

A meeting of the

**West of England Combined Authority
Overview and Scrutiny Committee**

will be held on

Date: 21 March 2018

Time: 10:30am

Place: The Council Chamber, Guildhall, High Street, Bath, BA1 5AW

Notice of this meeting is given to members of the West of England Combined Authority Overview and Scrutiny Committee as follows:

Cllr Stephen Clarke, Bristol City Council (Chair)
Cllr Steve Pearce, Bristol City Council (Vice-Chair)

Cllr Tim Ball, Bath & North East Somerset Council
Cllr Liz Richardson, Bath & North East Somerset Council
Cllr Carole Johnson, Bristol City Council
Cllr Margaret Hickman, Bristol City Council
Cllr Steve Pearce, Bristol City Council
Cllr Mark Weston, Bristol City Council
Cllr Geoff Gollop, Bristol City Council
Cllr Paul Hughes, South Gloucestershire Council
Cllr Katherine Morris, South Gloucestershire Council
Cllr Pat Hockey, South Gloucestershire Council

Copies to:

Cllr Chris Blades, North Somerset Council
Cllr Charles Cave, North Somerset Council
Cllr Donald Davies, North Somerset Council

Enquiries to:

Democratic Services
West of England Combined Authority Office
3 Rivergate, Temple Quay, Bristol, BS1 6GD
Email: democratic.services@westofengland-ca.gov.uk

West of England Combined Authority Overview and Scrutiny Committee Agenda

YOU HAVE THE RIGHT TO:-

- Attend all WECA Overview and Scrutiny, Committee and Sub-Committee meetings unless the business to be dealt with would disclose 'confidential' or 'exempt' information.
- Inspect agendas and public reports five days before the date of the meeting
- Inspect agendas, reports and minutes of the WECA Overview and Scrutiny and all WECA Overview and Scrutiny Committees and Sub-Committees for up to six years following a meeting.
- Inspect background papers used to prepare public reports for a period public reports for a period of up to four years from the date of the meeting. (A list of background papers to a report is given at the end of each report.) A background paper is a document on which the officer has relied in writing the report.
- Have access to the public register of names, addresses and wards of all Councillors sitting on WECA Overview and Scrutiny Committees and Sub-Committees with details of the membership of all Committees and Sub-Committees.
- Have a reasonable number of copies of agendas and reports (relating to items to be considered in public) made available to the public attending meetings of WECA Overview and Scrutiny Committees and Sub-Committees.
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Please phone 0117 428 6210**

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1. EVACUATION PROCEDURE

In the event of a fire, please await direction from the Bath & East Somerset Council staff who will help assist with the evacuation. Please do not return to the building until instructed to do so by the fire warden(s).

2. APOLOGIES FOR ABSENCE

To receive apologies for absence from Members.

3. DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011

Members who consider that they have an interest to declare are asked to: a) State the item number in which they have an interest, b) The nature of the interest, c) Whether the interest is a disclosable pecuniary interest, non-disclosable pecuniary interest or non-pecuniary interest. Any Member who is unsure about the above should seek advice from the Monitoring Officer prior to the meeting in order to expedite matters at the meeting itself.

4. MINUTES

To consider and approve the minutes from 31 January 2018 of the West of England Combined Authority Overview and Scrutiny Committee.

5. ITEMS FROM THE PUBLIC

Members of the public can speak for up to 3 minutes each. The total time for this session is 30 minutes so speaking time will be reduced if more than 10 people wish to speak.

If you wish to present a petition or make a statement and speak at the meeting, you are required to give notice of your intention by noon on the working day before the meeting by e-mail to democratic.services@westofengland-ca.gov.uk. For this meeting, this means that your submission must be received in this office by **12noon on Tuesday, 20 March 2018**.

If you wish to ask a question at the meeting, you are required to submit the question in writing to democratic.services@westofengland-ca.gov.uk no later than 3 working days before the meeting. For this meeting, this means that your question(s) must be received in this office by **5pm on Thursday, 15 March 2018**.

6. PETITIONS

Any member of the public in the West of England Combined Authority may present a petition at a West of England Combined Authority Overview and Scrutiny Committee Meeting.

7. PROGRESS REVIEW OF LOCAL ENTERPRISE PARTNERSHIP FUNDING STREAMS (JOINT COMMITTEE BUSINESS)

To provide an update and progress review for the LEP Local Growth, Economic Development and Revolving Infrastructure Funds.

8. ENERGY STRATEGY (JOINT COMMITTEE BUSINESS)

To provide Members with an overview of the scope and purpose for the West of England Energy Strategy.

9. WEST OF ENGLAND GREEN INFRASTRUCTURE PLAN UPDATE (JOINT COMMITTEE BUSINESS)

To provide members an overview of the scope and purpose for the West of England Green Infrastructure Plan.

10. LOCAL TRANSPORT PLAN (COMBINED AUTHORITY BUSINESS)

To update Members on the West of England's Bus Strategy.

11. ANY OTHER ITEM THE CHAIR DECIDES IS URGENT

Next meeting: to be confirmed

**WEST OF ENGLAND COMBINED AUTHORITY:
OVERVIEW AND SCRUTINY COMMITTEE
31 January 2018**

DRAFT MINUTES

Committee Members:

Cllr Stephen Clarke, Bristol City Council (Chair)
Cllr Steve Pearce, Bristol City Council (Vice-Chair)

Cllr Tim Ball, Bath & North-East Somerset Council
Cllr Liz Richardson, Bath & North-East Somerset Council
Cllr Carole Johnson, Bristol City Council
Cllr Margaret Hickman, Bristol City Council
Cllr Mark Weston, Bristol City Council
Cllr Geoff Gollop, Bristol City Council
Cllr Paul Hughes, South Gloucestershire Council
Cllr Katherine Morris, South Gloucestershire Council
Cllr Pat Hockey, South Gloucestershire Council

Copies to:

Cllr Chris Blades, North Somerset Council
Cllr Charles Cave, North Somerset Council
Cllr Donald Davies, North Somerset Council

