

CABINET MEETING: 21 MARCH 2024

DELIVERING A BUS PRIORITY NETWORK FOR CARDIFF

TRANSPORT & STRATEGIC PLANNING (COUNCILLOR DAN DE'ATH)

AGENDA ITEM: 10

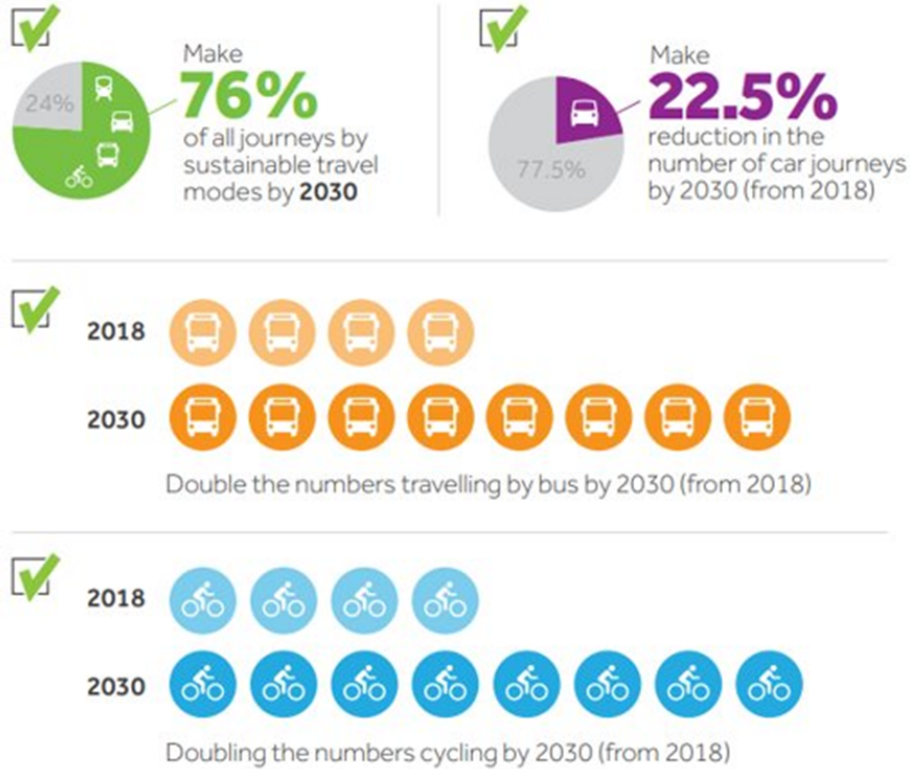
Reason for this Report

1. To seek approval of the draft Bus Priority Infrastructure Plan document, as set out in Appendix 1.
2. To seek approval to go out to public consultation on the Bus Priority Infrastructure Plan.
3. To seek approval to delegate authority to the Director of Transport, Planning and Environment, in conjunction with the Cabinet Member, to make minor amendments to the Bus Priority Infrastructure Plan and formulate a programme of deliverable bus priority projects and relevant engagement with key stakeholders, and to move forward with the delivery of those key projects.
4. To note that all related transport project deliverables included in, and/or produced from the Bus Priority Infrastructure Plan will be subject to successful funding bids, public consultation, design feasibility, assessments (including Equalities Impact Assessments EQIA) and Traffic Regulation Orders (TROs).

Background

5. In January 2020, Cardiff approved the ambitious Transport White Paper, that set out the 10 year transport vision for the city. In this document, it identified a series of key ambitions, one of which included a target to double bus passenger numbers by 2030 (from 2018). The document also included a vision for connected bus priority routes across the city.

