

# Growth and Regeneration Scrutiny Commission

28<sup>th</sup> September 2023



**Report of:** John Smith

**Title:** Regional joint working on Transport schemes

**Ward:** All

**Officer Presenting Report:** John Smith

**Recommendations:**

To note the updates in the report and the joint working approach for Transport schemes in the West of England region.

**The significant issues in the report are:**

The report seeks to provide information on the following:

An update on the delivery of transport infrastructure projects in Bristol by the Combined Authority and Bristol City Council.

Detail of the joint working between BCC and the Combined Authority (CA) on delivering major transport projects. Example of 2 major joint projects to understand how officers work together in delivery.

City Region Sustainable Transport Settlement (CRSTS) re-baselining and wider programme funding update.

Further potential funding under phase 2 of CRSTS.



## 1. Summary

Since the establishment of the Combined Authority, the way in which transport projects are delivered has changed. This report seeks to explain the governance for these projects and the joint working approach to delivery.

## 2. Context

Almost all the funding for transport schemes in the West of England region is provided to the Combined Authority (CA), based on funding proposals and bids made in agreement with the CA and its constituent authorities. Working groups are in place to discuss and agree priority schemes, which are subsequently approved at the CA in line with the governance. Funding bids are signed off internally at BCC and decisions on acceptance of funding, and the nature of the projects to be delivered, are taken at the appropriate level.

There are some small pots of funding that BCC bids for directly, for example Horizon EU funding and Innovate UK.

When funding is secured from the DfT, BCC is required to submit an application to the CA to draw down funding for feasibility and development of appropriate projects. This application sets out the overview of the project proposed and the milestones that will be achieved within the funding sought. This will likely be to develop outline or full business cases, dependent on the scale of the project. Outline and full business cases are subject to appropriate internal BCC sign off before submission to the CA for its approval. Business case sign off will follow the CA governance, with approval being sought from either Infrastructure Directors meeting or at the CA Committee depending on the scale and delegations in place. These approvals will confirm funding for the next stage of the project, be that full business case or commencement of construction.

As well as business case approval, the CA is responsible for overall programme oversight, direction and reporting. This is managed through the adopted CA governance. As per this governance, the Regeneration, Development and Transport steering group (RDT) and Infrastructure Directors provide levels of support for all CA funded projects. This includes overseeing scope, reviewing objectives and outcomes to confirm alignment with wider strategic aims. It is the Directors meeting that gives approval, subject to the delegations in relation to funding requests, change control and business cases.

In most projects, scheme design and delivery remains at BCC. This includes scheme design, engagement, technical approvals, Cabinet approval of business case submissions, contracting and oversight of construction works. BCC scheme design, engagement and business case development are progressed internally and reported through BCC and CA governance. All scheme designs are subject to consultation, and subsequent Cabinet approval as part of the business case submission. BCC engage with the CA on the scope and development of each project, including full highlight reporting. The CA reports on the wider programme within the CA governance.

For some projects that are cross boundary, delivery is led by the CA. This includes the M32 Park & Ride site and corridor project, and the A4 Bath Road project. In such instances, BCC officers are members of a CA led project working group that guide the scheme design and business case development. These projects follow the same CA governance, which includes BCC input at RDT, Directors and Committee level. All designs affecting the BCC adopted highway will require the same technical approvals as a BCC led scheme.

CRSTS re-baselining - To reflect funding pressures on the CRSTS programme arising from inflation, the DfT advised that they would accept a revised delivery and scope proposal to enable delivery of CRSTS outcomes within the current funding allocation. This provided an opportunity to review scope, cost and programme of all the projects in CRSTS. The DfT requires a response in October 2023. Changes to Bristol led projects are largely based on programme milestones changes to reflect a better understanding of the project delivery. It is also an opportunity to confirm where projects are being split in delivery terms due to scale, such as the A37/A4018 project.

The CA has initiated work to consider the opportunities of a second phase of CRSTS funding, with the expectation of a submission to the Government in Summer 2024. We would expect BCC involvement in the development of CRSTS 2 proposals at officer, director and political level.

### **3. Policy**

Transport projects are developed and delivered in line with existing policies. The overarching policy document for the sub region is the Joint Local Transport Plan, but a number of other strategies and plans are also used to develop projects, such as the West of England Bus Strategy and the Local Cycling and Walking Infrastructure Plan. These transport infrastructure projects are also important to the delivery of the emerging intent of the Bristol Local Plan, supporting BCC's areas of growth and regeneration to enable the outcomes of inclusive and sustainable growth, delivering homes, jobs and decarbonisation.

### **4. Consultation**

#### **a) Internal**

**Not applicable**

#### **b) External**

**West of England Combined Authority**

### **5. Public Sector Equality Duties**

- 5a) Before making a decision, section 149 Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following “protected characteristics”: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:
- i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
  - ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to --
    - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic;

- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
  - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- iii) Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to –
- tackle prejudice; and
  - promote understanding.

5b) Each project maintains an Equalities Impact Assessment to ensure that any decisions relating to proposals take into account the public sector equality duties.

**Appendices:**

**None**

**LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

**Background Papers:**

**None**