

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 28 JANUARY 2022

REPORT TITLE: CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

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INFRASTRUCTURE**

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Purpose of Report

1. To agree the City Region Sustainable Transport Settlement (CRSTS) submission to the Department for Transport (DfT) and principles for delivery including:
 - Prioritised Programme and Strategic Outline Business Case, and associated Pipeline
 - Local Contribution, Governance and Delivery
 - Allocations from the Investment Fund in advance of the CRSTS award to cash flow:
 - maintenance programmes for 22/23
 - Accelerate project business cases
 - Capacity Building
2. Before the start of the next financial year, we will establish a Memorandum of Understanding, setting out further detail based on the principles agreed in this report.

Recommendations

It is recommended that the Committee agree:

Recommendation 1: Committee to agree the City Region Sustainable Transport Settlement (CRSTS) Strategic Outline Case submission to the Department for Transport as outlined in Appendix A.

Recommendation 2: Committee to agree a further programme of work to the value of £4.80m (Appendix B) to establish an infrastructure pipeline in order to; secure funding as it becomes available, and to be ready for future CRSTS funding rounds.

Recommendation 3: Committee to agree allocation of £640k revenue from the Investment Fund for those projects (Appendix C) that do not have revenue funding

from elsewhere to undertake pre–Outline Business Case work before they become part of the CRSTS capital programme when a successful announcement is made.

Recommendation 4: Committee to agree and support the principles behind delivering the CRSTS Local Contribution.

Recommendation 5: Committee to agree and support the proposed principles behind the CRSTS governance and delivery.

Recommendation 6: Committee to approve:

- Cash flow of £5m Maintenance Funding to be repaid to the Investment Fund once CRSTS funding is secured in FY 22/23.
- Delegate to CEOs the approval of SOBC for A37/A367 (Somerset Valley to Bath and Bristol Sustainable Transport Corridor) and commence Outline Business Case for A4 (Hicksgate to Bath) and for the allocation of up to £1.1m from the investment fund tail for bus infrastructure to progress both schemes to the next stages. Subject to Feasibility and Development Application Form by CEOs.
- The CA will continue to work with the UAs to identify, and source, the required capacity to govern, manage and deliver the CRSTS programme. The CA Director of Investment and Corporate Services will work with the Section 151 Officers of the constituent councils to identify the cost of this capacity and develop relevant funding solutions.

Background

Local transport networks are a weakness nationally, impacting productivity. The National Infrastructure Assessment stated that addressing this weakness, and active travel, must be the way we deliver capacity for growth.

The CRSTS aims to:

- drive growth and productivity through infrastructure investment.
- level-up services towards the standards of the best; and
- decarbonise transport, especially promoting modal shift from cars to public transport, walking and cycling

The settlement consolidates existing funds (to the value of approximately £155m over 5 years) including Integrated Transport Block, Highways Maintenance Funding, Potholes Action Fund and the last year of TCF funding (approx. £30m).

The settlement is in addition to existing funding streams, including bus revenue support, cycling and walking funding, Local Electric Vehicle Charging funds etc. All subject to decisions at Spending Review 2021.

Our initial submission to Department for Transport was issued on 17 September 21. On 27 October 2021, DfT announced CRSTS allocation for Mayoral Combined Authorities. £540m was allocated to the West of England.

We are now submitting our revised Strategic Outline Case to unlock the funding. This paper sets out the programme itself, and key principles for governance and

delivery to ensure we have all the structures in place and are able to progress at speed and with confidence.

3. Prioritised Programme & Strategic Business Case

Our proposed prioritised programme is outlined as Appendix A.

Our work packages focus on improving key sustainable transport corridors and the linkages into those corridors, particularly across the bus network. The co-ordinated solution:

- Represents an effective approach to emissions reduction
- Levels-up and transforms our most deprived areas
- Reduces blockers to productivity, and connects our jobseekers to employment
- Delivers high-quality, interconnected transport options for everyone across the West of England.

We aim to support strong, active and inclusive communities, who are informed and involved in decision-making and enable us to improve the region to enhance the quality of life for our residents. The co-ordinated solution has been developed following extensive joint working with the local authorities of Bristol, South Gloucestershire, and Bath and North East Somerset, supported by an extensive programme of stakeholder engagement. The programme will also work alongside North Somersets Bus Services Improvement Plans to ensure an integrated approach is taken for the wider region.

The solution now proposed includes building on the lessons learnt from metrobus, looking to enhance the existing services whilst adding other arms that will complete a more comprehensive network. We therefore propose to develop a new set of sustainable transport corridors that consist of:

- Continuous bus lanes
- Bus gates to filter traffic and improve priority
- Traffic signal prioritisation
- Segregated walking and cycling infrastructure
- Low traffic neighbourhoods adjacent to the corridors
- Transport hubs
- Standardised bus stops.