Figure 1: The 2030 mode share target set out in the Transport White Paper (2020)



6. In addition to the White Paper, a Bus Strategy for Cardiff (2021) was taken to Cabinet in July 2021 and was then subject to a public consultation. This wider strategy included all elements of bus and identified a series of 'Big Moves' that included key success factors such as pricing, ticketing, services, fleet and infrastructure.
7. The current Bus Priority Infrastructure Plan (2024) is an ancillary to the Bus Strategy for Cardiff (2021) and focuses on the most critical of the priorities highlighted in that strategy - to identify and deliver key priority bus routes across the Cardiff network.
8. The White Paper (2020) and Bus Strategy (2021) both include a bus priority network as a key aspiration. This network of routes connects into several key interchange points across the network, namely the Central Transport Interchange, Waungron Station, University Hospital Wales, other rail interchanges, and several other Park & Ride sites. The bus priority connections to, and from these key interchange sites provide the connection to the network and any onward destination. Furthermore, improving the connections to these sites will enable operators to offer high quality services that are attractive to the public.
9. Since the publication of the White Paper (2020) and the Bus Strategy (2021), Cardiff Council has delivered several projects that enhance the bus

network in Cardiff. They include enhancements to the City Centre's Bus Priority Box and various other bus priority installations across the city. Whilst these can be considered as successful measures for bus, further projects are required to tackle current issues and achieve the vision for bus in Cardiff.

10. In addition, a number of critical threats have emerged, that have threatened the delivery of the vision. In particular, the Covid pandemic dramatically impacted on bus ridership. Since the pandemic, there has been a return to bus usage, but not enough to mitigate the losses that occurred. As a result, in recent years, a structural challenge to the viability of bus networks and organisations has developed that resulted in the Welsh Government introducing emergency funding. Nonetheless, this has not fully addressed the underlying causes of this crisis.
11. The main aim of the Bus Priority Infrastructure Plan (2024) is to provide a medium-term solution, that forms the bridge between the vision of a bus network in Cardiff, and the critical challenge to bus usage that has emerged, by the delivery of key infrastructure measures on the transport network. The plan will focus on facilitating end-to-end journey quality through infrastructure delivery. Six core corridors have been identified and an interventions toolkit will provide a list of measures that can be applied on each route.
12. The six bus corridors will connect on to the City Centre Bus Box and provide further onward connections to key interchange sites such as the Central Transport Interchange, rail interchange sites, and park and ride.
13. The delivery of these six bus corridors will enable bus operators to run higher quality bus services, making bus a more attractive transport mode for the residents of Cardiff. The corridors also connect to the new Central Transport Interchange (via the City Centre Bus Box), and several other key interchange sites around the city; this connected network of bus corridors will offer benefit to residents of Cardiff, the South East Wales Region and visitors from further afield.
14. It is important to note that the identification of six key bus corridors does not mean bus lanes along each route. Cardiff has a unique transport network, one that is constrained by space and several geographic factors. There is therefore a need to consider all modes of transport and the integration of bus infrastructure in to a multi modal environment.
15. The assessment and project management process applied to each route will be used to identify the best mix of interventions that can be applied to each route, whilst also ensuring the corridors are integrated into the mixed-use nature of the transport network in Cardiff (*for further information on the type of interventions that could be used see section 27 of this report and the Bus Infrastructure Plan in Appendix 2*).
16. The Bus Priority Infrastructure Plan has been subject to a first stage EQIA (see Appendix 3). Each future project will be subject to further detailed EQIAs.

Current Challenges and Issues

17. **Bus Patronage:** The ambition set out in the White Paper is to double the number of bus passengers by 2030 (from 2018 numbers). The COVID19 era has damaged this ambition and has caused a drop in bus passenger numbers, with current levels operating 20% below pre-Covid levels.
18. **Funding for Bus Projects:** The Local Transport Fund will be applied to for funding. The recent introduction of the Welsh Government's Bus Strategy 'Bws Cymru' could provide a source of support and funding for bus priority measures. A network vision and priority plan will form a key foundation in enabling the submission of high-quality funding bids, should funding be made available.
19. **Funding for Bus Services:** During the COVID19 era the Welsh Government funded bus operators to continue running their pre-COVID services via the Bus Emergency Fund (BES). The BES funding ensured that operators could continue services through the pandemic and on to the recovery period. This funding has been gradually reduced accounting for rebased passenger demand post-COVID through the Bus Transition Fund to a Bus Network Grant that will begin from 1st April 2024. Operators and Local Authorities have reviewed the services and inevitably reduced frequencies, cut services in some instances and/or combined routes. Improved bus priority on a core network will protect core services, improve journey quality and could form the catalyst to attracting passengers back to buses. A dedicated core network could also make additional services more commercially viable in the future.
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21. **Network Congestion and Pinch Points:** Cardiff is a growing city that attracts millions of visitors per year; the numbers of people moving around the city is outnumbering the capacity of the network. The return to pre-COVID traffic levels has seen congestion increase, which has a knock-on effect on buses. Congested road links and junctions mean slower bus services and poorer journey quality. There is now a need to provide the right mix of infrastructure that ensures bus operators can provide reliable

