

**REPORT TO: WEST OF ENGLAND JOINT COMMITTEE**

**DATE: 31 JANUARY 2025**

**REPORT TITLE: JOINT COMMITTEE BUDGET – 2025/26**

**RESPONSIBLE OFFICER: DIRECTOR OF FINANCE, INVESTMENTS AND COMMERCIAL (\$73 OFFICER)**

**Key Decision Yes**

**Purpose of Report**

To consider and approve the Budget in respect of the Joint Committee activities for 2025/26.

The report also includes the revenue and capital forecast for the financial year 2024/25 based on data from the period April 2024 to December 2024. Change request approvals are also included within this report.

**Recommendation**

That Committee:

- 1) Approves the Joint Committee Revenue and Capital Budget for 2025/26 as set out in Appendix 1 and 2
- 2) Notes the Joint Committee Revenue and Capital Forecast for 2024/25 as set out in Appendix 3 and Appendix 4
- 3) Approves a £117k drawdown from the Joint Committee General Reserve to contribute to the shortfall in the 2025/26 budget
- 4) Approves the change requests for schemes in the Economic Development Fund (EDF) and Revolving Infrastructure Fund (RIF) programmes as set out in Appendix 5
- 5) Approves the EDF reallocations set out in Figure 5 and delegate the approval of funding applications, business cases or change requests for schemes in the City Regions Sustainable Transport Settlement (CRSTS) programme drawing on the EDF, to the Chief Executive of the West of England Mayoral Combined Authority in consultation with Unitary Authority Chief Executives

6) Approves the drawdown and spend of £2.959m (being £2.959m of Economic Development Fund) from the current MetroWest Phase 2 project funding allocation to undertake pre-construction activities required to deliver North Filton Station and to accelerate its opening, as outlined in paragraphs 19 to 25 of this report.

#### **Reasons for recommendation**

- Statutory Requirements and Recommended Best Practice.

#### **Voting arrangements**

Recommendations 1 and 3: To be determined by a majority of those Members in attendance, or their substitutes (one vote representing each Authority)

Recommendation 2: None required – Recommendation is for noting with any comments.

Recommendations 4 - 6: To be determined by a majority of those Members in attendance, or their substitutes (one vote representing each Authority) and excluding the West of England Mayoral Combined Authority Mayor.

#### **Publication Requirements**

For publication

## **Background**

1. The purpose of the West of England LEP was to contribute to securing the region's continuing and ambitious economic success and attractiveness as a place for its residents to live and thrive and for businesses and communities to grow in a sustainable way.
2. Over recent years, Government funding streams have tended to be allocated to places through either Mayoral Combined Authorities or through Local Authorities, and the role of LEPs in overseeing funding allocations has shifted towards more of a strategic advisory function. The previous Government reviewed the role of LEPs and initiated a process to integrate them into local democratic institutions.
3. In August 2023, following a Government Review on the future of LEPs, the Government announced that capacity funding for LEPs would cease from April 2024. LEP functions would be integrated into MCAs (or groups of LAs where MCAs do not exist). The process to conclude the model of integration of the West of England LEP with the MCA is ongoing.
4. A range of legacy LEP funds remain in place. The West of England Mayoral Combined Authority (MCA) acts as the Accountable Body for the funding streams previously allocated to the LEP. This report sets out details of the proposed Joint Committee revenue and capital budgets for the 2025/26 financial year and provides a forecast against current year budgets.

## **Key Considerations**

### **Joint Committee Core Delivery and Running Costs**

5. For the last six financial years the required match funding contribution from each local authority has reduced, with the resultant funding gap being met through higher than

expected returns on Treasury Management investments. However, since the Local Growth Fund concluded in March 2021, (former) LEP cash balances have reduced and no longer generate sufficient investment returns to fully support the ongoing operating costs.

6. The government decided to withdraw central government support (core funding) for Local Enterprise Partnerships (LEPs) from April 2024. In December 2023, the Government confirmed that eligible Combined Authorities would receive up to £240k to deliver the functions previously delivered by LEPs – namely business representation, local economic planning, and the delivery of Government programmes where directed subject to final business case and integration plan approvals. The £240k shortfall in 2024/25 was funded through additional interest income. There will be no available Government funding beyond 2024/25.
7. It is recommended that the funding shortfall for 2025/26 is met (in part) through drawing down the remaining balance of the General Reserve – expected on 1 April 2025 to be £117k. This will still leave a shortfall in year of £382k which will be funded by a contribution from the Combined Authority.
8. As the majority of spend is staff related, pay award increases will continue to impact on budget requirements over the coming years. The resulting anticipated spend compared to the resources available is detailed in Figure 1.