1	WELCOME AND EVACUATION PROCEDURE The Chair welcomed everyone to the meeting and advice was given on the fire evacuation procedure.										
2	APOLOGIES FOR ABSENCE Apologies were noted from Cllrs Margaret Hickman. Cllr Olly Mead, substituting for Cllr Margaret Hickman, was welcomed to the meeting.										
3	DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972 There were no declarations of interest.										
4	<p>MINUTES</p> <p>The Committee considered the minutes from the meeting of 6 December 2017.</p> <p>Cllr Paul Hughes confirmed that his query regarding mayoral expenses had been addressed satisfactorily.</p> <p>Cllr Stephen Clarke mentioned that he felt the phrasing used in item 8 at the top of page 7 was over stated. As such, the sentence, <i>'It was noted that Cllr Stephen Clarke and Helen Edelstyn did not have the answer to hand regarding cross-border issues but would take this away to get some clarity on this situation'</i> has been amended to, <i>'It was noted that Helen Edelstyn and Cllr Clarke would consider the issue of cross-border collaboration.'</i></p> <p>The Minutes were otherwise accepted as accurate record of the meeting.</p> <p>The Committee reviewed the actions from the meeting of 6 December, which will be included in a log to ensure actions are tracked.</p> <table border="1"> <tr> <td>WECA & Mayoral Budget: 'Officers to prepare report on concessionary fares underspend, reasons why and how to use this'</td><td>In progress</td></tr> <tr> <td>Employment Support Innovation Pilot: 'Adam Powell and Sue Dobson to keep the Overview and Scrutiny Committee updated on the progress of the Employment Support Innovation Pilot every six months'</td><td>Actioned – on Forward Plan</td></tr> <tr> <td>Progress Review of Local Enterprise Partnership Funding Streams: 'Pete Davies to provide the committee with regular progress reports on the Local Enterprise Partnership Funding Streams'</td><td>Actioned – on Forward Plan</td></tr> <tr> <td>2016/17 City Deal Annual Performance: 'Tim Richens to report back to the Pool Board to ensure that future Pool reports and tables are presented differently to facilitate easier understanding for members'</td><td>Agreed</td></tr> <tr> <td>MetroWest Update: 'James White to report back to the committee in six months to let them know the outcome of the application for funding to the</td><td>Actioned – on Forward Plan</td></tr> </table>	WECA & Mayoral Budget: 'Officers to prepare report on concessionary fares underspend, reasons why and how to use this'	In progress	Employment Support Innovation Pilot: 'Adam Powell and Sue Dobson to keep the Overview and Scrutiny Committee updated on the progress of the Employment Support Innovation Pilot every six months'	Actioned – on Forward Plan	Progress Review of Local Enterprise Partnership Funding Streams: 'Pete Davies to provide the committee with regular progress reports on the Local Enterprise Partnership Funding Streams'	Actioned – on Forward Plan	2016/17 City Deal Annual Performance: 'Tim Richens to report back to the Pool Board to ensure that future Pool reports and tables are presented differently to facilitate easier understanding for members'	Agreed	MetroWest Update: 'James White to report back to the committee in six months to let them know the outcome of the application for funding to the	Actioned – on Forward Plan
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	Department for Transport's <i>Large Local Major Transport Scheme Fund</i>	
	AOB: 'Officers to investigate solutions for issuing document packs'	In progress
5	ITEMS FROM THE PUBLIC No public questions had been received. Public statements had been received from David Redgewell (SWTN), David Gray and Christina Biggs (FOSBR). The Chair invited attendees to speak in the order their statements had been received.	
	David Redgewell (SWTN) David's first statement covered multiple items. David's second statement provided comments from SWTN on the Joint Spatial/Transport Plan – Publication Document Consultation and BANES local plan 2016-2036. David's third statement covered multiple items. The Chair thanked David for his comments and confirmed that his statements would be appended to the minutes.	
	David Gray David's statement asked the Committee to add consideration of JSP modifications as a Clean Air Plan option. The Chair thanked David for his comments and confirmed that his statements would be appended to the minutes.	
	Christina Biggs (FOSBR) Christina's statement provided suggestions for the Great Western Franchise 2020 and included items on improving passenger experience and ease of use, rail-bus interchange and timetabling new services. The Chair thanked Christina for her comments and confirmed the statement would be appended to the minutes.	
6	PETITIONS FROM MEMBERSHIPS There were no petitions.	
7	REGIONAL STRATEGY (COMBINED AUTHORITY AND JOINT COMMITTEE BUSINESS) Helen Edelstyn, Interim Head of Strategy and Policy at WECA, introduced the report and drew attention to the following points: <ul style="list-style-type: none"> To consider and note outputs from stakeholder engagement on the Regional Strategy To note next steps for the Regional Strategy and Government requirements for Industrial Strategy 	

The Committee raised several questions which were as follows:

- Cllr Tim Ball asked how we plan to engage with counties like Somerset and Wiltshire in terms of people travelling from these regions to ours for work.
- Cllr Katherine Morris asked if the Committee could expect to see a draft version of the report at the March meeting prior to it being published in April. Helen Edelstyn agreed to consider the schedule to ensure appropriate and meaningful input from the committee. Further questions from Cllr Morris included how the shortfall in skills with regards to engineering would be addressed, how many people were reached via the recent stakeholder engagement survey and what the response rate was.
- Cllr Olly Mead referred to the Severn Bridge tolls being removed and voiced his concern regarding implications for the WECA region in terms of increased levels of commuters in and out of the area. Helen Edelstyn noted that officers were actively looking onto the impact of removal of the Severn Bridge tolls. He also asked a question regarding what sort of employment and businesses we are supporting and how we are going to enable small businesses and self-employed individuals to start up.
- Cllr Donald Davies mentioned that small businesses in North Somerset struggle to expand and that we need to think about how to help them grow. Cllr Davies also asked that officers ensure appropriate join-up between strategies and policies across the region.
- Cllr Liz Richardson raised a question regarding the nature of the national industrial strategy and its link with the broader economic growth agenda. Helen Edelstyn confirmed that Government was using the term Industrial Strategy and that it also covered skills, business support and infrastructure needed for economic growth. Cllr Richardson emphasised the need to fully consider impacts on the environment and clean growth in the developing strategy.
- Cllr Steve Pearce made a number of points, these were: the importance of good stakeholder engagement (including the questions that are asked as part of any survey, and ensuring that engagement is appropriately challenging); infrastructure that is sustainable to future generations.
- Cllr Geoff Gollop agreed with Cllr Pearce in terms of the survey questions. He also noted that there is a need for more SMEs grow on space; ensuring the region has the right work space to allow SMEs to develop and grow. Cllr Gollop asked what the stakeholder engagement process had cost and how much officer time was involved. He suggested that there is a need to review spend on engagement with the outputs achieved.
- Cllr Mark Weston expressed his concern that if we focus on everything we will focus on nothing. He asked that any future versions also include appropriate measures of success, that would allow the committee to track progress.
- Cllr Paul Hughes asked what the added value of this strategy was, and how it built on economic growth strategies that had gone before it. He also asked what the target response rate was for the strategy engagement exercise.
- HE responded to Cllrs Weston, Hughes, Pearce, Blades and Morris by saying that WECA is actively working on its business plan and looking at what activities

