



Committee Report

PURPOSE: Final Decision Report

KEY OR NON-KEY DECISION: Key decision over £500k spend/save & impacts more than 2 wards

COMMITTEE: Transport and Connectivity Committee

DATE: 20 March 2025

TITLE:	City Centre – Bedminster Bridges Outline Business Case and Construction Delivery		
Ward(s):	Central and Southville		
Officer presenting the report: Adam Crowther	Job title: Head of Strategic City Transport		
Committee Chair: Cllr Ed Plowden	Executive Director lead: John Smith: Executive Director for Growth & Regeneration		
Proposal origin: Other			
Purpose of Report: <ol style="list-style-type: none">1. To submit the Bedminster Bridges OBC to WECA which, if approved, would secure funding to continue development of the project up to FBC stage.2. To authorise the Executive Director for Growth and Regeneration in consultation with Chair of the Transport and Connectivity Committee to take all steps required to accept and invest the funding, and to procure and award the necessary contracts for this project up to FBC in-line with the procurement routes and maximum budget envelopes outlined in this report, should the OBC be approved by the WECA Committee.3. To delegate authority to approve the subsequent FBC to the Executive Director for Growth and Regeneration in consultation with Chair of the Transport and Connectivity Committee.4. Ordinarily no physical works would start until after FBC approval, however, to accelerate delivery and meeting CRSTS funding deadlines this report seeks permission to start construction works on site to deliver the proposals after OBC approval in parallel to seeking FBC approval. As such this paper is also to seek approval to accept and invest funding, procure and award contracts for the development and delivery of the Bedminster Bridges Project (part of the City Centre CRSTS Scheme). <p>The project team will continue to complete the FBC which will be submitted to MCA for approval as per the normal process to ensure that it fulfils the objectives. This approach allows the project to accelerate delivery by 2 months which helps to derisk project as there would be no delay caused by the FBC approvals process.</p> <p>The OBC is developed to a high level of detail and already has approved detailed preliminary designs from Active Travel England and through the council's Quality Assurance process. The scheme has been assessed to provide High value for money and designs have been consulted on and modified to allay concerns of stakeholders and consultees. It is therefore considered very low risk to complete detailed design and proceed with tendering and physical works in advance of completing the FBC. This approach</p>			

will significantly derisk the scheme and accelerate the delivery of benefits.

Evidence Base:

1. As explained within the Cabinet report considered in [5 October 2021](#) and later updated in the [2 May 2023 Cabinet paper](#), and the [11 July 2024 Transport and Connectivity Committee paper](#), the City Centre project is a project within the BCC Strategic Corridors Programme and WECA's CRSTS (City Regions Sustainable Transport Settlement) programme. The CRSTS is a £540m grant funding allocation from central government to WECA for transport improvements. The City Centre project is split into 5 areas, all of which complement each other but are not reliant upon each other. This paper covers the Bedminster Bridges project.
2. This project delivers against multiple objectives in the [Joint Local Transport Plan 4](#), the [Local Cycling and Walking Investment Plan](#), the [Bristol Transport Strategy](#), the [One City Climate Strategy](#) and satisfies the aims of grant funding awarded by the government in the [CRSTS](#). The One City Climate Strategy has an objective for "Significant reduction in car mileage achieved through mode shift towards public transport, walking and cycling" and these proposals fully address this objective by greatly improving these modes.
3. Specific project aims and objectives are:
 - a. To increase the number of bus passenger journeys trips along the A370 and A38 corridors (Bedminster Parade, Commercial Road and Redcliff Hill).
 - b. To reduce the number of car journeys along the A370 and A38 corridors (Bedminster Parade, Commercial Road and Redcliff Hill).
 - c. To improve the air quality on the A370 and A38 corridors (Bedminster Parade, Commercial Road and Redcliff Hill).
 - d. To improve the quality and safety of cycle routes along the A370 and A38 corridors (Bedminster Parade, Commercial Road and Redcliff Hill) and provide benefits to active travel users.
 - e. To provide an improved interchange facility for bus to bus and bus to active and micromobility along the A370 and A38 corridors (Bedminster Parade, Commercial Road and Redcliff Hill).
 - f. To improve levels of punctuality for all bus services along the A370 and A38 corridors (Bedminster Parade, Commercial Road and Redcliff Hill); and
 - g. Strategic Objective: Deliver interventions to support Bristol City Centre mass transit plan for a better punctuality service.
4. The key proposals to be delivered by the project are described below and scheme designs can be found in Appendices A.1, A.2, A.3 and A.4. Note that the public consultation included all 5 projects of the City Centre Programme, but this paper only covers the Bedminster Bridges project.
 - a. Replacement of the roundabout layout with a light-controlled junction
 - b. Dedicated bus-only lanes, shorter than current routes and which are separated from general traffic, greatly improving bus journey times and reliability.
 - c. Cycle routes segregated from traffic through the area, joining up current cycle routes, improving safety for cycles and improving ease of journeys.
 - d. Quicker and easier pedestrian crossings in high footfall areas, making pedestrian journeys quicker and more pleasant.
 - e. Improvements to the public realm, by using higher quality materials and refreshing planting areas.
 - f. Removal of the Redcliffe Hill underpass, and using the space currently occupied by ramps for new footway, cycleway and planting space.
 - g. Increasing the footway width at Bedminster Parade.