**Figure 1: Core Running Costs Net of Specific Grant Allocations:**

Core Running Costs	2024/25	2025/26	2026/27	2027/28	2028/29
	£000s	£000s	£000s	£000s	£000s
<b>Core Staff and Related Overheads</b>	1,124	1,079	1,079	1,079	1,079
<b>Funded by :</b>					
Unitary Authority Contribution	440	0	0	0	0
Core Capacity Grant	240	0	0	0	0
Reserve	0	117	0	0	0
Interest	300	580	0	0	0
RIF Admin grant	0	0	0	0	0
Combined Authority Subsidy	144	382	0	0	0
<b>Total Funds</b>	1,124	1,079	0	0	0
<b>Surplus / (Deficit)</b>	0	0	1,079	1,079	1,079

## Specific Revenue Grants and Activities from the Joint Committee

9. Specific revenue grant funding of £15.0m was generated in 2024/25 and correspondingly, £10.0m is expected for 2025/26. Overall, Grant Funding that has been attracted is now circa £42.3m over the Medium-Term Financial Strategy period, (MTFS) as detailed in Figure 2.

**Figure 2: Specific Revenue Grant Income – Medium Term Forecast**

Grant Income	2024/25	2025/26	2026/27	2027/28	2028/29	Total
	£000s	£000s	£000s	£000s	£000s	£'000s
A - One Public Estate (MHCLG)	164	-	-	-	-	164
B - Infrastructure & Investment Plan (MHCLG)	39	-	-	-	-	39
C - Career Hub (CEC + MHCLG)	833	807	-	-	-	1,640
<b>Sub-Total MHCLG</b>	<b>1,036</b>	<b>807</b>	-	-	-	<b>1,843</b>
D - Net Zero Hub (DESNZ)	11,263	7,915	7,200	8,850	1,050	36,278
E - Growth Hub (DBT)	380	132	-	-	-	512
F - Creative Scale UP (DCMS)	1,103	75	-	-	-	1,178
G - IBB (RIF)	1,119	1,000	-	-	-	2,119
H - EDF Management	75	75	75	75	75	375
I - Space Partnership (DSIT)	50	-	-	-	-	50
<b>Sub-Total Other Grants</b>	<b>13,990</b>	<b>9,197</b>	<b>7,275</b>	<b>8,925</b>	<b>1,125</b>	<b>40,512</b>
<b>Total Grant Income</b>	<b>15,026</b>	<b>10,004</b>	<b>7,275</b>	<b>8,925</b>	<b>1,125</b>	<b>42,355</b>

- A. One Public Estate (OPE): Grant funding to support and deliver land initiatives with government and other public sector partners with the aim of rationalising the overall ownership of public sector assets with match funding required from the Investment Fund. The OPE programme is administered by the Local Government Association, with the West of England Combined Authority currently acting as the partnership lead for the region. It provides funds for projects and programmes that focus on housing, co-location & integration, town centre regeneration, surplus public sector land deposits and strategic solutions.
- B. Infrastructure and Investment Delivery Plan: Provided to the Unitary Authorities to support a strategic planning policy framework to sustainably boost the overall housing supply, deliver affordable housing and accelerate sustainable housing.
- C. Careers Hub: Activity to match business volunteers with schools and colleges to support with their strategic employer engagement.
- D. Net Zero Hub: Department for Energy Security and Net Zero (DESNZ) grant to increase the number, quality and scale of local energy projects, to raise local awareness of opportunities and attract private and public finance for energy projects. This grant serves the wider Southwest Region.
- E. Growth Hub: Funding to support local providers and businesses looking to grow, establishing a stronger local economic region. Grant has not been confirmed for next financial year so have assumed a lower amount in 2025/26.

- F. Creative Scale Ups: Government grant to help creative industries grow by improving access to expert knowledge and training as well as supporting businesses through training and advice on securing investments.
  - G. Invest Bristol & Bath (IBB): IBB is funded through the Revolving Infrastructure Fund, (RIF), as part of a five-year deal, as approved by the LEP in October 2019.
  - H. EDF Management: For managing the EDF programme.
  - I. Space Partnership to grow the UK's national space ecosystem through supporting cross-cluster collaboration.
10. Many of the grants received are relatively short term in nature. Any staff recruited to support specific grant funded activities are engaged on a fixed term basis linked to the duration and security of the relevant funding stream.
  11. The majority of spend relates directly to staff administering the specific initiatives and third-party grant payments being made to local businesses and organisations to help build the economy and skills of the local workforce.
  12. At its meeting of the 20<sup>th</sup> of September 2024, the Joint Committee authorised the South West Net Zero Hub (SWNZH) to bid for between £250 Million to £500 Million over 3 years for activity across the South West, from the Social Housing Decarbonisation Fund (SHDF) Wave 3. An update to the bid together with any implications for associated expenditure across the three-year programme including for 2025/26, is expected to be brought to the Committee in March 2025.

