

## **NEW SCHEMES & UPDATES WITHIN THE CAPITAL PROGRAMME**

This annex provides description to changes shown as “New Budget Requests” within the Capital programme Annex 5, which also illustrates the delivery of schemes included from previous budget-setting, with due consideration to re-phasing. It is noted that capital proposals funded from Community Infrastructure Levy are described in Annex 5(v) and not duplicated here.

### **1. RESOURCES**

**1.1 Orange Grove for Full Approval** of £540k for 2024/25 to be funded by Corporate Supported Borrowing.

To increase the budget for the cost of repairing 1-2 Orange Grove to complete stabilisation of the building and prevent further deterioration of this listed structure which is a prominent historic building in the centre of Bath.

**1.2 IT Asset Refresh for Provisional Approval** of £500k for 2028/29 to be funded by Corporate Supported Borrowing.

To extend the programme for a fifth year. For purchase of new laptops, meeting room equipment, IT infrastructure and other technology to facilitate the provision of modern services by the Council.

**1.3 To remove the carry forward budget for Commercial Estate Improvement and Regeneration Fund – Provisional Approval** of £24.145m funded by Service Supported Borrowing and re-assign to three more focused schemes outlined below.

**1.4 Commercial Asset Re-investment for Provisional Approval** of £5m for 2024/25, £2m in 2025/26, £2m in 2026/27, £3m in 2027/28 and £3m in 2028/29 to be funded by Service Supported Borrowing.

To establish funding for re-investment in assets to ensure their lettings are retained. For prudent asset management, a cash flow needs to be maintained to ensure timely re-investment in significant sites.

**1.5 Commercial Estate Planned Maintenance Programme for Provisional Approval** of £500k p.a. from 2024/25 to 2028/29 to be funded by Service Supported Borrowing.

To fund a prioritised programme of repairs and to commercial properties based on condition surveys, to ensure health and safety and reduce costs of reactive repairs.

The approved budget amounts for properties may be supplemented from tenant contributions, dilapidations payments and Insurance income as the required.

**1.6 Commercial Estate Refurbishment for Provisional Approval** of £1m p.a. from 2024/25 to 2028/29 to be funded by Service Supported Borrowing and £500k for 2028/29 to be funded by Corporate Supported Borrowing.

To fund the repairs and improvements necessary to prepare vacated commercial properties for letting to new tenants and to extend the landlord repair programme to five years.

**1.7 Scheme Adjustments of Previous Schemes following review:**

- **Commercial Estate Refurbishment – Approved Budget** of £1.062m funded by Service Supported Borrowing. To move this existing approved budget for Keynsham Riverside from this programme for delivery in the **High Street Recovery** programme as detailed in section 2.3 below.
- **IT Improvements at Children’s Centres – Keynsham, St Martins, Radstock and Bath – Provisional Budget** of £30k funded by Corporate Supported Borrowing. Following a scheme review this historic budget is not needed and is being removed.

**2. ECONOMIC & CULTURAL SUSTAINABLE DEVELOPMENT**

**2.1 Corporate Estate Planned Maintenance Programme for Full Approval** of £2.7m for 2024/25 and £300k for 2025/26 and **Provisional Approval** of £3m for 2028/29 funded by Corporate Supported Borrowing.

Capital planned maintenance works will be undertaken on the Council’s Corporate Estate. A detailed plan of priority works is shown in Annex 5 (iv). Any amendments for 2024/25 will be confirmed by the Director for Regeneration & Housing in consultation with the Cabinet Member for Resources.

**2.2 Carrswood Day Centre Roof for Full Approval** of £550k in 2024/25 to be funded from Corporate Supported Borrowing of which £325k to be approved from the provisional budget for the project and £225k from new corporate borrowing. The remaining provisional budget of £375k for the project and funded from revenue contribution to be removed.

To deliver a replacement roof covering for Carrswood Day Centre which is required due to problems with corrosion of the existing roof. This was provisional scheme in the Resources Portfolio but has been re-aligned alongside Corporate Estate reporting.

**2.3 High Street Recovery for Full Approval** of £1.239m for 2024/25 to be funded by WECA grant of £740k and Service Supported Borrowing of £499k.

To redevelop two long-term vacant units in Keynsham Temple Street/Riverside, to bring these Council owned units back into productive use and to support empty units in the area. This reflects the change in reporting from within Commercial Estate Refurbishment as noted in section 1.7 above and award of Love our Highstreet grant funding to support the revised programme of work.

**2.4 Fashion Museum Renovation for Provisional Approval** of £800k in 2024/25 to be funded by Service Supported Borrowing, and £16.7m in future years. Total funding of £17.5m is envisaged to be £10m service supported borrowing funded from net admissions Income, £3m Corporate Supported Borrowing representing Council Subsidy and a fund-raising target of £4.5m, which will including future grant applications.

Investment in and conversion of the grade 2 listed, Old Post Office Building in Bath is planned to provide a future Fashion Museum which will form part of the council's Milsom Quarter Masterplan an ambitious vision to transform the Milsom Quarter area of Bath into a fashion destination. The world-class fashion collection will act as a cultural attractor to drive footfall and extend dwell-time in Milsom Quarter, increasing vitality and underpinning investment. It is a strong fundraising proposition, and it should be possible to raise funds to support this project, through a mix of traditional grant funders, individual philanthropy, and corporate sponsorship/partnership to support delivery of this new visitor attraction.

Purchase of the building was made in September 2022 for using WECA grant, which we need to repay £7.9m from capital receipts to be realised.

The current totals present a base-case which will be reviewed as the project develops.

**2.5 Heritage Infrastructure Development for Provisional Approval** of £350k for 2028/29 to be funded by Service Supported Borrowing.

