

ITEM 15

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY

DATE: 20 March 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 Full Business Case for Wraxall Road Roundabout Signal Scheme and award of £5.199m subject to finalising the economic case and Monitoring and Evaluation Plan.
2. To note award of £548k of funding for the West of England Station Enhancements Project through DfT's Access for All programme and the allocation of up to £552k match funding through the Investment Fund, subject to business case.
3. To approve the Feasibility and Development Funding Application for the Bus Strategy Infrastructure Programme and award of £1.5m to progress a Full Business Case.
4. Approve the Feasibility and Development Funding Applications set out in Appendix 2 and award of £1m.
5. Delegate approval of the detailed scoping of the Strategic Rail Investment and Bus Strategy Infrastructure Programme development work to the WECA Director of Infrastructure in consultation with the Directors of the constituent Councils.
6. Approve the change request and award of £585k of Love Our High Streets funding for the Keynsham Town Centre project subject to confirmation that all funding is in place and the Monitoring and Evaluation plan is extended to cover the additional outputs/outcomes.
7. To delegate grant giving for Workforce for the Future to the WECA Chief Executive in consultation with the West of England Chief Executives.

8. To decline the request for a further £300k of development funding for the Bath College Digital and Creative Innovation Centre.
9. Approve the change requests for schemes within the current programme as set out in Appendix 3.

Background

2. 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.
3. 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.

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

	Funding Awards and Allocations £000s	
	Jan 2020	Mar 2020
Transport Infrastructure		
Approved Awards and Allocations	64,055	72,172
Associated 'tail' required to deliver all projects up to March 2023	80,790	67,491*
Total Investment in Transport Infrastructure	144,844	139,663
Housing Infrastructure		
Approved Awards and Allocations	60,320	60,320
Associated 'tail' required to deliver all projects up to March 2023	24,500	24,500
Total Investment in Housing Infrastructure	84,820	84,820
Business and Skills		
Approved Awards and Allocations	74,611	74,895
Associated 'tail' required to deliver all projects up to March 2023	17,904	22,804*
Total Investment in Business and Skills Infrastructure	92,515	97,699
Opportunities and Challenges / Other		
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

*The Somer Valley Enterprise Zone and Infrastructure projects have been combined and included under the Business and Skills theme which has reduced the Transport Infrastructure 'tail' by £4.9m with an equivalent increase in Business and Skills.

4. 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.

Thematic Update

Transport

Scheme in Development

Bus Strategy Infrastructure Programme

5. At WECA Committee in July 2019, £200k was allocated to the bus infrastructure programme to support the recruitment of a Senior Project Manager and the approach to bus infrastructure delivery planning including; completion of the Bus Strategy and associated consultation, and establishment of an integrated programme. Now that a programme is in development, a [Feasibility and Development Funding Application](#) has been submitted by WECA seeking further funding of up to **£1.5m** to progress prioritised programmes including; the A37/A4018 corridor, and Bristol city centre interventions, as an example, to Outline Business Case which can be accommodated from the 'tail' of funding for this project.

Recommendation to approve the Feasibility and Development Funding Application for the Bus Strategy Infrastructure Programme and award of £1.5m to progress priority programmes.

6. All work has been prioritised in support of the effective delivery of the Joint Local Transport Plan 4, aspirations set out in the Bus Strategy and the emerging integrated programme. The detailed scope of these activities is to be signed off by WECA Director of Infrastructure in consultation with West of England Directors.

Schemes in Delivery

A4174/ Wraxall Road Roundabout Signal Scheme

7. Following the award of development funding in October 2017 and the approval of an Outline Business Case in February 2019, a Full Business Case has now been submitted by South Gloucestershire Council for the A4174/Wraxall Road Roundabout Signal Scheme. This Business Case seeks **£5.199m** above the £1.688m already awarded (total scheme cost including match funding £6.983m). The scheme cost has increased by £97k since Outline Business Case stage and in line with the agreed Investment Strategy these costs are being met by the Council. The project will involve the modification of the existing uncontrolled roundabout layout to a fully signal-controlled arrangement to address the significant levels of congestion at this junction, especially during evening peak times, which is forecast to become more severe in the future. The Scheme Assessment Summary Table is shown in Appendix 4 and the Full Business case is published on the WECA [website](#).

