

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

DATE: 16 JUNE 2023

REPORT TITLE: DELIVERY ASSURANCE

**DIRECTOR: STEPHEN FITZGERALD, INTERIM DIRECTOR OF
INVESTMENT AND CORPORATE**

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

Purpose of Report

1. To consider changes to schemes within the Investment Fund programme against the agreed delivery assurance principles.

Recommendations

- The Committee is asked to approve the change requests for schemes within the current programme as set out in Appendix 2.

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

Delivery Assurance and Budgetary Principles

2. The West of England Combined Authority Committee agreed to delegate approval of changes within stated tolerances for schemes within the approved Investment Fund programme to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils. To support delivery of the City Region Sustainable Transport Settlement, a set of delegations are also in place to the Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the constituent Councils for schemes within the infrastructure portfolio.

- 2.1 At the West of England Combined Authority Committee meeting in July, a set of delivery assurance and budgetary principles were agreed to drive the delivery of projects and good practice. Key to the application of these principles is the establishment of a Programme Review Board (PRB) comprising the Combined and Unitary Authority S73/S151 officers and Directors. This Board oversees overall programme management and identifies and agrees which projects require review and support to improve delivery, provides overall strategic direction for the recovery of the project, helps to resolve conflicts and manage risks, and promotes learning and the sharing of practice.
- 2.2 A review is also being undertaken of possible measures to incentivise delivery to programme, to augment the actions to address project delay set out in the delivery assurance and budgetary principles (as shown in paragraph 4). To further address this, we will look to develop further methods including looking at financial incentives.

Budget Review of Funding Programmes

3. At the West of England Combined Authority Committee meeting in March it was agreed that a detailed line by line budget review of each funding programme would be carried out and that the outcomes/progress would be reported back to this Committee. This process of review has been initiated starting with projects in the Investment Fund programme including consideration of the current spend profile and the realism of forecasts working with the relevant thematic Combined Authority Director. It is expected that this will improve the accuracy of forecasts, particularly for the capital programme, for which actual spend has been much lower than that forecast in previous years.
- 3.1 In parallel, as part of the West of England Combined Authority's continuous improvement work, a new Health Check assurance process has been rolled out by the Infrastructure Directorate. These Health Checks assess what controls are in place for a project to ensure gaps are highlighted and support is provided to projects to close these. The Health Check looks at a broad range of controls such as scope definition, benefits and alignment to strategy, governance, risk management plans, stakeholder plans, schedules, finances and cost.
- 3.2 On the West of England Combined Authority led projects, 12 Health Checks have taken place to date, including on the Future Transport Zone programme, Bristol to Bath Strategic Corridor and Step Free Rail Stations, with 26 further reviews scheduled. After this is completed, further Health Checks will be conducted at appropriate key decision points to be determined as part of the continuous improvement process. Alongside this new process, the West of England Combined Authority is currently carrying out a cost and schedule review of the City Regions Sustainable Transport Programme. This will assess the current estimated cost and schedule performance of the programme.
- 3.3 A further report on progress with the activities set out above will be provided to the next meeting of the Committee

Change Requests

4. The PRB met in May and recommended the approval of a number of change requests. It should be noted that the number of change requests submitted for consideration was greater than would normally be expected owing to a combination of year end and the need to reconcile profiles to 22/23 actuals, and funding swops to manage out full spend of the Transforming Cities Fund. These change requests were considered against the agreed delivery assurance and budgetary principles set out in full in Appendix 1, and in particular those below:
 - *Where there is delay, it should not be assumed that funding can automatically be moved between years, or that if significant change occurs that funding automatically continues. A full impact assessment would need to be undertaken to ensure the financial and contractual impacts are clearly understood prior to final decision by the Committee.*
 - *Where projects are stalled or significantly delayed, redeploying those resources to projects that will provide more certain or immediate benefits should be considered.*
 - *For projects over a certain threshold with significant delays or cost increase, where there is no consensus amongst the Programme Review Board on whether to agree to the change or delay, then a separate report to the West of England Combined Authority Committee will be prepared setting out the pros and cons.*
 - *All material changes to budget or profile should be challenged by the Programme Review Board. Formal submission of change requests should be preceded by updates and early warning, in order that the change and options can be understood and agreed.*
 - *Where programme delays are reported, change requests should set out the full extent of delays since that at original approval, and not just the latest change, together with the mitigation that has been, or will be, undertaken to avoid any further delays in future.*
- 4.1 The change requests recommended by the PRB for Committee approval are set out in Appendix 2. In addition, the changes shown in Appendix 3 have been approved through the granted delegation to the Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the constituent Councils.
- 4.2 The following schemes request increases to their overall funding:
 - **Portway Station** – additional £450k Investment Fund (IF) to meet the operational costs (change request requires sign off from BCC).

- **South Gloucestershire STP 2018-2021** – increase of £158k Transforming Cities Fund (TCF) funding to complete the Badminton Road cycle scheme element
- **Grovesend Road/Gillingstool** – additional £20k IF owing to scope change.
- **Bath City Centre** – additional £705k City Region Sustainable Transport Settlement (CRSTS) to progress Outline/Full Business Case work.
- **Alveston Hill** – additional £160k CRSTS to develop the Full Business Case.

4.3 The following schemes report overall reductions in funding:

- **Old City and King Street** – additional £93k IF for development, with delivery funding now Active Travel Fund (£1.655m less IF).
- **Local Energy Advice Support** – project delivered a further £12k under budget to be returned to the Green Recovery Fund.
- **Bristol Cycle Hangers** – reduction in funding of £54k in TCF window.
- **Careers Hub** – reduction in IF funding of £37k.
- **Bus Stop Upgrades** – reduction in funding of £349k in TCF window.

4.4 The following report significant delay (more than 6 months) or reprofiling funding between financial years (£500k plus):

- **Chew Valley Lake Recreational Trail South** – delays of up to 17 months.
- **Milsom Quarter** – reprofiling back £947k
- **Somer Valley Enterprise Zone** – delays of up to 12 months
- **Bath Quays North Infrastructure Development Works** – delays of up to 12 months and reprofiling back £5.873m.
- **Bristol City Centre & High Streets Recovery and Renewal** – 18 month extension
- **City Centre Economic Development and Markets** – delays of up to 13 months.
- **Temple Island Enabling Works** – delays of up to 24 months.
- **Charfield Station** – delays of up to 9 months and reprofiling back £900k.
- **Tree Canopy Project** – delays of up to 7 months
- **Emersons Green Local Transport Enhancements** – reprofiling £116k forward and £680k back
- **Kingswood Regeneration Programme** - reprofiling back £529k

- **Avonmouth Severnside Ecology Mitigation and Flood Defence** – reprofiling back £2.645m.
- **Thornbury High Street** - reprofiling back £1.252m.
- **Business Growth and Adaptions Fund** - reprofiling back £784k.
- **Cultural Compact Start-Up Programme** – delays of up to 12 months.
- **Workforce for the Future** – 12 month extension.
- **High Street Catalyst Fund** – 12 month delay to completion.
- **LIS Productivity Challenge** - delay of up to 17 months and reprofiling back £1.039m.
- **Bath City Centre (Bristol to Bath Strategic Corridor)** – delays of up to 13 months.
- **Future Transport Zone** – delays of up to 31 months and reprofiling back £3.655m.
- **MetroWest Phase 2** – reprofiling back £1.6m.
- **Somer Valley to Bristol & Bath** - delays of up to 7 months
- **Step Free Stations** – delays of up to 11 months.
- **Green Infrastructure** – delays of up to 48 months.
- **Innovation for Renewal and Opportunity** – reprofiling back £1.05m

4.5 Where these schemes (and others with changes of lower magnitude) report delay, the stated reason for this is set out in Appendix 2. These reasons are varied across the programme as would be expected due to the different types of intervention funded and where they sit in the project lifecycle. However, a key theme appears to be project resourcing, particularly in the mobilisation phase, both in terms of in-house staff and specialist transport and other consultants. In addition, there are several changes relating to delays in securing planning or other consents, tendering or contractual processes, scope changes including addressing cost pressures, and insufficient time being allowed for approval and initiation. Additional time required for optioneering and consultation, and on site construction issues, are both referred to by a couple of projects.

