

## **WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE**

**4 October 2019**

### **REPORT SUMMARY SHEET**

#### **INVESTMENT FUND**

##### **Purpose**

To seek approval for Investment Fund feasibility, development and delivery funding, and for change requests for schemes within the current approved programme.

##### **Summary**

This report includes the following key information:

- A set of delegations are proposed for decision making on schemes within the approved programme which are shown in Appendix 1.
- A Full Business Case for Great Stoke Roundabout Capacity Improvements has been submitted seeking full funding of £2.91m for the implementation of the scheme.
- An update is provided on the Future Mobility Zone bid (para 11-13)
- A further £1.2m of funding is sought to continue to progress the development work for the Housing Infrastructure Fund Bristol Temple Meads to Keynsham Strategic Growth Corridor A4/A37 project.
- The Bath Riverside Land Acquisition Fund (LAF) submission has been approved through delegation including fit with the LAF criteria shown in Appendix 7.
- Funding of £50k is sought to address the challenge of the lack of evidence/research around Careers Education, Information, Advice and Guidance and to determine what interventions could potentially come forward to improve it (para 26)
- The report updates on the work on Talent Institutes (para 27-28) and seeks approval for £50k to progress the Working Well Institute.
- A Full Business Case seeking £1.3m has been submitted for WE Work for Everyone which will target people with a learning difficulty to support them to achieve and maintain paid employment.
- A Full Business Case has been submitted seeking £3.6m to extend and develop the current Future Bright Innovation Pilot for a further 3 years.
- In line with current processes for managing reported scheme changes, those seeking approval are set out in Appendix 8 of the report.

## **Recommendations**

Members of the Combined Authority Committee are asked to:

1. Approve the delegations for changes to schemes within the approved programme set out in Appendix 1.
2. Approve the Full Business Case for Great Stoke Roundabout Capacity Improvements and a total award of £2.91m.
3. Approve the allocation of £3.9m for the Future Mobility Zone subject to securing the DfT funding and business case.
4. Approve the change request and the award of an additional £1.2m for the HIF Outline Development Work.
5. To note the Land Acquisition Fund Assessment Criteria shown in Appendix 7 and the approval of the Full Business Case for Bath Riverside and award of up to £9m through the granted delegation.
6. To approve the Feasibility and Development Funding Application for the Careers Advice Analysis and the award of £50,000 to produce a report outlining prioritised co-designed interventions
7. To approve the Feasibility and Development Funding Application for the Working Well Institute and the award of £50,000 to produce an Outline Business Case.
8. To approve the Full Business Case for WE Work for Everyone and award of £1.3m subject to securing ESF funding, development of the Procurement Plan, supply of a detailed programme and finalising the Monitoring and Evaluation Plan.
9. To approve the Full Business Case for Future Bright Plus and award of £3.6m subject to the supply of a detailed risk register, cost breakdown and project plan, and finalising the Monitoring and Evaluation Plan
10. Approve the change requests for schemes within the current programme set out in Appendix 8.

**Contact officer:** Malcolm Coe

**Position:** Director of Investment and Corporate Services

**Email:** Malcolm.Coe@westofengland-ca.gov.uk

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY**

**DATE: 4 October 2019**

**REPORT TITLE: INVESTMENT FUND**

**AUTHOR: MALCOLM COE, DIRECTOR OF INVESTMENT AND CORPORATE SERVICES**

**Purpose of Report**

1. To seek approval for Investment Fund feasibility, development and delivery funding, and for change requests for schemes within the current approved programme.

**Recommendations:**

**The Committee is asked to:**

1. Approve the delegations for changes to schemes within the approved programme set out in Appendix 1.
2. Approve the Full Business Case for Great Stoke Roundabout Capacity Improvements and a total award of £2.91m.
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7. To approve the Feasibility and Development Funding Application for the Working Well Institute and the award of £50,000 to produce an Outline Business Case.

8. **To approve the Full Business Case for WE Work for Everyone and award of £1.3m subject to securing ESF funding, development of the Procurement Plan, supply of a detailed programme and finalising the Monitoring and Evaluation Plan.**
9. **To approve the Full Business Case for Future Bright Plus and award of £3.6m subject to the supply of a detailed risk register, cost breakdown and project plan, and finalising the Monitoring and Evaluation Plan**
10. **Approve the change requests for schemes within the current programme as set out in Appendix 8.**

## Background

2. The West of England Devolution Deal secured £900m for the creation of an Investment Fund forming part of a wider investment programme for the region. Aligned to regional strategies, the objective for this investment programme is to boost and strengthen economic growth in the West of England Combined Authority area through delivering:
  - Effective, resilient infrastructure;
  - World class skills for employment; and
  - Businesses that succeed

## Investment / Transforming Cities Fund Programme

3. In July the Committee considered a £350m investment programme to March 2023 spanning the Investment Fund/Transforming Cities Fund. This sits within the frame of the Capital Strategy report, approved in February 2019, which set out the planned approach for establishing a thematic 20-year programme aligned with regional priority outcomes and objectives as detailed within the published WECA Operating Framework.
4. The funding available through the Investment Fund and Transforming Cities Fund over the period to 22/23 totals £313m. Previous experience indicates that, despite best endeavours, major capital programmes invariably have an element of slippage in terms of delivery. With this in mind, the WECA statutory finance officer has approved a level of structured over programming, over the next four years, to provide overall funding for the period of £350m.
5. For each allocation and award, an allowance needs to be accounted for in terms of the subsequent costs for final delivery of the full scheme. For example, early allocations are primarily for development and feasibility funding – but consideration has to be given for the costs of full business case formation and construction spend based on best estimates at any given point in time. This is referred to as the ‘tail’ to the current financial awards and allocations based upon the current opinion of the most likely level of spend that will be incurred over the next four years. This financial position will be kept under constant review with any material updates to be reported back to Committee.
6. A summary of all of the approved and allocated funding across the Investment Fund and Transforming Cities Fund (TCF) is shown in Figure 1 and an update on the projects seeking funding is set out by theme in the sections below.
7. Within the £350m programme £20m is unallocated and is set aside to respond to ‘opportunities and challenges’. It is important to leave an element of flexibility in the programme to be able to respond to any future initiatives or government funding opportunities, or to address emerging priority areas.

8. To support streamlined decision making at an appropriate level, it is now proposed that a set of delegations to the WECA Chief Executive, in consultation with the Chief Executives of the constituent Councils, are reinstated for decision making for schemes within the approved programme. These are set out in Appendix 1.