Recommendation to approve the Full Business Case for the A4174/Wraxall Road Roundabout Signal Scheme and award of £5.199m subject to finalising the economic case and Monitoring and Evaluation Plan.

West of England Station Enhancements Project

8. In October 2019 WECA submitted a bid to the Department for Transport's (DfT's) Access for All Mid-Tier Programme for the West of England Station Enhancements project. This was for a package of measures for local stations across the West of England rail network focusing on

improvements to wayfinding to and from and within the stations, seating, branding and shelters. The stations included were Freshford, Lawrence Hill, Nailsea & Backwell, Parson Street, Patchway, Severn Beach, Stapleton Road and Yate. The total project cost is £1.1m with the Access for All bid for £548,000 and a call of up to **£552,000** of match funding through the Investment Fund (from within the tail for Rail Investment), subject to business case. In February confirmation was received from DfT that funding has been awarded in full with delivery over 2020/21 to 2021/22.

Recommendation to note award of £548k of funding for the West of England Station Enhancements Project through DfT's Access for All programme and the allocation of up to £552k match funding through the Investment Fund, subject to business case.

Housing (and High Streets) Infrastructure

Keynsham High Street

9. Bath and North East Somerset Council was successful in a £1.1m bid for Keynsham Town Centre from Historic England's High Street Heritage Action Zone (HSHAZ). A change request has been made to integrate this project with the LGF funded Keynsham High Street improvements and to draw on £585k from the Love Our High Streets Fund. This would enable these projects to be fully integrated into a £3.807m programme with funding from HSHAZ, LGF, Love Our High Streets and £623k from B&NES/Keynsham Town Council and also to address cost pressures on the LGF funded scheme. The proposal has been tested against the approved Love Our High Streets criteria and the funding can be accommodated from within the approved allocation.

Recommendation to approve the change request and award of £585k of Love Our High Streets funding for the Keynsham Town Centre project subject to confirmation that all funding is in place and the Monitoring and Evaluation plan is extended to cover the additional outputs/outcomes.

Business and Skills

Workforce for the Future

10. Workforce for the Future (WFTF) is an £8m programme funded through the European Social Fund (ESF) and the WECA Investment Fund for which a Full Business Case was conditionally approved by the WECA Committee in July 2019. The project seeks to enable businesses with existing and known future skills gaps and needs to address these through the provision of an extensive advice, support, and management network. A condition to the full approval was securing the ESF funding and this has now been met, with confirmation received from DWP on 6 February 2020. Following this the programme was opened on 10 February to receive bid submissions against the first call by 6 April 2020, with a further two calls expected across the project duration.
11. It is proposed that submitted bids are reviewed by an internal officer review panel who will assess all bids against a set scoring matrix. Summaries of the bid assessments will then be taken through to the Skills Advisory Panel, where guidance on the merit of each bid will be sought, in particular the strategic fit, contribution to addressing known skills needs/gaps and confirmation that the bid is not duplicating efforts of other initiatives underway in the region. Following this, recommendations on which projects should be supported will be taken through to the CEO meetings with a delegation sought from the Committee to consider the recommendations and award the grant.

Recommendation to delegated grant giving for Workforce for the Future to the WECA Chief Executive in consultation with the West of England Chief Executives.

Changes to Schemes within the Current Programme

12. 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.

13. A request has been received from Bath College seeking a further £300k through the Investment Fund to address identified cost pressures in progressing the Digital and Creative Innovation Centre project development to RIBA stage 3 design taking the overall costs of this work up to £701k. Given the costs of this project stage and the project overall have increased, and with the Local Growth Fund being fully committed and time limited, there is no identified funding source to meet the expected £9.1m capital costs of implementation. Therefore, it is proposed this request is not supported and that funding of this project ceases.

Recommendation to decline the request for a further £300k of development funding for the Bath College Digital and Creative Innovation Centre.

Consultation

14. 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

15. 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

16. 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.
17. 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

18. 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.
19. 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.
20. 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.
21. 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

22. 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.
23. 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.
24. 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

25. 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

26. 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.