A headroom borrowing provision to reflect forthcoming proposals in the Heritage Services Business Plan and will be paid for from additional incomes generated.

**2.6. Scheme Adjustment of Previous Schemes following review:**

- **Bath Quays - Weston Island – Provisional Budget** £100k funded by Corporate Borrowing. Funding for a future scheme. To be removed and planned to be re-instated as part of a future budget for appropriate amount in the financial years when it is required.

**3. CLIMATE EMERGENCY AND SUSTAINABLE TRAVEL**

**3.1. CRSTS Cycling and Walking Scholars Way** restated value of £2.0m for **Provisional Approval**, all funded by revenue held in the CAZ reinvestment reserve. This follows confirmation that no WECA grant is currently available for scheme delivery.

Scholars Way is a proposed route comprising of an eastern and western section, linking the University of Bath, Combe Down & St Martins School, via Mulberry Park and a potential extension to Odd Down. A programme to deliver the western section is proposed within this £2m and includes road links with pedestrian and cycle crossings, new parallel crossings, new toucan crossings for pedestrian and cycles and new cycleways and shared footpaths. Prioritised delivery of two crossings in the Eastern section is proposed as part of Local Highways Improvement programme in 2024/25.

**3.2. CRSTS Cycling and Walking - Bath Quays Links for Provisional Approval** of Total £1.824m, £1.187m in 2024/25, now confirmed as funded by WECA grant.

Bath Quays Links consists of the following proposed scheme elements currently under development:

- A367 Green Park Road (Midland Bridge Road to new pedestrian/cycle bridge).
- Segregated bi-directional cycle lane (subject to Bath City Centre project - Charles St cycle lane design to be confirmed).
- Redesign of bus stops to accommodate cycle infrastructure.
- New zebra/parallel crossing north of new pedestrian/cycle bridge and relocation of an existing zebra crossing.
- A36 Lower Bristol Road (Westmoreland Road to Oak Street) segregated cycle lanes in both directions.
- Redesign of bus stops to accommodate cycle infrastructure.
- Removal of Oak St eastbound bus stop to provide additional cycle segregation.
- New signalised toucan crossing east of Westmoreland Road/Riverside Road.
- Upgrade developer funded puffin crossing to a toucan for pedestrians and cycles.

**3.3. CRSTS Midsomer Norton and Westfield Walking, Wheeling and Cycling Links for Provisional Approval** of £1.25m, funded by WECA CRSTS grant and our local B&NES match contribution.

The project aims to provide the following which are derived from routes set out in the West of England region Local Cycling Walking and Investment Plan (LCWIP):

- Improved cycle links between residential areas in both Midsomer Norton and Westfield to the existing Norton-Radstock greenway with a new shared use path for walking, wheeling and cycling route on First Avenue, Second Avenue, Excelsior Terrace, the B3355 and Charlton Road.
- New routes between Chaucer Road and Eagle Drive, Chaucer Road and Kingsley Road, Hazel Terrace and Woodpecker Avenue, plus Longfellow Road and Kingsley Road.
- Improving narrow junction on side roads along the route to assist crossing movements.
- New pedestrian crossings on raised tables, where the road level is raised to the same height as the pavement.
- Priority to cycles on Charlton Road in order to reduce vehicle speeds.
- A section of shared use path between a new housing development in Silver Street to Charlton Road (supported by a S106 contribution).

**3.4 Renewable Energy Development Fund for Provisional Approval** of £500k in in 2028/29 funded by Service Supported Borrowing.

To extend the programme to five years, each proposal will be subject to business case.

**3.5. Connections and Carrswood Day Centres Heating Upgrades for Provisional Approval** of £696k in 2024/25, to be funded by Government Grant of £401k and Service Supported Borrowing of £295k.

Scheme for the retrofit of air source heat pumps to replace the existing gas heating and reduce carbon emissions. A bid was made for an additional £401k of Public Sector Decarbonisation Scheme funding in November 2023, that will utilise the energy to be generated by new solar PV arrays to be fitted at the same time. New LED lighting will also result in energy savings. Installation is programmed for completion by February 2025 to include an overhaul of the plant room.

£180k contribution from Corporate Supported Borrowing will also transfer from the Corporate Estate Planned Maintenance Programme on Full Approval.

**3.6 Entry Hill Ecology Centre for Provisional Approval** of £250k in 2024/25 funded by Government Grant

A project is at early stages for development of Entry Hill to create an innovative and economically sustainable scheme that will showcase ecological best practice, providing for learning and physical activity to deliver health and nature benefits. It will benefit wider green infrastructure, ecological habitat network and species recovery. The grant funding is supplemented by £100k CIL funding as set out in Annex 5 (v).

#### **4. BUILT ENVIRONMENT & SUSTAINABLE DEVELOPMENT**

**4.1. Affordable Housing for Provisional Approval** of £1.148m for 2024/25 onwards and to reduce **Fully Approved** budget by £306k funded by Capital Receipts.

The programme is amended to reflect additional Capital Receipts arising from former Council House sales of £841k and to return £306k from completed schemes from fully approved budget to provisional budget ready to use for new proposals.

**4.2. Supported Housing for Provisional Approval** of £5m for 2024/25, £7.5m for 2025/26 and £7.5m for 2026/27 to be funded by Service Supported Borrowing.

To provide future provision for supported housing/temporary accommodation (TA), at the same time aiming to reduce costs of out of area provision. Refurbishment is planned for Milward House and several ex-Curo flats are being progressed to refurbish for TA use.

The Council continues to develop the Adult Supported Living provision at Englishcombe Lane, currently proceeding with detailed design with a proposal for sixteen units of accommodation for residents with learning difficulties and/or autism.