## Capital Budgets

13. **Appendix 2** details the Joint Committee Capital Budget for the 2025/26 financial year for approval.

## Accountable Body Functions

14. The Mayoral Combined Authority acts as the Accountable Body for the (former) Local Enterprise Partnership (LEP) activities, which provides significant capital investment in the region. The capital funding streams administered by the Accountable Body include:
  - The Revolving Infrastructure Fund (RIF) - £50m
  - The Economic Development Fund (EDF) - £500m
15. The RIF was created in 2012 from funding awards from Government through Regional Growth Fund and Growing Places to create a revolving funding programme aimed at providing upfront funding to enable development. All the initial grant funding has been awarded and claimed by recipients, and subsequent repayment back to the fund has enabled further schemes to be approved. In line with the RIF principles approved at the Joint Committee in October 2021, the Councils have underwritten repayment and its timing. Aside from Invest Bristol and Bath (IBB), all of the projects within the RIF programme are delivered by the constituent authorities. The Mayoral Combined Authority is the accountable body for the RIF funding, a function transferred from B&NES (the then LEP accountable body) with the creation of the Mayoral Combined Authority. Full details

of the RIF Capital Programme can be found in Appendix 7. The RIF Capital Programme Payment and Repayment Plan is detailed in *Figure 3*:

16. The Invest in Bath (IBB) scheme is also the only one within the revolving fund scheme which is not repayable. The IBB funding will therefore make up the difference between the expected opening and closing balances against the scheme.

**Figure 3: RIF Medium Term Capital Programme – Payment and Repayment Plan**

Forecast payments / receipts	To end of 2024/25	2025/26	2026/27	2027/28	2028/29+
	£000s	£000s	£000s	£000s	£000s
<b>Opening Balance</b>	<b>50,000</b>	<b>16,326</b>	<b>6,913</b>	<b>10,034</b>	<b>18,746</b>
Total Spend all Schemes	(63,187)	(12,298)	(6,030)	(2,750)	-
Total Revolved Funds	29,513	2,885	9,151	11,462	27,458
<b>Closing Balance</b>	<b>16,326</b>	<b>6,913</b>	<b>10,034</b>	<b>18,746</b>	<b>46,204</b>

17. The Economic Development Fund (EDF) was created in 2012 as part of the Growth Incentive through the City Deal and is a £500m fund sourced from retained business rates growth in the area’s Enterprise Zones and Areas. The overall funding, which will operate over 25 years to 2039, is managed by South Gloucestershire Council but the Mayoral Combined Authority is the Accountable Body for the EDF. The Fund seeks to deliver the schemes which will unlock growth and generate the business rates uplift that will provide the £500m. The EDF is predicated on Councils borrowing to fund the schemes with the EDF repaying the capital and interest over the term of the fund. The full breakdown of the EDF programme is detailed in Appendix 6. The table below shows the estimated practical EDF completions within the time frame of this report:

**Figure 4: EDF Estimated Spend within the Medium-Term Financial Strategy (MTFS) period.**

Forecast Completions	Up to 2024/25	2025/26	2026/27	2027/28	2028/29	2029/30+	Total
	£000s	£000s	£000s	£000s	£000s	£000s	£000s
EDF	163,850	78,869	47,488	14,507	27,504	74,183	406,401

\*EDF Estimated spend above only includes capital repayments over the term of the fund and does not include the interest costs.

18. To support the delivery of the CRSTS programme, South Gloucestershire Council proposes to reallocate EDF funding from existing schemes in the programme - M49 Junction and Link Road (in part) and M32 Junction 1 - to those within the CRSTS programme, thus contributing £9.4m towards the match funding required for CRSTS overall. The proposed reallocations are set out in Figure 5.

**Figure 5: Current and Proposed EDF Allocations**

Current	2024/25	2025/26	2026/27	Total
	£000s	£000s	£000s	£000s
M49 Junction and Link Road	12,000	-	-	12,000
M32 Junction 1	750	-	-	750
<b>Total</b>	<b>12,750</b>	<b>-</b>	<b>-</b>	<b>12,750</b>
<b>Proposed</b>				
Proposed	2024/25	2025/26	2026/27	Total
	£000s	£000s	£000s	£000s
M49 Junction & Link Road	-	3,350	-	3,350
CRSTS Programme	-	-	-	-
A38	-	-	4,400	4,400
Charfield Station	-	-	3,833	3,833
Getting About in Yate	-	-	500	500
Getting About in Thornbury	-	-	500	500
Bristol Bath Railway Path	-	-	167	167
<b>Total</b>	<b>-</b>	<b>3,350</b>	<b>9,400</b>	<b>12,750</b>

