

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 03 March 2022

TITLE	Metrobus upgrade package (MEP)		
Ward(s)	Citywide		
Authors: Toby Clayton (MEP) John Roy (BSU)	Job title: Public Transport Officer Transport Delivery Manager		
Cabinet lead: Cllr Don Alexander, Cabinet Member Transport	Executive Director lead: Stephen Peacock, Executive Director Growth and Regeneration		
Proposal origin: BCC Staff			
Decision maker: Cabinet Member Decision forum: Cabinet			
<p>Purpose of Report: <u>metrobus upgrade package</u></p> <ol style="list-style-type: none"> To seek approval to apply for and spend a sum of £649,657.00 of the Transforming Cities Fund, granted by the West of England Combined Authority (WECA) (TBD). The funding will be split between the upgrading of the two existing Thurlestone bus stops on Bamfield to a metrobus standard, and the improvement of the junction at Stoke Lane/Stoke Gate (near the Begbrook metrobus stops). <p><u>Budget Summary Update</u></p> <ol style="list-style-type: none"> Cabinet to note the reasons for the increase in budget, recommended for approval at January 2022 Cabinet (ModernGov - bristol.gov.uk) and subject to Full Council approval on 2 March, for the metrobus programme, comprising the three individual projects, namely; <ol style="list-style-type: none"> Ashton Vale to Temple Meads. North Fringe to Hengrove Package. South Bristol Link. Cabinet to note the details set out in exempt appendix I. Cabinet to note the measures both implemented and being implemented to improve delivery of capital programmes within City Transport and Highways & Traffic Services. 			
<p>Evidence Base: <u>Metrobus upgrade package</u></p> <p>The metrobus consolidation package is a collective of measures to make enhancements to the metrobus network. The package of works includes measures such as fleet upgrades, and additional infrastructure (e.g. metrobus shelters and iPoints), as set out in the Joint Local Transport Plan.</p> <ol style="list-style-type: none"> Bamfield is served by the m1 which stops at Paddock Gardens at the southern end of the road and Alverstoke at the northern end of the road, there is circa 1.5km between the stops, a distance believed to be too large by local residents and councillors. Since the inception of metrobus in 2018 there have been calls from the local residents and ward councillors to install metrobus stops at the existing Thurlestone bus stops. The provision of metrobus stops at Thurlestone, would improve accessibility to the public transport network for residents living in the middle, and to the east of Bamfield. Additionally, connectivity to employment, education, and services would be improved should these proposals be implemented. Over the past couple of years, the BCC Public Transport Team have received complaints from First about poor driver visibility for buses turning right out of Stoke Gate, on to Stoke Lane. The poor driver visibility appears to be attributed to the verge adjacent to the carriageway and the height of the road sign on the southbound section of the carriageway. A 			

regular maintenance regime for the verge has been agreed upon, however the height of the sign is still restricting the view of bus drivers. By raising the sign to a clearance of 2.5m bus driver visibility of southbound travelling traffic will be improved. Drivers have also reported being held at the junction for a period of time due to standing traffic blocking the junction mouth. This issue is most imposing during peak hours, when there are many vehicles queuing back on the southbound section of the carriageway from the traffic lights, between Stoke Lane and Frenchay Park Road, past the junction with Stoke Gate and towards the University of the West of England. Inserting a yellow box junction and preventing the traffic from blocking the junction mouth at Stoke Gate would improve bus reliability and punctuality.

Budget Summary Update

The budget uplift of £5m, as recommended by Cabinet in January 2022, is the maximum amount that officers believe will occur in completing the metrobus programme and officers believe the actual costs will be significantly lower than this figure. This budget will go before Full Council on 2 March for approval. There are a range of reasons for the cost increases, across the whole of the programme, but the two main items relate to residual work to completion, contractor's claims as well as ongoing discussions with partner Local Authority regarding their share of costs as detailed by the Joint Promotion Agreement. Some of this information is commercially sensitive and as such is contained in exempt Appendix I.