4.6 The following changes to transport projects have an impact on spend for the time limited Transforming Cities Fund:

- **Reduced TCF spend and swapping TCF to IF** - Concorde Way/Dovercourt Road (£180k), Arena Infrastructure Package (£118k), Charfield Station (£64k), Yate Park & Ride (£66k), Grovesend Road/Gillingstool (£37k), Filton to MoD (£46k), Keynsham to Willsbridge Path (£61k), Yate Spur Phase 5 and 6 (£106k), Access for All Mid Tier

(£23k), Electric Vehicle Charging (£14k), MetroWest Phase 2 (£1.6m), Metrobus Consolidation (£38k) and Alveston Hill (£139k).

- **Reduced TCF spend and swapping TCF to CRSTS** - Step Free Stations (£114k), Bath City Centre (£348k) and Somer Valley to Bristol & Bath (£206k)
- **Increased TCF spend and swapping IF to TCF** - MetroWest Phase 1 (£310k)
- **Increased TCF spend and swapping CRSTS to TCF** - A432 Multi Modal Corridor (£11k) and A38 Multi Modal Corridor (£348k)

Consultation

- 5 Engagement has taken place with officers in the West of England Combined Authority and constituent Unitary Authorities including consideration at the Programme Review Board.

Other Options Considered

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

Risk Management / Assessment

- 7 All projects underway maintain a specific risk register as part of the project management and monitoring arrangements. Key risks are included in regular Highlight Reports.

Public Sector Equality Duties

- 8 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

- 9 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

- 10 The financial implications of the change requests detailed within this report are affordable within the overall funding as previously approved by the West of England Combined Authority Committee.

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

Legal Implications

- 11 There are no additional legal implications arising from this report.

Advice given by: Stephen Gerrard, Interim Monitoring Officer, West of England Combined Authority

Human Resources Implications

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

Land / Property Implications

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

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

Appendices:

Appendix 1: Delivery Assurance and Budgetary Principles

Appendix 1: Change Requests for Schemes within the Current Programme Recommended for Committee Approval

Appendix 2: Change Request Approved through Delegation

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Appendix 1

Delivery Assurance and Budgetary Principles (as agreed at July 2022 West of England Combined Authority Committee)

- That openness and transparency in project reporting is maintained, capturing risks and opportunities and fostering a collocative approach.
- That where appropriate and practical the pooling of resources, skills and expertise between the Combined and Unitary authorities is further used for efficiency and to address peaks. A risk assessment for certain key roles would need to be undertaken to ensure no negative legal impact to the relevant organisation.
- In addition to funding awards, all funding allocations must have an agreed spend profile against them. For awards there will be a grant or budgetary condition that the spend profile will be met to encourage robustness and realism.
- Where there is subsequent delay, it should not be assumed that funding can automatically be moved between years, or that if significant change occurs that funding automatically continues. A full impact assessment would need to be undertaken to ensure the financial and contractual impacts are clearly understood prior to final decision by the Committee.
- Where projects are stalled or significantly delayed, redeploying those resources to projects that will provide more certain or immediate benefits should be considered.
- For projects over a certain threshold with significant delays or cost increase, where there is no consensus amongst the Programme Review Board on whether to agree to the change or delay, then a separate report to the West of England Combined Authority Committee will be prepared setting out the pros and cons.
- All material changes to budget or profile should be challenged by the Programme Review Board. Formal submission of change requests should be preceded by updates and early warning, in order that the change and options can be understood and agreed.
- Where programme delays are reported, change requests should set out the full extent of delays since that at original approval, and not just the latest change, together with the mitigation that has been, or will be, undertaken to avoid any further delays in future.
- Transparency and visibility of fund performance is paramount to building trust and monitoring performance.
- Regular independent health checks (drawing on experienced staff across the Combined and Unitary Authorities) should be conducted on projects throughout their lifecycle and findings reported to the Programme Review Board or relevant

Director's forum.

- Timely preventative action on programme slippage or risks to budget is required to support delivery.
- All projects should have robust financial plans in place based upon current benchmarks
- All projects carry an inherent level of risk, and clear risk contingency must be set at the start of a project and regularly reviewed.
- Clear definition of Projects at initiation stage is critical to setting a project up for success and a greater chance of meeting its requested budget, programme and outcomes.

Appendix 2

Change Requests for Schemes within the Current Programme Recommended for Approval

Bath & North East Somerset Council

Project	Chew Valley Lake Recreational Trail South
Funding awarded	£150k
Source:	Investment Fund (IF)
Cost/ Spend:	No change to overall funding Reprofiling £150k from 22/23 to 23/24 Revised profile £150k 23/24
Milestones:	Up to 17 month delay across milestones including public consultation (12 months), Full Business Case submission (9 months) and construction starts (10 months to Jul 24)
Stated reason for change: Delay in commencing the project due to not having a project team in place. In addition, Bristol Water's ecologist has advised that the proposal will require a full season of bat surveys to support the planning application.	

Project	Milsom Quarter
Funding awarded	£2.475m
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £947k from 22/23-23/24 to 24/25 Revised profile £46k 22/23 (revenue), £907k 23/24 (£112k capital, £795k revenue) and £1.523m 24/25 (£697k capital, £826k revenue)
Milestones:	Delay of up to 4 months across the milestones including 2 months for submission of the Full Business Case (to Feb 25).
Stated reason for change: Delay in securing staff and to ensure the right governance was in place and that objectives and requirements were defined.	

Project	B&NES Housing & Regeneration Enabling Fund
Funding awarded	£750k
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £22k from 22/23 to 23/24 Revised profile £149k 22/23, £254k 23/24 and £347k 24/25, total £750k
Stated reason for change: Costs for committed work for Radstock Town Centre not incurred by Mar 23 and delay in scoping work for Twerton masterplanning.	

Project	Somer Valley Enterprise Zone
Funding awarded	£1,820,467
Source:	IF
Cost/ Spend:	Reprofiling £254k from 22/23 to 23/24 Revised profile £286k pre 20/21, £281k 20/21, 126k 21/22, £607k 22/23 & £521k 23/24
Milestones:	Delays of up to 12 months across several milestones including 6 months for OBC+ submission to Jul 23, and 7 months to Full Business Case (FBC) approval (to Apr 24)
Stated reason for change: A decision was made to submit the OBC+ once the Local Development Order has been approved and resolution to adopt has been received from B&NES Cabinet. This has a knock on effect to the FBC submission date.	