**MetroWest Phase 2**

19. MetroWest Phase 2 will introduce passenger services between Bristol Temple Meads and Henbury, including 3 new stations, Ashley Down (delivered), North Filton and Henbury. The Henbury line (serving Henbury & North Filton) is currently freight-only so work is required to enable passenger services to operate on it.
20. North Filton Station and the associated new Henbury line rail passenger service will provide a connection between nationally significant regeneration areas – the West Innovation Arc, which includes the Brabazon new town development and the Bristol Arena, and Bristol Temple Quarter. The new station will also release huge benefits, including the delivery of new housing and employment opportunities, whilst also supporting local and regional growth.
21. Brabazon new town and the new Bristol Arena are being developed by YTL, the largest Malaysian investor in the UK. The Malaysian Prime Minister visited the UK in January 2025 to promote economic ties between the two nations. The MCA, YTL and partners are working closely together to ensure that the North Filton station and regeneration works are designed and delivered to meet the shared aspirations of all parties.
22. The MetroWest 2 programme has a total current funding allocation of £72.613m, which was approved at MCA Committee and Joint Committee in January 2023. Of this total funding allocation, £37.477m has already been drawn down to support the delivery of Ashley Down station (completed in September 2024), the enhanced half-hourly services between Bristol Temple Meads and Gloucester (completed in May 2023), and development up to the completion of Detailed Design for Henbury and North Filton stations. Of this £37.477m, £19.345m has been drawn from the Economic Development Fund.

23. In August 2023, Great Western Railways (GWR) objected to the planning approved station design for North Filton Station, citing unfitness due to anticipated footfall from the YTL Arena and surrounding developments. In response to recent changes to security standards, the Department for Transport (DfT) have mandated 'absolute safety' from the southern station platform. The DfT has confirmed that the station will have a higher categorisation for security purposes and Network Rail have also reviewed and increased the General Classification of the station from an 'F' to a 'D'. This has resulted in several new requirements to satisfy the revised classifications, including the need for a station building and a gate line.
24. Without accelerating the remaining design and delivery phases, the project programme for the opening of North Filton Station would have been delayed by at least 12 months because of these new requirements.
25. MCA officers are working at pace to explore opportunities to accelerate the remaining design and construction stages and consequently bring forward the station opening date. This is involving inputs from the MCA, South Gloucestershire Council, Network Rail, GWR and YTL. A workshop facilitated by Arup was held in December 2024, with all parties in attendance, which was used to review a long list of opportunities and to identify those that should be taken forward as part of a new plan for delivery.
26. This paper includes a request for an additional draw down of £2.959m of allocated funding now to enable short term opportunities prior to Full Business Case submission to be realised. These opportunities include increasing supply chain resources to expedite planned surveys and designs, accelerating detailed designs for essential track works, early procurement of construction materials, set up of construction compounds, accelerating agreements with third parties, including new power suppliers, utility connections and diversions and early close out of planning conditions.
27. The remaining unapproved project funding allocation will be used to close out Ashley Down Station project and to support the construction and entry in service of Henbury and North Filton stations. An alternative option would be to not accelerate the programme and accept the impact of the new requirements on the opening date for North Filton Station. This would result in a delay to the current reported North Filton Station opening date of greater than 12 months and a delay to the realisation of the associated benefits.
28. A full review of the impact of the new rail industry requirements and implementing the proposed acceleration opportunities on the overall project estimated cost is underway and being led by the MCA project team. It is expected that project costs will exceed the approved total project funding allocation of £72.613m, and therefore the project will likely need to return to Joint Committee for consideration. In parallel with this estimating work, the MCA and Unitary Authority Directors, in conjunction with the DfT, will explore potential arrangements to meet any additional funding ask, including the possibility of drawing upon City Region Sustainable Transport Settlement (CRSTS) funding, as well as developing contribution and risk sharing.



**Figure 6: MetroWest Phase 2 Funding**

Funding Source	Approved Funding £000s	Additional Funding Requested £000s	Remaining Allocation £000s	Total Allocation £000s
Local Growth Fund	3,200	-	-	3,200
Transforming Cities Fund	6,117	-	-	6,117
Investment Fund	7,546	-	6,245	13,791
Local Authority Public Match Revenue	1,100	-	-	1,100
Economic Development Fund - SGC	14,605	2,233	17,639	34,477
Economic Development Fund – NSC	845	130	1,020	1,995
Economic Development Fund - BCC	3,895	596	4,703	9,194
North Somerset Council - Local Contribution	-	-	300	300
Section 106 (Public Match Capital)	-	-	2,300	2,300
Great Western Railways	139	-	-	139
<b>Total</b>	<b>37,447</b>	<b>2,959</b>	<b>32,207</b>	<b>72,613</b>

## 2024/25 Forecast Position

29. **Appendix 3** outlines the Joint Committee revenue forecast for the 2024/25 financial year, based on actual data as of December 2024. The forecasted spend is £16.1m, compared to the original budget of £12.7m. This variance is primarily attributable to the receipt and phasing of additional government grants related to the Net Zero Hub. The forecasted surplus of £31k is driven by higher-than-expected interest income from cash balances. However, this is partially offset by a £240k reduction in the LEP Capacity grant.
30. **Appendix 4** details the Capital Forecast for the 2024/25 financial year based on actual information to the end of December 2024.