	<p>support its strategy. She confirmed that with regards to the survey, there wasn't a response rate target and that WECA was primarily interested in the quality of responses from key stakeholders across the region.</p>
8	<p>MAYORAL, WECA and IBB / LEP BUDGET (COMBINED AUTHORITY AND JOINT COMMITTEE BUSINESS)</p> <p>Tim Richens, Interim Director of Investment and Corporate Services at WECA, introduced the Mayoral Budget Setting Report.</p> <p>The Committee raised several questions which were as follows:</p> <ul style="list-style-type: none"> • Cllr Donald Davies asked for clearer identification about the different budget papers and Scrutiny's role. Tim Richens agreed to consider the issue and to include a cover paper setting out the role of scrutiny in future budget reports. • Cllr Mark Weston queried 4.2 in the report which refers to feasibility studies agreed by WECA 30 October. He felt that there was not enough detail in this point or in the Appendix. He asked to register his objection to the feasibility studies agreed by WECA on 30 October and referred to appendix 1 point 4.2 of the report. • Cllr Steve Pearce referred to 2.2 in the report which refers to mayoral elections and asked what happens to these costs if there is a by-election. TR confirmed that all electoral costs are met by devolution 'gainshare' funding, spread across the four-year period. Cllr Steve Pearce asked for further detail regarding point 5.4. TR confirmed that this is all the information that we have at present. • Cllr Stephen Clarke referred to Cllr Weston's earlier comment regarding his dissatisfaction with the Mayoral budget and asked the Committee whether this should be put forward to the WECA Committee. It was agreed that the following recommendation be put forward to the WECA Committee meeting on the 2nd of February: <p><i>One member of the WECA O&S wished to make two points in relation to the Mayoral Budget Setting Report 2018/2019. These points are:</i></p> <ul style="list-style-type: none"> • <i>They were dissatisfied with the level of detail set out in appendix 1 point 4.2 of the report.</i> • <i>One member wanted to register their objection to the feasibility studies agreed by WECA on 30 October and referred to in appendix 1 point 4.2 of the report.</i> <p><i>WECA O&S ask WECA to review the decision-making process to ensure full and effective overview and scrutiny of investment decisions including overview and scrutiny within constituent councils.</i></p> <ul style="list-style-type: none"> • Cllr Tim Ball suggested that all documents supporting how budget decisions come about should be included with the papers so that the Overview and Scrutiny Committee can comment on these. • Members asked about Governments intentions on the Business Rates Retention pilot. TR confirmed that the current Business Rates Retention Scheme is running until 2019/20 and that in 2021 the government will be introducing a new scheme.

	<p>Tim Richens introduced the WECA Budget Setting Report.</p> <p>The Committee raised several questions which were as follows:</p> <ul style="list-style-type: none"> • Cllr Tim Ball referred to point 5.11 and asked for clarification on the borrowing position. “Tim Richens clarified that at present no borrowing is approved or proposed and confirmed that the WECA is ultimately underwritten by the three constituent councils”. • Cllr Geoff Gollop questioned the quality and reliability of the bus real time information system and asked about the contractual arrangements for this service. Tim Richens noted that the RTI system is delivered by Bristol on behalf of WECA and North Somerset. • Cllr Stephen Clarke asked who approves the WECA pay policy. It was noted that this is approved by WECA. <p>Tim Richens introduced the IBB / LEP Budget Setting Report.</p> <p>The Committee raised several questions which were as follows:</p> <ul style="list-style-type: none"> • Cllr Mark Weston noted the interest payment on the LEP budget and asked why it was high. Tim Richens noted WECA / LEP are holding allocated funds for projects that are in early stages of development. When the projects are ready these funds would be released but that in the meantime the funding would accrue interest. <p>Action. HE would submit a Scrutiny Statement to the WECA Committee meeting on 2nd February regarding the Committee’s dissatisfaction regarding Appendix 1 point 4.2 of the Mayoral Budget Setting report.</p>
	<p>Committee paused. North Somerset Councillors left the table.</p>
<p>9</p>	<p>AIR QUALITY (COMBINED AUTHORITY BUSINESS)</p> <p>Paul Holloway (WECA Transport Team) and James White (WECA Interim Head of Transport), introduced the report and drew attention to the following points:</p> <ul style="list-style-type: none"> • The West of England is recognised as one of best places to live, visit and invest in the UK. The prosperity of the region is very much dependent on the quality of life of residents and the natural and built environment for visitors. However, a risk to this is the long-standing problem of air pollution, particularly in areas of Bath and Bristol. • Alongside 22 other Local Authorities, the Department of Food, Environment and Public Affairs (Defra) has directed Bristol City Council (BCC) and Bath & North Somerset Council (BANES) to produce local clean air plans that can deliver air quality compliance in the shortest time possible. The Government has requested that early consideration of options, and preferred options, need to be identified by the end of March and by end of 2018 respectively. <p>The Committee raised several questions which were as follows:</p> <ul style="list-style-type: none"> • Cllr Paul Hughes asked why the focus was Bristol and Bath and why South Gloucestershire weren’t developing something similar? Cllr Steve Pearce agreed noting that air quality is a regional issue and understands the focus on Bath and

	<p>Bristol but doesn't want to lose sight of areas like Kingswood and Staple Hill. Officers confirmed that South Gloucestershire continue to participate in the BCC led feasibility study, however, unlike Bristol and Bath councils they had not received a direction from Government to establish a local clean air plan. Officers noted that air quality forecasts from modelling suggest that the current AQMA measures will result in national air quality standards being met at these locations by 2021.</p> <ul style="list-style-type: none"> • Cllr Mark Weston mentioned his concerns regarding getting the minimum amount done in the shortest amount of time rather than spending more time on assessing options that could lead to greater air quality improvements in the longer term. Officers shared his view but noted the government's timetable to implement measures. • Cllr Liz Richardson said the focus seems to be just on transport but there are also emissions from local manufacturers and wood burning stoves. What was being done to address these other contributors? The officers noted the transport requirements from the government but that non-transport emissions also need tackling, by for example, a West of England energy strategy. • Cllr Tim Ball mentioned that, in his opinion, getting people to walk and cycle is difficult especially with the amount of pollution from buses that they're faced with. • Cllr Carole Johnson mentioned that this report sets things out as they are currently but wondered if any thought had been given to air quality because of the new proposed underground transport system. • Cllr Stephen Clarke asked if interim updates on air quality would be provided to this committee. It was agreed that air quality would be added to the forward plan. • The committee asked for clarity about the role of WECA in establishing clean air zones. The officers noted that WECA has the power to designate Clean Air Zones with the consent of the relevant highway authorities, but does not have powers to charge. Since areas of the region forecast to continue being non-compliant with national air quality standards in 2021 are covered by the clean air plan work in Bath and Bristol, WECA has adopted a supporting rather than leading role. <p>Action. HE to liaise with JW regarding ensuring that an interim update on air quality is added as an agenda item to the next Informal meeting.</p>
14	<p>AOB</p> <p>Nothing to report.</p> <p>The Chair declared the meeting closed at 12:45pm.</p>
	<p>Signed:</p> <p>Date:</p>

