

**REPORT TO: WEST OF ENGLAND MAYORAL COMBINED
AUTHORITY COMMITTEE**

DATE: 6 OCTOBER 2023

REPORT TITLE: TRANSPORT INFRASTRUCTURE PROJECTS

**DIRECTOR: DAVID GIBSON, STRATEGIC DIRECTOR OF
INFRASTRUCTURE**

AUTHOR: LOUISE MCBRIDE & MALCOLM PARSONS

Purpose of Report

To provide an update to the West of England Mayoral Combined Authority Committee on key transport schemes and to secure approval from Committee on critical decisions and associated funding (where applicable) within the West of England Mayoral Combined Authority Transport Infrastructure programme.

1. Recommendations

The Committee is asked to:

- 1.1. **Recommendation 1:** City Region Sustainable Transport Settlement (CRSTS) re-baselining - Approve the CRSTS programme scope amendment re-baseline proposal, as set out in **sections 4.8 – 4.10 and Table 1** of this report.
- 1.2. **Recommendation 2:** CRSTS re-baselining - Endorse the allocation of funding to projects in the CRSTS programme as set out in **Table 2** column '**Proposed CRSTS Budget Allocation**' of this report, forming the CRSTS revised baseline required by the Department for Transport (DfT).
- 1.3. **Recommendation 3:** CRSTS re-baselining - Delegate to the Mayoral Combined Authority's Strategic Director of Infrastructure and S73 Officer, in consultation with their counterpart Unitary Authority Infrastructure Directors and Section 151 Officers, authority to decide how the Programme Contingency is used, in conjunction with the CRSTS over-programme project list, and to determine change requests for further draw-down of funds within existing budget allocations up to £1m, so that all projects are delivered and funds spent before 31st March 2027. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority's Chief Executive Officer (CEO) in consultation with the Unitary Authority CEOs.
- 1.4. **Recommendation 4:** Future4WEST – Approve the Future4WEST Strategic

Outline Case (SOC) and instruct officers to progress an option (releasing the requisite funding) in accordance with **section 22** of this report. Either:

Option A

To authorise the drawdown of not more than £650,000 of the allocated project budget and delegate all necessary powers to the West of England Mayoral Combined Authority's Strategic Director of Infrastructure (in consultation with the relevant Unitary Authority Directors) to enable the progression of all of the proposed route options examined in the Strategic Outline Case and listed in Table 4a of this report, to an OBC assessment process, further described in section 20 of this document, with officers reporting back to the soonest practicable meeting of the committee to recommend which of those routes should then progress to full OBC stage. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority's Chief Executive Officer (CEO) in consultation with the Unitary Authority CEO's.

Option B

To authorise the drawdown of the remaining allocated project budget and delegate all necessary powers to the West of England Mayoral Combined Authority's Strategic Director of Infrastructure (in consultation with the relevant Unitary Authority Directors) to enable the progression to full OBC stage of only route options NC08, NC08b, EC08, SWC05, SWC11 and BBC-C+BBC06+A5 from those listed in Table 4a below on the grounds that the other route options listed in Table 4a (the "Excluded Route Options") would involve significant tunnelling operations which have been assessed in the SOC as being likely to cost between £15bn and £18bn (Table 4b of this report) with a benefit cost ratio of 0.1 (i.e. they would deliver 10p of public benefit for every £1 spent), Members thus being of the view that the Excluded Route Options are highly unlikely to ever be affordable and that further work to progress the Excluded Route Options to full OBC stage would incur wasted time and costs contrary to the best interests of the region. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority's Chief Executive Officer (CEO) in consultation with the Unitary Authority CEO's.

Option C

To authorise the drawdown of the remaining allocated project budget and delegate all necessary powers to the West of England Mayoral Combined Authority's Strategic Director of Infrastructure (in consultation with the relevant Unitary Authority Directors) to enable the progression to full OBC stage of such of the route options listed in Table 4a below, as Members may direct, Members concluding that progressing only such routes to full OBC stage at this point in time is in the best interests of the region. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority's Chief Executive Officer (CEO) in consultation with the Unitary Authority CEOs.

- 1.5. **Recommendation 5:** Active Travel Capability and Ambition Fund – Delegate authority to the Mayoral Combined Authority's Strategic Director of Infrastructure in consultation with the Unitary Authority Infrastructure Directors to spend the £686,089 of Active Travel Capability and Ambition Funding

secured in January 2023 and any future funding which is secured under the scheme as outlined in **sections 33 and 39** of this report. In the event of a consensus not being reached at Director level decision making will be escalated to the Mayoral Combined Authority's CEO in consultation with the Unitary Authority CEOs.

- 1.6. **Recommendation 6:** MetroWest 2 – Delegate authority to the West of England Mayoral Combined Authority's Strategic Director of Infrastructure in consultation with the Unitary Authority Infrastructure Directors to approve the MetroWest 2 stage 2 Full Business Case. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority's CEO in consultation with the Unitary Authority CEOs.

2. Reasons for recommendations

- CRSTS re-baselining - Detailed assessment of projects within the CRSTS programme with Unitary Authority officers and independent assessors has indicated that amendments to scope within each project will enable the programme to be delivered within the grant award funding allocation. The analysis has also assessed the region's ability to deliver the projects within the grant award timescales. This has shown all projects can be delivered, albeit with some elements of risk, as described within this report, sections 4 to 13 of this report.
- Future4WEST – The Strategic Outline Case for the project has been completed and is described in this report, sections 14 to 32 of this report. The next step for Future4WEST is to progress to Outline Business Case, and the release of funding is sought to enable this step.
- Active Travel Capability and Ambition Fund – To utilise external funding for investment in walking and cycling schemes and behaviour change initiatives, and to ensure that the West of England Mayoral Combined Authority can meet the requirements associated with the funding.
- MetroWest 2 – To ensure timely procurement and commencement of the next phase of project development on the North Filton and Henbury station projects.

3. Voting arrangements

To be carried, these decisions require a majority of the members present and voting, such majority is to include the Metro Mayor. Each member present may cast one vote. If a vote is tied the decision is not carried. There is no casting vote.

4. City Region Sustainable Travel Settlement (CRSTS) re-baselining

Background / Issues for Consideration

- 4.1. The CRSTS Programme commenced in April 2022 and will run for a period of 5 years to March 2027, with some of the key programme strategic outcomes being:
- Quicker journey times,
 - Increased mode choice,
 - Reduced traffic and congestion,
 - Reduced levels of carbon,
 - Improved air quality.
- 4.2. In October 2022, the West of England Mayoral Combined Authority advised Committee members that the City Region Sustainable Travel Settlement (CRSTS) had a funding pressure of £85m against a funding allocation of £540m as a result of unforeseen national inflation. This £85m previously unforeseen financial pressure absorbed the programme contingency and risk allocation. This made delivery of the programme, as initially submitted to the Department for Transport (DfT), within the funding allocation highly unlikely. The DfT have stated that no further funding is available, therefore the £540m funding allocation remains as per the initial award of April 2022.
- 4.3. Throughout 2022 and 2023 inflation remains, higher than published Government inflation predictions (current forecast, see graph 1) and higher than forecast within the CRSTS programme cost plan submitted to Government through the Strategic Outline Case in 2021.

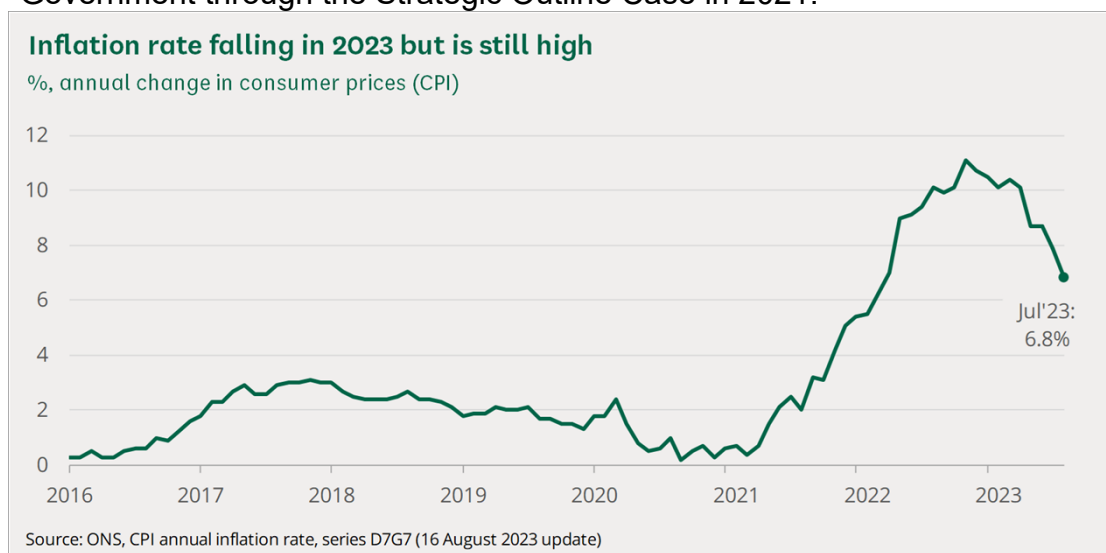


Figure 1 – CPI annual inflation rate

- 4.4. Following October 2022 advice to Committee members, Mayoral Combined Authority officers commenced detailed discussions with the DfT, seeking funding to offset known and forecast inflationary pressure via an additional

funding contribution from the DfT. Through the Autumn statement of 2022, the DfT responded to all Mayoral Combined Authorities and other DfT led infrastructure bodies, advising that His Majesty's Treasury would not provide additional funding beyond the £540m originally awarded, into any project or programme within the DfT's portfolio and that the requirement remained to deliver and operate within its current funding provision. The DfT began discussions with all Mayoral Combined Authorities in receipt of CRSTS funding from November 2022, with the aim of finding a solution to the funding gap.

- 4.5. In April 2023, DfT wrote to all CRSTS grant recipients advising that they would accept a revised delivery and scope proposal, amending that agreed and published on the DfT website (July 2022), which enabled delivery of the CRSTS strategic outcomes within the current committed funding allocation. DfT would not accept using the rebaseline process to add new projects to the programme. The re-baselining proposal to committee will form the foundation of the West of England Mayoral Combined Authority's response to DfT. DfT require a response from all CRSTS grant recipients by 30th September 2023. Due to the date set for this Committee meeting, DfT agreed to extend submission deadlines for the West of England Mayoral Combined Authority.
- 4.6. The Mayoral Combined Authority and its constituent Unitary Authorities reviewed the scope of each project within the programme in relation to its funding allocation. This assessment identified elements of scope within projects which largely fell into three categories:
 - a) Low value for money (high-cost v benefits),
 - b) Unacceptably high risk to delivery by March 2027,
 - c) Unaffordable.
- 4.7. Each of the project and programme teams were challenged to review their project schedules, including input from experienced independent planning resources, to ensure adequate time was allowed to manage identified risks, issues, and dependencies such as the ones outlined below:
 - Planning consents,
 - Dependencies, including where projects are reliant on other agencies (i.e., National Highways, Network Rail),
 - Changing Central Government policy,
 - Role of Active Travel England as a statutory consultee, including their design review process.
- 4.8. As a result of the CRSTS programme re-baseline assessment, the following project scope changes are recommended to ensure that the total estimated cost of the programme remains within the £540m DfT funding allocation. Further details are provided in Appendix 2:
 - a) Bristol to Bath Strategic Corridor: Large-scale Hicks Gate transport hub (instead replace with a small-scale hub).
 - b) Bristol City Centre: Closure of Cumberland Rd inbound to general traffic (funding delivery of these interventions by other means outside CRSTS).

- c) Bristol City Centre: Cycle route improvements linking Old Market with Castle Park and Baldwin Street (funding delivery of these interventions by other means outside CRSTS).
- d) Bristol City Centre: Interchange improvements at Old Market and Temple Meads (funding delivery of these interventions by other means outside CRSTS).
- e) A4 Portway Corridor: Segregated walking and cycling infrastructure (delivery of shared route remains in scope).
- f) Stockwood to Cribbs Causeway: Cycle route parallel to the A37.
- g) Stockwood to Cribbs Causeway: Revised Transport Hubs at Wells Road/Airport Road, Broadwalk, The Triangle, Clifton Down Shopping Centre, Southmead and Henbury.
- h) Somer Valley: Whitchurch transport Hub.
- i) Somer Valley: Some walking & cycling interventions.
- j) Bath: Fielding's Road Footbridge upgrade.

