

Decision Pathway – Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 02 May 2023

TITLE	Bus Deal - Strategic Corridors update		
Ward(s)	Citywide		
Author: Pete Woodhouse	Job title: Transport Strategy Manager		
Cabinet lead: Cllr Donald Alexander, Cabinet Member Transport	Executive Director lead: John Smith, Interim Executive Director Growth and Regeneration		
Proposal origin: Mayor			
Decision maker: Cabinet Member			
Decision forum: Cabinet			
Purpose of Report:			
<ol style="list-style-type: none"> 1. To approve the receipt and expenditure of additional funding to deliver the development and submission to WECA of Business Cases for projects in the Strategic Corridors Programme, of up to £3.0m. 2. To seek approval of a revised approach to the delivery of the A37/A4018 corridor scheme to accelerate the project and deliver benefits earlier. 			
Evidence Base:			
<ol style="list-style-type: none"> 1. A report was taken to Cabinet on 5 October 2021 to secure approval for the development of business cases for projects within the Bus Deal/Strategic Corridors Programme. As stated in that report, 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 West of England Combined Authority (WECA) Bus Strategy and Bus Back Better, the National Bus Strategy for England. 2. 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 sought to engage with local authorities with ambitious rapid transit proposals. The Strategic Corridors were subsequently included in the successful bid submitted by WECA for funding under the City Region Sustainable Transport Settlement (CRSTS). 3. 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. These are being delivered with in house expertise, engagement of the Strategic Partner 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. 4. At Cabinet on 5 October, approval was given to receive and spend funding on the delivery of Business Cases for the Strategic Corridor projects. This approval was for spending up to £3.5m, the estimated amount to complete relevant business cases. 			

5. Following further development of these schemes, additional funding is required to complete the business cases, and approval is sought for this additional funding amount. The Strategic Corridors Programme is funded by WECA entirely through CRSTS. Changes to funding requirements are managed through agreed change control processes at WECA.
6. WECA is in the process of making an Enhanced Partnership Scheme (EPS) aimed at developing and improving bus services in the region. The EPS includes a process by which benefits to bus operators of our bus corridor schemes are evaluated to negotiate correspondent bus operator reinvestment into services, such as providing increased frequency.
7. The projects within the Strategic Corridors programme have been progressing since the previous Cabinet report. In most cases, the scale and complexity of the projects has changed and resulted in additional funding requirements to complete the business case process. The requested additional funds are contained within the nominal overall budget for each project with the CRSTS programme.
8. **A37/A4018 corridor** – This paper seeks approval for a revised approach for the delivery of this corridor following extensive design work and consultation. This approach is to proceed straight to Full Business Case for both the central and southern sections of the corridor, so that they can be brought forwards for accelerated delivery, providing benefits to more of our citizens earlier and maximising the funding by delivering on the ground changes sooner. Alongside this, the whole corridor Outline Business Case (OBC) will be reviewed to reflect scheme changes and revised modelling requirements for the wider corridor. In this way, work can proceed on agreed elements while the whole corridor OBC is being completed. It is therefore proposed to progress the following three workstreams:
 - o Workstream 1 – FBC for Victoria St and Colston Avenue bus lane
 - o Workstream 2 – FBC for South Bristol section (Temple Meads to Stockwood)
 - o Workstream 3 – whole corridor OBC (including redesign of north section) and the North section FBC
9. The Consultation report for the A37/A4018 is at Appendix A1. Following a review of the scheme in the light of the consultation findings, the proposal is to move forward with to detailed design for Victoria St and Colston Avenue as per the consultation and as detailed in Appendix A2. A number of changes have been made to the South Bristol Section, and the proposals to move forward to detailed design are listed in Appendix A3. The northern section, from Park Street to the north, will be reviewed and further modelling work undertaken to support proposals in the corridor OBC.

Cabinet Member / Officer Recommendations:

That Cabinet:

1. Note the previous Cabinet approvals on 5 October 2021 and the revised approach as outlined in this report.
2. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member Transport, to take all steps required to accept and spend additional WECA funding to complete Business Cases for the Strategic Corridors Programme, including procuring and awarding appropriate contracts (which may be over the key decision threshold), up to a total expenditure of £6.5m
3. Authorise the Executive Director Growth and Regeneration, in consultation with the Cabinet Member Transport, to proceed with separate full business case development for the central and southern sections of the A37/A4018 corridor and to continue with the development of the OBC for the whole corridor.
4. Note the consultation details and responses as outlined in Appendix A1 and B.

Corporate Strategy alignment:

1. The development of a high-quality bus network delivers benefits across all Corporate Strategy Themes:
 - a. Children and Young People: It increases independence particularly in the young, as well as maintaining social inclusion for all and especially older people.
 - b. Economy and Skills: 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.

