

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

DATE: 6 OCTOBER 2023

REPORT TITLE: DELIVERY ASSURANCE

**DIRECTOR: RACHEL MUSSON, INTERIM DIRECTOR OF
INVESTMENT AND CORPORATE SERVICES**

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

Purpose of Report

1. To consider changes to schemes within the Investment Fund and City Region Sustainable Transport Settlement programmes against the agreed delivery assurance principles.

Recommendation:

- **Recommendation 1:** The Committee is asked to approve the change requests for schemes within the current programmes as set out in Appendix 1.

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

Delivery Assurance and Budgetary Principles

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

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 Mayoral Combined Authority Committee meeting in July 2022, 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 Mayoral Combined Authority 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.

Budget Review of Funding Programmes

3. At the West of England Mayoral Combined Authority Committee meeting in March it was agreed that a detailed line by line review of projects within each funding programme would be carried out and that the outcomes/progress would be reported back to this Committee.
 - 3.1 Work continues to review the budget, forecast and spend to date for each project funded by the Mayoral Combined Authority including review meetings with each lead Mayoral Combined Authority Director expected to conclude in October. Where not already part of the Infrastructure Health Checks described below, it is planned that there will be engagement with the Councils to identify schemes where grant claims are yet to be submitted for 23/24, or claims received to date suggest spend this year may be below forecast and the change control process may need to be utilised to ensure forecasts are up to date and realistic. The conclusion of this process will be reported to the Committee in January.
 - 3.2 In parallel, as part of the West of England Mayoral 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 Checks look 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.
 - 3.3 To date 47 health checks have been conducted. The key themes identified were an overall immaturity in financial, dependency and scheduling processes, however the linkage between projects and the overall regional strategies was strong. Actions have been taken from these meetings and good progress is being made by the Programme Management Office team to improve these gaps. This is in line with the P3M3 Project and Programme Management assessment findings recently undertaken on Infrastructure by our strategic delivery partner.

- 3.4 The recommendations from the P3M3 assessment are also to continue to strengthen the roll out of risk, scheduling, financial and project management processes across the Infrastructure delivery portfolio with a focus on improving data quality.

Change Requests

4. The PRB met in August and recommended the approval of a number of change requests. These change requests were considered against the agreed delivery assurance and budgetary principles, 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 Mayoral 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 1. In addition, the changes shown in Appendix 2 have been approved through the delegations granted to the Mayoral Combined Authority Director of Infrastructure in consultation with the Directors of Infrastructure of the constituent Councils.

- 4.2 As set out in Appendix 1, the following schemes request changes to their overall funding:

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

- **Somer Valley Links** – additional £343k CRSTS drawn down from the allocation for the scheme to progress surveys and design in advance of Full Business Case.
- **Charfield Station** – additional £1.522m CRSTS to develop the Full Business Case drawn from the CRSTS allocation for this scheme.
- **Local Nature Recovery Strategy** – delivery £10k under budget with funds to be returned to the Green Recovery Fund.

4.3 The following IF projects have completed below their funding award with the balance reverting to the Investment Fund 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) and Cycle Hangers (£2k).

4.4 The following projects are seeking the approval of change requests, as set out in Appendix 1, to reflect significant delay to key milestones (more than 6 months) or reprofiling funding between financial years (£500k plus):

- **Bath Quays Walking and Cycling Links** – delay of 12 months.
- **Somer Valley Rediscovered Green Spaces** – delay of 12 months.
- **Bedminster Green Highway Improvements** – reprofiling back £1.714m.
- **Evidence to Support Transition from Spatial Development Strategy to Local Plan Making** - delay of 9 months.
- **Kingswood Regeneration Programme** – delay of 12 months and reprofiling back £3.05m funding.
- **Charfield Station** – delay of 9 months.
- **West of England Business Support Programme** - delay of 9 months.
- **Retrofit Accelerator Phase 1** – delay of 6 months.
- **Retrofit Accelerator Phase 2 Business Support** – delay of 7 months.
- **Low Carbon Challenge Fund Extension** - delay of 12 months.
- **MetroWest Phase 2** – delay of 6 months.

