

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

**DATE: 17 MARCH 2023**

**REPORT TITLE: INVESTMENT FUND PROGRAMME**

**DIRECTOR: STEPHEN FITZGERALD, INTERIM 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 Strategic Outline Case for Bath Central Riverside and the award of £548k to develop the masterplan by March 2025, as set out in paragraph 2.6.
  2. Approve the funding application for Walking and Cycling Scheme Development for completion by March 2025 and the award of £200k as set out in paragraph 2.6.
  3. Approve the Feasibility and Development Funding application for CRSTS South Gloucestershire Council Specialist Support and the award of £670k as set out in paragraph 2.6.
  4. Approve the allocation of up to £670k for CRSTS resourcing in Bath and North East Somerset Council and delegate the approval of the detail through a Feasibility and Development Funding application to the Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the constituent Councils, as set out in paragraph 2.6.

5. Amend the approved capital programme for individual project approvals agreed at the January Committee and within this report, as set out in appendix 2.
6. To note that a provision of £4m has been set aside to manage programme risks as set out in paragraph 2.8.

### **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 / Issues for Consideration**

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:

	£m
• £30m of Investment Fund per annum x 10 years (16/17 to 25/26)	300.0
• Transforming Cities Funding (to be spent by March 2023)	103.0
• One year succession to Local Growth Funding for 21/22	7.4
• Structured over-programming of delivery against spend	39.6

#### Investment Fund Headroom

- 2.1 With the approvals made at the Combined Authority Committee meeting in January the headroom within the £450m Investment Fund programme to 25/26 stands at **£9.4m**. 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) 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

- 2.2 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 January, in order to achieve full £80m spend it is recommended that a number of new projects be included in the TCF programme. At the CA Committee meeting in September 2022, £5m

from the TCF was allocated to deliver bus stop upgrades of which £1.056m has been awarded to deliver improvements within the TCF timeframe. The balance of funding of £3.944m is returned to the headroom to help meet new calls to ensure full TCF spend.

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

Funding Awards and Allocations £000s	Jan 2023	Mar 23
<b>Transport Infrastructure</b>		
Approved Awards and Allocations	132,940	137,521
Associated unallocated funds	17,611	16,271
<b>Total Investment in Transport Infrastructure</b>	<b>150,551</b>	<b>153,792</b>
<b>Housing, High Streets and Green Infrastructure</b>		
Approved Awards and Allocations	87,601	82,262
Associated unallocated funds	423	423
<b>Total Investment in Housing Infrastructure</b>	<b>88,024</b>	<b>82,685</b>
<b>Business and Skills</b>		
Approved Awards and Allocations	134,193	140,510
Associated unallocated funds	17,718	17,718
<b>Total Investment in Business and Skills Infrastructure</b>	<b>151,911</b>	<b>158,228</b>
<b>Leverage Match Fund / Other</b>		
Funding put aside to respond to external funding opportunities	<b>9,061</b>	<b>9,061</b>
Approved CA set up, operating costs and elections up to 2026	<b>9,768</b>	<b>9,768</b>
Provision for Inflation (see paragraph 2.3)	<b>8,252</b>	<b>4,810</b>
Provision for CRSTS (see paragraph 2.2)	<b>23,000</b>	<b>23,000</b>
Programme Risk (see paragraph 2.8)	-	<b>4,000</b>
Headroom	<b>9,433</b>	<b>4,656</b>
<b>Total Investment Programme up to March 2026</b>	<b>450,000</b>	<b>450,000</b>
Total Awards and Allocations post March 2026 (see paragraph 2.1)	16,203	16,203

#### Provision for Inflationary Impact

- 2.3 At the Committee meeting in September 2022, 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. Calls on this allocation agreed at the Committee in January total £3.35m leaving a balance of £8.25m. As set out in paragraph 14, the Arena Infrastructure Package has utilised a further £3.443m on this provision which has reduced the balance to £4.8m. 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 January Committee				9.4
2.2	Bus Stop Improvements	3,944	+3,944	13.4
2.5	Land Acquisition Fund	219	+219	13.6
2.5	Development Infrastructure Fund	3,108	+3,108	16.6
2.5	Love Our High Streets	1	+1	16.6
2.6	Bath Central Riverside	548	-548	16.1
2.6	Walking and Cycling Scheme Development	200	-200	15.9
2.6	CRSTS Capacity	1,340	0	15.9
2.7	Green Recovery Fund	6,000	-6,000	9.9
2.8	Programme Risk	4,000	-4,000	5.9
2.10	Tap On Tap Off	307	+307	6.2
2.10	Bath Riverline Phase 1	101	+101	6.3
2.10	Alveston Hill Cycleway	218	+218	6.5
2.10	Portway Station	1,600	-1,600	4.9
2.11	Cycle Hangers	200	-200	4.7
2.13	West of England Business Support Programme	34	-34	4.7

### Sub-Funds

- 2.4 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

- 2.5 As set out in paragraph 2.13, a Full Business Case for the Hanham High Street project drawing on £394k of the balance of the Love Our High Streets funding was approved through delegation in February. Given that no further business cases have come forward the following balances are to be returned to the headroom in line with the previous Committee decision.

<b>Programme</b>	<b>Amount</b>
Land Acquisition Fund	£219k
Development Infrastructure Fund	£3.108m
Love Our High Streets	£1k

### Business Cases

- 2.6 A number of business cases or funding applications have been submitted seeking approval at this Committee.

