

## **NORTH SOMERSET COUNCIL DECISION**

**DECISION OF:** COUNCILLOR JAMES TONKIN. THE EXECUTIVE MEMBER FOR PLANNING, BUILDING CONTROL, HIGHWAYS AND TRANSPORT



**WITH ADVICE FROM:** THE DIRECTOR OF DEVELOPMENT AND ENVIRONMENT.

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**DECISION NO:** 19/20 DE 281

**SUBJECT:** SUBMISSION OF AN EXPRESSION OF INTEREST FOR A SCHEME AT LONG ASHTON TO THE LOCAL PINCH POINT FUND

**KEY DECISION:** YES

**REASON:** If successful the bidding process would attract £1.8m

### **BACKGROUND:**

DfT have announced a funding round for interventions that help reduce congestion on local roads. Called the Local Pinch Point Fund it is a competitive process for schemes that help address congestion pinch points; to reduce congestion and support economic growth. Proposals must demonstrate their benefit for local businesses and improved productivity.

The fund will operate in two stages. The first stage asks Local Authorities to submit a brief Expression of Interest by 31st January 2020. The DfT will assess the Expressions of Interest and Ministers will decide on a shortlist who will be asked to submit a more detailed Business Case. Both stages are competitive, and no guarantee of funding is given.

Proposals must demonstrate deliverability in the financial years 2021/22 and 2022/23.

In consultation with the Executive Member, Officers have drafted an Expression of Interest for a scheme at Long Ashton that would extend the existing bus lane on Long Ashton Bypass, signalise the A370 / A4174 roundabout and improve cycle & pedestrian access to Long Ashton Park & Ride site.

### **DECISION:**

That Officers submit the Expression of Interest to the Local Pinch Point Fund for the scheme at Long Ashton.

### **REASONS:**

The Expression of Interest is the start of the bidding process. This process could potentially secure funding to relieve congestion on the highway network offering benefits to local businesses, improving productivity and assisting the decarbonisation of North Somerset.

### **OPTIONS CONSIDERED:**

In consultation with the Executive Member, Officers initially explored four potential schemes and selected this and another scheme because they were most likely to align

with the objectives of the fund, the cost benefits are likely to be higher and the schemes can be delivered within the funding window.

Not submitting the Expression of Interest is an option. However, this would not potentially secure funding that aids local businesses, improves productivity and assists in the decarbonisation of North Somerset.

### **FINANCIAL IMPLICATIONS:**

The scheme costs and funding arrangements are discussed below.

#### **Costs**

The total scheme cost is £2,033,000

#### **Funding**

The DfT ask is £1,823,000. The Local Contribution is £210,000 to be funded from either the Integrated Transport Programme or Community Infrastructure Leavy.

### **LEGAL POWERS AND IMPLICATIONS**

The scheme is within the Public Highway and will be implemented and operated by the Council under its powers as Local Highway Authority (Highways act 1980). No other powers or consents are required.

### **CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

The scheme seeks to provide for, and encourage, the use of public transport, walking and cycling. The scheme seeks to proactively encourage the take up of Ultra Low Emission Vehicles and the switch to Park & Ride services, assisting the decarbonisation of North Somerset.

### **CONSULTATION**

Internal consultations have been undertaken with Officers including the Director of Planning & Environment and the S151 Officer. External consultation has been undertaken with Avon & Somerset Police, Highways England and Bristol City Council. If the Expression of Interest is approved, consultations will be undertaken with Ward Members, Parish Councils and road users within the next phase of scheme development.

### **RISK MANAGEMENT**

At this time the principal risk is that the Expression of Interest is not approved. In which case the scheme would not progress and no further expenditure would be committed.

The Expression of Interest sets out how, if the scheme progresses, the Council will manage the development and delivery of the scheme. This includes risk management.

### **EQUALITY IMPLICATIONS**

Have you undertaken an Equality Impact Assessment? Yes / No

An Equalities Impact Assessment will be part of scheme development if the scheme progresses.

### **CORPORATE IMPLICATIONS**

The scheme and its outcomes support the Council's Corporate Plan, notably around sustainability and prosperity.

**APPENDICES**

Expression of Interest form; Bristol Gateway Congestion Relief Scheme (Long Ashton)

**BACKGROUND PAPERS**

<https://www.gov.uk/government/publications/apply-to-the-local-pinch-point-fund/local-pinch-point-fund-guidance-for-applicants-2019>

**SIGNATORIES:**

**DECISION MAKER(S):**

Signed: *Approved by email 23/01/20* ..... Executive Member for Planning, Building Control, Highways and Transport

Date: *23/01/2020* .....

**WITH ADVICE FROM:**

Signed: *Jney Shamali* ..... Director of Development and Environment

Date: *22/01/20* .....

