

WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

31 January 2020

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:

- The [West of England Local Growth Assurance Framework](#) has been updated to reflect changes to the Constitution agreed at the Committee meeting in July and also to seek to streamline the business case development and approval process.
- Feasibility and Development Funding Applications have been submitted for Regional Operations Capability – Phase 1 (£75,000), West of England Strategic Planning Shared Evidence Base (£250,000), Strategic Masterplanning for the North Fringe of Bristol (£500,000) and South West Bristol (£500,000), Building Employment and Enterprise Skills (£20,000), Local Careers Education, Information, Advice and Guidance Action Research Activities (£20,000) and Apprenticeship Levy Maximisation (£100,000) which are detailed in Appendix 2.
- Proposed Love Our High Streets assessment criteria are shown in Appendix 4.
- The Whitfield Tabernacle Stabilisation Works project has been conditionally approved through granted delegation.
- A Full Business Case for Lockleaze Sustainable Transport Improvements has been submitted seeking funding of £3.346m for the implementation of the scheme.
- It is proposed to allocate £200,000 to underwrite the re-establishment of the 2019-20 Adult Education Budget growth and exceptions budget.
- Full Business Cases have been submitted for South Bristol Enterprise Support, Centre for Digital Engineering Technology & Innovation and the Local Industrial Strategy Productivity Challenge Delivery Programme.
- In line with current processes for managing reported scheme changes, those seeking approval are set out in Appendix 3 of the report.
- Appendix 10 outlines the capital budget forecast for the 2019/20 and 2020/21

Recommendations

Members of the Combined Authority Committee are asked to:

1. Approve the revised Local Growth Assurance framework.
2. Approve the Feasibility and Development Funding Applications set out in Appendix 2 and award of £1.465m.
3. Delegate approval of the detailed scoping and commissioning of work within the awards for North Fringe of Bristol and South West Bristol masterplanning to the WECA Director of Infrastructure in consultation with the Directors of the constituent Councils.
4. Approve the Love Our High Streets assessment criteria as set out in Appendix 4.
5. Approve the Full Business Case for Lockleaze Sustainable Transport Improvements and a funding award of £3.346m subject to securing necessary consents and resolution of land issues.
6. To approve the underwriting of £200,000 through the Investment Fund to re-establish the 2019-20 AEB growth and exceptions budget.
7. To approve the Full Business Case for the South Bristol Enterprise Support project and award of £483k subject to securing ERDF, supply of an expanded risk register and finalising the Monitoring and Evaluation Plan.
8. To approve the Full Business Case for the Centre for Digital Engineering Technology & Innovation and a funding award of £5m subject to detailing the project work packages and their outputs, confirmation that all match funding is in place and finalising the Monitoring and Evaluation Plan.
9. To approve the Full Business Case for the LIS Productivity Challenge Delivery Programme and a funding award of £2.737m subject to confirmation of all match funding including the role of North Somerset Council, development of a detailed 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 3.
11. To amend the approved capital programme for individual project approvals agreed in the October Committee and within this report.

Contact officer: Malcolm Coe

Position: Director of Investment and Corporate Services

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

ITEM 22

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY

DATE: 31 January 2020

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 revised Local Growth Assurance framework.
2. Approve the Feasibility and Development Funding Applications set out in Appendix 2 and award of £1.465m.
3. Delegate approval of the detailed scoping and commissioning of work within the awards for North Fringe of Bristol and South West Bristol masterplanning (as agreed by the committee at its meeting on 14 June) to the WECA Director of Infrastructure in consultation with the Directors of the constituent Councils and the Transport Board and Planning and Housing Board.
4. Approve the Love Our High Streets assessment criteria as set out in Appendix 4.
5. Approve the Full Business Case for Lockleaze Sustainable Transport Improvements and a funding award of £3.346m subject to securing necessary consents and resolution of land issues.
6. To approve the underwriting of £200,000 through the Investment Fund to re-establish the 2019-20 AEB growth and exceptions budget.
7. To approve the Full Business Case for the South Bristol Enterprise Support project and award of £483k subject to securing ERDF, confirmation that all match funding is in place, supply of an expanded risk register and finalising the Monitoring and Evaluation Plan.
8. To approve the Full Business Case for the Centre for Digital Engineering Technology & Innovation and a funding award of £5m subject to detailing the

project work packages and their outputs, confirmation that all match funding is in place and finalising the Monitoring and Evaluation Plan.

- 9. To approve the Full Business Case for the LIS Productivity Challenge Delivery Programme and a funding award of £2.737m subject to confirmation of all match funding including the role of North Somerset Council, development of a detailed 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 3.**
- 11. To amend the approved capital programme for individual project approvals agreed in the October Committee and within this report.**

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
3. It is recognised that transparency, accountability and ensuring value for money must be central to these arrangements, and Government have set out their expectations in this regard in the 'National Local Growth Assurance Framework' guidance. The way that these requirements are met is set out in the [West of England Local Growth Assurance Framework](#). This has been updated to reflect changes to the Constitution agreed at the Committee meeting in July and also to seek to streamline the business case development and approval process.
4. 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.
5. The funding available through the Investment Fund and Transforming Cities Fund over the period to 22/23 totals £350m which includes a level of structured over programming. 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, referred to as the 'tail' which is based upon the current opinion of the most likely level of spend that will be incurred over the next four years.
6. A summary of all of the approved and allocated funding across the Investment Fund and Transforming Cities Fund (TCF) is shown in Appendix 1 and is summarised in Figure 1. An update on the projects seeking funding is set out by theme in the sections below. The projects seeking awards of feasibility or development funding are shown in Appendix 2.

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

	Funding Awards and Allocations £000s	
	Oct 2019	Jan 2020
<i>Transport Infrastructure</i>		
Approved Awards and Allocations	63,980	64,055
Associated 'tail' required to deliver all projects up to March 2023	80,864	80,790
Total Investment in Transport Infrastructure	144,844	144,844
<i>Housing Infrastructure</i>		
Approved Awards and Allocations	56,784	60,320
Associated 'tail' required to deliver all projects up to March 2023	28,036	24,500
Total Investment in Housing Infrastructure	84,820	84,820
<i>Business and Skills</i>		
Approved Awards and Allocations	74,128	74,611
Associated 'tail' required to deliver all projects up to March 2023	18,388	17,904
Total Investment in Business and Skills Infrastructure	92,515	92,515
<i>Opportunities and Challenges / Other</i>		
Funding put aside to respond to opportunities and challenges	20,000	20,000
Approved WECA set up, operating costs and elections up to 2023	7,818	7,818
Total Investment Programme up to March 2023	350,000	350,000

Investment Fund Impact

7. WECA has prepared an estimate of the impact of the Investment Fund programme. As set out in Appendix 1, the WECA Committee has to date approved Business Cases for a number of projects within the Investment Fund allocation up to 2023. These projects are expected to produce significant benefits to the region, and in addition to delivering direct jobs and economic output, they will contribute to WECA's objective of clean and inclusive growth. Projects will encourage residents to take public transport rather than use private cars, and to improve rates of walking and cycling, reducing carbon emissions and improving air quality. The projects will support the development of housing (including affordable housing) and the Enterprise Zones and Areas across the region. They will help people across the region to gain skills and access jobs, particularly those on low incomes and in more deprived areas. Projects will improve the innovation and productivity of businesses across the area, encouraging investment and equipping them to compete and grow successfully.
8. Beyond these schemes, either in delivery or progressing through the Business Case process, the Investment Fund has been used to support the development of a number of key projects, such as Mass Transit and the Global Centre of Innovation Excellence, expected to come forward through the Investment Fund or other funding sources.