**Figure 1: Summary of Investment Programme to 2023 by Priority Theme**

	Funding Awards and Allocations £000s	
	July 2019	October 2019
<b><i>Transport Infrastructure</i></b>		
Approved Awards and Allocations	57,721	63,980
Associated 'tail' required to deliver all projects up to March 2023	87,123	80,864
<b>Total Investment in Transport Infrastructure</b>	<b>144,844</b>	<b>144,844</b>
<b><i>Housing Infrastructure</i></b>		
Approved Awards and Allocations	56,720	56,784
Associated 'tail' required to deliver all projects up to March 2023	28,100	28,036
<b>Total Investment in Housing Infrastructure</b>	<b>84,820</b>	<b>84,820</b>
<b><i>Business and Skills</i></b>		
Approved Awards and Allocations	74,078	74,128
Associated 'tail' required to deliver all projects up to March 2023	18,437	18,388
<b>Total Investment in Business and Skills Infrastructure</b>	<b>92,515</b>	<b>92,515</b>
<b><i>Opportunities and Challenges / Other</i></b>		
Funding put aside to respond to opportunities and challenges	<b>20,000</b>	<b>20,000</b>
Approved WECA set up, operating costs and elections up to 2023	<b>7,818</b>	<b>7,818</b>
<b>Total Investment Programme up to March 2023</b>	<b>350,000</b>	<b>350,000</b>

## ***Thematic Update***

### **Transport**

9. To deliver our transport vision, we have a number of strategic schemes, supported by short term capital projects that match our strategic objectives. The current funding awards and allocations are set out in Appendix 2, with those seeking approval at this Committee highlighted and described in the sections below. In total, with the inclusion of recommendations within this report, there are financial awards and allocations of **£64.0m** for Transport Infrastructure projects with an associated 'tail' costed as **£80.8m** – giving a total financial commitment of **£144.8m** up to March 2023.

## ***Schemes in Delivery***

### **Great Stoke Roundabout Capacity Improvements**

10. Following the award of £550,000 of development funding in October 2017 and the approval of the Outline Business Case in November 2018, a Full Business Case has now been submitted by South Gloucestershire Council for the Great Stoke Roundabout Capacity Improvements. The FBC seeks £2.91m (including the development costs already awarded) to widen the existing roundabout with the addition of Toucan crossings. This will help support planned housing and employment growth in the area and improve facilities for cyclists and pedestrians. The Scheme Assessment Summary Table is shown in Appendix 3 and the FBC has been published on the WECA [website](#).

*Recommendation to approve the Full Business Case for Great Stoke Roundabout Capacity Improvements and a total award of £2.91m.*

## ***Schemes in Development***

### **Future Mobility Zone**

11. Government has allocated £90m of capital funding, as a top up to the TCF, to create up to four Future Mobility Zones (FMZs). FMZs will focus specifically on trialling new mobility services, modes and models, transforming the transport offer in these areas and providing evidence of their effectiveness to inform the development of future schemes. WECA submitted an outline proposal in May 2019, which was successful in moving to the next stage. Further developed final proposals will be submitted at the end of September.
12. Our £26m proposal supports the creation of a Future Mobility Living Lab working with local communities, stakeholders and innovators to co-design, trial, demonstrate and enable solutions to overcome these challenges by:
- Building a Data Hub and Mobility Stations, to improve physical and digital connectivity.
  - Developing a Mobility as a Service (MaaS) Platform and trialling the use of mobility credits for improving access to employment.
  - Trialling new mobility services, including micro-mobility and Dynamic Demand Responsive Travel (DDRT) and using Connected and Autonomous Vehicles (CAVs) where feasible.
13. The DfT have confirmed that their FMZ funding will be capital, but the project must include Mobility Credits and evaluation activities, which by their nature will need to be revenue funded. On this basis it is proposed that £3.9m is allocated to support the FMZ bid subject to securing the DfT funding and business case. This can be accommodated within the current 'tail' of transport funding within the Investment Fund programme. A report on the outcome of the bid will be presented to a future WECA Committee.

*Recommendation to approve the allocation of £3.9m for the Future Mobility Zone subject to securing the DfT funding and business case.*

## **Housing (and High Streets) Infrastructure**

14. The West of England is the first region in the UK to develop a joined-up planning approach to set out how the region will meet its housing and transport needs over the next 20 years. Our vision is to be one of Europe's fastest growing and most prosperous regions with the gap between disadvantaged and other communities closed and a rising quality of life for all.

15. To support the repurposing and re-vitalisation of high streets and town centres we have allocated £10m to the Love Our High Streets programme which has initially been used to fund a number of feasibility studies and pilots. It is envisaged that the appropriate targeting of this fund will unlock further government investment into the area.
16. Appendix 2 details the commitments that we have made from the Investment Fund to date to support the delivery of our housing vision between now and 2023. Details of the projects seeking funding at this meeting are described below. In total, with the inclusion of recommendations within this report, there are financial awards and allocations of **£56.8m** for Housing Infrastructure projects with an associated 'tail' costed as **£28.0m** – giving a total financial commitment **of £84.8m** up to March 2023.

### ***Schemes in Development***

#### **Housing Infrastructure Fund (HIF) Outline Development Work**

17. The HIF Bristol Temple Meads to Keynsham Strategic Growth Corridor A4/A37 bid was submitted to Government in March 2019. Since then there has been ongoing communication with Government including a number of requests for clarification from Homes England, the Department for Transport and MHCLG. However, a formal announcement on the bid is still awaited.
18. Over and above responding to Government, through the previous award of £500,000 through the Investment Fund the HIF team have been progressing critical path activities including progressing land assembly and Compulsory Purchase Orders, design activities and work to ensure informed procurement decisions can be made.
19. The experience of other authorities, who have been successful in their HIF bid, has been that it takes 8 months or more to access the funding, following the establishment of a bespoke legal agreement. On this basis, and to maintain momentum a change request has been submitted by WECA for an additional £1.2m, beyond the current award, to enable the programme stated in the bid to be maintained and the programme funded until March 2020. The funding will enable those projects to not only progress from a HIF perspective but also to get to a reasonable point in development to enable bids for alternative funding to be sought should the HIF not be forthcoming.
20. These funds will draw on the £23m Investment Fund allocated for HIF, subject to future business cases, and will be spent on a range of activities including:
  - Project and programme management
  - Progress with individual projects including consideration of finance and programme.
  - Legal Support
  - Transport Assessments and Traffic Modelling
  - Further feasibility and development work including: master planning, final option selection, and outline design.
  - Statutory processes including environmental and other statutory information for planning applications
  - Communication and Engagement activities

*Recommendation to approve the change request and award of an additional £1.2m for the HIF Outline Development Work.*

### Land Acquisition Fund

21. A £50m Land Acquisition Fund, (LAF), was approved by the WECA Committee in November 2018. The primary purpose of this fund is to accelerate, and influence, housing development with an added intention of attracting further external funding and investment into the region. The WECA Committee in February 2019 agreed that where there was urgency, to delegate the approval of the business case and award of funding to the WECA Chief Executive in consultation with the constituent Council Chief Executives.
22. Due to the overall financial awards and allocations against the Investment Fund and Transforming Cities Fund up to 2023 exceeding the funding available, the WECA Committee agreed in June 2019, to withhold an element of LAF as a way of controlling the overall affordability of the four-year investment programme. On this basis there remains £15.7m of LAF available within the short term. At the June Committee it was agreed that priority drawdown of any immediately available LAF should be reserved for strategic projects within Bath & North East Somerset.
23. A [Full Business Case](#) has been submitted by B&NES seeking up to £9m from the LAF for Bath Riverside. The acquisition would accelerate the delivery of 205 homes. This has been tested against the proposed Land Acquisition Fund assessment criteria which are shown in Appendix 7 and, on the basis of the granted delegation, the business case has been approved by the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils. The Scheme Assessment Summary Table is shown in Appendix 6.

