

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

**DATE: 6 OCTOBER 2023**

**REPORT TITLE: INVESTMENT FUND PROGRAMME**

**DIRECTOR: RACHEL MUSSON, 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 agree:

- **Recommendation 1:** Agree that provision is made within the programme based upon repayment of awards through the Land Acquisition and Development Infrastructure Fund in line with the contractual long stop dates as set out in paragraph 2.10 – 2.13 for Bath Riverside, plus the Thornbury Hospital site and the Hawkfield Business Park – Bottle Yard Studios.
- **Recommendation 2:** Note the submission of the Grovesend Road/Gillingstool Corridor Outline Business Case and to award an additional £50k to undertake further consultation and development, with the approval of the final Outline Business Case by September 2024, and release of a further £700k to develop the Full Business Case delegated to the West of England Mayoral Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the relevant Unitary Authorities. In the event of a consensus not being reached at Director level, decision making will be escalated to the West of England Mayoral Combined Authority's Chief Executive Officer (CEO) in consultation with the Unitary Authority CEOs.
- **Recommendation 3:** Approve the Feasibility and Development Funding Application for the Regional Evidence Portal Pilot and the award of £50k to produce a Full Business Case by August 2025 as set out in paragraph 2.15.

## Voting arrangements

- In order to be carried, a decision on this matter requires a majority of the members present and voting, such majority is to include the Metro Mayor. Each member present may cast one vote. If a vote is tied the decision is not carried. There is no casting vote.

## Background / Issues for Consideration

2. In order to re-establish a five-year programme, the time horizon for the Investment Fund programme was previously extended to March 2026. The total funding over the period to March 2026 amounts to £450m including overprogramming of some £40m (20% of funds unspent). The £450m of the West of England Mayoral 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 (TCF)	103.0
• One year succession to Local Growth Funding	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 Mayoral Combined Authority Committee meeting in June the headroom within the £450m Investment Fund programme to 25/26 stands at £2.5m. A summary of all the approved and allocated funding across the Investment Fund and TCF is shown in Appendix 1 and is summarised in Figure 1, which includes the approvals proposed to this Committee. The changes through the approvals included in this report, or elsewhere on the agenda, are summarised in Figure 2.
- 2.2 There are currently approved awards and allocations totalling £16.5m beyond the current investment period relating to MetroWest Phases 1 and 2 and SGC City Region Sustainable Transport Settlement (CRSTS) Specialist Resource. It was intended that a 5-year rolling programme for the Investment Fund be retained and the programme was last extended at the Committee meeting in October 2021. Given the existing - and expected further - commitments that run past March 2026, it is proposed to reinstate the 5-year programme by extension of 2 years to March 2028. This adds £60m of funding less the £16.5m existing commitments, £43.5m overall. Allowing for the £23m that was originally included in the TCF programme but was rolled into CRSTS this would give a programme comprising:

	£m
• £30m of Investment Fund per annum x 12 years (16/17 to 27/28)	360.0
• Transforming Cities Funding	80.0

- One year succession to Local Growth Funding 7.4
- Structured over-programming of delivery against spend 39.6
- Total 487.0

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

Funding Awards and Allocations £000s	Jun 23	Oct 23
<b>Transport Infrastructure</b>		
Approved Awards and Allocations	141,956	149,340
Associated unallocated funds	19,229	19,229
Total Investment	<b>161,185</b>	<b>168,569</b>
<b>Housing, High Streets and Green Infrastructure</b>		
Approved Awards and Allocations	83,891	73,790
Associated unallocated funds	423	423
Total Investment	<b>84,314</b>	<b>74,213</b>
<b>Business and Skills</b>		
Approved Awards and Allocations	139,159	132,460
Associated unallocated funds	17,718	17,718
Total Investment	<b>156,877</b>	<b>150,178</b>
<b>Leverage Match Fund / Other</b>		
Funding put aside to respond to external funding opportunities	<b>7,561</b>	<b>7,561</b>
Approved Mayoral Combined Authority set up, operating, election and Gateway Review costs to 25/26	<b>9,968</b>	<b>9,968</b>
Provision for Inflation (see paragraph 2.6)	<b>4,558</b>	<b>4,558</b>
Provision for CRSTS (see paragraph 2.2)	<b>23,000</b>	-
Headroom	<b>2,537</b>	<b>11,953</b>
Total Investment Programme up to March 2026	450,000	427,000
Funding for the period 26/27 – 27/26		60,000
Total funding to March 2028		487,000
Total Awards and Allocations post March 2026		16,543