and attractive bus services, whilst also ensuring our transport network can operate around, or in parallel to, any new infrastructure.

22. **Major Developments and Transport Projects:** Cardiff is a growing city and there are several key developments and transport projects that need to be considered as part of the Bus Priority Infrastructure Plan. They include;
- a. **Central Transport Interchange (CTI):** The opening of CTI in 2024 will provide an additional key transport hub for the bus network. The network will need to be further enhanced to serve this facility and to safeguard its future success.
 - b. **Park and Ride Facilities:** A separate strategy for Park and Ride will be created in the future. The Bus Priority Infrastructure Plan has been created to plug in to the current known and future Park and Ride sites in Cardiff. The Bus Priority Infrastructure Plan can be amended in the future should any new sites be proposed.
 - c. **South East Wales Metro:** The development of the railways and stations in and around the Cardiff area will mean additional interchange points and a need to connect such facilities with key areas of the city.
 - d. **Cardiff Bay Developments:** The forthcoming redevelopments in Cardiff Bay will require transport connections. Major developments such as the Cardiff Bay Arena will need enhanced bus connections so that people can choose to travel sustainably.
 - e. **Active Travel Network Developments:** The development of the cycleway network is both an issue and a challenge for the bus network. Cycle lanes take away road space and add extra time at junctions and this can result in journey time delay for buses. The challenge is how to integrate cycleway and bus infrastructure so that they work together. Pedestrian facilities are also a key consideration in this instance - bus passengers are also pedestrians and it is therefore important to ensure that bus stops are in the correct location. These factors further strengthen the need to integrate transport scheme design across all modes.
 - f. **Education Facilities:** Cardiff is currently embarking on an ambitious upgrade to its school facilities via the 21st Century Schools Programme. Cardiff also has a long-standing reputation as one of the best higher education cities in the UK and has a large student population. Improved bus journey quality could be a key contributor in attracting pupils and students away from the car and on to buses as their default transport choice.

The Bus Priority Infrastructure Plan

23. A copy of the Bus Priority Infrastructure Plan is appended to this report as Appendix 1. The following section of this report provides a brief summary of the key components of the plan.

24. The main objectives of the plan are as follows:
 1. Faster and more reliable bus services.
 2. Attract more funding for bus priority measures.
 3. More accessible services that are easier to use.
 4. Better integration between bus services and with rail, light rail and bus.
 5. Bus routes and stops designed to complement walking and cycling facilities.
25. The plan aims to achieve these objectives by identifying a user-based approach to the delivery of infrastructure-based improvements. The following key routes, junction hot spots and intervention tools are highlighted in the report:
26. **Establishing a core network of bus routes on the network:** The Bus Priority Infrastructure Plan has identified six core routes that carry 80% of Cardiff Bus passengers; these routes connect on to the City Centre Bus Box and out towards the secondary and regional routes. Figure 2 of this report shows the core network and Table 1 of this report lists and names each core route.
27. **Establishing the secondary network - the connection to the core and regional network:** The Bus Priority Infrastructure Plan identifies the secondary and regional networks and shows how they connect into the core network.
28. **Introduce a Diverse Range of Interventions:** Rather than simply requiring the introduction of bus lanes on all routes, it is proposed to introduce a range of measures appropriate to locations and infrastructure already in place. These measures may include bus lanes, bus prioritisation, signage, telematics, kerbside controls, bus stop placement and other interventions.
29. **A list of Junction Hot Spots:** There are several problem junctions known to cause bus journey time delay. The Bus Priority Infrastructure Plan details a current list of these junctions that can be worked through and edited over the lifetime of the plan. A list of current junctions is included in Table 1 of this report.
30. **An Interventions Playbook:** This list of interventions details all the available infrastructure options available on the core network. It is envisaged that one or several interventions can be used on each corridor – subject to feasibility. Examples of the interventions include Bus lanes, bus gates, kerbside TRO restrictions, junction improvements, network technology and the reallocation of bus stops.
31. **Park & Rides:** Ensure integration of key corridors with park & rides sites and/or multimodal hubs (existing and future).