Project	Bath Quays South
Funding awarded	£14.638m
Source:	Local Growth Fund/Getting Building Fund (LGF/GBF), Economic Development Fund (EDF), Department of Levelling Up Housing and Communities (DLUHC) In Year Capital
Cost/ Spend:	Decrease of overall funding by £151k to £34.349m Increase to DLUHC funding of £163k to £2.813m and £314k reduction in match funding. Revised DLUHC funding profile £2.813m in 22/23
Milestones:	Delay of 5 months (to May 23) to public realm works practical completion.
Stated reason for change: Less 22/23 spending than expected on Bath Quays North so transferring £163k underspend to Bath Quays South to ensure total £3m DLUHC funding for Bath Quays is utilised.	

Project	Bath Quays North Infrastructure Development Works
Funding awarded	£37.085m
Source:	LGF/GBF, EDF, DLUHC
Cost/ Spend:	No change to overall funding Reduction of DLUHC funding of £163k with equivalent increase in match funding Reprofiling £5.873m from 22/23 into 23/24 Revised EDF profile pre 22/23 924k, 22/23 £0, 23/24 £15.904m, 24/25 £12.943m, 25/26 £1m, total £30.771 Revised DLUHC profile £187k in 22/23
Milestones	Delay to Phase 1 milestones of up to 7 months and Phase 2 milestones of up to 12 months.
Stated reason for change: Delays due to the current economic uncertainty. The partners have been working to ensure a route forward is identified that delivers the core scheme economic targets.	

Project	ISTART/ISTART Phase 0
Funding awarded	£800,000/£1,360,544
Source:	IF
Cost/ Spend:	ISTART Reprofiling £97,584 from 22/23 to 23/24 and inclusion in ISTART Phase 0 Revised profile £208k 20/21, £324k 21/22, £171k 22/23, total £702,416 START Phase 0 Additional £97,584 from ISTART development. Reprofiling £33k from 22/23 to 23/24 Revised profile £1.376m 23/24 and £82k 24/25, total £1,458,128
Milestones:	Delays of 2-7 months to several milestones including Phase 0 completion (7 months to Dec 24)
Stated reason for change: Phase 0 end date extended as innovation and research works to now begin in Jul 23 due to delay in confirming funding. Due to delays starting there is now additional time required for the overall project in order to meet all intended outcomes.	

Project	BANES Strategic Masterplanning
Funding awarded	£1.345m
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £305k from 22/23 to 23/24 Revised profile £420k 22/23 and £925k 23/24
Milestones:	Delay of 4-5 months across a number of milestones including community engagement and transport studies delivery programme (4 months to Jul 23).
Stated reason for change: Delays with commissions meant 22/23 spend was less than anticipated. Programme overall is anticipated to be completed as envisaged and to better align with the Local Plan programme.	

Bristol City Council

Project	Bottle Yard Studios- Hawkfield Business Park
Funding awarded	£11,817,783
Source:	IF and DLUHC
Cost/ Spend:	£36k additional match funding bringing total to £1.727m and reprofiling back match funding to 23/24. Reprofiling £118k from 21/22-22/23 to 23/24 Revised profile £8.5m 21/22 (capital), £3.11m 22/23 (£3.077m capital and £32k revenue), £183k 23/24 (£115k capital and £68k revenue) and £25k 25/26 (revenue)
Stated reason for change: The key variance is associated with delays with Bristol City Council match funded works at the existing Bottle Yard Studios site, due to a failed tender process and procurement, due to tendered costs being outside of the available budget envelope.	

Project	Bristol City Centre & High Streets Recovery and Renewal Programme	
Funding awarded	£2,920,000	
Source:	IF	
Cost/ Spend:	An additional £1.5m match funding through CIL Reprofiling £266k from 21/22-23/24 to 24/25 Revised profile £123k 21/22, £1.031m 22/23, £1.5m 23/24 & £267k 24/25	
Milestones:	18 month project extension to Mar 25	
Scope:	Inclusion of an additional 3 high streets. Project to be combined with City Centre Economic Development and Markets	
Stated reason for change: The street scene and greening element has been impacted by resourcing/restructure of several key teams/services within the Council and external contractor availability and resources.		

Project	City Centre Economic Development and Markets	
Funding awarded	£165k	
Source:	IF	
Cost/ Spend:	No change to overall funding Reprofiling £67k from 22/23 to 23/24 and 24/25 Revised profile £19k 22/23, £110k 23/24 and £36k 24/25	
Milestones:	Delay of up to 13 months across several milestones including 5 months to project completion (to Aug 24)	
Scope:	Project to be combined with Bristol City Centre & High Streets Recovery and Renewal Programme	
Stated reason for change: Delays in receiving funding approval.		

Project	Concorde Way/Dovercourt Depot	
Funding awarded	£400k	
Source:	Transforming Cities Fund (TCF)	
Cost/ Spend:	No change to overall funding Reprofiling £180k from TCF in 22/23 to IF in 23/24 Revised profile £220k 22/23 & £180k 23/24	
Milestones:	Delay of 8 months across several milestones including Outline Business Case submission (to Nov 23).	
Stated reason for change: Delay by the internal requirement to assess four options (one off-road and three on road), meaning that the public consultation was delayed. This was compounded by consultation having to await the planning application consultation by Goram Homes for the former Dovercourt Depot site.		

Project	Old City and King Street
Funding awarded	£516,250
Source:	TCF
Cost/ Spend:	Additional £93k IF in 23/24 Delivery costs now funded by Active Travel Fund round 4 Revised profile £516k 22/23 and £93k 23/24.
Stated reason for change: The tender process was more complex than anticipated and led to delays in time and therefore increased cost.	

Project	Portway Station
Funding awarded	£3.153m
Source:	GBF, EDF and TCF
Cost/ Spend:	Request for £450k revenue (£175k 23/24, £150k 24/25 and £125k 25/26) to meet operational costs.
Milestones:	Delay of one month to operational from Jun to Jul 23
Stated reason for change: When BCC signed the original New Stations Fund agreement with DfT which placed responsibility on the scheme promoter to work with the rail operator to identify (and where necessary fund) an appropriate rail service to serve the station. Discussions with Great Western Railway (GWR) early on in the project raised the issue of the potential for operational costs to be required but this was previously understood to be related to the need to enhance the service frequency on the Severn Beach Line to enable sufficient capacity in the timetable for GWR to be comfortable adding an additional stop to serve the station As BCC's powers as Transport Authority have passed to the CA since the original application, it would be more appropriate for the CA to provide the funding to underwrite operational costs, net of revenue, for the first three years of operation.	

Project	Reboot West
Funding awarded	£720k
Source:	IF
Cost/ Spend:	Reprofiling £42k from 21/22 – 22/23 to 23/24 Revised profile £106k 21/22, £303k 22/23, £275k 23/24 & £36k 24/25
Stated reason for change: Slower than expected onboarding of young people onto the project which impacted the level of spending.	

South Gloucestershire Council

Project	Arena Infrastructure Package
Funding awarded	£10,080,128
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £118k from TCF in 22/23 to IF in 23/24 Revised profile £75k 22/23, £3.88m 23/24, £6.095m 24/25, £15k 25/26 and £15k 29/30
Stated reason for change: Full Business Case approved was later than anticipated (Mar 23 rather than Jan 23) which has reduced 22/23 spend.	