**Figure 2: Summary of Funding Approvals at this Committee**

Para	Project/Programme	Amount (£000's)	Change to Headroom (£000's)	Running Headroom Balance (m)
Position including decisions at the June Committee				<b>2.5</b>
2.5	Highways maintenance from CRSTS (see paragraph 2.5)	7,276	-1,875	0.7
2.7	South Bristol Workspace (see paragraph 2.7)	2,038	+2,038	2.7
2.10	Repayment of Land Acquisition and Development Infrastructure Fund awards	9,715	+9,715	12.4
2.14	Grovesend Road/Gillingstool Corridor	750	-750	11.7
2.15	Regional Evidence Portal Pilot	50	-50	11.6
2.16	Impact of change requests for schemes in the current programme	217	-217	11.4
2.17	Schemes completed under budget	569	+569	<b>12.0</b>

2.3 As highlighted in the Committee paper on this agenda updating members on the transformation programme and refresh of the regional strategy, work is underway to set a refreshed set of regional priorities for the West of England. Once agreed, the refreshed priorities can act as a guide to support the identification and prioritisation of investment opportunities across the region. It is anticipated a refreshed regional investment strategy will be developed to reflect the direction set by the refreshed regional strategy. As well as guiding investments from known sources such as the Investment Fund, the strategy will also highlight the need to evolve our approach to investment, attracting new funds into the region to help us deliver on agreed regional priorities.

2.4 Given the strategy refresh is currently underway, it is anticipated that a revised investment strategy will be developed later in 2023/24, once the regional strategy has been agreed and published.

#### Transforming Cities Fund

2.5 As reported to Committee in June, in order to achieve full £80m Transforming Cities Fund (TCF) spend by the end date of March 2023, a number of new projects were included in the TCF programme. The outcome of this process was that full TCF spend was achieved. However, this required that £7.276m of highway maintenance spend initially within the CRSTS programme was reallocated to TCF which currently is not accounted for in the programme presented in this report. It is proposed this is managed through funding swaps to CRSTS for Investment Fund spend for Bedminster Green Transport Highway

Improvements, Charfield Station, Bristol to Bath Strategic Corridor, Alveston Hill Cycleway and the Tap On, Tap Off project as set out in the Delivery Assurance report on this agenda, leaving a balance of £1.9m to be accommodated in the programme.

#### Provision for Inflationary Impact

- 2.6 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 £4.6m. It is proposed this inflationary allocation is retained and kept under review.

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

- 2.7 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 22/23 spend delivered on the project was £2.815m and this sum was added back to the headroom in June. Given flexibility to count funds committed in 22/23, but spent in 23/24, within this DLUHC award it is proposed to now allocate the remaining £2.038m balance yet to be claimed for this scheme to the DLUHC funding, releasing the equivalent Investment Fund back to the headroom.

#### Investment Fund Gateway Review 2

- 2.8 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.
- 2.9 As reported to the Committee in June, the West of England Mayoral Combined Authority and local authorities are now preparing for Gateway Review 2 which will conclude in early 2026. The first deliverable, the [Local Evaluation Framework](#) (LEF), was submitted to Government in July.

#### Repayable Funding

- 2.10 Through the former Land Acquisition Fund (LAF) and Development Infrastructure Fund (DIF) elements of the Investment Fund programme, awards of wholly or partially repayable funding were made to 5 schemes as set out in Appendix 2. Within the current programme the repayment of the first of these awards to Bath Riverside (£8.3m), is assumed in the current headroom.

