

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

### **1. TRANSPORT SERVICES**

#### **1.1. Environmental Services**

- 1.1.1. **Highways Maintenance Programme for Full Approval** of £3.666m in 2021/22 is funded by Grant and **Additional Funding for Full Approval** of £0.5m for 2021/22 is funded by Corporate Support Borrowing.

**Additional Funding for Provisional Approval** of £2m p.a. for future financial years is funded by Corporate Supported Borrowing.

Base funding comes from a Department for Transport (DfT) Section 31 Capital Grant of £3.666m, provided through WECA from DfT allocations. It is proposed to supplement this with a further £0.5m from Council borrowing which, along with £1.5m Council borrowing previously carried forward in the COVID-19 Financial Recovery Plan, makes a total programme for 2021/22 of £5.666m.

An Asset Management Plan is currently being produced for March 2021 which will enable rebasing of the investment needed on the maintenance programme. Future borrowing allocations of £2m p.a. along with an anticipated WECA grant of around £3.6m provides for future programme spending closer to what is necessary for 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 local residents.

This will be used to address a programme 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, attached at Annex 5 (ii), has been produced following technical assessment and in consultation with Cabinet Members for Transport. Any amendments to the programme will be approved by the Chief Operating Officer in consultation with the Cabinet Members for Transport.

As with 2020/21, if a Pothole Grant or other funding from DfT were to be forthcoming, we will consider substituting grant for borrowing in 2021/22 and deferring borrowing into future years. Pothole Grant for 2020/21 was an exceptional £2.5m.

**1.1.2. Transport Improvement Programme for Full Approval** of £1.407m from 2021/22.

The Transport Improvement Programme budget is included for Full Approval and is funded from £1.163m of Integrated Transport Block Government Grant and £200k Community Infrastructure Levy (CIL), £4k Ward Initiatives contributions and a £40k Camera Safety contribution.

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

2021/22 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.

A detailed list of schemes, attached at Annex 5 (iii), has been produced following technical assessment and in consultation with Cabinet Members for Transport. Any amendments to the programme will be approved by the Chief Operating Officer in consultation with the Cabinet Members for Transport Services.

**1.1.3. DfT Active Travel Tranche 2 for Provisional Approval** of £561k in 2021/22 to be funded by WECA Grant.

Through the West of England Combined Authority (WECA), a bid was submitted to the Department for Transport's second round of funding for Active Travel schemes. This round of funding is to provide an alternative to journeys that may previously have been taken by public transport, which still has reduced capacity due to social distancing, and also to help enable more people to walk and cycle for short, local trips.

The schemes being taking forward to consultation form part of the Council's wider strategy for making it more convenient for short journeys to be taken by walking, wheeling, or cycling, and to help residents, businesses, and visitors to Bath and North East Somerset live healthier lives.

The Council will be consulting on three schemes in February 2021, two of which will use funding from the government's Active Travel Fund.

- 1.1.4. **WECA Cycling and Walking for Provisional Approval** of £250k in 2021/22 to be funded by WECA grant.

Funding will be allocated by WECA to develop business cases for the highest priority schemes listed in the Local Cycling and Walking Infrastructure Plan (LCWIP). B&NES will use the funding to continue the development and produce business cases for the Combe Down to Ralph Allen route known as Scholars Way plus routes to and from the Quays Bridge. Further investment is anticipated which will enable further scheme development across B&NES (see paragraph 7, Emerging Capital Schemes).

- 1.1.5. **Park and Ride Security for Provisional Approval** of £5k in 2023/24 to be funded by Service Supported Borrowing.

This extends the existing allocation to a total of £105k.

- 1.1.6. **Bus Lane Camera Replacement for Provisional Approval** of £300k in 2022/23 to be funded by Service Supported Borrowing.

Renewal of IT systems which support enforcement of bus lanes utilising Automatic Number Plate Recognition which will run alongside the re-tender of operational contracts envisaged in 2022.

- 1.1.7. **Parking Enforcement - Cameras for Civil Enforcement Officers** additional £5k from 2022/23 & £5k to 2025/26 to be funded by Service Supported Borrowing.

**Parking Enforcement – Handheld Computer Terminals for Civil Enforcement Officers** additional £50k 2025/26 to be funded by Service Supported Borrowing.

Amendment of the existing equipment replacement programme supporting the operations of the Council's Civil Enforcement Officers.