- **Bath Central Riverside** – a Strategic Outline Case has been submitted by Bath and North East Somerset Council for the Bath Central Riverside project. This seeks development funding for a package of works to bring forward regeneration of an area within the Enterprise Zone and bounded by the Podium in the north, the River Avon in the east, the train station in the south, and the rest of the city centre to the west. The focus in the northern portion is on cultural regeneration and improving movement, whilst in the southern area a mixed-use quarter is planned including an ‘innovation district’ and residential development. Public realm improvement is planned in both areas. Funding of £548k is sought for studies, a masterplan and to produce Full Business Cases with match funding of £232k. The Assessment Summary Table is shown in Appendix 3 and the Strategic Outline Case is published on the Combined Authority [website](#).

*Recommendation to approve the Strategic Outline Case for Bath Central Riverside and the award of £548k to develop the masterplan by March 2025.*

- **Walking and Cycling Scheme Development** – a [Feasibility and Development Funding Application](#) has been produced by the Combined Authority seeking £200k to fund continued development of walking, cycling, & wheeling policy and strategy for the West of England providing a pipeline of schemes and a strong strategic background to support funding submissions to secure investment from central government. It is expected this work will principally centre on continued development and delivery of the Investment Plan for the Local Cycling and Walking Infrastructure Plan, including aspects such as cycle storage and Liveable Neighbourhoods. The funding will contribute to finalising maps of existing and proposed cycle schemes, support the delivery of schemes in development, engage the public on priorities for future schemes and work up some scheme designs.

*Recommendation to approve the funding application for Walking and Cycling Scheme Development for completion by March 2025 and the award of £200k.*

- **City Region Sustainable Transport Settlement Capacity** - the CRSTS programme provides an unprecedented level of transport investment for the area and this requires additional resources both within the Combined Authority and the Councils to support programme and project delivery. Building upon the £450k per year capacity funding to 24/25 agreed at the Combined Authority Committee in July, a Feasibility and Development Funding [application](#) has been submitted by South Gloucestershire Council seeking £670k from the Investment Fund revenue to provide specialist resources to cover areas such as communications and engagement, property and finance, over the duration of the CRSTS programme

It is also proposed that an equivalent allocation is made to Bath & North East Somerset Council, the approval of the detail of which, via a funding application, is proposed to be delegated to the Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the constituent Councils. Discussions continue about how the projects in Bristol are best resourced across the Council and the Combined Authority and this will be brought back to the next Committee meeting. These awards would be drawn from the funding provision within the Investment Fund programme made for CRSTS development work and pipeline at the Combined Authority Committee in January 2022, of which the balance stands at £3.34m

*Recommendation to approve the Feasibility and Development Funding application for CRSTS South Gloucestershire Council specialist support and the award of £670k.*

*Recommendation to approve the allocation of up to £670k for CRSTS resourcing in Bath and North East Somerset Council and delegate the approval of the detail through a Feasibility and Development Funding application to the Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the constituent Councils.*

#### Expanding the Green Recovery Fund

- 2.7 As set out elsewhere on this agenda, it is proposed to extend the Green Recovery Fund by £6m which would need to be accommodated within the Investment Fund headroom.

#### Programme Risk

- 2.8 Recent experience has highlighted that significant issues can arise for schemes in development and particular in delivery which can have major costs implications. Whilst provision has been made in the programme for inflationary pressures, there are often other contributory factors, as illustrated by recent projects. On this basis, and to be prudent, it is proposed to make provision of £4m within the programme for such risks.

*Recommendation to note that a provision of £4m has been set aside to manage programme risks.*

## Future4WEST

- 2.9 Work continues on the Future4WEST SOC so a proposition that conforms to the requirements of the West of England Local Growth Assurance Framework can be presented to committee. This includes technical review of the SOC work recently carried out.

## Change Requests

- 2.10 The following projects within the Investment Fund programme seek changes to their funding which impact on the headroom as set out in the Delivery Assurance report on this agenda:

- **Tap On Tap Off** - £307k funding reduction reflecting lower TCF.
- **Bath Riverline Phase 1** – reduction in funding of £101k as a result of scope change.
- **Alveston Hill Cycleway** – reduction of TCF spend of £218k and request for additional City Region Sustainable Transport Settlement (CRSTS).
- **Portway Station** – request for £1.6m TCF to address cost pressures.

- 2.11 In addition to these, a change request to increase the scope of the Cycle Hangers project to include hangers in B&NES drawing on the £200k of TCF was approved by the Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the constituent Councils in February.

Together these projects would reduce the headroom by £974k bringing the total available to **£4.7m**.

## Capital Monitor

- 2.12 The budget forecast for the Combined Authority and Mayoral capital programme is summarised in Appendix 2 which shows the budget profile together with the latest forecast and the expenditure incurred this year to date. It should be noted that for grant funded projects, which represent a large portion of the programme, claims are made quarterly in arrears and so the year to date figures will underrepresent the actual spend. The figures include the impact of the change requests reported for approval in the Delivery Assurance report on this agenda.

*Recommendation to amend the approved capital programme for individual project approvals agreed at the January Committee and within this report as set out in appendix 2.*

## Delegated Decisions

- 2.13 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.