4.9 The Bath to Bristol Strategic Corridor envisages the creation of a segregated public transport corridor. As part of this project, additional capacity could be created by using the Callington Link, for traffic reducing congestion on the current A4 route through Brislington for buses, walking, wheeling, cycling, scooters and local vehicular access only. This project is currently undergoing public consultation. The delivery of some elements will run beyond March 2027 - the end date for CRSTS. This includes the section through Brislington which will take longer due to the complexities of this project including, engineering, consenting requirements and land acquisition which may require compulsory purchase. Funding for those elements of the project scheduled for after March 2027 will be secured through alternative / future funds such as CRSTS 2.

4.10 Projects that have approved Outline Business Cases and are being developed to Full Business Cases over the next 6-12 months (such as Thornbury, Chipping Sodbury and Charfield station) will be subject to a further scope review once their final option is fully quantified. Any material project scope changes, after the re-baselined position will be shared with DfT for their endorsement.

Recommendation 1: Approve the CRSTS programme scope amendment re-baseline proposal, as set out in **paragraph 4.8 – 4.10 and Table 1.**

4.11 CRSTS Re-baselining Assurance

To test to robustness of the programme re-baselining plan, the Mayoral Combined Authority has commissioned 3 workstreams to gain independent feedback and assessment:

- a) Project cost plans confidence.
- b) Project delivery schedule confidence.
- c) Project construction phase schedule confidence.

4.9. Project Cost Plans

The Mayoral Combined Authority commissioned an independent assessment of the estimated costs of each project within the CRSTS programme. The

consultant has provided an estimate range for each project. These cost ranges have been shared with Unitary Authority project officers with recommendations from the report incorporated into the revised Anticipated Final Cost of projects where appropriate (refer to section 8).

4.13 Project delivery schedule

A detailed independent assessment of the CRSTS programme project schedules has been conducted. This assessment highlighted several issues with the quality and robustness of the schedules, particularly in terms of the provision of adequate programme contingency to reflect the remaining project risks and dependencies.

4.13.1 New standardised Mayoral Combined Authority planning, and scheduling guidance has been reflected in updated project schedules, including agreed timescales for governance and decision making.

4.13.2 Since the assessment was completed, the programme has made 57 milestone date changes. 26 of these changes were an improvement of the project deliverable dates. 31 of the changes saw milestones moved back, i.e. worsening the delivery date. Details are included within Appendix 1.

4.13.3 The Mayoral Combined Authority will continue to assure project schedules across the CRSTS programme, and other projects for which the Mayoral Combined Authority is accountable, using a combination of in-house and outsourced resources.

4.14 Project Constructability

The projects in the CRSTS programme are at various stages of development. For those projects in the early stages of design development, it has proven challenging to produce a robust construction programme due to the lack of design maturity. To ensure that all project schedules are as robust as possible, the Mayoral Combined Authority commissioned an external consultant to provide independent and consistent construction scheduling advice. The consultant considered factors such as procurement of contractors and materials, availability of labour and equipment, optimal construction sequencing and physical site constraints.

5 Consultation

5.1 Consideration of a revised CRSTS schedule and cost plan to DfT has been developed in conjunction with the Unitary Authorities. Officers within the individual Unitary Authority project delivery and infrastructure directorates have been collaborating in a series of workshops and sharing documentation to support:

- Risk Reviews
- Cost analysis, advice and re-provision
- Schedule review, advice and milestone re-baseline
- Scope reviews, revisions and exclusions
- Constructability assessments
- Procurement models
- Resource considerations and models – including joint delivery teams

- Sprint workshops
 - Weekly updates through existing regional governance arrangements
- 5.2 To avoid project delays, specific cases have been brought to prior Committee meetings to inform and / or seek resolutions to amend milestones and / or phasing of scope. For example, June 2023 – M32 Sustainable Transport Corridor, site design, phasing and revised OBC milestones.

6 Other Options Considered

- 6.1 The re-baselined CRSTS programme presented in this report has been arrived at following assessment by the delivering Authority, independent assessors / advice, and a process of analysis as detailed previously in this paper.
- 6.2 The option of not re-baselining the programme at this stage was considered. The detailed assessment of each of the projects within the programme has shown, however, that the original plan is undeliverable, given inflationary pressures and deliverability challenges. Not taking the opportunity to re-baseline the programme at this point would significantly reduce the likelihood of successful delivery of CRSTS outcomes within the budgetary and programme constraints. Inability of the region to deliver CRSTS commitments by March 2027, or a date otherwise agreed in writing with the DfT, is likely to impact the scale of potential CRSTS, or other capital delivery, funding secured by the West of England Mayoral Combined Authority in the future.

7 Risk Management/Assessment

- 7.1 The CRSTS re-baseline exercise seeks to address the two core risks to this regional investment programme: funding pressure due to inflation and schedule pressure, with March 2027 being the grant end date. The key remaining programme level risks are as follows:
- 7.1.1 Many of the projects in the programme are scheduled to be delivered in the last 2 years of the CRSTS funding period. These can be addressed although will present constructability, highway network capacity and procurement challenges.
- 7.1.2 Dependency on securing temporary and permanent land to support the timely delivery of site construction works.
- 7.1.3 High volume of procurement activity required to enable the timely completion of planning, design and construction works.
- 7.2 By actively managing and mitigating risks throughout the programme, we aim to enhance project resilience and increase the likelihood of successful outcomes.

Table 1, below, sets out proposed milestone changes to be presented to DfT as part of the re-baselining exercise.

Table 1 – Proposed CRSTS re-baseline milestone changes

Project	Deliverer	Schedule
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		OBC		FBC		Construction	
		Base	Revised	Base	Revised	Base	Revised
BBSC Bristol – Emery Rd	MCA	N/A	Mar 2024	Aug 2024	Sep 2025	Mar 2027	Mar 2027
BBSC Keynsham – Bath	MCA	N/A	Mar 2024	Aug 2024	Mar 2025	Jun 2026	Mar 2027
BBSC Emery Rd Keynsham	MCA	N/A	Mar 2024	May 2025	May 2025	Mar 2027	Mar 2027
Bath City Centre Ph1	MCA	N/A	Skip	Aug 2024	Jun 2024	Mar 2026	Feb 2026
Bath City Centre Ph2	MCA	N/A	Jun 2024	Aug 2024	Jun 2025	Mar 2026	Dec 2026
M32 STC	MCA	N/A	Mar 2024	Aug 2024	Mar 2025	Jun 2027	Jun 2027
Somer Valley	MCA	N/A	Jan 2024	Feb 2024	Mar 2025	Dec 2025	Nov 2026
Lawrence Hill station access	MCA	N/A	Skip	Apr 2024	Jun 2025	Sept 2025	May 2026
Bath Sust. Active travel	MCA	N/A	Jul 2024	May 2024	Mar 2025	Dec 2025	May 2026
Midsomer W&C	MCA	N/A	Skip	May 2024	July 2024	Dec 2025	Jun 2025
Fielding's Rd Bridge	MCA	N/A	Skip	May 2024	Oct 2025	Dec 2025	Can
Bristol City Centre	BCC	N/A	Apr 2024	Aug 2024	Jun 2025	Sept 2026	Mar 2027
A4 Portway Corridor	BCC	N/A	May 2024	May 2024	Mar 2025	Jun 2025	Feb 2027
Portway P&R Hub	BCC	N/A	Skip	May 2024	Sept 2023	Jun 2025	Feb 2025
<i>Stockwood CC Ph1</i>	BCC	N/A	Skip	May 2024	Feb 2025	Jun 2026	Dec 2026
<i>Stockwood CC Ph2</i>		N/A	Skip		Jun 2024		Apr 2026
<i>Stockwood CC Ph3</i>		N/A	Jun 2024		May 2025		Mar 2027
<i>Stockwood CC A4018</i>		N/A	Com		Com		Mar 2025
<i>Stockwood CC VMS</i>		N/A	Skip		Com		Dec 2023
A38s Bristol Hengrove	BCC	N/A	Skip	Nov 2023	Jul 2024	Jun 2025	Dec 2025
A38s Bedminster	BCC	N/A	Skip	Nov 2023	Com	Jun 2025	Dec 2025
<i>BCC LTN 1</i>	BCC	N/A	Skip	May 2024	Jul 2024	Oct 2024	May 2025
<i>BCC LTN 2</i>	BCC	N/A	Skip	Jan 2025	May 2025	May 2025	Jan 2026
<i>BCC LTN South</i>	BCC	N/A	Tbc	Aug 2022	Dec 2025	Jun 2026	Feb 2027
<i>BCC LTN East</i>	BCC	N/A	Com	Aug 2022	Jan 2025	Jun 2026	Jun 2026
A38N Thornbury	SGC	N/A	Com	Oct 2024	Oct 2024	Jun 2026	Dec 2026
A432/A4174 Chipping Sodbury	SGC	N/A	Com	Oct 2023	Oct 2024	Dec 2025	Nov 2026
Charfield Station	SGC	N/A	Com	Aug 2024	Aug 2024	Jan 2026	Mar 2027
Bristol Bath rail path	SGC	N/A	Skip	Aug 2024	Aug 2024	Dec 2023	Mar 2025
SGC LTN Thornbury	SGC	N/A	Skip	Oct 2025	Jan 2026	Sept 2025	Oct 2026
SGC LTN Yate	SGC	N/A	Skip	Oct 2025	Oct 2025	Sept 2025	Oct 2026
B&NES LTN	B&NES	N/A	Skip	Aug 2022	Feb 2024	Mar 2025	May 2026

Key			
OBC	Outline Business Case	FBC	Full Business Case
Del	Delivery Agent	Com	Complete
Can	Cancelled	Skip	Milestone / stage skipped
TBC	To be confirmed		

8 Public Sector Equality Duties

- 8.1 All interventions within the CRSTS programme seek to improve access to transport networks in one form or another. Each project within the programme defines the positive impacts it could have on the public transport network through the development of the design detail.
- 8.2 The changes in scope proposed within this paper to support reduction in the programme costs achieving a cost compliant position with the DfT will not change the processes required in the design development of each project. EqlAs remain within the scope of design development for each project within the programme.

9 Climate Change and Nature Recovery Implications

- 9.1 The CRSTS programme has an overall positive environmental impact by improving public transport and active travel, which will help to reduce car dependency and the associated significant greenhouse gas emissions. However, with any significant new transport schemes there is the potential for environmental impacts, and these require assessment, reduction, mitigation and management.
- 9.2 The Climate and Ecological Strategy and Action Plan sets out the environmental priorities for the region. In summary these are: net zero carbon by 2030, nature recovery and climate resilience. The Mayoral Combined Authority is reflecting these environmental priorities in the CRSTS programme by requiring (subject to exception) the following:
- Carbon management plans and carbon accounting
 - Environmental impact assessments (or non-statutory equivalents)
 - Biodiversity net gain (BNG) assessments and delivery of at least 10% BNG
 - Climate risk assessments
- 9.3 These requirements represent a new policy for the Mayoral Combined Authority, in addition to statutory requirements, and it will take time to embed and transition this across the CRSTS programme (noting that some projects are already undertaking assessments). The Mayoral Combined Authority will be determining the criteria for justifiable exceptions to these requirements (for example proportionality and impact).

Report and advice reviewed and signed off by: Roger Hoare, Head of Environment

10 Finance Implications, including economic impact assessment where appropriate:

- 10.1 The original budget, the estimated cost to complete and CRSTS budget allocation positions that are set out in Table 2 below includes project

contingency and local contributions. The previously agreed top slice has been taken out of these figures to give the correct project budget and is shown on a separate line. The top slice will be used to fund the costs of delivering the overall programme that are not directly attributable to specific projects. The proposed CRSTS budget allocations include an uplift to reflect the estimated impact of inflation. These figures will be presented to the DfT in October 2023. Changes to these figures after presentation to DfT, will remain subject to existing change control arrangements with the DfT.

