

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 05/11/19

TITLE	Western Harbour		
Ward(s)	Hotwells and Harbourside		
Author: Adam Crowther	Job title: Head of Strategic City Transport		
Cabinet lead: Cllr Kye Dudd	Executive Director lead: Colin Molton		
Proposal origin: <i>Other</i>			
Decision maker: Mayor Decision forum: <i>Cabinet</i>			
Purpose of Report:			
<ol style="list-style-type: none"> 1. To provide an update on the results of the Western Harbour engagement exercise (full engagement report attached to this brief) 2. To precis the information within the Arup Western Harbour feasibility report (full report attached to this brief) 3. To provide details of the proposed way forward for the Western Harbour proposal 			
Evidence Base:			
Engagement report			
<ul style="list-style-type: none"> • The Western Harbour engagement exercise held during August and September sought to gain an understanding of people’s views regarding the three proposed approaches to changing the Western Harbour transport network, as well as understanding resident priorities regarding the area and their opinions on the existing transport network in order to inform future development proposals • The engagement exercise finished on the 15th of September and BCC received 2,661 responses from individuals and organisations • A report has now been prepared that details the results of the engagement exercise, and is attached as Appendix B • The engagement report details: <ul style="list-style-type: none"> ○ Key priorities of residents. High priorities include heritage, open space, views of the gorge, and air quality. ○ Views of the existing transport arrangements. Consistent negative comments were made around road safety, traffic noise and air pollution. Getting round the area was raised as a positive benefit. ○ Views of the proposed approaches – Eastern, Western and Hybrid. The eastern approach was generally rated more highly than the Western and Hybrid approaches although there were a high number of negative comments associated with all options. This may reflect the low level of detail available for this early engagement with residents and the fact the engagement covered a small geographical area. Further engagement will take place as options are developed. ○ Key response themes include a desire for more sustainability; in favour of the status quo; environmental impacts; requests for more information. 			
Feasibility report			
<ul style="list-style-type: none"> • Prior to the Western Harbour engagement exercise, a feasibility report was prepared by Arup to allow us to better understand what options were available with regards to the Western Harbour transport network in order to address issues with outmoded infrastructure and to facilitate future development • It was important to understand the highway implications first as they are so fundamental to any potential development proposals. Further work is required as part of a masterplanning process to develop the highway layouts and explore further options to provide a more in-depth view of how the transport network might work as part of a wider 			

masterplan.

- This was a light-touch report that took account of deliverability, highway capacity, public transport, cycling and walking and other criteria, but didn't undertake detailed work on each option.
- 9 options were put through an options-sifting approach, and two were most successful against the criteria and were taken forward, the Western Approach and Eastern Approach. Building on the strengths of these two approaches, the 10th option of a Hybrid Approach was created as a combination.
- Options not taken forward were ruled out for reasons which included buildability, cost and failing to meet the objectives of the proposal. Some options were ruled out as they were variants of the options being taken forward.
- Option 4 has received a high degree of comment as part of the engagement process. This option was not taken forward as it did not meet the objectives of the study as well as other options. This is mainly down to the majority of the existing infrastructure remaining in place and therefore limiting our opportunity to develop sustainable homes as a key priority. The option was also considered unacceptable due to the impacts on existing residents and urban realm. It would require an additional elevated structure running from the west side of Hotwells gyratory up to the existing flyover, in front of and alongside the Rose of Denmark. Traffic exiting the city centre would have been diverted onto the north and west sections of the gyratory to run past Dowry Square. As the inbound traffic would have been retained on this route this would have resulted in a significant increase in traffic through this area and would also have required tidal flow gantries to enable the central lane to swap direction dependent on the peak due to the limited capacity. While other options taken forward, such as the eastern option, also impacted local residents in different ways, the impacts of this option were felt to be too severe, particularly when combined with the lower score against scheme objectives.
- The three highest rated options were assessed in more detail and some additional work was carried out to test the potential highway layouts.
- It should be noted that the more detailed highway layouts for these three options in the Arup feasibility report were drawn up solely to provide a layout that could be tested and checked in terms of highway capacity. Little consideration was given to wider place making objectives or development accesses. Hence these layouts should not be seen as proposals. Significant additional work is required as part of the next phases of work, developing the masterplan, to determine what the eventual highway layouts will be. This work will be carried out in consultation with local stakeholders and residents and will be overseen by the advisory and reference groups detailed below.
- The full report is attached as Appendix A.

