

## Western Gateway Sub-national Transport Body

### Board Meeting

#### Paper D

Date **13<sup>th</sup> March 2024**

Title of report: **2023/24 Work Programme and Financial update**

Purpose of report: **To provide an update on work programme and budget position of Western Gateway Sub-National Transport Body.**

#### Recommendations:

The members of the Board are recommended to:

- I. To note the contents of the programme update report.

#### Introduction

- 1.1 This report contains an update on project progress by the Western Gateway Sub-National Transport Body's (STB) and its finances.

#### Work Programme

- 1.2 To date the STB Programme Management Team have delivered.

Delivered by	Project	Status
2019/20	Story of Place - Regional Evidence Base	Completed
	Economic Connectivity Study	Completed
	Major Road Network and Large Local Major scheme submission	Completed
	Sub-National Rail Strategy – Phase 1	Completed
2020/21	Port Access Study	Completed
	Sub-national Rail Strategy – Phase 2	Completed
	Strategic Transport Plan (2020-2025)	Completed
	Strategic Modelling Review Study	Completed
2021/22	Strategic Model	Completed
	Freight Strategy	Completed
	Rural Mobility Strategy	Completed
	Strategic Rail Phase 1	Completed

Delivered by	Project	Status
2022/23 to 2023/24	Strategic Transport Plan Phase 1 Baseline Report	Completed
	Carbon Audit	Completed
	Coach Strategy	Completed June 2023.
	Strategic Cycle Routes	Amber. First final report complete, additional work being undertaken. Final strategy to June 2024 Board
	Strategic Transport Plan Phase 2 Technical Assessment	Completed March 2023.
	Alternative Fuels for Freight Phase 1	Completed June 2023
	Alternative Fuels for Freight Phase 2	Amber. Shortlisting tool expected early spring 2024. Led by Midlands Connect STB.
	Strategic Transport Plan Phase 3 Strategic Report	Green. Work is progressing and final draft of the plan is produced
	Strategic Rail Phase 2	Green. Cheltenham Spa work completed. Heart of Wessex Line first draft Strategic Outline Business Case produced.
	Rural Making the case for investment	Completed. Final version published June 2023.
	Rural Phase 2	Green. Ongoing work with Peninsula Transport STB for Rural Mobility pilots
	Freight Phase 2	Green. Ongoing work by sub-groups and main group
	Electric Vehicles	Green. Study report completed. Work about to kick off with producing the strategy
		Coach Strategy Phase 2
	Decarbonisation Policy Playbook	Green. Upgrading of carbon tool to compatibility with the Decarbonisation Policy Playbook (now renamed as Carbon Assessment Playbook) tool is underway.

### 1.3 Schemes - progress update:

Ref	Project	RAG	Reason for RAG if not Green	Progress to date	Next Period
1.5	STP Phase 1 Baseline report	G		The draft Baseline Report and the four draft Strategic Corridor Studies have been updated following comments from technical officers and key stakeholders. Project had some significant delay due largely to quality issues, resource capacity. Now completed and waiting to be published on the website.	Baseline report and four strategic corridor reports to be published on the Western Gateway website
1.7	STP Phase 3 Strategy	G		Draft programme framework outlining the content of STP developed and shared with various stakeholders for feedback. STP Project Board has been set up and update meetings ongoing scheduled fortnightly before the March Board, with some additional meetings. Update meetings set up with Board members and other stakeholders Drafting of the plan ongoing and final draft is now completed Final draft STP to be presented to March Board for approval Model development progressing, undertaken by Dorset Council and WSP. Baseline model expected to be complete by February end, with the forecasts (2031, 2041 and 2051) following shortly afterward.	Revised timescale now Spring 2024. Publishing and distributing of final plan due by end of March/early April A full public consultation on Strategic Investment Plan begins in early Autumn 2024.
3.1	Freight Strategy Implementation and Freight Forums	G		AECOM commissioned to undertake remaining joint programme with Peninsula Transport for 2023/2024 Final programme has been agreed to align to the priorities set out in the implementation 6th round of meeting with the sub-groups (Aviation & Maritime, Rail, Roads) and the main forum set up to take place 11th March. Finalised overall budget for the year 2 programme of work with Peninsula Transport Inception meeting held in February with AECOM and Peninsula Transport	Explore maritime opportunities using information from WP12 International Gateways study and road freight data analysis Conduct a feasibility study to operate intermodal container trains from deep seaports to intermodal sites and look at the options for modal shift to enable more freight to be moved by rail to its final destination.