10.2 The programme team, as advised by DfT, are working on the assumption that CRSTS funding will not be available beyond March 2027, unless specifically agreed in advance of March 2027 in writing with the DfT. The total programme budget comprises £540m DfT funding plus £76.4m of match funding, giving a total of £616.40m as shown below.

Recommendation 2: Endorse the allocation of funding to projects in the CRSTS programme as set out in **Table 2** column '**Proposed CRSTS Budget Allocation**' forming the CRSTS revised baseline required by the Department for Transport (DfT).

Project	Original Budget Allocation (£'m)	Estimated Cost to Complete (£'m)	Prior Years Funding Outside CRSTS (£'m)	Proposed CRSTS Budget Allocation (£'m)
BBSC Bristol to Emery Rd	47.78	24.99	0.35	24.64
BBSC Keynsham to Bath	40.54	42.70	0.58	42.12
BBSC Emery Rd to Keynsham	37.55	46.00	0.62	45.38
Bath City Centre Ph1	9.16	9.99	0.15	9.84
Bath City Centre Ph2	-	-	-	-
M32 STC	45.87	48.00	0.28	47.72
Somer Valley	18.15	17.97	0.33	17.64
Lawrence Hill station access	2.90	6.15	0.18	5.97
BANES – Bath & Midsomer Norton Walking and Cycling Packages	-	-	-	-
<i>Bath Sust. Active travel</i>	2.90	4.60	0.19	4.41
<i>Midsomer W&C</i>	0.97	1.50	0.06	1.44
<i>Fielding's Rd Bridge</i>	0.97	0.89	0.04	0.85
Bristol City Centre project	45.68	43.20	0.68	42.52
A4 Portway Corridor	14.38	15.27	0.31	14.96
Portway P&R Hub	-	-	-	-
Stockwood to Cribbs Causeway project	38.23	37.53	1.79	35.74
A38s Bristol Hengrove / Bedminster	19.56	14.54	2.37	12.17
Bristol Low Traffic Neighborhoods	11.60	11.99	0.41	11.58
A38N Thornbury	28.10	32.40	0.57	31.83
A432/A4174 Chipping Sodbury (7)	40.61	35.01	0.24	34.77
Charfield Station	21.66	39.50	1.76	37.74
Bristol Bath rail path	0.96	1.00	0.09	0.91
LTN Thornbury	2.90	3.00	-	3.00
LTN Yate	2.90	3.00	-	3.00
B&NES LTN	5.80	6.00	-	6.00
Project Delivery Sub Total	439.18	445.23	11.01	434.22
Integrated smart ticketing	2.08	2.08	-	2.08
Transport Branding	2.00	2.00	-	2.00
Topslice	15.14	15.14	-	15.14
Programme Contingency	-	-	-	4.96
Maintenance ITB / Maintenance Fund	125.00	125.00	-	125.00
Maintenance Challenge Fund	32.00	32.00	-	32.00
Non-Highways Maintenance	1.00	1.00	-	1.00
Programme Total	616.40	622.45	11.01	616.40

Table 2 – Proposed CRSTS re-baseline project budget allocation changes

- 10.3 All projects have been assessed collaboratively between the Mayoral Combined Authority programme team and the Unitary Authority project teams based on their deliverability by March 2027. Only those projects jointly agreed as deliverable by that date have been reflected in the re-baseline proposal to be made to DfT. There is currently no guarantee of any future CRSTS funding beyond March 2027, therefore all projects must be delivered by that date (M32 Strategic Transport Hub only has an agreed extension to June 2027). There is no constraint around the phasing of spend across the CRSTS programme other than ensuring all spend is complete by March 2027. On 22nd September 2023, DfT advised an opportunity to add to the ‘over-programme’ project list, previously no greater than 10% in value of the grant award (£54m), up to 25% of the grant award (£135m). This enables additional projects to be brought forward for development, and existing project scope to be broadened, subject to appropriate approvals, in line with the overall programme budget.
- 10.4 It remains critical that we are successful in the delivery of our project and programme commitments to DfT under CRSTS as this is likely to be a factor in any award of future CRSTS funding. In the Spring Budget the Chancellor of the Exchequer announced that the Government is committing £8.8bn for a second round of the programme covering 2027-28 to 2031-32. The Mayoral Combined Authority will ensure that any projects de-scoped from the current CRSTS programme, due to concerns about their deliverability, are considered for inclusion in any future CRSTS 2 funding submission beyond March 2027.

Recommendation 3: Delegate to the Mayoral Combined Authority’s Strategic Director of Infrastructure and S73 Officer, in consultation with their counterpart Unitary Authority Infrastructure Directors and Section 151 Officers, authority to decide how the Programme contingency is used, in conjunction with the CRSTS over-programme project list, and change requests for further draw-down of funds within existing budget allocations up to £1m, to ensure that all projects are delivered and funds spent before 31st March 2027. In the event of a consensus not being reached at Director level decision making will be escalated to the Mayoral Combined Authority’s Chief Executive Officer (CEO) in consultation with the Unitary Authority CEOs.

- 10.5 Matched funding amounts will be committed to the CRSTS schemes above, as required by DfT up to 20%, by each of the unitary authorities. Where any match funding is being used for additionalities, these additionalities must be disclosed and agreed by Mayoral Combined Authority directors in advance of the DfT submission and report monthly, in the same way as other CRSTS projects to ensure compliance with DfT reporting requirements. Matched funding also needs to be fully spent by the March 2027 deadline.

Table 3 outlines the match funding based on the current project allocations for each of the Unitary Authorities. The proposed budget allocations shown in Table 2, will lead to an amendment of these figures.

Unitary Authority	Local Contribution (£'m)
Bath & North East Somerset	18.27
Bristol City Council	33.79
South Gloucestershire Council	23.59
Unallocated Contingency	0.76
TOTAL	76.40

Table 3 – CRSTS match funding allocations

- 10.6 The “Unallocated Contingency” on Local Contributions exists as not all the DfT money has been allocated to projects. This “Unallocated Contingency” will be attributed to the relevant Unitary Authority in line with the delegated decisions as outlined in Recommendation 3.

Report and advice reviewed and signed off by: Rachel Musson Interim Director of Investment and Corporate Services

11 Legal Implications:

- 11.1 There are no specific legal implications within the CRSTS programme re-baselining proposal.
- 11.2 Projects will need legal support and advice as they progress through development and delivery. These matters will be discharged by the projects on a case-by-case basis as matters arise.

Report and advice reviewed and signed off by: Daniel Dickinson – Interim Director of Legal and Monitoring Officer

12 Human Resources Implications:

The CRSTS re-baseline proposals as set out in this paper, do not have a direct impact on human resources within the Mayoral Combined Authority.

13 Land/property Implications

- 13.1 There are no land or property implications to the CRSTS programme re-baseline event.
- 13.2 Projects within the programme, such as the M32 Sustainable Transport Corridor and Hub do, in some cases, need to resolve land and property matters. These matters will be dealt with on a project-by-project basis.

14 Future4WEST

14.1 Strategic Outline Case

14.1.1 Background / Issues for Consideration

The ambition for an enhanced public transport system was first outlined in the 2017 Joint Transport Study (JTS). Following on from this and several initial studies, work began in 2020 to develop options for an enhanced public transport network. Working with representatives from the region's authorities, this has led to the production of first an Options Assessment Report (OAR) and then a Strategic Outline Case (SOC) for Future4WEST. The SOC is in accordance with the DfT's TAG (Transport Analysis Guidance) requirements and the Mayoral Combined Authority's Grant Assurance process and forms the first stage of the Business Case process as set out below.

Strategic Outline Case	Outline Business Case	Full Business Case
<ul style="list-style-type: none"> Establishes the potential scope of the transport proposal Sets out the case for change Confirms investment will support delivery of policy priorities Establishes a set of objectives and looks for options to achieve these Uses an options framework to consider a longlist of options to a shortlist of viable options for more detailed appraisal at OBC 	<ul style="list-style-type: none"> Concentrates on detailed assessments of shortlisted options to find optimal solutions Detailed planning and assessments Full economic and financial appraisals take place Preferred option identified 	<ul style="list-style-type: none"> Confirms the conclusions made in the SOC and OBC Procurement phase Records contractual arrangements Confirms affordability Puts in place management arrangements for the delivery, monitoring and post-evaluation phase Concludes in an investment decision point

Figure 2 – Business case stages

14.1.2 The SOC sets out the strategic need for investment in an enhanced public transport system in the West of England. Its potential wider economic benefits demonstrate that a successfully delivered solution could bring extensive strategic benefits, other than simply transport benefits to the region, should a solution that works for all users be established.

14.1.3 Strategic vision and benefits

Future4WEST is centered around a 2019 vision developed in collaboration with the region's authorities. The overarching aim for an enhanced public transport system in the West of England is:

“To provide a high-quality enhanced public transport solution that provides a step change in public transport connectivity in the West of England, manages growth, facilitates modal shift in public transport usage, is a key contributor to tackling the climate emergency and helps unlock significant housing and employment growth over and above the growth outlined in adopted and draft Local Plans.”

- 14.1.4 An enhanced public transport system will be a critical next step in the development of the region’s public transport network, building on the improvements currently underway to bus and rail provision, through our City Region Sustainable Transport Settlement (CRSTS), Bus Service Improvement Plan (BSIP) and MetroWest programmes. As the transport system will remain near capacity as these improvements are made, there will be a need for a more transformative system.
- 14.1.5 Future4WEST presents an opportunity to deliver a fully integrated transport system, connecting our key population centres and improving links to onwards destinations across the country. It would enable the region to build upon the schemes we are currently developing, integrating bus, rail, walking and cycling with potential future options for new services.
- 14.1.6 It is notable when compared to other cities and population centres nationally and internationally, that our region doesn’t benefit from an enhanced public transport network. Development of enhanced public transport options will help to bring the region closer to its peers, supporting additional housing, jobs, and economic growth. It will enable growth in productivity and will better link residents with employment and training opportunities. An enhanced public transport system would also enable significant investment in residential and commercial developments along the corridors, enhancing the capacity of the region’s economy. An enhanced public transport system will be critical for delivery of our climate and environmental goals, set out in our Climate and Ecological Strategy and Action Plan (CESAP) and net-zero commitments, by providing a real alternative to the private car.
- 14.1.7 Developing our approach to enhanced public transport for the region can also feed into our emerging thinking around our regional priorities and the updated Joint Local Transport Plan.

15 The Scheme

- 15.1 Future4WEST will deliver a transformational enhanced public transport system across 4 corridors in the West of England, linked within Bristol City Centre. The current phase of work has looked at end-to-end solutions across the following:
- North Corridor (Bristol City Centre – Proposed Almondsbury Transport Hub)
 - East Corridor (Bristol City Centre – Bristol & Bath Science Park)
 - Bristol – Bath Corridor (Bristol City Centre – Bath Spa railway station)
 - South-West Corridor (Bristol City Centre – Bristol Airport)
- 15.2 As part of the OAR process, 73 options were explored along the 4 corridors, across 12 mode technology types. As part of the Integrated Service Plan, which explored connectivity in Bristol City Centre, operational characteristics, and the

development of network options, 10 further options were considered between the four corridors within Bristol City Centre.

15.3 The routes are represented in Figure 3, with some of the key locations on the routes identified. For the Bristol to Bath Corridor, a single combination of sub options is considered to provide an indication of this route within the assessment stage of the SOC.