27. 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

28. 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

29. 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: A4174/Wraxall Road Roundabout Signal Scheme

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)**

	Jan 2020	Mar 2020
Feasibility Studies		
Southern Orbital	155	155
Mass Transit Options	300	300
East of Bath Strategic Link	250	50
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	75
Strategic Rail Investment	-	250
Improving Access to Bath from the East	-	200
Business Case Development		
WECA Housing Growth Mitigation Outline Business Cases	1,600	1,600
A37 to A62 Improvements - Somer Valley EZ	280	-*
Hicks Gate Roundabout	460	460
MetroWest Phase 2	11,063	11,063
Charfield Station	1,200	1,200
Yate Park and Ride	300	300
Strategic Park & Ride	500	500
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
Metrobus Consolidation	-	300
Manvers Street Regeneration	-	250
Bus Strategy Infrastructure Programme	200	1,700
West of England Station Enhancements Project	-	552
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	416	416

Great Stoke Roundabout Improvements	2,909	2,909
Wraxall Road Roundabout Improvements	1,688	6,887
Transport Infrastructure: Total of all Awards and Allocations:	63,980	72,172
Associated 'Tail' for Approved Schemes in Development	80,864	67,491
Total	144,844	139,663

*Project combined within Somer Valley Enterprise Zone and Infrastructure and shown in Business and Skills theme.

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

	Jan 20	Mar 20
Feasibility Studies		
B&NES Pilot High Streets Programme	280	280
Bedminster High Street Improvement	275	275
Kingswood High Street Improvements	248	248
Modern Methods of Construction Pilots/Trials	150	150
Strategic Planning Shared Evidence Base	250	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	500
Masterplanning: South West Bristol	500	500
Strategic Master-planning and associated delivery	250	250
Schemes in Delivery		
Bath Riverside	8,297	8,297
Lockleaze Sustainable Transport Improvements	3,915	3,915
Whitfield Tabernacle Stabilisation Works	682	682
Allocations		
Love Our High Streets	8,495	8,495
Land Acquisition Fund	7,883	7,883
Indicative allocation in support of the £258m HIF bid	21,800	21,800
Housing Infrastructure: Total of all Awards and Allocations:	60,320	60,320
Associated 'Tail' for Approved Schemes in Development	24,500	24,500
Total	84,820	84,820

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

	Jan 20	Mar 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	20
Local CEIAG Action Research Activities	20	20
Apprenticeship Levy Maximisation	100	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 and Infrastructure	746	1,026
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	200
Centre for Digital Engineering Technology & Innovation	5,000	5,000
LIS Productivity Challenge Delivery Programme	2,737	2,737
Allocations		
Business and Skills allocation to be programmed up to 2023	18,257	18,257
Business & Skills: Total of all Awards and Allocations:	74,611	74,890
Associated Tail for Schemes in Development	17,904	22,804
Total	92,515	97,694

Appendix 2

Projects Seeking Feasibility and Development Funding

Metrobus Consolidation Package

The metrobus consolidation scheme is a package of interventions aimed at improving operational performance of the metrobus network and has been developed in conjunction with metrobus operators based on collective experience. The package will include new or extended bus priority, new bus stops, traffic signal priority and other highway amendments aimed at improving the reliability and punctuality of metrobus services. A [Feasibility and Development Funding Application Form](#) has been submitted by WECA seeking **£300,000** in 2020/21 to progress the package through to submission of Full Business Case in October 2020. The funding can be accommodated from within the tail of funding for this project.

Manvers Street Regeneration

Bath and North East Somerset Council are promoting the regeneration of Bath Quays as the City's principal new employment zone within the Bath City Riverside Enterprise Area. The next stage of this work is to enable the regeneration of Manvers Street Car Park and the wider area. On this basis a [Feasibility and Development Funding Application Form](#) has been submitted seeking **£250,000** which can be accommodated from the allocation for Strategic Transport Interventions (£190,000) and other funding calls reprofiled to 23/24 (£60,000). This funding will support two deliverables - an OBC to resolve the structural issues associated with the vaults below Manvers Street (extending from Grand Parade to Dorchester Street) in December 2020, and an Infrastructure Masterplan for that quadrant of the city centre.