Project	Charfield Station
Funding awarded	£4,123,000
Source:	TCF and IF
Cost/ Spend:	No change to overall funding Reprofiling forward £900k from 22/23-23/24 to 24/25 including £64k from TCF in 22/23 to IF in 23/24 Revised profile £1.109m to 21/22, £714k 22/23, £1.4m 23/24 and £900k 24/25
Milestones:	Delay to Network Rail GRIP 5 design completion (9 months), Highways Detailed Design Completion (6 months) and FBC Submission (9 months, to Aug 24).
Stated reason for change: Planning process took longer than anticipated. Adding additional time for review, assurance and governance procedures to the future programme adds realism and resilience. Change to cost categories reflecting increase in upfront costs of securing a land option met from risk provision.	

Project	Frome Valley River Reserve
Funding awarded	£1,106,377
Source:	IF (Green Recovery Fund)
Cost/ Spend:	No change to overall funding Reprofiling £31k from 22/23 to 23/24. Revised profile £667k 23/24 & £439k 24/25
Stated reason for change: Insufficient time to incur the planned expenditure before the first year end	

Project	Yate Park & Ride
Funding awarded	£4,351,281
Source:	TCF
Cost/ Spend:	No change to overall funding Reprofiling £66k TCF in 22/23 to IF in 23/24 Revised profile £477k 20/21, £3.668m 21/22, £140k 22/23 and £66k 23/24
Milestones:	12 month delay for scheme completion (to Sep 23).
Stated reason for change: Delay in the installation of final elements in particular the operating system (tender returns did not offer an appropriate solution to bus users not needing to pay for parking) and the installation of Sheffield stands.	

Project	SGC High Street Catalyst Phase 2
Funding awarded	£225k
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling forward £9k from 24/25 to 22/23. Revised profile £122k 22/23, £56k 23/24 and £47k 24/25
Stated reason for change: Expenditure associated with the Kingswood Hub refurbishment that needed to be incurred prior to the opening.	

Project	Thornbury Hospital Site
Funding awarded	£3,806,000
Source:	IF
Cost/ Spend:	No change to overall funding or repayment Reprofiling £122k from 22/23 to 23/24 Revised profile £3.628k 21/22, £56k 22/23 and £122k 23/24.
Milestones:	Delay of up to 22 months across several milestones including demolition of existing buildings (to Dec 23) and completion of Extra Care Housing (ECH) - 9 months to Jul 25.
Stated reason for change: Ongoing uncertainty relating to the availability of funding for the Integrated Health and Wellbeing Centre has led to difficulty in fixing a development design and has caused changes to key milestone delivery dates. A restricted supply of environmental consultants and the discovery of heritage building concerns has influenced the key milestone commencement date for demolition. However, these influences do not cause material change to the overall programme.	

Project	Winterbourne, Frampton Cotterell Bypass & Coalpit Heath Westerleigh Bypass	
Funding awarded	£412.500	
Source:	IF	
Cost/ Spend:	No change to overall funding Reprofiling £72k for 22/23 to 23/24 Revised profile £341k to 21/22 and £72k 23/24 Increasing third party costs by £41k from in house costs.	
Milestones:	Project completion extended by 3 months to Jun 2023.	
Stated reason for change: The final Movement Study has been delayed owing to the dependency on the availability of the Regional Transport model which was signed off in January 2023.		

Project	Grovesend Road/Gillingstool	
Funding awarded	£120k	
Source:	Investment Fund	
Cost/ Spend:	Request for additional £20k reflecting scope change Reprofiling £37k from TCF in 21/22 and 22/23 to IF in 23/24 Revised profile £63k 22/23 and £57k 23/24	
Milestones:	Delay of 5 months to OBC submission to Jun 23	
Scope:	Amendment of scope to include full Dutch roundabout designs	
Stated reason for change: Delay due to capacity within the consultant teams, who are also working on Full Business Cases for SGC on the Strategic Corridors and Yate Spur and Alveston Hill projects. The recommendation to amend the scope will require additional topographical surveys and design work to ensure the designs achieve the desired outcomes.		

Project	Filton to MoD	
Funding awarded	£145k	
Source:	IF	
Cost/ Spend:	No change to overall funding Reprofiling £46k TCF from 21/22 and 22/23 to IF in 23/24 Revised profile £99k 22/23 and £46k 23/24	
Milestones:	Delay of 6 months to OBC submission to Jun 23	
Stated reason for change: Delay due to capacity within the consultant teams, who are also working on Full Business Cases for SGC on the Strategic Corridors and Yate Spur and Alveston Hill projects.		

Project	Keynsham to Willsbridge Path (formerly Keynsham Road)
Funding awarded	£144,500
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £61k TCF from 21/22 and 22/23 to IF in 23/24 Revised profile £84k 22/23 and £61k 23/24
Milestones:	3 month delay to OBC submission to Apr 23
Stated reason for change: Delay due to capacity within the consultant teams, who are also working on Full Business Cases for SGC on the Strategic Corridors and Yate Spur and Alveston Hill projects. The OBC has now been prepared and submitted for consideration.	

Project	Yate Spur Phases 5 and 6
Funding awarded	£645,500
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £106k from TCF in 22/23 to IF in 23/24 Revised profile £68k 21/22, £45k 22/23 and £533k 23/24
Stated reason for change: Delays due to resource allocation from consultants.	

Project	Tree Canopy Project (GRF Nature Recovery)
Funding awarded	£1,131,046
Source:	IF (Green Recovery Fund)
Cost/ Spend:	No change to overall funding Reprofiling £42,931 from 22/23 into 23/24. Revised profile £566,258 23/24 and £564,788 24/25
Milestones:	1-7 months delay across 6 milestones including 7 months delay to staff recruitment from Oct 22 to May 23, 5 months delay to staff training ahead of planting rollout completion from Mar 23 to Jul 23.
Stated reason for change: Funding approval was later than originally scheduled resulting in a five month delay to the project start which had a knock-on impact to recruitment and associated milestones. Due to the seasonal nature of tree planting, the project is able to timetable work required to ensure planting remains on schedule for the remainder of 23/24.	

Project	Cribbs Patchway Metrobus Extension
Funding awarded	£47,200,000
Source:	LGF, IF/TCF and EDF
Cost/ Spend:	No change to overall funding. Reprofiling £40k EDF from 24/24 into 22/23 Reduction of £198k EDF replaced by S106 Revised EDF profile pre 21/22 £858k, 21/22 £1.010m, 22/23 -£1.010m, 23/24 £992k, 24/25 £5.162m, total £7.012 Reallocation of spend across costs headings
Stated reason for change: Swap of EDF for match funding due to S106 funding being identified that will reduce need to utilise EDF. Reallocation of spend across cost headings as it has been necessary to use more specialist consultants than originally budgeted due to complexity of the project.	

Project	Emersons Green Local Transport Enhancements
Funding awarded	£5.512m
Source:	LGF/GBF, EDF and TCF
Cost/ Spend:	No change to overall funding. Reprofiling forward £116k from 23/24 into 22/23 and reprofiling back £680k from 23/24 to 24/25 Revised EDF profile pre 21/22 £182k, 22/23 -£66k, 23/24 931k, 24/25 £680k, total £1.727m
Milestones:	Delay of 4 months to Completion of Newlands Bridge refurbishment and approaches, delays have also resulted in forecast spend extending into 24/25.
Stated reason for change: Delays in signing of the Deed of Variation to the S106 agreement which still outstanding.	

