

## **NORTH SOMERSET COUNCIL DECISION**

**DECISION OF: COUNCILLOR JAMES TONKIN, THE EXECUTIVE MEMBER FOR PLANNING, BUILDING CONTROL, HIGHWAYS AND TRANSPORT**

**WITH ADVICE FROM: THE DIRECTOR OF DEVELOPMENT AND ENVIRONMENT**



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**DECISION NO: 19/20 DE 284**

**SUBJECT: WESTON-SUPER-MARE TRANSPORT ENHANCEMENT SCHEME**

**KEY DECISION: NO**

### **REASON:**

The decision will not result in the Local Authority incurring expenditure or making savings of £500,000 or over and does not affect communities living in an area comprising two or more wards in the area of the Local Authority.

### **BACKGROUND:**

In 2017 NSC successfully bid for funding from DfT's National Productivity Investment Fund, supported by LEP Local Growth Fund, for highway and transport improvements to the loop of roads around Tesco in central Weston-super-Mare.

Key objectives are to improve pedestrian and cycle facilities in the town centre, to enhance the arrival experience for visitors entering the town from the railway station or from Hildesheim Bridge through environmental enhancements, to improve traffic flow to/from the seafront by changing the junctions adjacent to the Town Hall, and to bring together the town centre's bus stops into an interchange on Regent Street and Alexandra Parade.

The works will form part of the larger regeneration ambitions in Weston-super-Mare town centre and will result in the creation of a pedestrian and cycle only link through Regent Street to the sea front.

A public consultation was undertaken to seek views on the proposals. The outcome of the consultation introduced some changes which have been incorporated into the final design.

SPEDR recommended approval of the design at their 3<sup>rd</sup> January 2020 meeting.

## DECISION:

- Approve the final design of the Weston-super-Mare Transport Enhancement Scheme as presented on drawing in Appendix A.

## REASONS:

The design needs to be finalised to enable the proposals to be delivered in accordance with the timescales set by the funding.

Delivery of the project will allow the objectives to be met.

## OPTIONS CONSIDERED:

1). Do not deliver scheme and give back £5.750m to the LGF and NPIF. This does not deliver the improvements to public transport, walking and cycling. Council would incur costs for abortive design works (circa £525k) which would have to be found from NSC budgets.

## FINANCIAL IMPLICATIONS:

There are no costs associated with this decision requesting approval for the final design. However the estimated costs for the scheme and the approved funding are detailed in the tables below.

*Table 1.1 Project Estimates following public consultation and further cost reduction measures, and including Sustainable Travel (Regent Street) works – December 2019*

Project elements	Tender returns and applied rates
WsMTCE construction estimate	£4,464,601
WsMTCE other external costs	£1,691,661
WsMTCE Quantified Risk	£600,000
WsMTCE internal fees	£127,978
<b>WsMTCE Total</b>	<b>£6,884,240</b>

*Table 1.2 Revised Funding Proposal*

NPIF	£2,950,000
LGF	£1,500,000
Maintenance (DfT)	£200,000
LGF4 (Regent Street and South Parade)	£1,300,000
LTP (Regent Street and South Parade)	£325,000
LTP (Additional contribution)	£150,000
LTP (Contingency Fund)	£410,000 (subject to Director approval)
Historic England HAZ	£50,000 (subject to Director approval)
<b>GRAND TOTAL</b>	<b>£6,885,000</b>

## LEGAL POWERS AND IMPLICATIONS

The scheme will be implemented and operated by NSC under its powers as Local Highway Authority (Highways Act 1980).

## **CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

The scheme is intended to improve and promote access to public transport and will provide enhanced cycling and walking facilities in the town centre supporting the Council's aspirations to reduce CO2 emissions.

## **CONSULTATION**

Consultation with residents of Weston-super-Mare has taken place as part of the development of the scheme design. The design has been amended to take into account this feedback. Consultation has included the Local Ward members; Town Council; transport operators, local business and residents. The scheme has been presented for comment at two public meetings led by SPEDR. At the meeting on the 3<sup>rd</sup> January 2020 SPEDR recommended approval of the design.

## **RISK MANAGEMENT**

The bid submission required the development of a Quantified Risk Assessment (QRA) and a risk register proportionate to the nature and complexity of the project. A risk management strategy is also in place which includes monthly review, assess, update and assign requirements.

The Weston Town Centre project is a key component of the regeneration programme in Weston. The Joint Investment Board (NSC and HCA) are the responsible body overseeing the development and delivery of the programme. Project specific SRO and Project Manager will be in place to manage the scheme development and implementation. As such all financial risks associated with delivery are within NSC's control.

The risk of out-turn cost exceeding the budget will be mitigated by robust design, a quantified risk assessment sum of £600k

## **EQUALITY IMPLICATIONS**

Have you undertaken an Equality Impact Assessment? Yes

The Weston-super-Mare Town Centre Transport Enhancement Scheme is intended to improve accessibility for all sectors of the population through a series of sustainable transport improvements. North Somerset Council applies the preparation and implementation of an Equalities Impact Assessment as part of the scheme design process, and the programme will be focussed upon improving access to jobs, education and services for all sectors of the population. Given the nature of this scheme the impacts are mainly positive for most groups.

## **CORPORATE IMPLICATIONS**

Delivery of the scheme supports the corporate priorities of improving transport infrastructure and promoting safe and sustainable travel. It also directly contributes to a number of corporate aims including enhancing health & well-being and increasing prosperity. No cross-service implications have been identified.

## APPENDICES

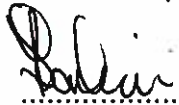
### Appendix A – Final Design Drawing

#### BACKGROUND PAPERS

- Minutes of Meeting of SPEDR 3<sup>rd</sup> January 2020 <https://apps.n-somerset.gov.uk/Meetings/ByCommittee/18/2019/54>
- Weston-super-Mare Transport Enhancement Scheme– June 2019 <http://apps.n-somerset.gov.uk/cairo/docs/doc29665.pdf>
- Weston-super-Mare Transport Enhancement Scheme– February 2018 <http://apps.n-somerset.gov.uk/cairo/docs/doc28595.pdf>
- W-s-M Town Centre Regeneration Supplementary Planning Document – February 2017 <http://www.n-somerset.gov.uk/wp-content/uploads/2015/12/Weston-super-Mare-Town-Centre-Regeneration-Supplementary-Planning-Document.pdf>
- Report to the Executive 20 June 2017 “Bid submission to DfT under the national productivity investment fund <http://apps.nsomerset.gov.uk/cairo/docs/doc28131.pdf>
- W-s-M Prospectus for Change – 2015 <http://www.n-somerset.gov.uk/wp-content/uploads/2016/03/Weston-super-Mare-prospectus-for-change-2015.pdf>
- W-s-M Town Centre Spatial Investment Framework – January 2016 <http://www.n-somerset.gov.uk/wp-content/uploads/2016/06/Weston-super-Mare-town-centre-spatial-investment-framework.pdf>
- Report to the Council 14 November 2017 “Highways Term Maintenance Contract”

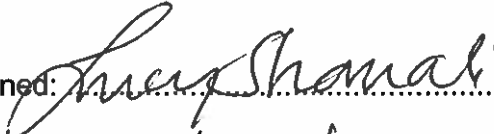
#### SIGNATORIES:

##### DECISION MAKER(S):

Signed:  ..... Executive member for Planning, Building Control, Highways and Transport.

Date: 12<sup>th</sup> February 2020 .....

##### With Advice from:

Signed:  ..... Director of Development and Environment

Date: 11/02/20 .....

# Appendix A