## Change Requests

31. The LEP in October 2019 agreed to delegate approval of changes within stated tolerances for schemes within the approved programme to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils. The changes to schemes in the Economic Development Fund and Revolving Infrastructure Fund programmes which fall outside of these tolerances and require a committee decision are set out in **Appendix 5**.

## Alternative Options Considered

32. The Joint Committee budget relates to the specific grant income that has been attracted. Value for Money and appropriate use of resources are constantly considered when allocating, monitoring, and managing all revenue and capital budgets.

## Consultation and Engagement

33. Consultation has been carried out with the Chief Executives, and the West of England Section 151 UA Officers. The change requests set out in Appendix 5 were considered at the 17 December meeting of the Portfolio Review Board, involving the Combined and

Unitary Authority Directors and S73/S151 officers, and were recommended to Committee by the Board for approval.

## Key Risks

34. The West of England Office agreement deals with the risk sharing mechanisms between the relevant councils. There is uncertainty moving forward on the shape and structure of this agreement.
35. The continuing reducing general Reserve position is shown in the table below:

**Figure 7: Forecast Reserve Balance**

Reserves Position	Earmarked £000s	General £000s	Total £000s
<b>Reserve balance to 1 April 2024</b>	<b>99</b>	<b>117</b>	<b>216</b>
Drawdown for Local Industrial Strategy – To deliver our region’s ambition to be a driving force for clean and inclusive growth.	(28)	-	(28)
Drawdown for specialised work to develop an evidence-based picture of current digital connectivity across the West of England.	(9)	-	(9)
<b>Forecast Reserve balance c/fwd 31st March 2025</b>	<b>62</b>	<b>117</b>	<b>179</b>
Contribution towards operating costs	-	(117)	(117)
<b>Forecast Reserve balance c/fwd 31st March 2026</b>	<b>62</b>	<b>-</b>	<b>62</b>

**Figure 8 - Breakdown of Earmarked Reserves**

Earmarked Reserves	Balance March 2024 £000s	Movement £000s	Balance March 2025 £000s
Local Industrial Strategy (A)	28	(28)	-
Get Building (B)	50	-	50
Space (C)	11	-	11
Digital Inclusion (D)	10	(9)	1
<b>Total Earmarked Reserves</b>	<b>99</b>	<b>(37)</b>	<b>62</b>

36. **Local Industrial Strategy** – To deliver our region’s ambition to be a driving force for clean and include growth.
37. **Get Building** – to support economic recovery through housing development and infrastructure.
38. **Space** – to support development of local space clusters.
39. **Digital Inclusion** - specialised work to develop an evidence-based picture of current digital connectivity across West of England.

## Diversity, Equity and Inclusion Implications

41. **Public Sector Equality Duties:** These duties are acknowledged to ensure all projects and work areas consider equality impacts. However, specific applications of these duties should be evaluated within individual projects.
42. **Grant Funding Criteria:** Some grants, such as those supporting the Careers Hub and Growth Hub, indirectly promote inclusion by fostering local economic development and access to opportunities.
43. **Net Zero Hub Initiatives:** Include an emphasis on equitable access to energy projects across the Southwest region, fostering inclusive growth and sustainability.

## Climate Change Implications

44. Several of the Joint Committee budgets have a strong focus on tackling climate change especially the South-West Net Zero Hub. Where funds are allocated as grants to local businesses and organisations, the criteria used to prioritise funding allocations are focused on carbon reduction improvements.

## Financial Implications

45. All financial implications are contained within the main body of the report.

## Legal Implications

46. This report sets out the proposed budget in respect of Joint Committee activities administered by the Combined Authority for 2025/26.
47. The West of England Combined Authority acts as the Accountable Body for a number of funding streams, including those of the LEP.
48. The budget proposals set out in this Report have been developed in accordance with appropriate Local Government legislation and regulations, including the specific funding and related governance requirements set out in:
  - a. Part 2 of the Local Government Act 2003 (Financial Administration);
  - b. The West of England Combined Authority Order 2017; and
  - c. The Combined Authorities (Finance) Order 2017.
49. If Recommendation 6 relating to the MetroWest Phase 2 project is approved, the Legal Team should be consulted in respect of any contractual documentation to be entered into in respect of such pre-construction activities.
50. If the Change Requests are approved, any relevant legal documentation should be reviewed by the Legal Team to reflect any required amendments.