4.5 As set out in Appendix 1, the following transport schemes will swap IF for CRSTS to balance the movement of highways maintenance funding from CRSTS to the Transforming Cities Fund leaving their overall funding unchanged:

- **Bedminster Green Highway Improvements** – £1.714m
- **Charfield Station** – £2.3m

- **Bristol to Bath Strategic Corridor** - £885k
- **Alveston Hill Cycleway** - £377k
- **Tap On, Tap Off** - £343k

Consultation

- 5 Engagement has taken place with officers in the West of England Mayoral 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 an equality and diversity assessment and plan as part of their Full Business Case. These assessments are published as part of the Business Case on the West of England Mayoral Combined Authority website.

Climate Change & Nature Recovery Implications

- 9 The West of England Mayoral Combined Authority's Climate Emergency Action Plan has been considered in the production of this report. Delays noted to key projects which will affect progress towards regional targets of Net Zero by 2030 and Nature Recovery. Improvements are being made to Green Recovery Fund governance process to improve oversight and scrutiny of relevant projects and to develop strong metrics that all projects are expected to report against. Further detail on metrics will be provided to Committee in March 2024.

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 Mayoral Combined Authority Committee.

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

Legal Implications

- 11 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

- 12 There are no direct human resource implications arising from this report. The projects referenced in the report will have their own implications, and these will be considered through the business cases for each project.

Advice given by: Alex Holly, Head of People and Assets

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

Appendices:

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

Appendix 2: Change Request Approved through Delegation

West of England Mayoral Combined Authority Contact:

Report Author	Contact Details
Pete Davis	Pete.davis@westofengland-ca.gov.uk

Appendix 1

Change Requests for Schemes within the Current Programme Recommended for Approval

Bath & North East Somerset Council

Project	Bath River Line Phase 1	
Funding awarded	£947,862	
Source:	Investment Fund (IF)	
Cost/ Spend:	Request for an additional £216,959 IF Revised profile £19k 22/23, £1.018m 23/24 & £128k 24/25, total £1,164,821	
Stated reason for change: The demolition of the Windsor Road Pipe Bridge has resulted in a revised project scope, owing to the significant change to the site boundary and levels due to the new space created once the bridge is removed. This will deliver additional benefits such as improved access to the river path via new steps from Windsor Bridge, increased area of planting, and removal of the pinch point and improved sight lines where the connection meets the Bath River Line.		

Project	FWD (Formally ISTART) Phase 0	
Funding awarded	£1,458,584	
Source:	IF	
Cost/ Spend:	Reprofiling £389k from 23/24 to 24/25 Revised profile £1.070m 23/24 & £389k 24/25, total £1.459m	
Stated reason for change: Funding profile change to reflect the project extension to Dec 24 approved in Jun 23		

Project	North Keynsham Land Acquisition Fund	
Funding awarded	£5.975m	
Source:	IF	
Cost/ Spend:	No change to overall funding Reprofiling £448k from 22/23 to 23/24 Revised profile £5.508m 20/21, £19k 21/22, £0 22/23 & £448k 23/24	
Milestones:	Inclusion of additional milestones - Strategic Development Scheme (Dec 23) and Full Local Plan (Dec 25)	
Stated reason for change: Requirement to pursue planning permission by scheme promotion within the new Local Plan.		

Project	Bath City Centre High Streets Renewal	
Funding awarded	£1.49m	
Source:	IF	
Cost/ Spend:	No change to overall funding. Reprofiling £151k from 22/23 to 23/24 - 25/26 Revised profile £88k 21/22, £516k 22/23, £338k 23/24, £298k 24/25 & £250k 25/26, total £1.49m	
Stated reason for change: Reprogramming to allow sufficient time to find mutually agreeable design solutions for items such as cycle racks. Delivery of Pattern Brook street furniture prototype required extensive consultation and a complex procurement process extending the programme. However, this is expected to deliver stronger bids and a higher quality design solution.		