**City Centre Economic Development and Markets Development –**

Bristol City Council submitted an [application](#) for £165k from the High Streets Catalyst funding to provide resources to the support the delivery of the recommendations emerging from the City Centre Retail and Leisure Study, specifically, producing an implementation plan to address - promoting a mix of uses to support a vibrant city centre, including diversifying the leisure and cultural offer; and exploring meanwhile use of vacant units, including those previously occupied by department stores. The application was approved through the granted delegation in September

- **West of England Business Support Programme** – an allocation of £4.8m from the Investment Fund headroom was approved at the Committee meeting in January with a delegation to approve the Full Business Case granted to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils. The programme will draw on £5.834m from the Investment Fund including £1m of the funding for regional recovery measures and was approved by the Chief Executives in line with the granted delegation in March. The Full Business Case is published on the Combined Authority [website](#).
- **Arena Infrastructure Package** – at the Committee meeting in January it was agreed 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. The Full Business Case was subsequently updated to reflect changes since Outline Business Case approval, including the cost increase of £3.443m largely attributed to inflation, and this was approved by the Chief Executives in line with the granted delegation in March. The £10.08m funding for the scheme to be met through the existing allocation of £6.637m and the provision for inflation (£3.443m). The Assessment Summary Table is shown in Appendix 4 and the Full Business Case is published on the Combined Authority [website](#).
- **Hanham High Steet Project** – as reported to the CA Committee in January, a Full Business Case for the Hanham High Street project has been submitted to draw on £394k of Love Our High Streets funding. This project aims to improve the high street environment and will comprise public realm improvements 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. It



is planned to complete the project by March 2024. The Assessment Summary is shown in Appendix 5 and the Full Business Case is published on the Combined Authority [website](#).

- **Retrofit Accelerator Supply Side Market and Capacity Building** – a delegation for the approval of business cases through the Green Recovery Fund was granted to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils in September 2022. Complementing the previously approved Retrofit Accelerator Phase 1 project, a Full Business Case has been produced for a supply side market capacity building project which will provide a business support offer aimed at the large number of small ‘traditional’ building, repairs and maintenance businesses that currently operate in the home extension / small scale new build market. It aims to support and encourage them to become capable and confident, and ideally qualified and accredited, in working with homeowners who want to retrofit their properties and/or to introduce non-fossil fuel-based heating systems. The funding of £2m was approved by the Chief Executives in February. The Assessment Summary is shown in Appendix 6 and the Full Business Case is published on the Combined Authority [website](#).
- **ISTART** – at the CA Committee meeting in July 2002 the Outline Business Case for ISTART was approved and the funding for Phase 0 of the project was delegated to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils. The project is a collaboration between the University of Bath, Bath Spa University, Bath College and Bath & North East Somerset Council and aims to deliver the integration and co-location of skills, innovation and research activity, which will encourage collisions between academic insight, business application and learning which together will drive innovation. The Phase 0 Implementation Plan was approved through the granted delegation in January with a funding award of £1.361m.

## Consultation

- 3 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

- 4 All Business Cases 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

- 5 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.

- 5.1 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**

- 6 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**

- 7 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**

- 8 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.
  - 8.1 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.
  - 8.2 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.
  - 8.3 Where there is slippage from the indicated dates of completion in the recommendations or body of this report, a review will be triggered by the Programme Review Board as soon as awareness of any delay occurs.

Advice given by: Stephen Fitzgerald, Interim Director of Investment and Corporate Services (Section 73 Officer)

### **Legal Implications**

- 9 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

### **Human Resources Implications**

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

### **Land / Property Implications**

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

Advice given by: Stephen Fitzgerald, Interim Director of Investment and Corporate Services (Section 73 Officer)

### **Appendices:**

Appendix 1 Investment Fund Programme

Appendix 2 Capital Budget Forecast for 2022/23

Appendix 3 Bath Central Riverside - Assessment Summary Table

Appendix 4 Arena Infrastructure Package - Assessment Summary Table

Appendix 5 Hanham High Steet Project - Assessment Summary Table

Appendix 6 Retrofit Supply Side Assessment Summary Table

### **West of England Combined Authority Contact:**

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## Appendix 1

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

	Jan 2023	Mar 2023
<b>Feasibility Studies</b>		
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
<b>Business Case Development</b>		
MetroWest Phase 2	13,663	13,663 <sup>#</sup>
Charfield Station	4,123	4,123
MetroWest Phase 1	5,902	5,902 <sup>##</sup>
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	2,434	2,434
Bath Quays Bridge Cycle/Pedestrian links	1,865	1,865
Scholars Way Walking and Cycling Route	152	152
Old City and King Street	2,172	2,172
East Bristol Liveable Neighbourhood	712	712
Strategic Cycle Route - Thornbury to A38 via Alveston	125	125
Yate Spur Phases 5 and 6	5,891	5,891
Fieldings Bridge	50	50
Silver Street/Fosseway walking route	62	62
Bath Sustainable Walking & Cycling Links	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	175
A432 Multi Modal Corridor	225	225
Walking and Cycling Scheme Development	-	200
CRSTS Specialist Resoure SGC	-	370

<b>Schemes in Delivery</b>		
Real Time Information System Upgrade	559	559
Lockleaze Sustainable Transport Improvements	3,915	3,915
Cribbs Patchway Cycle Links	2,856	Complete
Cribbs Patchway MetroBus Extension	26,151	27,161
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
Yate A432 Park and Ride	4,651	4,651
On Bus Tap On, Tap Off	1,200	893
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	510	510
Bedminster Green Highway Improvements Project	4,130	4,130
Advanced Bus Stop Upgrade Programme	1,056	1,056
Arena Infrastructure Package	7,387	10,830
A4018 Corridor Improvements	700	700
Old Market Gap	283	283
Cycle Hangers	361	561
SGC Sustainable Transport Package	510	510
Portway Station	-	1,600
Thornbury High Street	-	400
Emersons Green Local Transport Enhancements	-	856