*Recommendation to note the Land Acquisition Fund Assessment Criteria shown in Appendix 7 and the approval of the Full Business Case for Bath Riverside and award of up to £9m through the granted delegation.*

### Business and Skills

24. Over the last six months, a range of projects have been developed drawing on WECA Investment Fund and in some cases matching with EU funding and other sources. The Local Industrial Strategy and Employment and Skills Plan will provide the backdrop for future calls on the Investment Fund with £30m retained in the programme to be awarded to emerging business and skills priorities.
25. The projects and initiatives that have been approved to date are detailed in Appendix 2 and those seeking approval at this Committee are described in the sections below. In total, with the inclusion of recommendations within this report, there are financial awards and allocations of **£74.1m** for Business and Skills projects with an associated 'tail' costed as **£18.4m** – giving a total financial commitment of **£92.5m** up to March 2023

### Feasibility Studies

#### WECA Careers Education, Information, Advice and Guidance (CEIAG) Research and Improvement Project

26. Accessible and effective CEIAG is critical to supporting the successful achievement of inclusive economic growth. It can motivate, inspire and inform beneficiaries in relation to education, skills and employment opportunities and support a diverse local workforce to gain the skills needed to access these opportunities. A [Feasibility and Development Funding Application](#) has been produced by WECA seeking £50,000 to address the challenge of the lack of evidence/research around CEIAG and what interventions could potentially come forward to improve it. An allocation for this work was included in the approved programme.

*Recommendation to approve the Feasibility and Development Funding Application for the Careers Advice Analysis and the award of £50,000 to produce a report outlining prioritised co-designed interventions.*

### Talent Institutes

27. In September 2018, the WECA Committee agreed to award £100,000 to undertake a feasibility study into Talent Institutes to test the hypothesis that WECA can invest in large-scale activity that delivers economic development goals, social inclusion and a financial return on investment. A Talent Institute should be an “innovation asset” delivering skills and training alongside research and innovation for businesses. The feasibility outcome was to “agree the preferred options for Talent Institutes and the potential for WECA to invest.”
28. The consultation phase of Talent Institutes identified a number of project ideas and concepts, with five in particular a good fit with the initial Talent Institutes concept. The key recommendation from the feasibility work is to strategically reposition Talent Institutes to ensure closer alignment with the Local Industrial Strategy (LIS). Therefore, relevant projects identified through Talent Institutes will be progressed through the lens of the LIS, and in particular the Global Centre of Innovation Excellence. This is a positive step to ensure projects can be progressed in the most effective way and at a pace that is appropriate to them, and will enable WECA and the region to start delivering against its LIS aspirations. It is likely that a range of funding sources (local and national) will be required to progress these projects. The following way forward and next steps are proposed:
- **Digital Engineering** - building further world leading capacity in digital engineering so the West of England benefits from the existing and future global demand in this sector. This is well advanced with a good concept and strategic narrative. Digital engineering is a priority sector in the LIS and, with WECA support, can (potentially) unlock multi millions of private and public sector funding to ensure the region stays at the forefront of digital engineering. WECA is already supporting the development of this Business Case with some of the feasibility funding and officer time.
  - **Bristol Digital Tech at Temple Quarter** - delivering high-value digital skills required by key and emerging sectors and build the “talent pipeline”, employees with skills in advanced digital tools and techniques in cybersecurity, artificial intelligence, 5G communications, cloud computing, big data, quantum software and others. New facility based at Temple Quarter to build on the knowledge and innovation ecosystem being developed. This is evolving its proposal to be more in line with the LIS, and in particular the Global Centre of Excellence “enabling” functions. They are collaborating with other projects and sectors, such as the Digital Engineering proposal. Bristol Digital Tech will continue to develop their concept alongside the LIS implementation work.
  - **Working Well Institute** - a centre located at Bath Quays or Bath College for business start-up, scale-up and teaching space, with a focus on digital sectors and inclusivity. This is at an earlier stage of development and requires further work on the strategic narrative, but has shown merit and identified need and appears to align well with the LIS. Bath & North East Somerset Council have submitted a [Feasibility and Development Funding Application](#) seeking £50,000 from the Investment Fund to co-fund the development of an Outline Business Case. The funding could be accommodated from the £30m allocation for business and skills.
  - **Talent Bridge** - building a stronger skills pipeline of talent at the lower skills levels (i.e. pipeline to Level 3) to feed into existing or future projects, such as the South West Institute of Future Technologies.

- **Creative Careers** - enabling creative businesses to access the talent they need by facilitating a series of work placement opportunities alongside investment in a network of enterprise hubs.

Both these latter two projects have merit and identified need. However, there could be a better link with alternative programmes, such as Workforce for the Future, and so are currently being progressed under this banner. We will continue to ensure both are linked in to the Digital Engineering, Bristol Digital Tech and Working Well as and when appropriate.

*Recommendation to approve the Feasibility and Development Funding Application for the Working Well Institute and the award of £50,000 to produce an Outline Business Case.*

### **Schemes in Development**

#### **Quantum Technologies Innovation Centre+ (QTIC+)**

29. In June the QTIC+ was allocated £34.974m from the Investment Fund subject to Full Business Case and necessary due diligence. Of this total £14.974m was the underwriting through the Investment Fund of future funding via the UK Shared Prosperity Fund (or equivalent). The external review of the value for money of the project has now been completed, concluding that the Benefit to Cost Ratio is 'significantly positive and therefore the economic case supports WECA's contribution to QTIC+'. The remaining aspects of the due diligence work are progressing and in order to maintain momentum, and avoid the delay arising from the need to report back to a future WECA Committee, it is planned that an update on the outcomes can be presented at this Committee meeting.

### **Schemes in Delivery**

#### **WE Work for Everyone**

30. Following the allocation of £1.3m of funding at the June WECA Committee, a Full Business Case for the WE Work for Everyone project has been submitted by Bristol City Council for a project across the West of England. The project will specifically target people with a learning difficulty to support them to achieve and maintain paid employment, supported by a Navigator on a 1 to 1 basis. This will utilise local provision, driven by a single delivery model and underpinned by a consistent Menu of Opportunity. Led by Bristol City Council, the programme is a partnership between the West of England local authorities, WECA, the four local colleges and the Department of Work and Pensions (DWP). The overall project value is £4.45m with the £1.3m from the Investment Fund matched by £2.23m from the European Social Fund and partner contributions. The focus, and benefits, of the project will be reflective of the match funding provided with a proportionate adjustment applied in relation to the North Somerset area. The Scheme Assessment Summary Table is shown in Appendix 4 and the FBC has been published on the WECA [website](#).

*Recommendation to approve the Full Business Case for WE Work for Everyone and award of £1.3m subject to securing ESF funding, development of the Procurement Plan, supply of a detailed programme and finalising the Monitoring and Evaluation Plan.*

#### **Future Bright Plus**

31. The Future Bright Innovation Pilot is successfully supporting WECA residents who are in work and on low incomes with career progression, providing holistic support to help overcome a wide range of life challenges so that individuals are empowered to make progress. DWP

funding for the Pilot is due to end in March 2020, and with no confirmation of further funds from DWP, there is a risk the delivery architecture will fall away. The continuation of Future Bright is recognised as a priority within the Employment and Skills Plan and on this basis a Full Business Case has been submitted by WECA seeking £3.6m which would be drawn from the £30m allocation for business and skills and enable a seamless transition when DWP funding ends. This builds on the lessons learned from the pilot phase. The Scheme Assessment Summary Table is shown in Appendix 5 and the FBC has been published on the WECA [website](#).

