



DECISION OF COUNCILLOR ELFAN AP REES

THE EXECUTIVE MEMBER FOR STRATEGIC PLANNING, HIGHWAYS, ECONOMIC DEVELOPMENT AND HOUSING.

WITH ADVICE FROM
THE DIRECTOR OF DEVELOPMENT AND ENVIRONMENT AND SECTION 151 OFFICER

DECISION NO 15/16 DE 213

SUBJECT: Local Growth Fund (LGF) bid to the local enterprise partnership 2016/17

Background:

North Somerset Council is applying to the Local Enterprise Partnership (LEP) for LGF capital made available to them through the Department for Transport (DfT).

Maximum available funds for North Somerset Council through LGF in 2016/17 are £442,000 in total. It is proposed funding is split over two schemes. These are for improvements to Weston-super-Mare town centre at the junction with Alfred Street and Locking Road, which will support and facilitate the Weston Town Centre Regeneration project by improving pedestrian and cycle provision around Alexandra Parade. This will be a pre-cursor to changing the lay out of the parade for a new bus interchange. Weston town centre regeneration is arguably North Somerset Council's main corporate priority for the next decade.

The second project is for phased improvements to the Coastal Towns Cycle Route connecting Weston-super-Mare to other North Somerset towns and villages. The long term aspiration is to connect the coastal towns of North Somerset: Weston-super-Mare, Clevedon and Portishead to Brean in the South and Bristol to the North. This will create a long distance mainly off-road and quiet road trail, which connects the towns. This will have benefits for commuting as well as tourism and business locally.

DECISION:

Decision to bid for external grant funding through the Local Growth Fund (LGF) for two sustainable transport schemes, which are within the proposed North Somerset Council's Local Transport Plan (LTP) 2016/17.

Reasons:

To enable the Weston Town Centre regeneration through the Alfred Street scheme, and create a sustainable tourist attraction and commuter route through the Coastal Towns Cycle Route. The following policy reasons also justify these projects:

The Council’s Sustainable Community Strategy 2008 - 2026 sets out our policy for contributing to better safety, security and health and improving quality of life. The Joint Local Transport Plan 2011 – 2026 (JLTP3) sets out our policy for improving health and wellbeing and ensuring safer communities.

Other Alternatives Considered:

Various sections of the Strawberry Line and Coastal Towns Cycle Route have been considered for delivery in 2016/17, however a number permissions are still required for many, so it is considered these would be better delivered in future years. We have looked at taking 3 main sections of the Coastal Towns Cycle Route forward for delivery next financial year, one will be constructed, whilst the other two will delivered in subsequent years.

The Weston Town Centre Regeneration proposals are at the masterplan stage and we have an excellent idea as to which infrastructure requirements are needed to unlock economic development within the town. Station Road approach was strongly considered to assist the Walliscote Place redevelopment, yet it was believed further funding would be required to enable the scheme and Alfred Street is more deliverable in the short term and has wider benefit to local residents.

Risk Assessment:

There is little in the way of risk with regards the LGF bid, apart from the risk of non-delivery and losing funding. With this in mind we have identified three sections of the Coastal Towns Cycle Route to work up and eliminate this risk. We have therefore kept our bid for the Coastal Towns Cycle Route generic in its wording to the LEP.

Financial Implications:

In summary, financial implications for this funding bid are only positive and kick start the initial infrastructure requirements for the Weston Town Centre Regeneration project, whilst also realising high value for money sections of the Coastal Towns Cycle Route. This will see these aspirations realised far quicker than previously possible. **There are no revenue implications, except maintenance of the existing highway and public rights of way network.**

Figure 4.

Scheme	LGF allocation	LTP Match	Capital/Revenue
Alfred Street	£242,000	£20,000	Capital
Coastal Towns Cycle Route	£200,000	£50,000	Capital

Implications for Future Years:

Maintenance of the existing highway and public rights of way network.

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

Dated.....

Confirmation of Advice Given

Signed.....Director of Development & Environment

Dated.....

Signed.....Section 151 Officer

Dated.....