<b>Allocations</b>		
Bus Stop Upgrades	3,944	-
CRSTS Capacity B&NES	-	670

<b>Completed Projects</b>	<b>7,169</b>	<b>10,024</b>
<b>Total of all Awards and Allocations:</b>	<b>132,940</b>	<b>137,521</b>
<b>Associated Unallocated Funds</b>	<b>17,611</b>	<b>16,271</b>
future4WEST	13,639	13,639
Regional Operations Centre	175	175
Bristol to Bath Strategic Corridor	457	457
CRSTS Pipeline	3,340	2,000
<b>Total</b>	<b>150,551</b>	<b>153,792</b>

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)**

	Jan 23	Mar 23
<b>Feasibility Studies</b>		
Bedminster High Street Improvement	275	275
Strategic Planning Shared Evidence Base	5,750	5,750
OPE8 Housing Enabling Fund	500	500
South Gloucestershire High Streets Catalyst Phase 2	225	225
<b>Business Case Development</b>		
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
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	296
City Centre Economic Development & Markets Development	-	165
<b>Schemes in Delivery</b>		
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	1,294
Thornbury Hospital (Land Acquisition Fund)	3,806	3,806
Common Connections	999	999
Midsomer Norton High Street Market Square	1,095	1,095
Bath Local Centres High Street Improvement Scheme	295	295
Hengrove Park Enabling Works	19,831	19,831
Hanham High Street	-	394

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

<b>Total of all Awards and Allocations:</b>	<b>87,601</b>	<b>82,262</b>
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<b>Associated Unallocated Funds</b>	<b>423</b>	<b>423</b>
Green Infrastructure	423	423

<b>Total</b>	<b>88,024</b>	<b>82,685</b>
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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)

	Jan 23	Mar 23
<b>Feasibility Studies</b>		
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
Post-16 Education and Skills Estate Analysis	50	Complete
SEND Careers Information and Guidance Collaboration Pilot	20	Complete
Skills Connect Pilot	285	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	119
<b>Business Case Development</b>		
Somer Valley Enterprise Zone and Infrastructure	1,820	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	660
Bath Central Riverside	-	548
<b>Schemes in Delivery</b>		
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	678
Community Support Fund	1,500	1,337
Bath River Line Phase 1	1,198	1,098
Community Pollinator Fund	1,458	1,458
Careers Hub 21/22 and 22/23-24/25	1,065	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	4,373	4,373
GRF Renewable Energy Bidding Round	2,121	2,121
Skills Connect and Priority Skills Fund	3,000	4,485
I-START Phase 0	-	1,361
Retrofit Accelerator – Supply Side	-	2,000

<b>Allocations</b>		
Green Recovery Fund	10,448	14,480
Retrofit Set Up Programme	200	200
Economic Recovery Measures	4,874	3,709
I-START	1,491	130
Albion Dock	5,000	5,000
West of England Business Support Programme	4,800	4,834

<b>Completed Projects</b>	<b>1,234</b>	<b>1,304</b>
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<b>Total of all Awards and Allocations:</b>	<b>134,193</b>	<b>140,510</b>
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<b>Associated Unallocated Funds</b>	<b>17,718</b>	<b>17,718</b>
Somer Valley Enterprise Zone	14,893	14,893
Bath River Line	2,377	2,377
I-START	449	449

<b>Total</b>	<b>151,911</b>	<b>158,228</b>
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## Appendix 2

### Combined Authority and Mayoral Capital Programme 2022/23

Investment Fund / Transforming Cities	22/23	22/23			23/24	24/25	25/26	26/27	TOTAL		Notes
	Current budget	YTD spend	Forecast	Variance	Profile	Profile	Profile	Profile	Profile	Lead	
<b>CA Managed Programmes</b>											
MetroWest Ph 2	2,883	1,396	2,596	(287)	5,932	-	-	-	8,815	CA	£1.2m expected to be invoiced by contractors
Contactless Card Payment - On Bus	62	2	2	(60)	-	-	-	-	62	CA	No further spend anticipated for 22/23
MetroBus Consolidation Package (Bus Strategy)	1,828	603	1,286	(542)	-	-	-	-	1,828	CA	Awaiting claims from UAs
Low Carbon Challenge Fund Extension	38	10	38	(0)	1,024	-	-	-	1,062	CA	No variance
Step Free Stations	250	33	108	(142)	211	-	-	-	461	CA	Expecting to incur £60k of supplier costs.
Cycle Hangars	560	76	410	(150)	-	-	-	-	560	CA	Awaiting claims from UAs plus outstanding invoices from suppliers
Bath Sustainable Transport Walking and Cycling Link	62	-	62	-	-	-	-	-	62	CA	Now part of Bath Sustainable Transport Walking and Cycling Links project
Somer Valley to Bristol and Bath (Consultation & OBC)	500	16	294	(206)	-	-	-	-	500	CA	Several invoices expected from suppliers and UA.
Business Growth and Adaptations Fund	967	169	967	0	33	13	-	-	1,013	CA	No variance
EV Tap On Tap Off	540	264	540	-	67	-	-	-	607	CA	Slippage
Bus Stop Upgrades	576	9	572	(4)	-	-	-	-	576	CA	Awaiting claims from UAs
Access for All Mid-Tier	200	43	195	(5)	246	-	-	-	446	CA	Small variance
Regional Low Carbon Delivery Programme	-	-	-	-	2,220	1,525	-	-	3,745	CA	Future profile
<b>Sub Total CA Management Programmes</b>	<b>8,466</b>	<b>2,622</b>	<b>7,070</b>	<b>(1,396)</b>	<b>9,733</b>	<b>1,538</b>	<b>-</b>	<b>-</b>	<b>19,736</b>		

