

# Decision Pathway – Report



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 05 October 2021

<b>TITLE</b>	<b>Bus Deal/Strategic Corridors update</b>		
<b>Ward(s)</b>	Citywide.		
<b>Author: Pete Woodhouse</b>	<b>Job title: Transport Strategy Manager</b>		
<b>Cabinet lead: Cllr Don Alexander, Cabinet Member Transport</b>	<b>Executive Director lead: Stephen Peacock, Executive Director Growth and Regeneration</b>		
<b>Proposal origin:</b> Mayor			
<b>Decision maker:</b> Cabinet Member			
<b>Decision forum:</b> Cabinet			
<b>Purpose of Report:</b>			
<ol style="list-style-type: none"> <li>1. To seek Cabinet endorsement of the Bus Deal/Strategic Corridors Programme</li> <li>2. To approve the receipt and expenditure of funding to deliver the development and submission to WECA of Businesses Cases for each project within the Bus Deal/Strategic Corridors Programme, of up to £3.5m</li> </ol>			
<b>Evidence Base:</b>			
<ol style="list-style-type: none"> <li>1. The Mayor’s Bus Deal seeks to support enhanced commercial bus service provision through more efficient, reliable and punctual operation on the City’s core routes. The Bus Deal memorandum of understanding, including corridor priorities for investment in improved sustainable transport infrastructure, was approved at a Cabinet meeting on the 1st October 2019, with the recommendation to develop a phased programme of works to enable the drawdown of funding, with individual packages being brought back to Cabinet for final approval.</li> <li>2. The development of the Strategic Corridors Programme brings together a number of strands of local and national policies and plans. The Programme builds on the adopted City Centre Framework to focus on providing high levels of bus priority, segregation or operation in low traffic streets. These aspirations feature strongly in both the adopted WECA Bus Strategy and Bus Back Better, the National Bus Strategy for England.</li> <li>3. An overview of the routes within the Programme is at Appendix A. These routes will be designed to provide a high degree of segregation, either on dedicated infrastructure or running freely with traffic. In principle this will seek to deliver high quality rapid transit. Through Bus Back Better, the Government is seeking local authorities who have ambitious rapid transit proposals, and we will be working with the West of England Combined Authority to incorporate this into our plans for submission to Government.</li> <li>4. Due to the scale of funding involved, this report seeks to confirm the anticipated expenditure required to deliver the Business Cases for each project within the programme and to get Cabinet’s approval to proceed on that basis.</li> <li>5. In line with the requirements of funding from the West of England Combined Authority, business cases for our schemes will include engagement, options assessment, economic assessment, consultation and detailed design. This will be delivered with in house expertise and through procurement of consultant support for some elements. Each project’s scheme design and business case will be presented to Cabinet for approval before submission.</li> <li>6. WECA has allocated £15m for the development of bus infrastructure schemes, a further £15m for Park &amp; Ride development, and a further £3m for schemes to address issues on metrobus corridors. The WECA Committee of 19 June 2020 approved the priority corridors for this Investment Fund. This includes the following Bristol corridors: A4 - Bristol to Bath, A37 / A4018, Bristol City Centre, metrobus consolidation, A4 (Portway) and the M32.</li> <li>7. The Government has recently announced the City Region Sustainable Transport Settlement. This is a 5 year funding settlement with the objective of ‘decarbonising transport, especially promoting modal shift from cars to public transport, walking and cycling.’ The Strategic Corridors Programme is therefore well aligned with this funding</li> </ol>			

opportunity.

### Cabinet Member / Officer Recommendations:

That Cabinet:

1. Approve the Strategic Corridors Programme.
2. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member Transport, to take all steps required to accept and spend the WECA funding to develop Business Cases for the Strategic Corridors Programme, including procuring and awarding appropriate contracts, to an expenditure limit of £3.5m.

### Corporate Strategy alignment:

1. The development of a high quality bus network delivers benefits across all Corporate Strategy Themes:
2. Empowering and Caring: It increases independence particularly in the young, as well as maintaining social inclusion for all and especially older people.
3. Fair and Inclusive: 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.
4. Buses are a key mode for more disadvantaged groups and therefore an improved bus network assists lower income groups with accessing the jobs market. Walking and cycling are generally improved at the same time as public transport schemes and are accessible to all so support inclusive growth in general.
5. The Bus strategy also proposes more links into deprived areas to link to key arterial routes.
6. Well Connected: make Bristol a joined up city, linking up people with jobs and with each other.
7. 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
8. Improved accessibility and better public transport will assist with enabling development and economic growth. The extent of the benefits of specific schemes has not yet been assessed but typically bus priority and associated walking and cycling schemes have a good cost benefit and deliver significant GVA

### City Benefits:

1. Provide enhanced peak hour service frequencies on the core bus network.
2. Provide greater service stability through the increased provision and enforcement of bus lanes and highways improvements.
3. Improve the quality and frequency as the basis of a network that can be relied upon for all areas of the city.
4. Improve physical accessibility to the bus network, and wider accessibility to jobs and facilities across the City
5. Delivering better air quality through cleaner buses, and reducing the dependency on car travel. Promoting the bus as a healthier mode of travel.