- h. An increase in the total number of trees by planting more trees, with a small number of existing trees removed to enable the proposed changes to the road layout and provide a better landscape design.
 - i. Changes to loading arrangements
 - j. Removal of parking on Bedminster Parade and Nelson Parade to unlock the transport improvements and reduce congestion (aligning with Bristol Transport Strategy outcome #2), with more dedicated residents' parking space provided on adjacent roads. 28 pay and display parking spaces will be removed and 25 combined Residents' parking and pay and display spaces will also be removed. 44 combined Residents' parking and pay and display spaces will be converted to residents' parking only to help ensure permit holders can still find parking nearby. On average, the affected pay and display areas show relatively little usage with only three parking sessions a week per space (for between 30 minutes and 3 hours), reflecting the presence of other parking available nearby. The projected reduction in parking income works out as £6,125.92 per annum based on 2024 income figures for the affected roads.
 - k. Banning some of the lighter general traffic movements through the junction. This enables the sustainable transport improvements, which would otherwise not be possible. All vehicles can still reach all areas they can now, but just via a different route.
 - l. Introduction of a new rapid transit service.
 - i. In the summer 2024 public consultation a new rapid transit service was described as running from Long Ashton park and ride to the North East of the city
 - ii. Since the consultation discussions with WECA and bus operators have developed, and the current proposal is to re-route the m2 service. The m2 currently runs every 15 minutes between Long Ashton Park and Ride and the City Centre, where it operates in a loop around the central area. It is proposed that it would be extended to UWE following the same stopping pattern of the m1 & m4, increase in frequency to every 10 – 12 minutes, and change its route through the central area to use Redcliffe Street, High St Wine Street Union and vice versa.
5. The design has been changed to respond to feedback received in the public consultation. These changes are:
- a. Restoring two banned general traffic movements
 - i. the left turn from Redcliffe Hill into Clarence Road has been returned for general traffic to help address concerns about motorist accessibility
 - ii. The 'no exit' from Guinea Street into Redcliffe Hill was also removed from the proposals, taking on board feedback received in the public consultation
 - b. Bus priority and reliability improved:
 - i. The inbound bus lane is extended all the way down to the start of Bedminster Parade, by providing off-peak loading bays
 - ii. Adjustment of bus lane stop lines and removal of one traffic signal at the northern end of Bedminster Parade shown to reduce journey times by transport modelling
 - c. Further cycle track connections:
 - i. A new bi-directional cycle track at Coronation Road now connects the Bedminster Bridges junction into St John's Road, allowing cycles to reach further into Southville
 - ii. The cycle track at York Road now connects into the Whitehouse Street cycle track through the introduction of a light controlled junction at Whitehouse Street and York Road, which will also help to improve safety at this junction.
 - iii. A new section of cycle track connects York Road to Coronation Road to address concerns about cycles riding on pavements where the York Road cycle track ends