The sustainable transport corridors complement our Key Route Network and are categorised as City Corridors and Town Corridors. The corridors were selected and prioritised according to: existing highway congestion, connecting households with employment and education, current and future patronage, supporting areas of deprivation, and deliverability.

Work-package 1 - improving our sustainable city transport corridors

City Corridors are where a high level of separation is possible and desired. This will provide the backbone for the bus network with high frequency services driven by connections from rural and suburban areas and great opportunities for interchange between modes. City Corridors for investment include:

- **Bristol to Bath - Bristol to Emery Road Sustainable Transport Corridor**, segregated route between Bristol and Emery Road and further walking and cycling improvements
- **Bristol to Bath - Keynsham to Bath Sustainable Transport Corridor**, segregated route between our Keynsham to Bath and further walking and cycling improvements
- **Bristol to Bath – Transport Hub**, a new transport hub at Hicks Gate and further walking and cycling improvements
- **Bristol City Centre Sustainable Transport Corridor**, changes to facilitate priority access and further walking and cycling improvements
- **Portway Sustainable Transport Corridor and hub** (incorporate links to the new rail station and change to a transport hub) and further walking and cycling improvements
- **Long Ashton metrobus Improvements**, improved connections to the existing Long Ashton Park & Ride site, along Cumberland Road and further walking and cycling improvements
- **M32 Sustainable Transport Corridor and hub**, delivery of a new transport hub and changes to the corridor and further walking and cycling improvements
- **Bath City Centre Sustainable Transport Corridor**, changes to the bus station and further walking and cycling improvements

Work-package 2 - improving our sustainable town transport corridors

Town Corridors are the next tier, with bus services connecting the towns and suburbs into the high frequency routes of City Corridors. We will provide segregation where possible, especially at key congestion hotspots, but full separation will be more challenging. Town Corridors for investment include:

- **Thornbury to North Bristol Sustainable Transport Corridor** - connections from Thornbury to the M32 further walking and cycling improvements
- **Chipping Sodbury to Hambrook Sustainable Transport Corridor** - connections from Chipping Sodbury to Hambrook and further walking and cycling improvements
- **Somer Valley to Bristol and Bath Sustainable Transport Corridor** - improving access from the Somer Valley area to Bristol and Bath and further walking and cycling improvements
- **Stockwood to Cribbs Causeway Sustainable Transport Corridor** - ensuring joined up connections between central Bristol and key residential, employment and retail developments and further walking and cycling improvements
- **Bristol to Hengrove Metrobus extension** – metrobus extension to Hengrove and further walking and cycling improvements

The objective within each of these corridors is not simply to improve public transport

journey times, service frequency and reliability, it is also to improve the integration of public transport with walking, cycling and the public realm surrounding network access points. The investments will build on metrobus routes and transport hubs to form the backbone of the public transport network.

In presenting a co-ordinated public transport offer for these corridors we intend to introduce common West of England branding to our bus services and develop simplified and integrated ticketing and fares, together with real time travel information. With this we aim to make it easier for everyone to use public transport.

Work-package 3 – walking, cycling and liveable neighbourhoods

Our plans for walking and cycling support the goal of the Combined Authority for these modes to become the preferred choice for short journeys, delivering cleaner air, healthier places and lower carbon emissions to meet the ambitious decarbonisation target by 2030. They build on the significant and exciting first steps to realise this in our Local Cycling and Walking Infrastructure Plan.

We will invest in walking and cycling facilities across the region, to improve the attractiveness of active travel, including new modes such as e-scooters. The facilities include increased provision of cycle parking spaces and off-road and segregated walking and cycling routes. We will also invest in secure on-street residential cycle parking (cycle hangers) at key locations across the region.

These walking and cycling investment plans are integral to our sustainable transport corridor approach, providing links between where people live, where they work, and where they access essential services and leisure activities, especially in economically disadvantaged areas.

We are also committed to delivering a number of Liveable Neighbourhoods. In this way, the co-benefits of walking and cycling schemes will be realised by the communities; unlocking better places to live and work.