4.3	Strategic Rail Phase 2	G		<p>Cheltenham Spa Capacity Analysis completed.  GWR completed timetable capacity for Heart of Wessex Line hourly services  Technical assessments for the Heart of Wessex Line being undertaken  Heart of Wessex draft Strategic Outline Business Case produced  Cheltenham Spa work performance modelling report is now produced, and the recommendation is to pause work on producing an SOBC (Strategic Outline Business Case)</p>	<p>Cheltenham Spa - Network Rail identifying wider benefits of the bay platform. Update to June 2024 Board on next steps.  Heart of Wessex final Strategic Outline Business Case to be reported to the June 2024 Board with next steps  Proposal for work on increasing services on the West of England Line included in the Business Plan for 2024/25.  Proposal for funding joint work on Bristol to Oxford services with England's Economic Heartland STB to go to the March 2024 Board.</p>
5.2	Rural Phase 2	G		<p>WSP commissioned (joint with Peninsula) to develop pilot prospectus.  Positive responses from the constituent authorities on interest in hosting pilots.  Identification and mapping of existing known rural pilots or projects (already taking place in the region and being undertaken across the UK) is in progress  Inaugural Rural Mobility Stakeholder event held in Taunton on 19th January, followed by a lively workshop with positive discussions and innovative ideas among 45 participants.  Refining the findings from workshop to provide rural mobility grand challenges, vision, objectives and outcomes of the pilots and outcome framework/logic model in progress .  A 'call for pilot' declaration of interest has been made and responses are being received</p>	<p>Undertake a review based on the baselining of current user experience and stakeholder engagement  Undertake a review of the background work to the strategy  Review and update a long list of potential interventions for the pilots.  Conduct a high-level assessment of the long list of interventions against the vision/objectives following feedback from steering group  Full delivery expected by June 2024.</p>
6.1	Coach Strategy - Phase 2	A	<p>The feasibility study of the new strategic coach corridor is running approx. 1 month behind schedule due to staff sickness.  <b>Return to Green Plan</b>  With the return of staff, aim to wrap up optioneering and selection of a preferred option in the next few weeks and Demand assessment can then get underway</p>	<p>Work commissioned by AECOM to take forward the second phase of coach work  New Southwest Coach Sector Forum set up and scheduled for 01/02/24, with good attendance and positive feedback. The next meeting around April time.  Phase 2 progress meeting held 11/01/24.  Procurement process finalised  Feasibility study of first of three priority routes identified in phase 1 strategy is in progress</p>	<p>To confirm short, medium &amp; long term objectives of the steering group  Agree programme of meetings and key priority topics of the group  Coordination for the second meeting with the group  Feasibility work on Gloucester/Cheltenham to Bristol Airport strategic coach route identified in the Strategy.  Update to June 2024 Board.</p>

