

ITEM 10

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY

DATE: 27 January 2023

REPORT TITLE: INVESTMENT FUND PROGRAMME

**DIRECTOR: RICHARD ENNIS, INTERIM ACTING CHIEF
EXECUTIVE AND DIRECTOR OF INVESTMENT AND
CORPORATE SERVICES**

**AUTHOR: PETE DAVIS, HEAD OF GRANT MANAGEMENT
AND ASSURANCE**

Purpose of Report

1. To update on the overall programme and headroom.

Recommendations:

The Committee is asked to:

1. **Approve the revised Local Growth Assurance Framework as set out in paragraph 7.**
2. **Approve the Waterspace Connected Phase 1 Outline Business Case and the award of £296k to develop the Full Business Case by November 2024, as set out on paragraph 11.**
3. **To approve the Scholars Way Outline Business Case and the award of £580k (£72k TCF and £508k CRSTS) to develop the Full Business Case by July 2023, as set out in paragraph 11.**
4. **To allocate £4.8m to the West of England Business Support Programme as set out in paragraph 12 and delegate the approval of the Full Business Case to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils, as set out in paragraph 12.**

5. Delegate the approval of the Full Business Case for the Arena Infrastructure Package and the award of up to £10.081m to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils following a report to the Programme Review Board (PRB) and subject to the PRB's unanimous recommendation to CEO's.

Voting arrangements

Decision requires majority agreement of Committee Members in attendance, or their substitutes (one vote representing each Authority) and including the West of England Combined Authority Mayor.

Background

2. As reported to the Committee in January, in order to re-establish a five-year programme, the time horizon for the Investment Fund programme has been extended by a further three years to March 2026. The total funding over the period to March 2026 amounts to £450m including overprogramming of some £40m (10% of funds unspent). The £450m of Combined Authority funding available up to March 2026 is made up of:

- £30m of Investment Fund per annum x 10 years (16/17 to 25/26) £300m
- Transforming Cities Funding (to be spent by March 2023) £103m
- One year succession to Local Growth Funding for 21/22 £7.4m
- Structured over-programming of delivery against spend £39.6m

Investment Fund Headroom

3. With the approvals made at the Combined Authority Committee meetings in September and October the headroom within the £450m Investment Fund programme to 25/26 stands at **£15.9m**. A summary of all 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, which includes the approvals proposed to this Committee. The changes through the approvals included in this report, or elsewhere on the agenda, are summarised in Figure 2. It should be noted that funding of £16.2m for schemes in the current programme (£9.96m MetroWest Phase 1 and £6.245m MetroWest Phase 2, subject to approval) extends beyond the current investment period into 26/27 and beyond and would need to be accommodated when the programme is extended into future years.

Transforming Cities Fund

4. The £80m Transforming Cities Fund element of the Investment Fund programme has a hard end date for spend of March 2023. The balance of the £103m TCF award has now been rolled into the £540m City Region Sustainable Transport programme (CRSTS) and is bound by this deadline. As reported in the Transforming Cities Fund report in December, in order to achieve full £80m

spend it is recommended that a number of new projects be included in the TCF programme. Given the approved £450m programme includes £80m of TCF these would need to be accommodated within this total, potentially drawing on the headroom. It should be noted that given £23m of the £103m of TCF funding now forms part of the CRSTS programme, the Investment Fund/TCF programme needs to be reduced by this amount. That would in effect reduce the funds available within the headroom by this sum unless schemes within the current programme are added to the CRSTS programme.

5. After allowing for previous reallocations, a balance of £12.8m remains in the programme for the delivery of the Temple Meads Eastern Entrance. Given this scheme now falls within the Bristol Quarter Regeneration Programme, funded by Homes England, these funds have been added back to the headroom. This will help accommodate the addition of new schemes to ensure full TCF spend, expected to be up to £10m, as reported in the TCF report on this agenda.

Figure 1: Summary of Investment Programme to 2026 by Priority Theme

Funding Awards and Allocations £000s	Oct 2022	Jan 23
<i>Transport Infrastructure</i>		
Approved Awards and Allocations	151,073	132,940
Associated unallocated funds	17,611	17,611
Total Investment in Transport Infrastructure	168,684	150,551
<i>Housing, High Streets and Green Infrastructure</i>		
Approved Awards and Allocations	86,881	87,601
Associated unallocated funds	719	423
Total Investment in Housing Infrastructure	87,599	88,024
<i>Business and Skills</i>		
Approved Awards and Allocations	129,320	134,193
Associated unallocated funds	18,029	17,718
Total Investment in Business and Skills Infrastructure	147,349	151,911
<i>Leverage Match Fund / Other</i>		
Funding put aside to respond to external funding opportunities	9,061	9,061
Approved CA set up, operating costs and elections up to 2026	9,768	9,768
Provision for Inflation	11,600	8,252
Provision for CRSTS (see paragraph 4)	-	23,000
Headroom	15,939	9,432
Total Investment Programme up to March 2026		
	450,000	450,000

Total Awards and Allocations post March 2026 (see paragraph 3)	-	16,203
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Provision for Inflationary Impact

6. At the Committee meeting in September it was agreed to include £11.6m within the programme to reflect the expected impact of the current high levels of inflation on the Investment Fund schemes. As set out in paragraph 11 and 15, a number of schemes report cost increases owing to inflation totalling £3.35m which will need to be deducted from this sum leaving a balance of £8.25m. This excludes any reduction for the Arena Infrastructure Package (see paragraph 13). As reported to the Committee in September as part of the Headline Assessment on Inflationary Pressures and Mitigations report, this provision is being kept under review across all programmes in consultation with the Unitary Authorities, and regular reports will be provided to the Committee, along with recommendations to make additional provision as required.

Figure 2: Summary of Funding Approvals at this Committee

Para	Project/Programme	Amount (£000's)	Change to Headroom (£000's)	Headroom Balance (m)
Position including decisions at the October Committee				15.9
-	Bristol Bridge and VMS (TCF award lower than allocation at September Committee)	135	+135	16.1
3	MetroWest Phase 1 post 25/26	9,958	+9,958	26.0
4	Funding now in the CRSTS programme*	23,000	-23,000	3.0
5	Bristol Temple Meads Eastern Entrance	12,785	+12,785	15.8
11	Waterspace Connected Phase 1	296	-	15.8
11	MetroWest Phase 2	8,845	-	15.8
11	Scholars Way Walking and Cycling Route	72	-72	15.8
11	Cycle Hangers	72	-72	15.7
12	West of England Business Support Programme	4,800	-4,800	10.9
15	A432 Multi Modal Corridor	225	-225	10.7
15	East Bristol Liveable Neighbourhood Pilot	284	-284	10.4
15	Old Market Gap	283	-283	10.1
15	A4018 Corridor Improvements	700	-700	9.4

15	Skills Connect Pilot	51	+51	9.4
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*This assumes that no schemes from the current Investment Fund programme are added to the CRSTS programme which would reduce this figure.

Local Growth Assurance Framework

- The Investment Fund, TCF and CRSTS fall within the scope of the [National Local Growth Assurance Framework](#) guidance. The way that these requirements are met in the West of England is set out in our Local Growth Assurance Framework. There is a requirement for the Combined Authority S73 officer to confirm annually by end of February that arrangements are compliant with the national guidance. The [West of England Local Growth Assurance Framework](#) has been updated to ensure it reflects changes to arrangements over the last year, including the granting of delegations and the streamlining of the business case process.