Work-package 4 – developing our regional rail network

We have a 10 Year Rail Delivery Plan, setting out the changes required to attract car users and incentivise rail use. Building on MetroWest 1 and 2, and the Bristol Temple Meads Eastern Entrance, this plan will transform the regional rail network, making stations accessible and providing capacity for ‘turn up and go’ services. This will increase access to jobs and neighbourhoods, ensuring equal opportunities while reducing reliance on cars and the region’s carbon impact from transport. Our five-year programme can be broken down as:

- New stations: Building on our delivery experience of constructing five new stations under the MetroWest programme, a new station will be delivered at Charfield providing access to the rail network for up to 14,500 residents within 5km, reducing car dependency in Charfield and neighbouring areas.
- Accessibility: Working to make our stations safe, attractive and accessible, and easy to access via walking and cycling. Focusing first on those stations providing services to our most deprived communities.
- Through our rail programme the Combined Authority has created high-

performing partnerships with industry partners. Our work will be delivered through our existing partnership with Network Rail and GWR, and by directly-appointed experienced consultants and contractors where appropriate. The delivery of the Eastern Entrance is testament to that partnership.

Work-package 5 - innovation

We plan to set aside £4m of our allocation to integrated ticketing systems and branding in accordance with Government strategy.

The Mobility as a Service platform, being developed through the Future Transport Zone programme, will enable the single point of access for customers to public transport ticketing. Further enhancement will allow the provision of new and expanded multi-operator tickets, and the development of multi-modal ticketing options. In addition, the development of contactless PAYG systems, enabling customers to ‘tap on and off’ from vehicles with capped fares across multiple modes and operators, will reduce barriers to travel; enabling seamless travel across the network. This will greatly enhance transport users’ choices and drive growth in their use of the transport services and infrastructure delivered across the CRSTS programme.

Work-package 6 - maintenance and small schemes

We will dedicate a section of the highway maintenance funding to cater for as yet unidentified safety and highway management improvements at locations which are outside the main proposals in the submission. This portion of funding will allow us to address any safety or traffic management issues which arise, in a timely fashion.

Maintenance and smaller schemes will complement other work-packages and will be coordinated to minimise disruption to the network.

We have developed a Strategic Outline Business case to support this proposed programme, based on the 5 Case Model, and Treasury Green Book requirements. This will be submitted to DfT following this approval.

Recommendation 1: Committee to agree the City Region Sustainable Transport Settlement (CRSTS) Strategic Outline Case submission to the Department for Transport as set out in Appendix A.

Alongside our agreed programme, we recognise the need to ensure we are establishing a further pipeline of work in order to:

- Have an agreed programme to include in the CRSTS programme should any projects have to be removed for reasons beyond our reasonable control
- Have business cases ready should further funding become available, further allocations for walking and cycling infrastructure are a likely example
- To ensure we have a programme of business case ready projects in advance of the next allocation of long-term transport funding, whether CRSTS or any other future model
- To be ready to use the Investment Fund as a catalyst to secure funding for infrastructure from any other sources, including private investment.

Our proposed programme of pipeline development activity is set out in Appendix B.

There was £31.5m for A4 and Charfield Station in the Investment Fund, beyond Transforming Cities Fund, £5.44m of which we now propose should be spent on the following to ensure we can deliver on our CRSTS commitments and maintain momentum for the pipeline of schemes, securing further funding as it becomes available:

- £640k revenue funding to facilitate the CRSTS capital programme as per table 1 of Appendix B.
- £4.80m to progress those projects removed from CRSTS to create a pipeline as set out in Appendix B.

It is therefore proposed to allocate £5.44m (£4.8m plus £640k) from the Investment Fund to deliver this pipeline.

Recommendation 2: Committee to agree a further programme of work to the value of £4.80m (Appendix B) to establish an infrastructure pipeline in order to; secure funding as it becomes available, and to be ready for future CRSTS funding rounds.

Recommendation 3: Committee to agree allocation of £640k revenue from the Investment Fund for those projects (Appendix C) that require revenue to undertake pre–Outline Business Case work before they become part of the CRSTS capital programme when a successful announcement is made.

5. Local Contribution

Our programme has a proposed Local Contribution of 20% for the capital programme. Maintenance Funding and Integrated Transport Block does not require a Local Contribution (unless considered an Enhancement). Local Contribution must represent genuine additionality.

The table below sets out the key principles for managing Local Contribution:

1	Local Contribution has to demonstrate additionality or acceleration linked to the specific capital investment made.
2	Existing government grants can't be counted as Local Contribution which will discount IF, GBF and TCF
3	EDF might be considered if we can demonstrate that the specific capital investment has accelerated, or increased, the business rates attainable
4	Although the CRSTS covers 5 years, the Local Contribution is likely to extend beyond this period. WECA might be able to 'cashflow' for up to a further 3 years (subject to committee approval)
5	The Local Contribution will be collated as an overall regional control total which has to be achieved to match the CRST capital funding provided.