### Consultation Details:

1. All of the Bus Deal/Strategic Corridors projects will be subject to public engagement and consultation as the schemes are developed.
2. The Programme has been discussed and agreed with the West of England Combined Authority
3. Scheme design will be discussed and developed with local bus operators

### Background Documents:

Bus Deal Cabinet Report – 1 October 2019 (pp.187 – 197)

<https://democracy.bristol.gov.uk/documents/g3688/Public%20reports%20pack%2001st-Oct-2019%2016.00%20Cabinet.pdf?T=10>

City Centre Framework <https://www.bristol.gov.uk/documents/20182/239443/City+Centre+Framework+June+2020>

WECA Bus Strategy <https://travelwest.info/app/uploads/2020/02/West-of-England-Bus-Strategy.pdf>

Bus Back Better - National Bus Strategy for England

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf)

A37/A4018 Transport Corridor – Early Engagement Report - September 2020 [https://bristol.citizenspace.com/city-transport/a37-a4018-improvements/user\\_uploads/a37--a4018-early-engagement-report---sept-2020.pdf](https://bristol.citizenspace.com/city-transport/a37-a4018-improvements/user_uploads/a37--a4018-early-engagement-report---sept-2020.pdf)

<b>Revenue Cost</b>	<b>£</b>	<b>Source of Revenue Funding</b>	
<b>Capital Cost</b>	<b>£up to 3.5m</b>	<b>Source of Capital Funding</b>	WECA Investment Fund

One off cost <input checked="" type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/>	Income generation proposal <input type="checkbox"/>
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**Required information to be completed by Financial/Legal/ICT/ HR partners:**

**1. Finance Advice:** The report updates Cabinet on the progress made by officers on the Bus Deal initiative and seeks Cabinet’s endorsement. It specifically requests that Cabinet approve funding of up to £3.5m on all the works involved to prepare business cases for each element of the programme.

The £3.5m will cover a range of activities such as

- Objective Development and Gap Analysis & Early Engagement
- Options Assessment Report and Appraisal Specification Report
- Engagement and further options Appraisal
- Modelling, Design & Project Development
- Consultation
- Business Case development

A summary of these costs that will cover the separate elements of the project is shown in the table below:

Detail	Value (£'m)
A4 Portway	0.600
A4 Bath Road	1.400
A37/A4018	0.850
City Centre	0.650
<b>TOTAL</b>	<b>3.500</b>

This will be funded by monies (£33m) allocated by WECA for this and other related initiatives. Approval to spend against this funding was previously given by Cabinet in October 2019. Upon the development of the business cases, there will be greater clarity on the future cost implications of the individual elements as well as the scheme as a whole. As these business cases are presented in future cabinet reports further financial commentary and implications will be made then as these schemes evolve.

**Finance Business Partner:** George Grant, Interim Principal Accountant 5 August 2021

**2. Legal Advice:** The receipt and expenditure of funding does not raise any specific legal implications. Where relevant, the procurement process must be conducted in line with the 2015 Procurement Regulations and the Councils own procurement rules. Legal services will advise and assist officers with regard to the funding agreement and the conduct of the procurement process and the resulting contractual arrangements.

**Legal Team Leader:** Husinara Jones, Team Leader/Solicitor 10 August 2021

**3. Implications on IT:** No anticipated impact on IT/Digital Services

**IT Team Leader:** Simon Oliver, Director Digital Transformation 4 August 2021

**4. HR Advice:** In-house resource (for the most part already in place), coupled with some external consultancy support, will be utilised to deliver this programme. No further HR implications are evident.

**HR Partner:** James Brereton (HR Business Partner), 13 August 2021

<b>EDM Sign-off</b>	Stephen Peacock, Executive Director Growth and Regeneration	10 August 2021
<b>Cabinet Member sign-off</b>	Councillor Don Alexander, Cabinet Member Transport	11 August 2021
<b>For Key Decisions - Mayor’s Office sign-off</b>	Mayor’s Office	14 September 2021

<b>Appendix A – Further essential background / detail on the proposal</b> Strategic Corridors Programme Overview	<b>YES</b>
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<b>Appendix B – Details of consultation carried out - internal and external</b> A37/A4018 route - early engagement with local people and those who travel along the route ran from 24th July 2020 to 21st September 2020. All scheme designs will be internally approved before further consultation and final designs will return to Cabinet	<b>NO</b>
<b>Appendix C – Summary of any engagement with scrutiny</b> Strategic Corridors discussed at Growth and Regeneration Scrutiny, 11 <sup>th</sup> March 2021 and 9 <sup>th</sup> August 2021	<b>NO</b>
<b>Appendix D – Risk assessment</b>	<b>NO</b>
<b>Appendix E – Equalities screening / impact assessment of proposal</b>	<b>YES</b>
<b>Appendix F – Eco-impact screening/ impact assessment of proposal</b>	<b>YES</b>
<b>Appendix G – Financial Advice</b>	<b>NO</b>
<b>Appendix H – Legal Advice</b>	<b>NO</b>
<b>Appendix I – Exempt Information</b>	<b>No</b>
<b>Appendix J – HR advice</b>	<b>NO</b>
<b>Appendix K – ICT</b>	<b>NO</b>
<b>Appendix L – Procurement</b>	<b>NO</b>