7	Strategic Cycle Routes	A	<p>Draft final report and further extension work produced, but still not achieving approval. More work needed to identify options and refine outputs.</p> <p><b><u>Return to Green Plan</u></b> Discussions ongoing with Atkins and Sustrans to take up additional work, with procurement finalised</p>	<p>Proposal for additional work - revision of scoring metrics and weighting - was shared with the board. First phase of revision completed but additional work still required.</p> <p>Additional work to take place to address comments from Board.</p> <p>Finalised procurement with AtkinsRealis to continue additional work</p>	<p>Further work to be progressed in January 2024 as part of the overall STP programme rather than as independent project, given the need to prioritise STP development, with regards to the Vision, Aims and Objectives agreed.</p> <p>AtkinsRealis and Sustrans to take up the additional work needed to progress onwards</p> <p>Report to be presented in June Board</p>
8.1	Alternative Fuels for Freight Phase 2	A	<p>Shortlisting tool being developed by Midlands Connect on behalf of the other STBs now expected early Spring 2024.</p> <p><b><u>Return to Green Plan</u></b> Discussions ongoing with Midlands Connect and will share update once shortlisting tool becomes available</p>	<p>Shortlisting tool being developed by Midlands Connect is now running six months late. This means planning shortlisting of sites for EV charging and hydrogen refuelling stations is on hold.</p>	<p>Work on shortlisting will restart in April 2024 when the Midlands Connect shortlisting tool becomes available.</p>
9	Electric Vehicles	G		<p>Western Gateway jointly commissioned consultants WSP, through Peninsula Transport, to undertake a regional electric vehicle (EV) charging study for the Southwest.</p> <p>Data has been produced and distributed to LAs. Next step will be to create an easy-to-use interactive dashboard.</p> <p>Demand study produced</p> <p>Work in progress to set up of interactive dashboard using Podaris by TfN, with no additional cost and timescales is starting in March up till June time</p> <p>Southwest EV Strategy about to kick off with work to be done in-house jointly with Peninsula Transport with the available resources.</p> <p>Work underway in setting up a EV Southwest working group to see how the STBs can best support the LAs</p>	<p>Undertake a survey of Local Authorities across the region to ascertain their progress, ambitions, and what support they would need from the STB.</p> <p>Set up an officer working group to engage officers preparing Local Electric Vehicle Infrastructure (LEVI) bids</p> <p>Create a SW electric vehicle charging infrastructure forum to engage more widely with other stakeholders</p> <p>Develop regional Western Gateway/Southwest EV strategy.</p>
10	Carbon Tool	G		<p>WSP commissioned to integrate carbon baseline with Decarbonisation Policy Playbook (now renamed Carbon Assessment Playbook) and overall budget finalised.</p> <p>Work about to commence on the WGHAM Base Year Model updates - completion by March and traffic model forecasts year updates to be available by end February.</p> <p>Inception workshop to kick off March 6th</p>	<p>Development of LTA/WG dashboard tool for viewing baseline, built in PowerBI</p> <p>Production of user guide and methodology report for LTA and WG users of dashboard</p> <p>Integration of the updated baseline into the Carbon Assessment Playbook tool.</p>

## 2023/24 Financial Year

- 1.4 To note the Department for Transport has frozen funding for 2023/24 at 2022/23 levels. This equates to a loss of funding of £211,000.
- 1.5 Key to note is that total spend to date in 2023/24 is £633,855 on a total budget of £785,000.
- 1.6 Following the need to focus more resources on producing the Strategic Transport Plan (see Agenda Item 6 Paper A) several changes have been made to the budgets for other projects. In particular the initial budget for the Strategic Transport Plan was £47,500 but with the need for strategic modelling work associated with the project, an additional £94,000 was required to be added to the original budget. Rural Mobility expenditure for 23/24 have reduced from an initial budget of £42,000 to £37,000. Rail Strategy work is now £111,000 as against £116,000. The initial budget for Freight work was £80,500 and now revised to £60,000. Alternative Fuels for Freight has been reduced from £17,500 to £2,550. The EV work is £68,000, with initial budget being £83,500. Centre of Excellence work is now revised to £1,400 as against £2,000. The Quantifiable Carbon work was previously £58,000 and now revised to £53,000. Coach Strategy's initial budget was £60,000, it is now revised to £55,000 and cycling work is currently revised to £30,050. At the moment, most of the project savings are allocated to the Strategic Transport Plan budget and active workstreams in order to cover shortfalls. The revised budget for the STP now includes updating the Western Gateway Strategic Transport Model and the testing of scenarios drawn from the Department for Transport's Common Analytical Scenario guidance to support the Strategic Transport Plan.