6	Unitary Authorities will underwrite the match funding pertinent to their area. This will not be an equal split - but based on the specific investment programmes.
7	The total match funding element will be managed at a programme level, adopting a pooled approach, with the proportionate risks of the programme managed through the WoE Section 151 Officer Group.
8	Additional maintenance costs associated with the construction of any new assets can be incorporated within the overall CRSTS bid – however, there will be no certainty of this funding being available beyond the initial 5 year period.
9	Investment in the National Bus Strategy development has to dovetail into the CRSTS investment programme and income attainable.
10	Examples of Local Contribution will include: use of EDF to accelerate project delivery / uplift in land value / developer contributions / increase in commercial income / work based parking levy / Clean Air Zones etc
11	Where possible, we will promote consistency in the application of all relevant policies and initiatives across the region.
12	Local Contribution can be counted outside of the WoE Combined Authority area where investment provides benefit to the wider geography.
13	As per current practice, a 'single pot' approach will be retained across all funding streams in order to optimise overall funding available to region.
14	Bi-monthly monitoring reports will provided to WoE S151 Officers detailing emerging investment programmes and profiled match income.

Our submission has been strengthened through our collaborative and robust approach to providing a consistent 20% based on the principles above.

Recommendation 4: It is recommended that the Committee agree and support the principles behind delivering the CRSTS Local Contribution.

6. Governance

CRSTS represents a step change in delivery across the region. Transforming Cities Fund, the previous transport investment, was approximately £30m per annum, alongside existing unitary authority capital budgets. The CRSTS indicative allocation of £540m, plus a £20% contribution for projects that are not maintenance provides for the following over the next five years:

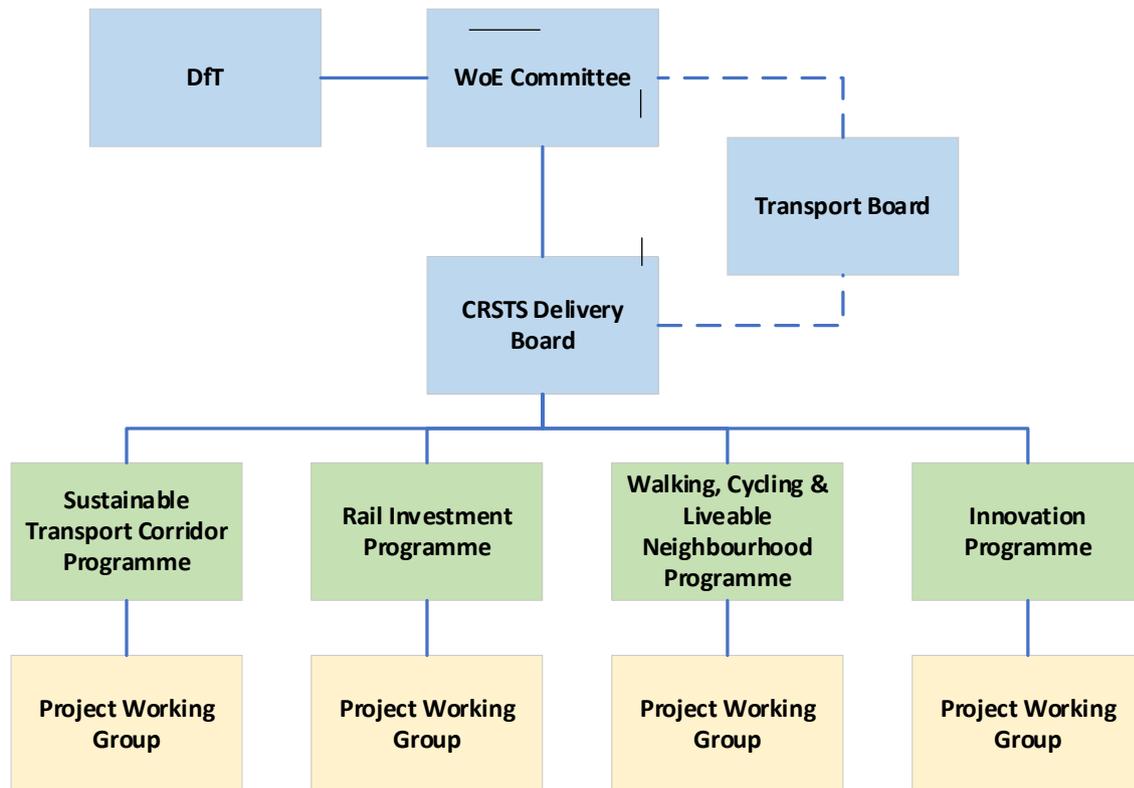
- £125m Maintenance Funding
- £32m Maintenance Challenge Fund
- £1m Non- Highways Maintenance
- £458.4m capital programme, including £30m existing TCF funding

This represents an average annual spend of £123.24m per annum.