Project	A432 Multi Modal Corridor
Funding awarded	£1.877m
Source:	City Region Sustainable Transport Settlement (CRSTS) and TCF
Cost/ Spend:	No change to overall funding. Swap of £11k CRSTS for TCF and reprofiling from 23/24 into 22/23 Revised profile £236k TCF 22/23 and £1.640m CRSTS 23/24, total £1.877m
Stated reason for change: An increase in consultant expenditure has impacted profiling between years.	

Project	CRSTS Mobilisation (South Gloucestershire Council)
Funding awarded	£600k
Source:	CRSTS
Cost/ Spend:	No change to overall funding Reprofiling £254k from 22/23 into 23/24 and 25/26 Revised profile 22/23 £46k (£23k capital, £23k revenue), 23/24 £277k (£127k capital, £150k revenue), 24/25 £150k revenue, 25/26 £127k revenue, total £600k
Milestones:	Delay of 5 months (to Apr 23) to appointing CRSTS project staff
Scope:	The initial funding application sought to develop OBCs for Liveable Neighbourhoods and Bristol Bath Railway Path, but the intention is now to proceed directly to FBC and agree two Appraisal Specification Reports for discussion with the West of England Combined Authority
Stated reason for change: Change to scope due to both delay in mobilisation of staff resources and more efficient way of delivering the schemes. Reprofiting as a result of staff being mobilised later than anticipated.	

Project	South Gloucestershire Council Specialist Support
Funding awarded	£670k
Source:	IF
Cost/ Spend:	No change to overall funding. Reprofiling £18k from 22/23 into 23/24 Revised profile £0 22/23, £161k 23/24, £151k 24/25, £174k 25/26, £184k 26/27, total £670k
Milestones:	Delay of 2 months to completion of mobilisation of resources.
Stated reason for change: Anticipated earlier approval of funding application.	

Project	Kingswood Regeneration Project
Funding awarded	£7.560m (£1.613m IF and £5.947m EDF)
Source:	TCF, IF and EDF
Cost/ Spend:	No change to overall funding Reprofiling £529k IF from pre 22/23 and 22/23 into 23/24 Revised IF profile £590k 22/23 and £1.023m in 23/24. Reprofiling £408k EDF from 23/24 into 24/25 Revised EDF profile £2.499m 23/24 and £3.448m in 24/25.
Milestones:	2-5 months delay across 2 milestones including Pedestrianisation Start of Construction from Nov 23 to Jan 24 and Complete Tabernacle Construction from Dec 23 to May 24.
Stated reason for change: Additional work was needed to support robust decision making with full oversight of technical data, assessing the diversion options and changes that will occur in traffic movements and the associated impacts on air quality. This work has been delayed due to resource issues with external consultants deferring the construction phase. Original programme for the Tabernacle were overly ambitious with delays to contract awards and the complexities in formalising legal agreements.	

Project	Thornbury High Street
Funding awarded	£4.577m
Source:	EDF and TCF
Cost/ Spend:	No change to overall funding Reprofiling of £1.252m EDF from 22/23 into 23/24 Revised profile £1.323m (£400k TCF, £923k EDF) 22/23, £3.254m EDF 23/24, total £4.177m Reallocation of spend across cost headings
Milestones:	Delays of 5 months to minor TRO amendments (to May 23) and 4 months to scheme completion (to Jan 24).
Stated reason for change: Delay to scheme completion due to approval decision being taken at July 22 Committee and delays to TRO amendments to ensure these were all captured through a single process. Funding for cost inflation and scope changes drawn from risk budget.	

Project	Wraxall Road Roundabout Improvements
Funding awarded	£6.887m
Source:	IF
Cost/ Spend:	Reprofiling £104k from 22/23 into 23/24 onwards. Revised profile £3.088m 20/21, £3.654m 21/22, £41k 22/23, £104k 23/24 onwards, total £6.887m
Stated reason for change: To cover any costs incurred due to claims under Part 1 of the Land Compensation Act 1973.	

Project	A38 Multi Modal Corridor
Funding awarded	£2.030m
Source:	CRSTS
Cost/ Spend:	Swap of £361k CRSTS for TCF and reprofiling of £39k from 22/23 to 23/24 Revised profile £361k TCF in 22/23, £1.669m CRSTS in 23/24, total £2.030m
Stated reason for change: To utilise TCF based on actual expenditure in 22/23	

Project	East Fringe Masterplan
Funding awarded	£310k
Source:	IF
Cost/ Spend:	Reprofiling forward £5k from 22/23 to 23/24 Revised profile £116k 21/22, £160k 22/23 & £34k 23/24
Stated reason for change: Additional project activity towards the end of 22/23 than originally anticipated.	

Project	Alveston Hill
Funding awarded	£392,663
Source:	IF
Cost/ Spend:	Additional £160k CRSTS to be drawn from the £26.01m CRSTS allocation for the A38 Multi Modal corridor Reprofiling £139k from TCF in 22/23 to IF in 23/24 Revised profile £16k TCF 22/23 and £537k (£377k IF, £160k CRTS) in 23/24
<p>Stated reason for change: The allocation for this element of the A38 Multi Modal Corridor included in the OBC, did not include a share of the risk and inflation provision for the whole scheme. This came to light on receiving the costed consultant's proposal. Considering this, it is requested that an additional £160k is to be drawn down from the approved CRSTS funding allocation for delivery of this scheme.</p>	

West of England Combined Authority

Project	Business Start Up School
Funding awarded	£500k
Source:	IF
Cost/ Spend:	Increase in match funding of £1k to £448k Reprofiling £35,824 from 22/23 into 23/24 and 24/25 Revised profile £10,436 22/23, £245,468 23/24 and £244,096 in 24/25.
Milestones:	2-4 months delay across 5 milestones including the Consortium and Partner Agreements with UWE from Dec 22 to Apr 23
<p>Stated reason for change: Delays to the Grant Offer Letter with UWE who are managing the project delivery had a knock-on effect to the recruitment, spend and milestones. Prioritisation has been given to partner contracts to deliver the first cohort delayed from Dec 22 to Feb 23.</p>	

Project	Business Growth and Adaptations Fund
Funding awarded	£1.5m
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £784,087 from 22/23 into 23/24 and 24/25 Revised profile £647,913 22/23, £817,573 23/24 and £34,514 in 24/25.
Milestones:	2-3 months delay across 3 milestones including the launch of round three from Jan 23 to Mar 23 and closure from Jan 23 to Apr 23. 7 new milestones added to account for an additional funding round with the end of project review/evaluation delayed from May 24 to Dec 24.
<p>Stated reason for change: Coordinating the Business Innovation Fund, Intellectual Property for Growth and Made Smarter grants, delayed the launch and closing of round three. The level of available grant funding was set at 25% per round with the intention of releasing more funding if significantly higher numbers of stronger applications were received. As this was not the case, a fourth funding round will open in Sep 23. The lag between funding being awarded and monies claimed by businesses caused the underspend in 22/23.</p>	

Project	Cultural Compact Start-Up Investment
Funding awarded	£362,681
Source:	IF
Cost/ Spend:	Total project cost increase from £382,681 to £397,481 due to an additional £14,800 match funding. Reprofiling £70k from 22/23 and 23/24 into 24/25 Revised profile £108,059 22/23, £184,622 23/24 and £70k in 24/25.
Milestones:	2-12 months delay across 9 milestones including a 12 months delay for completion of the Creative Freelancer, Start Up and SME Delivery Plan from Sep 22 to Sep 23 and 11 months delay to the FBC submission for the Regional Cultural Investment Fund from Sep 22 to Aug 23.
Stated reason for change: The nature of the project is reliant on taking time to build new relationships/partnerships to research the needs of the sector before committing to investment, resulting in delays to milestones and the need for reprofiling. Changes to cost categories with an increase in Programme lead, reduction in specialist technical support and increase in placemaking costs also due to the need to target match funding from the Arts Council England.	