INCOME	Budget	Committed	Received	Forecast 23/24	Total Spend	Variance
DfT Grant 20/21	£425,000	£425,000	£425,000	£0	£425,000	£0
DfT Grant 21/22	£346,980	£346,980	£346,980	£0	£346,980	£0
DfT Grant 22/23	£605,000	£302,500	£300,000	£0	£300,000	£-305,000
DfT Grant 23/24	£605,000	£605,000	£0	£605,000	£605,000	£0
<b>Sub-Total</b>	<b>£1,981,980</b>	<b>£1,679,480</b>	<b>£771,980</b>	<b>£605,000</b>	<b>£1,981,980</b>	<b>£-305,000</b>
Local Authority carry over 21/22	£22,574	£22,574	£22,574	£0	£22,574	£0
Local Authority income 22/23	£180,000	£180,000	£180,000	£0	£180,000	£0
Local Authority income 23/24	£180,000	£180,000	£80,000	£180,000	£180,000	£0
<b>Sub-Total</b>	<b>£382,574</b>	<b>£382,574</b>	<b>£282,574</b>	<b>£180,000</b>	<b>£382,574</b>	<b>£0</b>
<b>Total</b>	<b>£2,364,554</b>	<b>£2,364,554</b>	<b>£1,054,554</b>	<b>£785,000</b>	<b>£2,364,554</b>	<b>£-305,000</b>

EXPENDITURE - January 23/24	Agreed Budget	Committed Spend	Remaining Forecast	Total Spend To Date	Variance Budget
<b>Projects FY 23/24</b>	<b>£632,500</b>	<b>£501,342</b>	<b>£131,158</b>	<b>£513,128</b>	<b>£119,372</b>
Strategic Transport Plan*	£114,000	£94,000	£20,000	£111,129	£2,871
Rural Mobility – pilot projects*	£37,000	£37,000	£0	£35,564	£1,437
Rail Strategy – incl. Heart of Wessex Line*	£111,000	£109,000	£2,000	£110,395	£605
Freight*	£60,000	£60,000	£0	£57,693	£2,307
Alternative Fuels for Freight*	£2,550	£2,000	£550	£2,042	£508
Electric Vehicle Charging and Local Transport Plan support*	£64,500	£64,500	£0	£62,690	£1,810
Centre of Excellence**	£1,400	£1,000	£400	£1,281	£119
Quantifiable Carbon Reduction and Local Transport Plan support*	£57,000	£57,000	£0	£51,590	£5,410
Business Case and Local Transport Plan support	£0	£0	£0	£0	£0

Coach Strategy**	£55,000	£50,000	£5,000	£53,611	£1,389
Strategic Cycling Network**	£30,050	£26,842	£3,208	£27,133	£2,917
Risk contingency budget	£100,000	£0	£100,000	£0	£100,000
<b>STB General Costs</b>	<b>£152,500</b>	<b>£42,400</b>	<b>£10,100</b>	<b>£120,727</b>	<b>£31,773</b>
Programme Management Team costs	£100,000	£0	£0	£78,327	£21,673
Communication Support*	£52,500	£42,400	£10,100	£42,400	£10,100
<b>Sub-Total</b>	<b>£785,000</b>	<b>£543,742</b>	<b>£141,258</b>	<b>£633,855</b>	<b>£151,145</b>
<b>Final Total = Sub-Total minus Risk Contingency budget</b>					<b>£51,145</b>

\* 100k reserved in the risk contingency pot and will be carried over to 24/25 financial year

\*\* First instalment payment from DfT made on 26/01/24. Second instalment to be made in March

\*\*\* One payment is outstanding from the constituent local authority's annual contribution

## Consultation, communication and engagement

2.1 This update has been discussed by the Programme Management Team and approved by the Senior Officer Group.

## Equalities Implications

3.1 No adverse impact on any protected groups.

## Legal considerations

4.1 The Western Gateway STB remains an informal non-statutory partnership.

## Financial considerations

5.1 The budget considerations are set out in this report.

## Conclusion

6.1 The Board is recommended to note the current 23/24 position and project progress.

## Contact Officer

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