The Metro Mayor is responsible for delivery. Our regional programme will be

published, and it is anticipated that our delivery performance will be publicly reported on a quarterly basis. It is vital that we have appropriate governance in place to deliver.

Our governance structure is described in outline below:



The CRSTS Delivery Board will have representation from the Combined Authority and each of the Unitary Authorities. It is expected that representation will either be the corresponding Mayor or Leader or a relevant delegation. It will be chaired by the Metro Mayor. The board will be responsible for the management of delivery, risk, assurance etc. Direct decision making will remain as per our constitution with the West of England Combined Authority Committee.

There will also be other representatives depending on the point in the delivery of the programme. These will include representatives from consultant and contracting partners. Plus bus, rail and walking and cycling representatives (such as First, Sustrans, GWR, Network Rail). Officers and the directors from the CA and UAs will also be in attendance to guide proceedings.

The table below sets out the key principles for governance of the CRSTS programme:

1	Governance will be developed based on the structure included in our original submission, establishing a Delivery Board with Programme Working Groups
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	reporting in. The Delivery Board will ensure that risks are actively managed and drive focus on delivery progress, supporting officers to ensure on time and cost delivery.
2	<p>Funding allocations will be in line with our existing Assurance Framework. As set out by central government in the programme guidance, funding may be reduced if agreed schemes are not delivered to agreed quality or time, modified, delayed significantly, or removed. We will drive efficiency through taking a programme approach to business case development.</p> <p>The MoU (to be agreed) will outline all options on how to manage funding to ensure that overspend is minimised. This will include measures to be agreed and will include: clear flow diagram of activities and gateways, scaling of projects to ensure they meet budget and ensuring that the prioritised projects within the programme are delivered.</p>
3	<p>Programme change control will be developed in line with DfT requirements (yet to be confirmed). Where projects are removed from the programme, due to deliverability and benefit realisation challenges, we will review costs within the existing programme and then include from the pipeline listed in Annex B.</p>
4	<p>Criteria for the Maintenance Challenge Fund are to be confirmed, but will be based on:</p> <ul style="list-style-type: none"> - Deliverability - Delivery of objectives of the CRSTS fund: - drive growth and productivity through infrastructure investment; - level-up services towards the standards of the best; and - decarbonise transport, especially promoting modal shift from cars to public transport, walking and cycling
5	<p>Contingency and risk will be managed at programme level and draw down of funding will be processed via our assurance framework, subject to approvals from the CRSTS Delivery Board.</p>
6	<p>All projects within the programme will be subject to the Combined Authority Assurance Framework which mandates set gateway checkpoints to ensure peer review, challenge and sharing of lessons is embedded into the delivery culture.</p> <p>The Assurance framework will utilise the City Regions Delivery Board to provide open and transparent peer review and assurance of all schemes from inception to completion to ensure these deliver to consistent standards. Regular gateway reviews will be undertaken at agreed checkpoints, alongside deep dive sessions on any projects which are reporting red or amber for more than two months.</p>
7	<p>Alongside our quarterly Grant Assurance Highlight reporting process, the Combined Authority PMO will continue to provide monthly reporting on all projects, with the additional requirement for monthly spend and benefits reporting. This is to ensure that the Programme Steering Groups, and Delivery Board have oversight and ownership of thematic and portfolio level risks, issues and dependencies.</p>

	The PMO will, subject to approval from the CRSTS Delivery Board, be accountable for providing the DfT with regular reporting on financial performance, work programme and delivery timescales. This will be published by the DfT on a single, easily accessible website, giving government and local electorates the opportunity to judge the programmes performance.
8	We will work with central government to agree the monitoring and evaluation process and key reporting metrics; all programme business cases will need to comply with these conditions and participate in the national process for evaluation as required.

7. Delivery

We are very aware of the need for local ownership, co-design and sensitive delivery and therefore the following delivery model has been established. The table below sets out the key principles for delivery of the CRSTS programme:

1	<p>Sustainable Corridors & Rail – These programmes will be centrally managed via the Combined Authority taking a programme approach to both development and delivery. Resources for development (to Outline Business Case) will be:</p> <ol style="list-style-type: none"> 1. Identifying available resource across the region, from the Combined Authority and Unitary Authorities, using local knowledge and stakeholder understanding 2. Utilising supply chain partners as appropriate <p>We will work collaboratively with UAs to review and agree our delivery routes prior to commencement of the programme in April. This will include:</p> <ul style="list-style-type: none"> - Review of existing resource within the CA and UAs (including established in-house delivery and supply chains). - Review all existing delivery partnerships and available frameworks to ensure we can access appropriate resources. This will include, but is not necessarily limited to: <ul style="list-style-type: none"> o Crown Commercial Services o Scape o Southern Construction Framework o BCC Strategic Capital Partner - Review Delivery Partner options to enable us to take advantage of early contractor involvement, economies of scale and incentivised programme level delivery. We recognise there could be benefits of establishing a
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	<p>programme level partner for design and delivery. The benefits of this approach are being reviewed and discussed between the CA and UAs.</p> <ul style="list-style-type: none"> - Regardless of programme delivery route, we will be establishing both standards and procurement routes for any standard elements. This includes items such as Bus Stops, Cycle Storage and other street furniture etc. This is a requirement of Treasury. The aim will be to establish both efficiency but establishing a standard and recognisable look and feel for our regional transport network and infrastructure. This is, of course, recognising our regional complexities in relation to heritage.
2	<p>Walking & Cycling and Liveable Neighbourhoods – again, we are very aware of the need for local ownership, co-design and therefore sensitive delivery, particularly for Liveable Neighbourhoods and any stand-alone walking and cycling interventions.</p> <p>Existing programmes are delivered through a mixture of in-house resource and supply chain. This approach will be developed and enhanced to ensure we are delivering efficiently and effectively. As with maintenance, Gateway Reviews will be used to ensure that across the region we are using economies of scale where possible, we are taking a standard quality approach and we are utilising resources and skills in a collaborative way.</p>
3	<p>Maintenance - the maintenance programme is in line with the scale of existing activity delivered by our UA colleagues. This programme will be delivered through their existing routes, with Gateway Reviews over the 5 years to ensure we are maximising economies of scale and delivering efficiently.</p>
4	<p>Standards - all programmes will meet the design and delivery standards set out in the Bus Back Better and Gear Change. As set out in the CRSTS Business case guidance, the application of consistent and high standards will therefore be required.</p> <p>As per the National Bus Strategy, we will deliver schemes which meet the following standards - bus lanes on any road where there is a frequent bus service, congestion, and the physical space to install one.</p> <p>Active travel schemes must meet the standards set out in Local Transport Note 1/20, including separation from volume traffic. The new delivery body for cycling and walking, Active Travel England, will review these schemes: schemes which it assesses as non-compliant with LTN 1/20 will not be funded.</p>
5	<p>Resources - It's critical that we have effective resource across the region to deliver our CRSTS programme within our 5-year programme, and to ensure we realise benefits as effectively as we can. We recognise it is not just resource availability, we also need to ensure we have appropriate experience, skills and local knowledge to ensure success.</p> <p>We are splitting the overall portfolio into programmes each with an appropriate route to efficient and effective delivery. We will also require ring fencing of</p>

	resources to support delivery on all projects. Alongside this we will take a programme-level approach to optimise the use of resources.
6	<p>Pipeline – utilising investment from our regional Investment Fund, we are establishing a prioritised pipeline of schemes that support this first round of investment. These schemes will:</p> <ul style="list-style-type: none"> - Be ready with business cases should any project need to be removed from the programme due to circumstances beyond our reasonable control, subject to DfT change control processes. - Be ready for any further future funding, particularly in relation to walking & cycling - As we move through the programme, these schemes will form the basis of our CRSTS 2 programme 5-10 years. <p>We recognise that establishing this programme will require resources, and whilst the requirement will be secondary to immediate development and delivery, we will ensure that the pipeline is established in a timely manner to ensure the current work is a catalysts for ongoing and incremental improvement across the network. Particularly as we develop our learning through the application of Enhanced Partnerships across our network.</p>
7	<p>Continual Improvement - It is important to us that we drive continual improvement across our programme. In the same way we are utilising the Lessons Learnt from our exiting metrobus and MetroWest programmes and Walking & Cycling Schemes to confirm our delivery approach, we are also ensuring we use our Gateway Reviews to drive Continual Improvement across the portfolio using a Plan, Do, Check, Act model.</p>

Recommendation 5: Committee to agree and support the proposed principles behind delivering the CRSTS governance and delivery.

8 Allocation from Investment Fund

It is noted above that we need to take some immediate decisions to ensure we can progress our programme as quickly as possible.

Maintenance Funding: As we will have some weeks before the CRSTS funding is allocated, and in order to ensure we can reduce the risks associated with increased construction costs and resource availability, by getting contracts in place early. It is therefore proposed that 22/23 maintenance funding, as set out in the table below, is cash flowed via the Investment Fund to be repayed post allocation.