- 2.11 The exact nature of the contractual agreements for these schemes varies, but generally includes the defined term over which the repayment is to be made and the long stop date by which time full repayment is expected. In order to factor these repayments into the programme and generate further headroom, there needs to be certainty that these funds will be repaid within the expected timeframe. It is therefore proposed that the time of repayment is based upon the long stop date commitment in the funding agreements.
- 2.12 As shown in Appendix 2 this would provide repayment of £12.1m (Bath Riverside plus the Thornbury Hospital site) within the current investment period to 25/26 adding £3.8m to the headroom. In extending to 27/28 as proposed in paragraph 2.2, this would add a further £5.9m (Hawkfield Business Park – Bottle Yard Studios) to the headroom, giving an overall total of £9.7m.
- 2.13 The view on certainty on the repayments being received is supported by the terms within existing grant offer letters in place for these schemes. The approach has also been endorsed by the Programme Review Board involving the Council Directors and S151 officers. Should there be scheme slippage due to unforeseen circumstances, including economic factors, which would affect the repayment date, this would be required to go through the programme change control process and approval by this Committee, recognising this could impact on funding for other schemes in the programme should the headroom at the time not be sufficient to accommodate the deferral.

*Recommendation to agree that provision is made within the programme based upon repayment of awards through the Land Acquisition and Development Infrastructure Fund in line with the contractual long stop dates for Bath Riverside, plus the Thornbury Hospital site and the Hawkfield Business Park – Bottle Yard Studios.*

#### Business Cases and Funding Applications

##### *Grovesend Road/Gillingstool Corridor*

- 2.14 Following the previous award of £120k development funding, a draft Outline Business Case has been produced by South Gloucestershire Council for the Grovesend Road/Gillingstool scheme which will provide a high-quality walking, cycle and wheeling track on a key route between Thornbury town centre and the A38. Further consultation and development is required to finalise the Outline Business Case, which currently reports 'high' value for money, expected to be submitted by September 2024, and an additional £50k through the Investment Fund is requested to undertake this work. To avoid any delay, a delegation to approve the final Outline Business Case and the release of the £700k balance of development funding to develop the Full Business Case is sought.

*Recommendation to note the submission of the Grovesend Road/Gillingstool Corridor Outline Business Case and to award an additional £50k to undertake further consultation and development, with the approval of the final Outline Business Case by September 2024, and release of a further £700k to develop*

*the Full Business Case delegated to the West of England Mayoral Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the relevant Unitary Authorities. In the event of a consensus not being reached at Director level, decision making will be escalated to the West of England Mayoral Combined Authority's Chief Executive Officer (CEO) in consultation with the Unitary Authority CEOs.*

#### *Regional Evidence Portal Pilot*

2.15 A Feasibility and Development Funding [Application](#) has been developed by the Mayoral Combined Authority which seeks £50k of revenue funding from the Investment Fund, matched by £40k from the Department for Environment, Food and Rural Affairs (Defra) and further match from existing Mayoral Combined Authority staff resources. This will develop a pilot of a regional evidence portal to establish the feasibility and value of a platform to provide evidence and data to the Mayoral Combined Authority's external partners. The pilot will build on existing work and known evidence gaps and deliver two years of operation for nature evidence to meet the statutory requirement to publish a habitat map alongside the Local Nature Recovery Strategy (LNRS), and will work towards a Full Business Case for sustained operations, including wider uses. The scope and coverage of nature evidence and its wider uses will be determined through existing LNRS governance arrangements.

*Recommendation to approve the Feasibility and Development Funding Application for the Regional Evidence Portal Pilot and the award of £50k to produce a Full Business Case by August 2025.*

#### Change Requests

2.16 The following project within the Investment Fund programme seeks a funding change which impacts on the headroom, as recommended for approval in the Delivery Assurance report on this agenda:

- **Bath River Line Phase 1** – additional £217k Investment Fund (IF) owing to scope change.