APPENDIX 1: Public Forum – Statements

Statement 1

David Redgewell, SWTN

Bristol Airport needs a Metro link to Temple Meads and Bristol Parkway, Cribbs Causeway via MetroWest and a light rail link to Emersons Green via the Midland Railway corridor through Fishponds and Staple Hill to Yate with cycleway provision as part of an overground network. In the meantime airport bus services need improvement.

Thornbury and Yate require MetroBus links plus a future use of the Thornbury line for light rail to Yate. We would support housing in the market town of Thornbury but this needs to be balanced with employment - where are the new industrial estates/offices ?

Buckover requires MetroBus/bus to Thornbury, Bristol and Charfield station on the Gloucester line of MetroWest with a station at Stonehouse Bristol Road as part of MetroWest Phase 2.

It is Bus Users UK/Railfuture and TSSA's concern that with the Joint Spatial Plan now going to Government and the DFT consultation on the GWR (breaking it up into Inter City and Regional) which we all oppose that the MCA/WECA does not have a bus/rail strategy light rail/underground similar to Andy Burnham and the Metro Mayor in the West Midlands here are some of the examples in the city region that need addressing. Whilst we are very supportive of the work on light rail and overground/underground by the Mayor and the leader of BANES Council some of these issues need addressing by the council's and WECA.

Clevedon requires a MetroBus links plus a link to Yatton station to take housing growth but this could be a light rail link.

Kingswood requires urban regeneration, high density housing, closer cooperation between Bristol & South Gloucestershire councils and employment opportunities with health provision at Cosham hospital. The area requires investment in bus services.

There is no Greater Bristol health policy.

Policy 5 fails to address a clear plan for the public realm in Bristol, Bath and Weston Super Mare or proper health provision for new hospitals at Thornbury, Frenchay and Clevedon and growth at Bristol, Bath, Weston, Taunton and Gloucester as per MPPS.

On Policy 6 whilst we support MetroWest to Gloucester, Portishead, Severn Beach, Bath, Westbury, Henbury loop and Taunton - Weston line the plan is very light on improved bus services in the MCA and the bus strategy for Greater Bristol/Bath City region, Somerset, Weston Super Mare, South Gloucestershire, Kingswood, Yate and Thornbury and links to Gloucester and Cheltenham. We are very concerned that this spatial plan has no bus strategy unlike the West Midlands and Greater Manchester or interchange policy eg Bristol Temple Meads, Bath, Weston Super Mare. UWE and Cribbs Causeway.

Bristol and Bath needs a rail strategy for urgent investment including overground and light rail.

Policy 7 concerned over a lack of transport to Keynsham North and a need for Saltford station.

Whitchurch Policy 7.2 requires Park & Ride, MetroBus to Hicks Gate, light rail link/MetroBus along the Callington Road link to the Whitchurch airfield development and bus services to Bath, Keynsham and the airport. We object to roadbuilding on the former North Somerset Railway corridor.

We are very concerned over the lack of joined up planning between the airfield site and Whitchurch village 2500 dwellings and the lack of a master plan. There is a lack of district centre and employment land. BANES and Bristol need to work together in the Whitchurch area.

Brislington needs Park & Ride facilities and light rail on the former North Somerset Railway corridor/MetroBus.

Statement 2

David Redgewell, SWTN

Comments from South West Transport Network on the Joint Spatial/Transport Plan - Publication Document Consultation and BANES local plan 2016-2036

We note with concern that the Bath tram plan was published after the closing date for the joint spatial plan and the Bath local plan. Is there a reason for this as it prevents transport group input to the consultation.

Light Rail around Bath and East Bristol

We would like to support the principles of light rail around Bath especially from Lambridge across the City to Newbridge which could then make use of the light rail corridor to Bristol through Bitton, Saltford, Kelston, Warmley to Yate and East Bristol via Mangotsfield, Staple Hill and Fishponds as well as linking into the RUH at Weston and Park & Ride sites which need to be co-ordinated with the Bristol Mayor's rapid transit project. The two schemes must link to Warmley and Emersons Green. Retention of Avon Valley Railway steam services at weekends. Provision should be made for a continuous cycle/walkway between Bristol and Bath.

The corridor to Odd Down is welcomed however the majority of the traffic is to the Somer Valley at Peasedown, Radstock and Mid Somer Norton and therefore an extension of a rapid transit system to this area would be beneficial. What evaluation of the Somerset and Dorset railway corridor has been carried out as Norton Radstock is an enterprise zone and needs public transport improvement.

The route to Bath University seems to have gradient constraints and requires considerable engineering works and it should also be noted that all LRT schemes approved in the UK have been conurbation wide eg Midland Metro (Birmingham - Wolverhampton), Greater Manchester, Nottingham and Croydon and will require DFT funding and approvals in the long term and in the short term to be in the Metro Mayors joint transport plan.

Bus/Rail integration

This is required at Bath Spa station and a number of sites where light rail connects with bus. Across Europe and Greater Manchester/London rapid transit is fully integrated into the bus network.

Light rail in Bath must not be used as an excuse in the short term not to invest in MetroWest between Westbury, Bath and Bristol out for consultation with the DFT at present as part of the GWR franchise consultation with First Group as the operator to 2022 and BANES/WECA need to have their comments in by 21st February 2018. This could include a business unit for Bristol and Bath, Somerset, Gloucestershire and Wiltshire & Greater Bristol.

Bus proposals can be included as can future schemes eg light rail integration and the Overground rail project in Bristol but the DFT needs WECA's immediate rail plans for the next 10 years.

With the Bus Summit in London on 8th February 2018 the Minister Jesse Norman expects BANES to invest in the local bus network with the Metro Mayor and these issues must be addressed alongside any light rail proposals in Bristol and Bath.