	POTHOLE	HIGHWAY	TOTAL	%	POTHOLE & HIGHWAY	POTHOLE & HIGHWAY	POTHOLE & HIGHWAY	POTHOLE & HIGHWAY	POTHOLE & HIGHWAY
	21/22	21/22	21/22		22/23	23/24	24/25	25/26	26/27
BCC	2,192,010	5,223,606	7,415,616	35%	8,772,139	8,772,139	8,772,139	8,772,139	8,772,139
SGC	2,828,400	4,974,710	7,803,110	37%	9,230,517	9,230,517	9,230,517	9,230,517	9,230,517
BANES	2,050,590	3,864,684	5,915,274	28%	6,997,343	6,997,343	6,997,343	6,997,343	6,997,343
	7,071,000	14,063,000	21,134,000		25,000,000	25,000,000	25,000,000	25,000,000	25,000,000

Acceleration of Business Cases: We need to ensure we are progressing CRSTS projects as soon as possible to ensure delivery within the 5-year period. To that end information on three schemes are outlined below. Further requests for business case approvals across the CRSTS programme are likely to be put forward at the April 2022 committee.

A37 / A367: In June 2020 Committee approved the Bus Programme, which included the A37/A367 (Somerset Valley links) project, to deliver sustainable transport improvements along both corridors linking into Bath and Bristol.

A4 Corridor – Hicks Gate to Bath: During 2021 Strategic Outline Business Cases (SOBCs) have been developed for the corridor. To avoid delay it is recommended to progress the Hicks Gate to Bath section OBC.

To avoid delay it is recommended to allocate the next phase of funding for the above projects to a maximum of £1.1m. from the investment fund tail for bus infrastructure.

Capacity Building / Statutory Function Capacity - It is recognised that UAs have been subject to significant funding cuts, and there is a risk of the under resourcing of statutory functions that could introduce risk and delays to the programme. It is therefore proposed to provide capacity funding and consideration of Investment Fund to ensure there is ringfenced resource to support the programme and this will be put in place as soon as possible.

Recommendation 6: Committee to approve:

- Cash flow of £5m Maintenance Funding to be repaid to the Investment Fund once CRSTS funding is secured in FY 22/23.
- Delegate to CEOs the approval of SOBC for A37/A367 (Somerset Valley to Bath and Bristol Sustainable Transport Corridor) and commence Outline Business Case for A4 (Hicksgate to Bath) and for the allocation of up to £1.1m to progress both schemes from the investment fund tail for bus infrastructure.. Subject to Feasibility and Development Application Form by CEOs.
- The CA will continue to work with the UAs to identify, and source, the required

capacity to govern, manage and deliver the CRSTS programme. The CA Director of Investment and Corporate Services will work with the Section 151 Officers of the constituent councils to identify the cost of this capacity and develop relevant funding solutions.

9. Next Steps

Following the submission of our Strategic Outline Business Case to DfT we will:

- Establish the governance and delivery models.
- Agree an MoU

We are expecting to have our final award confirmed well before the end of this financial year.

Consultation

Our work packages have been developed in consultation with constituent authorities and based on plans and strategies subject to extensive public consultation. Scheme development will include all applicable public consultation as applicable.

Other Options Considered

Not Applicable

Risk Management/Assessment

A full risk assessment and management plan is underway to support the programme level business case to be submitted at the next stage.

Public Sector Equality Duties

The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

The Act explains that having due regard for advancing equality involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.

A programme level Equalities Impact Assessment will be prepared as part of the submission of our programme level business case.

Finance Implications, including economic impact assessment where appropriate:

Our submission has included a 20% Local Contribution of additional funding to support our overall programme. This will be confirmed in the submission of our programme level business case in line with the principles described above.

We are requesting £5.44m from the Investment fund to progress:

- those project within the CRSTS that require revenue prior to the utilisation of the CRSTS capital and/or do not have funding to progress prior to a final CRSTS announcement.
- Those projects that have been removed from CRSTS but required to be progressed to OBC/FBC.

We are also requesting the allocation of up to £1.1m to progress the A37/A367 and A4 Hicks Gate to Bath OBC from the investment fund tail for bus infrastructure.

Advice given by: Malcolm Coe - Director of Investment and Corporate Services

Legal Implications / Land/Property Implications/ Human Resources Implications

Full legal, land, property and HR implications will be established alongside our programme level business case.

Advice given by: Shahzia Daya - Director Legal Services

Climate Change Implications

On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?
- * Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-

specific management arrangements

The premise of our submission to the DfT is the decarbonisation of our regional transport system. Our region declared a climate emergency in 2019, setting a target to be carbon neutral by 2030. To reach this target, we need to cut 464 kilo tonnes of CO2 each year, and transport will need to be a major contributor to this. Both our Climate Emergency Action Plan and our Local Industrial Strategy focus on clean, inclusive growth and prioritise the decarbonisation of the transport system.