2.17 The following projects have completed below the funding award and return funds to the headroom: Masterplanning - North Fringe of Bristol (£124k), Masterplanning - South West Bristol (£260k), A420 to Bath Highway Improvements (£27k), South Bristol Enterprise Support (£13k), Bath Riverline - Bristol to Bath Railway Path Extension (£13k), Centre for Digital Engineering Technology & Innovation (£2k), Improving Access to Bath from the East (£66k) and Cycle Hangers (£2k). In addition, the £60k award for the development of the Hengrove Metrobus Extension Corridor has now been embraced within a larger CRSTS award. Together these add £569k to the headroom.

Together the changes set out in paragraph 2.16 and 2.17, would increase the headroom by £352k bringing the total available to £12.0m.

## Delegated Decisions

3. The following delegated decisions related to funding through previously agreed Investment Fund allocations have been taken since the last report.
- 3.1 A delegation for the approval of business cases through the Green Recovery Fund was granted to the Mayoral Combined Authority Chief Executive in consultation with the Chief Executives of the relevant Unitary Authorities in September 2022. The following have been approved through this delegation.
  - **Electric Vehicle (EV) Charging Infrastructure** – a Full Business Case has been produced by the Mayoral Combined Authority to deliver EV charging infrastructure across 204 locations across the Mayoral Combined Authority area. The scheme will provide 362 charging bays, served by 256 EV chargers with deployment focusing on three types of sites - on-street residential (162 sites), community hubs (29) and destination chargers in public car parks (13). The Assessment Summary Table is shown in Appendix 3 and the [Full Business Case](#) is published on the West of England Mayoral Combined Authority website.
  - **Community Pollinator Fund** – a change request to increase the funding for this project by £800k bringing the total to £2.258m. This will enable a third round of the Pollinator Fund to be run, as well as supporting a more strategic large scale project that will help the region towards the goal of being an exemplar with regards support for habitats and pollinators.
  - **Green Recovery Fund Resources** – a Feasibility and Development Funding [Application](#) has been produced by the Mayoral Combined Authority to draw on £375k to provide staff resources to support the Green Recovery fund programme.

These three funding requests were approved through the granted delegation in June bringing the balance of the Green Recovery Fund not yet awarded to £8.4m.

- 3.2 At the December 2021 meeting of the Mayoral Combined Authority Committee, it was agreed to allocate £200k from the Green Recovery Fund to create a Retrofit Step-Up programme and to delegate the approval of a Feasibility and Development Funding Application to the Mayoral Combined Authority Chief Executive in consultation with the Chief Executives of the relevant Unitary Authorities. A Feasibility and Development Funding [Application](#) has been produced for the Retrofit 'Step Up' (Skills Initiative) which aims to drive up interest in, and take up of, existing retrofit training (for instance, via Skills Bootcamps, Future Bright in-work progression coaching and other provision), through a dedicated Retrofit and Green Skills resource. This was approved through the granted delegation in July.
- 3.3 At the April 2022 meeting of the Mayoral Combined Authority Committee, a further £5m was added to the Regional Recovery and Adaptions Fund and the



approval of applications or business cases was delegated to the Mayoral Combined Authority Chief Executive in consultation with the Chief Executives of the relevant Unitary Authorities.

- **Hanham Community/Skills Hub** – a Feasibility and Development Funding [Application](#) has been produced by South Gloucestershire Council for the Hanham Community/Skills Hub. This will utilise £105k from the Investment Fund to develop a business case for a hub in a currently vacant building that lies in the heart of the High Street in Hanham. The application was approved through the granted delegation in July. Allowing for this award brings the balance of the Regional Recovery and Adaptions Fund to £3.6m.

## **Consultation**

- 4 Engagement has taken place with officers in the West of England Mayoral 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**

- 5 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**

- 6 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.
  - 6.1 Financial risks are managed through the process for considering cost increases as set out in the West of England Mayoral Combined Authority Investment Strategy. As set out in paragraph 2.6, £4.6m is allowed for in the programme to meet inflationary pressures.

