



# Committee Report

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**PURPOSE:** Final Decision Report  
wards

**Key or non-key decision:** Key decision affects 2 or more

**COMMITTEE:** Transport and Connectivity Committee

**DATE:** 24 October 2024

**TITLE:** CRSTS Strategic Corridors (A4018/A37 Southern Section) Scheme Proposals

**Ward(s)** This project affects Windmill Hill, Stockwood/Hengrove & Whitchurch Park.

**Officer presenting the report:** Adam Crowther

**Job title:** Head of City Transport

**Committee Chair:** Cllr Ed Plowden

**Executive Director lead:** John Smith: Executive Director for G&R

**Proposal origin:** BCC Staff

## **Purpose of Report:**

To seek approval of FBC for CRSTS Strategic Corridors (A4018/A37 Southern Section) proposals and submission to WECA and following a successful decision to commence with tendering process for civils contractors.

## **Evidence Base:**

1. The Southern section of the A37 corridor, specifically on the A37 Wells Road, is currently dominated by cars as compared to other modes such as bus and cycle travel. Traffic Count Data in **Error! Reference source not found.** (Appendix A1) shows that cars make an average of 74% of daily movements along A37 Wells Road, as compared to 1% for buses and coaches and 1% for cyclists. The average cycling to work share for the Avon area is 5%, which suggests an under-usage of cycling along the A37 Wells Road. There is, therefore, an opportunity for modal shift by encouraging the uptake of bus travel and cycling.
2. Bus lanes provide a means of bypassing major congestion spots at signalised junctions and along busy corridors and are also valuable for cyclists. Currently, bus lanes are already in operation along the A37 corridor, with a majority of concentrated in Bristol City Centre and cover only small proportion of the Southern section of the A37, as shown in Figure 1-1 (appendix A2). Only some bus lanes are located on Wells Road, running from Bristol City Centre to south of Knowle, and does not cover the A37 from Knowle to Stockwood (highlighted in red frame). These are however limited in length. The discrepancy in bus lane provision in the Southern section of the A37 as compared to the Central section presents an opportunity for intervention through the improvement of the provision of bus services and infrastructure in the Southern section along the A37 Wells Road to increase the

use of public transport.

3. Figure 1.2 (Appendix A3) shows multiple incidents along the A37 Wells Road and at junctions (A37/A4 junction and A37/A4174 junction). These accidents do not only cause unsafe travels but also delays to highway users, including those commuting on cars and buses. Delays will continue and exacerbate going forward if no intervention is implemented. Measures to improve safety along this route and separate the use of public transport and active travel modes with car usage may encourage modal shift from cars and mitigate delays.
4. Table 1.2 (Appendix A4) shows the significantly small portion of trips made by cycling as compared to cars along the A37 Wells Road Corridor. Trips within five miles can be manageable by bicycle for most people, and shorter distance trips would also be suitable for walking<sup>1</sup>. Short trips in and around Bristol are mostly being made by car, shown in table 1.2. This again suggests a high potential for mode shift from car use to walking and cycling. This shortfall in cycling and walking trips and continued reliance on private vehicles for short distance journeys can be attributed to the insufficient provision of relevant cycling and walking infrastructure.
5. Figure 1.3 (Appendix A5) shows the provision of active travel infrastructure along the A37/A4018 corridor. There is obvious discrepancy between the provision in Northern and Central sections, and the Southern section (highlighted in red frame), where segregated cycle lanes and signalised crossings are lacking.  
There is currently no provision of segregated cycle lane and formal pedestrian crossing on West Town Lane and around the A37 Wells Road/West Town Lane Junction.

**This FBC is PROPOSING:** (All proposals are subject to the Statutory Consultation outcomes and this FBC may be subject to change as a result)

### **1. Bellevue Road:**

Closure of Bellevue Road at junction with A37 Wells Road

- Incorporated cycle permeability
- Increased landscaping / improved public realm
- Improved pedestrian environment
- Install new and refreshed double yellow lines around locality

This element will not be taken forward as part of this scheme following consultation (This will not have a material impact on the overall FBC) The issues we are trying to resolve at this location will be considered as part of the South Bristol Liveable Neighbourhoods (SBLN) and outcomes from this consultation will be fed into the SBLN.