**4.3. Council House Building Programme for Provisional Approval** of £5m for 2024/25 and £10m 2025/26 to be funded by £2.5m Corporate Supported Borrowing, £6.25m Service Supported Borrowing and £6.25m Grant Funding.

A new provisional budget to reflect the 2024/25 commitments to develop the general needs affordable homes over future years to include Council owned land led sites at Midland Road alongside other surplus assets. The full programme description is provided in 9.4.1.

#### **5. ADULT SERVICES**

**5.1. Community Resource Centre Equipment Programme for Full Approval** of £50k for 2024/25 and **Provisional Approval** of £50k for 2028/29 to be funded by Corporate Supported Borrowing.

This is a programme for improvements to the equipment and furniture at the Community Resource Centres and for Extra Care Housing resulting from their return to Council in-house operation.

**5.2. Disabled Facilities Grants for Full Approval** of £1.442m for 2028/29 to be funded by Government Grant.

This extends the existing programme to five years. This is a mandatory scheme providing essential disabled adaptations to the homes of eligible residents. This has included Minor Adaptions under the Care and Support (Preventing Needs for Care and Support) Regulations 2014 to assist with nursing at home and daily living. Cost for home repairs or other capital work for people returning home from hospital also been included.

## **6. CHILDREN'S SERVICES**

6.1. **Basic Needs Programme** total held in Provisional Approval is £9.204m in 2024/25 & £8.406m in 2025/26, 2025/26 reflecting new grant allocations. We are also holding a provisional **Schools CIL** budget of £492k in 2024/25 from previous allocation.

The Council receives Basic Need (BN) grant funding from the Department for Education (DfE). The funding is allocated to support the provision of sufficient school places where additional need has been identified as part of the annual DfE School Capacity (SCAP) return.

The Council's School Organisation Plan (SOP) will highlight any areas of basic need where additional school places may be required. Currently primary school provision is expected to be sufficient up to the end of the 2027/28 academic year and secondary provision up to the end of the 2029/30 academic year.

Annual reviews of the pupil projections and updates to the local housing plans, may identify new areas of increasing pupil numbers during the term of the SOP.

Where additional school places are needed in the future, feasibility studies will be required to determine the most suitable and cost-effective way to deliver the additional places. The remaining funding will be used to support expansion schemes at primary and secondary schools or specialist provision locations.

It is noted that BN grant is to meet any potential abnormal costs for the SEND free school that are identified by the DfE set out in para 6.4.

It is proposed that Delegated Authority for approval of individual budgets is given to the Director for Education, subject to consultation with the Cabinet Member for Children and Young People, Communities and Culture.

6.2. **Schools' Capital Maintenance Programme (SCMP)**, total held in Provisional Approval is £1.859m to be funded by DfE grant. Funding is profiled, £1m 2024/25, £500k 2025/26 & £359k 2026/27. In addition we received new grant funding in 2023/24 for **Provisional Approval** of £179k profiled to 2024/25. At the time of writing, we are waiting for an announcement of our 2024/25 funding allocation, but it is anticipated to be similar.

The SCMP includes provisional allocations for **Emergency & Minor Works** at £150k each (£300k in total) for **Full Approval** to address ad hoc, unforeseen condition issues as they arise throughout the year. This may include items such as boiler replacement or roof repairs.

The School Condition Surveys are now complete, and a programme of works is currently being assessed to determine future capital spend priorities. Identified projects will be funded from the provisional SCMP budget.

At the time of writing, our condition surveys do not envisage any repair work from historic use of Reinforced Autoclaved Aerated Concrete (RAAC).

It is proposed that Delegated Authority for approval of individual budgets is given to the Director for Education, subject to consultation with the Cabinet Member for Children and Young People, Communities and Culture.

**6.3. Devolved Schools' Capital for Full Approval** - an allocation of DfE capital to be allocated directly for spending by schools. We are waiting for an announcement of our 2024/25 funding allocation which we anticipate will be approximately £29k.

**6.4. Special Educational Needs & Disability (SEND) Capital** total held in Provisional Approval of £2.925m in 2024/25 and £1.468m in 2025/26 all funded by High Needs Provision Capital Allocation (HNCPA) grant received.

The number of requests for Educational Health Care Plans (EHCP) has continued to rise, putting pressure on both mainstream and special school provision. To address this, the Authority is developing a future programme to increase local SEND provision.

To deliver additional SEND provision through the opening of resource-based provision attached to mainstream schools at a location or locations to be identified following further discussions with providers.

- The Margaret Coates Centre SEND unit at St Martin's Garden Primary – has been supported to provide an interim solution to increase capacity to 29 places for five years, while we look at options to create a permanent solution and the possibility of a secondary pathway.
- Mulberry Park Educate Together Primary – a 16 place SEMH resource base currently at feasibility stage.
- Ralph Allen School – a 16 place ASD resource base, due to open in September 2025.
- Somervale School – a 20 place SEMH resource base, due to open in September 2025.

- St Gregory's Catholic College – a 16 place Moderate Learning Difficulties (MLD) and Hearing Impairment (HI) resource base, due to open in September 2025 once feasibility is established.
- St Mark's School – ASD resource base, number of places and opening date to be agreed.

The Authority is also working on plans for a New Alternative Provision SEND school and a SEND Free School for 4–19 age, 120 place special school for children with ASD, Severe Learning Difficulties and/or Profound and Multiple Learning Difficulties, via a Free School bid to the DfE. Delivery will be with other Agency partners, but the LA may provide additional funding support. In addition, from the SEND provisional budget, we will develop feasibility studies as needed for full approval.

It is proposed that Delegated Authority for approval of individual budgets is given to the Director for Education, subject to consultation with the Cabinet Member for Children and Young People, Communities and Culture.

