

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

DATE: 16 JUNE 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 allocation of £1.5m to support the Place Partnership funding bid to Arts Council England as set out in paragraph 2.7-2.9
 2. Approve the award of £200k of funding to support the Investment Fund Gateway 2 process as set out in paragraph 2.10-2.13.
 3. Approve the Strategic Outline Case for Western Harbour and the award of £2.56m to produce a masterplan concept report and highway alignment feasibility assessment report by March 2025, as set out in paragraph 2.14.
 4. Approve the Feasibility and Development Funding Application for the Muller Road Eastbound Bus Lane and the award of £388k to produce a Full Business Case by February 2024, as set out in paragraph 2.15
 5. Approve the Outline Business Case for the Keynsham to Willsbridge Path and the award of £455k to produce a Full Business Case by March 2025, as set out in paragraph 2.17

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 Metro 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 the West of England Combined Authority's 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 West of England Combined Authority Committee meeting in March the headroom within the £450m Investment Fund programme to 25/26 stands at **£4.7m**. 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 2, 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 3. It should be noted that funding of £16.39m for schemes in the current programme (£9.96m MetroWest Phase 1, £6.245m MetroWest Phase 2 and £184k CRSTS Specialist Resource SGC) 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. The MetroWest Phase 1 operating costs set out in paragraph 2.6 would increase this figure to £16.5m.

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 the deadline for that programme. As reported in the Transforming Cities Fund report in January, in order to achieve full £80m spend a number of new projects have been included in the TCF programme. The outcome of this process was that full TCF spend was achieved as show in Figure 1 below. It should be noted that £8m of spend was achieved through allocating highway maintenance within the CRSTS programme to TCF. To maintain Investment Fund headroom at the current level, an equivalent value projects will need to move from the Investment Fund programme presented in this report to CRSTS to balance out

the highways maintenance. This will need to be actioned as part of the CRSTS rebaselining, or other action taken to remain within the £450m programme funding.

Figure 1: Summary of Transforming Cities Fund Projects and Spend

	£m
Spend on approved schemes in TCF programme	71.97
CRSTS highways maintenance balancing sum	8.03
Total	80.00

Figure 2: Summary of Investment Programme to 2026 by Priority Theme

Funding Awards and Allocations £000s	Mar 2023	Jun 23
<i>Transport Infrastructure</i>		
Approved Awards and Allocations	134,177	141,956
Associated unallocated funds	19,617	19,229
Total Investment in Transport Infrastructure	153,794	161,185
<i>Housing, High Streets and Green Infrastructure</i>		
Approved Awards and Allocations	82,262	83,891
Associated unallocated funds	423	423
Total Investment in Housing Infrastructure	82,685	84,314
<i>Business and Skills</i>		
Approved Awards and Allocations	140,510	139,159
Associated unallocated funds	17,718	17,718
Total Investment in Business and Skills Infrastructure	158,228	156,877
<i>Leverage Match Fund / Other</i>		
Funding put aside to respond to external funding opportunities	9,061	7,561
Approved CA set up, operating costs and elections up to 2026	9,768	9,968
Provision for Inflation (see paragraph 2.4)	4,810	4,558
Provision for CRSTS (see paragraph 2.2)	23,000	23,000
Programme Risk (see paragraph 2.6)	4,000	-
Headroom	4,656	2,537
Total Investment Programme up to March 2026	450,000	450,000

Total Awards and Allocations post March 2026 (see paragraph 2.1)	16,203	16,543
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Figure 3: 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 March Committee				4.7
2.1	CRSTS Specialist Resource SGC beyond 25/26	184	+184	4.8
2.5	South Bristol Light Industrial Workspace	2,815	+2,815	7.7
2.6	MetroWest Phase 1 operational costs	3,774	-3,618	4.0
2.7	Place Partnership Funding	1,500	-	4.0
2.11	Investment Fund Gateway 2	200	-200	3.8
2.14	Western Harbour	2,560	-2,560	1.3
2.15	Muller Road Eastbound Bus Lane	388	-	1.3
2.16	Joint Local Transport Plan	1,250	-	1.3
2.17	Keynsham to Willsbridge Path	455	-455	0.8
2.18	Impact of change requests for schemes in the current programme	1,715	+1,715	2.5

Investment Fund Spend

- 2.3 Investment Fund spend to the end of 22/23 is £50.4m capital and £59.5m revenue against the funds available for this period of £210m, being £105m capital and £105m revenue. The spend and profile of the Investment Fund awards in the current investment period are shown in Figure 4. Further detail of the forecasts on a scheme by scheme basis is provided in the budget report on this agenda.