## **2. CLIMATE EMERGENCY & NEIGHBOURHOOD SERVICE**

### **2.1 Environmental Services**

- 2.1.1. **Renewable Energy in B&NES for Provisional Approval** of £150k in 2021/22 and £250k in 2022/23 to be funded by Corporate Supported Borrowing.

**Renewable Energy Development Fund for Provisional Approval** of £500k p.a in 2021/22, 2022/3 and 2023/24 to be funded by Service Supported Borrowing.

Corporate Borrowing funds will provide for a new resource to develop projects, seek opportunities to match-fund and consider whether greater investment is needed in future years. This will include advancing proposals developed by the South West Energy Hub (SWEH), a WECA hosted support, for the Council to progress renewables projects by investigating options for reducing their carbon emissions and increasing renewable energy generation across the Council owned sites. A desktop assessment has been undertaken on the potential of various sites for solar photovoltaic panels and onshore wind which now needs progressing to more detailed feasibility work.

In addition to the above, the Renewable Energy Development Fund provides for scope for borrowing funding to be available where business cases show existing energy spend may be switched to support investment instead. This will include proposals from within the Corporate Estate Planned Maintenance budget for the retrofit of plant and equipment.

### 3. **COMMUNITY SERVICES**

#### 3.1. **Environmental Services**

- 3.1.1. **Odd Down Sports Ground and Other Leisure Feasibility for Provisional Approval** of £60k for 2021/22 and £600k in 2022/23 to be funded by Corporate Supported Borrowing.

2021/22 capital expenditure will be used to develop business cases to increase the mix of facilities on the Odd Down site and elsewhere, with a focus on profit making elements, which will, in return, reduce the future revenue subsidy for activities and elsewhere.

- 3.1.2. **Energy Capture Scheme (Roman Baths Heritage) for Provisional Approval** of further £250k for 2021/22 to be funded by Service Supported Borrowing.

This is an extension of budget to meet the updated cost forecast. A business case is needed to show whether there will be sufficient revenue savings to afford borrowing or will need to identify other sources of funding.

- 3.1.3. **Cleveland Pools Provisional Approval** of £95k for 2021/22 to be funded by Corporate Supported Borrowing and up to £250k support in future years to be funded from CIL.

A section of the western boundary of the site is to be retained by B&NES. The boundary currently consists of mature trees and some surviving sections of masonry wall and earthen bank which is generally in very poor condition. The Council is urgently addressing the risk of falling trees in 2020/21 and now needs to carry out the wall repairs before the restoration of the Cleveland Pools commences when access will be restricted.

An undertaking to the Trust has been made to make up to a further £250k of grant for project support but only at the end of the project (e.g. 2022/23 or later) and subject to a detailed application explaining why any project changes are proposed.

## 4. HOUSING, PLANNING AND ECONOMIC DEVELOPMENT

### 4.1. Economy & Growth

- 4.1.1. **Bath Riverline - Provisional Approval** of £0.5m for 2021/21, £2.510m for 2022/23 and £1.5m for 2023/24 to be funded by WECA grant and 3<sup>rd</sup> Party Contributions.

The project will establish a continuous 10km walking and cycling connection between Newbridge and the villages of Batheaston and Bathampton via Pulteney Bridge together with increased flood protection and environmental improvements such as improved public access, hard landscaping and green spaces. This may include a contribution towards replacement of Pulteney Radial Gate which has come to the end of its maintainable life.

- 4.1.2. The following four Renewal projects that support Covid Recovery will utilise funding from “Love Our High Streets” grants, WECA Recovery Funds and Community Infrastructure Levy (which is reported separately in Annex 5.v):

**Bath City Centre Renewal for Provisional Approval** of £610k for 2021/22, £740k for 2022/23 and £200k for 2023/24.

**Midsomer Norton High Street Renewal for Provisional Approval** of £500k for 2021/22 and £250k for 2022/23.

**Local Centres Renewal for Provisional Approval** of £25k for 2021/22, £150k for 2022/23 and £170k for 2023/24.

**Keynsham High Street Renewal** no change to existing approvals which already include “Love Our High Street” grant funding.