9. In addition to the projects in delivery, future funding has been allocated by theme on the basis of the Local Industrial Strategy, Joint Local Transport Plan, spatial strategy, and Business Plan. Through comparison with previous projects, an estimation of the potential impact of these allocations can be undertaken. It is emphasised that for this group of schemes this is based on the average performance of historical projects and does not reflect the specific deliverables of forthcoming projects, which are yet to be set. It does not include £20m which has been set aside for opportunities and challenges, nor any matched funding which may be obtained in future.
10. An estimate of the impact of the overall programme, including approved schemes and those still to be fully specified, is set out below. It should be noted that these measures do not capture the full value of the projects, which will provide a range of specific benefits, some of which are hard to estimate precisely at this stage. It is planned to periodically update the Committee on these impacts as more schemes progress through to delivery and completion.
- £845m of economic output (gross value added).
 - 4,350 new jobs.
 - 1,540 people moving into work or gaining increased earnings.
 - 12,900 learners gaining new qualifications or skills.
 - Approximately 4,250 business receiving enterprise support.
 - 24,000m² of commercial floorspace enabled.
 - 500,000 new bus journeys per year.
 - Over 6,300 additional cycling and walking trips per day on new or improved routes.
 - Patronage increases of some 25% on targeted bus corridors benefitting from improvements in infrastructure, services and ticketing, alongside complementary benefits for cyclists and pedestrians.
 - 1,450,000 new rail journeys per year.
 - 5 new railway stations opened.
 - 3 new park and ride sites developed.
 - Contribution to spatial planning and delivery, and revitalisation of a number of high streets.

Thematic Update

Transport

Schemes in Development

Bus Strategy and Deal and Integrated Ticketing

11. The WECA Committee in July 2019 allocated £200k from the Investment Fund to develop the Bus Strategy and Deal and also £300k for Integrated Smart Ticketing to define and develop the future payments and ticketing offer. These allocations were subject to the development of Feasibility and Development Funding Applications, the approval of which was delegated to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils. The Feasibility and Development Funding Applications for the [Bus Strategy and Deal](#) to progress the next stage of the Bus Strategy and to recruit a Bus Infrastructure Programme Manager, and for [Integrated Smart Ticketing](#) to progress towards Outline Business Case, were approved through this delegation on 14 November.

Housing (and High Streets) Infrastructure

Love Our High Streets

12. To support the repurposing and re-vitalisation of high streets and town centres £10m has been allocated to the Love Our High Streets programme which has initially been used to fund a number of feasibility studies and pilots. An update on these pilot projects is set out below. A set of themes, criteria and metrics have been developed to assess the fit of emerging proposals with the key aims and objectives of the Love Our High Streets Fund and these are shown in Appendix 4.

Recommendation to approve the Love Our High Streets assessment criteria as set out in Appendix 4.

Bath & North East Somerset Pilot Projects

13. Three pilot projects are being undertaken in B&NES which are making good progress, as outlined below:

- **Twerton:** A final concept scheme for Twerton High Street has now been developed with costings to be established. The planning application for Twerton Football Club has been submitted and a feasibility report which responds to the outcome of the planning application and proposes suitable projects and proportionate investment in this area will be developed. The initial tenancy period of the Twerton pop up shop, which was used for the Bath Carnival preparations, has been extended, and the next step is to design and deliver a low cost shop front improvement scheme to further generate interest and facilitate future users of the space. Off the back of the success of this pilot, the team are now exploring the adjacent empty unit to use as a second pop up.
- **Midsomer Norton:** The tender process for design of the Midsomer Norton market square has been concluded and a preferred contractor appointed. An Expression of Interest bid for Midsomer Norton to Government's Heritage Action Zone Fund has been successful which may increase the budget for delivery of the Market Square, alongside additional high street-wide improvements to protect and celebrate the historic environment. A methodology for the Local Centre Vitality Health Check has been developed and assessments were started in July 2019 with all assessments complete by November 2019. Several possible interventions have already been identified which will form a report, to be completed in early 2020, on possible project ideas.
- **Bath City Centre:** An event was held on Milsom Street at the end of September which saw the closure of the street to traffic and provided opportunities for traders to use the additional space with pop up activities and promotional pitches and parklets to create spaces to dwell. The pilot will be evaluated to test the principle of more regular closures on Milsom Street with local residents and businesses. The initial phase of a reanimation strategy for Union Street in Bath is in delivery and sees new street furniture and planting, along with branded street trading stalls and various animation activities, intended to increase footfall to the north of the city.

Bedminster High Street

14. Work has been on-going with Bedminster Business Improvement District (BID), in particular to develop a vision for East Street, which will help inform the project's direction. The vision which has been drafted, has been shared and consulted on with local businesses, community groups and residents/visitors.

Kingswood High Street

15. The Love Our High Streets Kingswood pilot project is progressing well. Considerable public engagement has been undertaken in respect of the objectives and initial proposals and more recently this has been followed by specific consultation on the potential for Kingswood Park and development of the Heritage Lottery Submission. A solar-powered Ecosweeper has been procured with solar-powered compaction bins to come, as a direct response to the volume of concern expressed about litter. Comprehensive masterplanning work is progressing towards a first draft consultation and the Connecting Kingswood Group has been engaged as initial opportunities have been identified.
16. The Whitfield Tabernacle is one such prominent opportunity and the Conditions Survey and Report is being finalised with a recommendation for stabilisation works which will require listed building applications to be submitted and a tender issued for the works. The grant of planning permission for 19 apartments in the adjacent Masters Church will facilitate the transfer of the Graveyard to the Council and the opportunity to create a new Green Space. A [Full Business Case](#) (FBC) for the Tabernacle has been submitted which has been conditionally approved by the WECA Chief Executive in consultation with the West of England Chief Executives (see Appendix 9) in line with granted delegation by the Committee. The production of the FBC aligns with the Government's Future High Street Fund, FHSF, for which South Gloucestershire Council were successful in securing funding to produce an [Outline Business Case](#) and subsequent Full Business Case. The Council will be working with contacts at MHCLG and Historic England to explore a range of interventions and investment propositions designed to support the original objectives of the Kingswood Love our High Streets project.

Schemes in Delivery

Bath Riverside

17. As reported to the Committee in October, an award of up to £9m was made to Bath & North East Somerset Council through the Land Acquisition Fund (LAF) allocation, for the acquisition of land at Bath Riverside which would accelerate the delivery of 205 homes. The purchase has been concluded by the Council and total drawdown of funding was £8.297m with the balance being returned to the LAF pot to support further projects.

Lockleaze Sustainable Transport Improvements

18. Following the award of development funding in October 2017 and the approval of an Outline Business Case in November 2018, a Full Business Case has now been submitted by Bristol City Council for the Lockleaze Sustainable Transport Improvements scheme. The FBC seeks £3.346m (beyond the £569k development funding already awarded) to deliver transport infrastructure to facilitate housing development in Lockleaze including:
 - Muller Road – provision of new bus lanes, new/upgraded bus stops and shelters, junction improvements, new/upgraded pedestrian crossing points and widened shared use paths.
 - Stoke Park – provision of an all-weather accessible path for active travel users, into and through Stoke Park Estate from Romney Avenue, connecting with an existing accessible path to form a continuous link with Broomhill, Frenchay and Stapleton

The Scheme Assessment Summary Table is shown in Appendix 5 and the FBC is published on the WECA [website](#).

Recommendation to approve the Full Business Case for the Lockleaze Sustainable Transport Improvements and award of £3.346m subject to securing necessary consents and resolution of land issues.

Business and Skills

Schemes in Delivery

South Bristol Enterprise Support

19. A Full Business Case (FBC) has been submitted by Bristol City Council seeking £483k for an enterprise start up and growth advice and support service, both for new entrepreneurs and early to later stage Small and Medium sized Enterprises (SMEs). This will focus on the South Bristol area and in particular residents and businesses within the South Bristol Regeneration Area. The £1.715m project also seeks £858k from the Sustainable Urban Development European Regional Development Fund (ERDF) and identifies £375k private match funding. The funds for this project were included within the £350m investment programme agreed by the Committee in July. The Scheme Assessment Summary Table is shown in Appendix 6 and the FBC is published on the WECA [website](#).