Figure 4: Investment Fund Spend and Forecast

£m	Spend to 22/23	23/24	24/25	25/25	Total
Capital	50.4	30.5	30.9	21.7	133.5
Revenue	59.5	29.8	12.7	6.4	108.4
Total	109.9	60.3	43.6	28.1	241.9

Note: the figures exclude allocations and the TCF spend to 22/23 included in Figure 1

Provision for Inflationary Impact

- 2.4 Provision of £11.6m for inflationary impacts was made at the Committee meeting in September 2022. Since this time calls on this allocation across a number of schemes have reduced the total available to £4.8m. As set out in paragraph 2.18, it is reported it is proposed that this allocation is used to fund the cost increase of £93k for the Old City and King Street project and £158k for the SGC Sustainable Transport Package, reducing the balance to £4.6m. It is proposed this inflationary allocation is retained and kept under review.

Department of Levelling Up, Housing and Communities (DLUHC) In Year Capital Funding

- 2.5 As reported to the Committee in March, the South Bristol Industrial Workspace project was awarded up to £4.9m as part of the £18.175m DLUHC In Year Capital funding which would release the equivalent funding from the Investment Fund to add to the headroom. The actual spend delivered on the project was £2.815m and this sum has been added back to the headroom.

Programme Risk

- 2.6 At the West of England Combined Authority Committee in March provision of £4m was made for programme risk. As set out in the transport update on this agenda, it is proposed that this allocation is used to support the provision of MetroWest Phase 1 services for the first three years of operation on the Severn Beach line and to Westbury. In addition to the £4m allocation, a further £3.618m is required to meet these costs in the current investment period (to 25/26) from the headroom and £156k in the period beyond this. The total commitments to MetroWest Phase 1 from the Investment Fund would therefore stand at £23.63m, being £15.86m capital and £7.77m revenue. As detailed in the transport update, it is assumed that beyond this, the expectation is that the Department for Transport will provide the necessary funding to subsidise (where required) future forecast rail service and station revenue costs related to the MetroWest programme.

Place Partnership Funding

- 2.7 In May, Arts Council England (ACE) approved an initial expression of interest for Place Partnership funding to support the delivery of the West of England Cultural Plan, endorsing the vision for the region as set out in the Plan to create a step change for our creative and cultural sector. This presents an excellent opportunity to secure substantial funding from ACE to deliver on the Cultural Plan and it is unlikely that alternative funding streams of this type will be available in the foreseeable future. To enable the West of England Combined Authority to apply for this £1.5m of ACE funding, an equivalent level of match funding is required, potentially creating an overall fund of £3m.
- 2.8 If successful, the Place Partnership funding would significantly increase the delivery of our Cultural Plan as it would enable the West of England Combined Authority to commission and procure more services and delivery directly aligned to meeting the priorities in the Plan. The deadline for the submission of the bid is 6th July 2023.

2.9 This award could draw on the funding set aside in the Investment Fund programme to respond to external funding opportunities, for which the balance stands at some £9.1m. Funding of £20m was originally set aside in 2019 for 'Opportunities and Challenges' the purpose of which was 'to be able to respond to any future initiatives or government funding opportunities, or to address emerging priority areas'. Since 2019 this allocation has been used to match fund external funding bids for a number of projects, including the Kingswood Regeneration Project (£5.26m), One Public Estate round 8 (£500k) and 5G Smart Logistics (£179k), together with the initial tranche of funding to support Covid recovery (£5m).

Recommendation to approve the allocation of £1.5m to support the Place Partnership funding bid to Arts Council England.

Investment Fund Gateway Review 2

2.10 The Investment Fund is subject to a Gateway Review process which unlocks the funding in 5 year £150m tranches. The first Gateway Review was successfully achieved in 2021, unlocking funding until the end of 2025/26. The purpose of the Gateway Review is to evaluate the impact of interventions funded by the Investment Fund on economic growth and other local objectives, the process by which these interventions were agreed and implemented and the way in which the Fund has supported capacity development and partnership working.