Strategic Rail Investment

Within the £350m investment programme approved in July 2019 there was an assumption that funding would be required to support Strategic Rail Investment and in particular the development of a 10 Year Plan, and 25 Year Strategic Outline Business Case (SOBC) for the region, to be developed in collaboration with Network Rail. A [Feasibility and Development Funding Application](#) has been submitted by WECA for up to **£250,000** to support the delivery of a 10 Year Plan and 25 Year SOBC, including the following activity:

- Project Management and delivery of a 10 Year Plan for Rail investment to be delivered for approval at WECA Committee, December 2020
- Work to commission the 25 Year SOBC, including delivery of Phase 1 of that exercise, scoping all options for review with the completion of the SOBC by March 2022.

Network Rail will also be allocating resources to this programme. The detailed scope of these activities is to be signed off by WECA Director of Infrastructure in consultation with West of England Directors.

Improving Access to Bath from the East

The need to reduce the number of car trips into Bath from the east has been a long standing aim and is identified in the Local Plan and the draft Joint Local transport Plan 4. A [Feasibility and Development Funding Application](#) has been submitted by Bath & North East Somerset Council seeking **£200,000** to assess the feasibility of a Chippenham to Bath, West of England Style metro bus offer with local Park and Rides, linked bus services and cycle routes. The study will also consider options for the service to serve local towns and villages along the route with linkage to other key destinations and key sites in Bath such as the Royal United Hospitals and University. The output of this work will be an options assessment and final report in October 2020. The funding can be accommodated from the tail of funding for bus infrastructure improvements.

Appendix 3

Change Requests for Schemes within the Current Programme

- **MetroWest Phase 2**
Milestones: Milestones under review.
Spend: Reprofiting of £3.062m from 19/20 to 20/21 [Revised capital profile £152k 19/20, £1.911m 20/21 and £3.062m 21/22, total £5.125m].
- **Cribbs Patchway New Neighbourhood Cycle Links**
Milestones: Delay of 3 months for completion of the Hayes Way Cycle Path and 2 months for completion of the project overall (to Mar 21).
Spend: Reprofiting £653k from 2019/20 to 20/21 [Revised profile £494k 19/20 and £2.631m 20/21].
- **A420 to Bath Highway Improvements**
Milestones: 10 months delay to submission of Full Business Case (to Sep 21).
Spend: Reprofiting £91k from 19/20 to 20/21 [Revised profile £109k to 19/20 and £91k 20/21, total £200k].
- **Somer Valley Transport and Development**
Milestones: Delays to interim milestones and 9 months delay to completion of off site infrastructure (to Aug 22) and 8 months for on site infrastructure (Aug 23).
Spend: Reprofiting £126k from 19/20 to 20/21 [Revised profile £304k 19/20 and £722k 20/21, total £1.026m].
- **HIF Bristol Temple Meads to North Keynsham Strategic Growth Corridor OBC**
Milestones: Delay of 12 months for approval of bid (to Sep 20).
Spend: Reprofiting of £242k from 19/20 to 20/21 [Revised profile £742k to 19/20 and £242k 20/21, total £1m].
- **HIF Outline Development Work**
Milestones: Delay of 2 months to a number of milestones including final milestone commence communication and engagement activities (to May 20).
Spend: Reprofiting of £1.033m from 19/20 to 20/21 [Revised profile £667k 19/20 and £1.033m 20/21, total £1.7m]
- **Mass Transit including Bath Transport Study and Movement Study** – reprofiling of £20k from 19/20 to 20/21 [Revised profile £180k 19/20 and £1.32m 20/21, total £1.5m]
- **Wraxall Road Roundabout Signal Scheme** – reprofiling of £1.063m from 19/20 to 20-/21 [Revised profile 19/20 £535k]
- **Hicks Gate Roundabout**
Milestones: Delay of 10 months for submission of Full Business Case (to Oct 21).
Spend: Reprofiting £113k from 19/20 to 20/21 [Revised profile £347k to 19/20 and £113k 20/21, total £460k].