Recommendation to approve the Full Business Case for the South Bristol Enterprise Support project and award of £483k subject to securing ERDF, confirmation that all match funding is in place, supply of an expanded risk register and finalising the Monitoring and Evaluation Plan

Adult Education Budget (AEB)

20. The 2019/20 revenue budget for AEB and allocations to providers were agreed at the WECA Committee in June 2019. This included £200k which was ringfenced for in-year exceptions and growth in 2019-2020, which could be augmented by any funds generated from under delivery by providers. The Committee delegated decision making on this in-year exception and growth allocation during this academic year to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.
21. In October it was agreed through this delegation that, for expediency, the 2019/20 funding gap for WECA residents accessing Learner and Learning support via Bath College be met from this contingency pot to the value of £200k. It was recommended that action should be taken to retain the in-year exceptions and growth value. It is expected that some providers will ultimately not achieve full delivery, but this will not be known until it is too late to reallocate to support in-year growth and exceptions. On this basis it is proposed that £200k of additional AEB funding is underwritten by the Investment Fund from the allocation to Business and Skills. If it is necessary to draw on this funding this would be recovered from the 2020-21 AEB award.
22. This approach of overprogramming allows WECA the flexibility to ensure the best use of available funding, and to maximise provider delivery, in the development of plan led AEB. The full Growth and Exception Policy which will inform awards to providers is in development.

Recommendation to approve the underwriting of £200,000 through the Investment Fund to re-establish the 2019-20 AEB growth and exceptions budget.

Centre for Digital Engineering Technology & Innovation

23. As reported to the WECA Committee in October, work progresses to identify projects which could meet the LIS ambition for Global Centres of Innovation Excellence. One project recognised through this process was the Centre for Digital Engineering Technology and Innovation (DETI) for which a Full Business Case has now been submitted by the National

Composites Centre (NCC) seeking £5m. The project will provide an open-access, not-for-profit physical entity using existing infrastructure at the NCC and the Centre for Modelling and Simulation (CFMS) at the Bristol and Bath Science Park. The project aims to provide a focal point for industry, researchers, educators and technology providers to co-create new tools, techniques and methods to transform key aspects of advanced engineering and systems integration. The project will develop training courses related to aspects of advanced digital engineering, with the aim of upskilling and retraining those in the current workforce and will also engage with schools, particularly in less affluent parts of the West of England, with the aim to reach 1,000 children. Funding for this project can be accommodated within the Business and Skills allocation. The Scheme Assessment Summary Table is shown in Appendix 7 and the FBC is published on the WECA [website](#).

Recommendation to approve the Full Business Case for the Centre for Digital Engineering Technology & Innovation and award of £5m subject to detailing the project work packages and their outputs, confirmation that all match funding is in place and finalising the Monitoring and Evaluation Plan

Local Industrial Strategy (LIS) Productivity Challenge Delivery Programme

24. The LIS identifies the productivity challenge as one of four key priorities, and highlights a number of projects, programmes and initiatives, including evolving the West of England Growth Hub offer, to address it. To reflect this, a Full Business Case has been submitted by WECA seeking £2.737m for a package of interventions with a total cost of £5.056m. The package includes the implementation of 8 measures - Enhanced Growth Hub, Universal Business Support, Mentoring for Growth, Productivity through People, Collaboration Networks, Active Export Support, Intellectual Property Support for SMEs and Benchmarking and Diagnostic Tools - alongside the development of a further 7 elements which could form a future business case. Funding for this project can be accommodated within the Business and Skills allocation. The Scheme Assessment Summary Table is shown in Appendix 8 and the FBC is published on the WECA [website](#).

Recommendation to approve the Full Business Case for the LIS Productivity Challenge and award of £2.737m subject to confirmation of all match funding including the role of North Somerset Council, development of a detailed project plan and finalising the Monitoring and Evaluation Plan.

Changes to Schemes within the Current Programme

25. The WECA Committee in October agreed to delegate approval of changes within stated tolerances for schemes within the approved Investment Fund programme to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils. The changes which fall outside of these tolerances and require a Committee decision are set out in Appendix 3.

Recommendation to approve the change requests for schemes within the current programme set out in Appendix 3.

Capital Monitor

26. Appendix 10 outlines the capital budget forecast for the 2019/20 and 2020/21 financial years. The changes are summarised in Figure 2 below.

Figure 2: Movements within the Approved Capital Programme

WECA & Mayoral Capital Budget	2019/20 £000	2020/21 + £000
Original Budget Approved Feb 2019	19,593	23,572
Slippage from 2018/19	1,705	
Month 2 Amendments		
Bristol Temple Meads Station Eastern Entrance FBC	1,250	1,250
Somer Valley Enterprise Zone FBC	746	
Bath River Line FBC	150	
Metro West Phase 2 FBC	1,760	1,759
Charfield Station FBC	900	
Cribbs Patchway Metrobus Extension	1,900	20,000
CPPN Cycle Links	3,125	
Pothole Action Fund	662	
Month 2 Revised Budget	31,791	46,581
Month 4 Amendments		
Local Cycling & Walking FBC	100	
On Bus Contactless Payment	418	
Cribbs Patchway Metrobus Extension addition	300	
Cribbs Patchway Metrobus Extension re-phasing	11,947	(11,947)
Metrowest Ph 1 adjusted budget		(140)
Month 4 Revised Budget	44,556	34,494
Month 6 Amendments		
Housing Land Acquisition Fund	9,000	
Great Stoke Roundabout Improvements		2,360
Month 6 Revised Budget	53,556	36,854
Month 8 Amendments		
Project Re-phasing	(3,945)	3,945
Month 8 Revised Budget	49,611	40,799

The main points to note are:

- The budget includes business cases and capital projects as approved at Committee in October 2019 along with those recommended within this report;
- In October the Committee noted the approval (via delegation) of the Bath Riverside Land Acquisition Fund submission at £9.0m. The Committee also approved the full business case for the Great Stoke Roundabout Capacity Improvements at an additional £2.36m, with both being funded from the Investment Fund.

- The Highways and Transport grant payments are in line with the original budget (£17.572m) and this is being paid to the Constituent Authorities accordingly.

Recommendation to amend the approved capital programme for individual project approvals agreed in the October Committee and within this report.

Consultation

27. 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.

Other Options Considered

28. All Business Case and Change Requests are required to set out in detail the full range of options considered and the reason the preferred option has been identified.

Risk Management/Assessment

29. 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.
30. Financial risks are managed through the process for considering cost increases set out in the WECA Investment Strategy and the overall Investment Fund and Transforming Cities Fund programme will be regularly reviewed.

Public Sector Equality Duties

31. The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
32. The Act explains that having due regard for advancing equality involves:
- Removing or minimising disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

33. The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.
34. 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.

Finance Implications, including economic impact assessment where appropriate

35. 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.
36. 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.
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.

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

Legal Implications

38. 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

Climate Change Implications

39. On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?
- * Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/ consideration as necessary as part of their detailed project-specific management

arrangements.

40. Each business case coming forward for decision on inclusion in the Investment Fund programme includes consideration of environmental sustainability which sets out how sustainability is being considered in the development of the project as well as during its operational stage.

Land /Property Implications

41. All land and property implications are set out within the specific business cases and dealt with by scheme promoters.