## **Public Sector Equality Duties**

7. For projects seeking funding through the Investment Fund, scheme promoters are required to include as part of their Full Business Case, an assessment of the project's impact on equality and diversity. These are published as part of the Business Case on the West of England Mayoral Combined Authority website.

## **Climate Change & Nature Recovery Implications**

8. The West of England Mayoral Combined Authority's Climate Emergency Action Plan has been considered in the production of this report. Projects and proposals for investment have been reviewed and support the strategic aims of

the Mayoral Combined Authority with respect to tackling the climate and nature emergencies. Recommendation 3 relating to the Feasibility and Development Funding for the Regional Evidence Portal, specifically relates to activity to support nature recovery and statutory responsibilities set out through the Environment Act.

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

### Finance Implications, including economic impact assessment where appropriate

9. The Investment Fund is 50% revenue and 50% capital. The spend and profile for the funding awarded to projects to date is set out in the table below.

£m		Funds Available to 22/23	Funds Available to 25/26	Spend to 22/23	Forecast			Total	Balance of spend against funds available to 22/23	Balance of spend and forecast against funds available to 25/26
					23/24	24/25	25/26			
Capital	IF	112.4	157.4	50.4	30.16	25.7	11.57	<b>117.83</b>	+62.0	+39.57
	TCF	80.0	80.0	80.0	0	0	0	<b>80.0</b>	-	-
Revenue	IF	105.0	150.0	59.5	25.4	15.69	3.59	<b>104.18</b>	+45.5	+45.82
Total		297.4	387.4	189.9	55.56	41.39	15.16	<b>302.01</b>	+107.5	+85.39

Notes: the figures exclude allocations. IF capital includes £7.4m one year succession to Local Growth Funding

- 9.1 The Investment Fund programme includes some £40m of overprogramming which is included to seek to mitigate schemes not proceeding and project delay. Should projects fully deliver to plan within the current investment period then there would be a need to pause schemes pending the receipt of further funding or remove schemes from the programme.
- 9.2 The extension of the active investment programme to 27/28 as set out in paragraph 2.2 would need to draw on £60m of funding expected to be released via the second Gateway Review. This process will not conclude until early 2026, and at this point in time the receipt of these funds cannot be fully guaranteed. This risk needs to be balanced against the option to await the outcome of the Gateway Review 2 process before extending the programme, but this would risk not having an active programme for the period from 26/27 which could impact the next Gateway Review.
- 9.3 Supporting economic growth is central to this funding stream, and promoters are required to include an economic case within the Full Business Case 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 business cases are published on the West of England Mayoral Combined Authority website at the point of decision making. In

addition, the positive impact of the Investment Fund programme on supporting economic growth is tested through the Gateway Review process.

- 9.1 As set out in the Delivery Assurance report on this agenda, a project line by line review is being undertaken including 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: Rachel Musson, Interim Director of Investment and Corporate Services (Section 73 Officer)

### **Legal Implications**

- 10 There are no legal implications arising directly from the content of this report. The report discusses a number of ongoing and proposed projects each of which will need to be subjected to appropriate ongoing legal due-diligence on a case-by-case basis considering matters such as procurement routes, contract terms and risk, subsidy control, information governance and any scheme specific statutory obligations. Effective ongoing contract management will also be critical to manage and mitigate risk.

Advice given by: Daniel Dickinson, Interim Monitoring Officer, West of England Mayoral Combined Authority

### **Human Resources Implications**

- 10 There are no direct human resource implications arising from this report.  
Advice given by: Alex Holly, Head of People and Assets

### **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: Rachel Musson, Interim Director of Investment and Corporate Services (Section 73 Officer)

### **Appendices:**

Appendix 1 Investment Fund Programme

Appendix 2 Land Acquisition Fund and Development Infrastructure Fund Repayments and Impact on the Headroom