**Small SEND Residential Unit, for Provisional Approval** of Safety Value grant funding of £4m, received from DfE in 2023/24 aligned to 2024/25.

The Council successfully bid for an additional sum of £4m HNCPA linked to the Safety Valve Programme and work which includes, as part of the commitment from Bath and North East Somerset, to increase the sufficiency of places for children and young people with an EHCP and reduce the overspend in the Dedicated Schools Grant (DSG). This additional HNCPA funding is committed to the SEND Small School with Residential Unit.

## **7. NEIGHBOURHOOD SERVICES**

**7.1. Council Fleet Vehicle Replacement** total £13.679m **Provisional Approval** to be funded by Service Supported Borrowing, profiled as £954k 2024/25, £4.162m 2025/26, £893k 2026/27, £6.724m 2027/28 & £964k 2028/29.

Update to programme to reflect anticipated future vehicle replacements.

**7.2. Play Area Refurbishment / Equipment for Provisional Approval** of £350k for 2028/29 to be funded by Corporate Supported Borrowing.

To extend the programme to five years.

**7.3. Parks Equipment Replacement Programme for Provisional Approval** of £21k for 2028/29 to be funded by Corporate Supported Borrowing.

To extend the programme to five years.

**7.4. Parks S106 Projects for Provisional Approval** of £335k in 2024/25 funded by S106.

The funding to be spent in line with the terms of the S106 agreements on following:

- £295k on Manor Road Woodland Improvements.
- £40k on Deadmill Lane Allotments.

**7.5. Tree Replacement for Provisional Approval** of £88k in 2024/25, £45k in 2025/26, £53k in 2026/27, £47k in both 2027/28 & 2028/29. These amounts will be funded by £211k Corporate Supported Borrowing and £70k S106.

The funding will be split across three projects:

- **Establishment of New Street Trees** – Funded by corporate supported borrowing, this programme supports a new replacement policy of up to 100 trees per annum rather than simply removing dead trees for safety. Each new tree asset is maintained for 3yr period at which point they should be well established – so the programme builds up £28k 2024/25, £36k 2025/26, then £44k annually thereafter.
- **Ash Dieback Disease** – The council need to replace trees that have died due to Ash Dieback Disease. There will be a request for grant funding to cover 80% of these costs which is not yet confirmed and therefore not included in the above figures. This will be supported by 20% in kind match funding from Bath and North East Somerset of staff time, plus £14k funded by corporate supported borrowing.
- **Green Streets** - The Council are obligated to fulfil tree planting through Section 106 agreements, where trees have been lost due to development. S106 funding has been identified for this purpose and the profile of spend would be: £55k 2024/25, £4k in both 2025/26 & 2026/27 then £3k in both 2027/28 & 2028/29.

**7.6 Christmas Market for Full Approval** of £20k for 2028/29 to be funded by revenue contribution.

To extend the budget to five years. Works to maintain the condition of chalets, will be reported as capital expenditure and will be funded directly from the expected revenues received.

**7.7. CCTV Camera Replacement for Provisional Approval** of £100k in 2024/25, £150k 2025/26 & £50k 2026/27, funded by Corporate Supported Borrowing.

Phases 1 and 2 are currently underway and this funding would enable final Phase 3 of the CCTV replacement programme to be undertaken.

**7.8. Litter Bin Replacement Programme for Provisional Approval** of £100k, split £20k per year from 2024/25 to 2028/29 funding by Corporate Supported Borrowing

Rather than ad-hoc replacement as funding opportunities arise, we have created provision for annual rolling programme to replace Litter Bins when required. Condition surveys will prioritise bins due for replacement.

**7.9. Scheme Adjustment of Previous Schemes following review:**

- **Parks Foundations – Provisional Budget** of £521k in 2024/25 and £114k in 2025/26 funded by grant. Grant not forthcoming so this project will no longer be going ahead.
- **Entry Hill Facilities – Provisional Budget** removal of £385k service supported borrowing (SSB). Scheme re-design means there is no longer operator income to repay borrowing. The £55k CIL previously aligned will be redirected to the Odd Down Project for Biodiversity Net Gain.

## **8. HIGHWAYS**

**8.1. Local Highways Improvement (LHI)** (formerly Transport Improvement Programme) for **Full Approval** of £2.887m in 2024/25 to be funded by £1.163m grant and £1.724m Revenue Contribution to Capital (of which, £1m is existing provisional & £724k is new). In addition, **Provisional Approval** for £1.163m for 2028/29 to be funded by Grant to add the 5<sup>th</sup> year to the programme.

Funding comes from a Section 31 Capital Grant through WECA, provided in the maintenance element of the City Region Sustainable Transport Settlement with further supporting investment of £1.7m from the Clean Air Zone Revenue Transport Reinvestment Reserve.

The programme delivers highways improvement works under the general areas of road safety, safer routes to school, pedestrians, congestion, and traffic management schemes.

2024/25 proposals continue to focus on supporting the five objectives identified in the West of England Joint Local Transport Plan:

- Reducing carbon emissions

- Supporting economic growth
- Promoting accessibility
- Contributing to better safety, security, and health
- Improving quality of life & a healthy natural environment.

An initial list of schemes, attached at Annex 5 (iii), has been produced following technical assessment and in consultation with Cabinet Member for Transport. Any amendments to the programme will be approved by the Director of Place Management in consultation with the Cabinet Member for Highways.

**8.2. CRSTS Liveable Neighbourhoods, for Provisional Approval** of 2024/25 £3.7m and 2025/25 £0.9m funded by CRSTS and local contributions (as set out in 9.2.7)

The continued development of the Phase 1 Liveable Neighbourhoods programme will continue to be developed in line with the adopted Council's Liveable Neighbourhoods strategy. Based on the outcome of co-design and public consultation, a prioritisation exercise is now ongoing to confirm the proposed interventions for submission as part of the upcoming Full Business Case to WECA.