Investment Fund / Transforming Cities	22/23	22/23			23/24	24/25	25/26	26/27	TOTAL			Notes
	Current budget	YTD spend	Forecast	Variance	Profile	Profile	Profile	Profile	Profile	Lead		
<b>UA Managed Programmes</b>												
Bath Quays Walking and Cycling Routes	286	45	286	-	-	-	-	-	286	B&NES	Awaiting claims from council	
North Keynsham Land Acquisition Fund	448	-	448	-	-	-	-	-	448	B&NES	Awaiting claims from council	
Bath Riverline Phase 1	20	-	20	-	928	-	-	-	948	B&NES	Resolution of condition of approval included in Delivery Assurance report on this agenda and budget adjusted for reprofiling	
Bath City Centre High Streets Renewal Project	667	23	667	-	296	255	184	-	1,402	B&NES	Q2 claim being processed for £67k	
Fielding's Bridge	50	-	50	-	-	-	-	-	50	B&NES	Awaiting claims from council	
Silver Street/ Fosseway Walking Route	62	-	62	-	-	-	-	-	62	B&NES	Awaiting claims from council	
LOHS Bath Local Centres	25	-	25	-	17	2	-	-	44	B&NES	Claims received to Q3 but no capital claimed	
Midsomer Norton High Street Market Square Project	45	15	45	-	735	265	-	-	1,045	B&NES	Awaiting claims from council	
Milsom Quarter	50	-	50	-	586	173	-	-	809	B&NES	No capital claimed to Q2	
Scholars Way Walking and Cycling Route	72	-	72	-	-	-	-	-	72	B&NES	Awaiting claims from council	
Somer Valley Enterprise Zone (inc. A37 to A362 Improvement)	861	-	861	-	266	-	-	-	1,127	B&NES	Claim to Q2 being processed for £104k	
Old City and King Street	204	-	204	-	-	-	-	-	204	BCC	Awaiting claims from council	
East Bristol (St George) Liveable Neighbourhood	558	-	558	-	-	-	-	-	558	BCC	Awaiting claims from council	
South Bristol Industrial Light Workspace	3,720	1,634	3,720	-	1,160	-	-	-	4,880	BCC	Budget adjusted to reflect reprofiling in Delivery Assurance report on this agenda	
Bottle Yard Studios - Hawkfield Business Park	3,360	990	3,360	-	90	-	-	-	3,450	BCC	Budget adjusted to reflect reprofiling in Delivery Assurance report on this agenda	
Concorde Way / Dovercourt Depot	350	-	350	-	-	-	-	-	350	BCC	Awaiting claims from council	
Strategic Cycle Route Connecting Thornbury with the A38 viaduct	60	-	60	-	-	-	-	-	60	BCC	Awaiting claims from council	
Bristol to Hengrove Metrobus Extension – Outline Business	60	-	60	-	-	-	-	-	60	BCC	Awaiting claims from council	
Hengrove Park Enabling Infrastructure	1,958	-	1,958	-	7,592	10,280	-	-	19,830	BCC	Claim being processed for £899k to Q3	
Portway Park and Ride	942	-	942	-	-	-	-	-	942	BCC	Awaiting claims from council	
Cribbs Patchway New Neighbourhood Cycle Links (CPNN)	28	28	28	-	-	-	-	-	28	SGC	No variance	
A432 Multi Modal Corridor	225	-	225	-	-	-	-	-	-	SGC	Awaiting claims from council	
Charfield Station	1,000	305	778	(222)	2,014	-	-	-	3,014	SGC	Claims to Q2 received for 22/23	
FEAS I Wraxall Road Roundabout Improvements and Signal	145	-	34	(111)	-	-	-	-	145	SGC	Awaiting claims from council	
Cribbs Patchway Metrobus Extension	4,000	2,320	3,750	(250)	-	-	-	-	4,000	SGC	Claims received to Q2	
Yate A432 Park & Ride	206	125	206	-	-	-	-	-	206	SGC	Claims received to Q3	
Strategic Cycle Route Connecting Thornbury with the A38 viaduct	63	43	66	3	-	-	-	-	63	SGC	Claims received to Q2	
Strategic Cycle Route Connecting Yate with the East Fringe (via the A432)	57	24	55	(2)	-	-	-	-	57	SGC	Q3 claim being processed for £2.5k	
Whitfield Tabernacle Stabilisation (Love our High Streets)	14	-	14	-	-	-	-	-	14	SGC	Awaiting claims from council	
Thornbury Hospital Site	169	-	169	-	-	-	-	-	169	SGC	Awaiting claims from council	
Grovesend Road - Gillinstool	80	33	67	(13)	-	-	-	-	80	SGC	Claims received to Q3	
Filton to MoD	125	50	94	(31)	-	-	-	-	125	SGC	Claims received to Q3	
Keynsham Road	130	43	83	(47)	-	-	-	-	130	SGC	Claims received to Q3	
Emersons Green Local Transport Enhancements	537	-	354	(183)	319	-	-	-	856	SGC	Budget adjusted to reflect reprofiling in Delivery Assurance report on this agenda	
Common Connections	66	-	66	-	182	238	50	-	536	SGC	Claims received to Q2 but no capital claimed	
Kingswood Regeneration Project	819	385	385	(434)	3,701	3,040	-	-	7,560	SGC	Claims received to Q2	
A38 Multi-Modal Corridor	400	90	400	-	-	-	-	-	400	SGC	Swop of funding from CRSTS	
Thornbury High Street	400	-	400	-	-	-	-	-	400	SGC	Funding swop with EDF agreed at January 2023 Committee	
Alveston Hill	175	8	175	-	238	-	-	-	413	SGC	Budget adjusted to reflect reprofiling in Delivery Assurance report on this agenda	
Quantum Technologies Innovation Centre (QTIC+)	5,650	-	5,650	-	2,600	15,150	11,511	-	34,911	UoB	This will be an accrual as full approval expected in April	
<b>Subtotal UA Managed Programmes</b>	<b>28,086</b>	<b>6,161</b>	<b>26,796</b>	<b>(1,290)</b>	<b>20,724</b>	<b>29,403</b>	<b>11,745</b>	<b>-</b>	<b>89,958</b>			
<b>Subtotal Capital Investment funded</b>	<b>36,552</b>	<b>8,783</b>	<b>33,866</b>	<b>(2,686)</b>	<b>30,457</b>	<b>30,941</b>	<b>11,745</b>	<b>-</b>	<b>109,695</b>			