### **2. St Johns Lane/A37 Wells Road Junction:**

Creation of single stage pedestrian crossing across A37

### **3. A37 Wells Road/West Town Lane Junction:**

Introduction of pedestrian crossings on each arm of this junction

- Two right turn bans into West Town Lane and Hengrove Lane, respectively
- Improved cycle and pedestrian environment

#### **4. West Town Lane/Sturminster Road Segregated Cycle Track:**

Creation of fully segregated cycle track linking NCN3 at Hither Bath Bridge to exit at Manston Close

- Relocation of bus stop
- Introduction of two zebra crossings on east and west arm of West Town Lane/Sturminster Road Junction
- Reprofiting of roundabout arrangement
- Creation of floating bus stop
- Introduction of zebra crossing at Manston Close

#### **5. Bus Lanes from A37 Wells Road/West Town Lane Junction to Gilda Parade:**

Introduction of 12-hour bus lanes running in each direction from Wells Road/West Town Lane Junction to Gilda Parade (Visible painted bus lane (incl. taper)<sup>2</sup>

Reduction of on-street parking

#### **6. Interventions that have passed the QA3 process and added to the scope of the proposals within FBC in response to requests from local councillors in the associated wards:**

Zebra crossing just west of Hazelbury Road on West Town Lane

Upgrades to existing crossing points on Sturminster Road, Craydon Road, Stockwood Road, Holloway Road, Ladman Road and Stockwood Lane

New double yellow lines on Ladman Road

In response particularly to concerns about rat running and speeding due to the banned turns at the West Town Lane/Wells Road junction a piece of work around traffic calming within Stockwood Ward will be carried out to identify mitigations needed to reduce any impact caused by this proposal. Funds can be committed now for the initial optioneering, feasibility and design work. This will include proactive local engagement and consultation to identify potential quick wins as well as feeding into longer term solutions, such as a Liveable Neighbourhood type approach. The timing of any delivery will be subject to the preferred option to be taken forward and will either be within CRSTS1, or a future delivery programme (e.g. potentially CRSTS2).

In summary, the FBC has presented clearly that the Southern Section of the A37 / A4018 corridor scheme has a strong strategic case for change, high value for money, sufficient financial affordability, appropriate commercial viability and effective management and resources for delivery. The BCR produced is 2.0 indicating medium to high value for money.

Route to procurement identified and will follow the BCC rules and procurement regulations, once proposals have been approved.

#### **Officer Recommendations:**

That the Committee for Transport & Connectivity:

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<sup>2</sup> Northbound – 875m, Southbound – 620m. Total = 1495m. Effective bus Lane length (incl. taper & junction breaks)  
Northbound – 1115m, Southbound – 870m. Total = 1985m

1. Approves the submission of a Full Business Case (Appendix A and exempt appendix E) to the West of England Combined Authority (WECA)
2. Authorises the Executive Director of Growth and Regeneration in consultation with the Committee Chair for Transport and Section 151 officer, subject to approval of the Full Business Case (at Appendix A) by WECA, to;
  - (I) Take all steps required to accept and spend the City Region Sustainable Transport Settlement (CRSTS) funding amount as set out in this report and appendices,
  - (ii) Tender and procure contracts (including any over £500K) necessary to deliver the works,
  - (iii) Award contracts and spend the funding to deliver the works as set out in the Full Business Case up to £6.1m
  - (iv) Exempt appendix E (commercially sensitive data within the FBC)

**Corporate Strategy alignment: Briefly outline how this aligns to the Corporate Strategy.**

Objective TC2 focuses on improved bus services, which aims to:

- Double frequency
- Improve safety and reliability
- Offer free travel to young people
- Operate a zero-emission bus fleet
- Increase the number of routes to serve more places

The proposals included in this business case are aligned with the objectives above and the overarching ambition of making it easier to walk, cycle or use public transport, as the proposals include several cycling infrastructure improvements such as cycle lanes, improved walking facilities, as well as bus prioritisation measures. Each of these interventions will help to make travel by these modes more attractive.