- **Bedminster High Street** - additional match funding of £60k secured from Bedminster BID and the 5 landowners/developers for development of a draft Masterplan for Bedminster Town Centre
- **High Streets B&NES Pilots**
Milestones: 3 months delay to completion of pilots (to Jun 2020)
Spend: Reprofiting of £122k from 19/20 to 20/21 [Revised profile £158k to 19/20 and £122k 20/21, total £280k]
- **Cultural Strategy**
Milestones: 4 months delay to publication of strategy and 1 month to completion overall (to May 20).
Spend: Reprofiting of £14k from 19/20 to 20/21 [Revised profile £37k to 19/20 and £13k 20/21, total £50k]
- **Charfield Station**
Milestones: Delay of 2-3 months to interim milestones and 2 months to final milestone (to Mar 2021).
Spend: Reprofiting of £245k from 19/20 to 20/21 [Revised profile £375k to 19/20, £812k 20/21 and £13k 21/22, total £1.2m]
- **Winterbourne/Frampton Cotterell Bypass and Coalpit Heath/ Westerleigh Bypass** - reprofiting of £103k from 19/20 to 20/21 [Revised profile £310k to 19/20 and £103k 20/21, total £413k]
- **West of England Institute of Technology** - delays to interim milestones of up to 6 months with no impact on completion (Mar 2021).
- **Bristol Temple Meads Eastern Entrance** - reprofiting of £261k from 19/20 to 20/21 [Revised profile £470k 19/20, £1.6m 20/21 and £430k 20/21, total £2.5m]
- **Strategic Park & Ride**
Milestones: one month delay to Option Assessment Report (to Jul 20) and three months to Outline Business Case (Dec 20).
Spend: Reprofiting £300k from 19/20 to 20/21 [Revised profile £50k 19/20, £300k 20/21 and £150k 21/22].
- **Local Walking and Cycling Infrastructure**
Milestones: A three month delay to the production of the Outline Business Case (to Apr 20).
Spend: Reprofiting of £75k from 19/20 to 20/21 [Revised profile £25k 19/20 and £75k 20/21, total £100k].
- **Visitor Economy** - Reprofiting £8k from 19/20 to 20/21 [Revised profile £92k to 19/20 and £8k 20/21, total £100k].
- **Regional Tourism Pilot** - Reprofiting £70k from 19/20 to 20/21 [Revised profile £10k 19/20 and £70k 20/21, total £80k].

- **Contactless On Bus Card Payment** – Bringing forward £70k of funding from 20/21 to 19/20 [Revised profile £319k 19/20 and £97k 20/21].
- **Strategic Masterplanning** – Delay of 3 months for development of work programme (to Mar 20) and 5 months for recruitment of lead (Apr 20).
- **Yate Urban Living Opportunity Area** – Reprofile of £160k from 19/20 to 20/21 [Revised profile £40k 19/20, £400k 20/21 and £60k 21/22, total £500k].
- **Workforce for the Future**

Milestones: Delay of 5 months to award of grant to successful consortia (to May 20) and commence delivery (Jun 20) and 3-4 months for subsequent milestones including completion (Jul 23).

Spend: Reprofile of £410k from 19/20 to 20/21 [Revised profile £2.186m 20/21, £1.435m 21/22 and £379k 22/23, total £4m].
- **Integrated Smart Ticketing** – Reprofile of £10k from 19/20 to 20/21 [Revised profile £70k 19/20 and £230k 20/21, total £300k].
- **Energy Strategy**

Scope: Revised scope to include delivery of initiatives that will have an immediate effect on the reduction of emissions and creation of a resilient energy system. Monitoring and evaluation arrangements to be finalised.