Significant work has already been undertaken in the region across many sectors, and carbon emissions in the region in 2019 (including North Somerset) are 62% of their 2005 figure. Public sector carbon emissions have dropped by more than 50%, while industrial emissions in Bristol are less than a third of their 2005 baseline. However, progress on reducing transport carbon emissions has been slower than average. The average reduction in carbon emissions from transport has been less than 10% since 2005.

The CRSTS will provide us with the funding and the opportunity to make critical improvements that will aid our decarbonisation goals, including developing a private transport infrastructure for electric vehicles and increasing public transport demand.

Background papers:

CRSTS West of England Prospectus for initial submission:

<https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/10/West-of-England-Combined-Authority-CRSTS.pdf>

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird on 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

Appendix A – CRSTS Programme Summary

CRSTS project name	CRSTS Cost (£m)	Total Project Cost for phase 1 (£m)	Further funding required for phase 2?	Outline costs for phase 2	Local Contribution requirements
Bristol to Bath Sustainable Transport Corridor - Bristol to Emery Road	41.19	50.00	n	-	Local Contribution to be 20% of CRSTS on all capital enhancement
Bristol to Bath Sustainable Transport Corridor - Keynsham to Bath	34.95	42.42	n	-	
Bristol to Bath Sustainable Transport Corridor - Transport Hub	32.37	39.29	n	-	
Bristol City Centre Sustainable Transport Corridor	30.32	36.80	n	-	
Long Ashton Metrobus Improvements	9.06	11.00	n	-	
Bath City Centre Sustainable Transport Corridor	7.90	9.59	y	3.00	
M32 Sustainable Transport Corridor and Hub	39.54	48.00	n	-	
Portway Sustainable Transport Corridor and Hub	12.40	15.05	n	-	
Stockwood to Cribbs Causeway Sustainable Transport Corridor	32.96	40.01	n	-	
Thornbury to North Bristol Sustainable Transport Corridor	24.22	29.40	n	-	
Bristol to Hengrove Metrobus extension	16.86	20.47	n	-	
Somer Valley to Bath and Bristol Sustainable Transport Corridor	15.65	19.00	y	26.26	
Chipping Sodbury to Hambrook Sustainable Transport Corridor	35.01	42.50	n	-	
Regional Stations Accessibility	2.50	3.00	y	12.00	
Charfield Railway Station	18.67	22.40	n	-	
Bath & Midsomer Norton Walking and Cycling Packages	4.17	5.00	y	3.18	
Bristol to Bath Railway Path improvements	0.83	1.00	y	7.00	
Bath and North East Somerset Liveable Neighbourhoods	5.00	6.00	y	2.50	
Bristol City Liveable Neighbourhoods	10.00	12.00	y	2.50	
South Gloucestershire Liveable Neighbourhoods	5.00	6.00	y	2.50	
Integrated Smart Ticketing	1.73	2.07	-	-	
Regional Transport Branding	1.67	2.00	-	-	
ITB / Maintenance Funding	125.00	125.00	-	-	
Maintenance Challenge Fund	32.00	32.00	-	-	N/A
Non- Highways Maintenance	1.00	1.00	-	-	N/A

Appendix B: Further Programme – Pipeline

Projects removed from this CRSTS, requiring IF funding to progress to create a pipeline for when further funding becomes available (in no particular order).

Programme	Schemes	Stage	£(m)
Innovation	Rural connectivity trials	To completion	1
Innovation	Real time information	To completion	0.3
Rail	MetroWest to the South	To completion	2
Walking & Cycling	New Cut Superhighway	OBC	0.3
Walking & Cycling	Concorde Way corridor enhancements (W&C)	OBC	0.06
Walking & Cycling	A38 Filton(W&C)	OBC	0.05
Walking & Cycling	A432/Yate station improvements (3no.)	OBC	0.05
Walking & Cycling	A432 Cleve Hill/ Bromley Heath Road	OBC	0.05
Walking & Cycling	Secure on street residential cycle parking (cycle hangers)	To completion	0.95
Total			£4.76m

Further key work required to understand network efficiency to ensure our CRSTS investment is as effective as possible. To identify the requirement for either a further pipeline project, or, an additional service/s to be addressed through our Enhanced Partnerships

Programme	Schemes	Stage	£(m)
Strategic Corridor	South East Bristol Sustainable Low Carbon links	Feasibility	0.04

Appendix B Total	£4.80m
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Appendix C: CRSTS Programme requiring revenue spend

Revenue Requirements for CRSTS schemes that do not have revenue funding at present.

Programme	Schemes	£(k)
Walking & cycling	M32 Walking & Cycling	150
Liveable Neighbourhoods	Liveable Neighbourhoods (4no.) £60k each	240
Strategic Corridor	Bath City Centre	150
Strategic Corridor	Portway - Transport hub and corridor	100
Total		£640k