City Benefits:

1. Provide greater bus service frequency and reliability through highway improvements.
2. Improving the physical accessibility of public transport modes such as bus and rail, and wider connectivity to jobs, education, and other opportunities across the city for all citizens.
3. Promoting the use of more sustainable travel including bus, rail, walking, and cycling as preferential modes. Subsequently delivering better air quality by reducing the reliance on private vehicles, and improving the health and wellbeing of the population, and especially for those living with a pre-existing health condition
4. The delivery of some walking and cycling infrastructure improvements will help to contribute to the uptake in active travel methods which offers social value benefits, including health and wellbeing.
5. Highway improvements that will contribute to the reduction in community segregation through the improvement of public transport services

Consultation Details:

As part of original project covering all three sections of the wide A37/A4018 transport corridor, the council conducted early engagement in partnership with WECA on introducing significant improvements to the A37/A4018 transport corridor following the number 2 bus route between 29 November 2021 and 28 January 2022. Over 245 stakeholders and 1200 local businesses were engaged, and 1261 comments were

received from the public through the survey, mapping tool, emails, and phone calls.

Stakeholders specific to this section of the corridor include:

Local ward members (Stockwood, Windmill Hill, Hengrove)  
Resident organisations such as TRESA (Totterdown Residents Environmental & Social Action)  
Local residents  
First Bus

Stakeholders had a further opportunity to comment on the proposals during the Statutory Consultation that happened in Sept 2024.

Early engagement with WECA to review draft FBC.

[Engagement Report here](#)

**Background Documents:** BSIP, Bus Back Better JLTP  
[Joint local transport plan 2020 to 2036 \(bristol.gov.uk\)](#)  
[Bus service improvement plan - GOV.UK \(www.gov.uk\)](#)  
[Bus back better - GOV.UK \(www.gov.uk\)](#)

<sup>1</sup> DfT, Cycling and Walking Investment Strategy, 2017. Paragraph 1.16, available at: [Cycling and Walking Investment Strategy \(publishing.service.gov.uk\)](#)

<b>Revenue Cost</b>	<b>£</b>	<b>Source of Revenue Funding</b>	
<b>Capital Cost</b>	<b>£6.1m</b>	<b>Source of Capital Funding</b>	<b>CRSTS</b>
<b>One off cost</b> <input checked="" type="checkbox"/>	<b>Ongoing cost</b>	<b>Saving Proposal</b> <input type="checkbox"/>	<b>Income generation proposal</b> <input type="checkbox"/>
<input type="checkbox"/>			

### Professional comments section:

#### 1. Finance Advice:

This report seeks approval to submit a Full Business Case (FBC) to the West of England Combined Authority (WECA). This FBC is to deliver the next stage of the A37/A4018 Southern Section improvements. Traffic data shows there is an opportunity for modal shift by encouraging the uptake of sustainable travel, such as bus travel, cycling and walking, and encouraging a reduction in car usage.

The report and FBC identifies a package of road and junction improvements to allow better use of the highway for road users, including pedestrians, cyclists, and buses, as well as improved connectivity to the city centre and beyond.

The capital cost of the FBC is expected to be £6.1m and is to be fully funded from a WECA grant, the City Region Sustainable Transport Settlement grant (CRSTS). There is no requirement for any council funding. As a result, this FBC will not have any impact on the council's approved capital or revenue budget. Just as there are now, there will be revenue costs incurred following completion of the works to maintain the

infrastructure. It is not anticipated that the scheme will incur any significant additional maintenance costs and it is expected that the costs can be managed within current highway maintenance budgets, like previous schemes.

As with previous similar major capital projects, strong contract management, including forecasting, must be followed during the project delivery period to ensure exposure to both financial and operational risks are minimised, and ensure value for money.

**Finance Business Partner:** Kevin Jay, Finance Managers Growth and Regeneration, 23<sup>rd</sup> August 2024.

**2. Legal Advice:** The submission of the bid for funding does not raise any specific legal implications. If successful, the procurement process must be conducted in line with the 2015 Procurement Regulations/Procurement Act 2023 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 14 August 2024

**3. Implications on IT:** I can see no implications on IT regarding this activity.

**IT Team Leader:** Alex Simpson – Lead Enterprise Architect

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

**HR Partner:** Celia Williams 20 August 2024

## APPENDICES

**Appendix A – Further essential background / detail on the proposal** YES

**Appendix B – Equality Impact Assessment (EqIA)** YES

**Appendix C – Environmental Impact Assessment**  
YES

**Appendix D – Risk assessment** YES

**Appendix E – Exempt Information** YES

**Appendix F – Details of consultation carried out - internal and external** NO  
Link in document.