Recommendation to approve the updated Local Growth Assurance Framework

Sub-Funds

- At the Committee meeting in July 2022 it was agreed to create a window until the end of the financial year to enable any proposals to come forward seeking to access the balance of the Love Our High Streets programme, Land Acquisition Fund and Development Infrastructure Fund
- A Full Business Case for the Hanham High Street project has been submitted to draw on £394k of the £396k balance of the Love Our High Streets funding. This project will comprise public realm improvements on Hanham High Street including improved paving, cycle infrastructure, and trees, shrubbery, and planters with integrated seating. This will be alongside areas of refurbishment and enhanced signage and wayfinding. In line with the previously granted delegation, this project will be considered by the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.
- No further proposals have been received seeking to access the balance of the Land Acquisition Fund (£219k) and Development Infrastructure Funds (£3.018m).

Business Cases

- A number of business cases have been submitted seeking approval at this Committee.
 - Waterspace Connected Phase 1** – following the award of funding to support the development of a number of Green Infrastructure proposals

in 2020, an Outline Business Case has been submitted by Bath & North East Somerset Council for the Waterspace Connected Phase 1 project. WaterSpace Connected is large-scale green and blue infrastructure project which follows the River Avon corridor and aims to revitalise the river and riverside, to create a vibrant and resilient Nature Recovery Network and connected movement corridor between Bristol and Bath. Phase 1 focuses on a 3.4km stretch of the river between Keynsham Lock and Hanham Lock and will involve a number of interventions including a new footbridge across the river connected to walking and cycling routes, the creation of the 'Somerdale River Park' a 38-hectare open access wetland and pollinator friendly nature park, and a suite of ecological enhancements along the river corridor. The funding required to develop the scheme to Full Business Case by November 2024 is £457k of which £296k is sought from the Investment Fund which can be accommodated from the remaining balance of £719k earmarked for Green Infrastructure. No provision for the funding for delivery is proposed to be made at this time. The Assessment Summary Table is shown in Appendix 2 and the Full Business Case is published on the Combined Authority [website](#).

Recommendation to approve the Waterspace Connected Phase 1 Outline Business Case and the award of £296k to develop the Full Business Case by November 2024.

- **Scholars Way Walking and Cycling Route** – an Outline Business Case has been produced by Bath & North East Somerset Council for the Scholars Way scheme utilising development funding awarded in April 2021. The scheme forms the first phase of a walking and cycling route between Bath city centre, Bath University, Combe Down and St Martins Hospital and Odd Down via Mulberry Park. The interventions include new and improved on and off-road routes and crossing facilities. Funding of £580k is sought to develop the Full Business Case (being £72k TCF from the headroom and £508k CRSTS), with the delivery cost of the scheme being £2.742m which includes match funding of £107k from S106. The Assessment Summary Table is shown in Appendix 4 and the Full Business Case is published on the Combined Authority [website](#).

Recommendation to approve the Scholars Way Outline Business Case and the award of £580k (£72k TCF and £508k CRSTS) to develop the Full Business Case by July 2023.

- **MetroWest Phase 2** - as set out elsewhere on this agenda a Full Business Case has been produced seeking the award of £13.663 of funding (£2.6m beyond that previously awarded) for phase 1 of the project which will include the construction and opening of Ashley Down Station, secure planning approval for North Filton and Henbury stations and tender detailed design and construction works. The £2.6m is to be met from the inflationary provision allowed for in the programme. A further allocation of £6.245m from the Investment Fund is proposed for the delivery of the remaining elements of the scheme. The Assessment Summary Table is

shown in Appendix 3 and the Full Business Case is published on the Combined Authority [website](#).

- **Cycle Hangers** - as set out in the Transport report on this agenda, a Full Business Case has been submitted for the Bristol Cycle Hangers project which will deliver 28 secure cycle hangars across 16 sites, each with a capacity to store at least six standard pedal cycles. The value of the scheme is £220k which would utilise £148k underspend from the £289k of preciously awarded development funding, and £72k of additional TCF funding. The project will see the introduction of cycle hangars on City Council owned land by March 2023. The Assessment Summary Table is shown in Appendix 9 and the Full Business Case is published on the Combined Authority [website](#).

West of England Business Support Programme

12. A Full Business Case for a West of England Business Support Programme is in development, co-designed between the Combined Authority and Unitary Authorities. The Business Case sets out a range of new measures to support our businesses through extremely challenging economic times and to address long standing issues of plateauing productivity. The total costs for the project over three years of delivery are £8.5m with £3.7m match funding coming from existing allocations (UKSPF and Regional Recovery) with an additional £4.8m sought from the Investment Fund headroom. The project will deliver some 370 new jobs (FTEs), 260 business start-ups, and a net GVA uplift of £18m.

To allocate £4.8m to the West of England Business Support Programme and delegate the approval of the Full Business Case to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

Arena Infrastructure Package (AIP)

13. Following the approval of the Outline Business Case in July 2022, at the October Committee an allocation of £6.637m was made for the delivery of the AIP scheme (beyond the £750k development funding previously awarded). The project includes walking and cycling improvements on four routes including segregated cycle provision, widened footways and signage and wayfinding, together with a package of traffic management improvements involving new and upgraded signals, relocating bus stops and traffic management systems. Since the approval of the Outline Business Case the costs of the scheme have increased owing to inflation levels above those previously allowed for, a significant increase in the cost for utilities and other increases in construction and project management costs. The current forecast is £10.081m (beyond the £750k award) an increase of £3.444m above the allocation agreed at the Committee meeting in October 2022. After further review of the Full Business Case and consideration of the increased cost though the Programme Review Board, it is proposed the Full Business Case is considered through a delegation to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent

Councils after a review by the Programme Review Board given the significant proportional increase in costs since the October 2022 Committee decision.

Recommendation to delegate the approval of the Full Business Case for the Arena Infrastructure Package and the award of up to £10.081m to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils following a report to the Programme Review Board (PRB) and subject to the PRB's unanimous recommendation to CEO's.

future4WEST

14. Work on the Strategic Outline Case for future4WEST progresses and an update will be provided to the Committee in March.

Change Requests

15. The following projects within the Investment Fund programme seek changes to their funding as set out in the Delivery Assurance report on this agenda:
 - **A432 Multi Modal Corridor** – increase of £225k swapped from CRSTS to be met from the headroom.
 - **Midsomer Norton High Street Market Square Project** – increase of £200k to be met from the provision for inflation.
 - **Somer Valley EZ Highways & Development** – increase of £311k from the funds earmarked for this project.
 - **East Bristol Liveable Neighbourhood Pilot** – increase of £284k to be met from the headroom.
 - **Old Market Gap** – award of £283k to be met from the headroom.
 - **A4018 Corridor Improvements** – increase of £700k provided from the headroom.
 - **South Gloucestershire Sustainable Transport Package** – additional £510k to be met through the provision for inflation in the programme.
 - **Careers Hub** – increase in cost of £38k as a result of increased staff costs to be met from provision for inflationary pressures.
 - **Skills Connect Pilot** - reduction in total funding of £51k as the business case has been produced earlier than anticipated.