*Recommendation to approve the Full Business Case for Future Bright Plus and award of £3.6m subject to the supply of a detailed risk register, cost breakdown and project plan, and finalising the Monitoring and Evaluation Plan.*

### **Changes to Schemes within the Current Programme**

32. The change requests submitted which are recommended for approval by the Committee are set out in Appendix 8.

### **Consultation:**

33. Engagement has taken place with officers in the West of England Combined Authority Constituent Unitary Authorities. Section 151 Officers across the region have been fully engaged as have the Chief Executive Officers in helping to inform the prioritised projects for investment.

### **Risk Management/Assessment:**

34. Specific risk assessments will be carried out as part of any feasibility studies for projects in development and business cases are required to set out the way that risks will be managed and a risk register. All projects underway will maintain a specific risk register as part of the project management and monitoring arrangements.
35. Financial risks for regional projects delivered through WECA will be managed through the overall programming of the Investment Fund and Transforming Cities Fund. Whereas respective authorities will carry the financial risk for any specific schemes that they lead on, and deliver, within their specific area.

### **Public Sector Equality Duties:**

36. For projects seeking funding through the Investment Fund scheme promoters are required to include as part of their Full Business Case, an equality and diversity assessment and plan. These assessments are published as part of the Business Case on the WECA website.

### **Economic Impact Assessment:**

37. Supporting economic growth is central to this funding stream, and promoters are required to include an economic case within the FBC for each scheme which sets out how the project will create jobs and GVA growth as well as delivering wider benefits. In line with agreed processes these FBCs are published on the WECA website at the point of decision making.

### **Finance Implications:**

38. The financial implications for each proposal are set out in the body of the report. The Investment Fund allocations and awards are accommodated within the overall spending limit of £350m available up to March 2023.

39. The WECA statutory finance officer will determine the appropriate use and apportionment of funding between the Transforming Cities Fund and Investment Fund within the overall funding available.

Advice given by: Malcolm Coe, Director of Investment and Corporate Resources

**Legal Implications:**

40. There are no additional legal implications arising from this report. Legality will be verified for individual projects through relevant due diligence prior to approving formal allocations.

Advice given by: Shahzia Daya, Monitoring Officer, WECA

**Appendices**

- Appendix 1: Investment Fund/Transforming Cities Fund Delegations
- Appendix 2: Investment Fund Programme
- Appendix 3: Great Stoke Roundabout Capacity Improvements – Assessment Summary Table
- Appendix 4: WE Work for Everyone – Assessment Summary Table
- Appendix 5: Future Bright Plus – Assessment Summary Table
- Appendix 6: Bath Riverside – Assessment Summary Table
- Appendix 7: Land Acquisition Fund Assessment Criteria
- Appendix 8: Investment Fund - Requested Scheme Changes

## Appendix 1

## Investment Fund/Transforming Cities Fund Delegations

Note: All changes related to cost (ie 1-3 in the table below) must be supported by a change request signed by the s151/Chief Finance Officer confirming that all necessary processes have been undertaken within their organisation in relation to the change.

For other changes (ie 4 and 5 below) It will be assumed that the organisation has followed all relevant processes related to the delivery of the project in line with their own arrangements.

<b>Category</b>		<b>Scale</b>	<b>Approval</b>
1	Cost Increases	Cost increases of up to 10% to a ceiling of £100k (Feasibility and Development Funding) and £3m (approved scheme funding) subject to funding being available and there being no impact on any other project in the programme	WECA CEO, in consultation with WECA Constituent Authority CEOs
		Cost increases above this threshold	WECA Committee
2	Reductions in Match Funding	Reduction in match funding up to 10% to a ceiling of £300k	CEO in consultation with WECA CEOs
		Reduction in match funding above this level	WECA Committee
3	Reprofiling of Spend (with no cost increase overall)	Reprofiling of up to £50k (Feasibility and Development Funding) and £100k (approved scheme funding) between financial years	CEO in consultation with WECA CEOs
		Reprofiling between financial years above this level	WECA Committee
4	Time	Slippage of milestone(s) for approved schemes less than 3 months	CEO in consultation with WECA CEOs
		Slippage of milestones of 3 months or more	WECA Committee
5	Scope, Benefits and Quality	Up to 10% change in value of quality as percentage of project value and/or 10% change in one or more metrics of benefits and/or minor change to the scope of the scheme	CEO in consultation with WECA CEOs
		Over 10% change in value of quality as percentage of project value and/or over 10% change in one or more metrics of benefits, or a fundamental change to the scope of scheme	WECA Committee

## Appendix 2

## Transport Infrastructure Projects – Awards and Allocations

Funded Projects	Funding Awards and Allocations £000s	
	July 2019	October 2019
<b>Feasibility Studies</b>		
Southern Orbital	155	155
Mass Transit Options	300	300
East of Bath Strategic Link	250	250
A420 to Bath Highway Improvements	200	200
Bristol Temple Meads Masterplan	2,000	2,000
Greater Bristol Area Rail Feasibility Study	100	100
Winterbourne/Frampton Cotterell Bypass and Coalpit Heath/Westerleigh Bypass Study	413	413
<b>Business Case Development</b>		
WECA Housing Growth Mitigation Outline Business Cases	1,600	1,600
A37 to A62 Improvements - Somer Valley EZ	280	280
Wraxall Road Roundabout Improvements	1,688	1,688
Hicks Gate Roundabout	460	460
MetroWest Phase 2	11,063	11,063
Charfield Station	1,200	1,200
Strategic Park & Ride	800	800
Bus Strategy and Deal	200	200
MetroWest Phase 1	5,860	5,860
Mass Transit	1,500	1,500
Integrated Smart Ticketing	300	300
Local Cycling & Walking Infrastructure Plan	100	100
Future Mobility Zone	-	3,900
<b>Schemes in Delivery</b>		
Real Time Information System Upgrade	559	559
Cribbs Patchway Cycle Links	3,325	3,325
Cribbs Patchway MetroBus Extension	22,200	22,200
Integrated Transport Authority Functions	1,000	1,000
Short term Bus Enhancements – 2018/19 only	1,200	1,200
On-Bus Contactless Bank Card Payment	418	418
Great Stoke Roundabout Improvements	550	2,910
<b>Transport Infrastructure: Total of all Awards and Allocations:</b>	<b>57,721</b>	<b>63,980</b>
<b>Associated 'Tail' for Approved Schemes in Development</b>	<b>87,123</b>	<b>80,864</b>
<b>Total</b>	<b>144,844</b>	<b>144,844</b>

### Housing Infrastructure Projects – Awards and Allocations

Funded Projects	Funding Awards and Allocations £000s	
	July 19	October 19
<b>Feasibility Studies</b>		
B&NES Pilot High Streets Programme	280	280
Bedminster High Street Improvement	275	275
Kingswood High Street Improvements	248	268
Modern Methods of Construction Pilots/Trials	150	150
<b>Business Case Development</b>		
HIF Outline Business Case – Bristol Temple Meads to Keynsham	1,500	2,700
Bristol Temple Meads Eastern Entrance	2,500	2,500
Hengrove - Housing Enabling Infrastructure	800	800
Masterplanning: Yate Urban Living Opportunity Area	500	500
Masterplanning: business case development	275	275
Strategic Master-planning and associated delivery	1,500	1,500
Lockleaze Sustainable Transport Improvements	505	569
<b>Schemes in Delivery</b>		
Bath Riverside	-	9,000
<b>Allocations</b>		
Love Our High Streets	9,197	9,180
Land Acquisition Fund	15,990	6,987
Indicative allocation in support of the £258m HIF bid	23,000	21,800
<b>Housing Infrastructure: Total of all Awards and Allocations:</b>	<b>56,720</b>	<b>56,784</b>
<b>Associated 'Tail' for Approved Schemes in Development</b>	<b>28,100</b>	<b>28,036</b>
<b>Total</b>	<b>84,820</b>	<b>84,820</b>