Project	Bath Quays Walking and Cycling Links	
Funding awarded	£456,000	
Source:	IF	
Cost/ Spend:	No change to overall funding Reprofiling £204k from 22/23 to 23/24 Revised profile £43k 21/22, £209k 22/23 & £204k 23/24, total £456k	
Milestones:	Delay of 12 months across several milestones including Full Business Case (FBC) submission (to Nov 23).	
Stated reason for change: Delay to the start of the work towards the Full Business Case.		

Project	Somer Valley Rediscovered Green Spaces	
Funding awarded	£923,246	
Source:	Green Recovery Fund (IF)	
Cost/ Spend:	No change to overall funding Reprofiling £127k from 22/23 - 23/24 to 24/25 – 25/26 Revised profile £3k 22/23, £311k 23/24, £381k 24/25 & £288k 25/26	
Milestones:	Delays of 12 months for Access Improvements (to Jun 24) and 7 months for Second Phase of Access Works (Oct 25) and delay of 1-6 months across all other milestones including Final Evaluation (2 months to Dec 25).	
Stated reason for change: Access improvements originally envisaged as beginning in 2023 but this has proved to be over ambitious given the amount of work that has been needed to set up systems, procurement and organising habitat work.		

Bristol City Council

Project	Bedminster Green Highway Improvement Works
Funding awarded	£10,513,305
Source:	Transforming Cities Fund (TCF) and City Region Sustainable Transport Settlement (CRSTS)
Cost/ Spend:	No change to overall funding Swap £1.714m TCF to CRSTS reducing the TCF total to £2.371m Reprofiling £1.714m from 22/23 (TCF) to 23/24 and 25/26 (CRSTS) Revised profile £2.371m 22/23 (TCF), £4.527m 23/24 (CRSTS) and £3.615m 25/26 (CRSTS) total £10.513m
Stated reason for change: Although some works started on site in Nov 22 (at risk to BCC), the Council only had the comfort to start works in earnest in Jan 23 once the grant offer letter was received, due to financial risk to the organisation. This delayed the commencement on site and the spend for 22/23.	

South Gloucestershire Council

Project	Housing and Regeneration Enabling Fund – South Gloucestershire Council Capacity
Funding awarded	£750k
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £34k from 22/23 to 23/24 Revised profile £145k 22/23, £522k 23/24 & £83k 24/25
Stated reason for change: The reprofiling was due to contract negotiation with Network Rail being extended and the need to pause during the pre-election period.	

Project	Evidence to Support Transition from Spatial Development Strategy to Local Plan Making
Funding awarded	£900k
Source:	IF
Cost/ Spend:	No change to overall funding Reprofiling £373k from 22/23 to 23/24 Revised profile £197k 22/23 & £703k 23/24
Milestones:	Delays of up to 9 months across several milestones including Finalisation of concept plans and incorporation into Local Plan (to Aug 24).
Stated reason for change: Delays in the development of the West of England Regional Transport Model (WERTM) has meant that work on the transport evidence has progressed at a slower rate than originally envisaged. Work is progressing as planned for the strategic planning element.	

Project	Kingswood Regeneration Programme
Funding awarded	£8.680m
Source:	IF/EDF
Cost/ Spend:	No change to overall funding Reprofiling £3.05m from 23/24 to 24/25 and 25/26 Revised EDF profile £848k pre 22/23, £94k 22/23, £3.487m 24/25 and £2.638m 25/26, total £7.067m Revised IF profile £590k 22/23, £650k 23/24 and £373k 24/25, total £1.613m
Milestones:	Delay of 8 months for Pedestrianisation start of construction (to Sep 24) and 12 months for Tabernacle End of Construction (to May 25).
Stated reason for change: Increased public engagement to reduce the risk for Traffic Regulation Orders. Tabernacle works delayed because of changes related to agreements with an adjoining developer plus some delays owing to revised procurement route.	