This will pursue work with communities to support the revival of town centres to include shops, businesses, community activities, services and homes. The Bath Programme will reinforce the identify and appeal of the area north of the city centre with focus on delivering recovery projects on Milsom Street and other key areas. Midsomer Norton will focus on reinventing the uses of the town with emphasis on developing the market square. The Local Centres project will fund enhancements to key high streets in local centres in Bath (locations to be agreed). The project will link up with the Council’s Liveable Neighbourhoods workstream to align public realm and highways interventions to support pedestrian and cycle access to the high streets and improve the environment for local businesses and communities.

## 5. CHILDREN'S SERVICES

### 5.1. Education, Inclusion & Children's Safeguarding Transformation

- 5.1.1. **Basic Need Programme for Provisional Approval** including further grant allocation of £4.8m for 2021/22 making the total available £15.5m.

The Council receives Basic Needs (BN) grant funding from the Department for Education (DfE) on an annual basis. The funding is allocated to support the provision of sufficient school places which is a statutory responsibility of the Council.

Following a review of the pupil number projections and assessment of future priorities for provision of sufficient places, the funding will be used to support emerging expansion schemes at primary and secondary schools.

Beyond 2021/22 the Council's School Organisation Plan will highlight any areas of basic need where additional school places may be required. At the appropriate time, feasibility studies will be required to determine the most suitable and cost-effective way to deliver the additional places required.

Indicative schemes for delivery in 2021/22 include:

**Two Rivers Primary School** - up to £1.5m to funded by S106 contributions & Basic Needs Grant. Delivery of this project is the responsibility of Department of Education and the funding provides a local contribution to ensure delivery of this primary to Passivhaus Environmental standards.

**St Mark's Secondary School** - £250k to support the expansion of the school from a Planned Admission Number (PAN) of 102 to 120 from September 2021. This increase will provide 90 additional places to meet demand from population growth and new housing development with CIL funding of £50k. It is not anticipated that all accommodation issues will be resolved but this will support a first step in the process.

**St Keyna Primary School** - £4.5m to increase the size of St Keyna Primary School from 210 places to 420 places to meet future need in the area. The extra capacity is needed to meet the additional demand generated by a large number of new housing developments and population increases in the Keynsham area.

**Feasibility Studies** - £150k for development work is required to inform further detailed project plans.

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's Services.

- 5.1.2. **Schools' Capital Maintenance Programme**, total available for Provisional Approval of £1.2m to be funded by DfE grant. At the time of writing the announcement of our 2021/22 funding allocation is pending.

Emergency & Minor Works Allocation of £400k recommended for **Full Approval** - a budget to address ad hoc, unforeseen condition issues as they arise throughout the year. This may include items such as boiler replacement or roof repairs.

As in previous years it is proposed that delegated authority for approval of individual budgets from the approved total above is given to the Director for Education, subject to consultation with the Cabinet Member for Children's Services.

- 5.1.3. **Devolved Schools' Capital of £78k for Full Approval** – an allocation of DfE capital to be allocated directly for spending by the schools.

- 5.1.4. **SEND Capital for Provisional Approval** of £402.5k allocation for 2021/22 to be funded by DfE Grant

To deliver additional SEND provision at a location or locations to be identified following further discussions with providers.

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's Services.

## 6. **RESOURCES**

### 6.1. **Finance**

- 6.1.1. **Corporate Capital Contingency** addition for **Full Approval** of £299k for 2021/22 funded by Corporate Supported Borrowing.

To replenish capital contingency funds to £2.3m having drawn down £299k during the financial year 2020/2021. £183k related to welfare pods which provided extra canteen/breakout space for staff working at depots where 'social distancing' could not be supported by existing facilities. £116k provided replacement match-funding towards the Connecting Devon and Somerset (CDS) broadband enablement programme.

- 6.1.2. **WECA RIF Repayment** for **Full Approval** of £788k for 2021/22 – funded by Corporate Supported Borrowing.

The WECA grant which paid for the completed Saw Close improvements is due for repayment to the Revolving Infrastructure Fund in 2021/22. The budget required that an operator's annual license fee income would provide a source of funds to service borrowing on this sum. However poor trading conditions means this income source is no longer secure and we need to provide for this corporately. Repayment of the capital grant is required to replenish the WECA administered fund as it is revolving to enable future investment.

### 6.2. **Economy & Growth**

- 6.2.1. **Corporate Estate Planned Maintenance Programme** for **Provisional Approval** of £1.6m 2022/23 and £3m p.a. in future years to be funded by Corporate Supported Borrowing

The 2021/22 Programme will total £3.761m, identified from the existing base Provisional Approval £1.650m and a Full Approval of £2.111m carried forward from 2020/21 as part of the Covid-19 Review.