- iv. A small section of separation for cycles introduced on Bedminster Parade near Boot Lane to help cycles integrate back into the flow of traffic
 - v. A cycle connection is introduced on the eastern side of the western bridge in the southbound direction to further provide connectivity
 - d. Refinements for walking and wheeling
 - i. New continuous-footway crossings installed at the junctions of Guinea Street, Redcliffe Parade, and Prewett Street
 - ii. New path introduced near Waring House parade of shops (1-11) to match the pedestrian desire line, provide more walking space, and help bring passing trade to the shops.
 - e. Improvements to safety with a 20 mph speed limit to connect to existing 20 mph areas, and on all approaches to the junction. The following roads will be change from 30 mph to 20 mph: Redcliffe Hill, Redcliffe Way, Wapping Road, Commercial Road, York Road, Clarence Rd, part of Coronation Road (from Dean Lane to Bedminster Bridges) and part of Cumberland Road (from Goal Ferry Steps to Wapping Road).
 - f. Introduction of a 'red route' to prevent vehicles stopping outside loading and parking bays on the highway at Bedminster Parade and Redcliffe Hill. This will keep traffic and buses moving and to prevent congestion which has a strong detrimental impact on journey times and reliability. Vehicles stopped in the road also create a hazard for other road users.
6. Bedminster old bridge (bridge on the western side) requires refurbishment within three years. Bedminster new bridge (bridge on the eastern side) requires refurbishment within 12-18 months and is already on the programme for the New Cut Bridges refurbishment programme of works. To minimise disruption to the travelling public and reduce the duration of roadworks, the layout changes contained in this proposal would be conducted as part of the refurbishment works to both bridges. This is an important opportunity to provide a modernised layout over both Bedminster Bridges with sustainable transport benefits at the same time as both bridges are refurbished, and this will provide considerable cost benefits compared to both these activities being conducted independently.
 7. To access the CRSTS funding, Bristol City Council are required to submit an Outline Business Case (OBC) and Full Business Case (FBC) compliant with the Department for Transport's Transport Appraisal Guidance and WECA's Assurance Framework before commencing with construction. The OBC can be found in Appendix H1. The project is asking for delegation so that once the FBC has been prepared we can submit to WECA to accelerate delivery (and meet the funding deadline of March 2027) it is also proposed that construction will commence in parallel to FBC approval.
 8. A consultation for the project took place over summer 2024, and this showed that 52.6% of people agreed with the proposals for Bedminster Bridges and 42.4% disagreed with the proposals. Since this consultation, the changes outlined in point 4 above have been made, helping to address some matters raised.
 9. A summary of each of the 5 dimensions of the business case is provided below.
Chapters with WECA's Grant Assurance for review:
 - a. Strategic Dimension: This chapter strongly demonstrates how the proposals support the aims and objectives of regional, national and local policies. See more detail below in City Benefits
 - b. Economic Dimension: This chapter presents the benefits and disbenefits to society of the scheme with some of these monetised. From the benefits and disbenefits which are monetised a Benefit to Cost Ratio (BCR) is calculated. For this scheme, the **BCR is over 2** (for every £1 spent, there are £2 of benefit) which is classified by the Department for Transport as a 'High' BCR.

- c. Management Dimensions: This chapter provides evidence that the council are prepared to successfully deliver the project. It provides an overview of all project development done to date, and still to be undertaken. For example, stakeholder engagement, land acquisition, legal processes, site investigations, governance, and planning.
 - d. Commercial Dimension: This chapter explains how the council can afford to operate and maintain the scheme once it is built.
 - e. Financial Dimension: This chapter will set out the capital cost of the scheme.
10. The current budget envelope is £14.157m. The estimated scheme costs are set out in the Financial Business Case in Appendix A1. The contingency allowance has been calculated via a Quantitative Risk Assessment exercise, the P80 value has been used. A breakdown of anticipated cost of the scheme per financial year is shown below.