2.11 The West of England Combined Authority and local authorities are now preparing for Gateway Review 2 which will conclude in early 2026. The National Evaluation Framework requires that all completed projects are subject to an impact evaluation, where it is proportionate to do so. Projects that will not be complete in time for Gateway Review 2 will be subject to progress monitoring. This consists of tracking milestones and spending, and any interim output measures available. For large or significant projects which may not have completed to enable impact evaluation, 'progress plus' research can be undertaken to include additional stakeholder feedback or data collection.

2.12 The first deliverable, the Local Evaluation Framework (LEF) is due for submission to Government by the end of June. The LEF sets out the way in which the evaluation will be undertaken including the projects in scope for impact and progress evaluation. For Gateway Review 1, given the maturity of the Investment Fund programme at that time, the scope of the evaluation was much more limited and focused largely on progress evaluation. The activities were supported by a consultant procured on behalf of all the localities with Investment Funds. The scale of the work required for this Review is considerably broader with nine projects identified for impact evaluation, three for 'progress plus' evaluation and more than 40 for progress evaluation. The responsibility for the inputs to this process rest with the West of England Combined Authority, although consultant SQW have been engaged by Government to oversee the process nationally and provide advice.

- 2.13 To support this process a budget of £200k is required over the period 23/24-25/26 which will be used to provide the required inputs to the Review being economic forecasts (aligned with the current commission by the Councils in preparation for Local Plans), undertaking strategic consultations with a panel of key stakeholders and a wider E-Survey, necessary enhancements to currently planned evaluation activities and project management resource. As with the previous costs for activities to support Gateway 1, these are presented within the West of England Combined Authority operational costs in Figure 1.

Business Cases and Funding Applications

Western Harbour Masterplan and Infrastructure Delivery Plan

- 2.14 A Strategic Outline Case (SOC) for Western Harbour, an area at the western end on Bristol's Floating Harbour, has been produced by Bristol City Council. The project seeks development funding for a package of works to bring forward a masterplan for the area, including supporting studies, and an Outline Business Case for the replacement/renewal of life expired transport infrastructure, in particular the Plimsol Swing Bridge. The need to update or replace the Cumberland Basin road network is a time pressure with key structures that support the road network needing to be renewed and/or replaced in order to ensure they can safely and resiliently support strategic and local traffic movements, including bus routes. A phased approach is proposed with funding of £2.56m sought (beyond the £279k previously awarded for feasibility work and developing the SOC) to produce a masterplan concept report and highway alignment feasibility assessment report, alongside community engagement activities, for completion by March 2024. Providing funding for the masterplan and transport feasibility now, will provide the first step in the relevant work required to deliver a solution to regenerate Western Harbour. The Assessment Summary Table is shown in Appendix 2 and the [SOC](#) is published on the West of England Combined Authority website.

Recommendation to approve the Strategic Outline Case for Western Harbour and the award of £2.56m to produce a masterplan concept report and highway alignment feasibility assessment report by March 2025.

Muller Road, Bristol Eastbound Bus Lane

- 2.15 A Feasibility and Development Funding [Application](#) has been submitted by Bristol City Council for the Muller Road Eastbound Bus Lane. The project delivers benefits to public transport users and addresses existing congestion. It is part of a package of measures related to proposed development at Lockleaze, which taken together, provides mitigation and support measures for new housing at that location. Funding of £388k is requested for the scheme to progress straight to Full Business Case by February 2024. The project can utilise the existing Investment Fund allocation of £3.915m for Lockleaze Sustainable Transport Improvements.

Recommendation to approve the Feasibility and Development Funding Application for the Muller Road Eastbound Bus Lane and the award of £388k to produce a Full Business Case by February 2024.

Joint Local Transport Plan

- 2.16 As set out in the transport update report, a Feasibility and Development Funding [Application](#) has been produced by the West of England Combined Authority seeking funding of £1.25m to update the Joint Local Transport Plan for completion and adoption by July 2024. This funding would be drawn from the Investment Fund allocation for the Strategic Planning Shared Evidence Base (award £5.75m).

Keynsham to Willsbridge Path

- 2.17 Following the previous award of £145k development funding, an Outline Business Case has been produced by South Gloucestershire Council for the Keynsham to Willsbridge Path scheme which will develop this into a route that is accessible to pedestrians, cyclists and wheelers thereby making use of these modes easier, quicker and safer. This will be delivered through a direct active travel route along the corridor together with new crossing facilities on the A4175 Keynsham Road and A431 Bath Road. Funding of £455k is requested to complete the Full Business Case by March 2024. Along with a number of other phase 2 walking and cycling schemes awarded development funding in 2021, it is intended that this scheme is fully developed in order to provide an active pipeline to be able to respond to other funding opportunities, such as Active Travel England's Active Travel Fund. The Assessment Summary Table is shown in Appendix 3 and the [Outline Business Case](#) is published on the West of England Combined Authority website.