Project	Community Pollinator Fund
Funding awarded	£1,458,075
Source:	IF (Green Recovery Fund)
Cost/ Spend:	No change to overall funding Reprofiling £134k from 22/23 into 23/24 Revised profile £95k 22/23, £714k 23/24 and £649k 24/25.
Milestones:	2-4 months delay across 5 milestones including Appointing Evaluators from Jan 23 to May 23, Completion Deadline for Round 2 from Jun 24 to August 24 and Commencement of Round 3 from Apr 23 to Aug 23.
Stated reason for change: The recruitment of an experienced ecologist in a project support capacity removed the need to appoint a specialist ecological evaluator. Delays drawing down funding based on the awarded projects individual delivery plans necessitated the need for spend reprofiling.	

Project	Local Energy Advice Support
Funding awarded	£118,503
Source:	IF
Cost/ Spend:	Reduction in funding from £118,503 to £106,284, with £12,219 to be returned to the Green Recovery Fund Revised profile £106,284 22/23
Milestones:	1 month delay to Option Development Report from Apr 23 to May 23
Stated reason for change: Reduction of £12,219 in the amount claimed by supplier. Together with prior underspend, project delivered 29% (£44k) under-budget.	

Project	Future Bright Plus
Funding awarded	£3.6m
Source:	Investment Fund
Cost/ Spend:	No Change to overall Funding Reprofiling £272k from 22/23 into 23/24 Revised profile £80k 20/21, £1.004m 21/22, £1.144m 22/23 and £1.372m 23/24. Change to expenditure headings combining delivery costs, personal budget and marketing allocated to Councils into a new heading Grant Funding to Deliver Partners
Stated reason for change: Underspend in 22/23 due to reduced staffing both external and internal.	

Project	Access for All Mid-Tier
Funding awarded	£467,850
Source:	TCF and IF
Cost/ Spend:	No change in overall funding Reprofiling £7k from TCF in 22/23 to IF in 23/24 Swapping £16k incurred in 20/21 from TCF to IF revenue Revised profile £15,926 (IF) 20/21, £6,073 (TCF) 21/22, £192,745 (TCF) 22/23 and £253,106 (IF) 23/24.
Milestones:	1-4 months delay across 5 milestones including 3 months delay to Site Construction Work (from Nov 23 to Feb 24) and 4 months for Project Hand Back (Feb 24 to Jun 24).
Stated reason for change: Following completion of the outline designs, the cost estimate was above the fixed budget to complete the scheme, so a series of evaluation and rationalisation workshops were required to agree a final scope to go to competitive tender adding delays but reducing scope to a position where estimated costs fit within budget.	

Project	Step Free Stations
Funding awarded	£1,109,000
Source:	IF and CRSTS
Cost/ Spend:	No change in overall funding Swapping £114k TCF to CRSTS, reducing the TCF total from £250k to £136k and increasing the CRSTS total from £609k to £723k. Revised IF and TCF profile £3k (IF) 20/21, £38k (IF) 21/22, £136k (TCF) 22/23 and £209k (IF) 23/24, total £386k Revised CRSTS profile £233k 23/24 and £490k 24/25.
Milestones:	4-11 months delay across 11 milestones including Starting the Outline Design from Jun 23 to Oct 23, Design Completion from Jan 24 to May 24 and Detailed Design Completion from Sep 24 to Jul 25 delaying the start on site from Nov 24 to Aug 25.
Stated reason for change: Delays to the contract set up with Network Rail for the initial design development stage so they hold more obligation to better manage risks, costs and flag early warnings to the CA resulted in less progress than anticipated. The funding has been re-profiled based on the latest programme received from Network Rail who are overseeing the initial project development phase.	

Project	West of England HGV Driver Training
Funding awarded	£220k
Source:	IF
Cost/ Spend:	No change to overall funding Bringing forward £9,689 from 23/24 and 24/25 into 22/23 Revised profile £150,871 22/23, £67,129 23/24 and £2,000 24/25.
Milestones:	1-2 months delay to the two milestones relating to the marketing campaign.
Stated reason for change: Due to the urgency of the bus recruitment and the impact on the local economy, budget has been brought forward so the project team can increase delivery and marketing efforts.	

Project	Green Infrastructure
Funding awarded	£300,000
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £30,608 from 21/22 and 22/23 into 23/24 Revised profile £151,553 21/22, £117,839 22/23 and £30,608 23/24.
Milestones:	5-48 months delay across 6 milestones including a 36 months delay to Waterspace Connected FBC Somerdale Bridget access to nature from Dec 21 to Nov 24 and 48 months delay to Waterspace connected - Somerdale Bridge completion from Mar 23 to Mar 27.
Stated reason for change: The projects which are being developed using this fund are pilot green infrastructure projects, learning how to develop these projects for FBC. Further consultation, stakeholder engagement and ecology work has been required than was originally envisaged.	

Project	10 Year Rail Plan and Strategic Rail Investment
Funding awarded	£470k 10 Year Rail Plan and £250k Strategic Rail Investment
Source:	IF
Cost/ Spend:	Merging the 10 Year Rail Plan and Strategic Rail Investment projects. Revised profile £51k 20/21, £19k 22/23, £325k 23/24 and £325k 24/25.
Milestones:	Removal of 2 milestones related to 10 Year Rail Plan with the addition of a new milestone – Branch line Feasibility and some 6-14 months delay across 2 milestones. One new milestone added to the Strategic Rail Investment – New Stations Study and 12 months delay to 25-year SOBC from May 23 to May 24.
Stated reason for change: Discussions with the rail industry indicated work on a freight strategy and east-west north rail scheme was being progressed using funding secured by GWR and Western Gateway Sub-national Transport Body. Therefore, the programme scope is changing to avoid duplicating this work. The changes provide an opportunity to prioritise spending on proposals with emerging evidence from Network Rail that will have the highest potential to provide environmental, connectivity and operational benefits to the transport system.	

Project	Future 4 West (Mass Transit)
Funding awarded	£3.361m
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £312k from 22/23 into 23/24 Revised profile £1.093m 20/21, £1.237m 21/22, £719k 22/23 and £312k 23/24.
Milestones:	3 months delay to Strategic Outline Business Case (SOBC) to Jun 23.
Stated reason for change: Additional tasks were identified to ensure the potential benefits are captured which took longer than anticipated to complete causing delays to the SOBC submission and the need for budget reprofiling. Additional work has been commissioned to secure confidence in the SOBC outcomes including technical assurance.	