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

Human Resources Implications

42. There are no direct human resource implications arising from this report.

Appendices

Appendix 1: Investment Fund Programme

Appendix 2: Projects Seeking Feasibility and Development Funding

Appendix 3: Change Requests for Schemes within the Current Programme

Appendix 4: Love Our High Streets Assessment Criteria

Appendix 5: Lockleaze Sustainable Transport Improvements – Assessment Summary Table

Appendix 6: South Bristol Enterprise Support – Assessment Summary Table

Appendix 7: Centre for Digital Engineering Technology& Innovation - Assessment Summary Table

Appendix 8: LIS Productivity Challenge Delivery Programme – Assessment Summary Table

Appendix 9: Whitfield Tabernacle Stabilisation Works – Assessment Summary Table

Appendix 10: Capital Monitor

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird / Tim Milgate on 0117 332 1486; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email:

democratic.services@westofengland-ca.gov.uk

Appendix 1**Transport Infrastructure Projects – Awards and Allocations (£000s)**

	Oct 2019	Jan 2020
Feasibility Studies		
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
Regional Operations Capability – Phase 1	-	75
Business Case Development		
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
Yate Park and Share	300	300
Strategic Park & Ride	500	500
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	3,900
Schemes in Delivery		
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	2,910	2,910
Transport Infrastructure: Total of all Awards and Allocations:	63,980	64,055
Associated 'Tail' for Approved Schemes in Development	80,864	80,790
Total	144,844	144,844

Housing Infrastructure Projects – Awards and Allocations (£000s)

	Oct 19	Jan 20
Feasibility Studies		
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
Strategic Planning Shared Evidence Base	-	250
Business Case Development		
HIF OBC – Bristol Temple Meads to Keynsham	2,700	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
Masterplanning: North Fringe of Bristol	-	500
Masterplanning: South West Bristol	-	500
Strategic Master-planning and associated delivery	1,500	250
Schemes in Delivery		
Bath Riverside	9,000	8,297
Lockleaze Sustainable Transport Improvements	569	3,915
Whitfield Tabernacle Stabilisation Works	-	682
Allocations		
Love Our High Streets	9,197	8,495
Land Acquisition Fund	6,987	7,883
Indicative allocation in support of the £258m HIF bid	21,800	21,800
Housing Infrastructure: Total of all Awards and Allocations:	56,784	60,320
Associated 'Tail' for Approved Schemes in Development	28,036	24,500
Total	84,820	84,820

Business and Skills Projects – Awards and Allocations (£000s)

	Oct 19	Jan 20
Feasibility Studies		
Talent Institutes	100	100
Visitor Economy/Regional Tourism	100	100
Cultural Strategy	50	50
CEIAG Research and Improvement Project	50	50
Building Employment and Enterprise Skills	-	20
Local CEIAG Action Research Activities	-	20
Apprenticeship Levy Maximisation	-	100
Business Case Development		
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
Working Well Institute	50	50
Schemes in Delivery		
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	3,600
South Bristol Enterprise Support	30	483
Adult Education Budget	-	200
Centre for Digital Engineering Technology & Innovation	-	5,000
LIS Productivity Challenge Delivery Programme	-	2,737
Allocations		
Business and Skills allocation to be programmed up to 2023	30,000	18,257
Business & Skills: Total of all Awards and Allocations:	74,128	74,611
Associated Tail for Schemes in Development	18,387	17,904
Total	92,515	92,515

Appendix 2

Projects Seeking Feasibility and Development Funding

Transport

Regional Operations Capability – Phase 1

In establishing the investment programme to March 2023, it was recognised that it would be beneficial to review the role of a Regional Operations Centre to see how this concept could be developed to deliver regional benefits. Funding was allocated to support that goal, and a [Feasibility and Development Funding Application Form](#) has now been produced by WECA seeking **£75,000**. This will commence with a review of previous activity to ensure this is built upon, and will consider options to facilitate and develop regional operational capability which will include consideration of use, review of commercial modelling, mapping enabling digital infrastructure and associated project management. This work will establish a way forward for regional operational capability and establish a key basis for future investment. It is planned a Feasibility Study Report will be produced in May 2020.

Housing (and High Streets) Infrastructure

West of England Strategic Planning Shared Evidence Base

The West of England Authorities and WECA are required to keep the strategic planning evidence base under review and to update it as necessary so that it may appropriately inform plan-making and enable future growth and development to be delivered to best effect. The strategic evidence base commissioned for the Joint Spatial Plan now requires a refresh because some of it is dated and national policy and other circumstances have changed since it was prepared. There will continue to be efficiencies to be made by commissioning certain evidence base elements sub-regionally as issues need to be explored at this scale. This evidence base will inform different types of development plan, as well as investment and action plans and scheme business cases.

In order to maintain momentum, it is suggested that key evidence base documents are jointly commissioned commencing in early 2020. An initial strategic evidence base refresh has been scoped and costed with apportionment based on potential usage of the relevant study. The authorities have limited budgets to support evidence base procurement for strategic and non-strategic plans and other activity however additional funds to reflect the WECA duty and added value to be gained from joint working on planning and transport are sought from the Investment Fund. On this basis a [Feasibility and Development Funding Application Form](#) seeking an initial **£250,000** has been produced. The funds could be accommodated within the allocation for masterplanning.

Strategic Masterplanning

The Investment Fund programme agreed at the WECA Committee in July included an allocation of £2.275m for Strategic Masterplanning, of which £275,000 was awarded to WECA to support the development of business cases and £500,000 to South Gloucestershire for the Yate Urban Living Opportunity Area.

Infrastructure led strategic masterplanning will enable the wider benefits of infrastructure investment within sites and beyond to be realised and optimised along key route corridors. The approach will look at outcomes and how infrastructure and urban design can support these, including assessing and promoting opportunities for synergies and to 'green' infrastructure and to respond to the climate change emergency.

This work will feed into and relate to the wider Infrastructure and Investment Delivery Plan (IIDP) which is looking at these issues on a corridor and area basis with a view to smoothing and optimising the delivery pipeline against capacity and strategic priority outcomes helping to target funding.

Feasibility and Development Funding Application Forms have been produced by WECA for the next two corridors/quadrants where business cases are to be developed in the [North Fringe of Bristol](#) and in [South West Bristol](#) both seeking **£500,000**.

Business and Skills

Developing the Careers Education, Information, Advice and Guidance (CEIAG) Research and Improvement Project

Two Feasibility and Development Funding Applications have been submitted which seek to complement and build upon the CEIAG Research and Improvement Project due to conclude in June. An application has been submitted by South Gloucestershire Council for [Building Employment and Enterprise Skills](#) seeking **£20,000** to support the development of employability skills and an understanding of the application of those skills in the world of work and learning for pupils in the primary phase of education and for adult English for Speakers of Other Languages (ESOL) learners. An Evaluation Report will be produced spanning the three key activity strands.

An application for **£20,000** has been submitted by Bristol City Council for [Local CEIAG Action Research Activities](#) which seeks to deliver targeted actions to contribute to the research. The activities planned are Early WORKS - the co-design and development of Year 5 Primary school pupil and parent/carer engagement activities to inspire future ideas about work, a Primary School Family Learning Programme and a West of England Raising Aspirations Year 9 Careers Event. These projects can be accommodated within the Investment Fund allocation for Business and Skills.

Apprenticeship Levy Maximisation

It is estimated that between £4m-£8m of investment in training each year is lost to the West of England and returned to the Treasury as Apprenticeship Levy funds paid by employers expire after 2 years if not used. A [Feasibility and Development Funding Application](#) has been submitted by WECA seeking **£100,000** to pilot activities which would increase the take up of the Levy by raising awareness, facilitating increased utilisation and developing links between levy paying and non-levy paying employers to encourage the transfer of funds. It is envisaged that this pump-priming for 12 months would develop a sustainable model which would be picked up by Apprenticeship Training Providers in the long term. The project can be accommodated within the Investment Fund allocation for Business and Skills.