Figure 2: The Core Network, Secondary Network and Junction Hot Spots

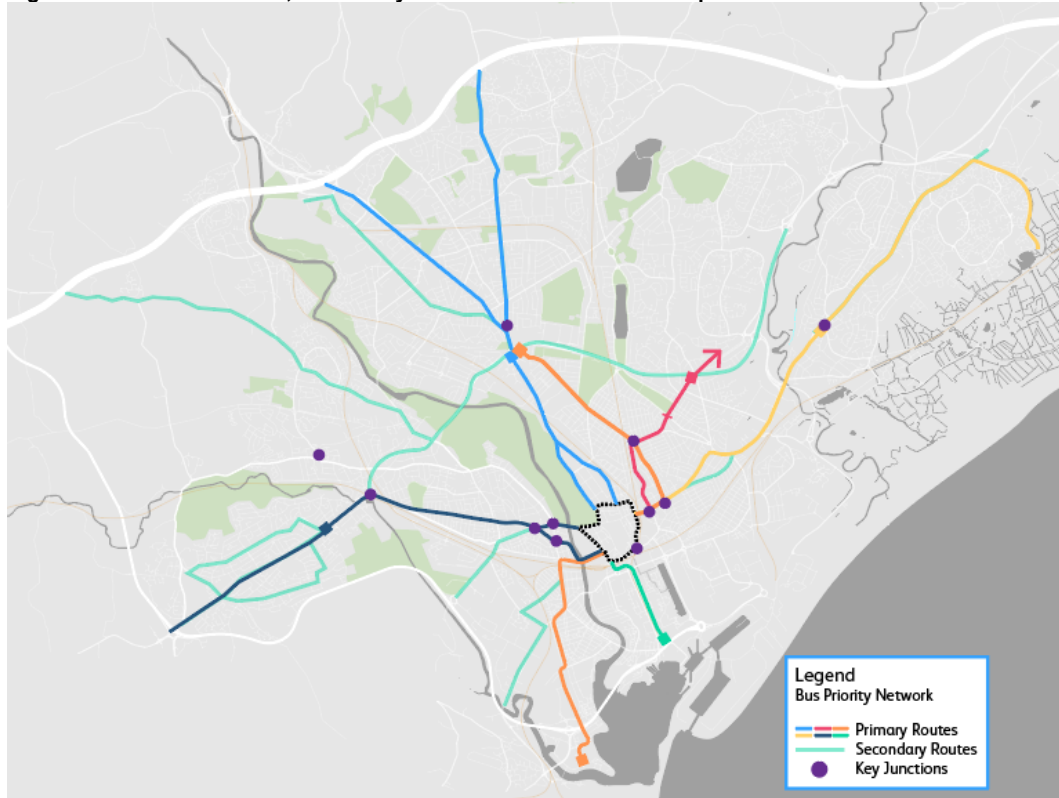


Table 1 – Key Bus Priority Routes and Potential Interventions

Core Bus Network – Proposed Intervention Routes / Locations	
1	<p>Route 1 – Western Bus Corridor (Ely to City Centre): A key route that connects the areas of Ely, Trelai, Canton and Riverside with each other, and also to the city centre.</p> <p>Potential Interventions: This route is not wide enough to provide bus lanes on either side, although some areas could benefit from some sections of priority lanes to assist with improved journey time and reliability. Other measures to consider on this route would be improved kerbside controls that assist buses with unopposed passage through busy areas, reorganising of bus stops and the possible introduction of technology installs on junctions.</p> <p><i>Please Note: The above text is an early assessment on the possibilities of the route, all work is subject to further assessment, consultation, transport project processes and funding.</i></p>
2	<p>Route 2 North – UHW – ISV Cross City Corridor (University Hospital Wales to City Centre): A route that has been chosen due to the vital need to provide high quality public transport connections to the UHW site. Additionally the route will then provide a key connection through the area of Grangetown and onwards to the ISV and Vale of Glamorgan.</p> <p>Potential Interventions (UHW to City Centre): The work on this section will focus on how bus journey time and reliability can be improved through the</p>