Spend by business case stage	£000s
Pre OBC	385
Post OBC, Pre FBC	741
Post FBC	13,031
Total	14,157

Spend by financial year	£000s
23/24 (observed)	71
24/25	354
25/26	5,096
26/27	8,636
Total	14,157

11. The CRSTS programme are aware of the challenge of delivering this project alongside many other capital works on the highway, without causing significant disruption to the city and its residents. In recognition of this, various measures have been / will be put in place namely:
- a. An impact study has been commissioned by an external consultant. This study will identify highly sensitive points on the road network which need particular attention. It will identify a strategy of how to Keep Bristol Open for Business.
 - b. An internal working group and work package lead has been set up to produce a phasing plan. This will consider all schemes no matter the promoter and map them both physically and in time sequence to understand the multiple scenarios of which roads are closed / affected. The work will then include a temporary bus rerouting strategy for each scenario.
 - c. At least one, potentially two, construction coordinator roles will be created and recruited to. Funding for this role has been secured, and the council are currently defining the job description. These individuals(s) will liaise closely to the Network Management team.
 - d. The recommendations from this report will be used to apply for additional funding for the above measures and mitigation works where required.
12. If approved, the scheme is expected to start on site in November 2025 with completion in March 2027. The CRSTS 1 programme completes at the end of March 2027 and that is the deadline for spending DfT funding. Discussions are ongoing with the Combined Authority to set out how the risk of projects completing post March 2027 will be managed. Local match funding can be spent post March 27 and discussions are ongoing about other funding sources such as EDF, CRSTS 2 to fund any works that go beyond the end of March 2027. Over-programming has also taken place to ensure that all DfT funding is spent by the end of March 2027. A paper will be brought to committee when these proposals are finalised to update on how the programme will be de-risked and managed and what the scope of the final programme is. All projects within the programme

including any over-programming projects will be subject to the decision pathway and approved via stand-alone papers as is currently the case.

Officer Recommendations:

It is recommended that the Committee for Transport & Connectivity:

1. Approve the detailed proposals for Bedminster Bridges and approaches, which have been revised following the consultation.
2. Approve submission of **the OBC to WECA** which, if approved, would secure funding to continue development of the project up to FBC stage.
3. Authorise the Executive Director for Growth and Regeneration in consultation with Chair of the Transport and Connectivity Committee to take all steps required to submit the OBC, **accept and invest the funding, and to procure and award the necessary contracts for this project up to FBC**, in-line with the procurement routes and maximum budget envelopes outlined in this report, should the OBC be approved by the WECA Committee.
4. **Authorise** the Executive Director for Growth and Regeneration in consultation with Chair of the Transport and Connectivity Committee to take all steps required to commence construction works on site after OBC approval in parallel to seeking FBC approval (including procuring and awarding contracts over the key decision threshold) and approve and submit the FBC.
5. Note that relevant Traffic Regulation Orders (and variation of existing Orders) will be advertised and made for the proposals, in consultation with Chair of the Transport and Connectivity Committee and ward Councillors.
6. Approve commencement of **physical works on site after OBC approval in parallel to seeking FBC approval**. As such this paper is also to seek approval to accept and invest funding, procure and award contacts for the development and delivery of the Bedminster Bridges (and approaches) Project, part of the City Centre Scheme.

Corporate Strategy alignment:

1. Children and Young People: It increases independence particularly in the young, as well as maintaining social inclusion for all and especially older people.
2. Economy and Skills: Improve economic and social equality, pursuing economic growth which includes everyone and making sure people have access to good quality learning, decent jobs and homes they can afford.
3. Transport and Connectivity: Buses, walking and cycling are a key mode for more disadvantaged groups and therefore an improved bus and active travel network assists lower income groups with accessing the jobs market and supports inclusive growth in general.
4. Transport and Connectivity: make Bristol a joined-up city, linking up people with jobs and with each other.
5. Health, Care and Wellbeing: Create healthier and more resilient communities where life expectancy – more active, more sustainable, cleaner air. Take bold and innovative steps to ensure it is not determined by wealth or background.
6. Economy and Skills: Improved accessibility with better public transport and active travel options will assist with enabling development and economic growth.
7. Environment and Sustainability: Better public transport, walking and cycling links will support the decarbonisation of the city. This scheme will also make our infrastructure more accessible and sustainable, significantly increasing space for pedestrians, cyclists and people with mobility issues where possible