Project	Charfield Station
Funding awarded	£4.123m
Source:	TCF and IF
Cost/ Spend:	Additional £1.522m CRSTS Swap of £2.3m IF for CRSTS Revised profile £1.823m to 22/23 (TCF), £1.4m 23/24 (CRSTS) and £2.422m 24/25 (CRSTS), total £5.645m
Milestones:	Delay of 9 months for Network Rail design completion, 6 months for Highways detailed design completion and 9 months for FBC submission.
Stated reason for change: Increase in Network Rail costs to deliver detailed design for the station including bringing forward elements to de-risk delivery, inflation drivers and scope changes, together with bringing forward land negotiations. Funding swap to balance movement of highways maintenance funding from CRSTS to TCF. The programme change reflects the time it has taken to achieve planning permission, negotiations with Network Rail and the need to unlock the additional funding as outlined above.	

Project	Alveston Hill Cycleway
Funding awarded	£552,663
Source:	TCF, IF and CRSTS
Cost/ Spend:	No change to overall funding Swap of £377k IF for CRSTS Revised profile £16k 22/23 (TCF) and £537k 23/24 (CRSTS), total £553k
Stated reason for change: Funding swap to balance movement of highways maintenance funding from CRSTS to TCF	

West of England Mayoral Combined Authority

Project	Regional Low Carbon Delivery Programme
Funding awarded	£4,994,670
Source:	Green Recovery Fund (IF)
Milestones:	4 months delay to the Local Energy Scheme grant window launch from Jun 23 to Oct 23.
Stated reason for change: Reflecting the delay in recruitment for the Renewable Energy project team.	

Project	West of England Business Support Programme
Funding awarded	£5,834,480
Source:	IF
Milestones:	1-9 months delay across 12 milestones including Sector Development and Trade and Export Support both delayed from Apr 23 to Jan 24 and recruitment of the Financial Advisor and HR Advisor from Jun 23 to Jan 24.
Stated reason for change: Proposal to extend the design and consultation, delaying delivery until Jan 24. This will help align the service with other projects delivered within the People and Skills Team, ensuring provision will continue to fill gaps in support left by programmes such as Workforce for the Future whilst still meeting critical demands of local businesses.	

Project	Local Nature Recovery Strategy
Funding awarded	£330k
Source:	Green Recovery Fund (IF)
Cost/ Spend:	Reduction in funding of £10k taking the total from £330k to £320k Revised spend Profile: £100k 22/23 and £220k 23/24.
Milestones:	2-4 months delay across 5 milestones including Identification of priorities for nature recovery and areas that could become important to biodiversity delayed from Jul 23 to Nov 23.
Stated reason for change: Delays to the publication of the Department of Environment, Food and Rural Affairs (DEFRA) Guidance and Regulations from Autumn 2022 to March 2023 impacted on the ability to progress work on defining priorities through the Local Nature Recovery Strategy. Reduction in grant due to staff cost/time savings.	

Project	Somer Valley Links	
Funding awarded	£690k	
Source:	TCF and CRSTS	
Cost/ Spend:	Request for an additional £274k CRSTS taking the overall total funding from £759k to £1.033m Revised Profile: £356k (TCF) 22/23 and £677k (CRSTS) 23/24	
Stated reason for change: Opportunities identified in advance of the FBC to de-risk the next stage of the project development, anticipating the need for future surveys and activities to progress the design work. A risk contingency of 30% has also been included should more surveys be required before the end of the Outline Business Case (OBC).		

Project	Cultural Compact Start up Investment	
Funding awarded	£362,681	
Source:	IF	
Cost/ Spend:	No change to overall funding Reprofiling £25,056 from 22/23 and 24/25 into 23/24 Revised Profile: £97,683 22/23, £209,678 23/24 and £55,320 24/25	
Milestones:	2-4 months delay across 3 milestones including scope job description for new officer post delayed from Mar 23 to Jul 23 and delivery of the design and development of initiatives identified under the placemaking area of focus from Oct 23 to Dec 23.	
Stated reason for change: Delivery of the design and development initiatives is subject to a successful application to Arts Council England with a decision due mid-October, delaying commencement of the delivery planning to early November if successful. The reprofiling forward was based on increased capacity needs to resource the development programme of work and pilot activity.		