Lessons learned

Officers have carried out a Lessons Learned exercise for the metrobus programme and have implemented several new project and programme governance measures, within the Wider Transport Services, which will improve delivery and management of major projects and programmes such as metrobus. Officers believe these changes bring the Wider Transport Services in line with the Council Project Management Office, as part of the Common Activities Programme, in relation to capital programme delivery as well as addressing emerging themes from the City Transport Portfolio Management project, being undertaken by our Strategic Partner.

Cabinet Member / Officer Recommendations:

That Cabinet:

Metrobus upgrade package

1. Authorise the Executive Director Growth and Regeneration in consultation with the Cabinet Member Transport to submit a grant funding bid to WECA for £649,657.00 and if successful, take all necessary steps to agree the terms of the grant award and spend the funding to deliver the projects outlined in the report including procuring all necessary goods, service and works contracts (which may be over £500k) within the grant funding limit.

Budget Summary Update

2. Note the Director Legal and Democratic Services in consultation with the Executive Director Growth and Regeneration s151 Officer and Cabinet Member for Transport will where relevant take all steps required to agree a settlement in relation to the matters set out in exempt appendix I and any other claims within the maximum budget envelope set out in this report which is subject to Full Council approval on 2 March.

Corporate Strategy alignment:

1. Improved access to public transport will, increase access to employment (ES2), help the city achieve carbon neutrality through a modal shift (ENV1), and promote social inclusion and community participation (HC4) (consequently benefits on health and wellbeing (HCW2)).
2. The project will help to deliver on improved bus services (TC2), better infrastructure (TC4), and better connectivity (TC1). The project also hopes to promote safe and active travel (TC3).
3. Our Transport - Delivering an integrated, accessible, and sustainable public transport system is essential to our city's future. We will address the importance of getting Bristol moving, from protecting pedestrians to planning integrated travel to join up our city. We want an affordable, low carbon, accessible, clean, efficient, and reliable transport network to achieve a more competitive economy and better connected, more active and healthy communities and to see metrobus services fully operational as part of the wider public transport network.
4. Place - Bristol needs to maintain and grow its strong economy but it must be the right kind of economy where everyone benefits from its success. We will plan for enough and the right type of employment space in our city and the transport systems to support it.

City Benefits:

1. Improved accessibility to an affordable mode of public transport, consequently improving connectivity to jobs, education, training, healthcare, and other activities for citizens
2. Project encourages the uptake of more sustainable travel methods (e.g. public transport, walking, cycling) which will help to improve Bristol's air quality, with consequent benefits on the health and wellbeing of citizens
3. Enhanced safety for passengers and pedestrians at the bus stops, and road users at Stoke Lane/Stoke Gate
4. metrobus has launched 3 successful services that carried about 4m passenger journeys per year before travel restrictions were imposed due to Covid. The services are operated with new, low emission vehicles. metrobus introduced

widespread bus segregation or priority for buses and an entirely off-bus ticketing regime, which has resulted in quicker boarding times and more reliable journeys. metrobus has provided significantly improved connections between south and north Bristol and for several new or promised housing developments in the sub-region, including Wapping Wharf, Lyde Green, Ashton Vale, and Harry Stoke.

Consultation Details:

1. Proposal has been discussed with the Transport Management Team (TMT)
2. The QA board and internal teams on the stakeholder list required for QA progression – project currently has QA2 sign off (delegated to QA board member)
3. WECA/South Gloucestershire Council/Atkins – stakeholders preparing the full business case
4. No consultation has been carried out in relation to this specific Cabinet report but consultation was carried out in developing the metrobus programme, details of which can be found in previous Cabinet reports (please see below).