	<p>areas of Plasnewydd, Cathays and Gabalfa. Due to space constraints, it is likely that a mixture of kerbside controls, junction improvements, technology and bus stop improvements will be used in the area.</p> <p>Potential Interventions (City Centre to ISV): Space constraints in the Grangetown area will see a focus on technology, bus stop locations and kerbside controls. The area further south, towards the ISV, could see a broader mix of interventions installed that could include some, or all of the measures available in the Interventions List.</p> <p><i>Please Note: The above text is an early assessment on the possibilities of the route, all work is subject to further assessment, consultation, transport project processes and funding.</i></p>
3	<p>Route 3 – Eastern Bus Corridor (City Centre along Newport Road to Newport Border and *Parkway Station): A key corridor that connects Cardiff with Newport. The corridor also provides an arterial bus route that serves the areas of Pentwyn, Pontprennau, Rumney and St Mellons. <i>*Parkway Station subject to planning permission.</i></p> <p>Potential Interventions: This route will be assessed to see how much gold standard bus infrastructure is feasible. Bus lanes, technology, kerbside controls and bus stop relocations will be used to achieve the vision of a high quality bus route.</p> <p><i>Please Note: The above text is an early assessment on the possibilities of the route, all work is subject to further assessment, consultation, transport project processes and funding.</i></p>
4	<p>Route 4 – Southern Bus Corridor (City Centre to Bay): A route from the City Centre to Cardiff Bay has been included in the plan to futureproof and support any future developments. No work has taken place to date on this route, and it will be subject to further assessment and future developments.</p> <p>Potential Interventions: Some, or all the interventions available could be used on this route. The aim of any route would be to connect the bay with the city centre and support any existing rail infrastructure – if needed.</p> <p><i>Please Note: The above text is an early assessment on the possibilities of the route, all work is subject to further assessment, consultation, transport project processes and funding.</i></p>
5	<p>Route 5 – Northern Bus Corridor (City Centre to North Cardiff, RCT and Caerphilly): Known as the Northern Bus Corridor (NBC), this route is already in Stage 2 WelTAG. The corridor is made up of several routes that connect North Cardiff through Gabalfa Roundabout and into the City Centre. There is also a regional aspect to the route as it connects to both Rhondda Cynon Taf and Caerphilly.</p> <p>Potential Interventions: The area south of Gabalfa roundabout is currently undergoing an assessment to identify what level of bus priority could be</p>

	<p>achieved. These priority measures will be backed up by technological installations and the reorganisation of bus stop locations.</p> <p>Please Note: <i>The above text is an early assessment on the possibilities of the route, all work is subject to further assessment, consultation, transport project processes and funding.</i></p>
6	<p>Route 6: Roath-North East Cardiff (City Centre to Roath and North East Cardiff): A key corridor due to the connection to the highly populated areas of Plasnewydd and Penylan. This corridor will also serve the large student population in the area and provide connection to some key educational facilities.</p> <p>Potential Interventions: Kerbside controls and reallocation of bus stops could be a key feature on this corridor. Further assessment will be used to identify which junctions could be improved and where technology installs could be utilised to aid bus movement.</p> <p>Please Note: <i>The above text is an early assessment on the possibilities of the route, all work is subject to further assessment, consultation, transport project processes and funding.</i></p>
	<p>Key Junctions – Proposed Interventions</p> <p>Please Note: <i>The junctions below have been identified by bus operators as issues on the transport network. No further assessment work has taken place to date, and any future work is subject to further assessment, consultation, transport project processes and funding.</i></p>
A	A48 Cowbridge Road W / A4161 Cowbridge Road E / A48 Western Avenue
B	Saint Fagans Road / Fairwater Road
C	Merthyr Road / Caerphilly Road
D	B4487 Newport Road / Wentloog Road
E	Albany Road / City Road / Richmond Road / Crwys Road
F	Newport Road / City Road
G	Newport Road / West Grove
H	Bute Terrace/ Churchill Way / Adam St
I	Lower Cathedral Road / Neville St / Clare St