## Human Resources Implications

51. **Staffing and Pay:** The majority of the budget's spend is on staff-related costs, including anticipated pay award increases. Fixed-term staffing contracts are linked to grant-funded activities, highlighting the importance of addressing job security and recruitment challenges.
52. **Funding Model Transition:** Changes in the funding model could affect staffing levels and roles, requiring careful alignment with HR policies and best practices.

53. **Training and Development:** With reduced core funding for LEP functions, staff will need ongoing development to adapt to evolving regional economic priorities.
54. **Diversity in Workforce Management:** As grants like the Careers Hub focus on linking businesses and education, HR will need to support these initiatives with tailored strategies for diverse workforce inclusion.
55. Any future staffing implications associated with the change in the funding model will be fully considered at the appropriate point, in line with HR policy and best practice.

Kay Howick, Head of HR and OD 14/01/2025

### **Commercial and Procurement Implications**

56. There are no direct Commercial implications identified.

### **Appendices**

- Appendix 1 Joint Committee Revenue Budget 2025/26
- Appendix 2 Joint Committee Capital Budget 2025/26
- Appendix 3 Joint Committee Revenue Forecast 2024/25
- Appendix 4 Joint Committee Capital Forecast 2024/25
- Appendix 5 Economic Development Fund – Change Requests
- Appendix 6 EDF Programme
- Appendix 7 RIF Schemes
- Appendix 8 Glossary of Terms

### **Background papers:**

LEP Revenue Budget Setting Report 2024/25 – Joint Committee 26 January 2024  
LEP Budget Monitoring Reports and Change Requests to Joint Committee throughout 2024

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## Appendix 1: Joint Committee Revenue Budget 2024/25

Joint Committee Revenue Budget	2024/25	2025/26	Movement	
	£000s	£000s	£000s	%
<b>Core Staff and related overheads</b>	<b>1,124</b>	<b>1,079</b>	<b>(45)</b>	<b>(4%)</b>
<b>Project Spend</b>				
Staff	3,448	3,355	(93)	(3%)
Services and Third Party Payments	7,358	5,714	(1,644)	(22%)
Overheads	797	934	137	17%
<b>Total Expenditure</b>	<b>12,727</b>	<b>11,083</b>	<b>(1,644)</b>	<b>(13%)</b>
<b>Income</b>				
UA Contribution	440	-	(440)	(100%)
Other Grants *	11,603	10,004	(1,599)	(14%)
Core and Capacity Grant	240	-	(240)	(100%)
Interest	300	580	280	93%
Reserves	-	117	117	100%
Combined Authority Subsidy	144	382	238	165%
<b>Total Income</b>	<b>12,727</b>	<b>11,083</b>	<b>(1,644)</b>	<b>(13%)</b>
<b>Surplus / (Deficit)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

\* See breakdown for 2024/25 in Figure 2.

## Appendix 2: Joint Committee Capital Budget 2025/26

Joint Committee Capital Budget	2024/25	2025/26	Movement	
	£000s	£000s	£000s	%
MetroWest Phase 2	7,919	29,963	22,044	278%
Net Zero - Social Housing Decarbonisation	17,560	-	(17,560)	(100%)
Net Zero - Social Housing Decarbonisation Wave 3	-	25,500	25,500	100%
<b>Total Expenditure</b>	<b>25,479</b>	<b>55,463</b>	<b>29,984</b>	<b>118%</b>
<b>Funded by:</b>				
MetroWest Phase 2 - EDF	7,919	29,963	22,044	278%
Net Zero - Social Housing Decarbonisation - DESNZ	17,560	-	(17,560)	(100%)
Net Zero - Social Housing Decarbonisation Wave 3 - DESNZ	-	25,500	25,500	100%
<b>Total Funding</b>	<b>25,479</b>	<b>55,463</b>	<b>29,984</b>	<b>118%</b>
<b>Surplus/(Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>

### Appendix 3: Joint Committee Revenue Forecast 2024/25

Joint Committee Revenue Forecast	2024/25 Budget	2024/25 Forecast	Movement	
	£000s	£000s	£000s	%
<b>Core Staff and Related Overheads</b>	<b>1,124</b>	<b>1,086</b>	<b>(38)</b>	<b>(3%)</b>
<b>Project Spend</b>				
Staff (A)	3,448	2,971	(477)	(14%)
Services & Third-Party Payments (B)	7,358	11,401	4,043	55%
Overhead (C)	797	627	(170)	(21%)
<b>Total Expenditure</b>	<b>12,727</b>	<b>16,084</b>	<b>3,357</b>	<b>26%</b>
<b>Income</b>				
UA Contribution	440	440	0	0%
Other Government Grants (D)	11,603	14,954	3,351	29%
Core and Capacity Grant (E)	240	-	(240)	(100%)
Interest (F)	300	683	383	128%
Reserve (G)	-	37	37	100%
Combined Authority Subsidy	144		(144)	(100%)
<b>Total Income</b>	<b>12,727</b>	<b>16,115</b>	<b>3,388</b>	<b>27%</b>
<b>Surplus / (Deficit)</b>	<b>-</b>	<b>31</b>	<b>31</b>	<b>100%</b>