Recommendation to approve the Outline Business Case for the Keynsham to Willsbridge Path and the award of £455k to produce a Full Business Case by March 2025

Change Requests

- 2.18 The following projects within the Investment Fund programme seek changes to their funding which impact on the inflationary provision or headroom as set out in the Delivery Assurance report on this agenda:
- **Old City and King Street, Bristol** – additional £93k of development funding (to be met from inflationary provision). Delivery funding now being met from Active Travel Fund round 4 (releasing £1.655m Investment Fund).
 - **SGC Sustainable Transport Package** – additional £158k of funding to complete the Badminton Road cycle scheme element (to be met from inflationary provision).
 - **Portway Station** – additional £450k of operational costs.
 - **Grovesend Road/Gillingstool, South Gloucestershire** – additional £20k reflecting scope change.

- Swops between TCF and CRSTS for **Step Free Stations** (£114k) and **Bath City Centre**, part of the Bus Programme (£348k).
- Swops between CRSTS and TCF for the **A432 Multi Modal Corridor** (£11k) and **A38 Multi Modal Corridor** (£361k).
- Reductions in funding for **Bristol Cycle Hangers** (£54k) and **Bus Stop Upgrades** (£349k) reflecting delivery within the TCF window to 22/23.
- **Careers Hub** – reduction in funding on £37k.

Together these projects would increase the headroom by £1.7m bringing the total available to **£2.5m**.

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 West of England 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 West of England Combined Authority website.

Climate Change Implications

- 7 The West of England 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 Supporting economic growth is central to this funding stream, and promoters are required to include an economic case within the Full Business Case (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 West of England Combined Authority website at the point of decision making.
- 8.2 As set out in the Delivery Assurance report on this agenda, a line by line review is being undertaken for the schemes within the Investment Fund programme. This will also include a new process of health check assurance for key schemes in the infrastructure portfolio. This process, alongside the actions of the Programme Review Board, are expected to improve financial and programme forecasting.

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 Western Harbour - Assessment Summary Table

Appendix 3 Keynsham to Willsbridge Path 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)

	Position as at:	
	Mar 2023	Jun 2023
Feasibility Studies		
A420 to Bath Highway Improvements	200	Complete
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
Joint Local Transport Plan	-	1,250
Business Case Development		
MetroWest Phase 2	13,663	13,663 [#]
Charfield Station	4,123	4,123
MetroWest Phase 1	5,902	13,520 ^{##}
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	3,802
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	609
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	120
Ring Road – Filton to MOD	145	145
Keynsham to Willsbridge Path	145	600

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	386
Hengrove Metrobus Extension Corridor	60	60
Regional Cycle Hangers	100	100
Alveston Hill Cycleway	175	175
A432 Multi Modal Corridor	225	236
Walking and Cycling Scheme Development	200	200
Lockleaze Sustainable Transport Improvements	569	569
CRSTS Specialist Resource SGC	670	486###
A38 Multi Modal Corridor	-	361
Muller Road Eastbound Bus Lane	-	388

Schemes in Delivery		
Real Time Information System Upgrade	559	559
Cribbs Patchway MetroBus Extension	27,161	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	893	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	708
Arena Infrastructure Package	10,830	10,830
A4018 Corridor Improvements	700	700
Old Market Gap	283	283
Cycle Hangers	561	507
SGC Sustainable Transport Package	510	668
Portway Station	1,600	2,050
Thornbury High Street	400	400
Emersons Green Local Transport Enhancements	856	537

Allocations		
CRSTS Capacity B&NES	670	670

Completed Projects	10,024	10,224
Total of all Awards and Allocations:	134,177	141,956
Associated Unallocated Funds	19,617	19,229
future4WEST	13,639	13,639
Regional Operations Centre	175	175
Bristol to Bath Strategic Corridor	457	457
CRSTS Pipeline	2,000	2,000
Lockleaze Sustainable Transport Improvements	3,346	2,958
Total	153,794	161,185

Note: * Excludes DfT funding of £24.366m.