Background Documents:

Metrobus upgrade package

1. National Bus Strategy - [Bus Back Better \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)
2. WECA Bus Service Improvement Plan - [West of England Bus Service Improvement Plan \(westofengland-ca.gov.uk\)](http://westofengland-ca.gov.uk)
3. Page 132 and 177 of the Joint Local Transport Plan 4 - [Joint Local Transport Plan 4 2020-2036 \(westofengland-ca.gov.uk\)](http://westofengland-ca.gov.uk)

Budget Summary Update

4. Bristol City Council Cabinet Report 2nd February 2009 - https://www.bristol.gov.uk/committee/2009/ua/agenda/0202_1800_ua000.html;
5. Bristol City Council Cabinet Report 10th December 2009 - https://www.bristol.gov.uk/committee/2009/ua/agenda/1210_1800_ua000.html
6. Bristol City Council Full Council 19th January 2010 - https://www.bristol.gov.uk/committee/2010/ta/agenda/0119_1400_ta000.html
7. Bristol City Council Cabinet Report 25th March 2010 - https://www.bristol.gov.uk/committee/2010/ua/agenda/0325_1800_ua000.html
8. Bristol City Council Full Council 29th June 2010 - https://www.bristol.gov.uk/committee/2010/ta/agenda/0629_1800_ta000.html
9. Bristol City Council Cabinet Report 21st July 2011 - https://www.bristol.gov.uk/committee/2011/ua/agenda/0721_1800_ua000.html
10. Bristol City Council Cabinet Report 1st September 2011 - https://www.bristol.gov.uk/committee/2011/ua/agenda/0901_1800_ua000.html
11. Bristol City Council Cabinet Report 26th January 2012 - https://www.bristol.gov.uk/committee/2012/ua/agenda/0126_1800_ua000.html
12. Bristol City Council Cabinet Report 4th October 2012 - https://www.bristol.gov.uk/committee/2012/ua/agenda/1004_1800_ua000.html
13. Bristol City Council Cabinet Report 29th May 2013 - https://www.bristol.gov.uk/committee/2013/ua/agenda/0529_1600_ua000.html
14. Bristol City Council Cabinet Report 27th June 2013 - https://www.bristol.gov.uk/committee/2013/ua/agenda/0627_1800_ua000.html
15. Bristol City Council Cabinet 16th January 2014 -https://www.bristol.gov.uk/committee/2014/ua/ua000/0116_9.pdf
16. Bristol City Council Cabinet 7th October 2014 -https://www.bristol.gov.uk/committee/2014/ua/ua000/1007_7.pdf
17. Bristol City Council Cabinet 7th October 2014 - https://www.bristol.gov.uk/committee/2015/ua/agenda/0113_1800_ua000.html
18. Bristol City Council Cabinet 13th January 2015 -https://www.bristol.gov.uk/committee/2015/ua/ua000/0113_8.pdf
19. Bristol City Council Cabinet 1st November 2016 - <https://democracy.bristol.gov.uk/documents/g235/Public%20reports%20pack%2001st-Nov2016%2016.00%20Cabinet.pdf?T=10>
20. Bristol City Council Audit Committee 25th September 2015 - https://democracybristol.gov.uk/Data/Audit%20Committee/201509250930/Agenda/0925_11.pdf
21. Bristol City Council Cabinet 15th August 2017 –
22. [https://democracy.bristol.gov.uk/documents/g2557/Public reports pack 15th-Aug-2017 16.00 Cabinet.pdf?T=10](https://democracy.bristol.gov.uk/documents/g2557/Public%20reports%20pack%2015th-Aug-2017%2016.00%20Cabinet.pdf?T=10)
23. Full Business Cases for all of the Metrobus schemes - <http://travelwest.info/projects/major-transport-schemes>

Revenue Cost		Source of Revenue Funding	
Capital Cost	<u>Metrobus upgrade package</u>	Source of Capital Funding	<u>Metrobus upgrade package</u> WECA grant funding – Transforming Cities Fund

