

## **APPENDIX 1**

### **Further detail on delegated decisions to approve:**

- a) the Full Business Case for the Thornbury Hospital Site
- b) a Change Request for the Mass Transit project
- c) The Feasibility and Development Funding Application Form for the Bus Service Improvement Plan/Enhanced Partnership

### **West of England unitary authority officer involvement**

The Thornbury Hospital proposal has been produced and submitted by South Gloucestershire Council. The Mass Transit change request has been endorsed by the Directors of Infrastructure.

#### **a. Former Hospital Site Thornbury: Housing, Health and Social Care Provision (Land acquisition Fund)**

1. The repayable Land Acquisition Fund (LAF) was established as part of the Investment Fund in November 2018 to support the purchase of land that would increase and/or accelerate housing delivery. Two business case has been approved through the LAF to date for Bath Riverside and North Keynsham. The current balance of the LAF stands at £4.025m
2. A delegation to approve business cases through the LAF was granted to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils in February 2019.
3. A full business case has been submitted by South Gloucestershire Council seeking £3.806m to acquire the Thornbury Hospital site. The proposal is to enable an integrated health and wellbeing medical centre and ExtraCare housing on a site assembled around the North Bristol Trust (NBT) hospital site incorporating the existing medical centre site owned by NHS Property Services and an adjacent under-used SGC-owned garage site.
4. The intention is to acquire the site and obtain outline planning consent for the medical centre and the ExtraCare housing, to be sold on separately for development. The redundant hospital buildings will require demolition.
5. The ExtraCare site would be marketed for a developer and/or provider to acquire, build and operate an ExtraCare scheme of 70-88 homes plus communal facilities. There is potential for a small general needs housing scheme in addition to this (6 flats and 2 bungalows).
6. Start on site is estimated in 2024 with 18 months construction period. Repayment of the funds would be in 2023/24 and 24/25 in two equal instalments, plus a share of any uplift in value at disposal (as per previous LAF projects) based on the RPI increase over the period between acquisition and repayment, to a maximum of half of the uplift.

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## **b. Mass Transit Change Request**

1. In June 2018 the Combined Authority Committee agreed to delegate approval of changes within stated tolerances for schemes within the approved Investment Fund programme to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils. These tolerances included - *Cost increases of up to 10% to a ceiling of £100k for Feasibility and Development Funding subject to funding being available and there being no impact on any other project on the programme.*

2. A Change Request (provided in Appendix A) has been submitted seeking an additional £459k for the Mass Transit project to be drawn from the existing 'tail' for that scheme. This will enable the scope of the SOBC to be extended, as well as far more preparation in advance of commencing the OBC and OBC roadmap. These tasks include: Land Acquisition Strategy; Procurement Strategy; Green Infrastructure; Biodiversity Net Gain Strategy; Planning and Consents Strategy; Value Toolkit; Further Appraisal and Mobilisation; Phasing Strategy; EqlA; Clean Growth Strategy; Support & input to enable SOBC approval; Utilities Strategy; Policy Development Review; EIA Roadmap; Comms & Engagement Roadmap and known Compensation Events. The additional funding would also cover officer time for the Combined Authority and the UAs through to July 2022.

3. The decision on this funding will be presented to the Committee meeting in October, however an urgent decision is required on an additional £37k for work that needs to commence before October.

## **c. Bus Service Improvement Plan/Enhanced Partnership**

At the Combined Authority Committee in June, up to £900k was allocated for development of a joint Bus Service Improvement Plan and Enhanced Partnership. The Committee delegated the approval of the Feasibility and Development Funding Application to the WECA Chief Executive in consultation with the Chief Executives of the constituent councils. The [Feasibility and Development Funding Application](#) has now been produced with a funding request of £537k, with £263k match funding provided by DfT. It is expected that funding for this activity will be available from the CRSTS, so this application serves solely as underwriting.

### **Recommendations as per Officer Decision Record:**

- 1) To approve the Full Business Case for the Former Hospital Site Thornbury and award of £3.806m via the Land Acquisition Fund which will be repaid fully by March 2025.
- 2) To approve an additional £37k funding for Mass Transit accommodated with the 'tail' for that project
- 3) To approve the Bus Service Improvement Plan Feasibility and Development Funding Application Form and award of £537k



<b>SCHEME / PROJECT NAME : Mass Transit (also known as Movement Study)</b>
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<b>ORIGINATION DATE:</b>	<b>02/09/2021</b>
<b>REFERENCE:</b>	<b>WTF204</b>
<b>AUTHOR:</b>	<b>Naomi Gornall</b>

<b>CHANGE CATEGORY:</b>
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*Please select one or more, as appropriate, from list below: [Please do not amend the categories listed below]*

*This change request relates to:*

- **Cost:** change request relating to eligible cost headings, total cost.
- ~~**Spend profile:** change request relating to spend profile.~~
- **Time:** change request relating to delivery timeframe, including change in milestone dates.
- ~~**Scope:** change request relating to scale, nature, focus and scope of scheme.~~
- ~~**Quality:** change request relating to anticipated outputs and impacts/benefits.~~
- ~~**Match:** change request relating to amount of match funding secured.~~
- **Other**