Excludes £6.245m for period from 26/27

Excludes £10.113m for period from 26/27

Excludes £184k for period from 26/27

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

	Mar 23	Jun 23
Feasibility Studies		
Bedminster High Street Improvement	275	275
Strategic Planning Shared Evidence Base	5,750	4,500
OPE8 Housing Enabling Fund	500	500
South Gloucestershire High Streets Catalyst Phase 2	225	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
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	2,839
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	165
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	1,294	1,613
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	394
<i>Allocations</i>		
LAF and DIF Repayments*	-8,297	-8,297
<i>Completed Projects</i>		
	12,696	12,696
Total of all Awards and Allocations:	82,262	83,891
Associated Unallocated Funds		
	423	423
Green Infrastructure	423	423
Total	82,685	84,314

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)

	Mar 23	Jun 23
Feasibility Studies		
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
Skills Connect Pilot	285	285
HGV Driver Training Project	220	220
Cultural Compact Start-Up Investment	370	370
High Streets Strategic Review	25	25
Climate Emergency and Capacity	536	536
Local Nature Recovery Strategy	330	330
Local Energy Scheme Pilot	119	106
Business Case Development		
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	548
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	2,357
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	678	678
Community Support Fund	1,337	1,337
Bath River Line Phase 1	1,098	1,098
Community Pollinator Fund	1,458	1,458
Careers Hub 21/22 and 22/23-24/25	1,065	1,028
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	4,485	4,485
I-START Phase 0	1,361	1,361
Retrofit Accelerator – Supply Side	2,000	2,000
West of England Business Support Programme	5,834	5,834

Allocations		
Green Recovery Fund	14,480	14,492
Retrofit Set Up Programme	200	200
Economic Recovery Measures	3,709	3,709
I-START	130	130
Albion Dock	5,000	5,000
Place Partnership Funding	-	1,500

Completed Projects	1,304	1,304
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Total of all Awards and Allocations:	140,510	139,159
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Associated Unallocated Funds	17,718	17,718
Somer Valley Enterprise Zone	14,893	14,893
Bath River Line	2,377	2,377
I-START	449	449
Total	158,228	156,877

Appendix 2 Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Western Harbour Masterplan and Infrastructure Delivery Plan	Strategic Case	<p>Western Harbour is an area is at the western end of Bristol's Floating Harbour.</p> <p>The outputs from this project will define the plan to replace and/or renew the ageing road network (bridges and viaducts) in conjunction with the future regeneration of the Western Harbour area. It will develop the technical evidence to support a Masterplan for the area and an Outline Business Case for the Infrastructure Delivery Plan supporting the renewal and/or replacement of the road network</p> <p>The project aims to support the redevelopment of the area to realise Bristol's Local Plan Review objective to grow and regenerate Western Harbour to deliver housing and jobs in line with commitments in the Western Harbour Vision.</p> <p>A phased approach to the development of the Masterplan and highway Outline Business Case is proposed with the outputs of the initial phase being a Masterplan Concept Report and Highways Alignment Feasibility Assessment Report.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	Bristol City Council	Subsidy Control	The project seeks funding for development work. Subsidy control implications to be set out in any future business case for scheme delivery.	Approval Requested	Strategic Outline Case

Date of Submission	11/5/23	Economic Case and Value for Money	The project is at an early stage and as such the value for money assessment is at a high level and has not therefore been reviewed in detail.	Grant Award	£2,560,000
Funding Requested	£2,560,000 profiled in 23/24		The economic case presents a transport appraisal which is predicated on the relationship with a closed Plimsoll Swing Bridge scenario and the disbenefits this would present. Given the negative impacts on traffic movements arising, as would be expected, this therefore delivers a high BCR, although this is not a realistic scenario as any closure would presumably be accompanied by a package of interventions on alternative routes. The draft local plan regeneration objective is to deliver 2,500 new homes and an additional 500 student homes in Western Harbour. The economic appraisal should be updated in any further business case. The business case and value for money has been signed off by the Bristol City Council S151 Officer.		
Total Scheme Cost	–	Risk	An assessment of the appropriate level of risk provision has been provided against each of the workstreams. This has resulted in £469k (29% of base cost) being allowed for in the costings. Whilst a risk register has not been provided, seven key risks are identified. An early action in the next phase should be to expand and develop these risks to support risk management for the project.	Grant Recipient	Bristol City Council
Match Funding %	0%	Delivery	The delivery of this phase of the development work will be completed by March 2024. The SOC reports completion of phase 2 and the highways Outline Business Case and Masterplan and Delivery Strategy by June 2025.	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the Committee</i>	Approval of the Strategic Outline Case
The Western Harbour area is bounded to the north by Hotwells Road, Dowry Place and Oldfield Place, and includes the elevated flyover system. The central area includes the part of Spike Island west of Avon Crescent, Cumberland Basin and the Plimsoll Swing Bridge. To the south of the New Cut, the boundary follows Brunel Way and Jessop Underpass.	<i>Conditions of Approval</i>	None