**8.3. Parking Radio System Replacement for Provisional Approval** of £35k service supported borrowing in 2028/29.

The Parking Radio Systems are reviewed on a 3yr basis to evaluate wear and tear. There is £50k in the current provisional budget in 2025/26, this is to add the next 3 yearly tranche to the programme.

**8.4. Parking Body Worn Video Cameras for Civil Enforcement Officers (CEOs) for Provisional Approval** of £40k service supported borrowing in 2028/29.

The Parking Body Worn Video Cameras are reviewed on a 3yr basis to evaluate wear and tear. There is £30k in the current provisional budget in 2025/26, this is to add the next 3 yearly tranche to the programme.

**8.5. Parking Enforcement Handheld Computer Terminal (HHCT) Replacements for Provisional Approval** of £50k service supported borrowing in 2028/29.

The HHCTs are reviewed on a 3yr basis to evaluate wear and tear. There is £50k in the current provisional budget in 2025/26, this is to add the next 3 yearly tranche to the programme.

**8.6. Highways Maintenance Programme for Full Approval** of £8.958m in 2024/25 funded by £6.958m Grant (CRSTS Maintenance and DFT Pot Holes) and £2m Corporate Supported Borrowing.

**Provisional Approval** of £7.834m in 2028/29, funded by £5.834 grant and £2m Corporate Supported Borrowing to extend the programme to five years.

Base funding comes from a Section 31 Capital Grant through the maintenance element of WECA's City Regional Sustainable Transport Settlement (CRSTS). This consolidates all previous Department for Transport (DfT) allocations. It is proposed to supplement this from additional Council allocations.

An Asset Management Plan is being finalised which will enable the rebasing of the investment needed on the maintenance programme. Allocations of £2m per annum, in addition to WECA grant, provide for a programme spending closer to the long-term average replacement spending needed to maintain safe highways conditions.

This programme is a key component in achieving and maintaining our overriding purpose of improving people's lives. Improving the overall condition of the highways network serves to minimise road works with associated traffic disruption and addresses poor & visually unattractive surfaces and end of life assets. Improved street lighting in communities makes people feel safer and happier with where they live. The transport network is crucial in achieving our principle of delivering for residents.

The programme will consist of priority works across all highway asset groups namely carriageways, footways, structures (bridges, retaining walls, embankments & culverts), drainage and electrical infrastructure as identified through on-going inspection, monitoring and evaluation.

A detailed list of schemes is attached at Annex 5 (ii) and has been produced following technical assessment and consultation with Cabinet Members for Transport. Any amendments to the programme will be approved by the Director of Place Management in consultation with the Cabinet Members for Transport.

## **9. EMERGING CAPITAL SCHEMES**

The following schemes are not yet fully developed, and Outline Business Cases have not been produced at this stage, so it is not yet possible to identify an accurate provision for them within the proposed Capital Programme.

These schemes may require significant capital expenditure, some or all of which may be met through external sources or the related service provider. As the specific business cases develop and the capital requirements are more fully understood, these schemes may come forward for Council decision.

The business cases will need to identify suitable capital funding and, if necessary, on-going revenue funding.

### **9.1. WECA Funded Schemes General**

#### **9.1.1. Somer Valley Enterprise Zone (SVEZ)**

Infrastructure to enable site development of a new hub for business and economic development on the north-west edge of Midsomer Norton. Works include land servicing, access and enabling activities, highways network improvements and public transport infrastructure improvements, and walking and cycling connections. Public sector intervention is required to enable the development of the SVEZ, which, at completion, will support approximately 1,300 jobs. More than 70% of Somer Valley residents currently commute out of the area for work (Somer Valley Transport Strategy) and development of the SVEZ aims to address this issue, in part by providing more localised employment.

The Council has identified a number of key workstreams, which include Land Assembly, a Local Development Order (now submitted), delivery of enabling infrastructure and land servicing. Feasibility & development capital funding has been received from WECA. The Outline Business Case is being developed (to include site assembly and infrastructure design) which will identify additional funding requirements in the Full Business Case beyond our current provisional programme.

#### **9.1.2. Milsom Quarter**

A vision for the next 20 years to revitalise the area of Bath bounded by George Street to the north, Upper Borough Walls to the south, Queen's Square to the west and the Cattlemarket car park and the river to the east. Focussing upon economic renewal, housing delivery and energy efficiency retrofit, the project will develop the Spatial, Heritage and Delivery Strategy to support future investment. Projects include Walcot Gateway (Cornmarket and Cattle Market), Bath Fashion Museum meanwhile uses

and pre-opening programme support and King Edward's School. Two projects which are progressing well towards delivery are:

- Broad Street Yards - This involves the repurposing of a Council owned car park for a variety of commercial working space some at an affordable level.
- Public Realm works - This project includes the development of public transport infrastructure including the pedestrianisation of certain roads in the Milsom Quarter area.

#### **9.1.3. Bath Creative Quarter**

This project will develop a Creative Maker Quarter for Bath in the Locksbrook and Twerton Area. It will provide a home for the Fashion Museum Collection Centre and through the link with Bath Spa Universities campus at the Herman Miller Building will improve access to education, employment opportunities and cultural programming, skills development and support, particularly for those harder-to-reach groups in adjacent deprived neighbourhoods. It will also support the transition from education to employment for graduates, will encourage the clustering of maker space for local artists to flourish and contribute to the economy and provide the opportunity to share space, resources and knowledge. Dartmouth Avenue/Linear Way sits within the Bath Creative Quarter. The location of Dartmouth Avenue close to neighbourhoods of deprivation in Twerton, Southdown and Whiteway give it potential to act as a base to reach communities. WECA feasibility funding is being used to develop the project and is expected to conclude in summer 2024.