Spend: Reprofile of £250k from 20/21 to 21/22 [Revised profile £120k 20/21 and £130k 21/22, total £250k].
- **START (formerly Working Well Institute)** - 3 months delay to final milestone of operational model (to Feb 20).
- **Talent Institutes** - Reprofile £8k from 19/20 to 20/21 [Revised profile £12k to 19/20 and £8k 20/21, total £20k]

Appendix 4 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	A4174/ Wraxall Road Roundabout Signal Scheme	Strategic Case	<p>Wraxall Road Roundabout is located on the A4174 Avon Ring Road in South Gloucestershire south-east of Kingswood and north-west of Cadbury Heath. The northern and southern arms of the roundabout are the dual carriageway A4174. The side-road arms of Wraxall Road Roundabout are Wraxall Road to the west and Tower Lane to the east.</p> <p>This junction currently experiences congestion during weekday peak hours, particularly during the evening peak, and is forecast to experience severe congestion in future. The A4174, which passes through the roundabout, is a key strategic route providing a link between the A4 and Bath in the south to the M32 and the M4. The route also provides access to new housing and employment areas such as the Bristol and Bath Science Park.</p> <p>This scheme forms part of a Major Route Network proposal submitted to DfT embracing a number of junctions on the A4174 and forms the required 15% local contribution to the works.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	South Glos Council	State Aid	The scheme will provide open access public infrastructure.	Approval Requested	Full Business Case

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Date of Submission	10/1/20	Economic Case and Value for Money	<p>The scheme presents a BCR of 4.9 representing 'very high' value for money.</p> <p>No modelling for the Inter Peak period has been undertaken and given lower flows during this period it is likely that the scheme will result in disbenefits for some users (due to introduction of signalisation). The final value money statement should be updated to reflect this and be reported to a future Committee.</p> <p>Based on the proportions in the 2014 SGC Infrastructure Delivery Plan it is estimated that local highway improvements represent 30% of the infrastructure requirement to unlock job and housing growth in the vicinity of the junction. On the basis this scheme represents the only such improvement it is estimated the scheme unlocks 51 gross new jobs and 224 dwellings.</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>	Grant Award	£5.198m Investment Fund (beyond £1.688m already awarded)
Funding Requested	£6.887m (profiled £625k 19/20; £2.194k 20/21; £4.038 21/22 and £30k 2023+)				
Total Scheme Cost	£6.983m (Design £500k; Project Management £448k; Construction £4.475m; Risk £1.53m and Monitoring and Evaluation £30k)	Risk	<p>A Quantified Risk Assessment has been undertaken which has provided a risk allowance of £1.53m at the mean probability, 22% of the overall cost. This presents a lower level of risk budget than with other major schemes recently approved such as Cribbs Patchway MetroBus Extension and MetroWest Phase 2 where the P80 value was used. This lower risk allowance is accepted noting the risk of cost overrun sits with the Council.</p> <p>Highest rated risks include the possible requirement for additional structural works; maintaining stakeholder acceptance; restrictions on access and working methods; unknown live or abandoned utilities; and unforeseen ground conditions resulting in delay and cost increase.</p>	Grant Recipient	South Glos Council

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Match Funding %	1%	Delivery	<p>The scheme can be delivered under permitted development and no land acquisition is required.</p> <p>Match funding of £96k is to be provided by the Council.</p> <p>The construction of the scheme will be undertaken by the Council's StreetCare team.</p> <p>It is planned to start construction in July 2020 with completion in August 2021.</p> <p>An indicative programme for the various Ring Road works including all committed works, Hicks Gate and potential MRN schemes should be provided so that interrelationships and potential impact on programme can be understood.</p>	Payment Basis	Quarterly in arrears on defrayed expenditure
Scheme Description				Recommendation to WECA Committee	Approval subject to conditions
<p>The proposed scheme consists of modification of the existing uncontrolled roundabout layout to a fully signal-controlled 'through-about' arrangement. Specifically, it comprises the following elements:</p> <ul style="list-style-type: none"> • Widening of the A4174 approaches to three lanes with four lanes at entry with three lanes providing high capacity for the dominant A4174 through-traffic movement. • Provision of a three-lane highway link for A4174 through-traffic across the middle of the roundabout. • A merge on exit arrangement for A4174 through-traffic from three lanes to two over a distance of some 100m. • Traffic signals at each entry and conflict point would manage the flow of traffic safely and efficiently. 				Conditions of Approval	<p>a) Finalising the economic case</p> <p>b) 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>	20 March 2020
<i>Date</i>	9 March 2020	<i>Decision</i>	
<i>Signature</i>			