

Decision Pathway – Report Template



PURPOSE: Key decision

MEETING: Cabinet

DATE: 18 June 2019

TITLE	A4018 results of consultation report, request to submit FBC to WECA		
Ward(s)	Clifton Down, Henbury and Brentry, Redland, Southmead, Stoke Bishop, and Westbury-on-Trym and Henleaze		
Author: Steve Riley	Job title: Project Manager		
Cabinet lead: Cllr Kye Dudd	Executive Director lead: Colin Molton		
Proposal origin: <i>BCC Staff</i>			
Decision maker: Cabinet Member Decision forum: <i>Cabinet</i>			
Timescales: Cabinet, 18 June 2019			
Purpose of Report:			
<ol style="list-style-type: none"> To present the results of the A4018 consultation, undertaken February-March 2019. To propose an amended scheme taking into consideration the results of the consultation. To seek approval to submit a Full Business Case (FBC) to WECA (West of England Combined Authority) for LGF (Local Growth Fund) Pinchpoint funding for the northern part of the corridor (a £3.449m claim towards a total cost of £3.829m), and to use Section 106 funding from the Cribbs-Patchway New Neighbourhood (CPNN) development, to be received via South Gloucestershire Council, for the southern elements. 			
Evidence Base:			
<ol style="list-style-type: none"> Traffic modelling has shown that the CPNN development on the former Filton Airfield site will put significant pressure on the A4018 via a large number of new private vehicle journeys increasing traffic volumes, increasing journey times, and emitting more pollution. A proposed set of measures to mitigate this pressure was subject to public consultation in February and March 2019 (generating over 2,700 sets of comments). Taking into account the findings of the consultation, a revised set of measures is presented here for approval to be taken forward to construction. Following consultation, the principal proposals of concern were: signalisation of the Crow Lane junction, the prohibited turnings into Knole Lane and Charlton Road, restrictions in Westbury Village, and the prohibited turning movements at various junctions on the A4018, particularly Henbury Road. The proposed amended scheme is, in summary: removal of the elements above, the retention of bus lanes with peak hour restrictions, changes to the Greystoke Avenue junction and the junction of Falcondale Road with Westbury Road, and progression of the shared-use path on the Downs as a first phase. Potential future changes to the Westbury Village area will be redesigned using further local engagement via ward members and representative groups. 			
Cabinet Member Recommendations:			
That cabinet:			
<ol style="list-style-type: none"> Approve the amended scheme for implementation having taken into consideration the outcome of consultation. Approve: <ol style="list-style-type: none"> The submission of a business case to WECA for LGF Pinchpoint funding for elements of the northern section. The use of Section 106 funding for the other elements as set out in the report. Authorise the Strategic Director, Growth and Regeneration, to instruct Legal Services to enter into the 			

necessary legal agreements with South Gloucestershire Council to secure the Cribbs-Patchway New Neighbourhood (CPNN) S106 funding for the works outlined in this report as set out in Recommendation 2b.

Corporate Strategy alignment:

1. Fair and Inclusive – improving accessibility to learning, jobs, and homes using sustainable modes of transport.
2. Well Connected – linking people and jobs up and down a major route into Bristol.

City Benefits:

1. The provision of bus priority measures and improved cycling infrastructure will increase the use of sustainable modes of transport, improving air quality and public health.

Consultation Details:

1. A meeting was held with the MP for Bristol North West, Darren Jones, who organised and summarised for the council two public meetings.
2. Each of the 13 ward members in the affected area was offered a briefing prior to the consultation starting, and a representative of the project attended the Southmead ward members’ surgery on 16 March.
3. Public consultation was carried out between 4 February and 17 March 2019, with more than 2,700 people providing comments via an online questionnaire, paper questionnaire, letter, or e-mail. Approximately 2,000 people attended one (or more) drop-in sessions.
4. Specific consultation meetings were held with the Bristol Cycling Campaign, Bristol Walking Alliance, representatives of the Westbury-on-Trym Society, and Henleaze Society, and the Henleaze Business Association, the BS10 Parks and Planning group, and Redmaids School.
5. The results of the consultation were that a number of the elements of the scheme generated a large amount of negative feedback. These – signalisation of the Crow Lane junction, the prohibited turnings into Knole Lane and Charlton Road, restrictions in Westbury Village, and the prohibited turning movements at various junctions on the A4018 – are not recommended to be taken forward.
6. The elements of the scheme that are recommended to be taken forward are:
 - a. Investigation of introducing a new 30mph speed limit at Crow Lane to cover the whole of Passage Road.
 - b. A new signalised pedestrian crossing north of Dragonswell Road.
 - c. Traffic calming measures on Brentry Lane.
 - d. A segregated cycle route or shared-use path, north- and south-bound, between Crow Lane and Greystoke Avenue.
 - e. Inbound and outbound bus lanes, operative in the morning and evening peak hours, from Crow Lane to Charlton Road.
 - f. An inbound bus lane, operative 24-hours a day, on new carriageway from Charlton Road to Greystoke Avenue (achieved through road-widening).
 - g. Full junction upgrade and signalisation of Falcondale Road-Greystoke Avenue.
 - h. Investigation of like-for-like refurbishment of the existing traffic signal junctions of Falcondale Road with Henbury Road/ Henbury Hill, Canford Road, Canford Lane, and Stoke Lane.
 - i. Installation of a pedestrian crossing on Passage Road close to Westbury-on-Trym primary school.
 - j. Investigation of options to provide a pedestrian crossing on Canford Lane west of the junction with Canford Road.
 - k. Full junction upgrade and signalisation of Falcondale Road-Westbury Road.
 - l. Construction of the new shared-use path on the Downs, subject to external permissions.