Appendix 3 Electric Vehicle Charging Infrastructure - Assessment Summary Table

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

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## Appendix 1

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

Position as at:	Jun 2023	Oct 2023
<b><i>Feasibility Studies</i></b>		
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	Complete
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	1,250
<b><i>Business Case Development</i></b>		
Charfield Station	4,123	1,823
MetroWest Phase 1	13,520	13,520##
Future4WEST	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	3,802	3,802
Bristol to Bath A4 Strategic Corridor	2,434	1,549
Bath Quays Bridge Cycle/Pedestrian links	1,865	1,865
Scholars Way Walking and Cycling Route	152	152
Old City and King Street	609	609
East Bristol Liveable Neighbourhood	712	712
Strategic Cycle Route – Thornbury to A38 via Alveston	125	Complete
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
Grovesend Road / Gillingstool Corridor	120	870
Ring Road – Filton to MOD	145	145
Keynsham to Willsbridge Path	600	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	386	386
Hengrove Metrobus Extension Corridor	60	-
Regional Cycle Hangers	100	100
Alveston Hill Cycleway	175	16
A432 Multi Modal Corridor	236	236
Walking and Cycling Scheme Development	200	200
Lockleaze Sustainable Transport Improvements	569	569
CRSTS Specialist Resource SGC	486	486###
A38 Multi Modal Corridor	361	361
Muller Road Eastbound Bus Lane	388	388

<b>Schemes in Delivery</b>		
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	550
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	2,431
Advanced Bus Stop Upgrade Programme	708	Complete
Arena Infrastructure Package	10,830	10,830
A4018 Corridor Improvements	700	700
Old Market Gap	283	283
Cycle Hangers	507	Complete
SGC Sustainable Transport Package	668	668
Portway Station	2,050	2,050
SGC High Street	400	400
Emersons Green Local Transport Enhancements	537	537
MetroWest Phase 2	13,663	13,663#
Electric Vehicle Charging Infrastructure	-	4,900
Highways Maintenance	-	7,276

<b>Allocations</b>		
CRSTS Capacity B&NES	670	670

<b>Completed Projects</b>	<b>10,224</b>	<b>11,668</b>
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<b>Total of all Awards and Allocations:</b>	<b>141,956</b>	<b>149,340</b>
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<b>Associated Unallocated Funds</b>	<b>19,229</b>	<b>19,229</b>
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	2,958	2,958

<b>Total</b>	<b>161,185</b>	<b>168,569</b>
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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 – Previously Agreed Awards and Allocations to 25/26 (£000s)**

	Jun 23	Oct 23
<b>Feasibility Studies</b>		
Bedminster High Street Improvement	275	275
Strategic Planning Shared Evidence Base	4,500	4,500
OPE8 Housing Enabling Fund	500	500
South Gloucestershire High Streets Catalyst Phase 2	225	225
<b>Business Case Development</b>		
Masterplanning: business case development	275	275
Masterplanning: North Fringe of Bristol	500	Complete
Masterplanning: South West Bristol	500	Complete
Masterplanning: Brislington and North Keynsham	250	250
Green Infrastructure	300	300
East Fringe Masterplan (including Junction 18a)	310	310
Sevenside Masterplan	270	Complete
Parkway Station Masterplan	320	Complete
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	2,839	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
<b>Schemes in Delivery</b>		
Whitfield Tabernacle Stabilisation Works	682	682
North Keynsham Land Acquisition Fund	5,975	5,975
Bath City Centre High Streets Renewal Project	1,235	1,235



Bristol City Centre & High Streets Recovery & Renewal	2,920	2,920
Bottle Yard Studios - Hawkfield Business Park	11,953	11,953
Kingswood Regeneration Project	1,613	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
<b>Allocations</b>		
LAF and DIF Repayments*	-8,297	-18,012
<b>Completed Projects</b>		
	<b>12,696</b>	<b>13,900</b>
<b>Total of all Awards and Allocations:</b>	<b>83,891</b>	<b>73,790</b>
<b>Associated Unallocated Funds</b>		
	<b>423</b>	<b>423</b>
Green Infrastructure	423	423
<b>Total</b>	<b>84,314</b>	<b>74,213</b>

Note: \* Includes repayment for Bath Riverside, Thornbury Hospital site and repayable element for Bottle Yard Studios - Hawkfield Business Park.