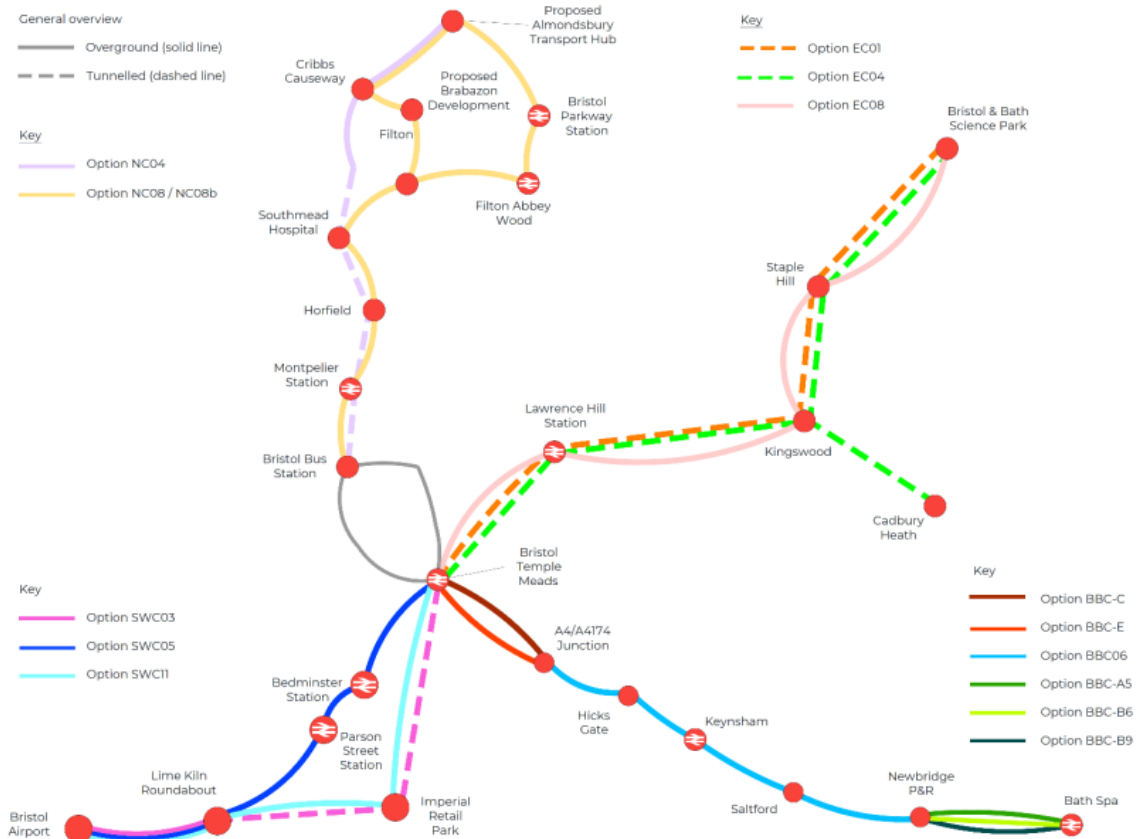


Figure 3 – shortlisted routes

15.4 Optioneering and appraisal considered both above ground, tunnelled, and mixed options for each corridor and within the city centre. The resulting shortlist, pictured above, considers options from each category, as suited to the needs of the corridor. Each of these corridors was fully segregated, with 3.2m-wide corridors in each direction, allowing the proposed system to run separated from general traffic. This will enable the scheme to deliver a reliable, frequent and congestion free route. Four possible delivery modes were retained across 2 broad categories:

- Rubber-wheeled solutions: Bus Rapid Transit, Trackless Light Transit
- Steel-wheeled solutions: Very Light Rail, Light Rail Transit

15.5 To better understand how Future4WEST might perform within the Value for Money framework, 3 illustrative networks were identified. These networks included an option from each of the 4 corridors with connections in Bristol City Centre. These networks are not intended as a final shortlist of options, nor do they remove any further routes from consideration.

16 Report Findings

- 16.1 As part of the SOC, several tests were undertaken to understand the sensitivity of outputs to changes in inputs / assumptions. It became apparent that a significant proportion of the scheme's benefits may arise from wider economic impacts, including induced investment, employment effects, and productivity gains. The Value for Money (VfM) could increase significantly for options that are above ground networks, were these benefits to be realised.
- 16.2 When constraining the analysis to those impacts considered robust at this early stage of the scheme, achieving full segregation maximises potential system user benefit, but comes with a corresponding impact on both costs and non-users. This approach was outlined at the outset of the project, it was agreed with the unitary authorities and was designed to keep the assessment in line with grant assurance framework and to retain compliance with DfT transport analysis guidance (TAG).
- 16.3 For options that are above ground, which often require reallocation of road space to allow for full segregation, there are significant negative impacts on highway users accounted for within the appraisal. For options including tunnelling, although there is substantially less impact at surface level to highway users, the significant costs of these options outweigh the scale of benefits generated. Therefore, based on the current scope of Future4WEST, and modelling frameworks available at the time of the SOC, the current options offer very poor to poor VfM. This demonstrates the challenges associated with delivering this type of system in a constrained urban area.

17 Scheme Costs

- 17.1 There are significant costs associated with constructing and operating such a complex and extensive network, particularly for the options requiring significant sections of underground tunnels. It is therefore likely that Future4WEST will need to draw on multiple sources of funding or explore phasing the delivery of the network as funding becomes available.
- 17.2 These wider funding opportunities may include future CRSTS allocations or other central Government grants, private sector finance, and exploring potential local sources such as road charging or workplace parking levies and other innovative approaches to demand management.
- 17.3 Scheme infrastructure costs have been based on option feasibility designs, applying unit rates from an industry standard book of pricing - SPONS 2022 - to a bill of quantities. The approach undertaken is reflective of the early stage of scheme development and balances the level of uncertainty inherent at SOC with the need for proportionate analysis. For options involving underground sections, the associated costs have been built up from cost data obtained from several tunnelling projects, with inflation figures applied to bring them to current prices. Risk (40%) and inflation (10% in 2023 and 2% p.a. thereafter) have then been added to the total costs. Initially, options have been costed as rubber-wheeled solutions with a percentage uplift applied to appropriate cost line items to reflect the additional costs associated with steel-wheeled solutions.

Route Option	Length (km)	Rubber-Wheeled (£m)	Steel-Wheeled (£m)	Cost per km (£/km)
North Corridor				
NC04	13.5 (tunnelled : 7.5)	4,846	5,713	£359m – £422m
NC08	20.5 (cut and cover : 700m)	553	616	£27m - £29m
NC08b	20.5 (cut and cover : 700m)	548	610	£27m - £29m
East Corridor				
EC01	10.7 (tunnelled : 10.7)	4,774	5,644	£449m - £523m
EC04	13.1 (tunnelled : 13.1)	6,021	7,117	£458m – 542m
EC08	10.5 (fully overground)	215	251	£19m - £24m
South-West Corridor				
SWC03	15.0 (tunnelled : 7.0)	4,332	5,106	£287m - £340m
SWC05	12.0 (cut and cover : 550m)	363	409	£29m - £33m
SWC11	15.5 (fully overground)	438	491	£26m - £32m
Bristol – Bath Corridor				
BBC-C+BBC06+A5	15.5 (fully overground)	352	404	£24m - £29m

Table 4a – SOC Cost Estimates of routes identified in Figure 3

Illustrative Networks	Length (km)	Rubber-Wheeled (£m)	Steel-Wheeled (£m)	Cost per km (£/km)
Overground network 1	62.0 (cut and cover : 750m)	1,589	1,793	£24m - £29m
NC08b	20.5 (cut and cover : 700m)	548	610	£27m - £29m
EC08	10.5 (fully overground)	215	251	£19m - £24m
SWC11	15.5 (fully overground)	438	491	£26m - £32m
BBC-C+BBC06+A5	15.5 (fully overground)	352	404	£24m - £29m
Bristol City Centre B		78	83	
Overground network 2	62.0 (cut and cover : 750m)	1,550	1,751	£24m - £26m
NC08b	20.5 (cut and cover : 700m)	548	610	£27m - £29m
EC08	10.5 (fully overground)	215	251	£19m - £24m
SWC11	15.5 (fully overground)	438	491	£26m - £32m
BBC-C+BBC06+A5	15.5 (fully overground)	352	404	£24m - £29m
Bristol City Centre E		39	41	
Underground network 1	57.1 (tunnelled : 27.6)	15,551	18,340	£271m - £320m
NC04	13.5 (tunnelled : 7.5)	4,846	5,713	£359m – £422m
EC04	13.1 (tunnelled : 13.1)	6,021	7,117	£458m – 542m
SWC03	15.0 (tunnelled : 7.0)	4,332	5,106	£287m - £340m
BBC-C+BBC06+A5	15.5 (fully overground)	352	404	£24m - £29m

Table 4b – SOC Cost Estimates of Indicative Networks identified in Figure 3

17.4 The above infrastructure cost estimates, which reference back to routes shown in Figure 3, do not include land, building demolition, VAT, legal fees, purchase of a Tunnel Boring Machine, associated public realm / active travel measures, operating, maintenance or renewal costs.

17.5 Corridor costs have been combined to produce examples of indicative networks; these are for appraisal purposes only, with no further options having been removed from shortlisting at this stage. These networks should not be interpreted as final options for the scheme. Overground Networks are

composed of routes NC08b, EC08, SWC11, BBC-C+BBC06+A5, with the way they are connected in Bristol City Centre being different. Underground Network 1 is composed of NC04, EC04, SWC03, BBC-C+BBC06+A5. To calculate the capital costs of the three networks, the costs of the constituent corridor options have been summed together and combined with the appropriate city centre option. The costs of any overlapping sections have then been removed from the overall estimate, hence do not necessarily equal the sum of the constituent options.

17.6 The costings fall into two broad categories, underground and overground, as the differences between the costs of steel wheeled and rubber wheeled solutions are sufficiently close that they would require further detailed consideration within further work to draw any distinction between them, especially if assessing overground options.

17.7 However, the distinction between the initial costings of overground and underground solutions are significant. Underground solutions are going to present additional challenges when seeking the capital to construct them. Although it is important to note that at this stage of the business case process, funding streams for any of the options are not fully explored.

18 Strategic Outline Case Addendum: Early-Stage Value Engineering

18.1 Within the SOC there is a recognition of the need, as the project progresses from SOC to Outline Business Case (OBC), to develop the scheme design to better suit its specific needs. At this stage of the project, early-stage value engineering has been undertaken to demonstrate the potential changes in costs and benefits that might be expected from a more comprehensive value engineering process.

18.2 In this exercise, sections of the overground options from the SOC that resulted in significant highway disbenefits were identified and have been assumed to run underground through tunnels on these stretches.

18.3 The impact of this on costs, demand, and benefits for Future4WEST and the resultant impacts on highway users has been considered at a high-level to show the potential scale of change of amendments such as this.

18.4 Whichever options are progressed to the next stage of design, will be subject to value engineering within the design development. If the scheme was to be predominantly overground the process would look to reduce the highway disbenefits experienced by the scheme and, if it were predominantly tunneled, it would look to reduce the construction costs. It is expected that as the project moves from SOC to OBC, a full value engineering methodology would be applied to further develop the scheme.

19 Alternative Costings

19.1 An approach was made to the Mayoral Combined Authority to consider an entirely underground solution, different to that included within the SOC, which had a very low construction cost estimate. These costs have been reviewed and the investigations, in combination with published industry data, indicate that a very low level of confidence can be given to achieving a fully tunnelled solution at the cost estimated. For example, the tunnelling costs based on cost per unit

volume were less than half the Government's Infrastructure and Projects Authority's (IPA) published benchmark.