Project	Retrofit Accelerator – Phase 1	
Funding awarded	£3m	
Source:	Green Recovery Fund (IF)	
Cost/ Spend:	No change to overall funding Reprofiling £453k from 22/23 into 23/24 Revised profile: £68k 22/23, £1.455m 23/24, £988k 24/25 and £489k 25/26.	
Milestones:	3-6 months delay across 6 milestones including appointment to make service operational from Mar 23 to Jul 23, marketing plan launch from Apr 23 to Jul 23 and project closure from Oct 25 to Dec 25.	
Stated reason for change: Changes in communication and the service review delayed the launch of the project, impacting on milestones and necessitating the need to reprofile.		

Project	Retrofit Accelerator - Phase 2 Business Support	
Funding awarded	£2m	
Source:	Green Recovery Fund (IF)	
Milestones:	4-7 months delay across 5 milestones including completion of grant selection process from Jun 23 to Jan 24 and first year programme review delayed from Apr 24 to Nov 24	
Stated reason for change: Changes to market engagement and provider selection delayed the project launch, impacting on market and review milestones and formalising the grants.		

Project	Low Carbon Challenge Fund Extension	
Funding awarded	£2,243,111	
Source:	Green Recovery Fund (IF)	
Cost/ Spend:	No Change to Overall Funding Reprofiling £10,039 from 22/23 into 23/24 Revised Profile: £150,124 20/21, £332,952 21/22, £307,323 22/23, £1,009,712 23/24 and £443k 24/25.	
Milestones:	12 months delay to completing applicant projects from Mar 24 to Mar 25	
Stated reason for change: Round 3 of the Local Energy Scheme delayed due to resourcing issues. The reprofiling was due to a small underspend.		

Project	Skills Connect and All Age Advice Centre Pilot	
Funding awarded	£2,285,000 (£2m Skills Connect and £285k All Age Advice Centre)	
Source:	IF	
Cost/ Spend:	Merging the Skills Connect and All Age Advice Centre Pilot projects Revised Profile: £114,323 22/23, £1,060,067 23/24 and £1,110,610 24/25	
Milestones:	2 months delay to the site launch from Jul 23 to Sep 23 and Evaluation of Skills Connect brought forward 9 months from Dec 25 to Mar 25. Removal of duplicate milestones, with amendments made to others to better reflect the two components as one project.	
Stated reason for change: The Skills Connect project is a natural extension of the All Age Advice Pilot, both seeking to achieve the same outcomes.		

Project	Mayoral Priority Skills Fund	
Funding awarded	£2,485,134	
Source:	IF	
Cost/ Spend:	Increase in funding of £89,688 taking the final overall total from £2,485,134 to £2,574,822 (£17,192 from DSIP and £72,497 from CSF). Spend Profile: £325,477 23/24, £1,732,198 24/25 and £517,147 in 25/26	
Stated reason for change: It was agreed by Committee in March 23 that the underspend from Digital Skills Investment Programme and Community Support Fund would move to the Mayoral Priority Skills Fund. The final combined underspend was higher than anticipated mostly due to withheld payments to delivery partners due to underperformance.		

Project	Community Support Fund	
Funding awarded	£1,336,839	
Source:	IF	
Cost/ Spend:	Reduction in funding of £72,497 taking the final overall total from £1,336,839 to £1,264,342. Revised profile: £45,297 21/22, £1,182,564 22/23 and £36,481 in 23/24.	
Milestones:	2 months delay to the full project evaluation (project closure) from Jun 23 to Aug 23	
Stated reason for change: It was agreed by Committee in March 23 that the underspend would move to the Mayoral Priority Skills Fund. The underspend was due to reduced staffing costs, underspends across delivery partners identified through their final claims and some delivery partners awarded a reduced grant based on significant under-performance.		