Appendix 3

Change Requests for Schemes within the Current Programme

- **Bedminster High Street Improvement**
Milestone: delay of 1-4 months across a number of interim milestones and a 2 month delay to the final milestone Final Evaluation (Jan 21).
Spend: Financial year re-profiling of £116k from 19/20 to 20/21 [revised spend profile in 19/20 - £45k & 20/21 - £230k].
- **Cribbs Patchway New Neighbourhood Cycle Links** - the delay to the finalisation of land agreements on the Hayes Way Cycle path scheme, has resulted in a delay to 7 interim milestone completion dates of between 2-5 months across the three schemes within the package and a 5 month delay to the final milestone of Scheme completion following safety audits (to Jan 21).
- **Cultural Strategy** - delays of 2 months to Narrative and Framework sign off (to Dec 19), 3 months to Delivery Plan drafted and 1 month delay to final milestone of Core Cultural Compact in place (Apr 20). A new milestone of Strategy Published by Jan 20 has also been added.
- **Kingswood High Street Improvements** - delays of 1 month to Purchase of the Green Machine & 30 new litter bins (to Aug 19), and Commence Green Machine Operation & Conditions Survey & Options Assessment for Whitfield Tabernacle (Sep 19) and of 5 months (Mar 20) to Install new litter bins (Mar 20).
- **Great Stoke Roundabout**
Milestones: Feasibility milestones all completed and milestones for delivery stage outlined with current completion forecast to be Sep 21.
Spend: Feasibility phase - re-profiling of £12,317 to 18/19 from 19/20 [revised spend profile 18/19 - £106,546 & 19/20 - £307,134, Total Feasibility Funding - £550k. Delivery Funding profile has been confirmed with £316k in 19/20, £1.956 in 20/21, £58k in 21/22 & £30k in 22/23, total £2.36m
- **Hicks Gate Roundabout** – the linkages to HIF have resulted in delays to the OBC submission by 4 months (to Jan 20) and delays of 12 months to Statutory Powers and procedures granted (Nov 20) and for Full Business Case submission (Dec 20).
- **Local Cycling and Walking Infrastructure Plan** - delays of 3 months to Outline Designs (Sep 19) and to OBC drafted (Jan 20) due to it taking longer than expected to prioritise schemes.
- **Mass Transit Gateway 2 & 3**
Milestones: Milestones have been reset to better reflect revised programme of works and also due to more understanding about what is required across all three work streams which now include Mass Transit, Movement Study & Bath Transport Study.
Spend: To reflect the programme changes the spend profile has been amended and split across the three work streams [revised spend profile in 19/20 - £70k, £50k, £80k for Mass Transit, Movement Study & Bath Transport Study respectively and in 20/21 - £970k & £370k for Mass Transit & Bath Transport Study respectively.
- **Modern Methods of Construction Pilots/Trials** - reduction in match funding of £262k due to Homes England not yet agreeing to match fund and a reduced level of sponsorship due to a smaller scale Expo being delivered.

- **Strategic Park and Ride** – a delay of 4 months to Procure and appoint consultants (to Dec 19) which will be undertaken through WECA Framework once a project manager has been recruited.
- **Visitor Economy** – a 3 month delay to milestone Revised brief agreed reflecting current thinking on timings and links with other projects (to Nov 19).
- **Bristol Temple Meads Masterplan**
Milestone: milestone slippage of 3 months (to Mar 20) for Completion of Feasibility Study following some modelling delays which have now recommenced.
Spend: Re-profiling of £298,959 in 18/19 and £951,041 in 19/20 to carry forward a total of £1.250m to 20/21 [revised spend profile 18/19 - £161,041, 19/20 - £588,959 & 20/21 - £1.250m]

Appendix 4: Love Our High Streets Themes, Criteria and Metrics

Themes

1. Diversified and densified high street mix	6. High streets with high quality public realm offer
2. Vibrant and locally distinct destinations with events and attractions that support the unique offer	7. Strengthened and re-imagined high street cultural and heritage assets which are a focal point for the community
3. Healthy high streets which encourage healthy lifestyle choices	8. High streets that support localism and social inclusion
4. Accessible high streets which are low carbon focussed and offer solutions that address the climate emergency	9. Growth of existing employment centres
5. C21st / Future focussed high streets that maximise the use of new technology	10. Supporting community, independents and small businesses

Criteria

i. Deliverability / Timeframe	Timescales from start to finish 1, 2...years, programme delivery and funding profile Stakeholder and partner engagement and support Complexity of the proposal – one or multiple projects that are being run in conjunction
ii. Sustainability and adaptability (future proof)	Longevity of the proposal and its impact Financially is the scheme self-sustaining or is there a need for on-going funding Links to and engagement with the community
iii. Level of match funding	Minimum of 10%
iv. Scale and impact	Number of themes supported / quality of the bids and strength of evidence
v. Identity	Is there a coherent theme/identity/USP for the area, a reason for people to go/a destination
vi. Need & opportunities for development	Is the initiative a new concept, have any interventions been tried & what was the outcome, proximity to other high streets, are there any other/wider development opportunities for re-purposing the high street / How does the initiative link to wider works or strategies

**OBCs & FBCs can be submitted for combined project of 1+ areas where these form an integrated package or can be submitted for individual areas to reflect the timings and readiness of work etc*

Metrics

a. Footfall / Repeat footfall	f. Diversity of businesses - <5% same business types
b. Unit vacancies / voids	g. Independents as a percentage of chains
c. Business rates generated	h. Percentage of local retailers / businesses
d. Turnover / churn of businesses	i. Percentage of non-healthy businesses – betting, fast food, charity
e. Visitor spend / income generated	j. Other measures – car park usage (reduction/unchanged), bus patronage, crime & asb levels, events, cultural / heritage mix

** Qualitative metrics, such as surveys etc can also be supplied and used as evidence in both the business case and as evaluation post scheme completion however given that qualitative metrics may be unique to an area these haven't been listed but will form part of any business case review/discussion.*

Appendix 5 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Lockleaze Sustainable Transport Improvements (LSTI)	Strategic Case	<p>The proposed LSTI project seeks to facilitate and support delivery of the proposed housing through improvements to Muller Road and the delivery of Stoke Park path.</p> <p>This aims to help reduce reliance on the private car, help achieve Travel Plan mode share targets to be set as part of any planning consents and realise the sustainable development that local and national policy requires all new development to deliver.</p> <p>LSTI will encourage all forms of movement that impact positively on the health of the local community, including walking, cycling, and public transport.</p> <p>Approximately 1,200 houses are expected to be constructed in Lockleaze as part of a significant regeneration project.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	Bristol City Council	State Aid	The scheme will provide open access public infrastructure.	Approval Requested	Full Business Case
Date of Submission	11/7/19	Economic Case and Value for Money	The scheme presents a 'high' BCR of 3.01. A number of sensitivity tests have been undertaken on this BCR which present in the range 2.01 – 3.01. The Value for Money Statement is shown below.	Grant Award	£3,345,625 Investment Fund (beyond £569.2k already awarded)
Funding Requested	£3,345,625 (profiled £340k 19/20 and £3.01m 20/21)		<p>Of the 1,200 dwellings proposed across Lockleaze, it is stated that 1,100 will be enabled by the LSTI improvements and other infrastructure planned through the complementary Housing Infrastructure Fund (HIF) funded improvements. Of these, 893 are attributed to HIF with the residual 207 gross dwellings (18%) can be attributed to the Investment Fund.</p> <p>A letter has been provided by Bristol City Council's s151 officer confirming approval of the business case including the value for money statement.</p>		