### Business and Skills Projects – Awards and Allocations

Funded Projects	Funding Awards and Allocations £000s	
	July 2019	October 2019
<b>Feasibility Studies</b>		
Talent Institutes	100	100
Visitor Economy/Regional Tourism	100	100
Careers Education, Information, Advice and Guidance (CEIAG) Research and Improvement Project	-	50
<b>Business Case Development</b>		
Hospitality & Catering Education Centre	195	195
Digital & Creative Innovation Centre	401	401
STEAM Centre SGS WISE	590	590
Somer Valley Enterprise Zone	746	746
Bath Riverline	150	150
Quantum Technologies Innovation Centre+	34,974	34,974
Energy Strategy Action Planning / Climate Change Planning	250	250
South Bristol Workspace	30	30
Working Well Institute	-	50
<b>Schemes in Delivery</b>		
Realising Our Talent	500	500
South West Institute of Future Technology	500	500
Research & Innovation Challenge Fund	242	242
Workforce for the Future	4,000	4,000
WE Work for Everyone	1,300	1,300
Future Bright Plus	-	3,600
<b>Allocations</b>		
Business and Skills allocation to be programmed up to 2023	30,000	26,350
<b>Business &amp; Skills: Total of all Awards and Allocations:</b>	<b>74,078</b>	<b>74,128</b>
<b>Associated Tail for Schemes in Development</b>	<b>18,437</b>	<b>18,387</b>
<b>Total</b>	<b>92,515</b>	<b>92,515</b>

### Appendix 3 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	<b>Great Stoke Roundabout Capacity Improvements</b>	<b>Strategic Case</b>	<p>It is noted that this scheme is located near to a number of developments in the North Fringe such as Cribbs Patchway New Neighbourhood (CPNN), Horizon 38, Charlton Hayes, Harry Stoke New Neighbourhood and Haw Wood. The North Fringe is a major economic hub within the region, which is continuing to expand with the Filton Enterprise Area (FEA).</p> <p>The rationale for intervention is based on the roundabout experiencing delays to traffic during the peak periods which is forecast to worsen as local developments are progressively implemented leading to increased levels of congestion. Additionally, the roundabout sits at the confluence of several walking and cycling routes which are currently uncontrolled, which leads to increased chances of conflict.</p> <p>There is alignment with a number of the adopted policies in the South Gloucestershire Core Strategy including those related to accessibility, provision of infrastructure and particular development locations.</p>	<b>Funding Source(s)</b>	Investment Fund
<b>Scheme Promoter</b>	South Glos Council	<b>State Aid</b>	The scheme will provide open access public infrastructure.	<b>Approval Requested</b>	Full Business Case
<b>Date of Submission</b>	22/7/19	<b>Economic Case and</b>		<b>Grant Award</b>	£2,359,923 Investment Fund (beyond

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<b>Funding Requested</b>	£2.91m (£375k Feasibility and Design; £122k Project Management; £1.596m Construction; £227k Utilities; £590k Other)	<b>Value for Money</b>	<p>The scheme presents a 'very high' BCR of 4.4. A number of sensitivity tests have been undertaken on this BCR which present in the range 3.57 - 4.87. The Value for Money Statement is shown below.</p> <p>By attribution on the basis of the cost of this scheme as a proportion of the total infrastructure package required to deliver CPNN/FEA, it is forecast that the scheme could enable 108 gross new dwellings, 3,059 sq m of gross mixed use commercial floorspace and 155 gross jobs.</p> <p>A letter has been provided by South Gloucestershire Council's s151 officer confirming approval of the business case including the value for money statement.</p>		£550k already awarded)
<b>Total Scheme Cost</b>	£2.91m (Investment Fund profile £866k to 19/20, £1.956m 20/21, £58k 21/22 and £30k 22/23)	<b>Risk</b>	<p>An allowance for risk of £358k is included in the cost plan which is derived from a quantified risk assessment. This equates to some 14% of the implementation costs.</p> <p>Whilst this is helpful in quantifying risk it is not, in this form, a suitable tool to support risk management.</p>	<b>Grant Recipient</b>	South Gloucestershire Council
<b>Match Funding %</b>	0%	<b>Delivery</b>	<p>Planning consent is not needed and there is no requirement for land acquisition.</p> <p>The construction of the scheme will be undertaken by SGC's StreetCare, so no separate external procurements will be undertaken or contracting arrangements entered into.</p> <p>A project plan has been provided broken down by quarter which identifies completion by December 2020 and handover by March 2021.</p>	<b>Payment Basis</b>	Quarterly in arrears on defrayed expenditure

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<b><i>Scheme Description</i></b>	<b><i>Recommendation to WECA Committee</i></b>	Approval of the FBC
<p>The planned scheme consists of widening of the existing roundabout plus the addition of Toucan crossings. Specifically, it comprises the following elements:</p> <ul style="list-style-type: none"> <li>• Localised widening and modifications to road markings on the circulatory and on all approaches to increase from two to three lanes.</li> <li>• The introduction of Toucan crossings on each of the 4 arms which are prioritised for pedestrian and cyclists as this will be an attractive alternative to cyclists using the roundabout.</li> <li>• The introduction of high quality carriageway entry and exit points for cyclists which are clearly textualised, coloured and marked.</li> <li>• Widening of shared use foot and cycle paths where possible, to a suitable width with a high quality surface finish.</li> </ul>	<b><i>Conditions of Approval</i></b>	None

**Record of Approval**

<b><i>WECA S151 Officer</i></b>		<b><i>WECA Committee</i></b>	
<b><i>Name</i></b>	Malcolm Coe	<b><i>Date of Meeting</i></b>	4 October 2019
<b><i>Date</i></b>	20 September 2019	<b><i>Decision</i></b>	
<b><i>Signature</i></b>			

## Great Stoke Roundabout - Value for Money Statement

Criteria	Commentary
Value for Money	The scheme offers "Very High" value for money
Core NPV	£7.7m
Core BCR	4.4 (very high)
	Summary of the 60-year benefits and costs ( <i>discounted 2010 prices and values</i> )
Scheme Benefits & Disbenefits – Core scenario	£3.2m of journey time benefits to business users £6.7m of journey time benefits to Commuters and Other trip purposes
Scheme Costs	£2.2m of scheme construction cost £19.4k of scheme operation expenditure £65.6k of scheme renewal cost (replacement of electrical equipment every 15 years) <i>Core scenario assumes a 3% optimism bias</i>
Sensitivity Tests	BCR for scheme falls in range 3.6 ("High" Value for Money category) to 4.9 ("Very High" value for Money category) <ul style="list-style-type: none"> <li>• Sensitivity test with Optimism Bias of 15%: BCR = 3.97</li> <li>• Sensitivity test with 10% increase in junction delay benefits: BCR = 4.87</li> <li>• Sensitivity test with 10% decrease in junction delay benefits: BCR = 3.99</li> <li>• Sensitivity Test with OB of 15% and 10% decrease in junction delays: BCR = 3.57</li> </ul>
Significant non-monetised impacts	The Scheme should provide a considerable improvement for people walking and cycling through the replacement of the existing uncontrolled crossing points on all arms of the roundabout with Toucan crossings. This will reduce delays and improve safety for people walking and cycling. These benefits have not been estimated however.  Land value uplift benefits associated with the roundabout improvements have not been included in this assessment  Scheme benefits have only been assessed for the AM and PM peak periods  Replacement of the existing uncontrolled crossing points on all arms of the roundabout with Toucan crossings will help reduce severance at the junction
Key risks, sensitivities and uncertainties underlying the appraisal	Timing of highway works and interaction with other planned local scheme improvements
Significant social or distributional impacts	None
Significant social or distributional impacts	None