Project	Digital Skills Investment Programme	
Funding awarded	£678,027	
Source:	IF	
Cost/ Spend:	Reduction in funding of £17,192 taking the final overall total from £678,027 to £660,835. Revised profile: £320,537 21/22, £318,713 22/23 and £21,585 in 23/24.	
Milestones:	3 months delay to the full project evaluation (project closure) from May 23 to Aug 23.	
Stated reason for change: It was agreed by Committee in March 23 that the underspend would move to the Mayoral Priority Skills Fund. The final project cost could only be finalised this quarter due to a lag between when partners reported spend and when their claims were received and processed by the Mayoral Combined Authority.		

Project	Innovation for Renewal and Opportunity
Funding awarded	£6,316,714
Source:	Investment Fund
Cost/ Spend:	No change to overall Funding Bringing forward £1,163,729 from 24/25 into 22/23 and 23/24 Revised Profile: £345,492 21/22, £849,315 22/23, £4,384,290 23/24 and £737,617 in 24/25
Stated reason for change: Change due to some spend on the business and skills projects coming in earlier than anticipated.	

Project	Creative & Cultural Recovery Fund
Funding awarded	£2m
Source:	Investment Fund
Cost/ Spend:	No change to overall funding Reprofiling £187,147 from 22/23 into 23/24 and 24/25 Revised Profile: £1,377,719 21/22, £305,134 22/23, £129,435 23/24 and £187,712 in 24/25
Stated reason for change: Aligning the project to the Department for Culture, Media and Sport (DCMS) funded programme Create Growth, in which £200k of the IF money will be used as match, has enabled a larger and more impactful programme to be delivered.	

Project	MetroWest Phase 2
Funding awarded	£30.674m awarded plus £38.1m allocated, total £68.774m
Source:	LGF, EDF, IF and TCF
Milestones:	Delay of up to 6 months across several milestones including Operation of North Filton/Henbury stations by 6 months (to Sep 26). Bringing forward FBC approval for stage 2 North Filton by 9 months to Oct 23 and additional milestone of FBC for stage 3 Henbury (Mar 25)
Stated reason for change: Revision to the procurement strategy for North Filton station, delay to the Henbury station planning application and additional float built into the overall project schedule. The original plan was to procure Network Rail to oversee the detailed design and delivery of North Filton and Henbury station as a package. A new procurement strategy has been agreed which includes procuring North Filton Station and Henbury separately and contracting North Filton Station on a 'design and build' basis. Henbury station planning submission was delayed by final changes to the access road layout, as a result of stakeholder feedback, which had to be reflected in new versions of the complex flood risk model and final landscaping design.	

Project	Bristol to Bath Strategic Corridor	
Funding awarded	£4.761m	
Source:	IF, TCF and CRSTS	
Cost/ Spend:	No change to overall funding Swap of £885k IF for CRSTS Revised funding £1.549m IF/TCF and £3.212m CRSTS Revised profile £1.506m to 22/23 (TCF/IF) and £3.255m 23/24 (£45k IF and £3.237m CRSTS), total £4.761m	
Reason for change: Funding swap to balance movement of highways maintenance funding from CRSTS to TCF		

Project	Tap On Tap Off	
Funding awarded	£1,693,154	
Source:	IF, TCF and CRSTS	
Cost/ Spend:	No change to overall funding Swap of £343k IF for CRSTS Revised funding £550k TCF and £1.043m CRSTS Revised profile to be confirmed via a Change Request	
Reason for change: Funding swap to balance movement of highways maintenance funding from CRSTS to TCF		

Appendix 2

Changes Approved through Delegation

Project	Somer Valley Links
Funding awarded	£690k
Source:	TCF and CRSTS
Cost/ Spend:	Request for an additional £69k CRSTS taking the overall total funding from £690k to £759k Revised Profile: £356k (TCF) 22/23 and £403k (CRSTS) 23/24.
Stated reason for change: Opportunities identified in advance of the FBC to de-risk the next stage of the project development, anticipating the need for future surveys and activities to progress the design work. A risk contingency of 30% has also been included should more surveys be required before the end of the OBC.	