Notes:

- A Direct result of the additional grants in Figure 2 of this report.
- B Direct result of the additional grants in Figure 2 of this report.
- C Direct result of the additional grants in Figure 2 of this report.
- D Reference Figure 2 of the report for Breakdown.
- E Central Government Funding no longer provided, and any shortfall is funded from additional interest income.
- F Grants which form part of our overall cash balances that are invested.
- G Reference Figure 8 of the report for Breakdown.

## Appendix 4: Joint Committee Capital Forecast 2024/25

Joint Committee Capital Forecast	2024/25	2024/25	Movement	
	Budget	Forecast	£000s	%
	£000s	£000s	£000s	%
MetroWest Phase 2	7,919	8,259	340	4%
Net Zero - Social Housing Decarbonisation	17,560	18,519	959	5%
Net Zero - Social Housing Decarbonisation Wave 3				
	<b>25,479</b>	<b>26,778</b>	<b>1,299</b>	<b>5%</b>
<b>Funded by:</b>				
MetroWest Phase 2 - EDF/DLUHC	7,919	8,259	340	4%
Net Zero - Social Housing Decarbonisation - DESNZ	17,560	18,519	959	5%
Net Zero - Social Housing Decarbonisation Wave 3 - DESNZ				
	<b>25,479</b>	<b>26,778</b>	<b>1,299</b>	<b>5%</b>
<b>Surplus/(Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>



## Appendix 5: Economic Development and Revolving Infrastructure Funds – Change Requests

### Bath and North East Somerset Council

<b>Project</b>	<b>Bath Fashion Museum</b>
<b>Funding awarded</b>	£8,022,426
<b>Source:</b>	Revolving Infrastructure Fund
<b>Cost/Spend:</b>	No change to overall funding Reprofiling £16k from 2025/26 to 2024/25 Revised profile: 2022/23 £7,923,308, 2023/24 £43,118 and 2024/25 £56,000
<b>Stated reason for change:</b> Bringing forward funding for final claim and completion	

### South Gloucestershire Council

<b>Project</b>	<b>Emersons Green Local Transport Enhancements</b>
<b>Funding awarded</b>	£5.05m
<b>Source:</b>	Economic Development Fund (EDF), Local Growth/Getting Building Funds and Transforming Cities Fund
<b>Milestones:</b>	Delay of 3 months to 'Complete Newlands bridge refurb and approaches' (now Feb 26)
<b>Stated reason for change:</b> The S106 Deed of Variation for Newlands bridge has not yet been signed, which has resulted in delay to completion of the bridge works and improvements on the approaches, meaning the anticipated completion date has been moved. Bringing forward delivery elements of the works that can be completed in the absence of the developer funding.	

### West of England Combined Authority

<b>Project</b>	<b>Metro West Phase 2</b>
<b>Funding awarded</b>	£59.475m (£45.666m EDF, £13.791m IF)
<b>Source:</b>	EDF & Investment Fund (IF)
<b>Cost/ Spend:</b>	Reprofiling £1.952m IF from 2026/27 to 2024/25 (£1.015m) and 2025/26 (£937k) Split of IF funding between capital and revenue Revised profile: Pre-2023 £9.317m (LGF £3.2m, TCF £6.117m), 2023/24 £12.737m (IF capital £5.825m, IF revenue £1.721m, EDF £5.191m) 2024/25 £11.529m (IF revenue £1.015m, EDF £10.514m) 2025/26 £30.898m (IF revenue £937k, EDF £29.961m) 2026/27 £3.631m (IF capital £3.417m, IF revenue £214k) 2027/28 £662k (IF capital)

**Stated reason for change:** The initial tranche of IF funding was incorrectly allocated to 2023/24 to support capital and revenue expenditure. It did not account for revenue spending in 2024/25 and 2025/26, ahead of the second tranche of IF. The project needs to bring forward future IF revenue funding to support the Bristol Area Service Improvement Agreement.