Record of Approval

<i>West of England Combined Authority Committee</i>	
<i>Date of Meeting</i>	
<i>Decision</i>	16 June 2023

Appendix 3 Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Keynsham to Willsbridge Path	Strategic Case	<p>The scheme aims to address perceived and actual safety for pedestrians, cyclists and wheelers; to increase the attractiveness of walking, cycling and wheeling modes for trips between Keynsham and Willsbridge; to enhance accessibility along the corridor and improve local and strategic connectivity for active mode users.</p> <p>The project will link into the separate developer funded scheme to connect the A4175 path to Keynsham Station and beyond.</p> <p>The scheme shows alignment and/or will help to implement national, regional and local policies and strategies in the transport sphere as well as covid recovery plans and net zero strategies.</p> <p>There is an expectation that all schemes meet the Department for Transport's Cycle Infrastructure Design guidance (LTN1/20) and for CRSTS schemes there is a requirement that schemes 'must be approved by Active Travel England as complying with LTN 1/20'. The Council have provided an assessment against LTN1/20, but this was completed in early 2022 and therefore does not represent a formal review of the current designs. There should be a review of the outline design based upon the Active Travel England checklist within 3 months and prior to commencing detailed design.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	South Gloucestershire Council	Subsidy Control	The scheme is not economic in nature.	Approval Requested	Outline Business Case

Date of Submission	17/4/23	Economic Case and Value for Money	<p>The scheme currently presents a BCR of 1.95 categorised as ‘medium’ value for money, although with revisions to journey ambience benefits there is a reasonable expectation the scheme could present ‘high’ value for money (a BCR of at least 2). This is however predicated on achieving the uplift in cycling and walking forecast (79%).</p> <p>In line with the Local Growth Assurance Framework, the expectation is that this scheme should reconfirm the ‘high’ value for money categorisation at Full Business Case.</p> <p>The business case and value for money has been signed off by the South Gloucestershire Council S151 Officer.</p>	Grant Award	£455,000 capital (beyond £145,000 previously awarded)
Funding Requested	£455,000 (profiled £294k 23/24 and £161k 24/25)				
Total Scheme Cost	£4.213m (including development)	Risk	<p>Provision of £786k has been allowed for (25% of the base cost) within the overall development and delivery cost.</p> <p>The key identified risks are higher than expected amount of unknown utility diversions; incomplete understanding of asset condition during construction; bill of quantities errors in providing the works cost estimate; and the availability of contractors leading to increased tender prices or delay to programme.</p>	Grant Recipient	South Gloucestershire Council
Match Funding %	0% (capital cost)	Delivery	<p>Whilst works facilitating the delivery of the scheme are largely contained within the existing public highway, some essential components will require land outside of this or use of private roads. As such acquisition of (or access to) the land by negotiation and agreement will be required, avoiding Compulsory Purchase Orders if possible. It will be important that sufficient resource and programme are allowed for this workstream as the legal requirements and approach for some sections of the route are not clearly defined at this time.</p> <p>Planning permission will also be required for the sections of the scheme which diverge from the existing highway boundary.</p>	Payment Basis	Quarterly in arrears on expenditure incurred

			It is planned that the Full Business Case will be produced by March 2025.		
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<i>Scheme Description</i>	<i>Recommendation to the Committee</i>	Approval of the Outline Business Case
This project will develop the Keynsham to Willsbridge Path into a route that is accessible to pedestrians, cyclists and wheelers thereby making use of these modes easier, quicker and safer. This will be delivered through a direct active travel route along the corridor together with new crossing facilities on the A4175 Keynsham Road and A431 Bath Road.	<i>Conditions of Approval</i>	

Record of Approval

<i>West of England Combined Authority Committee</i>	
<i>Date of Meeting</i>	
<i>Decision</i>	16 June 2023