We urgently request that updates on the Bath and Bristol rapid transit project are presented to the WECA board on 2nd February 2018 and Scrutiny on 31st January 2018.

With regards to buses we would recommend the retention of services 20A/C Bath circuit, 82-82A Paulton - Radstock, 172 Bath - Paulton - Wells via Peasedown and Mid Somer Norton, 179 Bath -

Writhlington via Timsbury/Paulton, 672 Blagdon - Bristol, 768 Clutton - Bath via Clandown and A4 Chandag Road - Bath (early morning journeys.

Bath City services 2, 6A, 8/9 and 265 evening services to Bathampton/Trowbridge.

Bath bus station issues

The issues are broken doors, pidgeon invasion, deep cleaning of platform area of pidgeon droppings, signage covered in pidgeon droppings, broken lighting, bus departure signs removed, clear signage to the station removed.

As this is a gateway to Bath, Wiltshire and Somerset it is important that BANES lead with WECA and the Mayor to restore the high quality public transport interchange with First Bus and Rail and the shopping centre developer.

The station was well managed on bus/rail replacement by First Group but the passenger image was poor. An urgent meeting of interested parties is required to address this problem.

DAVID REDGEWELL SWTN, TSSA, Railfuture and Bus Users UK

Statement 3

David Redgewell, SWTN

A full transport plan would need to be drawn up with First Group on whichever site the Mayor and Metro Mayor decide

A Temple Meads Arena would require coach parking, MetroBus stops, coach stops in Avon Street, bus stops at this location and on Bath Road Park & Ride services from Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester/Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon.

We support the new railway station at Henbury to serve the arena with disabled access.

Regarding a shuttle train from Bristol Parkway to Temple Meads, taxi ranks, ferry terminal, service coaches and car parking including disabled.

Construction of Station Street and bus interchange at the Friary.

Brabazon hanger

Potential Arena will require coach parking, MetroBus stops, coach stops, bus stops at this location and on Park & Ride services to Brislington, Parkway, Portway, Ashton Vale, extra trains from Bath and West Wilts, Taunton, W-S-M, Cardiff, Newport, Patchway, Filton, Yate, Gloucester/Cheltenham, Severn Beach via Clifton Down, Henbury loop, Portishead and Swindon. There should be 15 minute frequency services on the Henbury loop to serve the Arena with a 10 minute frequency shuttle bus service on main routes to it.

The IET trains will need to operate from London and South Wales via Parkway to Filton North station for the arena, services from the South West, West Midlands to the Henbury loop station, coach parking will need to be provided, taxis, bus links Greater Bristol wide, links to Cribbs Causeway and hotels will need to be addressed.

We urge WECA and the City Council and Mayors to address a full integrated transport plan for the Arena similar to Manchester Victoria/Wembley.

The Arena rail services will need to be included in the new rail franchise.

DAVID REDGEWELL SWTN, TSSA, Railfuture and Bus Users UK

Statement 4
David Gray

Item 9 - Air Quality

WECA Scrutiny Committee 31/01/18

Dave Gray: 01275 857746: dave.graynailsea@talktalk.net

The Ministerial Air Quality Direction 2017 (1) requires conformance with air quality limits “in the shortest possible time”. In your approval of the approach to the ongoing Clean Air Plans work outlined in the air quality paper, I ask you to include, as an option, consideration of amendment of the Joint Spatial Plan (JSP) to assist that requirement. The fleeting reference to the JSP in the air quality paper needs to be made more explicit.

The NPPF (paragraph 7) states that sustainable development has three dimensions, namely economic, social and environmental. Poor air quality in Bristol and Bath has been significantly worsened by the way that local strategic planning has emphasised the economic dimension, putting jobs in the cities for those who live in the surrounding towns and villages. The consequent high levels of commuting by car into the cities has degraded the environmental dimension by its disproportionate air pollution.

As it stands, the JSP would perpetuate this growth in car commuting and the associated air pollution, jeopardising the achievement of air quality limits “in the shortest possible time”. However, last year the High Court handed down a judgement (2) that enables the JSP to be modified to change it from an air quality delay into an air quality aid. The Gladman vs. the Planning Directorate judgement clarified the NPPF to allow refusal of developments outside AQMAs if they adversely affect the achievement or maintenance of limits within an AQMA.

As NPPF policies refer to health and air quality, the provision of NPPF paragraph 14 together with the High Court judgement permit JSP policies that would restrict, in a coordinated way, those developments that would aggravate air quality in the AQMAs.

South Gloucestershire and North Somerset have a duty to cooperate with Bristol and B&NES in their achievement of acceptable air quality. Inclusion of policies in the JSP to curtail commuting distance would demonstrate commitment to this duty.

For these reasons I ask that you add another option to the ongoing Clean Air Plans work namely, consideration of amendments to the JSP, which as it stands, will jeopardise meeting the requirement of the Ministerial Direction.

Shortage of time prevents me from explaining how I think this could be implemented so I'd be pleased to discuss these matters further with members and officers.

Thank you for allowing me to speak to you.

REFERENCES

- 1) Environment Act 1995 (Feasibility for Nitrogen Dioxide compliance) Air Quality Direction 2017. 28th July 2017
- 2) [2017] EWHC 2768 (Admin) in the case of Gladman Developments Limited v Secretary of State for Communities and Local Government and Swale Borough Council

OTHER CONSIDERATIONS FOR INCLUDING THIS OPTION

Looking to the longer term, the evidence is that current air quality limits are insufficient to prevent health problems. Consequently it is to be expected that air quality limits will be tightened. Having relevant policies in the JSP will put the region ahead of the game.

This clarification complements the provisions of NPPF paragraph 14, which allows exceptions to the requirement for local plans to meet their objectively assessed need if specific NPPF policies "indicate development should be restricted".

Statement 5

Christina Biggs, FOSBR



Friends of Suburban Bristol Railways (FOSBR) supported by Transport for Greater Bristol Alliance (TfGB)

Suggestions for Great Western Franchise 2020

A Improving passenger experience and ease of use:

1. Minimise the number of Severn Beach trains making unscheduled turn-backs at Avonmouth and provision of alternative transport (such as taxi or minibus) when these turnbacks are made;
2. Guards on all trains for safety and passenger information (such as advising on buses and contacting taxis in case of cancellations and turn-backs);
3. Revenue collection – make sure the ticket machines are maintained and upgraded to prevent them malfunctioning;
4. Smart-card ticketing to include Oyster-style “carnet” pricing where people can buy 10 or 20 journeys with no restriction on having to spend them within the week or month;
5. Disabled access at Stapleton Rd, Lawrence Hill, Parson St and Patchway;
6. Provision for cycling – need for adequate cycle space on trains and number of carriages at peak times. Improved bike stand provision, starting at stations where demand is highest, such Redland, Montpelier, Oldfield Park, Stapleton Road, Clifton Down, Filton Abbeywood and Temple Meads. Cycle lockers should be provided at more isolated stations such as Filton Abbeywood and Stapleton Road.
7. Accessibility - as a minimum the franchise holder should be required to conduct an accessibility audit of all local stations and produce an action plan to resolve issues;
8. Provision of adequate station waiting facilities - this is needed at most local stations but is a particular problem at Yate, Clifton Down, Montpelier, Stapleton Road, Worle, Nailsea, and Oldfield Park.