Total Scheme Cost	£7,170,000 (£4.71m Muller Rd construction; £1.32m Stoke Park Path construction; £250k Design & Supervision; £734k contingency; £150k other)	Risk	<p>A Quantified Risk Assessment (QRA) has been undertaken which provides an allowance of £734k at P80 (some 10% of costs). It is noted the QRA will be reviewed and updated on a regular basis.</p> <p>Detailed designs and technical approvals for Muller Road will not be completed until April 2020. Procurement of both Muller Road and Stoke Park elements has not yet commenced, and for Muller Road will not be complete until September 2020.</p>	Grant Recipient	Bristol City Council
Match Funding %	53%	Delivery	<p>Part of the Muller Road scheme (new path through Fairfield High School playing fields) still requires consent from the Education and Skills Funding Agency and planning consent to be obtained.</p> <p>All land required to deliver the scheme is in BCC's ownership. However, affected land at the Fairfield High School playing fields is currently subject to a long-term lease to the School Academy and there is a requirement, therefore, to agree to change the lease in relation to the affected land.</p> <p>Project completion is expected in March 2022.</p>	Payment Basis	Quarterly in arrears on defrayed expenditure

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<i>Scheme Description</i>	<i>Recommendation to WECA Committee</i>	Approval of the FBC
<p>The project would provide the following sustainable transport improvements on Muller Road and within the Stoke Park Estate and a number of its access points:-</p> <ul style="list-style-type: none"> • Muller Road – provision of new bus lanes, new/upgraded bus stops and shelters, junction signal operation improvements, new/upgraded pedestrian crossing points, widened pedestrian and cycling facilities, side road traffic management alterations and BNET ducting. • Stoke Park – provision of an all-weather accessible path for active travel users, into and through Stoke Park Estate from Romney Avenue, connecting with an existing accessible path to form a continuous link with Broomhill, Frenchay and Stapleton. 	<i>Conditions of Approval</i>	<p>Securing planning and ESFA consent</p> <p>Resolution of land issues</p>

Record of Approval

<i>WECA S151 Officer</i>		<i>WECA Committee</i>	
<i>Name</i>	Malcolm Coe	<i>Date of Meeting</i>	31 January 2020
<i>Date</i>	20 January 2020	<i>Decision</i>	
<i>Signature</i>			

LSTI - Value for Money Statement

Criteria	Commentary
Value for money	The scheme offers "high" value for money
Core NPV	£10.1m (2010 prices and values)
Core BCR	3.1 (high)
PVC (2010 prices and values)	£4.9m
Scheme benefits & dis-benefits - core scenario	<p>Bus journey time savings - £0.88m (2010 prices and values)</p> <p>De-congestion - £0.3m (2010 prices and values)</p> <p>Active mode across various beneficiary groups - £11.5m (2010 prices and values)</p> <p>Bus stop facility improvements - £2.3m (2010 prices and values)</p>
Scheme costs (2019 prices)	<p>Total scheme costs (may not sum due to rounding) £7,739,200</p> <p>Lidl Section 106 – delivery phase £184,375</p> <p>S106 PT infrastructure – delivery phase £40,000</p> <p>HIF contribution – delivery phase £3,600,000</p> <p>WECA request (rounded) – delivery phase £3,350,000</p> <p>WECA development funding – development phase £569,200</p>
Sensitivity Tests	BCR for the scheme lies in between 3.1 (core) and 2.01 , both "high" value for money
	<p>Sensitivity tests have only been run on the benefits generated through provision of active mode infrastructure as per Atkins request.</p> <p>1) Sensitivity where all core benefit categories remain the same - however only half of the uplift in walking and cycling for existing commuters materialises. Benefits related to development driven commuters are also included. BCR = 2.57</p> <p>2) Sensitivity including all core benefits and benefits related to development driven commuters. However, only a 6% uplift in existing cyclists and 0.3% uplift in existing pedestrians occurs. BCR = 2.01</p>
Significant non-monetised impacts	Impacts relating to leisure trips on active mode infrastructure proposed at Muller Road and Stoke Park have not been monetised.
Key risks, sensitivities and uncertainty underlying the appraisal	The highway de-congestion benefits have not been fully captured due to there being no detailed transport modelling available. Therefore the de-congestion benefits are a conservative estimate.
	Timing of highways works
Significant social or distribution impacts	Slight positive

Appendix 6 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	South Bristol Enterprise Support	Strategic Case	<p>The South Bristol Sustainable Urban Development (SUD) Strategy was adopted in 2018 alongside the West of England ESIF Strategy, and with a major focus on SME Competitiveness.</p> <p>The main rationale is that, although a range of public funded business support services are being delivered at a city regional level, their operational outreach and impact in South Bristol and the peripheral South Bristol Regeneration Area (SBRA) appears to be limited.</p> <p>The project seeks to draw on the SUD European Regional Development Fund (ERDF) to provide community engagement and business support within the SBRA, but extending also to individuals and businesses based in the wider area, who have potential to create new enterprises and employment benefiting the more disadvantaged SBRA wards.</p> <p>The project will use a network of existing business sites and community centres across the SBRA such as the Filwood Green and Cater Business Parks, Knowle West Media Centre and The Park Opportunity Centre.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	Bristol City Council	State Aid	<p>It is noted that the funding of SMEs will be via de minimis exemption. Whilst the planned value of support per SME will be low it will be important to ensure these SMEs have not been in receipt of other funding through this exemption in the three year period.</p> <p>This is accepted by WECA recognising the State Aid risk lies with the City Council and this will be set out in the grant offer letter.</p>	Approval Requested	Full Business Case

Date of Submission	18/10/19	Economic Case and Value for Money	<p>The project expects to provide a minimum of 12 hours of support to 145 individuals and 142 businesses. Drawing on the experience of the partners and other ERDF supported projects, it is estimated that this will result in the creation of 97 gross jobs. This gives a cost per gross job of some £17k.</p> <p>Applying the average net GVA per enterprise assisted from the previous South West Competitiveness and Employment ERDF programme (2007-2013) provides a cumulative GVA impact of £6.88m for new or existing enterprises supported after 3 years.</p> <p>A letter has been provided by Bristol City Council's s151 officer confirming approval of the business case including the value for money statement.</p>	Grant Award	£482,530
Funding Requested	£482,530 (profiled £22k 19/20, £166k 20/21, £167k 21/22 and £127k 22/23)				
Total Scheme Cost	£1,715,060 (Internal Staff £245k; Delivery Partners £843k; Consultants £180k; Grants £140k; Equipment £189k; Other £117k)	Risk	<p>There is no specific allocation for risk or contingency within the costings</p> <p>A risk register has been provided which identifies a number of key risks. It is planned to update and develop this register prior to the commencement of the project.</p> <p>The project is yet to secure the ERDF funding but this is expected to be confirmed in January 2020.</p>	Grant Recipient	Bristol City Council

ITEM 22

Match Funding %	72%	Delivery	<p>The project will be led by the City Council supported by 4 key delivery partners - YTKO Ltd, Knowle West Media Centre, The Prince's Trust and the School for Social Entrepreneurs – identified through an open call for expressions of interest via a Prior Information Notice in June 2019. The match funding from these delivery partners is yet to be fully confirmed.</p> <p>It is planned to procure the pre scale up support to more established businesses (as well as marketing and evaluation services) where it is considered more feasible and desirable to go out to the wider market.</p> <p>Subject to securing the ERDF as planned, the project will commence in January 2020 and complete in December 2022.</p>	Payment Basis	Quarterly in arrears on defrayed expenditure
Scheme Description				Recommendation to WECA Committee	Approval subject to conditions
<p>The South Bristol Enterprise Support project is 3 year enterprise start up and growth advice and support service, including grant schemes, for both new entrepreneurs and early to later development stage SMEs located across the South Bristol area, but targeting in particular residents and businesses within the South Bristol Regeneration Area.</p> <p>Encompassing the full business formation and growth lifecycle, the Project will offer support for new and existing social enterprises as well as conventional private enterprises in a range of established and emerging sectors in South Bristol, including construction and engineering, creative and digital media, food and green tech and services. It will also target entrepreneurship and start up coaching on social groups under-represented in enterprise, especially young people, women, BAME and people with disabilities.</p>				Conditions of Approval	<ul style="list-style-type: none"> a) Securing ERDF funding b) Confirmation of all match funding c) Supply of an expanded risk register d) Finalising the M&E Plan