20 Strategic Outline Case: Technical Assurance

- 20.1 As part of completing the due diligence for the SOC and its supporting documents, Technical Assurance Reviews of the Draft SOC were undertaken. Findings from the technical review and interview were fed into a four-stage process to identify the problem, understand the cause, explore potential solutions before recommending the way forward.
- 20.2 The review examines the technical work carried out by the SOC team based on reports provided and made comments on technical gaps and limitations it identified. Much of this was also covered in the earlier review by the Grant Assurance Team of the Mayoral Combined Authority. Adjustments were made to the SOC, where necessary, to address these comments and an updated version of the SOC that was reviewed by the Mayoral Combined Authority's Grant Assurance team in August 2023.
- 20.3 Broader comments were also made, many of which reach back to the fundamental assumptions defined at the outset of the study. For example, the report identifies a full segregation solution is the dominant driver to the high cost. Revisiting this principle with evidence of market demand and needs (current and future) where appropriate and a radical review (of) the network scope may provide a way to manage the cost'. Addressing this would be one the initial tasks of the OBC process to understand how changes to these underpinning principles might impact the scheme's deliverability.
- 20.4 The report also outlines other areas for consideration, citing areas where there is potential to significantly improve the conditions for an enhanced public transport offer, to develop a phased programme of business cases brought forward individually to present an investable proposition whilst enabling further business cases to follow, as such the definition of this phased approach will be considered in the initial OBC tasks that follow SOC approval.
- 20.5 The report also suggested developing wider complementary measures ranging from a network hierarchy review to demand management or planning policies. Some of these areas for consideration also relate to the scheme itself – for example adoption of a more robust 'needs and values focused approach for option specification and concept design, that then influences presumed levels of segregation and assumptions on network service outcomes.

21 Summary

- 21.1 The SOC has set out the strategic need for significant investment in an enhanced public transport intervention in the West of England. Consideration of the potential wider economic opportunities – both as part of the 2019 Mass Transit Feasibility Study Early Phase Options Report and further work done to support the SOC – demonstrates that, should a viable solution for both public transport and highway users be established, an enhanced public transport solution could bring extensive benefits to the region.
- 21.2 The SOC for Future4WEST provides the foundations to progress the scheme, and following the Committee decision on its scope, more detailed work can be

undertaken to consider how and where Future4WEST can offer the strongest benefits to the region.

A link to the SOC can be found here: <https://www.westofengland-ca.gov.uk/wp-content/uploads/2023/07/Future4WEST-SOC-Final-26-Sept-2023.pdf>

22 Next Steps

- 22.1 Further to approving the SOC, Committee is asked to approve funding to take the project to the next phase, Outline Business Case. The committee is asked to agree what the scope of this next phase should be.

Recommendation 4: Future4WEST – Approve the Future4WEST Strategic Outline Case (SOC) and instruct officers to progress an option (releasing the requisite funding) in accordance with **section 22** of this report. Either:

Option A

To authorise the drawdown not more than £650,000 of the allocated project budget and delegate all necessary powers to the West of England Mayoral Combined Authority’s Strategic Director of Infrastructure (in consultation with the relevant Unitary Authority Directors) to enable the progression of all of the proposed route options examined in the Strategic Outline Case and listed in Table 4a of this report, to an OBC assessment process, further described in section 20 of this document, with officers reporting back to the soonest practicable meeting of the committee to recommend which of those routes should then progress to full OBC stage. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority’s Chief Executive Officer (CEO) in consultation with the Unitary Authority CEOs.

This option is recommended by Officers because more work needs to be done to develop the criteria against which to assess the affordability and viability of the overground and underground options. Further initial OBC tasks will also be completed in parallel to avoid significant impact on the programme; these would include scoping the full OBC process and other tasks normally completed in the development of the full OBCs. To complete these tasks, it is proposed that £650,000 of previously allocated funding be drawn down to progress the development of the project, including undertaking the assessment of affordability. Undertaking this work would provide the most comprehensive assessment, ensuring all possible opportunities are explored and considered and protecting the Mayoral Combined Authority against any future legal challenge, which may arise from excluding options at this stage.

Option B

To authorise the drawdown of the remaining allocated project budget and delegate all necessary powers to the West of England Mayoral Combined Authority’s Strategic Director of Infrastructure (in consultation with the relevant Unitary Authority Directors) to enable the progression to full OBC stage of only route options NC08, NC08b, EC08, SWC05, SWC11 and BBC-C+BBC06+A5 from those listed in Table 4a below on the grounds that the other route options listed in Table 4a (the “Excluded Route Options”) would involve significant tunnelling operations which have been assessed in the SOC as being likely to

cost between £15bn and £18bn (Table 4b of this report) with a benefit cost ratio of 0.1 (i.e. they would deliver 10p of public benefit for every £1 spent), Members thus being of the view that the Excluded Route Options are highly unlikely to ever be affordable and that further work to progress the Excluded Route Options to full OBC stage would incur wasted time and costs contrary to the best interests of the region. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority's Chief Executive Officer (CEO) in consultation with the Unitary Authority CEOs.

Deciding now will allow greater and immediate focus on the overground options and enable work on the OBCs to start. To deliver this, a delegation is sought to the Mayoral Combined Authority's Strategic Director of Infrastructure and S73 Officer, in consultation with their counterpart Unitary Authority Infrastructure Directors and Section 151 Officers, to agree the financial requirements, scope, outputs, timescales and profile of the drawdown required.

Option C

To authorise the drawdown of the remaining allocated project budget and delegate all necessary powers to the West of England Mayoral Combined Authority's Strategic Director of Infrastructure (in consultation with the relevant Unitary Authority Directors) to enable the progression to full OBC stage of such of the route options listed in Table 4a, as Members may direct, Members concluding that progressing only such routes to full OBC stage at this point in time is in the best interests of the region. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority's Chief Executive Officer (CEO) in consultation with the Unitary Authority CEOs.

Deciding now will allow greater and immediate focus on the overground options and enable work on the OBCs to start. To deliver this, a delegation is sought to the Mayoral Combined Authority's Strategic Director of Infrastructure and S73 Officer, in consultation with their counterpart Unitary Authority Infrastructure Directors and Section 151 Officers, to agree the financial requirements, scope, outputs, timescales and profile of the drawdown required.

23 Programme/Resources

- 23.1 Under Option A, the Initial OBC tasks are anticipated to take approximately 6 months and support will be sought from the Mayoral Combined Authority Professional Services Framework to deliver the technical components of the initial OBC Tasks. These tasks will feed into the full OBC process and will include some of the preparatory tasks anticipated as such a significant impact on the overall programme of the OBCs is not expected. In the event of Option B or Option C being the preferred approach, a delegation for the approval of the programme is sought as part of the request.
- 23.2 It is anticipated that as the project moves towards the preparation the OBC, an updated governance structure will be required. This will entail involvement from all the Unitary Authorities to maintain their input and oversight on the development of the scheme. The funding to provide this support, for the duration of the Initial OBC Tasks, is included in the amount requested to be

drawn down.

24 Consultation

Throughout the development of the SOC for Future4WEST, regular meetings have been held with representatives of the Unitary Authorities and the draft SOC has also been considered by Infrastructure Directors and CEOs. The feedback from these meetings has informed the progression of the SOC.

25 Other Options Considered

The alternative to continuing to develop Future4WEST is to stop work and not seek to deliver a transformational enhanced public transport system. Given the level of construction costs involved in any of the options, this is a realistic option; however, to deliver modal shift from private cars to sustainable decarbonised transport, enable regeneration and economic growth in the region, reduce congestion and delay, it is recommended that the study be pursued.

26 Risk Management/Assessment

- 26.1 The delegation sought within the recommendations of this report will result in approvals for the precise scope of the tasks being secured in a timely way.
- 26.2 It is the view of officers that undertaking Option A would provide the most comprehensive assessment, ensuring all possible opportunities are explored and considered and protecting the Mayoral Combined Authority against a future legal challenge, which may arise from excluding options at this stage.
- 26.3 Should members of the Committee decide to undertake Option B or C and proceed straight to OBC with a reduced list of options carried forward from the SOC, there are increased risks of legal challenge in the future. Refer to 'Legal Implications', paragraph 30 below.
- 26.4 Notwithstanding whether the identified risk of legal challenge associated with Options B or C is realised, ruling out any of the route options by not proceeding with Option A at this stage carries the risk of ultimately failing to deliver what may ultimately prove to be the most beneficial scheme.

27 Public Sector Equality Duties

- 27.1 In coming to any decision, Committee Members must comply with their duties under the Equality Act 2010, in particular, the public sector equality duty under section 149 and the duty under section 29 not to discriminate when providing a public service and to make reasonable adjustments. Under the Duty the relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion, sex, and sexual orientation.
- 27.2 The impact on people with protected characteristics will be considered as the scheme develops for Future4WEST. At this stage of the process nothing directly arises from the progression from SOC to OBC, impacting Equalities Duties. Equality duties will continue to be assessed through the design development of this project, to assess impacts and any mitigation measures required. An Equality Impact Assessment (EqIA) will be completed as needed on a case-by-case basis.

28 Climate Change and Nature Recovery Implications

- 28.1 The Climate and Ecological Strategy and Action Plan sets out the environmental priorities for the region. In summary these are: net zero carbon by 2030, nature recovery and climate resilience. The Mayoral Combined Authority is reflecting these environmental priorities in the Future4West programme by requiring (subject to exception) the following:
- Carbon management plans and carbon accounting
 - Environmental impact assessments (or non-statutory equivalent should it not apply)
 - Biodiversity net gain (BNG) assessments and delivery of at least 10% BNG
 - Climate impact risk assessments
- a) These requirements represent a new policy for the Mayoral Combined Authority in addition to statutory requirements, and it will work to embed this in the Future4West programme as appropriate.
- b) The budget for this environmental work has not been included in the planning to date, and therefore it needs to be drawn down from the Investment Fund as part of the Future4West programme funding requirements.
- c) Future4West is an action in the Climate and Ecological Strategy and Action Plan (CESAP) as it will have an overall positive environmental impact by improving public transport, which will help to reduce the impact of greenhouse gas emissions from cars. However, there is the potential for environmental impacts, and these require assessment, reduction, mitigation and management.

Report and advice reviewed and signed off by: Roger Hoare, Head of Environment

29 Finance Implications, including economic impact assessment where appropriate:

- 29.1 If Option A of the recommendations is approved by the Committee, this report seeks approval to utilise up to £650K of Investment Funding already allocated to Future4WEST to undertake a series of technical tasks, focused on assessing the affordability and viability of different options and to design the procurement of the full OBC. This is due to be completed by May 2024. These funds will be drawn from the remaining £13.639m earmarked for Future4WEST in the Investment Fund programme and are not an additional request.
- 29.2 The completion of these tasks will facilitate the procurement of the main OBC stage, which would be subject to a further request at a later committee meeting.
- 29.3 Under Option B and Option C, this report seeks approval to utilise the Investment Funding Allocation already approved to procure the OBC. The scope, outputs, timescales and profile of the drawdown required to deliver this will be agreed under the delegation to the Mayoral Combined Authority's

Strategic Director of Infrastructure and S73 Officer, in consultation with their counterpart Unitary Authority Infrastructure Directors and Section 151 Officers.

- 29.4 If options B or C were to be selected by Members, there may be further financial due diligence required as these are not the recommended options. Refer to the comments in the legal implications.
- 29.5 The completion of these tasks will facilitate the procurement of the main OBC stage, which would be subject to a further request at a later committee meeting.

Report and advice reviewed and signed off by: Rachel Musson Interim Director of Investment and Corporate Services

30 Legal Implications:

There will be a number of legal implications as the scheme proceeds to fruition and these will be assessed and addressed at the relevant points in the process. The key legal consideration at this stage is the risk of challenge around a decision not to advance any of the proposals identified at SOC stage through to OBC stage. The risk is around *Wednesbury* reasonableness in terms of whether it was reasonable to rule out any options at this stage, without the benefit of the more detailed information that would be available to factor into that decision at OBC stage. In the event of such a challenge, a court would weigh what the Authority achieved or saved by ruling options out at this stage as opposed to doing so at a later stage based on a more complete assessment of the various options. The more negligible the savings achieved by ruling options out at this stage, the more probable any such challenge would be to succeed. There are also, of course, costs and programme timescale risks associated with dealing with any legal challenge that may be received to a decision not to progress any of the options identified in the SOC to OBC stage, irrespective of the outcome of any such challenge.

Report and advice reviewed and signed off by: Daniel Dickinson – Interim Director of Legal Services and Monitoring Officer

31 Human Resources Implications:

There are no direct HR implications arising from this report. The resource and wider HR implications of projects and options contained within this report will be considered through the business cases for each individual project.

Advice given by: Alex Holly, Head of People and Assets

32 Land/property Implications

Not applicable at this stage of the project development. Implications for land and property will become known as the project progresses through the business case stages.

