**Midland Highway Alliance Plus**

**Project funding**

|  |  |
| --- | --- |
| 1. | **Introduction** |
|  |  |
| 1.1 | Collaborative projects continue to be an intrinsic part of the development of the alliance. MHA+ business planning has ensured that funding is available to enable effective collaboration and maximise the expertise available to deliver projects.  |
|  | As a preliminary, budget has been allocated for a Project Fund[[1]](#footnote-1). However, given the number of authorities who contribute to the funding of MHA+, more robust and transparent approval processes need to be in place.  |
| 1.2 | The approval process is necessary as it is envisaged that some proposed projects will * cut across the remits of more than one group
* scope is fit for purpose
* augments (does not repeat) previous project work that has reached a natural end point
* reduces duplication
* time limited
* be value for money
 |
|  |  |
| 2. | **Background** |
| 2.1 | Previously, MSIG task and finish projects were required to submit documentation that identified the scope of the proposed project, timescale and required funding. MHA commissioned external consultants, using their professional services framework. |
|  |  |
| 3 | **Next steps** |
| 3.1 | The commissioning process (developed by MSIG) has been adapted. The modifications will ensure contextual information is considered as well as identification of budget, output and timescales |
|  | The process now includes stages to include additional analysis of the bid, and improved performance management. |
|  |  |
| 3.2 | MHA+ Programme Board will agree projects. Bid preparation and monitoring and the annual business plan  |

H:\JMWORK\preamble for SP funding.docx

1. Projects can range from a half day workshop on highway inspection criteria; a major study into Climate Change Adaptation to provision on learning training and development [↑](#footnote-ref-1)