Background Documents:

1. The A4018 consultation results report is attached as Appendix A. This report summarises the main themes of the consultation, how the council has reacted to them, and how the updated scheme proposals for the A4018 therefore look.

Revenue Cost	£ 0	Source of Revenue Funding	N/A
Capital Cost	£ 3,448,916 WECA £ 380,000 Others	Source of Capital Funding	LGF Pinchpoint fund, FBC required, and Section 106 contributions/Other sources
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 implementation of Phase 1 (taking place between 2019 and 2021) is dependent on securing LGF Pinch Point funding. Phase 2 will be taking place between 2020-2022; however, it is not the subject of this report. The total project value for phase 1 of this scheme is £3,828,916, and is forecast to deliver a high Benefit Cost Ratio of 2.6. The scheme is estimated to deliver 63 gross new jobs during the construction phase (31 direct and 31 indirect) and GVA of £1,454,839.

Of the total cost, £3,448,916 is the subject of a recent bid to the LGF Pinchpoint fund, and the balance of £380,000 is match funding which is yet to be secured, but is expected to come from s106, LTP and/or other central government funding.

It is acknowledged that where the scheme to record a cost over-runs and/or cannot meet the deadline set under the grant fund conditions, the Transport management budget would be utilised to remedy any funding gap. The project is scalable, depending of the funding secured. The project cost assumes optimism bias and contingencies.

It should also be noted that practical work will only commence once the appropriate funding has been confirmed by WECA and/or the other funding sources mentioned above.

Below is the anticipated spend profile:

Total Spend: £3,828,916

	19/20	20/21
Design	£360,476	£0
Construction (BCC match) ¹		£380,000
Construction	£0	£2,672,328
Project Management	£70,000	£89,222
Risk Allowance	£182,150	£454,739
Total	£612,626	£3,216,290

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth & Regeneration, 28 May 2019

2. Legal Advice: Consultation has taken place in relation to the decision to be taken. The responses to the consultation must be taken into account by Cabinet when taking the decision. Cabinet should also be satisfied that proper consultation has taken place in that (i) proposals were consulted on at a formative stage (ii) sufficient reasons have been given for the proposals and (iii) adequate time has been allowed for consideration and response. Appendix B of this report clearly sets out the process that was undertaken and how responses have been taken into consideration by officers when developing their proposals for final decision.

The Public Sector Equality duty requires the decision maker to consider the need to promote equality for persons with “protected characteristics” and to have due regard to the need to i) eliminate discrimination, harassment, and victimisation; ii) advance equality of opportunity; and iii) foster good relations between persons who share a relevant protected characteristic and those who do not share it. An Equalities impact check /assessment will need to be carried out in relation to this decision. The decision maker must take into consideration the information in the check/assessment before taking the decision. A decision can be made where there is a negative impact if it is clear that it is necessary, it is not possible to reduce or remove the negative impact by looking at alternatives and the means by which the aim of the decision is being implemented is both necessary and proportionate.

Legal Team Leader: Sarah Sharland, Senior Solicitor, 11 April 2019

3. Implications on IT: There are no identifiable IT implications arising from this report.

IT Team Leader: Ian Gale, Head of IT, 28 March 2019

4. HR Advice:

¹ Please note that this funding has been 'identified' but not yet 'secured'. In order of preference the funding is expected to come from one or a combination of the following: s106; LTP (subject to WECA bidding process) and/or government competition funding.

HR Partner:		
EDM Sign-off	Colin Molton	3 April 2019
Cabinet Member sign-off	CLlr Kye Dudd	15 May 2019
For Key Decisions - Mayor's Office sign-off	Mayor's Office	15 May 2019

Appendix A – Further essential background / detail on the proposal	NO
Appendix B – Details of consultation carried out - internal and external See attached consultation results report that summarises the consultation undertaken and how this has been used to influence an amended scheme.	YES
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	YES
Appendix E – Equalities impact assessment of proposal	YES
Appendix F – Eco-impact screening/ impact assessment of proposal The significant impacts of this proposal are to: introduce measures to encourage the use of sustainable transport modes through new walking and cycling infrastructure and bus priority measures on the A4018 Passage Road and Falcondale Road. In addition, improvements to the Falcondale Road-Greystoke Avenue junction will improve traffic flow for all vehicles (reducing negative stop-start traffic impacts) and provide new road crossing facilities. The proposals include the following measures to mitigate the impacts: as a major piece of construction on a road with many residential properties, the work will be programmed carefully, while procurement could be used to look for local contractors and materials to reduce travel demand and emissions. The details of this will be established when the contractor has been chosen. The net effects of the proposals are broadly positive in terms of prioritising the use of sustainable modes of transport over private car use.	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