Together these projects would reduce the headroom by £1.44m bringing the total available to **£9.4**.

Delegated Decisions

16. The following decisions related to funding through previously agreed Investment Fund allocations have been taken since the last report.

- **Regional Recovery and Adaptions Fund**

At the Committee meeting in April 2022, a further £5m was added to the Regional Recovery and Adaptions Fund and the approval of applications or business cases was delegated to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

Skills Connect and Priority Skills Fund – this programme contains two inter-related elements which will strengthen the employment and skills system raise its visibility and simplify access to it. The [Full Business Case](#) and funding of £3m was approved through the granted delegation in November.

South Gloucestershire High Street Catalyst – a Feasibility and Development Funding [Application](#) has been produced by South Gloucestershire Council for £225k of funding from the High Street Renewal Catalyst programme for their Phase 2 activities which was approved in September 2022. The proposal builds on Phase 1 activities delivered by the Council, including the 'Welcome Back Fund' and 'Help Us Thrive' grant funding; creation of a business network on every high street with a new e-commerce facility for all traders; and an online trading community for promotions and events. Phase 2 will build on this work to ensure high streets remain vital and viable attractive destinations.

The Regional Recovery and Adaptions Fund agreed at the Committee in January 2022 included a High Streets Recovery and Adaptions Package to allocate additional investment to help high-streets adapt over the medium-to-longer term. To set an appropriate context for this package and establish strategic parameters to help the region effectively maximise the benefits of existing funded delivery, whilst positioning for new investment opportunities, funding of £25k was agreed to undertake a High Streets Strategic Review, which has been completed.

- **Bath Quays Walking and Cycling Links** – this project involves a package of measures on the A367 Green Park Road, A36 Lower Bristol Road, Claverton Street and Churchill Bridge Gyratory and Churchill Bridge in Bath. The interventions include new and improved crossings, the redesign of bus stops to accommodate cycle infrastructure, footpath widening and segregated bidirectional cycle lanes. In line with the delegation to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils, the Outline Business Case for this scheme was approved in September 2022, with the award of £286k to develop the Full Business Case with the allocation of £1.824m (£309k TCF,

£1.1m Investment Fund and £415k CRSTS) for the delivery of the scheme. The Assessment Summary Table is shown in Appendix 5.

- **Yate Spur Phases 5 and 6** – this project will form the final section of the route to complete a continuous walking and cycling route between Yate and the east fringe of Bristol. Phase 5 (Westerleigh Road to Nibley Lane) will see the provision of a new off-road shared use path, running parallel and immediately adjacent to the railway line, and phase 6 (Rail bridge to Rodford Way Roundabout) will provide a shared use path under the railway bridge. In line with the delegation to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils, the Outline Business Case for this scheme was approved in September 2022, with the award of £521k to develop the Full Business Case, and the allocation of £5.244m for the delivery of the scheme (£1.422m TCF and £4.343m Investment Fund). The Assessment Summary Table is shown in Appendix 6.
- **Advanced Bus Stop Programme** – this project will see the delivery of 10 bus stops (three on the A38 in South Gloucestershire and seven on the A4 in Bath) to provide an improved customer experience, include passenger information systems, to encourage bus travel. A delegation to approve the Full Business Case was granted to the Combined Authority Director of Infrastructure in consultation with the Directors of the constituent authorities. The Full Business Case was approved through the delegation in October 2022 with the award of £576k. The Assessment Summary Table is shown in Appendix 7. Subsequently a change request was approved through delegation for an additional £480k of funding to undertake further bus stop upgrades in South Gloucestershire bringing the total to £1.056m.
- **Bristol Bridge and City Centre Variable Message Sign (VMS) Improvements** - this project includes two components - cycle infrastructure improvements and traffic signal replacements at Bristol Bridge in central Bristol and the replacement of four VMS to bring forward elements of the A37/A4018 corridor for early delivery. A delegation to approve the Full Business Case was granted to the Combined Authority Director of Infrastructure in consultation with the Directors of the constituent authorities. The Full Business Case was approved through the delegation in October 2022 with the award of £1.616m being £510k from the Transforming Cities Fund and £1.106m from CRSTS. The Assessment Summary Table is shown in Appendix 8.
- **Local Energy Advice Pilot** – at the Committee meeting in September the approval of funding applications or business cases for the remaining balance of the Green Recovery Fund was delegated to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Council. A [Feasibility and Development Funding Application](#) has been produced by the Combined Authority for £150k funding for a Local Energy Advice Pilot. The pilot aims to raise awareness and bolster the capacity of local energy advice organisations over the period to March 2023, with a report on a sustainable solution for local energy advice in the area informed

by the pilot to be produced in April 2023. The application was approved through the granted delegation in October 2022.

- **Tree Canopy Green Recovery Fund Round 1** - South Gloucestershire Council submitted a funding application for the first round of the Green Recovery Fund (GRF) in September. The Tree Canopy project will fund over 2,000 trees on council land including open spaces, verges and streets. A total of £1.131m was requested from the GRF nature recovery stream, with £696k provided as match funding. Following a process of clarification, the project was approved by the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils in November 2022. The total funding through the Green Recovery Fund Round 1 Nature Recovery and Renewable Energy programmes are set out below.

Nature Recovery:

Capricorn Quay	£480,000
Frome Valley	£1,106,377
Forest of Avon	£732,429
Somer Valley Rediscovered	£922,246
Tree Canopy	£1,131,046
Total	£4,373,098

Renewable Energy

Regional Low Carbon Delivery – Community Energy Scheme	£2,000,000
Solar Roof Installation	£569,312
Sustainable Innovative Finance Foundations For Wind Turbines (SIFFT) *	£1,551,400
Hydrogen Sustainable Transport Economy Accelerator (HSTEAA)	£900,000.00
Total	£ 5,020,712

* Note the original approval referenced two amounts, but the correct award value is included here.

Consultation

17. 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

18. All Business Case 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

19. 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 provide a risk register. All projects underway will maintain a specific risk register as part of the project management and monitoring arrangements.
20. Financial risks are managed through the process for considering cost increases as set out in the Combined Authority Investment Strategy. The overall Investment Fund and Transforming Cities Fund programme are regularly reviewed.

Public Sector Equality Duties

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 Combined Authority website.

Climate Change Implications

22. The Combined Authority's Climate Emergency Action Plan has been considered in the production of this report. Points of particular relevance have been added to this report and reviewed by the Head of Environment.

Report and advice reviewed and signed off by: Roger Hoare, Head of Environment

Finance Implications, including economic impact assessment where appropriate

23. 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 £450m available up to March 2026.
24. The Combined Authority statutory chief finance officer will determine the appropriate use and apportionment of funding between the Transforming Cities Fund and Investment Fund within the overall funding available.

25. 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 deliver benefits including creating jobs and GVA growth as well as delivering wider impacts. In line with agreed processes these FBCs are published on the Combined Authority website at the point of decision making.