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

	Mar 23	Jun 23
<b><i>Feasibility Studies</i></b>		
Cultural Strategy	60	60
CEIAG Research and Improvement Project	50	50
Building Employment and Enterprise Skills	20	20
Local CEIAG Action Research Activities	20	20
5G Logistics	179	179
Jobs Connect	200	200
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	106	106
Retrofit Step Up Programme	-	200
<b><i>Business Case Development</i></b>		
Somer Valley Enterprise Zone and Infrastructure	1,820	1,820
Quantum Technologies Innovation Centre+	34,974	34,974
Energy Strategy Action Planning / Climate Change Planning	250	250
I-START	850	Complete
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	Complete
High Street Renewal Catalyst Fund	660	660
Bath Central Riverside	548	548
Green Recovery Fund Resources	-	375
Hanham Community/Skills Hub	-	105
Regional Evidence Portal Pilot	-	50
<b><i>Schemes in Delivery</i></b>		
Realising Talent	499	499
South West Institute of Future Technology	500	500
Business Innovation Fund	242	242
Workforce for the Future	4,171	4,171

WE Work for Everyone	1,300	1,300
Future Bright Plus	3,600	3,600
South Bristol Enterprise Support	483	Complete
Centre for Digital Engineering Technology & Innovation	5,000	Complete
LIS Productivity Challenge Delivery Programme	3,557	3,557
South Bristol Workspace	2,357	319
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	661
Community Support Fund	1,337	1,264
Bath River Line Phase 1	1,098	1,315
Community Pollinator Fund	1,458	2,258
Careers Hub 21/22 and 22/23-24/25	1,028	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/All Age Advice Centre	2,285	2,285
Mayoral Priority Skills Fund	2,485	2,575
I-START Phase 0	1,361	1,458
Retrofit Accelerator – Supply Side	2,000	2,000
West of England Business Support Programme	5,834	5,834

<b>Allocations</b>		
Green Recovery Fund	14,492	8,417
Retrofit Set Up Programme	200	-
Economic Recovery Measures	3,709	3,604
I-START	130	130
Albion Dock	5,000	5,000
Place Partnership Funding	1,500	1,500

<b>Completed Projects</b>	<b>1,304</b>	<b>7,586</b>
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<b>Total of all Awards and Allocations:</b>	<b>139,159</b>	<b>132,460</b>
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<b>Associated Unallocated Funds</b>	<b>17,718</b>	<b>17,718</b>
Somer Valley Enterprise Zone	14,893	14,893
Bath River Line	2,377	2,377
I-START	449	449

<b>Total</b>	<b>156,877</b>	<b>150,178</b>
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## Appendix 2 Land Acquisition Fund and Development Infrastructure Fund Repayments and Impact on the Headroom

Project		Long Stop Date and Repayment £m					Funding Terms	
		24/25	25/26	26/27	27/28	28/29		29/30
1)	Bath Riverside	8.297						Repayment of grant claimed plus RPI should there be a surplus when sold
2)	North Keynsham						5.975	Repayment of either a) the grant claimed plus half the uplift in value, or b) if the value at disposal is less than the granted sum, the sum realised at disposal plus half the difference between this and the sum claimed
3)	Thornbury Hospital Site	3.806						Repayment of the grant claimed plus RPI should there be a surplus when sold
4)	Hawkfield Business Park-Bottle Yard Studios			5.909				Repayment of half the grant claimed
5)	Hengrove Park Enabling Infrastructure						5.000	Repayment of £5m

	£m	
Repayments currently allowed for in programme to 25/26	<b>8.297</b>	1)
Total (long stop date) repayments by 25/26	<b>12.103</b>	1) and 3)
Total (long stop date) repayments by 27/28	<b>18.012</b>	1), 3) and 4)
All repayments	<b>28.987</b>	1) - 5)