33 Active Travel Capability and Ambition Fund 2022/23

33.1 Background / Issues for Consideration

The Mayoral Combined Authority received a £686,089 revenue funding allocation from Active Travel England (ATE) under the Active Travel Capability and Ambition Fund 2022/23, to deliver the activities below for the period from January 2023 to January 2024:

- A programme of capability building activities, with a focus on scheme planning, development and design (60% of funding).
- A programme of active travel behaviour change initiatives, with a focus on promoting walking, cycling and public transport use, as an alternative to travelling by car (40% of funding).

33.2 Subsequent correspondence received from ATE indicates that additional revenue will be made available to the Mayoral Combined Authority under the same funding programme, to extend the delivery of the Mayoral Combined Authority's programme of behaviour change and capability building activities to June 2024. The amount of funding is currently under embargo and cannot be shared publicly until it is announced by Active Travel England in December 2023.

33.3 Due to the short timescales in which any future funding released under the scheme needs to be spent, delegated authority is sought to utilise²⁶ this funding. These delegations will put the Mayoral Combined Authority and Unitary Authorities in the best possible position to spend the Mayoral Combined Authority's future funding award within the requirements of the fund. Demonstrating that the Mayoral Combined Authority alongside its Unitary Authorities is able to spend funding in accordance with the funding criteria is anticipated to have a positive impact on future funding levels.

34 Consultation

34.1 Engagement with Unitary Authorities was undertaken via the Regeneration, Development and Transport Steering Group in September 2022 prior to the submission of the Mayoral Combined Authority's bid for Active Travel Capability and Ambition Funding.

34.2 Further engagement with the Steering Group and Unitary Authority Infrastructure Directors is planned to confirm the scope of activities to be delivered using any additional funding allocated to the Mayoral Combined Authority under the scheme. It is expected that additional funding will be utilised to expand delivery of the initiatives and schemes listed in paragraph 24 above.

34.3 The Mayoral Combined Authority also has an officer working group with the Unitary Authorities, which is used to discuss key issues impacting the delivery of activities under the Capability and Ambition Fund 2022/23.

35 Other Options Considered

Alternative options considered include:

35.1 Not accepting any additional funding awarded to the Mayoral Combined Authority under the scheme, with project delivery finishing in January 2023. This

would reduce the ability to achieve the Mayoral Combined Authority's strategic transport objectives, cause reputational harm, decrease confidence in the region's ability to deliver walking and cycling projects and result in a loss of investment in the region. This option has therefore been discounted.

- 35.2 Accepting additional investment under the Capability and Ambition Fund but do not seek delegated authority to the West of England Mayoral Combined Authority's Strategic Director of Infrastructure in consultations with the Unitary Authority Infrastructure Directors. This would risk delivery of the project within the short delivery timescales, possibly resulting in monies having to be returned and a consequent negative impact on future funding levels.

36 Risk Management/Assessment

For the external funding that has been secured to progress schemes relating to walking and cycling, there is a risk of not meeting the conditions of the funding, such as funding being spent within the required timescales. This risk has been mitigated by working with the Unitary Authorities to develop a funding proposal for the additional investment. In addition, the delegation sought within the recommendations of this report will result in approvals being able to be secured in a timely way.

37 Public Sector Equality Duties

In coming to any decision Committee Members must comply with their duties under the Equality Act 2010, in particular, the public sector equality duty under section 149 and the duty under section 29 not to discriminate when providing a public service and to make reasonable adjustments. Under the Duty the relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion, sex, and sexual orientation.

The impact on people with protected characteristics will be considered as part of policy and scheme development. To assess these impacts and any mitigation measures required an Equality Impact Assessment (EqIA) will be completed on a case-by-case basis.

38 Climate Change and Nature Recovery Implications

- 38.1 Additional revenue for the Active Travel and Capability Fund will have an overall positive environmental impact by improving active travel, which will help to reduce emissions of greenhouse gases from cars.
- 38.2 The Mayoral Combined Authority is delivering the Climate and Ecological Strategy and Action Plan through a series of environmental requirements for its transport programme. There will be a proportionate approach to the delivery of these requirements with exemptions. The Mayoral Combined Authority will determine the approach to the Active Travel and Capability Fund, noting that it is highly likely that it will be light touch, and the behaviour change projects exempt due to the low likelihood of significant negative environmental impacts.
- 38.3 No budget has been assigned for environment work for this programme.

Report and advice reviewed and signed off by: Roger Hoare, Head of Environment

39 Finance Implications, including economic impact assessment where

appropriate:

This report seeks the approval to spend £686,089 of funding already received from Active Travel England in January 2023 as set out in the table below. For any future funding under the same programme, it is seeking approval of delegated authority to the West of England Mayoral Combined Authority's Strategic Director of Infrastructure in consultation with the Unitary Authority Infrastructure Directors.

Authority	Funding Allocation	
	Section A (Capability Building) total	Section B (Behaviour Change) total
Bath & North East Somerset Council	£80,447	£61,748
Bristol City Council	£215,447	£123,200
South Gloucestershire Council	£110,447	£67,800
West of England Mayoral Combined Authority	£0	£27,000
Sub-total	£406,341	£279,748
Total		£686,089

Table 5 – Funding allocations by authority

Report and advice reviewed and signed off by: Rachel Musson Interim Director of Investment and Corporate Services

Recommendation 5: Delegate authority to the Mayoral Combined Authority's Strategic Director of Infrastructure in consultation with the Unitary Authority Infrastructure Directors to spend the £686,089 of Active Travel Capability and Ambition Funding secured in January 2023 and any future funding which is secured under the scheme as outlined in section 33 - 39 above. In the event of a consensus not being reached at Director level decision making will be escalated to the Mayoral Combined Authority's CEO in consultation with the Unitary Authority CEOs.

40 Legal Implications:

There are no legal implications arising directly from the content of this report. There will be a need to comply with and flow down grant funding liabilities and to consider a range of likely legal and statutory implications on a scheme-by-scheme basis.

Report and advice reviewed and signed off by: Daniel Dickinson – Interim Director of Legal and Monitoring Officer

41 Human Resources Implications:

Not applicable.

42 Land/property Implications

Not applicable.

43 MetroWest 2 - Background / Issues for Consideration

- 43.1 The MetroWest 2 scheme, which includes opening of 3 new stations at Ashley Down, North Filton and Henbury, is promoted by the Mayoral Combined Authority with an additional £2.295m funding contribution from North Somerset Council.
- 43.2 The key outputs MetroWest 2 will deliver are as follows:
- Three new railway stations – Ashley Down, North Filton and Henbury.
 - Extension of existing hourly Bristol Temple Meads to Filton Abbey Wood services to Henbury Station (Calling at Ashley Down and North Filton Stations)
 - Half-hourly (increased from hourly) service from Bristol Temple Meads to Gloucester.
- 43.3 The following are the primary benefits of the scheme:
- Metro West Phase 2 is expected to return £2 to the economy for every £1 spent.
 - 1.3 million people are expected to use the Phase 2 services each year. This will increase if MetroWest expansion continues, and the connectivity of the new Phase 2 stations is further expanded.
 - Phase 2 is expected to save people 7 million minutes in travel time each year.
 - By 2030, Phase 2 is expected to be removing 3 million kilometres from the road network. Based on the average petrol car today this is equivalent to over 500 tons of CO₂ each year.
 - The new stations will support over 8,500 thousand new homes.
 - As well as housing North Filton Station will directly serve Bristol's new 19,000 seat YTL Arena, one of the largest multipurpose venues in the UK.
- 43.4 At the West of England Mayoral Combined Authority Committee in January 2023 £31.91m was approved to be spent on stage 1 of the project, which included the construction of Ashley Down Station which is ongoing. A total project funding allocation of £72.61m was also approved, as well as the stage 1 Full Business Case.
- 43.5 At the CEO's meeting on 9th August 2023, a revised North Filton Station procurement strategy was approved. This strategy includes an open market tender to support the remaining detailed design and construction phases of the North Filton Station project. To instigate the procurement exercise and give confidence to the market that funding will be in place, Committee approval is being sought to draw-down the existing funding allocation for North Filton Station detailed design and construction and Henbury Station detailed design, which were approved in January 2023, subject to Stage 2 Full Business Case approval. The Stage 2 Full Business Case, which will reflect market prices for

the detailed design and construction of North Filton Station, will not be issued until market tenders have been returned in Spring 2024. At this point the Full Business Case will be submitted and recommended for approval by the West of England Mayoral Combined Authority Strategic Director of Infrastructure in consultation with the Directors of Infrastructure of the constituent Councils.

- 43.6 A final Stage 3 Full Business Case and funding draw-down will be requested for approval upon the completion of the Henbury Station detailed design and following receipt of market prices for the construction phase.

Recommendation 6: Delegate authority to the West of England Mayoral Combined Authority Strategic Director of Infrastructure in consultation with the Unitary Authority Infrastructure Directors to approve the MetroWest 2 stage 2 Full Business Case. In the event of a consensus not being reached at Director level, decision making will be escalated to the Mayoral Combined Authority CEO in consultation with the Unitary Authority CEO's

44 Consultation

This paper has been developed by the West of England Mayoral Combined Authority in conjunction with South Gloucestershire Council, Bristol City Council and Network Rail. Other key stakeholders have been engaged through the West of England Strategic Rail Steering Board, West of England Mayoral Combined Authority Directors and CEO's meetings and the regions Planning, Housing and Transport Board.

45 Other Options Considered

- 45.1 The change request submission to draw down the £20.21m stage 2 funding allocation could have been submitted at the same time as the Stage 2 Full Business Case is ready. However, the Mayoral Combined Authority Procurement Officers have advised that the North Filton Station tender, planned to be shared in October / November 2023, should not be issued without high confidence that the funding will be available to award. Approval of the Change Request will provide this high level of confidence.
- 45.2 The previous procurement strategy was to contract the remaining design and construction phases of North Filton and Henbury stations through Network Rail, as a package of work. The aim of changing this strategy is to drive a more efficient price for North Filton station and also enable a fixed price agreement to be entered into with a third-party deliverer, as opposed to the 'emerging cost' arrangement proposed by Network Rail. This is expected to reduce the overall risk profile on the project and will also release Network Rail's capacity to focus on the successful delivery of the wider MetroWest programme, including Henbury station.

46 Risk Management/Assessment

Delivering the station and public realm through a third-party, rather than packaging up North Filton Station with Henbury Station and delivering through Network Rail, could result in North Filton Station being ready to open earlier than Henbury Station. Henbury and North Filton stations will be constructed on the same railway line, with passenger trains proposed to turn around at Henbury station. To open North Filton Station ahead of Henbury Station, would

require an operational rail solution, including the likely need to construct a drivers' walkway to enable trains to be turned round at North Filton Station. A final technical solution for this issue has not yet been developed or agreed. A specific funding allocation has not been included in the current overall MetroWest 2 project funding allocation for any new infrastructure or technical solution. The Mayoral Combined Authority is likely to need funding for this if the risk materialises. Any misalignment of completion dates between North Filton and Henbury Stations if they were delivered separately is likely to be relatively minor, in which case it is likely that the service would not be introduced / stations opened until Henbury was completed. There could be some reputational risk associated with having a completed station not able to open for several months.

47 Climate Change and Nature Recovery Implications

- 47.1 The Mayoral Combined Authority is delivering the Climate and Ecological Strategy and Action Plan environmental priorities across its transport programmes through a series of new environmental requirements (subject to exception).
- 47.2 The Mayoral Combined Authority is developing a proportionate approach to applying these new policy requirements to programmes at an advanced project stage such as Metro West 2, which has already completed some environmental assessments.
- 47.3 The budget for additional environmental work that the new policy may require will be drawn down from MetroWest North Filton Station project contingency.
- 47.4 MetroWest 2 contributes to the delivery of an action in the Climate and Ecological Strategy and Action Plan by improving frequency and accessibility of trains through delivery of new train lines and stations contributing to a decarbonised transport system.