Advice given by: Richard Ennis, Interim Acting Chief Executive & Director of Investment and Corporate Services (Section 73 Officer)

Legal Implications

26. 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: Stephen Gerrard, Interim Monitoring Officer, West of England Combined Authority

Land /Property Implications

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

Advice given by: Richard Ennis, Interim Acting Chief Executive & Director of Investment and Corporate Services (Section 73 Officer)

Human Resources Implications

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

Appendices:

Appendix 1 Investment Fund Programme

Appendix 2 Waterspace Connected Phase 1 Assessment Summary Table

Appendix 3 MetroWest Phase 2 Assessment Summary Table

Appendix 4 Scholars Way Walking and Cycling Route Assessment Summary Table

Appendix 5 Bath Quays Walking and Cycling Links Assessment Summary Table

Appendix 6 Yate Spur Phases 5 and 6 Assessment Summary Table

Appendix 7 Advanced Bus Stop Programme Assessment Summary Table

Appendix 8 Bristol Bridge and City Centre VMS Improvements Assessment Summary Table

Appendix 9 Cycle Hangers Assessment Summary Table

West of England Combined Authority Contact:

Report Author	Contact Details
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Appendix 1

Transport Infrastructure Projects – Awards and Allocations to 25/26 (£000s)

	Oct 2022	Jan 2023
Feasibility Studies		
A420 to Bath Highway Improvements	200	200
Bristol Temple Meads Masterplan	2,000	2,000
Winterbourne/Frampton Cotterell Bypass and Coalpit Heath/Westerleigh Bypass Study	413	413
Regional Operations Capability – Phase 1	75	75
Strategic Rail Investment	250	250
Improving Access to Bath from the East	200	200
10 Year Rail Delivery Plan Scheme Development	470	470
Bus Service Improvement Plan and Enhanced Partnership	537	537
East Bristol Mini-Holland	79	79
Business Case Development		
MetroWest Phase 2	11,203	13,943 [#]
Charfield Station	4,123	4,123
MetroWest Phase 1	15,860	5,902 ^{##}
Future 4 West	3,361	3,361
Integrated Smart Ticketing	300	300
Local Cycling & Walking Infrastructure	100	100
Manvers Street Regeneration	250	250
Bus Infrastructure Programme and Park & Ride	4,150	4,150
Bristol to Bath A4 Strategic Corridor	2,372	2,434
Bath Quays Bridge Cycle/Pedestrian links	170	1,865
Scholars Way Walking and Cycling Route	80	152
Old City and King Street	516	2,172
East Bristol Liveable Neighbourhood	428	712
Strategic Cycle Route - Thornbury to A38 via Alveston	125	125
Yate Spur Phases 5 and 6	125	5,891
Fieldings Bridge	50	50
Bath Road – Keynsham	62	-
Silver Street/Fosseway walking route	62	62
City Centre to Weston Cycle route	62	62
Concorde Way / Dovercourt Depot	400	400
Thornbury – Grovesend / Gillingstool (Phase 2)	100	100
Ring Road – Filton to MOD	145	145
Keynsham Road to Bitton	145	145

Electric Vehicles Charging Strategy	200	200
A37/A367 Sustainable Transport Corridor	500	500
Access for All Step Free Station Proposals Phases 1 and 2	500	500
Hengrove Metrobus Extension Corridor	60	60
Regional Cycle Hangers	100	100
Alveston Hill Cycleway	393	393
A432 Multi Modal Corridor	-	225

<i>Schemes in Delivery</i>		
Real Time Information System Upgrade	559	559
Lockleaze Sustainable Transport Improvements	3,915	3,915
Cribbs Patchway Cycle Links	2,856	2,856
Cribbs Patchway MetroBus Extension	26,151	26,151
Integrated Transport Authority Functions	1,000	1,000
On-Bus Contactless Bank Card Payment	416	416
Wraxall Road Roundabout Improvements	6,887	6,887
Future Transport Zone*	3,655	3,655
Bristol Temple Meads Eastern Entrance	12,785	-
Yate A432 Park and Ride	4,651	4,651
On Bus Tap On, Tap Off	1,200	1,200
Metrobus Consolidation	1,828	1,828
A4 Portway Park & Ride Expansion	942	942
Access for All Mid-Tier	468	468
Bristol Bridge Signals Junction and Car Park VMS Project	645	510
Bedminster Green Highway Improvements Project	4,130	4,130
Advanced Bus Stop Upgrade Programme	-	1,056
Arena Infrastructure Package	7,387	7,387
A4018 Corridor Improvements	-	700
Old Market Gap	-	283
Cycle Hangers	289	361
SGC Sustainable Transport Package	-	510

<i>Allocations</i>		
King Street/Old City, Bath Quays Bridge Cycle/Pedestrian Links and Yate Spur Phases 5 and 6	9,114	-
Bus Stop Upgrades	5,000	3,944

<i>Completed Projects</i>	7,169	7,169
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Total of all Awards and Allocations:	151,213	132,940
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Associated Unallocated Funds	17,611	17,611
future4WEST	13,639	13,639
Regional Operations Centre	175	175
Bristol to Bath Strategic Corridor	457	457
CRSTS Pipeline	3,340	3,340
Total	168,824	150,551

Note: * Excludes DfT funding of £24.366m.

Excludes £6.245m for MetroWest Phase 2 in period from 26/27

Excludes £9.958m for MetroWest Phase 1 in period from 26/27

Housing, High Streets and Green Infrastructure Projects – Awards and Allocations to 25/26 (£000s)

	Oct 22	Jan 23
Feasibility Studies		
B&NES Pilot High Streets Programme	250	Complete
Bedminster High Street Improvement	275	275
Kingswood High Street Improvements	322	Complete
Strategic Planning Shared Evidence Base	5,750	5,750
OPE8 Housing Enabling Fund	500	500
South Gloucestershire High Streets Catalyst Phase 2	-	225
Business Case Development		
Masterplanning: business case development	275	275
Masterplanning: North Fringe of Bristol	500	500
Masterplanning: South West Bristol	500	500
Masterplanning: Brislington and North Keynsham	250	250
Green Infrastructure	300	300
Milsom Quarter Masterplan	434	Completed
East Fringe Masterplan (including Junction 18a)	310	310
Sevenside Masterplan	270	270
Parkway Station Masterplan	320	320
Frome Gateway and Bristol City Centre Delivery Plans	800	800
HREF – South Gloucestershire Council Capacity	750	750
Temple Quarter Infrastructure Programme	2,226	2,226
B&NES Housing and Regeneration Enabling Fund	750	750
B&NES Strategic Masterplanning	1,345	1,345
Development of the strategic evidence base to inform Spatial Plan Making	900	900
Bristol Avon Flood Strategy	482	482
Chew Valley Lake Recreational Trail (Northern Section)	150	150
Bath Creative Quarter	145	145
Milsom Quarter	2,475	2,475
Western Harbour Feasibility	279	279
Bristol Harbour Place Shaping Strategy	283	283
Bristol Temple Quarter Joint Delivery Team	6,863	6,863
Waterspace Connected Phase 1	-	296
Schemes in Delivery		
Whitfield Tabernacle Stabilisation Works	682	682

North Keynsham Land Acquisition Fund	5,975	5,975
Bath City Centre High Streets Renewal Project	1,235	1,235
Bristol City Centre & High Streets Recovery & Renewal	2,920	2,920
Bottle Yard Studios - Hawkfield Business Park	11,953	11,953
Kingswood Regeneration Project	3,560	3,560
Thornbury Hospital (Land Acquisition Fund)	3,806	3,806
Common Connections	999	999
Midsomer Norton High Street Market Square	895	1,095
Bath Local Centres High Street Improvement Scheme	295	295
Hengrove Park Enabling Works	19,831	19,831

<i>Allocations</i>		
Love Our High Streets	396	396
Land Acquisition Fund	219	219
Development Infrastructure Fund	3,018	3,018
LAF and DIF Repayments*	-8,297	-8,297
<i>Completed Projects</i>	11,690	12,696

Total of all Awards and Allocations:	86,881	87,601
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Associated Unallocated Funds	719	423
Green Infrastructure	719	423

Total	87,599	88,024
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Note: Includes Bath Riverside repayment. Repayment element for Bottle Yard Studios - Hawkfield Business Park, and repayment for Thornbury Hospital site to be included.

