	£1.000
3	Traffic Signals Obsolescence Grant	£0.105
4	Additional WECA Grant For Potholes	£0.702
Total		£10.579

The £1m of internal funding has already been approved for prudential borrowing to fund maintenance.

Finance Business Partner: Ben Hegarty, Finance Business Partner Growth and Regeneration, 19 January 2024.

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 23 January 2024

3. Implications on IT: I can see no implications on IT in regard to this activity.

IT Team Leader: Alex Simpson, Lead Enterprise Architect, 15 January 2024

4. HR Advice: There are no HR implications evident.

HR Partner: Celia Williams, HR Business Partner 23 January 2024

EDM Sign-off	John Smith, Interim Executive Director for Growth and Regeneration	10 January 2024
Cabinet Member sign-off	Cllr Alexander, Cabinet Member for Transport	18 January 2024
For Key Decisions - Mayor's Office sign-off	Mayor's Office	5 February 2024

Appendix A – Further essential background / detail on the proposal A1 CRSTS Maintenance and minor transport schemes detail	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