

Table 1 - Details of CRSTS funding as submitted by WECA

All CRSTS funding					
UA involved in delivery	CRSTS project name	CRSTS Cost (£m)	Total Project Cost for phase 1 (£m) [CRSTS + Local Contribution]	Local Contribution requirements	
BCC	Bristol City Centre Sustainable Transport Corridor	30.32	36.80	Local Contribution to be 20% of CRSTS on all capital enhancement	
BCC	Long Ashton Metrobus Improvements	9.06	11.00		
B&NES	Bath City Centre Sustainable Transport Corridor	7.90	9.59		
BCC	Bristol to Bath Sustainable Transport Corridor - Bristol to Emery Road	41.19	50.00		
B&NES	Bristol to Bath Sustainable Transport Corridor - Keynsham to Bath	34.95	42.42		
Joint (B&NES / BCC)	Bristol to Bath Sustainable Transport Corridor - Transport Hub	32.37	39.29		
Joint (BCC / SGC)	M32 Sustainable Transport Corridor and Hub	39.54	48.00		
BCC	Portway Sustainable Transport Corridor and Hub	12.40	15.05		
BCC	Stockwood to Cribbs Causeway Sustainable Transport Corridor	32.96	40.01		
SGC	Thornbury to North Bristol Sustainable Transport Corridor	24.22	29.40		
BCC	Bristol to Hengrove Metrobus extension	16.86	20.47		
B&NES	Somer Valley to Bath and Bristol Sustainable Transport Corridor	15.65	19.00		
SGC	Chipping Sodbury to Hambrook Sustainable Transport Corridor	35.01	42.50		
Joint (B&NES / BCC / SGC)	Regional Stations Accessibility	2.50	3.00		
SGC	Charfield Railway Station	18.67	22.40		
B&NES	Bath & Midsomer Norton Walking and Cycling Packages	4.17	5.00		
Joint (B&NES / BCC / SGC)	Bristol to Bath Railway Path improvements	0.83	1.00		
B&NES	Bath and North East Somerset Liveable Neighbourhoods	5.00	6.00		
BCC	Bristol City Liveable Neighbourhoods	10.00	12.00		
SGC	South Gloucestershire Liveable Neighbourhoods	5.00	6.00		
Joint (B&NES / BCC / SGC)	Integrated Smart Ticketing	1.73	2.07		
Joint (B&NES / BCC / SGC)	Regional Transport Branding	1.67	2.00		
Joint (B&NES / BCC / SGC)	Integrated Transport Block / Maintenance Funding	125.00	125.00		
Joint (B&NES / BCC / SGC)	Maintenance Challenge Fund	32.00	32.00		Maintenance and ITB funding does not require Local Contribution
Joint (B&NES / BCC / SGC)	Non- Highways Maintenance	1.00	1.00		
		540.00	621.00		

Table 2 - Details of contribution which must be matched with Local Contribution for each Local Authority from CRSTS

Joint projects are split equally between councils for the purposes of calculating Local Contribution requirements		
Local Contribution calculation		
UA	Total from CRSTS (£m)	Local Contribution at 20% (£m)
BCC	190.99	38.20
B&NES	86.09	17.22
SGC	104.91	20.98
	382.00	76.40

Details of the sources of Local Contributions are found in Appendix A.3

Table 3 - Description of the Bristol Projects and details of their alignment with the Bristol Corporate Strategy 2022-2027

Bristol Projects - Strategic Alignment					
UA	Project	Total Project Cost (£m)	Description	Primary Corporate Strategy Theme (2022-27 Strategy)	
Strategic Corridors					
BCC	Bristol City Centre Sustainable Transport Corridor	36.80	Improvement and delivery of bus services in the City Centre, facilitating shift to sustainable transport modes, reducing congestion and improving air quality in the City Centre. Current Scope includes: Cumberland Road to A370, St James Barton, Newfoundland Way, Old Market, Connections with A37/A4018, Cumberland Road Links, Cycling across the centre, Transport hubs and Public realm.	The Strategic Corridor programme of works is critical to the success of theme 6 of the corporate strategy, building on metrobus and being a step towards mass transit. It is critical to meeting our aims for the TC1 Connectivity and TC2 Improved Bus Services themes, by delivering improved public transport routes along our key network. It is also a major contributor to the TC3 Safe and Active Travel theme, with aims to improve cycling and walking routes alongside each of these public transport corridors. It is also a major contributor to decarbonisation plans under theme ENV1 Carbon Neutral, with a switch from private car use to public transport being required to achieve net neutral targets. It will also help to achieve ES2 Access to Employment, by improving the reliability and accessibility of public transport in areas of deprivation.	These projects will all have additional cabinet reports submitted with details. WECA will need to approve business case for delivery to progress.
BCC	Long Ashton Metrobus Improvements	11.00	Improvement and delivery of bus services on the route of the Long Ashton Metrobus, facilitating shift to sustainable transport modes, reducing congestion and improving air quality in the City Centre. Current scope includes Bedminster Bridges and Redcliffe Way/Roundabout		
BCC	Bristol to Bath Sustainable Transport Corridor - Bristol to Emery Road	50.00	The A4 strategic corridor between Bristol and Bath is included in phase one of the City Region Sustainable Transport Settlement. The aim of this project is to deliver infrastructure changes to the corridor between Bristol and Bath to make walking, and cycling, people's natural choice. The scope at this stage includes: bus priority measures, road space reallocation, enhance bus stops, improve walking and cycling facilities, improvements to the public realm. This projects includes the section from Temple Meads to Emery Road		
Joint (B&NES / BCC)	Bristol to Bath Sustainable Transport Corridor - Transport Hub	39.29	The A4 strategic corridor between Bristol and Bath is included in phase one of the City Region Sustainable Transport Settlement. The aim of this project is to deliver infrastructure changes to the corridor between Bristol and Bath to make walking, and cycling, people's natural choice. The scope at this stage includes: bus priority measures, road space reallocation, enhance bus stops, improve walking and cycling facilities, improvements to the public realm. This project includes the section from Emery Road to Bath		
Joint (BCC / SGC)	M32 Sustainable Transport Corridor and Hub	48.00	Delivery of a Park & Ride site and bus priority for the M32 corridor. Improvement and delivery of bus services on the M32 corridor, facilitating shift to sustainable transport modes, reducing congestion and improving air quality in the City Centre. Current Scope includes Transport Hub (Park and Ride), Bus Priority and Cycling and Walking		
BCC	Portway Sustainable Transport Corridor and Hub	15.05	The A4 Portway strategic corridor is included in phase one of the City Region Sustainable Transport Settlement. The aim of this project is to deliver infrastructure changes to the A4 Portway that make public transport, walking, and cycling, people's natural choice. Also to expand and develop the Portway Park and ride site. The scope at this stage includes: bus priority measures, road space reallocation, enhance bus stops, improve walking and cycling facilities along the A4 Portway, improvements to the public realm and expansion of the Portway Park and Ride site.		
BCC	Stockwood to Cribbs Causeway Sustainable Transport Corridor	40.01	The Stockwood to Cribbs Causeway Sustainable Transport Corridor is included in phase one of the City Region Sustainable Transport Settlement. The aim of this project is to deliver infrastructure changes to the A37 / A4018 corridor that make public transport, walking, and cycling people's natural choice. The scope at this stage includes: bus priority measures, road space reallocation, enhance bus stops, improve walking and cycling facilities along the A37/A4018 and improvements to the public realm.		
BCC	Bristol to Hengrove Metrobus extension	20.47	Public Transport improvements to the A38 corridor through implementation of additional bus priority and stopping infrastructure and extension of metrobus services in South Bristol. Will deliver improved public transport services, better accessibility to employment and other services, reduce congestion and improved air quality. Also includes delivery of two junctions in Hengrove Park and additional transport infrastructure around the bedminster green development		