#### **9.1.4. Bath Central Riverside**

This project will enhance the economic, environmental and social performance of Bath Central Riverside to the east of Bath city centre along Manvers Street to include Pulteney Bridge and Pulteney Weir. The Central Riverside Spatial Framework envisages two distinct and complementary regeneration areas – the Northern Area focus is around Grand Parade and Parade Gardens and the river frontage to bring forward cultural regeneration and improved public realm; and the Southern Area is running along Manvers Street from the Railway Station gateway which would create a mixed-use quarter including an innovation district and residential development plus enhanced public realm. The project will enhance and utilise existing heritage, cultural and commercial assets, both public and privately owned, and provide new infrastructure and developments.

#### **9.1.5. Green Infrastructure – Bath River Line Central and East**

Projects to extend Bath River Line through Bath from Bath Quays to Batheaston. The phases being developed will consider the eastern section from Pulteney Weir to Batheaston and the central section from Bath Quays to Pulteney Weir.

### **9.1.6. Green Infrastructure – WaterSpace Connected Future Phases**

Delivering improvements to the river corridor between Bath and Bristol, this is currently planned to be delivered over five phases, though some of these will be delivered through South Gloucestershire Council and Bristol City Council.

### **9.1.7 Green Infrastructure - Chew Valley Lake Recreational Trail**

The delivery of the southern section would complete the circular multiuse trail around Chew Valley Lake achieving the ambition of enhanced informal recreation, access to nature and biodiversity net gain, centred around the lake. The delivery of the scheme will be project managed by a partnership of the Council and Bristol Water as majority landowners.

### **9.1.8 North Keynsham**

This project will facilitate development of land for housing and employment north of Keynsham. It will facilitate creation of a new sustainable urban neighbourhood with increased access to the river Avon and connecting Keynsham to strategic walking and cycling routes subject to adoption through the new Local Plan.

### **9.1.9 Bath City Circulation Plan**

To deliver on the Council's net-zero commitments, the Circulation Plan will rationalise traffic movements through and around the city of Bath. The Plan will improve the liveability of the city for residents and visitors and preserve the unique natural and built environment of the city's World Heritage Site setting. Priority routes for pedestrians, cyclists, and public transport will be identified, as well as an appropriate hierarchy of routes to carry the city's private vehicle and freight traffic. The funding for the initial piece of work of (£55k) was from the WECA Capacity Building Fund. We had also provisionally identified a smaller amount (£30k) for a piece of additional follow-on work, but this is not yet committed to any study. However, any future phases of study (or any implementation), are currently unfunded and a funding source needs to be identified.

### **9.1.10 Bath City Centre Renewal Programme**

Schemes are proposed for regeneration of Bath. At Kingsmead Square following the success of the access restriction and its popularity with businesses we plan to investigate a capital investment for a permanent bollard system or similar proposal to support pedestrianisation and to reduce ongoing maintenance costs currently associated with temporary gates and associated staffing. Improvements to public realm at Cheap Street/Westgate Street are proposed where the Pattern Book scheme is not yet delivered and detailed design is needed.

### **9.1.11 Bicycle Hangers**

To continue to extend the provision of lockable and secure storage across the region, for residents who don't have access to private cycle parking.

#### **9.1.12 Bath Quays North**

The Bath Quays Programme is delivering a new mixed use business district for the city. Bath Quays North is located at the Avon Street Car Park site, and alongside the commercial space will include associated public realm to complement the new office and co-working space at Bath Quays South. The scheme is being developed in two phases. WECA funded Enabling activities, including the partial demolition of Avon Street MSCP have already been delivered. Delivery options are being developed to bring forward the phased scheme and an updated business case. A reserved matters application for plots 6 and 7 for residential development is being progressed as phase 1, whilst viability issues are resolved to allow development of the wider scheme.

#### **9.1.13 Midsomer Norton High Street Renewal**

Initial funding is secured to masterplan the Old Brewery Quarter at Midsomer Norton Town Centre in preparation for project development and delivery from 2024/25.

#### **9.1.14 Radstock Regeneration**

A Single Member Decision in March 2023 agreed in principle to B&NES acquisition of the Brunel Shed, subject to due diligence. This is not currently being pursued as early work confirmed several legal and planning issues with the site.

#### **9.1.15 Keynsham High Street Renewal**

Temple St Phase 2C-D public realm scheme implementation. The scheme has full technical approval and detailed design pack but needs further funding to implement these phases – includes new pedestrian crossing and east side footway public realm improvements adjoining Council owned units.

#### **9.1.16 FWD (formerly IStart and pronounced 'Forward')**

A collaboration between Bath Spa University, University of Bath and Bath College, with Bath & North-East Somerset Council and WECA as strategic partners. FWD is a next generation skills, training, research, and innovation programme. It will help businesses, employees, and learners to develop their expertise and be better prepared for the future. It will deliver a series of flexible short courses that provide the latest skills required for today's workplace, as well as Cluster Foundry Business Acceleration Hubs to build upon existing academic and industrial clusters of excellence in the region. Uniquely FWD will provide a deeply integrated approach to skills and curriculum delivery, business incubation-based innovation and research.

### 9.1.17 Research and Development Investment in University of Bath and Bath Spa University

To support the growth of two regional universities and translation of research and development priorities into local jobs and new business growth, through investment in Bath City Centre sites to enable local start-ups and growth.

## 9.2 WECA Funded - City Region Sustainable Transport Settlement

The City Region Sustainable Transport Settlement (CRSTS) programme represents an unprecedented opportunity to develop high quality transport infrastructure that promotes sustainable, low-carbon travel within the West of England Region.