City Benefits:

1. See Strategic Dimension of the OBC for detailed City benefits.
2. The key problems and opportunities identified in the study area are summarised below:

- a. **Poor bus journey times and poor bus reliability:** To help resolve issues with traffic congestion and improve air quality, travelling by bus must be more appealing. The proposals separate buses from general traffic congestion and help make them faster and more reliable.
 - b. **Housing crisis and regeneration:** Bristol has an acute lack of housing, with significant demand for housing accessible to city centre jobs and opportunities. To unlock this potential, we cannot expect these new residents to all drive and consequently make traffic congestion worse, so these proposals help provide realistic alternatives to private car use.
 - c. **Poor public realm:** Failure to deliver the scheme would lead to increased conflict between traffic and pedestrian or cycle users and a worse public realm for all.
 - d. **High Noise Issues:** The planned introduction of additional residents to this area would lead to high numbers of people affected by the health effects of noise unless changes are made.
 - e. **Unsafe for pedestrians and cycles:** Failing to deliver the scheme will mean high numbers of casualties at Bedminster Bridges and approaches will remain at the current level
 - f. **Lack of facilities for cycling:** The study area does not currently provide appropriate infrastructure for cyclists crossing Bedminster Bridges despite high numbers of cycles.
 - g. **Difficulty in making Cross City Bus Journeys:** Failing to provide a continuous service between Long Ashton and UWE would likely see such journeys continue to be made by private car.
 - h. **Improve community and public safety:** As part of the proposals, a full re-assessment of streetlighting will take place to upgrade areas where street lighting is currently deficient. Some areas have no street lighting at all, and this will be resolved. The Redcliffe Hill subway where anti-social behaviour takes place will be entirely removed, and the project has budget to provide more CCTV if this is deemed necessary following a review of any CCTV blind spots.
 - i. **Assets in need of maintenance:** highway surfaces in the project area require maintenance both on footways, cycleways and the main carriageway. The project will bring these assets up a good standard of repair. Works to Bedminster Old Bridge and Bedminster New bridge have also been described above.
3. The identified problems mean that the study area's current highway infrastructure is unsuitable for the scale of planned developments both in the city centre and local at the Bedminster Green, Whitehouse Street and Mead Street regeneration areas. Without changing it will not be possible to unlock planned development, leading to a downward spiral of congestion and accessibility between the city centre and the south of the city. Not improving sustainable travel provisions will lead to an increased reliance on car use which exacerbates associated environmental and social issues and results in a failure to meet identified policy objectives. Improvements are therefore required to ensure this does not happen.

Consultation Details:

This project undertook formal public consultation in summer 2024.

The main way to feedback on the project was through an online survey hosted from 12 August 2024 until 30 September 2024 and was accessed from a shortened AskBristol link: www.bristol.gov.uk/bcctc. This was promoted and publicised through materials including, postcards, lamppost wrap around banners, adverts at bus stops as well as advert on the information screen on the services that run through the Bedminster Bridges area. Our communication team also ran local adverts on next door, Facebook and X getting more than 10,000 link clicks and reach of over 47,000. From this we had 2,120 people respond to the survey. We commissioned support from West of England Centre for Inclusive Living (WECIL) to send

the survey out to wider disability network this resulted in a representative sample of people with disabilities responding to the survey with 16% response rate.

The project team held 9 drop-in events at 5 different locations around the city centre on weekdays and weekends and at a range of times to make the events as practical as possible. All events were wheelchair accessible. Across the 9 sessions, we spoke to 141 people with the aim of giving information about the project, answering questions and encouraging people to complete the survey in their own time. In total, 205 businesses were successfully reached and were left information on the scheme.