## Appendix 4 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	<b>WE Work for Everyone</b>	<b>Strategic Case</b>	<p>The project is underpinned by the principles of specialist employment support and supported internships, and is designed to respond to the specific needs of people with learning difficulties from age 16+. It aims to improve employment outcomes through a dedicated individualised approach which will comprise intensive specialist support and an education and enterprise infrastructure which will provide the depth and intensity of support many people with a learning difficulty need to help them work towards, find and retain paid employment.</p> <p>The project aligns with strategic priorities identified in regional and local Corporate Strategies and Employment and Skills Plans. This includes the WECA Employment and Skills Plan which identifies 'Supporting everyone who is able to work by helping to address their barriers to employment and progression' as a strategic priority.</p>	<b>Funding Source(s)</b>	Investment Fund
<b>Scheme Promoter</b>	Bristol City Council	<b>State Aid</b>	<p>It is reported that State Aid does not apply given the funding 'will be used by the Authorities concerned in the delivery of career advice etc, job navigation for people with learning difficulties...and would seem to fall squarely within the scope of the exercise of public powers. This appears to be a core function of a public body operating under statutory duties and responsibilities and charged with providing public health, education and social services to its community.'</p>	<b>Approval Requested</b>	Full Business Case

<b>Date of Submission</b>	18/7/19	<b>Economic Case and Value for Money</b>	It is forecast the project will deliver 626 jobs comprising 384 unemployed participants into employment or self-employment and 242 inactive participants into employment. This equates to a cost per job of £7,115, although it is assumed the average hours worked is 20 which would increase this to some £13k per FTE job. It is calculated this equates to £5.68m of GVA	<b>Grant Award</b>	£1.3m
<b>Funding Requested</b>	£1.3m (£908k Direct Staff Costs and £392k Other Direct Costs)		The assessment would benefit from some consideration of deadweight (employment that would have happened anyway) and the persistence of benefits which would together be expected to increase the net economic impact.  A letter has been provided by Bristol City Council's s151 officer which confirms the project represents good value for money in the use of public resources.		
<b>Total Scheme Cost</b>	£4.454m (with grant spend £20k 19/20, £391k 20/21, £490k 21/22, £381k 22/23 and £17k 23/24)	<b>Risk</b>	There is no separate allocation for risk or contingency in the cost plan.  A risk register has been provided which identifies 16 risks which is considered appropriate at this stage although this will need to be developed and risk actively managed during project delivery.	<b>Grant Recipient</b>	Bristol City Council
<b>Match Funding %</b>	71%	<b>Delivery</b>	The project will be match funded through a bid to the European Social Fund (ESF) for £2.23m and £927,000 of other secured match funding from Local Authority and Further Education sources.  A high level timetable has been provided and a detailed project plan will be produced subject to confirmation of ESF funding.  It is planned the intervention will commence in January 2020 and complete by March 2024.	<b>Payment Basis</b>	Quarterly in arrears on defrayed expenditure

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<i>Scheme Description</i>	<i>Recommendation to WECA Committee</i>	Approval subject to conditions
<p>The project will specifically target people with a learning difficulty to support them to achieve and maintain paid employment. This will utilise local provision, driven by a single delivery model and underpinned by a single Menu of Opportunity. Led by Bristol City Council, the programme is a partnership between the LEP local authorities, WECA, the four local colleges and the Department for Work and Pensions.</p> <p>WE Work for Everyone will:</p> <ul style="list-style-type: none"> <li>• Offer an individualised programme to support people with a learning difficulty to access the labour market, and identify pathways to help them obtain employment.</li> <li>• Provide intensive 1 to 1 support to identify suitable career pathways and signpost to specialist services.</li> <li>• Strengthen the work with service users, schools, employers and parents / carers.</li> <li>• Work with people with a learning difficulty to retain employment by ensuring ongoing support once in employment, and working with their employer to meet both the employer's and the employee's specific needs.</li> <li>• Raise awareness of the contribution which people with learning difficulties can make to employers.</li> <li>• Develop a Quality Standards and commissioning framework for specialist employment support.</li> <li>• Establish a sustainable model of support which can continue long-term across the area.</li> </ul>	<b>Conditions of Approval</b>	<p>a) Securing ESF funding</p> <p>b) Development of the Procurement Plan</p> <p>c) Supply of a detailed programme</p> <p>d) Finalising the Monitoring and Evaluation Plan.</p>

## Record of Approval

<i>WECA S151 Officer</i>		<i>WECA Committee</i>	
<i>Name</i>	Malcolm Coe	<i>Date of Meeting</i>	4 October 2019
<i>Date</i>	20 September 2019	<i>Decision</i>	
<i>Signature</i>			

## Appendix 5 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	<b>Future Bright Plus</b>	<b>Strategic Case</b>	<p>Future Bright Plus will support low income in-work residents in WECA to increase their confidence, motivation, wellbeing, skills and incomes. Through a one to one coaching service, the approach will go beyond training to identify and overcome a much wider range of barriers to career progress, tailoring support to the individual. The project will additionally provide information, advice and signposting to set all residents on the road to career progression.</p> <p>This project seeks to build on the existing Future Bright Innovation Pilot which has well received with 98% of beneficiaries stating they would recommend the service to others.</p> <p>Future Bright Plus will support the Local Industrial Strategy objective of helping all residents achieve their full potential by ensuring that they are skilled and work-ready.</p> <p>The project links with a number of existing or emerging programmes and signposting opportunities are anticipated to occur both ways with West of England Works, the Careers Hub, WE work for Everyone, the Apprenticeship Diversity Hub and Access to Work.</p>	<b>Funding Source(s)</b>	Investment Fund
<b>Scheme Promoter</b>	WECA	<b>State Aid</b>	<p>WECA and any delivery partners will be in receipt of funding, but as the project will not generate income and the project is engaging in non-economic activity, this funding will not be received in the capacity of an undertaking and is therefore classed as 'no aid.'</p>	<b>Approval Requested</b>	Full Business Case