Business and Skills Projects – Awards and Allocations to 25/26 (£000s)

	Oct 22	Jan 23
Feasibility Studies		
Visitor Economy/Regional Tourism	100	-
Cultural Strategy	60	60
CEIAG Research and Improvement Project	50	50
Building Employment and Enterprise Skills	20	20
Local CEIAG Action Research Activities	20	20
5G Logistics	179	179
Jobs Connect	200	200
West of England Post-16 Education and Skills Estate Analysis	50	50
SEND Careers Information and Guidance Collaboration Pilot	20	20
Skills Connect Pilot	336	285
HGV Driver Training Project	220	220
Cultural Compact Start-Up Investment	270	370
High Streets Strategic Review	25	25
Climate Emergency and Capacity	536	536
Local Nature Recovery Strategy	330	330
Local Energy Scheme Pilot	-	150
Business Case Development		
Somer Valley Enterprise Zone and Infrastructure	1,510	1,820
Quantum Technologies Innovation Centre+	34,974	34,974
Energy Strategy Action Planning / Climate Change Planning	250	250
I-START	850	850
The Coach House BAME Enterprise Hub	97	97
West of England Visitor Economy Recovery Project	254	254
Bath River Line - Bristol Bath Railway Path Extension	75	75
High Street Renewal Catalyst Fund	660	435
Schemes in Delivery		
Realising Talent	499	499
South West Institute of Future Technology	500	500
Business Innovation Fund	242	242
Workforce for the Future	4,171	4,171
WE Work for Everyone	1,300	1,300
Future Bright Plus	3,600	3,600

South Bristol Enterprise Support	483	483
Centre for Digital Engineering Technology & Innovation	5,000	5,000
LIS Productivity Challenge Delivery Programme	3,557	3,557
South Bristol Workspace	5,172	5,172
Reboot West	720	720
Low Carbon Challenge Fund Extension	2,243	2,243
Innovation for Renewal and Opportunity	6,317	6,317
Small Business Resilience Grant Programme	837	837
Culture and Creative Economy Recovery Fund	2,000	2,000
Digital Skills Investment Programme	2,000	2,000
Community Support Fund	1,500	1,500
Bath River Line Phase 1	1,198	1,198
Community Pollinator Fund	1,458	1,458
Careers Hub 21/22 and 22/23-24/25	1,027	1,065
Business Growth and Adaptions Fund	1,500	1,500
Business Start Up School	500	500
Retrofit Accelerator	3,000	3,000
Regional Low Carbon Delivery Programme	4,995	4,995
Hydrogen Sustainable Transport Economy Accelerator	1,300	1,300
GRF Nature Recovery Bidding Round	3,242	4,373
GRF Renewable Energy Bidding Round	2,069	2,121
Skills Connect and Priority Skills Fund	-	3,000

Allocations		
Green Recovery Fund	11,781	10,448
Retrofit Set Up Programme	200	200
Economic Recovery Measures	8,099	5,099
I-START	1,491	1,491
Albion Dock	5,000	5,000
West of England Business Support Programme	-	4,800

Completed Projects	1,234	1,234
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Total of all Awards and Allocations:	129,320	134,193
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Associated Unallocated Funds	18,029	17,718
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Somer Valley Enterprise Zone	15,203	14,893
Bath River Line	2,377	2,377
I-START	449	449

Total	147,349	151,911
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Appendix 2 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Waterspace Connected Phase 1	Strategic Case	<p>WaterSpace Connected is a large-scale green and blue infrastructure project. Following the River Avon corridor, the project aims to revitalise the river and riverside to create a vibrant and resilient Nature Recovery Network and connected movement corridor between Bristol and Bath.</p> <p>Phase 1 of the project is a 3.4km stretch of river between Keynsham Lock and Hanham Lock and the new development at Somerdale. The north side of the river is within South Gloucestershire, whilst the south is within Bath and North East Somerset.</p> <p>The project objectives are to encourage healthy and active lifestyles; to provide an opportunity for people to appreciate and connect with nature; to provide inclusive access to green and blue spaces; and to enhance biodiversity along the river corridor.</p> <p>The project has good fit with national, regional and local plans and strategies.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	Bath & North East Somerset Council	Subsidy Control	Whilst the scheme is generally non-economic in nature, further advice may need to be taken in terms of biodiversity net gain credits at Full Business Case. Funding would be provided on a clear 'no subsidy' basis.	Approval Requested	Outline Business Case

Date of Submission	8/12/22	Economic Case and Value for Money	<p>The economic case is well presented and focuses on welfare benefits through increased physical activity and reduced treatment costs, with more modest biodiversity benefits. This approach presents a Benefit to Cost Ratio of 3.8:1. A number of sensitivity tests have been undertaken which support the value for money case for the scheme.</p> <p>Further detail on the scale and type of biodiversity/nature gains should be included in the Full Business Case, even if only qualitative</p> <p>A letter has been provided by the B&NES S151 officer confirming approval of the business case and the value for money statement.</p>	Grant Award	£295,771 to develop the Full Business Case
Funding Requested	£295,771 profiled £195k 23/24 and £101k 24/25				
Total Scheme Cost	The forecast scheme delivery cost is £4.829m beyond the development phase	Risk	<p>A risk register has been provided which identifies nine key risks for the project. This should be further developed for the Full Business Case.</p> <p>10% contingency is allowed for in the development costs.</p>	Grant Recipient	B&NES
Match Funding %	35% for development phase	Delivery	<p>The new bridge will require planning consent and some land acquisition is also required to enable the scheme to be delivered.</p> <p>The completion of the Full Business Case is expected in November 2024 with construction start expected in May 2025 and completion of all elements in May 2027.</p>	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the CA Committee</i>	Approval of the Outline Business Case
Planned measures include: <ul style="list-style-type: none"> • A new footbridge over the river connecting Keynsham to Hanham, and linking into Bristol, designed for pedestrians, cyclists, and horse-riders. • A new 38-hectare river park comprising inland floodplain grazing marsh adjacent to the Somerdale development. • Upgrading a path and connections to the site. • Ecological enhancements along the river working with local landowners. 	<i>Conditions of Approval</i>	None

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Committee</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	27 January 2023
<i>Date</i>		<i>Decision</i>	
<i>Signature</i>			

Appendix 3 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	MetroWest Phase 2	Strategic Case	<p>MetroWest Phase 2 will add three stations north of Bristol Temple Meads and increase frequency on the line from Bristol to Gloucester. Two of the stations are on existing freight track along the side of the Filton Airfield.</p> <p>It is reported that the new stations included in Phase 2 will support over 8,500 new homes planned in the area, of which more than 6,000 are part of the redevelopment of the Filton Airfield</p> <p>This is the first version of the Full Business Case and seeks funding approval for Stage 1 covering Ashley Down station and new Bristol - Gloucester services.</p>	Funding Source(s)	Transforming Cities Fund/Investment Fund/Economic Development Fund
Scheme Promoter	West of England Combined Authority	Subsidy Control	The scheme is not economic in nature.	Approval Requested	Full Business Case