B Rail-bus interchange:

9. Real-time and timetable signage information about both bus and rail timetables at both rail stations and bus stops, such as at Clifton Down, Lawrence Hill, Parson St and Stapleton Rd; well positioned bus stops adjacent and within sight of stations together with multimodal ticketing, signage and information to promote easy transfer between trains and buses.
10. Signs to enable modal interchanging and facilitate journeys, working with bus operators and the community to ensure each station is well signed from major/adjacent roads to all points of access. Signs at stations should clearly guide passengers to near-by bus services and amenities. Signs at bus stops or train stations should say where passengers might travel to, for example 'alight here for buses to Fishponds and Staple Hill'

11. Train timetables should also be placed at the entrance to stations or on nearby roads to encourage 'passing trade'. For example, timetables on the pavement on Lawrence Hill road... Station Road (by Gloucester Road arches) and Cromwell Road (Montpelier), "
12. Responsibility to develop bus-rail interchanges with WECA, bus companies, etc. including at Filton Abbeywood, Lawrence Hill, Stapleton Road, Temple Meads, Bedminster (at junction of Bedminster Down Rd and West St), Parson Street (we support the proposal to route the Airport bus via Parson St), and Keynsham.

C Timetabling new services:

13. Supporting delivery of MetroWest Phase 1 and 2, and planning for future phases of MetroWest, such as rail plans in the WECA Joint Transport Study and our own suggestions for MetroWest Phase 3.
14. Completing a 30 minute frequency to all currently operational stations not already in MetroWest Phase 1A or Phase 2, such as Bedminster and Parson St and Patchway, through additional stops on existing services;
15. A twenty or fifteen minute frequency peak commuter service for Temple Meads to Clifton Down;
16. Replacing the footbridge at Pilning and trialling a daily commuter service stopping at 07:52, with a return service in the early evening, initially in the eastbound direction until the footbridge is replaced. In the meantime, Pilning 3rd stopping train on Sat afternoon sometime between 3:30pm and 5:30pm, and providing platform 1 lighting to enable this service to be used in the winter, and reinstating Pilning to the stations column of their online and printed timetables.
17. Run any additional trains running from Bristol to Bath (MetroWest) on into Wiltshire rather than turning back at newly-built Bathampton facility. Trains leaving Bath headed east are just as busy as trains headed into Bath from the west, and residential building continues apace in Wiltshire at Chippenham and Trowbridge, and also at Westbury, Melksham and Corsham.
18. Futureproofing platforms and rolling stock on the Severn Beach Line, to enable 5-car trains to be used when needed, by ensuring selective door opening and through-train access on the trains and a plan for lighting the platforms for the full 5-car length as demand increases.
19. Restoration of scheduled stops at St Andrews Road, Lawrence Hill and Sea Mills on Severn Beach line;
20. Extension of Severn Beach line commuter services: we request that the 08.03 from Temple Meads and either the 16.03 or 16.35 from Temple Meads run through to Severn Beach instead of turning back at Avonmouth. This would give an hourly peak service to Severn Beach.
21. Plugging the gaps in the Severn Beach Line evening timetable - currently there is 93 minutes (109 minutes on Saturday) between the arrivals at Bristol Temple Meads at 20:34 (from Avonmouth) (20:26 from Severn Beach on Saturday) and 22:07 (22:09 on Saturday) (from Severn Beach); later last train from Temple Meads to Severn Beach.
22. Half hourly services between Filton Abbeywood and Stapleton Road/Lawrence Hill on Saturdays and Sundays (currently only on weekdays), and improving connections with

the Severn Beach line, which are currently poor especially on Sundays. “Unite the City” local through services (eg Bristol Parkway direct to Parson St when the football is on) that minimise the need to change at Temple Meads or minimise connection times at Temple Meads;

23. Provide a later service from Bristol via Bath to at least Chippenham and Swindon, and an earlier service from at least as far back as Swindon to Bristol via Chippenham and Bath. Over 800 people have signed the online petition requiring a train after 11 p.m. from Bristol to Chippenham, and the 06:09 Cross Country train from Bath to Bristol carried around 30 passengers daily / train being withdrawn, levying first arrival in the day from Bath some 30 minutes later. As an example of how this could be done using in the current timetable, the 22:51 arrival into Bristol Temple Meads could be extended at around 23:10 to Swindon, and the 06:30 Bristol Temple Meads to Severn Beach could start back at Swindon at around 05:40.

Suggested signatories:

FOSBR
TfGB
SCRIP
BCC
S Glos
WECA
MPs
Businesses



ITEM: 7

REPORT TO: WECA SCRUTINY COMMITTEE

DATE: 21 MARCH 2018

REPORT TITLE: PROGRESS REVIEW OF LOCAL ENTERPRISE PARTNERSHIP FUNDING STREAMS

AUTHOR: PETE DAVIS, WEST OF ENGLAND COMBINED AUTHORITY

Purpose of Report

- 1.1 To provide an update and progress review for the LEP Local Growth, Economic Development and Revolving Infrastructure Funds, and to outline achievement of scheme outputs and outcomes to date against Government targets.

Background

- 2.1 A consistent approach, termed the 'One Front Door', is taken to identify, develop, approve and manage change for schemes funded through the LEP Local Growth Fund (LGF), Economic Development Fund (EDF) and Revolving Infrastructure Fund (RIF).
- 2.2 An overview of each funding stream together with the schemes in the programme, was presented to the WECA Scrutiny Committee on 6 December. The report outlined that although management of the funds is consistent the funds themselves have different aspects as summarised in Figure 1.