<b>Date of Submission</b>	9/8/19	<b>Economic Case and Value for Money</b>	Based upon outcomes from the Pilot, median monthly income increase is estimated at £219 for 25% of participants. Assuming 5 years persistence of impact, 90% additionality and 2% inflation, it is forecast that over a 7 year period the project will provide £7.2m into the economy, a return of 2:1.	<b>Grant Award</b>	£3.6m
<b>Funding Requested</b>	£3.6m (Project Management £273k; Delivery Staff and Overheads £2.3m; Personal Budget £750k and Other £277k)		In addition, based upon analysis by the Centre for Mental Health which quantifies the value of health improvement, is forecast the project could deliver £4.4m of social value through improving the mental health of participants.  A letter has been provided by WECA's Head of Business and Skills which confirms responsibility and accountability for ensuring that the programme delivers good value for the public purse in its operation. This confirms the project offers value for money in terms of generating social value, supporting economic growth and in making that growth inclusive		
<b>Total Scheme Cost</b>	£3.6m (with grant spend £1,2m 19/20, £1.2m 20/21 and £1,2m 21/22)	<b>Risk</b>	A high level breakdown of costs is provided. A more detailed breakdown should be provided showing how these lump sums are derived.  There is no specific allocation for risk or contingency within the cost breakdown.  A risk register has been provided which includes 5 risks. It is considered a more detailed risk register should be developed to assist in managing risks through the delivery of the programme.	<b>Grant Recipient</b>	WECA
<b>Match Funding %</b>	0%	<b>Delivery</b>	The project will be led by WECA, who already lead the Future Bright Innovation Pilot, working closely with delivery teams from B&NES, Bristol and South Gloucestershire councils. The programme will build on established delivery models for the pilot. It is noted limited procurement will be required.  A high level set of milestones is provided but a detailed project plan should be produced. The project plans to start in April 2020 and run to March 2023.	<b>Payment Basis</b>	N/A

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<b>Scheme Description</b>	<b>Recommendation to WECA Committee</b>	Approval subject to conditions
<p>Future Bright Plus will work with residents across WECA to promote career progression and through the support of an individual Career Progression Coach seek to identify and overcome a range of barriers, including providing a participant budget where needed. The tailored approach will identify all aspects that impact on a participant's current work situation and their ability to make progress. Common themes will be building confidence and motivation, addressing any employability issues, building the tools and knowledge for successful job searching, and working through a range of life issues that impact on the individual, signposting for additional specialist support where needed.</p> <p>Eligibility for full support from the project will be people resident in the combined authority area, aged 18 or over, in paid work and claiming means-tested benefits or earning less than the Real Living Wage (currently £9 per hour).</p>	<b>Conditions of Approval</b>	Supply of a a) Detailed risk register b) Detailed cost breakdown c) Project Plan d) Finalised M&E Plan

## Record of Approval

<b>WECA S151 Officer</b>		<b>WECA Committee</b>	
<b>Name</b>	Malcolm Coe	<b>Date of Meeting</b>	4 October 2019
<b>Date</b>	20 September 2019	<b>Decision</b>	
<b>Signature</b>			

**Appendix 6 - Business Case Assessment Summary Table**

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<i>Project Name</i>	Bath Riverside	<i>Strategic Case</i>	<p>The stated rationale for public intervention is to secure a delivery solution which guarantees the utilisation of awarded Marginal Viability Fund (MVF), housing supply, agreed s106 obligations and comprehensive regeneration to safeguard delivery of agreed community outcomes.</p> <p>Bath Riverside Enterprise Zone masterplan identified delivery capacity for up to 3,500 new homes across the zone. Bath Western Riverside is Bath’s largest allocated brownfield housing site (2,281 units consented), and key plank of the Authority’s 5 Year Housing Supply.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<i>Funding Source(s)</i>	Investment Fund

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<b>Scheme Promoter</b>	B&NES Council	<b>State Aid</b>	<p>It is stated that State Aid will not exist if the Council simply utilises the public funding to purchase land at no more than market value; develops that land; and takes the full benefit of the uplift in land value that would result (provided that the funding is spent in accordance with the Public Contracts Regulations 2015 where they apply).</p> <p>WECA accept the scheme presents true market failure and this assurance from Bath and North East Somerset Council. The State Aid risk lies with the Council and this will be set out in the grant offer letter</p>	<b>Approval Requested</b>	Full Business Case
<b>Date of Submission</b>	16/8/19	<b>Economic Case and Value for Money</b>	<p>The value for money statement is based upon the uplift in Gross Development Value. Comparing the total residential development cost (land, enabling works and residential build out) of [REDACTED] with the value of the ultimate residential scheme [REDACTED] gives a ratio of 1.21:1.</p> <p>A total of 205 homes are expected to be accelerated through this acquisition. The cost per home accelerated in terms of the LAF funding is £44k.</p> <p>A letter has been provided by the B&amp;NES s151 officer which confirms responsibility and accountability for ensuring that the project delivers good value for money in the use of public resources.</p>	<b>Grant Award</b>	Up to £9m
<b>Funding Requested</b>	Up to £9m				
<b>Total Scheme Cost</b>	£9m (with spend in 19/20)	<b>Risk</b>	<p>Homes England have awarded £12.5m for this site through the MVF. [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p> <p>Confirmation has been provided that the purchase price presents value for money. The risk of repayment of the award in full sits with Bath and North East Somerset Council and this will be set out within the offer letter.</p>	<b>Grant Recipient</b>	B&NES Council

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<b>Match Funding %</b>	0%	<b>Delivery</b>	<p>It is anticipated delivery of the approx. 285 homes (including the 205 accelerated) on the site could commence in 24/25.</p> <p>[REDACTED]</p> <p>[REDACTED] Replenishment of the Land Acquisition Fund is expected in 24/25.</p> <p>A good potential for land value uplift is reported with a market commentary from Cushman and Wakefield [REDACTED]</p> <p>[REDACTED]</p>	<b>Payment Basis</b>	Quarterly in arrears on defrayed expenditure
<b>Scheme Description</b>				<b>Recommendation</b>	Approval
<p>The project seeks to facilitate public sector land acquisition at phase 2 of Bath Western Riverside, known as Bath Riverside, in order to secure delivery of key infrastructure, homes and Section 106 outcomes through land control. [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>				<b>Conditions of Approval</b>	None

**Record of Approval**

<b>WECA S151 Officer</b>		<b>CEOs Meeting</b>	
<b>Name</b>	Malcolm Coe	<b>Date of Meeting</b>	2 September 2019
<b>Date</b>	27 August 2019	<b>Decision</b>	Approval of the Full Business Case
<b>Signature</b>			

## Appendix 7: Land Acquisition Fund Assessment Criteria

First stage entry criteria	Assessment - must score Y in all categories to pass initial gateway	Notes
Improved likelihood of delivery with public sector intervention	Y/N	LA to provide narrative setting out the case for intervention
State Aid	Y/N	Specific legal sign-off for each opportunity via self-certification by each organisation's Head of Legal
Scheme cost cap <£10M total development cost	Y/N	WECA contribution capped to £10M subject to exceptional circumstances
Current use valuation and valuer's assessment of potential future value with planning consent for housing	Y/N	Outline valuation acceptable, subject to confirmation at FBC stage
Opportunity to replenish the LAF	Y/N	LA to set out the proposed mechanism for replenishment/sharing of risk and reward
Strategic Fit	Y/N	UA to provide written submission for WECA sign-off
Min threshold 50 units	Y/N	With option to accept a lower number in exceptional circumstances