WECA Capital – other	22/23	22/23			23/24	24/25	25/26	26/27	TOTAL	Lead	Notes
	Current budget	YTD spend	Forecast	Variance	Profile	Profile	Profile	Profile	Profile		
Future Transport Zones (FTZ)	7,962	2,286	2,700	(5,262)	13,075	-	-	-	21,037	CA	Reprofiling expected
Active Travel Fund	-	-	-	-	4,051	1,737	-	-	5,788	CA	No variance
City Region Sustainable Transport Settlement (CRSTS)	-	-	-	-	16,600	78,850	174,300	145,250	415,000	CA	Reprofiling to reflect drawdown of TCF
Highways and Transport Grants	25,000	25,000	25,000	-	25,000	25,000	25,000	25,000	125,000	CA	No variance
European Regional Development Fund	900	616	900	-	586	-	-	-	1,486	CA	No variance
Bristol Temple Quarter	5,750	1,717	2,641	(3,109)	14,500	20,340	20,000	31,000	91,590	CA/BCC	Change request in progress. Significant delays around the collaboration agreement.
<b>Subtotal West of England CA Capital - Other</b>	<b>39,612</b>	<b>29,619</b>	<b>31,241</b>	<b>-8,371</b>	<b>73,812</b>	<b>125,927</b>	<b>219,300</b>	<b>201,250</b>	<b>659,901</b>		
<b>Grand Total</b>	<b>76,164</b>	<b>38,402</b>	<b>65,107</b>	<b>-11,057</b>	<b>104,269</b>	<b>156,868</b>	<b>231,045</b>	<b>201,250</b>	<b>769,596</b>		

### Appendix 3 Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	Bath Central Riverside	<b>Strategic Case</b>	<p>The focus of this Strategic Outline Case is to refine initial concepts and strategies and to identify viable and feasible opportunities to stimulate the market and bring about the regeneration Bath Central Riverside.</p> <p>The future redevelopment of the area forms part of a comprehensive strategy to regenerate the Bath Enterprise Zone, with the Local Plan policy proposing around 9,000m<sup>2</sup> of new commercial space and up to 60 residential units plus public realm infrastructure.</p> <p>There is strong alignment with national and local planning policies, specifically the National Planning Policy Framework, B&amp;NES Core strategy and the B&amp;NES Placemaking Plan. There is also fit with regional strategy such as the Cultural Plan and Placemaking Charter.</p>	<b>Funding Source(s)</b>	Investment Fund
<b>Scheme Promoter</b>	Bath & North East Somerset Council	<b>Subsidy Control</b>	The subsidy control position should be developed for future business cases. Any funding would be given on a 'no subsidy' basis.	<b>Approval Requested</b>	Strategic Outline Case

<b>Date of Submission</b>	20/1/23	<b>Economic Case and Value for Money</b>	<p>The economic case follows a sound methodology and reports reasonable vfm, although given this project is at an early stage the benefits and costs are provisional. However, there is a reasonable expectation that good vfm could be achieved as further business cases come forward.</p> <p>A letter has been provided by the B&amp;NES S151 officer confirming approval of the business case and the value for money statement.</p>	<b>Grant Award</b>	£548,250
<b>Funding Requested</b>	£548,250 (£232k 23/24 and £316k 24/25)				
<b>Total Scheme Cost</b>	£780k (Internal Staff £105k; Consultants £429k; Other Costs £246k)	<b>Risk</b>	<p>A risk register has been provided which identifies the key risks for the project. This should continue to be developed as the project progresses into separate future business cases.</p> <p>An allowance of 15-20% (excluding salaries) has been included as contingency.</p>	<b>Grant Recipient</b>	B&NES
<b>Match Funding %</b>	30%	<b>Delivery</b>	<p>Match funding of £232k is provided by the Council and a developer contribution.</p> <p>It is planned the next business case will be submitted in January 2024 with overall completion of this phase in March 2025.</p>	<b>Payment Basis</b>	Quarterly in arrears on expenditure incurred



<b><i>Scheme Description</i></b>	<b><i>Recommendation to the Committee</i></b>	Approval of the Strategic Outline Case
The project seeks development funding for a package of works to bring forward regeneration of an area within the Enterprise Zone and bounded by the Podium in the north, the River Avon in the east, the train station in the south, and the rest of the city centre to the west. The focus in the northern portion is on cultural regeneration and improving movement, whilst in the southern area a mixed-use quarter is planned including an 'innovation district' and residential development. Public realm improvement is planned in both areas.	<b><i>Conditions of Approval</i></b>	None

#### Record of Approval

<b><i>West of England Combined Authority Committee</i></b>	
<b><i>Date of Meeting</i></b>	17 March 2023
<b><i>Decision</i></b>	

