

## MCA Programme Board

28<sup>th</sup> June 2017

### DfT National Productivity Investment Fund Bids

#### Purpose of the Report

To update the Programme Board on the opportunity to bid for DfT National Productivity Investment Fund (NPIF) and the bids that have been prepared by the councils. To seek endorsement of the bids for submission and approval of the prioritisation process and ranking of the bids for submission.

#### Background

In the 2016 Autumn statement the government announced new funding for “local highway and other local transport improvements” called the NPIF. Funds were allocated inline with the DfT Maintenance allocations. Guidance on how to bid for the second allocation, totalling £490m, was released in April 2017 with a submission deadline of the 30<sup>th</sup> June 2017.

The funding aims to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets across England, improve access to employment and housing, and to develop economic and job creation opportunities. Each highway authority can submit up to two bids of up to £5m with a minimum local contribution of 30%. Successful projects must be delivered between 2018/19 & 2019/20.

#### National Productivity Investment Fund Bids

Given the relatively short timescales for submission, the restrictions over delivery and the need for match funding bids the following bids are being proposed:

- **WECA – Junction Improvement Schemes:**
  - Joint bid across the other UAs, South Gloucestershire Lead Authority .
  - Various interventions at key junctions / routes.
  - Improvements to traffic signals to allow better traffic flows.
  - Improvements to junctions to give better priorities to buses and to improve pedestrian flow.
  - We will also use the opportunity to replace other end of life assets at these locations to reduce the revenue burden on the authorities.
  - The project totals £6.570m of which £1.970m is local contribution and £4.6m bid from DfT.
  - Local Contribution Source:
    - BCC – “Highways Infrastructure planned maintenance and structural investment” - £870,000
    - South Glos – Additional Council Maintenance Allocation - £900,000
    - B&NES – S106 fund - £150,000
    - Each Contribution is 30% of the value of the works that are being carried out in that UA
  
- **Bristol only - Temple Quarter East Access:**
  - Various interventions including junction improvements at Netham Lock, Avon St/Temple Way, Avon St/Feeder Rd, St Anne’s Rd/Newbridge and Bath Bridge/Temple Gate.
  - Installing high quality pedestrian/cycle route along the length of Feeder Rd.
  - Helping to improve access to the TQEZ from the East, support jobs and new

- housing (such as UoB post office site)
- Connecting the communities of St Anne's, Brislington and through future works, Lawrence Hill (via Marsh Lane)
- The project totals £7.3m of which £2.4m is local contribution and £4.9m bid from DfT.
- Local Contribution Source:
  - RIF – Money that is due to be spent in year on Bath Bridges works, is being used as a local contribution to this bid. - £2.4m

It is recommended that both bids are submitted to the DfT.

### **Issues**

The guidance very specifically states that when an authority falls within a Combined Authority (CA) area one bid per component authority may be submitted via the CA bid coordinator and the CA should rank these bids with the relative priority.

Given the early stage in formation of the CA there is not yet a defined Key Route Network (KRN) or an adopted Asset Management Plan for the West of England against which the bid proposals can be assessed. It is therefore proposed that the bids are, for this bidding round only, scored against the DfT guidance for the NPIF process.

To facilitate this a scoring matrix based on the guidance has been compiled and a working group made up of officers from the 3 councils met to assess the bids against this matrix, with subsequent review by WECA (see Appendix 1 for detail).

This process has concluded that the bids should be submitted and prioritised as follows:

- 1. Bristol only - Temple Quarter East Access**
- 2. WECA – Junction Improvement Schemes**

### **Recommendation**

1. That Board Members endorse the submission of two bids for the NPIF
2. That Board members approve the prioritisation as follows:
  - 1. Bristol only - Temple Quarter East Access**
  - 2. WECA – Junction Improvement Schemes**
3. That Board Members endorse the ranked submission of these bids by the West of England CA.

## Appendix 1 – NPIF Scoring Matrix

### West of England Combined Authority NPIF Prioritisation Process

	WECA – Junction Improvement Schemes	Bristol only - Temple Quarter East Access
<b>Essential Criteria</b>		
<b>Bids deemed compliant</b>	yes	yes
<b>Joint Bid</b>	yes	no
Collaborative joint authority bid	1	0
<b>The Financial Case</b>		
Demonstrated strong commitment to delivery in 2017/18	yes	yes
<b>Local Contribution</b>		
Demonstrates minimum 30% requirement	yes	yes
<b>Strategic Case</b>		
Criteria Met	yes	yes
<b>Affordability and Financial Risk</b>		
Demonstrates local contribution above 30%	30%	33%
(Ranked Score)	1	1
<b>Equality Analysis</b>		
Demonstrates one has been undertaken	yes	yes
<b>Value for Money</b>		
BCR demonstrated (actual)	4.1	7.6
(ranked score)	1	2
<b>GVA</b>		
GVA figure (jobs created)	£1.48m (31)	£1.88m (39)
(ranked score)	1	2
<b>Deliverability</b>		
Demonstrate Deliverability	yes	yes
Track record	yes	yes
Lessons Learnt	yes	yes
No Statutory Powers required	3	3
<b>Stakeholder Support</b>		
LEP support	1	1
Local MP support	1	1
Other	1	1
<b>TOTAL</b>	<b>10</b>	<b>11</b>