J	Cathedral Rd / Cowbridge Road E / Lower Cathedral
K	Cowbridge Road East / Wellington Street / Neville St

32. The Bus Priority Infrastructure Plan will allow the Transport Team to create a programme of bus projects that will improve bus priority on the six core routes and alleviate the pressure on the junction hot spots. These projects can be submitted for funding bids when they have been taken through the Council's usual transport project process.
33. The speed of programme delivery will be subject to the success of those funding bids and the available resources in the Transport Programme Team.

Proposed Recommendation and Next Steps

34. In view of the above summary and the appended Bus Priority Infrastructure Plan, it is recommended that the draft plan is approved by Cabinet and delegation is provided to the Director of Planning, Transport and Environment to proceed to public consultation on the plan, and to move forward with the development of a programme of bus projects.

Future Public and Stakeholder Engagement

35. The current plan has been created with the input of bus operators and TFW. Continual stakeholder engagement will be required in an ever-changing environment.
36. A public consultation on the plan will be used to gain feedback from the public.
37. All associated deliverable projects will be required to follow the usual Transport Project Process and will therefore be subject to further cabinet approval (subject to value), local member engagement, stakeholder engagement, public consultation, and a traffic regulation order (TRO) process.
38. All transport projects associated with the plan will be subject to engagement with the Access Focus Group and an EQIA.

Project Funding

39. The Transport Team have so far used an allocation of internal Council capital funding for the development of bus corridors and the allocation of match funding for Government Grant Bids. The Council has been successful in obtaining £200k of City Region Deal funding for the

development of bus corridors in the north of the city this year. The Newport Corridor is also being funded from external grant funding.

40. Further external grant funding will be required on an annual basis to aid the development and delivery of all schemes. The formulation of base plan of core routes is to be used to aid this process and show how singular infrastructure projects fit in to a wider vision.
41. All projects to deliver changes on the bus corridors will be subject to successful external grant funding bids.

Local Member consultation (where appropriate)

42. Local Members will be consulted with as part of the Transport Project Process and Traffic Regulation Order (TRO) process associated with the delivery of any transport scheme associated with the Bus Priority Infrastructure Plan.

Reason for Recommendations

43. To achieve the Vision for bus set out in the White Paper for Transport 2020.
44. To realise the 'Big Moves' in the wider Bus Strategy for Cardiff, with particular emphasis on supporting Big Moves 1-3 which relate to the delivery of bus infrastructure and priority.
45. A Bus Priority Infrastructure Plan would be a major step forward for the transport network in Cardiff. It would contribute significantly to making buses a more attractive option for travel.
46. To place bus journey quality and the end-to-end user experience at the heart of future transport projects.
47. To prioritise a core set of six bus corridors for infrastructure improvements – subject to further assessment.
48. To enable the Transport Team to move forward with the development of bus priority projects on those routes and to form an associated delivery programme.

Financial Implications

49. The report seeks approval for the Bus Priority Strategy focusing on bus priority infrastructure and as detailed in Appendix 1. It also seeks approval for delegation to the Director of Planning, Transport and Environment to proceed with the development of a programme of bus projects.

50. The financial implications of the implementation of the Bus Priority Strategy and the proposed interventions are not identified at this stage and will need to be subject to the development of detailed project delivery programmes and confirmation of related funding sources.
51. The Strategy as set out is not affordable within existing Council budget allocations and will only be deliverable if additional external funding is secured. All projects will need to have identified and confirmed funding sources with external funding and S106 contributions maximised to ensure no further Council contribution.