## Appendix 6: Economic Development Fund (EDF) Programme

EDF Programme	2025/26 £m	TOTAL £m
<b>Overall Programme</b>		
Invest in Bristol & Bath		4.819
<b>B&amp;NES</b>		
Bath Enterprise Zone Programme Team		0.685
Bath Quays North Infrastructure Development Works		30.771
Bath Quays South Phase 1a Enabling Infrastructure		0.234
Keynsham Town Centre Improvements		0.000
East of Bath Transport Improvements		0.000
BANES Flagship		9.239
<b>BCC</b>		
Temple Quarter Enterprise Zone Investment Programme Team		2.500
Avonmouth/Sevenside Ecology & Flood Mitigation/ Development Costs		0.950
Avonmouth/Sevenside Flood Mitigation & Ecology 18	3.065	31.945
MetroWest Phase 2	6.052	9.193
Engine Shed 2		4.000
Central Bristol & Temple Quarter Flood Defence		10.000
M32 Park & Ride		20.000
Temple Island Enabling Infrastructure	0.654	32.000
Portway Station		0.774
Bristol Flagship	1.287	16.848
<b>NS</b>		
Enterprise Technical College		1.525
Weston Super-Mare Town Centre Transport Enhancement Scheme		0.716
Weston General Stores		0.378
MetroWest Phase 1	19.154	49.530
MetroWest Phase 2	1.212	1.995
North South Link / Cross Airfield		0.000
Banwell Bypass		2.100
NSC Flagship Release		20.539
<b>SGC</b>		
Aztec West Roundabout		0.072
MetroBus Extension to Cribbs Causeway	0.243	4.210
Avonmouth/Sevenside Ecology & Flood Mitigation/ Development Costs		0.950
Avonmouth/Sevenside Flood Mitigation & Ecology	3.065	31.945
South Glos Sustainable Transport Package		0.551
Urban Multi Wireless Broadband & IoT Testing (Umbrella)		0.013
Emersons Green Local Transport Enhancements	0.509	1.727
Kingswood Regeneration Programme	4.311	7.067
MetroWest Phase 2	22.697	34.476
Thornbury High Street		4.804
M49 Junction & Link Rd		22.000
M32 Junction 1		0.750
Superfast Broadband		2.700
SGC Flagship	0.771	22.045
<b>RIF schemes</b>		
Temple Quarter Enterprise Zone Infrastructure - BCC	15.850	20.850
A38 - SGC		1.500
<b>TOTAL</b>	<b>78.869</b>	<b>406.401</b>

## Appendix 7: Revolving Infrastructure Fund (RIF) Schemes

Revolved Funds By Scheme	Authority	Claimed	Revolved to Date
		£000s	£000s
Dolphin Square	NSC	295	(295)
J21 Outbound Capacity	NSC	373	(373)
Weston Village Flood	NSC	7,736	(2,831)
Weston Creative Hub	NSC	457	(74)
Weston Business Quarter	NSC	-	-
Bath Western Riverside Destructor Bridge	B&NES	1,800	(1,800)
Bath Flood (Phase 1)	B&NES	6,100	(4,100)
Saw Close	B&NES	788	(788)
Bath Western Riverside - Gas Towers	B&NES	2,052	(2,052)
Bath Fashion Museum Property Acquisition	B&NES	7,966	-
Bristol Temple Quarter Enterprise Zone	BCC	20,850	(4,000)
Gainsborough Square	BCC	750	(750)
Filwood Green	BCC	6,236	(6,236)
Aztec West Roundabout	SGC	1,884	(1,533)
Local Sustainable Transport Programme - SGC	SGC	135	-
A38 Junctions	SGC	1,971	(1,971)
Bristol Flood Defence	BCC	-	-
Invest in Bristol & Bath	MCA	3,796	-
Admin & Interest	MCA	(559)	-
<b>Total Revolved Funds All Schemes</b>		<b>63,187</b>	<b>(26,801)</b>

\*Revolved to date is up to December 2024. Difference between revolved amount on Figure 3 and above is £2.7m of payments due in Q4 of 2024/25.

## Appendix 8: Glossary of Terms

B&NES	Bath and North East Somerset Council
BCC	Bristol City Council
BEIS	Department for Business, Energy and Industrial Strategy
CEC	Careers and Enterprise Company
CRSTS	City Regions Sustainable Transport Settlement
DBT	Department for Business and Trade
DCMS	Department for Culture, Media and Sport
DESNZ	Department for Energy Security and Net Zero
DfE	Department for Education
DfT	Department for Transport
DSIT	Department for Science, Innovation and Technology
EDF	Economic Development Fund
ERDF	European Regional Development Fund
ESIF	European Structural and Investment Funds
IBB	Invest Bristol and Bath
GWR	Great Western Railways
IF	Investment Fund
LEP	Local Enterprise Partnership
LGF	Local Growth Fund
MCA	Mayoral Combined Authority
MHCLG	Ministry for Housing, Communities and Local Government
MTFS	Medium-Term Financial Strategy
NSC	North Somerset Council
OPE	One Public Estate
RIF	Revolving Infrastructure Fund
SGC	South Gloucestershire Council
SHDF	Social Housing Decarbonisation Fund
SWNZH	South West Net Zero Hub
TCF	Transforming Cities Fund