Report and advice reviewed and signed off by: Roger Hoare, Head of Environment

48 Finance Implications, including economic impact assessment where appropriate:

- 48.1 A funding allocation of £72.61m was approved by the Mayoral Combined Authority Committee for MetroWest 2 in January 2023. £31.9m of this funding was approved to be spent on the current stage of the project, which includes the construction of Ashley Down Station. The approved funding for the current stage did not include a provision for the detailed design and construction of North Filton Station.
- 48.2 The following table shows the proposed profile of funding between the 3 project stages, including the recommended additional award for Stage 2.

Funding Type	Stage 1 Funds awarded (£m)	Stage 2 additional award requested (m)	Stage 3 remaining funding allocated (m)	TOTAL (m)
Local Growth Fund	3.20	-	-	3.20
Economic Development Fund	13.81	20.21	11.65	45.67
Local Authority Public Match Revenue	1.10	-	-	1.10
Investment Fund / Transforming Cities Fund	13.66	-	6.25	19.91

Local contribution - North Somerset Council	-	-	0.30	0.30
Section 106 (Public Match Revenue)	-	-	2.30	2.30
Great Western Railways	0.14	-	-	0.14
TOTAL	31.91	20.21	20.49	72.61

Table 6 – Staging of MetroWest 2 funding drawdown by funding type

48.3 An enhanced governance structure has been implemented across the West of England Mayoral Combined Authority’s rail programme to ensure oversight of project delivery and budgets going forward based on the additional funding allocations

48.4 The economic appraisal of the scheme forecasts a Benefit-Cost Ratio (BCR) of 2.0:1. A BCR of greater than 2.0 represents ‘High’ value for money.

Report and advice reviewed and signed off by: Rachel Musson Interim Director of Investment and Corporate Services

49 Legal Implications:

External legal advice has been taken on the proposed procurement strategy. Appropriate legal support will be required to ensure a compliant procurement and contracting process.

Report and advice reviewed and signed off by: Daniel Dickinson – Interim Director of Legal and Monitoring Officer

50 Land/property Implications

Nine Section 106 agreements are in place with Persimmon (Henbury Station) and YTL (North Filton). Under these agreements, the developers are obligated to provide temporary access for the railway construction works. These Section 106 agreements need to be updated to reflect changes to the station designs, including the layout change at Henbury, and construction methodologies/access requirements. Both developers have confirmed their agreement to the principle of the proposed changes.

Appendices:

Appendix 1 – CRSTS Programme Milestone Changes

CRSTS Funded Programme

2023 – one month project schedule milestone bulk change event	Baseline July	Baseline August	Days
P0014 - Access for all Wider works - make stations step free Lawrence Hill	01-Oct-24	01-Oct-24	0
Consultation Start	01-Oct-24	01-Oct-24*	0
FBC Approval	02-Jun-25	24-Jan-25*	129
Construction Start	11-Jul-25	29-Sep-25*	-80
Construction Complete	20-May-26	05-Jun-26*	-16
P0015 - Charfield Rail Station	30-Aug-24	11-Jul-24	35
FBC Approval	30-Aug-24	11-Jul-24*	50
Construction Start	03-Feb-25	28-Feb-25*	-19
Construction Complete	01-Mar-27	31-Mar-27*	-20
P0001 - CRSTS - Bristol City Centre sustainable corridor	26-Jul-23	17-Aug-23	-22
OBC Approval	26-Jul-23	17-Aug-23*	-22
Consultation Start	30-Nov-23	30-Nov-23*	0
FBC Approval	30-Jun-25	30-Jun-25*	0
Construction Start	30-Aug-25	30-Aug-25*	0
Construction Complete	30-Apr-27	30-Apr-27*	0
P0001.01 - Bristol Bridge Signals Junction and Car Park VMS Project	30-Oct-22	30-Oct-22 A	0
FBC Approval	30-Oct-22	30-Oct-22 A	0
Construction Start	30-Jun-23	30-Jun-23 A	0
Construction Complete	01-Dec-23	01-Dec-23*	0
P0010 - CRSTS - Thornbury to North Bristol Corridor (A38N)	01-Nov-23	01-Nov-23	0
Public Consultation Start	01-Nov-23	01-Nov-23*	0
FBC Approval	01-Oct-24	15-Oct-24*	-14
Construction Start	01-Nov-24	11-Nov-24*	-10
Construction Complete	01-Dec-26	01-Dec-26*	0
P0011 - CRSTS - Bristol to Hengrove Corridor (A38)	01-Dec-23	01-Dec-23	0
Consultation Start	01-Dec-23	01-Dec-23*	0
FBC Approval	01-Jul-24	01-Jul-24*	0
Construction Start	30-May-25	30-May-25*	0
Construction Complete	01-Dec-25	01-Dec-25*	0
P0011.01 - Bedminster Works at A38 and Whitehouse Lane	01-Dec-25	01-Dec-25	0
Construction Complete	01-Dec-25	01-Dec-25*	0
P0012 - CRSTS - Somer Valley to Bath/Bristol (A37S/A367)	26-Jul-23	17-Aug-23 A	-22
Consultation Start	26-Jul-23	17-Aug-23 A	-22
OBC Approval	26-Jan-24	26-Jan-24*	0
FBC Approval	03-Mar-25	15-Mar-25*	-12

	Construction Start	01-Sep-25	02-Jun-25*	91
	Construction Complete	02-Nov-26	03-Aug-26*	91
P0013 - CRSTS - Chipping Sodbury to Hambrook Corridor (A4174/A432)		26-Jul-23	17-Aug-23	-16
	Consultation Start	26-Jul-23	17-Aug-23*	-16
	FBC Approval	01-Oct-24	16-Oct-24*	-15
	Construction Start	01-Jan-25	01-Jan-25*	0
	Construction Complete	02-Nov-26	02-Nov-26*	0
P0021 - Tap on Tap Off Integrated Ticketing		28-Jan-22	28-Jan-22 A	0
	FBC Approval	28-Jan-22	28-Jan-22 A	0
	Construction Start	26-Jul-23	26-Jul-23 A	0
	Construction Complete	01-Apr-25	01-Apr-25*	0
P0003.01 - CRSTS - Bath City Centre Sustainable Corridor Phase 1 W&C		01-Sep-23	01-Sep-23	0
	Engagement Start	01-Sep-23	01-Sep-23*	0
	FBC Approval	21-Jun-24	21-Jun-24*	0
	Construction Start	01-Oct-24	01-Oct-24*	0
	Construction Complete	02-Feb-26	02-Feb-26*	0
P0003.02 - CRSTS - Bath City Centre Sustainable Corridor Phase 2 Bus		01-Sep-23	01-Sep-23	0
	Engagement Start	01-Sep-23	01-Sep-23*	0
	OBC approval	30-Jun-24	30-Jun-24*	0
	FBC Approval	30-Jun-25	30-Jun-25*	0
	Construction Start	03-Nov-25	03-Nov-25*	0
	Construction Complete	01-Dec-26	01-Dec-26*	0
P0008 - CRSTS - Portway Corridor & Hub (A4 Portway)		01-Sep-23	01-Sep-23	0
	FBC approval (Portway P&R Bus Access Improvements)	01-Sep-23	01-Sep-23*	0
	Consultation Start	01-Sep-23	01-Sep-23*	0
	OBC approval	01-May-24	28-Jun-24*	-58
	FBC Approval	30-Mar-25	30-Mar-25*	0
	Construction Start	01-Oct-25	22-Aug-25*	40
	Construction Complete	01-Feb-27	01-Feb-27*	0
P0009.01 - CRSTS - Stockwood to Cribbs Corridor (A37/A4018) Victoria St & Colton Ave bus lane		30-Sep-23	30-Sep-23	0
	Consultation/Engagement Start	30-Sep-23	30-Sep-23*	0
	FBC Approval	03-Feb-25	29-Mar-24*	311
	Construction Start	01-May-25	30-Oct-24*	183
	Construction Complete	01-Dec-26	28-Jul-25*	491
P0009.02 - CRSTS - Stockwood to Cribbs Corridor (A37/A4018) Bristol Southern Section		31-Dec-23	31-Dec-23	0
	Consultation/Engagement Start	28-Feb-24	28-Feb-24*	0
	FBC Approval	30-Jun-24	30-Jun-24*	0
	Construction Start	31-Dec-23	31-Dec-23*	0
	Construction Complete	30-Apr-26	30-Apr-26*	0

P0009.03 - CRSTS - Stockwood to Cribbs Corridor (A37/A4018) Central Section (northern section)	01-Jun-24	28-Jun-24	-27
OBC Approval	01-Jun-24	28-Jun-24*	-27
Consultation/Engagement Start	30-Nov-24	30-Nov-24*	0
FBC Approval	30-May-25	30-May-25*	0
Construction Start	30-Oct-25	30-Oct-25*	0
Construction Complete	30-Mar-27	01-Mar-27*	29
P0009.04 - CRSTS - A4018 Corridor Improvements	01-Dec-23	12-Dec-23	-11
Construction Start	01-Dec-23	12-Dec-23*	-11
Construction Complete	03-Nov-25	28-Nov-25*	-25
P0004 - CRSTS - B2B Bristol to Emery Road Sustainable Corridor (A4 Strategic Corridor)	01-Aug-23	17-Aug-23	-12
Consultation Start	01-Aug-23	17-Aug-23*	-12
OBC Approval	26-Oct-24	26-Oct-24*	0
FBC Approval	01-Sep-25	01-Jan-25*	243
Construction Start	01-Dec-25	01-Dec-25*	0
Construction Complete	01-Mar-27	30-Mar-29*	-760
P0005/6 - CRSTS - B2B Keysham to Bath Sustainable Corridor / Transport Hub	14-Aug-23	17-Aug-23	-3
Engagement Start	14-Aug-23	17-Aug-23*	-3
FBC Approval	01-Aug-25	04-Jan-24*	575
OBC approval	16-Mar-24	16-Mar-24*	0
Construction Start	01-Oct-25	30-Jun-25*	93
Construction completion	01-Mar-27	30-Sep-26*	152
P0007 - CRSTS - M32 Corridor & Hub	02-Oct-23	09-Nov-23	-38
Consultation/Engagement Starts	02-Oct-23	09-Nov-23*	-38
OBC Approval	15-Mar-24	15-Mar-24*	0
FBC Approval	03-Mar-25	20-Mar-25*	-17
Construction Start	01-Sep-25	18-Sep-25*	-17
Construction Complete	01-Jun-27	09-Jun-27*	-8
P0003.03 - Bath Quay Bridge Pedestrian Cycle links	01-Sep-22	01-Sep-22 A	0
OBC Approval	01-Sep-22	01-Sep-22 A	0
Consultation Start	30-Jul-23	17-Aug-23*	-18
FBC Approval	01-Apr-25	20-Dec-23*	468
Construction Start	01-Apr-25	03-Jun-24*	302
Construction Complete	01-Sep-26	30-Aug-24*	732
P0010.01 - Thornbury to A38 via Alveston (Alveston Hill Cycleway)	24-Jan-24	15-Mar-24	-37
FBC Approval	24-Jan-24	15-Mar-24*	-51
Construction Start	01-May-24	01-May-24*	0
Construction Complete	01-May-25	01-May-25*	0
P0017 - CRSTS Bristol to Bath Railway	30-Sep-23	30-Sep-23	0
Consultation start	30-Sep-23	30-Sep-23*	0
FBC Approval	01-Aug-24	28-Jun-24*	34
Construction Start	01-Nov-24	02-Sep-24*	60
Construction Complete	03-Mar-25	01-Jan-25*	61