We have also received responses and conducted in person presentations to the below stakeholders:

- Bristol cycle campaign
- Bristol Civic Society
- Bristol walking alliance
- Business West and Chamber of Commerce
- Churches Conservation Trust
- Disability Equalities Forum
- First Bus
- Green Party Response
- Guide Dog Charity
- Labour Group Response
- University Hospital Bristol and North Bristol NHS Trust
- Redcliff Church
- Residence
- TAXI Forum
- University of West of England
- WECIL

Response areas related to survey:

- New rapid transit route: 2039 respondents, of those 56.2% agree with the proposal while 31% disagreed.
- Cycle network changes: 2009 respondents, of those 60% agreed with the proposals while 23.5% disagreed.

Responses related to the survey – specific to Bedminster Bridges (including the approaches at East Street, Bedminster Parade and Redcliffe Hill):

- Overall proposal response to Bedminster Bridges and approaches: 1000 respondents, of those 54% agreed with the proposal, and 39.7% disagreed.
- Removal of the roundabout to provide two-way traffic on the eastern bridge and faster route for buses on the west bridge, with removal of Nelson Parade car park and some traffic movements no longer permitted: 1001 responses, of those 51.2% agree and 41.4% disagree.
- New cycle tracks across both bridges: 994 responses of those 60.4% agree and 28.8% disagree
- New pedestrian and cycle crossing of York Road at Bedminster Bridge (BB19) and alteration of the existing crossing near Whitehouse Street to facilitate the cycleway: 990 responses of those 61.2% agree and 26% disagree

- Improved wider pedestrian crossing of Redcliff Hill near Mercure Hotel and the existing underpass on Redcliff Hill to be filled in to create improved public space and new landscaping: 991 responses of those 62.2% agree and 25% disagreed
- Footway to be widened in front of Bedminster Library to accommodate high footfall. Parking to be removed and loading permitted on widened footway during less busy periods: 982 responses of those 61.6% agreed and 26.7% disagreed
- Redcliff Hill into Guinea Street to be one-way with 'no entry' sign at the junction of Alfred Place and Guinea Street. A new right turn lane would be provided on Redcliff Hill: 984 responses of those 46.9% agreed and 30% disagreed
- Traffic lanes to be reduced to one lane in each direction on Coronation Road: 998 responses of those 48.9% agreed and 39.3% disagreed
- New traffic lights at junction of Regent Road and Bedminster Parade to improve safety and make it easier to exit Regent Road: 969 responses of those 53.5% agreed and 26.6% disagreed
- Parking to be removed opposite Bedminster Parade Post Office and three new loading bays provided to improve flow of traffic: 983 responses of those 48.9% agreed and 31.7% disagreed

Following the consultation the team have been reworking designs to take account of the feedback to ensure we take on board stakeholder concerns and the comments from the public. As part of the design process the team will continue with stakeholder engagement. The type of external stakeholders that will continue to be informally engaged with are bus operators, Taxi forum, accessibility groups, ward members, WECA, Broadmead BID, key businesses and land owners in the area, utility companies and developers. These discussions have and will continue to help shape the final design. An overview of the update to the design is given above.

The full City Centre Transport Changes Consultation Report was published in February 2025 and is available here: <https://www.ask.bristol.gov.uk/bristol-city-centre-transport-changes-consultation-2024>

In summer 2024, the project team commissioned WECIL to undertake an accessibility audit of the scheme as it was at the time. An extract of the specification is given below

“BCC would like WECIL to consider accessibility from the point of view of:

- *Residents of the area – including the ~5000 new residents expected in the Broadmead next 10 years...*
- *People who work/visit the area, for this group it is requested there is a distinction between*
 - *People’s experiences when moving around the area*
 - *People’s experiences travelling to/from the area*

BCC request that a wide range of disabilities – physical and invisible are considered as part of the audit.”

This commission was an important method for the project team to gather feedback on the proposals as the audit was to be undertaken by people with a wide range of abilities and impairments and people with lived experiences of using (and struggling to use) the existing infrastructure.

The commission culminated in a 27 page report which covered Bedminster Bridges and the four other projects in the City Centre programme. A summary of how the project have used the work completed by WECIL is provided in the accompanying EqIA.

Public and stakeholder consultation will continue as the project continues to develop. Examples are given

below.