Led by the WECA, a successful submission for funds as part of the CRSTS programme was made to the region as part of the 2021 Autumn Spending Review. The settlement for the region is £540m.

A minimum 20% contribution of local match-funding is required from the constituent Unitary Authorities. For B&NES, this local contribution is now envisaged to be £18.27m.

Within the WECA CRSTS programme, the following schemes and their sub-projects are either wholly or partially within the Bath and North East Somerset area.

- A4 Bath to Bristol Sustainable Transport Corridor.
- Bath and North East Somerset Liveable Neighbourhoods (\*).
- Somer Valley Links.
- Bath City Centre Sustainable Transport Corridor.
- Bath & Midsomer Norton Walking & Cycling Packages which comprises:
  - Bath Sustainable Walking and Cycling Links.
  - Bath Quays Links (\*).
  - Scholars Way (\*).
  - MSN & Westfield Walking, Cycling & Wheeling (\*).
- Maintenance Challenge Fund:
  - Cleveland Bridge (\*).
  - Manvers Street (\*).

This is the complete list of our schemes, noting projects marked with asterisk (\*) are already within our Fully Approved or Provisional within the Capital Programme. The following descriptions are for schemes are currently emerging, with funding still to be confirmed by WECA, estimates to be refined and delivery to be agreed with Full Business Case completion.

### **9.2.1 A4 Bath to Bristol Sustainable Transport Corridor**

The A4 Bath to Bristol Sustainable Transport Corridor (BBSC) project is aimed at providing the infrastructure necessary to improve the journey times and reliability of buses between Bath and Bristol and other settlements along the corridor, as well as providing improvements to walking, wheeling and cycling infrastructure to deliver both high-quality movements along the corridor and to better connect residents to the corridor.

The section of the project within the B&NES area is currently at the Outline Business Case (OBC) stage. An initial public engagement on Preliminary Designs was undertaken between August and October 2023, with early concept components including:

- The implementation of bus priority measures, including the reallocation of existing highway space for bus lanes and bus priority through junctions.
- New and enhanced walking, wheeling and cycling facilities to provide continuous and direct routes that link communities, adhering to the latest Local Transport Note (LTN) 1/20 guidance.
- Improvements and new routes for walking, wheeling, and cycling to promote access to the strategic bus corridor and strategic cycling routes, improving first/last-mile connectivity.
- Providing improved, high-quality bus stops to a consistent design-language and standard along the route, and enhanced opportunities for interchanging between modes.
- Providing for a new mobility hub and interchange on the A4 at Keynsham to promote better connectivity between the town and express bus services, subject to design and planning considerations.
- Supporting biodiversity net gain through improving green infrastructure in the corridor or supporting other projects in the B&NES area.

### **9.2.2 Somer Valley Links**

The Somer Valley Links project aims to deliver sustainable transport corridors, providing better travel choices and opportunities for movements between the Somer Valley and Bristol or Bath, principally along the corridors of the A37/A362 and the A367/A362.

A Strategic Outline Case was completed early in 2022 which included public engagement and consultation (November 2021 to January 2022) on issues and options along the two corridors. The project is currently at the Outline Business Case (OBC): Preliminary Design proposals were presented to the public as part of an engagement event undertaken between June and August 2023, and it is intended that the OBC is submitted to the West of England Combined Authority Committee for approval in January 2024. The types of interventions being considered by the project, and presented as part of the public engagement in 2023, include:

- The implementation of bus priority measures to relieve key areas of congestion to enable faster and more reliable bus services. Measures could include the provision of new sections of bus lane and bus priority through junctions.
- The upgrade of bus stops in the corridors to improve accessibility and passenger provision, including new and upgraded crossings, and bus stops to a consistent design language and standard.
- The provision of several mobility hubs that would provide opportunities for high-quality interchange between modes, including the potential for secure cycle storage, cycle repair stands and, potentially, some car parking.
- Improvements to walking, wheeling, and cycling infrastructure to both improve access to the strategic bus corridors and to enable safe movement by active modes between settlements on the corridor. Such improvements will be designed in accordance with the latest LTN1/20 guidance.

### **9.2.3 Bath City Centre Sustainable Transport Corridor**

The Bath City Centre Sustainable Transport Corridor aims to improve the journey times and reliability of public transport across Bath city centre, particularly ensuring that the benefits of the Bristol to Bath and Somer Valley Links project are fully realised where they meet the city centre. Additionally, the project aims to improve strategic walking, wheeling, and cycling connections across the city.

Phase 1 of the project is working towards a Full Business Case, whilst Phase 2 is at Outline Business Case stage. The identification and development of options through design and appraisal work is ongoing. Being within the city centre, the project provides opportunities to contribute to and enhance other Council priorities.

The project aims to:

- Improve walking, wheeling, and cycling infrastructure to LTN 1/20 standard to provide better, more direct and continuous routes and to fill gaps in existing provision (Phase 1).
- Reduce greenhouse gas emissions from transport across the city centre by providing infrastructure that contributes to modal shift.
- Prioritise bus movements through the provision of junction priority and the reallocation of highway space where this is possible in the constrained urban environment (Phase 2).

### **9.2.4 Bath Sustainable Walking and Cycling Links**

The Bath Sustainable Walking and Cycling links project aims to deliver clear, safe, and people-focussed routes between Bath city centre and key locations around the city. Infrastructure will be delivered to LTN 1/20 standards to ensure safe and segregated provision where appropriate.