### Appendix 3 Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	Electric Vehicle (EV) Charging Infrastructure	<b>Strategic Case</b>	<p>The transition of the West of England’s vehicle fleet from internal combustion engine vehicles to zero-emission (at the tail pipe) electric vehicles is key to achieve the goal of net-zero emissions by 2030. In order to stimulate the uptake of electric vehicles in the region, public sector intervention is needed to plug gaps in provision as the market matures.</p> <p>The draft EV strategy for the region includes a vision for the acceleration of EV uptake and delivery of supporting infrastructure and states ‘where journeys which cannot be shifted to active and sustainable modes [these] are completed using electric vehicles. A network of publicly accessible EV chargers will be implemented to service these vehicles and support uptake.’</p> <p>The project will build upon previous infrastructure investment through the Go Ultra Low West programme which received £7m from the Office for Zero Emission vehicles (OZEV) to accelerate EV uptake and establish the publicly funded, owned and operated Revive Network of EV charge points across the West of England.</p>	<b>Funding Source(s)</b>	Investment Fund (Green Recovery Fund)
<b>Scheme Promoter</b>	West of England Mayoral Combined Authority	<b>Subsidy Control</b>	The subsidy control position is to be finalised	<b>Approval Requested</b>	Full Business Case

<b>Date of Submission</b>	25/5/23	<b>Economic Case and Value for Money</b>	<p>The core scenario and value for money statement present a Benefit to Cost Ratio (BCR) of 106:1.</p> <p>Further tests utilising a revised approach to estimating benefits based on forecast utilisation of the proposed chargers reduces the economic benefits, but these are still significant and value for money is still Very High in most scenarios. However, this conclusion is dependent on the forecast operating surplus being generated, and without this surplus the core BCR would reduce to 2.33:1.</p> <p>Given uncertainty regarding operation revenues and costs it can reasonably be expected the project will deliver High to Very High value for money.</p> <p>The business case and value for money has been signed off by the Mayoral Combined Authority Director of Infrastructure.</p>	<b>Funding Award</b>	£4.9m capital (beyond previous development funding award)
<b>Funding Requested</b>	£4.9m (profiled £1.562m 23/24, £1.536m 24/25 and £1.802m 25/26)				
<b>Total Scheme Cost</b>	£5.59m (capital cost)	<b>Risk</b>	<p>Contingency of £587k (12% of the base cost) has been allowed for within the delivery cost.</p> <p>The vast majority of the required sites are located on Council owned land. However, twelve sites are located either on Parish Council or private land, owing to the lack of Council-owned land in areas that are a high priority for intervention. Way-leave agreements will be sought in order to install chargers on this land which is reported as low risk.</p> <p>Traffic Regulation Orders will be sought where required for on-street charging points and destination charging sites</p>	<b>Grant Recipient</b>	N/A

<b>Match Funding %</b>	12% (capital cost)	<b>Delivery</b>	<p>Match funding of £284k and £182k respectively has been secured by South Gloucestershire and Bristol City Councils from the Office of Zero Emission Vehicles On-street Residential Charging Scheme. South Gloucestershire have also provided a further £226k contribution.</p> <p>For project delivery, the scheme will use the existing procurement processes already set up by BCC (now through CityLeap) for the Revive Network. Lamp column charging equipment is not available through the existing suppliers and alternative suppliers will be procured.</p> <p>It is planned to complete the deployment of the charging infrastructure by March 2026.</p>	<b>Payment Basis</b>	N/A
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<b>Scheme Description</b>	<b>Recommendation to the Committee</b>	Approval of the Full Business Case
The scheme aims to deliver 362 charging bays, served by 256 EV chargers across 204 locations across the West of England Mayoral Combined Authority area. Deployment will focus on three types of site - on-street residential (162 sites), community hubs (29) and destination chargers in public car parks (13).	<b>Conditions of Approval</b>	None

#### Record of Approval

<b>West of England Chief Executives</b>	
<b>Date of Meeting</b>	28 June 2023
<b>Decision</b>	Approval of the Full Business Case