Project	Workforce for the Future
Funding awarded	£4.171m
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £314k from 21/22 and 22/23 into 23/24 and 24/25. Revised profile £194k 19/20, £433k 20/21, £819k 21/22, £1.517m 22/23, £1,058m 23/24 and £150k 24/25.
Milestones:	12 months delay to project completion from Dec 23 to Dec 24
Stated reason for change: Staff changes, and vacancies resulted in an under-spend in 21/22 and 22/23. It is planned to use these funds to support the continuation of the project due to conclude in Sep 23 so additional projects can progress. Additional outputs and outcomes of the chosen project(s) to be confirmed once known.	

Project	Bristol Cycle Hangars
Funding awarded	£561,000
Source:	TCF
Cost/ Spend:	Reduction in overall TCF funding from £561k to £506,557 profiled in 22/23.
Stated reason for change: All costs have been spent prior to April 2023 with a small underspend in Bristol City Council resource costs.	

Project	EV Charging Infrastructure
Funding awarded	£200k
Source:	TCF and IF
Cost/ Spend:	No change in overall funding Reprofiling £14k from TCF in 22/23 to IF in 23/24 Revised profile £86,313 (TCF) 22/23 and £113,687 (IF) 23/24
Milestones:	4 months delay to the FBC approval from Jan 23 to May 23.
Stated reason for change: Decision relating to on-street lamppost charging has delayed the FBC decision by 4 months.	

Project	All Age Advice Centre
Funding awarded	£285k
Source:	IF
Cost/ Spend:	Reprofiling £34k from 22/23 into 23/24. Revised profile £114,323 22/23 and £170,677 23/24 Changes to cost categories moving £16k from the Third-Party Support and £4k from in-house staff costs to increase the marketing budget
Stated reason for change: Delays in recruitment and deferred work around the microsite necessitated the need for reprofiling. The increase in the marketing budget will enable improvements to the microsite and more extensive publicity to support take-up of the employment and skills support available across the region.	

Project	Business Innovation Fund
Funding awarded	£242k
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £5,554 from 23/24 into 22/23. Revised profile £47,162 20/21, £87,251 21/22, £67,867 22/23 and £39,418 23/24
Stated reason for change: Beneficiary businesses spend/claim forecasts were reviewed at the end of the 22/23 financial year with a small amount of reprofiling required as a result.	

Project	Careers Hub 22/23-25/26
Funding awarded	£885,427
Source:	IF
Cost/ Spend:	Reduction in Careers Enterprise Company funding from £1.681m to £1.631m Reduction in IF funding of £36,570 from £885,427 to £848,857. Revised Profile £120,857 22/23, £300k 23/24, £288k 24/25 and £140k 25/26
Stated reason for change: The cost reductions are caused by amendments in the contract from the CEC for the 23/24 and 24/25 academic years and changes to the Careers Hub team structure.	

Project	High Street Renewal Catalyst Fund	
Funding awarded	£660k	
Source:	IF	
Cost/ Spend:	No change to overall funding Reprofiling £74,964 from 22/23 into 23/24. Revised profile £8k 20/21, £362k 21/22, £215,036 22/23 and £74,964 23/24	
Milestones:	12 months delay to project completion from Mar 23 to Mar 24	
Stated reason for change: The underspend was due to cost effective delivery for Phase 1 activities within scope and additional funding gained that enabled the project to be extended. The extension will allow live projects to continue and for ongoing work in Bath City Centre linking with the Milsom Quarter programme and the uses associated with the Future Fashion Museum building.		

Project	Innovation for Renewal & Opportunity (IRO)	
Funding awarded	£6,316,714	
Source:	IF	
Cost/ Spend:	No change to overall funding Reprofiling £1,050,059 from 22/23 and 23/24 into 24/25. Revised Profile £345,492 21/22, £445,716 22/23, £3,624,160 23/24 and £1,901,346 24/25	
Milestones:	6 months delay to Angel Research completion from Jun 23 to Dec 23	
Stated reason for change: Whilst spending for Made Smarter, Intellectual Property for Growth and the Business Innovation Fund (the three largest projects in IRO) is underway, this depends on uptake and eligibility of applicants. The extension of all IRO project delivery to share a common end date of Mar 25 will ensure alignment to the overall strategy.		

Project	LIS Productivity Challenge
Funding awarded	£3.557m
Source:	IF
Cost/ Spend:	<p>Reprofiling £1,039,433 from 20/21, 21/22, 22/23 and 23/24 into 24/25 and 25/26.</p> <p>Revised Profile £447,816k 20/21, £584,724 21/22, £576,361 22/23, £714,007 23/24, £798,529 24/25 and £435,562 25/26</p> <p>Reduction of funding contracted to UAs by £305k used to increase internal staff costs by £73k and delivery costs by £232k.</p>
Milestones:	14-17 months delay across 3 milestones including 15 months delay to activity end from Jan 25 to Apr 26 and 17 months delay to the final evaluation from Jan 25 to Jun 26.
<p>Stated reason for change: An award of £500k in Feb 23 of UK Shared Prosperity Fund Local Business Support funds to meet costs incurred by the CA in delivering the Growth Hub and Universal Business Support Service in 22/23. This delivered a saving to the Productivity Challenge, which along with underspends identified within the 20/21 and 21/22 financial years, can be utilised to extend delivery of key projects. Internal salary costs increased to accommodate the project extension which also impacts on the need to increase project delivery costs. The reduction in UA contribution will be met by match funding.</p>	

Project	Regional Low Carbon Delivery Programme
Funding awarded	£4,994,670
Source:	IF (Green Recovery Fund)
Cost/ Spend:	<p>No change to overall funding</p> <p>Reprofiling £80,132 from 22/23 into 23/24.</p> <p>Revised Profile £14,798 22/23, £2,813,457 23/24, £2,116,463 24/25 and £49,952 25/26</p>
Milestones:	1-3 months delay across 4 milestones including Local Energy Scheme launch from Mar 23 to Jun 23 and Low Carbon Evidence Base completion from Jun 23 to Sep 23.
<p>Stated reason for change: Delays to the recruitment for the Project Manager and Project Officer posts, had a knock-on impact to the launch of the Local Energy Scheme and Green Business Grants.</p>	

Project	Low Carbon Challenge Fund Extension
Funding awarded	£2,243,111
Source:	IF (Green Recovery Fund)
Cost/ Spend:	<p>No change to overall funding</p> <p>Reprofiling £443k from 22/23 and 23/24 into 24/25.</p> <p>Revised Profile £150,124 20/21, £332,952 21/22, £317,362 22/23, £999,673 23/24 and £443k 24/25.</p>
Milestones:	3 months delay to completing applicant projects from Dec 23 to Mar 24
<p>Stated reason for change: Delays to the project caused underspend, however, full costs are required to deliver the project, particularly as the European Regional Development Fund management has extended into 23/24.</p>	

Project	Bus Stop Upgrades
Funding awarded	£1,056,448
Source:	TCF
Cost/ Spend:	Reduction in total TCF funding from £1,056,448 to £707,732 Revised funding: B&NES £221,279 22/23, Combined Authority £97,475 22/23 and SGC £388,978 22/23
Milestones:	3 months delay to construction completion from Mar 23 to Jun 23 and Monitoring and Evaluation from Apr 24 to Jun 23.
Stated reason for change: The main reasons for the underspend were that proposed contingency was not drawn upon together with installation costs for the Nile Street eastbound shelter, together with a scope change with three other shelters no longer being funded through the project due to slippage in delivery beyond Mar 23. The slippage in the installation of the Real Time Information Units was due to longer than anticipated lead times from the supplier.	