The Corporate Planned Maintenance Programme comprises site-specific and multi-site programmes of work. The programme of work reflects intelligence held by the service and secures compliance with a range of legal duties.

A detailed plan of works will be brought forward for Single Member Decision to update the 2020/21 programme in the light of slippage and Covid-10 impacts, along with new 2021/22 proposals.

Future amendments for 2021/2022 will then be approved by the Chief Operating Officer in consultation with the Cabinet member for Resources.

6.2.2. **Commercial Estate Refurbishment for Provisional Approval** of £800k for 2020/21 to be funded by Corporate Supported Borrowing

A programme of work is needed to enable commercial properties to be re-let and minimising void periods. This allocation will act as pump-priming, as investments may not immediately realise returns.

The Council are also renaming the existing Commercial Estate Acquisitions Fund as the **Commercial Estate Improvements and Regeneration Fund**. This has existing **Provisional Approval** of **£29.062m** to be rephased into 2021/22, funded by Service Support Borrowing. Business Cases for developments will need to demonstrate that rentals will be enhanced by works undertaken to provide increased revenues to repay borrowing. Regeneration will be demonstrated in line with recent changes to Public Works Loan Board (PWLB) borrowing requirement

**6.3. Partnership & Corporate Services**

6.3.1. **IT Replacement & Increased Digitalisation for Provisional Approval** of £25k for 2021/22 (with an existing provisional programme of £1.975m) and £500k p.a. for four years 2022/23, 2023/24, 2024/25 and 2025/26 to be funded by Corporate Supported Borrowing.

Current hardware used across Council offices is over six years old and general technology has moved on with more suitable alternatives on the market. Improvements to home-working solutions will enhance the ability of staff to work flexibly, collaboratively and efficiently. This expenditure supports new blended ways of working through the purchase of standardised mobile equipment. Future years will have prioritised IT infrastructure needs following a further review and will promote a move to greater digitalisation.

6.3.2. **Office Reconfiguration Costs for Provisional Approval** of £1.195m for 2021/22 and £460k for 2022/23 to be funded by Corporate Supported Borrowing.

The office programme will result in reduced net expenditure through the reduction of leasehold arrangements and the letting of Council owned office space in Bath. Works to Keynsham Civic Centre will result in flexible, modern, enhanced spaces which will increase capacity and maximise the use of the building. Additional savings are likely via centralisation and a review of supplies.

## 7. **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 possible to identify an appropriate provision for them within the proposed Capital Programme yet.

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 are more developed and the capital requirements are more fully understood these schemes will come forward for Council consideration and decision.

The business cases will need to identify suitable capital and, if necessary, revenue funding provision at that time.

### 7.1. **Additional West of England Combined Authority (WECA) Funded Schemes**

These schemes may be taken forward for consideration as a result of either WECA feasibility and business case development funding and/or government initiatives with available funding sources. Emerging schemes which have been successful in securing external funding will be incorporated into the Capital Programme in line with the Council's Budget Management Scheme.

These will include, but are not limited to, any potential projects that may emerge and the following grant bids are either pending submission or awaiting confirmation:

- 7.1.1. **Bristol / Bath Strategic Corridor**– Investment in sustainable transport infrastructure to reallocate road space and improve the network in order to deliver high capacity public transport, walking and cycling improvements along the A4. It will provide integration with sustainable modes such as MetroBus and Park & Ride to transform public transport across the area. Currently funded from £2.02M approved WECA Investment fund, with a further £10M programmed in 2023, the project also aims to deliver early infrastructure to enable and accelerate increased housing delivery. *Funding Stage: Outline Business case to be submitted in 2021/2022*
- 7.1.2. **Somer Valley Enterprise Zone (SVEZ):** Infrastructure to enable site development - Public sector intervention is required in order to enable the development of the Somer Valley Enterprise Zone, 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, delivery of enabling infrastructure and land servicing. Feasibility & development capital funding has been received from WECA. Somer Valley Enterprise Zone Development and a full business case is in progress (to include site and highways enabling works).