## Appendix 4 Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	<b>Arena Infrastructure Package</b>	<b>Strategic Case</b>	<p>The Arena (formerly North Fringe) Infrastructure Package incorporates a number of elements to mitigate existing problems in the North Fringe, facilitate growth and to ensure the infrastructure is in place ahead of the opening of the YTL Arena.</p> <p>These interventions were identified in the YTL Arena Transport Strategy (2021), in response to identified issues across the walking and cycling and highway networks.</p> <p>The package will enable travel to and from the Arena in a safe and sustainable manner. Furthermore, the packages provide transport infrastructure to support the wider development of the Cribbs Patchway New Neighbourhood which is allocated for the development of 5,700 homes, 50 hectares of employment land and a range of other uses.</p> <p>The scheme supports the overarching principles of the Joint Local Transport Plan for sustainable travel and for establishing a well-connected sustainable transport network which makes sustainable modes the natural way to travel, and also aligns with Core Stagey objectives.</p>	<b>Funding Source(s)</b>	Investment Fund
<b>Scheme Promoter</b>	South Glos Council	<b>Subsidy Control</b>	The scheme is not economic in nature.	<b>Approval Requested</b>	Full Business Case

<b>Date of Submission</b>	5/12/22	<b>Economic Case and Value for Money</b>	<p>The package presents a BCR of 2.34:1 categorised as high value for money.</p> <p>Whilst there can be confidence in this categorisation, there are some risks to this, including the disruption to traffic and other users during construction of the active travel facilities, some limitations to the traffic modelling including the geographic extent and that cycling and walking demand being derived solely from Propensity to Cycle Tool (PCT) data with no observed data to validate this.</p> <p>There are various factors which mitigate against these issues, including that no benefits have been claimed from the traffic management package for AM and Inter Peak periods and limitation of the appraisal period to 20 years.</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>	<b>Grant Award</b>	£10,080,128 (beyond the £750k previously awarded)
<b>Funding Requested</b>	£10,080,128 (£193k 22/23, £3.762m 23/24, £6.095m 24/25, £15k 25/26 and £15k 29/30)				
<b>Total Scheme Cost</b>	£10.88m (Construction £7.57m; Other £3.31m)	<b>Risk</b>	<p>Significant increases in cost estimates have occurred between Outline Business Case (OBC) and Full Business Case (FBC). This is explained to be due to a combination of factors including cost inflation, additional highway works required for the walking and cycling package and service diversion costs being substantially greater than estimated at OBC stage.</p> <p>Whilst the FBC includes the completed detailed designs for the active travel package, cost estimates are still largely based on preliminary designs (albeit updated to take account of recent cost inflation) and not all C3 estimates for utilities have been received.</p> <p>Risk provision of £1.45m is included which represents around 20% of estimated construction cost, but with designs for the walking and cycling package still to be costed in detail and procured there is a risk this will not be sufficient. A further 11% inflation allowance (£0.86m) is included which may mitigate this to some extent.</p>	<b>Grant Recipient</b>	SGC

<b>Match Funding %</b>	7%	<b>Delivery</b>	<p>Match funding of £803k is in place through S106.</p> <p>All land is within the highway boundary and therefore no land acquisition is required.</p> <p>The top two risks in the QRA relate to service diversions, although it is noted that no separate allowance is provided in the programme for these which could result in an extension of the construction programme and completion date of October 2024.</p>	<b>Payment Basis</b>	Quarterly in arrears on expenditure incurred
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<b>Scheme Description</b>	<b>Recommendation to the Chief Executives</b>	Approval of the Full Business Case
The package 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.	<b>Conditions of Approval</b>	None

#### Record of Approval

<b>West of England Combined Authority Chief Executives</b>	
<b>Date of Meeting</b>	8 March 2023
<b>Decision</b>	

## Appendix 5 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	Hanham High Street Improvements	<b>Strategic Case</b>	<p>The proposed improvements include a package of measures aimed at improving the attractiveness of the high street. These measures aim to increase footfall, and therefore spend on the local high street, as well as improving the journey ambience of the street.</p> <p>There is alignment with the Recovery Plan, the objectives of the Love Our High Streets programme and the South Gloucestershire Core Strategy objective to strengthen the vibrancy and vitality of traditional town centres including Hanham.</p>	<b>Funding Source(s)</b>	Love Our High Streets (Investment Fund)
<b>Scheme Promoter</b>	South Gloucestershire Council	<b>Subsidy Control</b>	The scheme is not economic in nature.	<b>Approval Requested</b>	Full Business Case
<b>Date of Submission</b>	11/10/22	<b>Economic Case and</b>	In order to assess the potential benefit that may be brought as a result of public realm improvements, the Pedestrian Environment Review System (PERS) has been used to assess the quality of the existing urban	<b>Funding Award</b>	£394,292