Project	Skills Connect and Priority Skills Fund
Funding awarded	£4,485,134
Source:	IF
Cost/ Spend:	No change to overall funding IF profile £256k 22/23, £1,717,394 23/24, £2,197,322 24/25 and £314,418 25/26 Change to Skills Connect cost categories reducing internal staff costs and overheads by a combined total of £53k to increase the Marketing and Comms and Microsite budget as well as a small increase to the grant payments.
Stated reason for change: The funding allocated to staffing and overheads has been reduced as a number of roles are now being funded through alternative funding. The increase to the marketing budget and development of the microsite will improve user functionality and experience as well as raising the visibility of employment and skills provision across the West of England.	

Project	Bath City Centre (previously part of the Bus Infrastructure Programme)
Funding awarded	£500k
Source:	TCF
Cost/ Spend:	Increase in total funding from £500k to £1,205,129 requesting an additional £705,121 CRSTS and swapping £347,829.63 from TCF to CRSTS. Revised Profile: £152,170 (TCF) 22/23, £876,580 23/24 (CRSTS) and £176,379 (CRSTS) 24/54
Milestones:	6-15 months delay across 3 milestones including Phase 2 OBC completion from Jan 23 to Apr 24 and completion of Phase 2 from Mar 26 to Sep 26. Three new milestones added including approval of Phase 2 OBC and Phase 1 and 2 FBC scheduled for Jun 24. Phase 1 is due to complete 7 months earlier than anticipated (to Jul 25).
Stated reason for change: Additional CRSTS funding needed to cover the cost of the OBC and FBC for the project. The change reflects an update in scope and exploits an opportunity to bring forward early delivery through the phasing and acceleration of the project. The delay to the OBC is as a result of rebasing to include realistic and deliverable timescales and a review and amendment to the project scope to reflect the requirements of CRSTS funding.	

Project	Future Transport Zones
Funding awarded	£3.655m
Source:	IF
Cost/ Spend:	No change to overall funding. Reprofiling £3.655m IF from 21/22, 22/23 and 23/24 into 24/25 and 25/26 Revised profile: £1.511m 24/25 and £2.144m 25/26. Reprofiling £8k DfT funding from 22/23 and 23/24 into 24/25.
Milestones:	9-31 months delay across 6 milestones including 22 months delay to Stage 3/4 completion of Feasibility and Procurement, 15 months delay to the Stage 5 initial design and delivery and conclusion of the E-scooters trial delayed by 31 months from Oct 21 to May 24.
Stated reason for change: Impact of Covid 19 pandemic with virtual working making collaborative relationships difficult to generate creativity, essential to the innovative nature of the project. The impact on the transport system was also significant, with less travel initially and change to travel patterns, much of which has not reverted to pre-pandemic norms. Resourcing has also been a challenge due to the competitive nature of the marketplace for they type of roles needed for delivery.	

Project	MetroWest Phase 1
Funding awarded	£78.361m
Source:	LGF, EDF, IF, TCF
Cost/ Spend:	No change to overall funding Reprofiling £301k from IF in 25/26 to TCF in 22/23 Revised profile 21/22 £5.245m TCF, 22/23 £958k TCF, £9.657m 25/26 IF, total £15.86m
Stated reason for change: Funding brought forward to utilise TCF spend	

Project	MetroWest Phase 2
Funding awarded	£32m
Source:	LGF, TCF/IF, EDF
Cost/ Spend:	No change to overall funding. Reprofiling of funds across all financial years with reduction in spend to 22/23 of £1.6m, Revised EDF profile 23/24 £1.759m, 24/25 £1.920m, 25/26 £5.515m, total £9.194m Revised IF/TCF profile 20/21 £588k (TCF), 21/22 £1.660m (TCF), 22/23 £3.869m (TCF), 23/24 £7.546m (IF), 26/27 £5.583m (IF), 27/28 £662k (IF), total £19.908
Milestones:	Delay of 8 months to securing statutory power Henbury and 4 months to FBC Approval – Phase 2.
Stated reason for change: The project spend profile has been updated to reflect the receipt of detailed cost plan from Network Rail for the delivery phase of Ashley Down Station. Delays to securing statutory powers Henbury due to safety audit identifying concerns of crossing close to the road junction meaning the crossing had to be moved and reconfigured. FBC approval delayed as a result of changed procurement strategy driven by uncertainty over North Filton Station public realm.	

Project	Metrobus Consolidation
Funding awarded	£1,827,973 (£1,817,973 TCF and £10k IF)
Source:	TCF and Investment Fund
Cost/ Spend:	No change to overall funding Swopping £38k from TCF to IF and reprofiling from 22/23 into 23/24. Revised profile £1,779,973 (TCF) 22/23, £38k (IF) 23/24, £5k (IF) 24/25 and £5k (IF) 28/29.
Milestones:	3 months delay to the completion of Bamfield construction from Mar 23 to Jun 23.
Stated reason for change: The Bamfield lpoint could be installed in Apr but due to the lead-in time for the CCTV and associated equipment Jun 23 is a more realistic timeframe.	

Project	Somer Valley to Bristol & Bath
Funding awarded	£690k (£562k TCF and £128K CRSTS)
Source:	TCF and CRSTS
Cost/ Spend:	No change to overall funding Swopping £206k from TCF to CRSTS and reprofiling from 22/23 into 23/24. Revised profile £356k (TCF) 22/23 and £334k (CRSTS) 23/24.
Milestones:	4-7 months delay across 5 milestones including OBC Submission from Jul 23 to Nov 23 and approval from Sep 23 to Jan 24.
Stated reason for change: Public consultation has been postponed due to the pre-election period which has led to delays to the submission of the OBC and FBC which impacted on the spend profile.	

Appendix 3

Changes Approved through Delegation

Project	A4 Portway Corridor
Funding awarded	£377k (Bus Infrastructure Programme)
Source:	Transforming Cities Fund (TCF) and City Region Sustainable Transport Settlement (CRSTS)
Cost/ Spend:	Approval of additional £629k CRSTS capital, increasing overall cost to £1.006m Funding profile to be confirmed in grant offer letter following separation from Bus Infrastructure Programme.
Scope:	Change in scope to progress Portway Park & Ride bus access improvement work package as a separate Full Business Case to be issued in May 23 and programme change for Outline Business Case to be issued in Oct 23
Stated reason for change: The original ambition was to deliver the Portway Park & Ride bus access / egress as part of the TCF programme as a third phase of the Portway Park and Ride expansion work, along with the new rail station access and the expansion of the Portway Park & Ride car park. However it was not possible to deliver the bus access in this timeframe. Additional funds are requested to progress further the business case development.	

Project	A37-A4018 Corridor
Funding awarded	£1.2m (Bus Infrastructure Programme)
Source:	TCF and CRSTS
Cost/ Spend:	Approval of award of £640k CRSTS capital Funding profile to be confirmed in grant offer letter following separation from Bus Infrastructure Programme.
Scope:	An accelerated, phased approach is proposed, with two elements to progress straight to Full Business Case – Victoria Street / Colson Avenue and the Southern Section - with an updated OBC to cover the remainder of the scheme.
Stated reason for change: Following the preparation of a draft Outline Business Case the scope of the elements to be taken forward in the business cases have now been defined	