- 7.1.3. **iSTART (Science, Technology, Arts, Research, Training)** is collaboration between Bath & North East Somerset Council, Bath College, University of Bath and Bath Spa University. It will support people and businesses to develop the skills needed to generate and access good jobs, increasing productivity in a digital world. *Full Business Case Development taking place in 2021/22*
- 7.1.4. **Riverside Court and Manvers St / Weston Island / Bath City Centre Masterplan.** Currently funded from approved WECA Masterplan development revenue funds. These related projects will deliver Place Making Plan objectives, including new homes, public realm and mixed development to improve the economic prosperity of the city and achieve sustainable outcomes in line with the Council's Climate and Nature Emergency commitments. *Funding Stage: Pipeline only, and bid progression will require business case submission.*
- 7.1.5. **Green Infrastructure - Waterspace & Biodiversity projects.** Establishing projects that support the Climate and Nature Emergency and provide biodiversity and environmental net gain outcomes within B&NES. Development of full business cases in 2021/22 will apply to the WECA Green Infrastructure funding within the Investment fund.
- 7.1.6. **Milsom Quarter.** Building upon the Covid recovery and Love High Street funding that has been addressing immediate to short term recovery interventions, the city centre is experiencing structural change through a combination of factors that will have long term impacts upon the viability and vitality of our economy. Focussing upon economic renewal, housing delivery and energy efficiency retro fit the project will develop the spatial, heritage and delivery strategy to support future investment.
- 7.1.7. **Somer Valley Investment Plan** Supporting further investment in our rural communities builds upon the current initiatives being delivered through the Somer Valley Enterprise Zone, Heritage & Love High Street funding. The plan and delivery strategy will support the Local Plan, help address Climate and Nature Emergency through potential renewable energy investment and support increased community resilience to support a sustainable resilient rural economy.

- 7.1.8. **Enterprise Zone Delivery.** Building upon the Economic Development Fund revenue funding already received, this will define the post-Covid delivery strategy to realise the ambition to unlock the potential of our Enterprise Zones. Supporting future policy formulation to realise a green economy, the priority is to build capacity to address critical infrastructure constraints that support a more sustainable delivery programme
- 7.1.9. **Twerton Regeneration Delivery Plan.** Preparing a more comprehensive regeneration plan to support the 15 Minute Neighbourhood and work to address barriers to improve community and resident life chances. Bringing together high street, employment and housing components within the ward.
- 7.1.10. **WECA Cycling and Walking.** Following the adoption of the Local Cycling and Walking and Infrastructure Plan (LCWIP), WECA have created a £10m Cycling and Walking fund for the region. The funds will be allocated within the WECA assurance framework, which requires LCWIP schemes to be developed with business case submitted for approval. £1m has been top-sliced and will be used to develop business cases; B&NES' allocation is £250k as described earlier. The business cases will determine the value of the funding award to B&NES and is anticipated to be in the region of £3m.
- 7.2. Other Scheme updates – For information only**
- 7.2.1. **Waste Depot Relocation.** Further investment in waste infrastructure to cover additional costs for depot relocation and to deliver service improvement that builds on the approved capital budgets to date of £7.430m which have been used to progress the Cleansing Depot relocation and the land assembly, design and planning for the Pixash Site. *Progression require business case submissions.*
- 7.2.2. **Fashion Museum.** The Fashion Museum in Bath is one of the world's top 10 fashion museums. The project aims to allow greater public access to the collection and to protect the revenue it generates. *Progression will require business case submission.*
- 7.2.3. **Transportation Delivery Programme** will now be called **Liveable Neighbourhoods**. This programme is seeking to reduce car usage and increasing use of sustainable transport. A Member-led approach will oversee this work. Significant funding for this Programme was carried forward from 2020/21 as part of Covid-19 review, with Provisional Approval of £1.480m in 2021/22 and £0.5m in 2022/23 funded by Corporate Supported Borrowing.

- 7.2.4. **Bath Quays.** The slippage of approved budgets from 2020/21 to future years reflects the market uncertainty resulting from Covid-19 and future occupier demand. The programme is contractually committed but the triggers to commence development are subject to review and various conditions that relate to viability and occupier market interest. Infrastructure development works are reprofiled to reflect expected commencement in late 2021/22.
- 7.2.5. **Cleveland Bridge.** A grade II\* listed structure built in 1826, crossing the River Avon east of the City Centre, linking the A4 London Road with the A36. Refurbishment and strengthening works are required to maintain the bridge and preserve its heritage value for the future. Works are due to commence during the summer 2021, with funding of £3.5m secured from DfT Grant.