<b>Funding Requested</b>	£394,292 profiled in 23/24	<b>Value for Money</b>	<p>realm conditions and the potential levels of improvements. This assessment has then been quantified using Transport for London's Valuing the Urban Realm Toolkit (VURT), to assess the monetary benefit of pedestrian journey ambience improvements.</p> <p>A 15% uplift in pedestrian levels is assumed as a result in the core scenario to which journey ambience benefits have been applied.</p> <p>The Benefit to Cost ratio looking at the project through this lens is reported to produce low value for money</p> <p>However, it is stated when wider not monetised benefits are taken into account it is expected by the Council that the overall Value for Money category of the scheme is considered to be Medium/High.</p> <p>The business case and value for money has been signed off by the SGC S151 Officer.</p>		
<b>Total Scheme Cost</b>	£394k (Internal Staff £93k, Construction and Refurbishment £224k; Other Costs £77k)	<b>Risk</b>	<p>A Quantified Risk Assessment has been undertaken to capture the five key risks, with allowance of £17k in the costings for risk.</p> <p>All of the interventions contained within the proposed package are contained within the highway boundary and therefore do not require any land acquisition or planning permission.</p>	<b>Grant Recipient</b>	South Gloucestershire Council
<b>Match Funding %</b>	0%	<b>Delivery</b>	<p>The proposed scheme in its entirety will be directly delivered by SGC's StreetCare Service.</p> <p>It is planned the implementation of the works will commence upon approval with project completion in March 2024.</p>	<b>Payment Basis</b>	Quarterly in arrears on expenditure incurred

<b><i>Scheme Description</i></b>	<b><i>Recommendation to the Chief Executives</i></b>	Approval of the Full Business Case
This project aims to improve the high street environment and will comprise public realm improvements 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	<b><i>Conditions of Approval</i></b>	None

**Record of Approval**

<b><i>West of England Chief Executives</i></b>	
<b><i>Date of Meeting</i></b>	8 February 2023
<b><i>Decision</i></b>	Approval of the Full Business Case

## Appendix 6 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	<b>Retrofit Accelerator – Supply Side Market and Capacity Building</b>	<b>Strategic Case</b>	<p>It is planned to create a holistic retrofit accelerator offer with three main elements – a homeowner advice service (already approved and in delivery), this supply side market capacity building project and direct financial support for homeowners. These are considered intrinsically linked and all required if progress is to be made towards net zero ambitions.</p> <p>This supply side market capacity building project will provide a business support offer aimed at the large number of small ‘traditional’ building, repairs and maintenance businesses that currently operate in the home extension / small scale new build market.</p> <p>The project shows good fit with strategy and is relatively uncomplicated in its approach.</p>	<b>Funding Source(s)</b>	Green Recovery Fund (Investment Fund)
<b>Scheme Promoter</b>	West of England Combined Authority	<b>Subsidy Control</b>	<p>It is stated that grants to intermediary delivery partners will be allocated either as Minimal Financial Assistance or will be designed in such a way to achieve a ‘flow through’ of grant to programme beneficiaries, leaving no residual financial benefit in the intermediary delivery body.</p> <p>A full subsidy control assessment should be made at the time applications are received and before grant is awarded.</p>	<b>Approval Requested</b>	Full Business Case



<b>Date of Submission</b>	25/11/22	<b>Economic Case and Value for Money</b>	<p>It is expected that a further 300 retrofits per year will be achieved by this intervention (beyond the funded retrofit accelerator), 600 in total.</p> <p>It is stated that, based on evidence from whole house retrofit programmes, a properly retrofitted property will yield savings of, on average, 2-2.5 tonnes of CO2e per year, and that the value of a tonne of CO2e is £245 (from BEIS Green Book supplementary guidance).</p> <p>Given not all retrofits will be whole house, low/medium/high scenarios are presented based on 1.5, 2.25 and 3 tonnes of CO2e saved per house respectively.</p> <p>The medium scenario presents benefits to costs of 1.65:1, rising to 2.2:1 if high impact could be achieved beyond typical evidence from previous programmes.</p> <p>The business case and value for money has been signed off by the CA Director of Infrastructure</p>	<b>Funding Award</b>	£2m
<b>Funding Requested</b>	£2m profiled £701k 23/24 and £1.299m 24/25				
<b>Total Scheme Cost</b>	£2m (Internal Staff £310k; Interventions £1.591m; Marketing £49k; Monitoring and Evaluation £50k)	<b>Risk</b>	<p>A risk register has been provided which includes 5 risks, of which the highest rated is the risk of low uptake of service by intended beneficiaries.</p> <p>No separate allowance for risk or contingency has been made within the costings, although the grant funding for the interventions is at this stage a scalable sum.</p> <p>The £1.591m funding for the interventions as simply the balancing figure from the £2m allocation after other costs have been deducted and there is no detailed assessment as to whether this is at an appropriate level at this stage, but a case is made that despite this, a deliverable and impactful programme can be delivered.</p>	<b>Grant Recipient</b>	N/A

<b>Match Funding %</b>	0%	<b>Delivery</b>	<p>It is planned that the programme will be delivered by a range of intermediary partners selected through an open call process for grant funding. The details of this process, and the services offered by the accelerator, will be informed by engagement with a reference group of UA officers and a consultation group of current sector partners.</p> <p>It is planned that mobilisation will commence in March, with programme end in Jan 2025. It appears that some funding will need to be reprofiled back to 25/26 to cover evaluation activities planned at this time.</p>	<b>Payment Basis</b>	N/A
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<b>Scheme Description</b>	<b>Recommendation to the Chief Executives</b>	Approval of the Full Business Case
The project will deliver a business support programme aimed at the micro and small /sole trader builder, repairs, maintenance and improvements (RMI) sector to support and encourage them to become capable and confident, and ideally qualified and accredited in working with homeowners who want to retrofit their properties and/or to introduce non-fossil fuel-based heating systems during extension / renovation or other building works. The programme also seeks to provide the target beneficiaries with new support networks and peers who can provide retrofit services at the right time.	<b>Conditions of Approval</b>	None

#### Record of Approval

<b>West of England Chief Executives</b>	
<b>Date of Meeting</b>	22 February 2023
<b>Decision</b>	Approval of the Full Business Case