P0018 - BANES Liveable Neighbourhood	02-Oct-23	02-Oct-23	0
Consultation start	02-Oct-23	02-Oct-23*	0
FBC Approval	01-Feb-24	30-Oct-23*	94
Construction Start	02-Sep-24	02-Sep-24*	0
Construction Complete	05-May-26	05-May-26*	0
P0019.01 - East Bristol (St George) Liveable Neighbourhood	28-Jun-23	28-Jun-23 A	0
OBC Approval	28-Jun-23	28-Jun-23 A	0
Consultation start	01-Nov-23	01-Nov-23*	0
FBC Approval	14-Jan-25	14-Jan-25*	0
Construction Start	01-Apr-25	30-Jun-25*	-90
Construction Complete	01-Jun-26	31-Aug-26*	-91
P0019.02 - CRSTS Liveable Neighbourhood Point Closure Bristol	30-Jun-23	30-Jun-23 A	0
Streetspace 1 - PVS Engagement Complete	30-Jun-23	30-Jun-23 A	0
Streetspace 2 - Engagement Complete	26-Jul-23	17-Aug-23*	-22
Streetspace 1 - FBC Approval	01-Jul-24	30-Jul-24*	-29
Streetspace 1 - Construction Start	01-Jan-25	01-Jan-25*	0
Streetspace 2 - FBC Approval	01-May-25	01-May-25*	0
Streetspace 1 - Construction Finish	01-May-25	01-May-25*	0
Streetspace 2 - Construction Start	01-Sep-25	01-Sep-25*	0
Streetspace 2 - Construction Finish	31-Jan-26	31-Jan-26*	0
P0020 - CRSTS SGC Liveable Neighbourhoods	01-Jul-25	01-Jul-25	0
Consultation Start	01-Jul-25	01-Jul-25*	0
FBC Approval	01-Jan-26	01-Jan-26*	0
Construction Start	02-Mar-26	02-Mar-26*	0
Construction Complete	05-Oct-26	05-Oct-26*	0
P0020.01 - South Glos Liveable Neighbourhood Yate	03-Mar-25	28-Feb-25	3
Co design/ Intervention trials / Consultation (Yate)	03-Mar-25	03-Mar-25*	0
Approval of FBC (Yate)	01-Oct-25	28-Feb-25*	215
Construction Start (Yate)	01-Jan-26	30-Jun-25*	185
Construction Complete (Yate)	01-Oct-26	31-Mar-27*	-181
Co design/ Intervention trials / Consultation (Thornbury)	01-Jul-25	01-Jul-25*	0
Approval of FBC (Thornbury)	01-Jan-26	29-Aug-25*	125
Construction Start (Thornbury)	02-Mar-26	31-Oct-25*	122
Construction Complete (Thornbury)	01-Oct-26	31-Mar-27*	-181
P0026 - Fieldings Bridge	01-Jun-24	01-Jun-24	0
Consultation Start	01-Jun-24	01-Jun-24*	0
OBC Approval	01-Oct-24	01-Oct-24*	0
FBC Approval	01-Oct-25	01-Oct-25*	0
Construction Start (Deferred)	31-Mar-27	31-Mar-27*	0
Construction Complete (Deferred)	31-Mar-27	31-Mar-27*	0
P0227 - Bath Sustainable Walking & Cycling schemes	01-Sep-23	22-Apr-24	-160
Consultation Start	01-Sep-23	22-Apr-24*	-160
OBC Approval	01-Jul-24	01-Jul-24*	0

	FBC Approval	30-Mar-25	03-Mar-25*	27
	Construction Start	28-Mar-25	28-Mar-25*	0
	Construction Complete	04-May-26	26-Mar-26*	39
P0239 - Midsomer Norton W&C Links (Project Needs Set-up)		01-Jun-23	01-Jun-23 A	0
	Consultation Start	01-Jun-23	01-Jun-23 A	0
	FBC Approval	01-Jul-24	01-Jul-24*	0
	Construction Start	02-Jan-25	02-Jan-25*	0
	Construction Complete	02-Jun-25	02-Jun-25*	0

Appendix 2 – Table of CRSTS Scope Amendments

Project Name	Baseline Scope	Scope Amendments
<p>Bristol to Bath Strategic Corridor – Bristol Section</p>	<p>Improving public transport services along the A4 Strategic Corridor from Bristol Temple Meads to the existing Park and Ride at Emery Road (5km). This already popular public transport service is hampered by a lack of continuous bus priority. This project would address much of the challenges to enable a more reliable and faster service. Walking and cycling infrastructure along the route is also being significantly improved.</p>	<p>Removal of large-scale interventions that utilise the disused railway route in Brislington:</p> <p>We would like to confirm that we are not proposing to stop progressing options that utilise the old railway. However, the CRSTS funding requires projects to be delivered by March 2027. Owing to the requirements around land purchase, planning permission and the three-year construction period, we are unable to deliver these options within the CRSTS period. We are therefore proposing to use the CRSTS funding to construct short term options and the work needed to progress the longer-term options that use the old railway.</p> <p>This would mean that during the CRSTS period we can deliver the short-term changes and we will have undertaken the pre-construction work needed for the option(s) that use the old railway allowing us to apply for more funding to deliver the projects. This will all be subject to feedback from the ongoing public engagement, modelling work and business case assessment.</p>
<p>Somer Valley – Part 1</p>	<p>Improving links from the Somer Valley into both Bath (A367) and Bristol (A37) and connections all along the corridors to rural communities. Better bus priority at key locations such as Whitchurch, Farrington Gurney, Radstock, Red Lion Roundabout and Bear Flat, providing cycle</p>	<p>The walking & cycling interventions that are not being taken forward in the lower cost package are:</p> <ul style="list-style-type: none"> ▪ Somer Valley routes in Midsomer Norton ▪ Midsomer Norton to Westfield ▪ Midsomer Norton to Norton Hill School

	<p>infrastructure that connects rural communities in both Bristol and Bath and connects smaller villages to the main corridor. Transport hubs at Whitchurch, Farrington Gurney, Midsomer Norton, potential improvements to Odd Down. Liveable Neighbourhoods will be considered at Whitchurch, Midsomer Norton, Radstock, Odd Down and Bear Flat.</p>	<p>via 5 Arches Greenway</p> <ul style="list-style-type: none"> ▪ Silver Street to Fosseyway ▪ Walking and cycling routes that were proposed within the LUF bid round 2 that was unsuccessful ▪ Midsomer Norton to Hallatrow railway path ▪ Conversion of on-street sections of NCN24 to off-street using former railway alignment.
<p>Somer Valley – Part 2</p>	<p>As above</p>	<p>As part of the Somer Valley project development, B&NES Cabinet Members and Ward Councillors were consulted. Political concerns were raised regarding proposals for a Transport Hub at Sleep Lane (Whitchurch) which includes parking for ca.50 cars. Concerns were also raised regarding land acquisition to deliver this site, use of greenbelt designated land, as well as potential local opposition to a Park & Ride facility based on past experience. Current Ward Councillors and Cabinet Members are unlikely to support this proposal. No suitable alternative location exists around Whitchurch to deliver a transport hub facility (incl. parking) without utilising greenbelt land. It is therefore proposed that this scope is not included in the Somer Valley Lower Cost Alternative package. A separate study to understand the benefits of a mobility hub with car parking spaces in the Whitchurch area will be undertaken.</p>

<p>Bristol City Centre</p>	<p>This project seeks to improve an important east-west connection linking Old Market (BBRP) with Castle Park and Baldwin Street (City Centre). It will deliver bi-directional protected cycle route through a busy pedestrian and cycle junction including new signalised cycle crossings. A series of interventions focused on improving transport links and public transport services in Bristol City Centre. These include: Redcliffe Way roundabout, Cumberland Road to A370, St James Barton, New Foundland Way, Old Market, Connections with A37/A4018, Cumberland Road links, Cycling across city centre, Transport hubs, Public Realm</p> <p>Setting up bus infrastructure to prioritise public transport in the central area, including ensuring that it aligns with any future Mass Transit aspirations, changes to key junctions at St James' Barton, Newfoundland Way, Old Market, Redcliffe Roundabout, Bedminster Bridges, links along Cumberland Road to the A370, connections with the proposals for the Stockwood to Cribbs Causeway Sustainable Transport Corridor. We will link the existing good quality city centre cycling infrastructure across the city centre and on to the radial corridors, improve public realm and deliver/improve Transport hubs at Bristol Bridge, Broadmead, The Centre, Old Market and Temple Meads.</p>	<p>Cycle route improvements linking Old Market with Castle Park and Baldwin Street: East/West cycle route improvements linking Old Market with Castle Park and Baldwin Street (City Centre) is no longer in CRSTS scope. However, this is being delivered as part of the Old Market Gap project with ATF3 funding. Additional works that include a protected cycle route and new crossings with signals (Bristol Bridge) are being delivered under the Stockwood to Cribbs Causeway CRSTS corridor project.</p>
<p>A4 Portway Corridor</p>	<p>Focused on enhancing the corridor between central</p>	<p>Segregated walking and cycling infrastructure on the</p>

	<p>Bristol, employment sites in Avonmouth and connections to the M5. These initiatives consist of upgrading the existing P&R site, bus segregation measures and improved cycling infrastructure. Key corridor linking central Bristol to employment sites in Avonmouth and connections to the M5. Upgrade the existing P&R site to a transport hub and align with the new rail station, provide for segregated bus infrastructure and LTN 1/20 compliant cycle infrastructure to improve existing links.</p>	<p>Portway corridor: The Portway initial project concept included segregated walking and cycling infrastructure on the corridor. This is now proposed to be descoped due to space and cost restrictions forcing a choice between bus priority measures and cycle segregation. Improvements to walking and cycling remain in scope through provision of shared facilities along the corridor. This would still be LTN 1/20 compliant. Usage data (both pedestrian and cycle) support amended scope.</p>
<p>Stockwood to Cribbs Causeway</p>	<p>Infrastructure improvements in the A37/A4018 corridor including the provision of bus priority measures, road design and enhancement of cycling and walking routes across the covered area. Two key transport corridors with one key bus service. It links south east Bristol to north east Bristol, via the city centre. Includes key hotspots at Park Street, North View, Hengrove Lane and Talbot Road with more provision of continuous bus priority. Continuous footways at key locations, changes to junctions to facilitate bus priority and upgrades to bus stops in line with the new standards currently under development. Work will be carried out to make the closure of Bristol Bridge permanent and change the look and feel of Baldwin/Victoria Street. A new cycle route parallel to the A37, from Bath Bridges via Totterdown and Knowle to connect to Airport Road,</p>	<p>Cycle route parallel to the A37: The Stockwood to Cribbs Causeway CRSTS corridor project scope included a new cycle route parallel to the A37, from Bath Bridges via Totterdown and Knowle to connect to Airport Road. During public engagement, over 245 stakeholders and 1200 local businesses were engaged. 1261 comments were received from the general public through the survey, mapping tool, emails and phone calls. The impact of providing a new cycle route parallel to the A37 was deemed unacceptable to the local residents (47% strongly disagreed) and therefore it is now proposed to be removed from CRSTS scope.</p>

	the completion of a missing link on the Whitchurch Way at Sturminster Road and new cycle infrastructure, plus public realm improvements around The Triangle. New Transport Hubs will be developed at Wells Road/Airport Road, Broadwalk, The Triangle, Clifton Down Shopping Centre, Southmead and Henbury.	
B&NES – Bath & Midsomer Norton Walking & Cycling Packages	Replacement of existing Fielding’s Road pedestrian bridge with a cycle/pedestrian bridge or new adjacent pedestrian/cycling bridge to the existing pedestrian bridge. This existing narrow bridge forms part of a strategic cycle/pedestrian route over the River Avon between the north and south of the city. It provides a link to local services and educational establishments as well as directly linking on to the riverside path (NCN 4) which is a strategic west east cycling/pedestrian corridor between Bristol and Bath. In addition, the bridge forms part of a well-used route linking to the NCN 24 (Two Tunnels) and local residential areas north and south of the River Avon. It forms part of and LCWIP route between Bath city centre and Twerton.	Fielding’s Road Footbridge upgrade: The upgrade of the Fielding’s Road footbridge is proposed to be deferred post CRSTS (March 2027). The River Avon in Bath is a designated statutory main river, managed by the Environment Agency. As such, obtaining planning consents for the intervention is a complex process, presently of unknown length. Detailed structural surveys and initial option assessments have been completed. Several structural engineering options remain, each with different cost, commercial, and construction implications, which will substantially impact delivery timelines. Delivery as part of a different funding stream will be explored.

West of England Mayoral Combined Authority Contact:

Report Author	Contact Details
Malcolm Parsons	Malcolm.parsons@westofengland-ca.gov.uk