Date of Submission	12/12/22				
Funding Requested	<p>Stage 1 award £3.2m LGF, £13.811m EDF, £13.663m IF/TCF, total £30.674</p> <p>Full scheme allocation beyond the above £31.855 EDF and £6.245m IF, total £38.1m</p>	Economic Case and Value for Money	<p>The central case economic appraisal of the full MetroWest Phase 2 scheme forecasts an Initial BCR of 1.6 and an Adjusted BCR of 2.3</p> <p>The conclusion stated in the FBC that with the inclusion of wider economic impacts the scheme is most likely to represent High Value for Money appears reasonable. It is noted that demand associated with the Arena has not been included in the appraisal and that increased rates of housing growth in the Filton area (and other stations such as Yate) could result in higher Value for Money. In addition, the services to be provided at Stage 1 are a critical enabler for the proposed re-opening of Charfield Station.</p> <p>However, there are some limitations of the appraisal plus uncertainties in the appraisal set out in the sensitivity tests which could result in the scheme providing less than High Value for Money.</p> <p>The business case and value for money has been signed off by the CA Director of Infrastructure.</p>	Funding Award	<p>Stage 1 beyond existing awards - £13.811m EDF and £2.6m IF/TCF, total £16.411m</p> <p>Full scheme additional allocation - £31.855 EDF and £6.245m IF, total £38.1m</p>
Total Scheme Cost	<p>Stage 1 (including costs to date) £31.913m and funding for the full scheme including Stage 1 and 2 £72.613m</p>	Risk	<p>The total contingency provision across the project is £11.6m. The Network Rail and CA contingency provisions, which in total represent £11m, have been derived from a Quantified Risk Assessment.</p> <p>The Combined Authority funding required to support the additional Bristol-Gloucester services has been fixed as part of the Bristol Area Service Improvements agreement, with Great Western Railway (GWR) taking on the commercial risk for these services.</p>	Grant Recipient	N/A

Match Funding %	5%	Delivery	<p>Ashley Down station is to be constructed on the site of the previous station and as such Network Rail has permitted development rights.</p> <p>North Filton and Henbury stations are both new stations and will require full planning applications to be submitted by Network Rail to South Gloucestershire Council. For Henbury station a site-specific Flood Risk Assessment will be required to support the planning application given the Flood Zone location of the site.</p> <p>It is planned that the Full Business Case is resubmitted in January 2024 to seek funding approval for Henbury and North Filton stations.</p> <p>The Monitoring and Evaluation Plan needs to be further developed prior to scheme implementation.</p>	Payment Basis	N/A
Scheme Description			Recommendation to the CA Committee	Approval of the Full Business Case	
MetroWest Phase 2 is a programme of investment with the staged opening of three new stations at Henbury, North Filton, and Ashley Down and associated timetable changes. Stage 1 of the project includes Ashley Down station and new Bristol - Gloucester services.			Conditions of Approval	None	

Record of Approval

Combined Authority S73 Officer		West of England Combined Authority Committee	
Name	Richard Ennis	Date of Meeting	27 January 2023
Date		Decision	
Signature			

Appendix 4 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Scholars Way Walking and Cycling Route	Strategic Case	<p>This project forms the first phase of the development of the walking and cycling route from Bath Spa University to the city centre via the University of Bath and the suburbs of Combe Down and Odd Down.</p> <p>These sections will improve active travel provisions in the vicinity of Sydney Road and connect the University of Bath with St Martins Hospital/Odd Down via the Mulberry Park development</p> <p>The project aims to provide attractive, safe and usable active travel routes, clear wayfinding and signage and improved public realm. It also seeks to improve actual and perceived personal security whilst considering the needs of vulnerable road users.</p>	Funding Source(s)	Transforming Cities Fund/CRSTS
Scheme Promoter	Bath & North East Somerset Council	Subsidy Control	The scheme is not economic in nature.	Approval Requested	Outline Business Case

Date of Submission	25/11/22	Economic Case and Value for Money	<p>A monetised economic appraisal has been undertaken using the Active Mode Appraisal Toolkit (AMAT) which presents a Present Value of Benefits of £4.2m against a Present Value of Costs of £2.1m over a 20-year appraisal period. This achieves a Benefit Cost Ratio of 2.0 which corresponds to a value for money category of High.</p> <p>The central / core scenario is based on fairly conservative assumptions regarding demand response compared to other business cases that have been approved, so it appears reasonable that High Value for Money is likely to be achieved.</p> <p>A letter has been provided by the B&NES S151 officer confirming approval of the business case and the value for money statement.</p>	Grant Award	£580,300 to develop the Full Business Case including £71,700 TCF and £508,600 CRSTS
Funding Requested	£580,300 capital being £71,700 22/23 and £508,600 23/24				
Total Scheme Cost	Delivery cost estimate £2.742m beyond development stage	Risk	<p>A sum of £85k has been allowed for as contingency in the development costs.</p> <p>A Quantitative Risk Assessment (QRA) has been completed for the wider scheme. It is considered a P80 value for risk may have been more prudent (which would add some £180k to the scheme cost) given the current stage of design and costing.</p> <p>One section of the scheme will require either planning permission or a legal order via the Highways Act 1980. It is planned to secure the necessary approvals prior to the submission of the Full Business Case which presents a risk to achieving the target date of July 2023.</p>	Grant Recipient	B&NES
Match Funding %	0% for development phase	Delivery	<p>Following Full Business Case approval, it is planned to commence construction in October 2023 and complete construction in February 2024. This programme may be challenging to deliver with current unknowns such as the scale of utilities diversions.</p>	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the Chief Executives</i>	Approval of the Outline Business Case
Planned measures include: <ul style="list-style-type: none"> • Toucan crossing on Beckford Road and upgrade of Puffin crossing to a Toucan on A36 Sydney Place/Darlington St. • Toucan crossing at junction of Bathwick Hill/Copseland and improved pedestrian crossing facility on Widcombe Hill. • Upgrade of an existing off-road route through Claverton Down. • Upgrade of a zebra to parallel crossing on Claverton Down Road. • Improvements to pedestrian and cycle facilities outside Ralph Allen school and links towards Combe Down. • Segregated route through Monkton Combe School grounds avoiding North Road. • On street quiet road route through Church Road and Combe Road. • Cycle and pedestrian crossing of North Road to link into Mulberry Park. • Quiet road links with pedestrian and cycle crossings on main roads through Mulberry Park to St Martins Garden Primary School. 	<i>Conditions of Approval</i>	None

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Committee</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	27 January 2023
<i>Date</i>		<i>Decision</i>	

