

---

---

- 2.4 It was previously agreed that a full business cases for each of the projects will be submitted for consideration by the Mid Argyll, Kintyre and the Islands and the Policy and Resource Committee as they become available. However due to some external funding needing to be spent by 18 March 2022 it is recommended that the committee considers a draft version of the full business case and delegates authority to approve the full business case to the Executive Director for Development and Infrastructure Services. This report provides an update on the project and the preparation of the Full Business Cases.

### **3.0 RECOMMENDATIONS**

- 3.1 Members of the Mid Argyll, Kintyre and the Islands Area Committee are asked to note the progress made and recommend to Policy and Resources Committee that:
1. The draft full business case for Ardrishaig is approved and that Council funding of up to £330,000 is confirmed for the Ardrishaig North Public Realm Project from the Tarbert and Lochgilphead Regeneration Fund.
  2. Approval of the final Full Business Case for Ardrishaig North Public Realm is delegated to the Executive Director with responsibility for Development and Infrastructure Services, subject to it being demonstrated that this is within the approved budget prior to implementation.
  3. Delegated authority be afforded to the Executive Director with responsibility for Development and Infrastructure Services for the delivery of the project.

### **4.0 DETAIL**

- 4.1 An update to Mid Argyll, Kintyre and the Islands Area Committee in September 2019 proposed to bring Full Business Cases (FBC) for this project back to this committee for approval.
- 4.2 Design work for this project has been prepared by ERZ Ltd and their supporting consultants. Following the sign off of the concept design, ERZ worked on the developed design and technical design stages for the project.
- 4.3 A public consultation on the detailed design for Ardrishaig North took place

- 4.5 Additional funding for the project was secured through the Councils Green Travel Fund Initiative, HITRANS and Cycling Walking Safer Routes. Unfortunately the additional funding from these sources did not match the level of funding requested from Sustrans and a value engineering exercise was required to be carried out. The value engineering exercise resulted in dividing the design into a core design with supplementary elements. The core design focused on improvements to the waterfront area and around the North Hall as these were the areas identified by the community as being in most need of improvement. Although the core scheme will improve the connectivity between the waterfront area and the Crinan Canal through the relocation of a bus layby and signage it does not include a proposal for any type of formal road crossing. The local community and key stakeholders have been kept fully informed of the changes to the scope of the project.
- 4.6 The planning application for the project (21/00868/PP) was approved on 30 September. The application received one objection relating to the proposed formal road crossing and associated road markings and a request to leave the bus stop where it is. A formal road crossing is not part of the core design for the project. However the bus stop layby will be relocated in order to accommodate the new public space outside the North Hall
- 4.7 A cost estimate based on the detailed designs has been prepared by our cost consultants and this has been used to inform the draft Full Business Case (FBC). The invitation to tender for the projects was issued on 29<sup>th</sup> October 2021 and the returned tenders are to be returned by 26<sup>th</sup> November 2021 and evaluated by 21 January 2022 to allow a contractor to be appointed 31<sup>st</sup> January 2022. Once returned tenders have been evaluated we will be able to update the FBC prior to delegated approval by the Executive Director.
- 4.8 As the project involves a Council asset, the FBC has been prepared in accordance with the Capital Programme Planning and Management Guide. This includes a detailed Risk Log Worksheet (Appendix 2) that sets out the chance, impact and mitigating actions for each risk.
- 4.9 Once the procurement process has been completed the full FBC will be assessed and scored using the assessment criteria and weightings as agreed by the Strategic Assessment Management Board. The overall score is rated in accordance with the following table:

<b>Business Case Score</b>	<b>Rating</b>
80% -100%	4 (Max.)
70% - 79%	3
60% - 69%	2
Less than 60%	1 (Min.)

Full Business Cases should attain a rating of 4 for them to be considered for progression to the implementation stage.

- 4.10 If procurement proceeds as planned, it is expected that a contract will be awarded by 31 January 2022 with onsite works starting 22<sup>nd</sup> February 2022



project will miss the deadline of the 18<sup>th</sup> March by which time £110,000 from Cycling Walking Safer Routes and HITRANS funding is required to be spent and this funding will be lost

There is a risk the project will not meet public expectation given that there is a limited budget however we have undertaken consultation with the community and key stakeholders at each key stage to mitigate this as much as possible.

There is a risk that the returned tenders exceed project budget.

For full detail on project risks please refer to Project Risk Register in Appendix 2.

6.7 Customer Service  
None at this time

**Kirsty Flanagan - Executive Director with responsibility for Development and Economic Growth**

11 November 2021

**For further information contact:**

Douglas Grierson, Sustainable Transport Coordinator, Strategic Transportation, Tel 01546 604228

Anna Watkiss, Senior Development Officer, Transformation Projects and Regeneration Team, Tel 01546 604344

**APPENDICES**

Appendix 1 Draft Full Business Case for Lochgilphead Front Green and Colchester Square (Confidential)

Appendix 2 Risk Register