<b>DESCRIPTION AND CAUSE OF CHANGE:</b>
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*Please provide a detailed description of the change(s).*

***Mass Transit***

Mass Transit Directors Board have agreed to commission further work, over and above a basic level SOBC. This decision will allow us to progress a number of work elements to ensure a “best in class” SOBC as well as far more preparation in advance of commencing the OBC and OBC roadmap. These tasks are: Land Acquisition Strategy; Procurement Strategy; Green Infrastructure; Biodiversity Net Gain Strategy; Planning and Consents Strategy; Value Toolkit; Further Appraisal and Mobilisation; Phasing Strategy; EqlA; Clean Growth Strategy; Support & input to enable SOBC approval; Utilities Strategy; Policy Development Review; EIA Roadmap; Comms & Engagement Roadmap and known Compensation Events.

We are also requesting some further funding for Officer time for WECA and the UAs to take us to July 2022 and other activities required outside of the WSP commission and a 10% contingency. The other activities include but may not be limited to: governance strategy work, commissioning surveys, communication and engagement requirements. A basic SOBC could be produced in April 2022 as planned. However, we have decided to allow for a Best in Class along with the further work towards OBC and therefore have an extension of the programme to July 2022.

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*Please explain the reasons necessitating the change(s) eg if there is delay to the achievement of a milestone why has this occurred.*

Following completion of the OAR/ASR, we have identified some further work that would allow the SOBC to be “best in class”. We have also identified some activities that can be brought forward, allowing for programming opportunities and continuous working and moving faster towards the OBC roadmap.

A basic SOBC could be produced in April 2022 as planned. However, we have decided to allow for a Best in Class along with the further work towards OBC and therefore have an extension of production of the SOBC to July 2022.

### CONSEQUENCE OF THE CHANGE (including overall cost, spend profile, milestones, scope, benefits):

*Describe in detail the consequence(s) of the proposed change(s), particularly in relation to overall cost, spend profile, milestones, scope and benefits. Please clearly present the difference between the current and proposed position. See examples below, use as applicable.*

	20/21 IF	21/22 IF	Total IF	Total Match Funding	Jobs/Benefits
Current	£975,573	£759,427	£1,735,000	n/a	n/a
Proposed	£1,267,846	£926,440	£2,194,287	n/a	n/a

Please note the above numbers are for Mass Transit only NOT Bath Transport Development Action Plan

Key milestones	baseline milestones (OBC/FBC)	Proposed change	Delay (by months)
OAR completion	03/2021	n/a	No current delay
Formal consultation	09/2021	n/a	No current delay
SOBC reporting	12/2021	03/2022	No current delay
SOBC published	04/2022	07/2022	No current delay
OBC roadmap	2023	n/a	No current delay

*More generally, consider impacts in relation to, for example, technical specification, strategic, end user/beneficiary, stakeholder, quality of deliverables, resources, etc.*

*Please provide any proposal(s) for mitigation of any adverse consequences.*

*Consider the potential benefits/dis-benefits of the proposed change.*

### ALTERNATIVE OPTIONS:

*Please provide up to three alternatives that could be implemented instead of the proposed change. For each alternative, identify areas likely to be impacted by the change, and the potential benefits and adverse effects for each. State the reason(s) for rejection of each alternative option.*

- 1) Produce a basic SOBC that may not provide DfT will all requirements given the level of knowledge since the OAR/ASR. This is not acceptable to the working group or directors.
- 2) Not accelerate elements of the OBC roadmap. This is a long-term project but we need to look at opportunities to deliver faster. This project can contribute to the Climate Emergency target of 2030.

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3) Finding areas to accelerate is key. We have identified some areas where we can be better prepared as we approach OBC.

**PROPOSED OPTION:**

*Describe the proposed option and justify why this proposed change(s) should be implemented.*

Following completion of the OAR/ASR, we have identified some further work that would allow the SOBC to be “best in class”. We have also identified some activities that can be brought forward, allowing for accelerated programming opportunities.

*Explain the impact if the proposed change is not implemented.*

Slower Delivery

*Consider any risks arising from the proposed change(s) and how will these be mitigated going forwards.*

No risks identified

**FUTURE MITIGATION AND LEARNING POINTS:**

*Describe future preventative actions and learning points that will be implemented to reduce the likelihood and/or impact of the proposed or other related change(s).*

N/A

**s151 / Chief Finance Officer Approval**  
*(required for costs changes: spend profile changes across financial years and increases in project cost)*

**I confirm the project continues to deliver good value for money in the use of public resources, that being the suitability and effectiveness of the project as well as the economic growth and wider societal outcomes achieved in return for the public resources received.**

**Name: David Carter**

**Signed:**



*\*Note: where WECA is the promoting body this should be signed by the appropriate Director or Head of Service*