Proposed way forward

- It is proposed that two groups be set up to shape the Western Harbour proposals created as part of a wider masterplanning exercise:
 - an advisory group of individuals and organisations that will help create objectives for the scheme and shapes its direction
 - a reference group of individuals and organisations that enables local groups and the community to be engaged and informed about what is happening and how to participate with the proposed scheme development.
- This provides an opportunity for a more holistic approach to the Western Harbour area, beyond the enabling role of the transport network
- Statutory bodies such as Highways England will be consulted separately and will not sit on these groups.
- It is proposed that a Western Harbour masterplanning exercise be taken forward to look at an integrated approach to development, transport and flooding and as part of this process, enable a wider resident and stakeholder led discussion of wider goals for the area.
- Options taken forward for further discussion and development will be shared with the advisory group taking into account feedback from the engagement exercise that showed slightly more support for the Eastern option and any more limited options that retain some of the existing infrastructure while achieving the objectives of the study.
- Other options that are raised during the masterplan development and further engagement will be considered on their merits. Significant further work is required to develop all existing and new options. The further work needs to be considered as part of a wider masterplanning exercise.

Officer Recommendations:

That Cabinet

1. Note the creation of an advisory group and reference group to create objectives for the scheme and shape its development
2. Note the intention to develop options for further consideration, including options not previously considered, with engagement from the Advisory Group and Reference Group taking into accounts the results of the engagement process.

Corporate Strategy alignment:

1. The proposal is aligned with all four Key Commitments:

- a. **Empowering and Caring:** The Western Harbour recommended next steps will enable community development
- b. **Fair and Inclusive:** The Western Harbour proposal will assist us creating new homes and develop balanced communities
- c. **Well Connected:** The improvements to the Western Harbour transport network will enable better connectivity.
- d. **Wellbeing:** Improvements to air quality and transport upgrades, alongside sustainable development, will improve general wellbeing.

City Benefits:

1. Please see above for benefits aligned with the Corporate Strategy
2. A successful Western Harbour proposal will deliver benefits to wellbeing and sustainability as outlined in the Local Plan (as updated), as well as enabling connectivity and sustainability objectives identified through the One City Plan.

Consultation Details:

Please see Appendix B for further details of the engagement exercise. This exercise included eight drop-in sessions, a full online and paper questionnaire, and more.

1. Further external consultation will take place as part of the advisory group and reference group
2. Local members will also be fully consulted on the proposed groups
3. The masterplan for the area is likely to be the next opportunity for large-scale public consultation, and early work of this should take place within the next twelve months.

Revenue Cost	Up to £150k	Source of Revenue Funding	Cost centre 15340 – revenue reserve
Capital Cost	Not known at this stage, £500k budget	Source of Capital Funding	No funding source identified at present
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 is asking Cabinet to note the intention to develop a master plan for the Western Harbour. Funding of up to £150k has been earmarked from reserves for scheme development costs – master planning, engagement, working with Historic England. It is anticipated that £100k will be spent in 2019/20 with the balance committed in 2020/21. The outputs of this work will inform the future resource requirements and will form the subject of a future Cabinet report.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 25/10/19

2. Legal Advice: There are no specific legal implications arising from the recommendations in this report which are provided for information only.

Legal Team Leader: Husinara Jones, Solicitor/Team Leader, 24/10/2019.

3. Implications on IT: No anticipated impact on IT Services

IT Team Leader: Simon Oliver 17/10/2019

4. HR Advice: No HR Impacts

HR Partner: Chris Hather 24/10/2019

Background Documents:

EDM Sign-off	Colin Molton, Executive Director Growth and Regeneration	28/10/19
For Key Decisions - Mayor's Office sign-off	Mayor's Office	28/10/19

Appendix A – Further essential background / detail on the proposal Feasibility report carried out by ARUP and Addendum to the feasibility report	YES
Appendix B – Details of consultation carried out - internal and external	YES
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	NO
Appendix E – Equalities screening / impact assessment of proposal	NO
Appendix F – Eco-impact screening/ impact assessment of proposal	NO
Appendix G – Financial Advice	NO
Appendix H – Legal Advice	NO
Appendix I – Exempt Information	NO
Appendix J – HR advice	NO
Appendix K – ICT	NO