Figure 1 - Funding Overview

Fund	Amount	Period	Additional Information
LGF	£202.1m	2015/16/ - 2020/21	Government targets - 9,000 jobs and £200m of match funding Annual reviews with Government
EDF	£500m	2014/15 - 2038/39	Derived from business rate growth in Bristol Temple Quarter Enterprise Zone and 5 Enterprise Areas
RIF	£56.7m (revolving)	2013/14 -	Fund to deliver infrastructure required to generate economic or housing growth Target 5.100 jobs

Local Growth Fund - Progress and Issues

- 3.1 In total 27 schemes have been approved for LGF funding, of which 9 have been completed, 14 are in the delivery phase - construction or installation of equipment - and the remaining 4 are at the development stage. The projects which have completed are:

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Local Growth Fund Schemes LGF Spend £000s	15/16	16/17	17/18		18/19	19/20	20/21	Total
	Grant Claim	Grant Claim	Grant Claim for 16/17	Current 17/18 Claim	Current Profile	Current Profile	Current Profile	Current Profile
Transport Schemes								
MetroWest Phase 2 Development Costs	140	351	53	1,632	1,024	-	-	3,200
MetroWest Phase 1 Development Costs	3,304	3,291	251	2,002	-	-	-	8,848
MetroWest Phase 1 Implementation	-	-	-	-	42,058	2,494	-	44,552
Sustainable Transport Package 15/16	2,898	-	-	-	-	-	-	2,898
Sustainable Transport Package 16/17	-	1,934	71	1,799	-	-	-	3,804
Sustainable Transport Package 17/18	-	-	-	1,602	2,106	882	-	4,590
Sustainable Transport Package programme	-	-	-	-	2,000	2,500	2,131	6,631
Pinch Points - West Wick Rbt and North South Link	-	1,783	-	-	-	-	-	1,783
Pinch Points - Aztec West Roundabout	-	1,833	268	-	1,101	-	-	1,000
Portway Station	-	-	-	-	238	315	-	553
Pinch Points - Crow Lane Roundabout	-	-	-	-	-	625	1,000	1,625
Saw Close Public Realm, Bath	-	112	-	-	-	-	-	112
Weston-super-Mare Town Centre	-	-	-	-	750	750	-	1,500
Transport GD3 Thematic Allocation	-	-	-	-	1,250	1,250	2,000	4,500
FE Skills Capital Schemes								
Weston College Future Technology Centre	2,743	-	-	-	-	-	-	2,743
Law and Professional Services Academy	5,563	13,829	-	-	-	-	-	19,392
Advanced Engineering Centre Extension	-	784	949	2,225	45	-	-	4,003
B&NES Construction Skills Centre	-	1,419	1,313	-	-	-	-	2,732
North Somerset Enterprise Technical College	-	2,177	-	-	-	-	-	2,177
Increasing the capacity of the BEMA Training Centre	-	-	-	13	62	-	-	75
Weston College Construction Skills Centre	-	-	-	312	2,959	-	-	3,271
Weston College Health and Active Living Skills Centre	-	-	-	1,885	3,474	-	-	5,359
Skills Capital GD3 Thematic allocation	-	-	-	-	1,000	4,000	2,000	7,000
Infrastructure Schemes								
Aerospace Bristol	-	1,700	-	-	1,200	-	-	500
Superfast Broadband SGC	-	714	-	556	40	-	-	1,310
Superfast Broadband CDS	-	-	-	-	400	-	-	400
B&B Cultural Destinations Media Bank	-	14	-	119	14	-	-	147
Town Square, Weston-super-Mare	-	1,227	61	1,090	100	-	-	2,478
Bath Quays Bridge	-	355	-	-	615	-	-	970
Cattle Market Road Demolition Works	-	278	95	502	-	-	-	875
Colston Hall Phase 2 Transformation Project	-	-	-	1,000	4,000	-	-	5,000
Bath Quays South Phase 1 Enabling Infrastructure	-	-	-	1,153	-	-	-	1,153
Bath Quays North Phase 1b Relocation of Coach Park	-	-	-	97	-	-	-	97
Innovation Schemes								
Bristol Institute of Technology, BRL and UEZ	1,952	2,548	-	-	-	-	-	4,500
Bath Innovation	-	-	-	-	-	8,750	-	8,750
Health Technology Hub	-	1,036	103	191	-	-	-	1,330
FoodWorks ^{SW} Innovation Centre	-	-	-	410	8,382	3,052	-	11,844
NTProStruct	-	2,374	1,484	-	-	-	-	3,858
Advanced Composites Bridge	-	-	-	908	2,833	1,309	-	5,050
OPCR - Sensor Factory, CAV, Bottleyard & KWMC	-	-	-	677	2,928	444	-	4,049
Expansion of OPCR Programme	-	-	-	-	2,917	5,550	-	8,467
Engine Shed Phase 2	-	-	-	-	1,700	2,300	-	4,000
IAAPS	-	-	-	-	10,000	-	-	10,000
Bristol VR Lab	-	-	-	235	60	-	-	295
Bristol SETsquared Urgent Expansion	-	-	-	20	70	-	-	90
Quantum Technologies Innovation Centre	-	-	-	-	2,300	7,500	5,173	14,973
Innovation GD3 Thematic Allocation	-	-	-	-	1,000	2,000	2,000	5,000
	16,600	37,759	4,648	18,428	92,024	43,721	14,304	227,484
GD1-3 Funding Allocation	16,600		42,407	49,832	45,370	13,575	34,312	202,096
Change from allocation	0		0	-31,404	46,654	30,146	-20,008	25,388

Note: MetroWest Phase 1 costs are provisional

Project complete

Indicative profile

Figure 2 – Current LGF Spend Profile

- [Weston College Future Technology Centre](#)
- [Sustainable Transport Package 15/16](#)
- [Bath College B&NES Construction Skills Centre](#)
- [Bristol Robotics Laboratory and University Enterprise Zone](#)
- [North Somerset Enterprise Technology Centre](#)
- [Aerospace Bristol](#)
- [City of Bristol Advanced Engineering Centre Extension](#)
- [Aztec West Roundabout](#)
- [Weston College Law and Professional Services Academy](#)

3.2 Two further schemes were added to the programme by the Joint Committee on 2 February 2018 - Weston-super-Mare Transport Enhancement Scheme (fully approved with £1.5m from the LGF) and A4018 Corridor Improvements (Programme Entry with £1.625m from the LGF).