Rail				
Joint (B&NES / BCC / SGC)	Regional Stations Accessibility	3.00	Work with West of England authorities on improving accessibility at local rail stations - aspirations / schemes being worked up as a programme of stations.	Improvements to rail stations directly support TC1 Connectivity, but are also aimed at improving the experience of using public transport for vulnerable groups, particularly the elderly or those with disabilities.
Walking and Cycling				
Joint (B&NES / BCC / SGC)	Bristol to Bath Railway Path improvements	1.00	Led by BaNES, improvements to the Bristol Bath Railway path to improve usability given high levels of cycling and walking on the route	Supports the TC3 Safe and Active Travel theme. The Bristol Bath Path is very heavily used, so improvements to this route will impact a large number of people, and will help to reduce conflict between different active travel modes, particularly cyclists and pedestrians.
Liveable Neighbourhoods				
BCC	Bristol City Liveable Neighbourhoods	12.00	To pilot two liveable neighbourhoods in Bristol, including measures such as traffic restriction on some residential streets, cycle lanes, improved pedestrian crossings, tree planting, urban realm improvements. This will provide safer and cleaner streets for thousands of citizens and act as an exemplar for rolling out the concept across the city. Includes East Bristol Liveable Neighbourhood, Inner City Liveable Neighbourhood and Citywide development	Liveable Neighbourhoods may become a critical part of meeting our TC3 Safe and Active Travel aims, and these initial pilots are crucial to assessing how significant the impact will be. If successful they will also significantly contribute to meeting the aims of CYP1 Child Friendly City, by making areas around schools safer and ENV1 Carbon Neutral, by reducing unnecessary car journeys.
Innovation and Branding				
Joint (B&NES / BCC / SGC)	Integrated Smart Ticketing	2.07	Led by WECA, development of ticketing systems to allow tickets to be used across multiple operators and modes of public transport	Integrated ticketing has been a long term aim for transport in the West of England. It will contribute heavily to success of theme TC2 Improve Bus Services, and help to improve connections between transport modes, contributing to TC1 Connectivity
Joint (B&NES / BCC / SGC)	Regional Transport Branding	2.00	Led by WECA, regional promotion and branding to encourage and inform about sustainable transport modes	Promotion of sustainable transport is as important in encouraging a switch from high pollution modes as infrastructure, and so regional transport branding is directly aligned with TC3 Safe and Active Travel, and ENV1 Carbon Neutral.
Maintenance and Integrated Transport Block				
Joint (B&NES / BCC / SGC)	Integrated Transport Block / Maintenance Funding	125.00	Within Bristol: Minor local schemes and maintenance of Bristol highways and transport assets	Directly aligned with and critical to the success of TC4 Infrastructure, with the majority of the funding within Bristol being used to repair and renew highways assets, signals, street lighting and structures. A smaller portion of this budget is used to support local road safety schemes, such as School Streets, and flood improvement schemes - and these elements will make a contribution to the success of the TC3 Safe and Active Travel and ENV4 Climate Resilience themes.
Joint (B&NES / BCC / SGC)	Maintenance Challenge Fund	32.00	Within Bristol: Maintenance regime for bridges across the new cut and St Philips Causeway	
Joint (B&NES / BCC / SGC)	Non-Highways Maintenance	1.00	WECA led funding to resolve infrastructure issues away from highways which impact on transport networks. Currently unknown if any of this funding will be allocated to Bristol directly.	
		<b>438.69</b>	These programmes are detailed in Appendix A.2	