Detailed scoring	Assessment	Qualitative score 0-3	Weighting
Opportunity for Land Value Capture	LA narrative to include an initial assessment of existing use value, EUV+ required in order to acquire, future use value	Subjective score - 1-3	1
Delivery timescales	Start on site (from date of award)	3 - 0-2 years. 2 - 3-5- years. 1 - 6 years +	2
	Completion (from date of award)	3 - 1-3 years. 2 - 4-6 years. 1 - 7 years +	2
Homes delivered - additional /accelerated	Additional - new housing not currently identified	Y - 3 N - 0	2
	Accelerated - beyond current trajectory	Y - 3 N - 0	1
Value for money	VFM calc £ per home for additional or accelerated (based on HIF)	3 - <£25K 2 - £25K - £35K 1 - £35K<	1
Opportunity for replenishment	Mechanism identified and dependencies	Subjective score - 1-3	2
Delivery of Affordable housing	Should be policy compliant as minimum	3 - 50% > 2 40%-49% 1 - 35%-39%	2
Certainty of housing delivery		Subjective score - 1-3	2
Wider quantitative and qualitative benefits	Density Brownfield site Economic/job impact Quality Innovation or pilot opportunity cost/risk Other benefits such health, education, inequality, addressing deprivation	UA to provide narrative for assessment of whether a compelling case Subjective score - 1-3	1

## Appendix 8

### Investment Fund Change Requests Recommended for Approval

- **Housing Growth Mitigation Outline Business Cases**  
**Milestones:** Additional milestone added to reflect the Public Examination with end of project now Nov 2020.
- **Mass Transit Phase 2** – no Highlight Report has been provided.
- **East of Bath Link**  
**Milestones:** Project is still on hold whilst awaiting confirmation that DfT will mandate Highways England to undertake a strategic study, with no date yet confirmed.  
**Spend:** £119,789 re-profiled from 18/19 to 19/20 [revised spend profile 19/20 £230k].
- **Somer Valley Enterprise Zone (Highways)**  
**Milestones:** Delay of 6 months to OBC submission (to Sep 19).  
**Spend:** £19,594 reprofiled from 20/21 to 18/19 & 19/20 [revised spend profile 18/19 £92k, 19/20 £175k].
- **Lockleaze Sustainable Transport Improvements**  
**Milestones:** Delays of three months to Options Development Report and one month to Options Appraisal Report (both to Jul 19).  
**Spend:** Costs for the project have increased by £64.2k to £569.2k due to higher than expected costs to develop the FBC [revised spend profile 18/19 £437k, 19/20 £132k]. Revised cost allocations with more funds spent on Internal staff and less on external contractors.
- **Great Stoke Roundabout Capacity Improvements**  
**Milestones:** delay of 2 months to the final milestone of submission of the FBC (to Jul 19).  
**Spend:** Reprofiting of £20,771 from 18/19 to 19/20 [revised spend profile 18/19 £226k, 19/20 £319k].
- **Hicks Gate Roundabout** – 2 month delay to OBC submission (to Sep 19) whilst feedback and implications of programme are considered.
- **Bath College Hospitality & Catering Education Hub** - activities have been rephased resulting in reprofiling of £138,455 from 18/19 to 19/20 [revised spend profile 18/19 £32k, 19/20 £164k].
- **Bath College Digital & Creative Innovation Centre**  
**Milestones:** a four month delay to Assistive Technology Consultation (to Aug 19).  
**Spend:** Reprofiting of all spend in 18/19 (£140,000) carried forward to 19/20 [revised spend profile 19/20 £401k].
- **Housing Infrastructure Fund Outline Business Case** - 3 month delay to approval of bid from Government (to Sep 19).
- **Housing Infrastructure Fund Outline Development Works** - delays of 1-9 months to a number of milestones with a revised completion date of March 20. In addition, to ensure that the HIF team is financed through to March 20 there is a request for an additional £1.2m of funding, with total project costs forecast at £1.7m.
- **Talent Institutes** - four of the six milestones are complete. Of the remaining two milestones the final deliverable, Outline Business Case, has been revised and will now not be one OBC but several and timescales will therefore be driven by the speed of the individual projects that fit within the Talent Institute area of focus.

- **High Streets: Bedminster** - delays of 2-4 months to a number of milestones to fit with work undertaken by Bedminster BID including a 2 month delay for the final milestone Final Evaluation (Nov 20).
- **High Streets: Kingswood**  
*Milestones:* delays of 3 months for purchase of Green Machine (to Jul 19), 4 months to Commencement of Green Machine operation (Aug 19) and 6 months for the Installation of new litter bins (Oct 19).  
*Spend:* As a result of the purchase of Whitfield Tabernacle by the Trust there is also a request for an additional £20k to cover conditions survey (bringing total funding to £268k).
- **Cultural Strategy**  
*Milestones:* delays of 2-3 months for a number of milestones and the additional of three new milestones extending the end of the project to Dec 20.  
*Spend:* £20k of additional match funding has been offered by Arts Council England on the basis that £10k of funding from the Cultural Strategy can be earmarked for work on a Regional Cultural Compact. £8,109 has been brought forward from 19/20 to 18/19 [revised spend profile 18/19 £14,109, 19/20 £35,891].
- **Charfield Station** - time taken to consider additional scope of the project has resulted in delays of 1 – 5 months to several milestones. The inclusion of three new milestones has moved project completion from Nov 19 to Sep 20.
- **Winterbourne/Frampton Cotterell Bypass and Coalpit Heath/ Westerleigh Bypass Study** - delay of 3 months in signing off the Appraisal Specification Report (to Jul 19) has had knock on effects of 2-4 months to the remaining milestones including a 4 month delay to the final milestone Report findings and further steps to complete SOBC (to Mar 20).
- **Realising Talent** – delays of 7 months to signing of the offer letter (Jun 19) and 4 months for Procurement (Sep 19).
- **Bristol Temple Meads Eastern Entrance**  
*Milestones:* Following appointment of Network Rail as the preferred supplier the project's programme has been integrated into their overall work programme. This has resulted in delays of 10 months to GRIP Stage 2/3 (to Apr 20) and GRIP Stage 4 (Oct 20), 7 months for FBC approval with conditions (Nov 20), 13 months for GRIP Stage 5 (Mar 21), and 6 months for both Consent obtained and Final FBC approval (Mar 21).  
*Spend:* To reflect the milestone changes the spend profile has also changed with £1.270m in 19/20 carried forward to 20/21 & 21/22 [revised spend profile 19/20 £730k, 20/21 £1.4m, 21/22 £370k].
- **Somer Valley Enterprise Zone Development** – delay of 2 months to Commence Local Development Order (to Nov 19) to allow requirements to be fully understood and of 5 months to Land Options Agreements (Jan 20).
- **Visitor Economy** - the project was put on hold in Nov 19 whilst details of the Tourism Sector Deal were awaited. The Deal was announced in July and milestones and completion dates have been revised to reflect the bid opportunity. Five new milestones have been added and the project now forecasts completion in Nov 19.
- **Regional Tourism** - the project is currently on hold to allow for further work to be undertaken and to identify a way forward including linking with the proposals related to the Tourism Sector Deal.
- **MetroWest Phase 2** – spend profile for Investment Fund confirmed with Construction: 19/20 - £3.214m & 20/21 £1.911m, total - £5.125m and Operation: 21/22 - £2.128m, 22/23 - £1.999m & 23/24 - £1.811m, total - £5.938m]. £296k LGF reprofiled from 18/19 to 19/20.