Appendix 5 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Bath Quays Walking and Cycling Routes	Strategic Case	<p>Bath Quays is a flagship regeneration project in the heart of the Bath City Centre Enterprise Zone which is currently being constructed and when complete will provide space for new businesses and includes a waterside park, cafes and restaurants.</p> <p>As part of the development a new pedestrian and cycle bridge has been provided connecting development sites north and south of the river. This project seeks to maximise the potential of this new river crossing by providing new and improved walking and cycling provisions connecting to it on either side of the river.</p> <p>The project shows good alignment with national, regional and local policy.</p>	Funding Source(s)	Transforming Cities Fund/Investment Fund/CRSTS
Scheme Promoter	Bath & North East Somerset Council	Subsidy Control	The scheme is not economic in nature.	Approval Requested	Outline Business Case

Date of Submission	9/8/22	Economic Case and Value for Money	Based upon the monetised economic appraisal undertaken using the Active Model Appraisal Toolkit (AMAT) the scheme achieves a Present Value of Benefits (PVB) of £6.3m against a Present Value of Costs of £1.26m over a 20-year appraisal period. This achieves a Benefit Cost Ratio of 5.00 which corresponds to a value for money category of Very High.	Grant Award	£246k to develop the Full Business Case
Funding Requested	£246,000 profiled in 22/23		This is based upon an ambitious 72% increase in cycling, but the sensitivity tests indicate that 29% uplift in cycling activity due to the scheme would be needed to generate High Value for Money (BCR of 2.0). A letter has been provided by the B&NES S151 officer confirming approval of the business case and the value for money statement.		
Total Scheme Cost	£5.756m (£551k preparation; £1.347m construction and £517k other costs)	Risk	A Quantified Risk Assessment has been undertaken and an allowance of £213k has been allowed for risk (11% of base cost) and £149k for inflation. A key dependency for the project is the Bath Quays development and ongoing engagement is taking place with the developers of this scheme to ensure the seamless tie in between the bridge and developer delivered scheme section and this project.	Grant Recipient	B&NES
Match Funding %	0%	Delivery	Full Business Case approval is expected in January with construction commencement in May 2023 and completion in August 2023.	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the Chief Executives</i>	Approval of the Outline Business Case
Planned measures include: <ul style="list-style-type: none"> • A367 Green Park Road - Segregated cycle lane in both directions; redesign of bus stops to accommodate cycle infrastructure; two new parallel crossings; and relocation of an existing crossing. • A36 Lower Bristol Road - Segregated cycle lanes in both directions; redesign of bus stops to accommodate cycle infrastructure; footpath widening for pedestrians; two new signalised toucan crossing; and widening of an existing toucan crossing. • Claverton Street - Bidirectional segregated cycle lane delivered through removal of one traffic lane between Churchill Bridge and Rossiter Road; and replacement of existing subway with an at grade toucan crossing. • Churchill Bridge Gyratory and Churchill Bridge - segregated bidirectional cycle lane removing one lane of traffic from Churchill bridge; and parallel zebra crossings are proposed across Churchill bridge. 	<i>Conditions of Approval</i>	None

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Chief Executives</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	14 September 2022
<i>Date</i>		<i>Decision</i>	Approval of the Outline Business Case
<i>Signature</i>			

Appendix 6 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Yate Spur Phases 5 and 6	Strategic Case	<p>It has been a longstanding aspiration of the Council to create linkages to Yate from the north and east fringes of Bristol. Phase 5 and 6 elements of the Yate Spur will form the final section of the route to complete a continuous walking, cycling and wheeling route between Yate and the east fringe of Bristol as well as introducing a Bridleway connecting from the existing restricted Byway in Westerleigh to the shared use path at Nibley Lane.</p> <p>The scheme objectives are to improve the experience for walking, cycling and wheeling journeys; to improve safety and accessibility along the length of the route for active mode users; and to improve local and strategic connectivity for active mode users.</p> <p>The project shows good alignment with national, regional and local policy.</p>	Funding Source(s)	Transforming Cities Fund/Investment Fund
Scheme Promoter	South Gloucestershire Council	Subsidy Control	The scheme is not economic in nature.	Approval Requested	Outline Business Case
Date of Submission	22/6/22	Economic Case and	When Level 1 impacts are considered, the scheme is predicted to achieve a BCR of 2.2, categorised as High Value for Money.	Grant Award	£520,550 to develop the Full Business Case

Funding Requested	£520,550	Value for Money	<p>Sensitivity tests identify that there is potential for the scheme to achieve a substantially higher Value for Money if the predicted uplift in cycle demand is higher than assumed in the core scenario, which could potentially be achieved with the implementation of wider policy measures, including achieving net-zero carbon emissions and other demand management measures.</p> <p>A letter has been provided by the SGC S151 officer confirming approval of the business case and the value for money statement.</p>		
Total Scheme Cost	£5.765m (£521k preparation; £3.71m construction and £1.53m other costs)	Risk	<p>A Quantified Risk Assessment has been undertaken and an allowance of £735k has been allowed for risk and £426k for inflation.</p>	Grant Recipient	SGC
Match Funding %	0% for development phase	Delivery	<p>As the Yate Spur Phase 5 and 6 segment will require land that is not part of the existing public highway, it will be necessary to use the access rights granted under the Highways Act 1980, and then subsequently for the construction stage the acquisition of the land by negotiation and agreement.</p> <p>Planning permission will also be required for the section of the scheme which diverges from the existing highway boundary</p> <p>Full Business Case approval is expected in spring 2023, with construction commencement in summer 2023 and completion in early 2024.</p>	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the Chief Executives</i>	Approval of the Outline Business Case
<p>The scheme will involve:</p> <ul style="list-style-type: none"> • Upgrading the existing path running between Rodford Way Roundabout and the rail bridge to a full width Shared Use Path (SUP). • New SUPs to complete the connection between Nibley Lane and Shire Way and up to Brockworth and Rodford Way Roundabout on Shire Way. • New one-way cycle track opposite the Brockworth junction with Shire Way to enable safe right turns into Brockworth from Shire Way. • New continuous SUP with separate grass equestrian track running adjacent to the rail line from Nibley Lane to the existing restricted byway at Westerleigh. • Upgrading the surface of the existing restricted byway at Westerleigh. • A number of new crossings. • Options for crossing a small watercourse including a footbridge or a culvert <p>The total length of the scheme will be approximately 2km.</p>	<i>Conditions of Approval</i>	None

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Chief Executives</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	14 September 2022
<i>Date</i>		<i>Decision</i>	Approval of the Outline Business Case
<i>Signature</i>			

Appendix 7 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Bus Stop Upgrades	Strategic Case	<p>It is planned to upgrade bus stop facilities to a consistent high-quality standard developed in line with metrobus branding principles, creating an improved journey experience for public transport users and incentivising use of public transport. A total of 10 bus stops will be upgraded, three in Thornbury and seven in Bath.</p> <p>The project objectives are to achieve improved customer experience and to increase modal shift towards sustainable modes along the Thornbury and Bath corridors as a result of this improved customer experience.</p> <p>The project has good fit with a number of local, regional and national policies.</p>	Funding Source(s)	Transforming Cities Fund
Scheme Promoter	West of England Combined Authority	Subsidy Control	The scheme is not economic in nature.	Approval Requested	Full Business Case
Date of Submission	2/9/22	Economic Case and	The scheme is predicted to achieve a Benefit to Cost Ratio (BCR) of 1:98. Therefore, according to the DfT Value for Money categorisation, this	Funding Award	£576,448 TCF