Record of Approval

WECA S151 Officer		WECA Committee	
Name	Malcolm Coe	Date of Meeting	31 January 2020
Date	20 January 2020	Decision	
Signature			

Appendix 7 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Centre for Digital Engineering Technology & Innovation (DETI)	Strategic Case	<p>The proposal is presented as a 2 year first phase of a wider planned 10 year intervention. For the purposes of assessment, the merits of the initial phase have been considered as a stand alone case.</p> <p>The project seeks to support the development and deployment of new powerful digital engineering technologies to develop sustainable products, more quickly and at lower cost.</p> <p>DETI aligns with the Local Industrial Strategy aim to establish Global Centres of Innovation Excellence to provide strategic direction and coordination across innovation assets with a focus on the region's strengths.</p> <p>The South West and South East Wales Science and Innovation Audit (SIA) found the region can lead the UK and compete with the world in advanced engineering and digital innovation, supported by better integration of scientific and industrial strengths.</p> <p>The business case is accompanied by 21 letters of support from key industry partners some of which quantify the scale of their likely involvement in the project.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	National Composites Centre (NCC)	State Aid	<p>The promoter has taken legal advice which suggests the project elements can either be treated as non-economic activity or as 'no aid' under R&D Innovation Framework or GBER.</p> <p>This is accepted by WECA recognising the State Aid risk lies with the NCC and this will be set out in the grant offer letter.</p>	Approval Requested	Full Business Case

Date of Submission	8/11/19	Economic Case and Value for Money	<p>It is forecast that the project will create 86 direct jobs over the 2 years. Using a multiplier of 2.5 for high skilled jobs based on research by the What Works Centre yields 216 indirect jobs, giving 306 FTE years in total.</p> <p>Converting these jobs to a GVA equivalent and applying a factor of 85% to allow for leakage and displacement provides £22.32m of GVA.</p> <p>It is noted that the benefit of this project arises from the added value and increase in knowledge arising from the R&D undertaken, and then how this is used and disseminated. Drawing on research from Innovate UK it is suggested the return per pound of investment could be £7.</p> <p>A letter has been provided by the National Composite Centre's Chief Finance Officer confirming the project represents good value for money in the use of public resources.</p>	Grant Award	£5m (£4.65m revenue, £350k capital)
Funding Requested	£5m revenue and capital (profiled £1.948m 20/21 and £3.052m 21/22)				
Total Scheme Cost	£10.175m (£8.275m operations; £1,35m operating costs; £550k Capital demonstration costs and fit out)	Risk	<p>Project funding includes £2m from the NCC which is confirmed and £3.175m from industry partners from whom a number of letters of support have been provided.</p> <p>There is no specific allowance for risk within the costings.</p> <p>A risk register has been provided which identifies the key risks and presents a good starting point to manage risk as the project moves into delivery.</p>	Grant Recipient	University of Bristol
Match Funding %	51%	Delivery	<p>The two-year Phase 1 of DETI will be hosted primarily within the NCC and CFMS utilising existing physical facilities. No new facility will be provided although some refurbishment works are planned.</p> <p>This is predominantly a revenue based intervention with most costs relating to staff and as such there is potential to mobilise quickly. It is planned to create DETI as an NCC Business unit in March 2020 with completion of implementation in March 2022.</p>	Payment Basis	Quarterly in arrears on defrayed expenditure

ITEM 22

			The project will develop two advanced training courses related to aspects of advanced digital engineering, with the aim of upskilling and retraining those in the current workforce where there is an acute shortage of digital skills. In a programme to engage with schools, particularly in less affluent parts of the West of England, will begin in September 2020 and aim to reach 1,000 children		
Scheme Description				Recommendation to WECA Committee	Approval subject to conditions
<p>DETI will be delivered by the National Composites Centre (NCC), with its delivery partners, the Centre for Modelling and Simulation (CFMS) and the University of the West of England.</p> <p>It will be an open-access, sector-agnostic, not-for-profit physical entity using existing infrastructure at the NCC and CFMS at the Bristol and Bath Science Park (BBSP) and other facilities in Bristol's northern fringe.</p> <p>It will be a focal point for industry, researchers, educators and technology providers to co-create new tools, techniques and methods which will transform key aspects of advanced engineering and systems integration in the UK.</p>				Conditions of Approval	<p>a) Detailing the project work packages and their outputs</p> <p>b) Confirmation that all match funding is in place.</p> <p>c) Finalising the Monitoring and Evaluation Plan</p>

Record of Approval

WECA S151 Officer		WECA Committee	
Name	Malcolm Coe	Date of Meeting	31 January 2020
Date	20 January 2020	Decision	
Signature			

Appendix 8 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Local Industrial Strategy Productivity Challenge Delivery Programme	Strategic Case	<p>Despite being home to some of the highest performing multinational corporations, the UK has a particularly high proportion of less productive companies, known as the 'long tail'. Companies in this 'long tail' are typically smaller organisations, weak adopters of existing 'best practice' in management and technology, and are less likely to engage in exporting and innovative activities.</p> <p>The Local Industrial Strategy (LIS) identifies the productivity challenge as one of four key priorities, and highlights a number of projects, programmes and initiatives which align with this project, including evolving the West of England Growth Hub offer, to address it.</p> <p>The project includes a package of 8 measures to be run over a 3 year period aimed at supporting businesses to improve productivity. A further seven initiatives will be developed during this phase to assess whether they could come forward as future business cases (Business Board/Business Leadership, Technology Adoption Programme, SME Public Procurement Support, Good Employment Standard, Improving Resource Efficiency, Equity Investment Activity and Thrive West)</p>	Funding Source(s)	Investment Fund
Scheme Promoter	WECA	State Aid	The elements of the package are generally considered to be non-economic activity however some grant may be given as aid under de minimis provisions. The value of support received by SME will be small scale but recipients will need to confirm that they have not received state aid (including any funds from this project) that exceed €200,000 over a three-year period.	Approval Requested	Full Business Case

Date of Submission	13/11/19	Economic Case and Value for Money	<p>It is forecast that 3,065 distinct businesses will have received enough interventions and have acted on them to qualify as having gained measurable impact. Of these businesses, it is expected that 80% will lift their individual productivity by 1% per year, and 20% by 2% per year.</p> <p>The impact on the economy of these businesses achieving this improvement has been estimated based on the relative size of the businesses covered by the programme, yielding an increase in the region's overall productivity growth rate from 0.1% to 0.15%, generating a GVA uplift of £8.35m per year, or £25.42m compounded over three years. In addition, an estimated 275 new jobs will be created, delivering a further £14.66m GVA, making a total of £40m GVA over 3 years. Comparing this to the cost of the intervention gives a return per £ of £7.93.</p> <p>A letter has been provided by the WECA Head of Business and Skills which confirms the project offers value for money in terms of generating social value, supporting economic growth and in making that growth clean and inclusive.</p>	Grant Award	£2.737m
Funding Requested	£2.737m (profiled £13k 19/20, £1.334m 20/21, £721k 21/22 and £669k 22/23)				
Total Scheme Cost	£5.056m (£2.354m Internal Staff; £430k Consultants; £2.052m Contracted to UAs; £220k Other)	Risk	<p>There is no specific allocation for risk within the costings.</p> <p>A risk register has been provided which includes high level risks including consideration of risks for individual package elements. This appears adequate at this stage but should be developed and extended as the project moves into delivery.</p> <p>Match funding is identified from a number of sources but it should be confirmed that this is all secure.</p>	Grant Recipient	N/A