	£649,657.00 <u>Budget Summary Update</u> £5,000,000		See January 2022 Cabinet paper 2022/23 - 2031/32 Capital Programme Summary Appendix 2
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

Metrobus upgrade package

1. Finance Advice: The report seeks approval to submit a bid for funding of c£0.67m from WECA, as well as requests delegated authority for the Executive Director (in consultation with others), if bid is successful, to accept the award of funds and engage the necessary steps to spend such funds in achieve the objectives as outline in Appendix A.
2. A total of £649,657.00 is the bid amount and covers the following:
 - Bus shelters
 - RSA
 - Feeder pillars for electrical connection
 - 2x CCTV cameras with electrical supply
 - 2 x iPoint and associated bolt boxes
 - B-NET connection
 - Construction works
 - Project fees (PM, Engineering, Communication)
 - Contingency
3. A detailed assessment has been done by the Service and costings provided are accurate estimates at the time. Any additional costs implications will be met from the contingency allowance or from additional funding from WECA. The Council will not be funding any additional implementation costs.

Budget Summary Update

4. Cabinet recommended an additional £5m Capital expenditure provision in January 2022 for the project to ensure that sufficient resources is available to resolve outstanding issues and bring the project to a close. The recommendation will be going before Full Council on 15 February.
5. This report seeks delegated authority to pursue as well as settle outstanding claims, and to fund residual project issues. If approved at Full Council, the funding will make provision to respond potential cost pressures – assuming a “worst case” scenario. There are high expectations that on conclusion of all issues, and receipt of all reimbursements, significant sums will be returned to the Capital programme.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 7 January 2022.

2. Legal Advice:

Metrobus upgrade package

Authority is being sought to submit the grant application and if successful to agree any terms and conditions with WECA, and to proceed to procure all necessary public contracts without further reference to Cabinet. The contract values are below the threshold requiring tendering in accordance with the Public Contracts Regulations, but procurement will still need to comply with the Councils own procurement rules.

Budget Summary Update

Advice in relation to matters in exempt appendix I is set out in exempt appendix H to this report.

Legal Team Leader:

Eric Andrews; Team Leader and Joanne Mansfield; Team Leader 27th January 2022

3. Implications on IT:

Metrobus upgrade package and Budget Summary

No implications on IT regarding either activity

IT Team Leader: Gavin Arbuckle – Head of Service Improvement and Performance – 23 December 2021

4. HR Advice:

Metrobus upgrade package and Budget Summary

There are no HR implications evident for either activity		
HR Partner: Celia Williams, HR Business Partner – 20 December 2021		
EDM Sign-off	Stephen Peacock, Strategic Director Growth & Regeneration	12 January 2022 upgrade package 19 January 2022 Budget summary
Cabinet Member sign-off	Councillor Don Alexander, Cabinet Member Transport	14 January 2022 upgrade package 10 February 2022 Budget summary
For Key Decisions - Mayor's Office sign-off	Mayor's Office	31 January 2022

Appendix A – Further essential background / detail on the proposal Both Metrobus upgrade package and Budget Summary items	YES
Appendix B – Details of consultation carried out - internal and external Metrobus upgrade package only	YES
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	NO
Appendix E – Equalities screening / impact assessment of proposal Both Metrobus upgrade package and Budget Summary items	YES
Appendix F – Eco-impact screening/ impact assessment of proposal Provided for metrobus upgrade package only <u>Budget Summary</u> The proposal relates to a financial arrangement concerning works that have already taken place. There will therefore be no environmental impact from the proposal. The metrobus programme has been to Cabinet several times previously and details of Eco Impact were submitted as part of those reports.	YES
Appendix G – Financial Advice	NO
Appendix H – Legal Advice In respect of Budget summary Update only	YES
Appendix I – Exempt Information In respect of Budget summary Update only	Yes
Appendix J – HR advice	NO
Appendix K – ICT	NO
Appendix L – Procurement	NO