Funding Requested	£576,448 profiled in 22/23	Value for Money	<p>represents Medium Value for Money, however it should be noted that the BCR is close to the value categorisation of High (a BCR of 2).</p> <p>A non-monetarised qualitative assessment has been undertaken which demonstrates the project will have a positive impact on physical activity, security, and accessibility by providing attractive alternatives to private vehicle. This gives confidence the scheme could represent High value for money.</p> <p>The business case and value for money has been signed off by the CA Director of Infrastructure</p>		
Total Scheme Cost	£576,443	Risk	<p>Allowance of £75k for contingency is made within the costings.</p> <p>The improvements are generally within the highway boundary although modest land acquisition (some 24m²), will be required outside of Thornbury Health Centre Bus Stop. Whilst liaison with the NHS to reach an agreement is ongoing, if this is not possible minor changes to the bus stop design and bus shelter product selection can be implemented.</p> <p>Planning consent will be required for the two bus stops at Bath Spa University (BSU) which it is expected can be secured by the end of October. Funding drawdown for these stops will follow the consents being in place.</p>	Grant Recipient	N/A
Match Funding %	0%	Delivery	<p>The construction of the B&NES stops is expected to commence in November, with the SGC and BSU works starting in January 2023. Completion is expected by the end of March 2023</p>	Payment Basis	N/A

<i>Scheme Description</i>	<i>Recommendation to the Directors of Infrastructure</i>	Approval of the Full Business Case
<p>The exact interventions will vary depending on the standard/condition of the current bus stop facilities, but will include the following:</p> <ul style="list-style-type: none"> • Providing an upgraded shelter • Providing improved seating • Installing real time passenger information • Installing new paving • Addition of a 'green roof' • Providing cycle parking facilities 	<i>Conditions of Approval</i>	None

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Infrastructure Directors</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	27 October 2022
<i>Date</i>		<i>Decision</i>	Approval of the Full Business Case
<i>Signature</i>			

Appendix 8 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Bristol Bridge and City Centre VMS Improvements	Strategic Case	<p>The Council is currently working on proposals to improve public transport, walking, cycling and public realm along the A37/A4018 corridor in north Bristol to the city centre. This project seeks to bring forward part of this corridor for early delivery at Bristol Bridge to draw, in part, on the time limited Transforming Cities Fund.</p> <p>The scheme will support a number of the aims of the wider A37/A4018 project, which focuses on reducing car use by offering residents alternative modes of transport which are more sustainable. The wider scheme will incorporate bus priority measures, as well as cycling and walking infrastructure</p> <p>The project has good fit with local, regional and national policies.</p>	Funding Source(s)	Transforming Cities Fund/City Region Sustainable Transport Settlement
Scheme Promoter	Bristol City Council	Subsidy Control	The scheme is not economic in nature.	Approval Requested	Full Business Case
Date of Submission	3/10/22	Economic Case and	The scheme is predicted to achieve a Benefit to Cost Ratio (BCR) of 4.8. Therefore, according to the DfT Value for Money categorisation, this represents Very High Value for Money.	Funding Award	£1,615,826 being £509,755 TCF and

Funding Requested	£1,615,826 profiled £510k 22/23 and £1.106m 23/24	Value for Money	<p>This is based on an increase in cycling activity of 28% forecast for the Core Scenario. A sensitivity test has been provided which indicates that an uplift in cycling activity of 11% would result in BCR of 2.0.</p> <p>The scheme can therefore be expected to provide either High or Very High VfM.</p> <p>The business case and value for money has been signed off by the CA Director of Infrastructure</p>		£1,106,071 CRSTS
Total Scheme Cost	£1,615,826 (Preparation and Project Management £181k; Construction £888k; Other £547k)	Risk	<p>Allowance of £412k for contingency is made within the costings in addition to provision for inflation.</p> <p>All the proposed interventions are contained within the highway boundary. Therefore, neither land acquisition nor planning permission are required.</p>	Grant Recipient	BCC
Match Funding %	0%	Delivery	It is planned to complete the VMS element of the scheme in May 2023 and the cycling scheme in September 2023.	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the Directors of Infrastructure</i>	Approval of the Full Business Case
<p>The project includes two components:</p> <ul style="list-style-type: none"> • Cycle infrastructure improvements and traffic signal replacements at Bristol Bridge. • Replacement of four Variable Message Signs (VMS) in the city centre 	<i>Conditions of Approval</i>	None

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Infrastructure Directors</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	27 October 2022
<i>Date</i>		<i>Decision</i>	Approval of the Full Business Case
<i>Signature</i>			

Appendix 9 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Cycle Hangers	Strategic Case	<p>People with insufficient space to safely store a cycle are faced with an immediate barrier preventing them from starting to cycle, or from accessing more regular cycling for transport.</p> <p>A cycle hangar is a covered, lockable and secure cycle storage unit. They aim to provide a safe and affordable alternative for people who lack space in their homes to store their cycles, sheltering them from the weather and protecting them from vandalism and potential theft.</p> <p>A site selection process has been undertaken working with the City Council Housing team and a prioritised list of locations, all on Council owned land, on existing hard-standing, outside the highway boundary, has been produced.</p> <p>The project has alignment with CA and Council policies including those related to transport, tackling climate change and health. The project also helps address health inequality by prioritising people who live in some of the most deprived Super Output Areas.</p>	Funding Source(s)	Transforming Cities Fund
Scheme Promoter	West of England Combined Authority	Subsidy Control	The scheme is not economic in nature.	Approval Requested	Full Business Case

<i>Date of Submission</i>	18/11/22	<i>Economic Case and Value for Money</i>	<p>The analysis has considered several usage scenarios and sensitivity tested the impact of installing different numbers of cycle hangars, as well as the impact of reduced spaces.</p> <p>The 'conservative scenario' assumes that 50% of users are new users and cycle at average levels. This scenario returns BCRs that range from 1.99 ('medium' value for money) to 3.31 ('high' value for money).</p> <p>It is accepted that Value for Money is likely to be at least 'high' based on the range of scenarios assessed for delivery at the planned scale.</p> <p>The business case and value for money has been signed off by the CA Director of Infrastructure</p>	<i>Funding Award</i>	£219,730
<i>Funding Requested</i>	£219,730 profiled in 22/23				
<i>Total Scheme Cost</i>	£219,730 (£51k CA/BCC Project Management; £130k Cycle Hangers and Installation; £39k other costs)	<i>Risk</i>	<p>A Quantified Risk Assessment has been undertaken based on the identified risks for the project. £34k (18% of the base cost) has been allowed for as contingency in the costings.</p> <p>Given this project seeks to utilise the time limited TCF, a key risk is the delivery of the project and full spend by the March 2023 deadline.</p>	<i>Grant Recipient</i>	N/A

Match Funding %	0%	Delivery	<p>As all sites are on Council housing grounds and off-highway there are no land acquisition, planning or other consents required</p> <p>It is planned to order the cycle hangers in February and these to be supplied and installed by the end of March.</p> <p>The City Council Housing team will fully manage the cycle hangars once installed.</p>	Payment Basis	N/A
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Scheme Description	Recommendation to the CA Committee	Approval of the Full Business Case
This project will see 28 cycle hangars installed across 16 sites.	Conditions of Approval	None

Record of Approval

Combined Authority S73 Officer		West of England Combined Authority Committee	
Name	Richard Ennis	Date of Meeting	27 January 2023
Date		Decision	
Signature			