Match Funding %	46%	Delivery	<p>The project has been designed to be delivered in the WECA area. However, there is an aspiration to deliver the full programme across the entire West of England including North Somerset. However, for North Somerset Council to participate in the programme they would need to buy-in to it.</p> <p>A set of project milestones has been provided but this should be developed as a project plan embracing all the implementation and development elements.</p> <p>The Monitoring and Evaluation Plan should be refined to ensure post project evaluation maximises the opportunity to learn lessons regarding the effectiveness of the individual components and the package as a whole.</p>	Payment Basis	N/A
Scheme Description				Recommendation to WECA Committee	Approval subject to conditions
<p>The project includes a package of eight key measures:</p> <p>Enhanced Growth Hub – increasing the capacity and competency of Navigator staff resource to ensure the package is fully exploited.</p> <p>Mentoring for Growth - Mentors from leading firms will be matched with SME owners to enhance performance by improved leadership practice.</p> <p>Productivity through People – Support to cohorts of SME leaders through an intensive 12-month programme to transform working practices and productivity.</p> <p>Collaboration Networks –a suite of peer to peer activities and content to share experience, good practice, stories of growth and advice</p> <p>Universal Business Support – to allow a broad range of complementary business support products to be delivered locally, meeting a diverse range of business needs, and branded and coordinated as West of England Growth Hub activity.</p> <p>Active Export Support – Working with to DIT to develop a close working relationship with the existing International Trade Advisor network to explore opportunities for bi-lateral activities across investment and trade.</p> <p>IP Support for SMEs – Deployment of expert resource embedded within the Growth Hub, part-funded by the UK Intellectual Property Office</p> <p>Benchmarking and Diagnostic Tools – A free to use SME self-diagnostic tool that will be embedded in the Growth Hub portal to enable SMEs to benchmark productivity and management practices with industry level comparisons.</p>				Conditions of Approval	<p>a) Confirmation of all match funding including the role of North Somerset Council</p> <p>b) Development of a detailed project plan</p> <p>c) 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>	31 January 2020
<i>Date</i>	20 January 2020	<i>Decision</i>	
<i>Signature</i>			

Appendix 9 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Whitfield Tabernacle Stabilisation Works	Strategic Case	<p>Whitfield Tabernacle is a Grade-I Listed Building situated just off Kingswood High Street and within a Conservation Area. The Tabernacle is at risk of collapse and the condition is described as 'very bad' with a 'Priority Category A' on Historic England's At Risk Register.</p> <p>This scheme seeks to secure the long-term future of the Tabernacle as a stabilised structure that can be opened up to the public as something closer to the heritage asset in line with its status.</p> <p>Kingswood has been announced as one of just 50 candidates for the Government's Future High Streets Fund. Proceeding swiftly to stabilisation will also allow the Tabernacle to be subject of advanced consideration as a shovel-ready scheme.</p> <p>The proposal, and particularly the wider project it helps enable, aligns with the proposed Love Our High Streets criteria (subject to approval at the January WECA Committee) related to '<i>strengthened and re-imagined high street cultural and heritage assets which are a focal point for the community</i>'. There is also fit with the Local Industrial Strategy aim '<i>to maximise assets, to support the development of sustainable, thriving places that offer opportunities and enhance the quality of life for communities</i>'.</p>	Funding Source(s)	Investment Fund

Scheme Promoter	South Gloucestershire Council	State Aid	<p>It is reported that in the event that the Trust could a) be deemed to be involved in economic activity (such as charging an entry fee to the building, or b) be deemed to be receiving an advantage that they could not get from the market, then in any event, this funding award is clearly within the General Block Exemption Regulation as aid for culture and heritage conservation.</p> <p>This is accepted by WECA recognising the State Aid risk lies with the Council and this will be set out in the grant offer letter.</p>	Approval Requested	Full Business Case
Date of Submission	29/11/19	Economic Case and Value for Money	<p>The economic case focuses on the GVA benefits from 1 FTE gross (0.74 net) persisting for 5 years and the amenity benefit from bringing this derelict land into use. When costs and benefits are expressed at current prices this equates to a BCR of 1.05 : 1.</p> <p>Considering the impacts on employment together with land and amenity values for the full restoration (including these stabilisation works), which is the subject of the funding submission to MHCLG, provides a core BCR of 2.3 : 1.</p> <p>A letter has been provided by South Gloucestershire Council's S151 officer which confirms this project represents value for money.</p>	Grant Award	£682,000
Funding Requested	£682k (Investment Fund profiled £25k 19/20 and £657k 20/21)				
Total Scheme Cost	£692k (£10k Internal Staff; £15k Consultants; £10k Urgent works; £657 Stabilisation Works)	Risk	<p>There is no specific allocation for risk within the costings.</p> <p>A high level risk register has been provided which identifies 6 risks. This should be developed to better reflect the specific risks around the stabilisation works themselves prior to their commencement.</p>	Grant Recipient	South Gloucestershire Council

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Match Funding %	1%	Delivery	The project requires Listed Buildings Consent for which an application is planned in January and resolution in March. The stabilisation works are planned to commence in April 2020 and complete in April 2021.	Payment Basis	Quarterly in arrears on defrayed expenditure
Scheme Description				Recommendation to WECA Committee	Note approval by the WECA Chief Executive in consultation with the West of England Chief Executives
<p>This scheme seeks to secure the long-term future of the Whitfield Tabernacle as a stabilised structure that can be opened up to the public as something closer to the heritage asset that its status merits.</p> <p>The scheme will stabilise the walls, provide a roof and a solid, safe base, and enable the connections to services such that it can function as a visitor attraction and a cultural event space. Alongside the development of the nearby Masters Church for apartments, this will help facilitate the revitalisation of the Conservation Area and restore this asset as part of a new offer for Kingswood High Street.</p> <p>It is planned the stabilisation works will demonstrate the potential for a full restoration project which is the subject of the Council's submission to the next phase of the Future High Streets Fund, for which this project represents match funding.</p>				Conditions of Approval	Securing listed buildings consent

Record of Approval

WECA S151 Officer		WECA Chief Executive	
Name	Malcolm Coe	Date of Meeting	19 December 2020
Date	6 December 2019	Decision	Conditional approval
Signature			

Appendix 10

WECA & Mayoral Capital Programme Monitor 2017/18 to 2020/21					Funding			
	2017/18 & 2018/19 Outturn	2019/20 Budget	2020/21 + Indicative	Total	Investment Fund	Grant	RCCO	Total
	£000	£000	£000	£000	£000	£000	£000	£000
WECA Capital								
Infrastructure								
Business Case Development	1,811	5,183	2,704	9,698	9,698			9,698
Real Time Information	465	94	0	559	559			559
5G Smart Tourism	4,125	875	0	5,000		5,000		5,000
Metrowest	0	0	5,860	5,860	5,860			5,860
Cribbs Patchway Metrobus Extension	0	14,147	8,053	22,200	22,200			22,200
CPPN Cycle Links	0	125	3,000	3,125	3,125			3,125
Bristol Temple Meads Station East Entrance	0	1,250	1,250	2,500	2,500			2,500
On Bus Contactless Payment	0	418	0	418	418			418
Housing Land Acquisition Fund	0	9,000	0	9,000	9,000			9,000
Great Stoke Roundabout Improvements	0	0	2,360	2,360	2,360			2,360
	6,401	31,092	23,227	60,720	55,720	5,000	0	60,720
WECA Capital - Other								
Scheme Prioritisation/Monitoring & Evaluation	115	285	0	400	400			400
IT & Building Alterations	523	0	0	523	418		105	523
	638	285	0	923	818	0	105	923
Mayoral Capital								
Highways & Transport Grants	38,047	17,572	17,572	73,191		20,475	52,716	73,191
Pothole Action Grant	891			891		891		891
Pothole Action Grant	619			619		619		619
Pothole Action Grant	1,241	662		1,903		1,903		1,903
	40,798	18,234	17,572	76,604	0	23,888	52,716	76,604
Grand Total	47,837	49,611	40,799	138,247	56,538	28,888	52,821	138,247

Note : RCCO indicates a Revenue Contribution to Capital Outlay