

**NORTH SOMERSET COUNCIL
DECISION**

**DECISION OF: COUNCILLOR ELFAN AP REES. THE EXECUTIVE MEMBER FOR
STRATEGIC PLANNING, HIGHWAYS, ECONOMIC DEVELOPMENT
AND HOUSING.**



WITH ADVICE FROM: THE DIRECTOR OF DEVELOPMENT AND ENVIRONMENT

DECISION NO: 17/18 DE 208

SUBJECT: A2 Local Bus Service

KEY DECISION: YES

BACKGROUND: The A2 local bus service currently operates between Weston-super-Mare and Bristol Airport serving the A38 corridor. Historically, the service was operated and run commercially by First, both as the A2 and in its previous form the 121, with the service recently subsidised by North Somerset Council. Development at Bristol Airport has resulted in a Section 106 agreement, which includes £100,000 per annum for 10 years for the local bus service.

The Integrated Transport Unit initiated a consultation with local stakeholders who would be directly influenced by a new or changed service. Four route options were considered as part of this consultation. The Council and Bristol Airport then considered a package of requirements that would benefit both local residents and other travel requirements for the Airport.

Discussions with Bristol Airport raised awareness to the potential opening date of Metrobus on the 7 January 2018 which will change a number of local bus routes in the surrounding area. It is necessary for the A2 service to be operational at this time as a failure to launch would result in material loss of service provision in some areas. This is because the airport has a separate requirement to re-route the A1 Bristol Flyer onto the new AVTM guided busway, with the new A2 service complementing the new A1 route.

A tender is currently live on the procurement portal for operators to submit proposals to operate the new A2 service. This comprises mandatory and desirable criteria against which operators must provide a proposal including a route schedule and associated costs. The contract will have a length of four years, whilst Section 106 funds are available for 10 years it is intended that the service will become commercially viable at some point during this investment period.

As a result of the accelerated timescales for Metrobus, we are intending to gain approval through the public notice procedure for the procurement process for the new A2 service.

To summarise, the new A2 service will be subsidised by S106 funding from Bristol Airport to provide a local bus service replacing the current A2. The new service may also include further enhancements funded by Bristol Airport separately to meet additional demands

associated with airport travel.

The tender response indicates that First are the preferred bidder.

As this decision has not be advertised in the Forward Plan the Public Notice Procedure has been complied with.

Why the decision has not been included in the Forward Plan:

It was initially proposed that the new service contract would commence from April 2018, allowing for sufficient time for the contract award to be advertised on the forward plan. However, discussions with Bristol Airport and confirmation of the opening date of Metrobus and associated changes of other bus routes have warranted the need for the new A2 service to be operational at a much earlier date of 7 January. Failure to launch the new contract service at this time would result in a material loss of service provision for some areas.

As a result, by submitting this item on the next available forward plan period (1 Dec) we would not have sufficient time to complete the procurement process and get the service signed off by the Traffic Commissioner (56 day notice period) before the 7 January deadline.

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DECISION: To allow the ITU to determine an appropriate specification with the preferred bidder to run the A2 service on a contractual basis for the period of four years.

REASONS: To provide a new A2 service connecting the A38 corridor with Bristol Airport, additionally generating a financial saving for NSC.

OPTIONS CONSIDERED: Without the operation of the A2 service from the 7 January there will be a material loss of service provision in areas.


FINANCIAL IMPLICATIONS:

The S106 funds entitle the Council to £100,000 per annum for 10 years. It is intended that the cost of the service will be accommodated within this budget to prevent any additional cost to NSC. Any additional requirements from Bristol Airport that will generate additional expenditure would be funded directly by the Airport.

The contract has been set at 4 years with an expected cost to the Council (S106 funds) of around £400,000 over the total period. It is intended that within the 10 year investment period the service would become commercially viable.

SIGNATORIES:

DECISION MAKER:

Signed:  Executive Member for Strategic Planning,
Highways, Economic Development and Housing

Title:

Date: 7/11/17

WITH ADVICE FROM[SE1]:



Signed:
Colin Medus, Head of Highways and Transport for Director of Development & Environment

Date: 7/11/17

2019年12月31日

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