Scheme proposals being developed through the project comprise:

- Bath city centre to Weston – options to consider the provision of segregated cycleways, upgraded and new controlled crossings, continuous footways and reduced junction widths.
- Bath city centre to Lower Weston – provision of safe walking, wheeling, and cycling routes between Oldfield School and the city centre, with options to consider the provision of segregated cycleways, upgraded and new controlled crossings, continuous footways and reduced junction widths.
- Royal United Hospital (RUH) to National Cycle Network (NCN) Routes 4 and 244 (Locksbrook).

### 9.2.7 Local Contributions to the CRSTS Programme

As noted above at 9.2, there is a requirement for a minimum 20% match-fund to deliver the CRSTS programme.

The local contribution for B&NES, based on the schemes within the programme, is £18.270m as detailed below)

<b>Funding Source</b>	<b>Local Contribution (£m) (2022/23 – 2026/27)</b>
Clean Air Zone	2.500
Community Infrastructure Levy	2.321
S106 Receipts	0.954
Council Approved Borrowing	2.320
Capital Financing Reserve Contribution	3.000
Development Receipts	7.265
<b>TOTAL</b>	<b>18.270</b>

In the event that specific Local Contribution elements are not realised in line with current projections, an alternative funding source will need to be identified within the Council's Capital Budget and Resourcing Plan.

### 9.3 Transport Action Plan

In transport, the whole is much greater than the sum of its individual parts, but the multitude of individual measures, different funding streams, and different delivery agents, can create a confused picture in terms of the outcomes that are to be delivered.

Building on the detailed information contained within the Budget, a Transport Action Plan is being developed to bring together all activity that is planned happen over the course of the next three years into one comprehensive and comprehensible document, demonstrating how the elements work in combination and collaboration to deliver against the B&NES Corporate objectives.

## **9.4. Other Scheme Updates**

### **9.4.1 Council House Building Programme**

It is envisaged this will cost circa £90m in total (with £5m as provisional programme in 2024/25 and £10m in 2025/26 as set out in 4.3 above) with Council subsidy of around £15m to be supported by borrowing. The balance to be funded from grants to be applied for and borrowing repayable by rents generated. The Council has secured and is in control of large strategic sites capable of delivering a significant number of homes, including those at Bath Western Riverside and Midland Road to advance options to meet the local housing need.

A business case is in progress to advance options for development of the site plans to meet the local housing need through the provision of open market properties, affordable homes, and homes for social rent. This may include potential development through Aequus Developments Ltd, which will require additional repayable loans from the Council. It is proposed to develop the Midland Road site once vacated by waste services. As the site will be vacated in two stages, it is anticipated to bring forward housing delivery in two phases. Phase one will be approximately 39 affordable homes. Delivery options are being developed through Aequus to bring forward the phased scheme with additional support from grant funding.

### **9.4.2 Collection Study Centre**

The proposed new Collection Study Centre being developed in partnership with Bath Spa University for the Fashion Museum Collection will provide an improved home for it and for the first time inclusively open it for researchers, designers, makers, start-ups, students and communities, for physical and virtual access.

### **9.4.3 Corporate Landlord Model**

The Council is developing a model to centralise all estate related budgets, decision making and activities within a central team, it will require changes to processes and upgrade to the Property Management Systems which are essential to provide accurate data so we can understand performance of individual assets. An outcome will be rationalisation of assets. Consideration will need to be given to equipment requirements for example the relocation of the CCTV Hub.

#### **9.4.4 Estate Rationalisation**

Rationalisation of the B&NES portfolio of assets is expected to result in disposal of poor performing assets to realise capital receipts, make efficiency savings and reduce running costs such as energy consumption. Costs of disposing of assets will be charged to the capital programme, as will costs of improvement works necessary to secure a capital receipt and costs of refurbishments to retained assets for more efficient use.

**9.4.4.1 Radstock Road Depot:** Review of the site for better use and improved security. This will co-ordinate with proposed improvements for the Community Equipment Store within the site.

**9.4.4.2 Culverhay Site – Relocation of Temporary Uses:** The Culverhay site is currently being used for storage of Heritage Services Collections including stonework, archaeological artifacts, and items for Bath Record Offices Collection. While not on display there is a responsibility to hold the collection items in a secure and stable environment and to make them accessible for research and conservation purposes. As part of the future development plans for the site, we will consider re-location to alternative premises which may include a building acquisition or a newly built storage facility.

#### **9.4.5 Agresso Update**

As part of the Financial Systems Improvement Programme, we will need to upgrade to Unit4 ERP7 (Agresso) application to the latest version to ensure that B&NES the latest functionality and continued supported by the software provider.

#### **9.4.6 Renewable Energy**

Projects aim to develop schemes for renewable energy generation, improved energy efficiency and decarbonisation across the Council estate including additional rooftop and ground solar, geothermal energy, heat networks and energy storage.

#### **9.4.7 Green Infrastructure – Biodiversity Net Gain**

Development of Council owned sites to prepare for BNG requirements for new development through the planning system. These nature recovery projects will act as demonstrator sites for BNG delivery.

#### **9.4.8 Green Infrastructure – Limestone Landscape Link**

Contribution to a project which aims to create a nature-rich landscape in B&NES, linking the limestone hills of the Mendip Hills AONB with the Cotswolds Scarp surrounding Bath. It also forms part of "Big Chalk" to connect calcareous (chalk and limestone) landscapes across Southern England. Will deliver improved land management, record and monitor wildlife as well as improve quality of, and access to, green and blue space, improve and provide new active travel routes to connect communities, and improve health and wellbeing.

#### **9.4.9 Park and Ride Hubs**

Development of the Park and Ride sites which play an important role in reducing car traffic entering Bath. Opportunities now to be explored for the Park and Ride sites to act as a transport interchange where people can connect to wider areas through a variety of transport modes plus meeting objectives of providing waste recycling, solar energy and Nature Recovery.