Legal Implications

52. The report recommends the approval of a draft Bus Priority Plan in accordance with the 2021 Bus Strategy.
53. In developing the plan and implementing the same:
 - (i) detailed legal advice should be taken/sought on each of the proposals and their achievability given any legal constraints.
 - (ii) the Council needs to be mindful, as the owner (sole shareholder) of a municipal bus company, of its duties under the Transport Act 1985 and the need to ensure there is no distortion of competition and that any opportunities are open to all operators providing bus/transport services.
 - (iii) where third party funding is to be relied upon to implement the plan, the Council needs to be satisfied that the conditions attached to such funding can be met.
54. The report refers to a public consultation exercise being undertaken in relation to the draft Bus Priority Plan. It should be noted that any consultation and engagement must:
 - (a) be carried out when the proposal is at a formative stage
 - (b) consultees must be given sufficient information to understand the project and to respond
 - (c) consultees must be given sufficient time to respond and
 - (d) responses must be conscientiously taken into account when finalising the relevant decision, as a consultation exercise gives rise to the legitimate expectation that due regard will be given to the outcome of the consultation, in determining the way forward .
55. It should be noted that Legal Services have not received a copy of the final version of the draft Bus Priority Plan 2023 document annexed to this report, so have been unable to consider the same - but it is understood from the body of this report that the aforementioned plan contains a number of initiatives that aim to improve bus services.

56. In considering the recommendations contained within the report and in developing the plan and various projects/policies, regard should be given, amongst other matters, to the following general legal requirements:

Equality Requirements

57. The Council's duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: (a). Age,(b) Gender reassignment (c) Sex (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity, (g) Marriage and civil partnership, (h) Sexual orientation (i) Religion or belief – including lack of belief.
58. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers ([WG42004 A More Equal Wales The Socio-economic Duty Equality Act 2010 \(gov.wales\)](#)) and must be able to demonstrate how it has discharged its duty.
59. An Equalities Impact Assessment aims to identify the equalities implications of the proposed decision, including inequalities arising from socio-economic disadvantage, and due regard should be given to the outcomes of the Equalities Impact Assessment (**Appendix 3**).

Well-being of Future Generations (Wales) Act 2015

60. The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.
61. In discharging its duties under the Act, the Council has set, and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Cardiff's Corporate Plan 2023-26. When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well-being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.
62. The well-being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take

account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:

- look to the long term
- focus on prevention by understanding the root causes of problems
- deliver an integrated approach to achieving the 7 national well-being goals
- work in collaboration with others to find shared sustainable solutions
- involve people from all sections of the community in the decisions which affect them

63. The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below:

<http://gov.wales/topics/people-and-communities/people/futuregenerations-act/statutory-guidance/?lang=en>

General

64. The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh language, the report and Equality Impact Assessment deals with all these obligations. The Council has to consider the Well-being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.
65. The decision maker should be satisfied that the decision is in accordance with the financial and budgetary policy.
66. All decisions taken by or on behalf the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers of behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Council Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances

HR Implications

67. There are no HR Implications for this report.

Property Implications

68. There are no Property Implications for this report.

RECOMMENDATIONS

Cabinet is recommended to:

1. approve of the draft Bus Priority Infrastructure Plan document, as set out in Appendix 1.
2. approve the commencement of a public consultation on the Bus Priority Infrastructure Plan.
3. delegate authority to the Director of Transport, Planning and Environment in conjunction with the Cabinet Member for Strategic Planning & Transport to make minor amendments to the Bus Priority Infrastructure Plan and formulate a programme of deliverable bus priority projects and relevant engagement with key stakeholders, and to move forward with the delivery of those key projects.
4. note that all related transport project deliverables included in, and/or produced from the Bus Priority Infrastructure Plan will be subject to successful funding bids, public consultation, design feasibility, assessments (including Equalities Impact Assessments EQIA) and Traffic Regulation Orders (TROs).

SENIOR RESPONSIBLE OFFICER	Andrew Gregory Director of Planning, Transport & Environment
	15 March 2024

The following appendices are attached:

- Appendix 1 Bus Priority Infrastructure Plan 2024
- Appendix 2 Corridor Improvements (high level options)
- Appendix 3 Equalities Impact Assessment
- Appendix 4 Exempt Legal Implications