- c. Transport and Connectivity: 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.
- d. Transport and Connectivity: The Bus strategy also proposes more links into deprived areas to link to key arterial routes.
- e. Transport and Connectivity: make Bristol a joined-up city, linking up people with jobs and with each other.
- f. Health, Care and 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.
- g. Economy and Skills: 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.
- h. Environment and Sustainability: Better public transport, walking and cycling links will support the decarbonisation of the city. These schemes will also make our infrastructure more accessible and sustainable, increasing space for pedestrians, cyclists and people with mobility issues where possible.

City Benefits:

- 1. Provide enhanced 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 [file \(bristol.gov.uk\)](http://file.bristol.gov.uk)

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

A37/A4018 Transport Corridor – Early Engagement Report - September 2020

<https://democracy.bristol.gov.uk/documents/s74732/A37A4018%20Early%20Engagement%20Report.pdf>

Bus Deal/Strategic Corridors update Cabinet Report – 5 October 2021

<https://democracy.bristol.gov.uk/documents/g8834/Public%20reports%20pack%2005th-Oct-2021%2016.00%20Cabinet.pdf?T=10>

A4 Portway Early Engagement Report August 2022

Revenue Cost	£	Source of Revenue Funding
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Capital Cost	£up to 3.0m	Source of Capital Funding	City Region Sustainable Transport Settlement
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. 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 approval of an additional £3.0m to support all the works involved to prepare business cases for each element of the programme.

The total funding of up to £6.5m 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 programme is shown in the table below:

Detail	Initial Value (£'m)	Update value (£'m)	Primary reason for change
A4 Portway	0.600	1.016	The cost of the OBC stage has increased due to higher consultant costs, scope increases for a separate FBC for the bus access / egress, additional survey, engagement & consultation costs and analysis of large data samples. The programme has extended to November 2023 submission, which will require further BCC resources.
A4 Bath Road	1.400	1.0	WECA has taken on delivery responsibility of this project – this will reduce the amount directly incurred by BCC but decisions on how to take this project forward may affect the amount of spend through BCC.
A37/A4018	0.850	2.3	A change of strategy to the project scope and subsequent new Full Business Cases to accelerate elements of the overall scheme. The additional funds are to cover these costs.
City Centre	0.650	1.5	Project scope development. Underestimation of design complexity, number of options and modelling requirements in some areas.
A38 south metrobus extension	0	0.3	Strategic Corridor project in CRSTS not previously identified
TOTAL	3.500	6.116	

This will be funded by monies allocated by WECA in the CRSTS. 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: Kayode Olagundoye 29 March 2023		
2. Legal Advice: 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 conduct of the procurement process and the resulting contractual arrangements. The consultation responses must be conscientiously taken into account in finalising the decision. There must be clear evidence that Cabinet has considered the consultation responses, or a summary of them, before taking its decision.		
Legal Team Leader: Husinara Jones, Team Manager/Solicitor 11 April 2023		
3. Implications on IT: I can see no implications on IT in regard to this activity.		
IT Team Leader: Alex Simpson – Senior Solution Architect		
4. HR Advice: In-house resource, coupled with some external consultancy support, will be utilised to deliver this programme. No further HR implications are evident.		
HR Partner: Celia Williams, HR Business Partner 18 April 2023		
EDM Sign-off	John Smith, Interim Executive Director Growth and Regeneration	15 March 2023
Cabinet Member sign-off	Councillor Donald Alexander, Cabinet Member Transport	16 March 2023
For Key Decisions - Mayor's Office sign-off	Mayor's Office	3 April 2023

Appendix A – Further essential background / detail on the proposal Appendix A1: A37/A4018 Public Consultation Report Appendix A2: A37/A4018 Victoria Street/Colston Avenue proposals Appendix A3: A37/A4018 South Section proposals	YES
Appendix B – Details of consultation carried out - internal and external A37/A4018 route - early engagement with local people and those who travel along the route ran from 24th July 2020 to 21st September 2020. A37/A4018 – scheme design consultation, December 2021 – January 2022 A4 Bath Road – early engagement 26 July to 10 September 2021 A4 Portway – early engagement on corridor Summer 2022 A4 Portway – Park & Ride access arrangements - January 9th to February 5th 2023 All scheme designs will be internally approved before further consultation and final designs will return to Cabinet	NO
Appendix C – Summary of any engagement with scrutiny Strategic Corridors discussed at Growth and Regeneration Scrutiny, 11 th March 2021 and 9 th August 2021 CRSTS update discussed at Growth and Regeneration Scrutiny 22 nd March 2023	NO
Appendix D – Risk assessment	NO
Appendix E – Equalities screening / impact assessment of proposal	YES
Appendix F – Eco-impact screening/ impact assessment of proposal	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
Appendix L – Procurement	NO