- The project will re-commission WECIL to undertake another accessibility audit on the updated designs (designs provided to WECIL were previously at Feasibility Stage and are now at Preliminary stage).
- The project will provide the Preliminary designs to key stakeholders such as walking and cycling groups and DesignWest for informal feedback to be incorporated into the Detail Design and specification of materials. Detail design is also the stage where small changes with big impacts can be picked up. For example, a dropped kerb in the right or wrong place can be very significant for someone in a wheelchair or on a bike, and it is at this stage that these details are defined.

Background Documents:

1. Existing BCC T&C Policy Committee approval to develop the project to OBC stage and spend up to £4m on City Centre project (cost also include 4 other City Centre schemes)
<https://democracy.bristol.gov.uk/ieListDocuments.aspx?Cid=665&Mid=11271&Ver=4>
2. Existing approval from WECA to work on the OBC and spend up to £4.175m (cost also include 4 other City Centre schemes): <https://westofengland-ca.moderngov.co.uk/ieDecisionDetails.aspx?ID=793>
3. The City Centre Development and Delivery Plan – the policy document which underpin the infrastructure and operational changes proposed by this scheme <https://www.bristol.gov.uk/residents/planning-and-building-regulations/planning-policy-and-guidance/supplementary-planning-documents-practice-notes-and-other-planning-guidance>
4. [5 October 2021 report to cabinet Bus Deal – Strategic Corridors Update](#)
5. [2 May 2023 report to cabinet Bus Deal – Strategic Corridors Update](#)
6. [11 July 2024 report to Transport and Connectivity Committee Strategic Corridors Update](#)

Revenue Cost	£0	Source of Revenue Funding	
Capital Cost	To FBC: £742k After FBC: £13.03m	Source of Capital Funding	CRSTS funding via WECA & s106
One off cost <input checked="" type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/> If yes - existing or new saving? OR Income generation proposal <input type="checkbox"/>	

1. Finance Advice: This report requests approval to submit the Outline Business Case (OBC) to redesign the Bedminster Bridges roundabout, and adjoining roads. The report also requests approval to begin elements of the work in advance of Full Business Case approval and delegate approval of the FBC to the Executive Director of Growth and Regeneration and the Chair of the Transport and Connectivity Policy Committee.

The cost to develop the FBC has been estimated at £742k which includes £123k in contingency following a Quantitative Risk Assessment. The post-FBC costs are estimated at £13.031m which includes a contingency of £3.446m, also based on a formal risk assessment, equating to 26% of the total costs.

The programme is due to be completed in March 2027. That is the final month of funding from the City

Regional Sustainable Transport Scheme (CRSTS) 1 which means that any slippage may need to be funded by the council. Discussions are ongoing about other funding sources, such as Economic Development Fund and CRSTS 2, to fund any works that go beyond March 2027.
Finance Business Partner: Ben Hegarty, Finance Business Partner Growth and Regeneration, 27 February 2025.
2. Legal Advice: The report seeks approval to submit the OBC and if successful to accept and spend the funding. Authorisation is also sought for the Executive Director in consultation with the Committee Chair to commence physical works ahead of FBC approval to meet the funding deadline. 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 regarding the conduct of the procurement process and the resulting contractual arrangements.
Legal Team Leader: Husinara Jones, Team Manager/Solicitor 24 January 2025
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, HR Business Partner 9 February 2025

APPENDICES

Appendix A – Further essential background / detail on the proposal Scheme Designs (Appendix H1 to the FBC) extracted from Appendix H	YES
Appendix B – Equality Impact Assessment (EqIA)	YES
Appendix C – Environmental Impact Assessment	YES
Appendix D – Decision Risk Assessment	NO
Appendix E – Exempt Information Appendices E, E1 and E2 to Appendix H – the FBC	YES
Appendix F – Details of consultation conducted - internal and external	NO
Appendix G – Options appraisal matrix (Included as H2 (Appendix H))	NO
Appendix H – Business case / financial analysis Appendix H is published as a separate supplement due to the size of the documents. Appendix H contains the Full Business Case. Scheme Designs are included as Appendix A above.	YES