3.3 The scheme Business Cases reported to the LEP Board on 19 March and seeking an approval decision at the Joint Committee on 18 April are:

- *A39 Bences Garage Junction Improvement scheme* – Full Business Case submitted by Bath and North East Somerset Council and seeking £700k drawing on the Sustainable Transport Package/Pinch Points thematic allocation of £4.5m.
- *Grow-On2 Temporary Building* – Full Business Case seeking £1.004m submitted by South Gloucestershire Council for a project at the Bristol and Bath Science Park to provide an interim solution to address the constraint at Grow-On 1 which is operating at capacity.
- *NUCLEATE – Nuclear Futures Open Innovation and Technology Centre* - Full Business Case seeking £14m submitted by the University of Bristol to support the development of a nuclear research facility at the Bristol and Bath Science Park.
- *Clevedon Cultural Quarter: Creative and Digital Business Hub* - Outline Business Case seeking £1.3m for the acquisition and refit of the vacant Waverley House submitted by Curzon Cinema and Arts/Clevedon Chamber of Commerce.

The Executive summary, key issues for the scheme and the recommendation from the Investment Panel are shown in Appendix 2.

3.4 Currently, the progress of the schemes in the LGF programme are on track to meet the Government job and match funding targets (see Figure 4). As schemes complete and post scheme completion evaluation reports are submitted these forecasts will be confirmed.

3.5 A description of all the schemes in the LGF programme which are complete, fully approved or approved with conditions is shown in Appendix 1. The current profile of LGF funding is shown in Figure 1. This shows that the LGF funds allocated to 2017/18 total £49.8m, whilst total forecast spend this year is currently forecast to be £18.4m, a shortfall of £31.4m. Overall the LGF remains overprogrammed by £25.4m. This is based on previous experience of scheme withdrawal and delay but this is will be kept under review, and will need to reduce as the programme moves through to the end of the period of funding.

3.6 Key current issues for the LGF are:

- Managing the under delivery against grant awarded for 2017/18 largely arising from slippage of schemes within the programme.
- Managing the level of overprogramming to ensure there are sufficient programme schemes and a strong pipeline to deliver full grant spend overall and broadly as allocated.

Economic Development Fund - Progress and Issues

4.1 To date the EDF schemes which have completed are **North Somerset Enterprise Technology Centre, Aerospace Bristol** and **Aztec West Roundabout**. These schemes all include a blend of EDF and LGF. A further four schemes are being delivered and the EDF also funds the **Invest in Bristol and Bath** inward investment service and the **Bristol Temple Quarter Programme Team**. A description of all the schemes in the EDF programme which are complete or fully approved is shown in Appendix 3.

4.2 The recently enacted Bristol Temple Quarter Extension and Bath and Somer Valley Enterprise Zone will be dealt with via separate funding pools following the same scheme approval arrangements.

4.3 One new Business Cases will be considered at the LEP Board on 19 March and seeks an approval decision at the Joint Committee on 18 April:

- *Bath Riverside Enterprise Zone Team* – Full Business Case seeking £685k submitted by Bath and North East Somerset Council to fund the creation of a Programme Team to promote and bring forward strategic sites over a three year period from 2018/19.

The Executive summary, key issues for the scheme and the recommendation from the Investment Panel are shown in Appendix 4.

4.4 Key current issues for the EDF are:

- Ensuring that the full £500m of retained business rates for the EDF is secured both in terms of national changes to business rate arrangements and that infrastructure funded is enabling jobs growth as forecast.
- Ensuring that funds held in the fund exceed annual calls upon it across the 25 years.

Revolving Infrastructure Fund (RIF) - Progress and Issues

5.1 The initial allocation of the RIF focused on a number of schemes, generally in packages, serving the Enterprise Zone and Areas. The schemes were assigned between the Regional Growth Fund (RGF) and Growing Places elements depending on their nature and therefore eligibility for either fund.

Scheme Implemented

- **Bath Western Riverside Destructor Bridge Renewal** - bridge infrastructure supporting development for the Bath City Riverside Enterprise Area.
- **Weston-super-Mare Strategic Flood Relief Scheme** - flood mitigation.
- **M5 J21 Outbound Capacity Scheme** – highways works to increase capacity on the outbound lanes of J21 of the M5.
- **Dolphin Square, Weston-super-Mare** - public realm and highway works.

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- **A38 Highway improvements** - A38/A4174 Widening Works, Gypsy Patch Lane and Aztec West roundabout.
- **Filwood Green Business Park** – a business park with new enterprise workspace at Hengrove Way, Filwood in Bristol.
- **Bath Western Riverside Gas Holder Decommissioning** - demolition of gas holders in Bath and associated remediation works, supporting development of the Enterprise Area.
- **Gainsborough Square, Lockleaze Bristol** - public realm and highway improvements to the Square and roads at Gainsborough Square.

Schemes Being Delivered

- **Temple Quarter Enterprise Zone (TQEZ) Infrastructure Programme** - a package of transport infrastructure to improve access to the Enterprise Zone.
- **Bath Quays Waterside** – a flood relief scheme supporting development for the Bath City Riverside Enterprise Area.

- 5.2 The progress with the delivery of these schemes, repayments to the Fund, forecast outputs and those delivered to date are shown in Figure 3.
- 5.3 Five further schemes have subsequently been approved or conditionally approved through the One Front Door Governance arrangements – Saw Close Public Square in Bath, Creative Hub Weston-super-Mare, Junction 21 Northbound Merge Improvement, South Bristol Sustainable Urban Development and Somer Valley Enterprise Zone Commercial Delivery Framework (see Appendix 5).

Scheme	Funding Allocated	Funding Claimed	Repayments Made	Job Outputs Forecast	Job Outputs to Date
Regional Growth Fund					
TQEZ Infrastructure Programme	£20.85m	£10.7m	£0	2620	911
Destructor Bridge Renewal	£1.8m	£1.8m	£1.8m	30	0
Bath Quays Waterside	£6.1m	£6.1m	£0	770	0
W-s-M Flood Relief Scheme	£8.5m	£7.335m	£0	645	233
Dolphin Square, W-s-M	£540k	£295k	£163k	368	68
M5 J21 Outbound Capacity	£1m	£372k	£372k	660	334
A38 Highway improvements	£4m	£388k	£0	0	0
Growing Places					
Filwood Green Business Park	£6.24m	£6.24m	£0		
Gainsborough Square	£750k	£750k	£750k		
Gas Holder Decommissioning	£4.1m	£2.25m	£650k		

Note: Growing Places schemes are not obligated to deliver any outputs and funding was allocated to deliver unlocking of development sites and the actual physical infrastructure itself.

Figure 3 – Initial RIF Allocations, Spend and Outputs

- 5.4 Key current issues for the RIF are:
- Ensuring that job output requirements of Government are met.
 - Ensuring funds are repaid and revolve so this this funding model remains available going forward.

Outputs and Outcomes of One Front Door Schemes

- 6.1 Progress of schemes in the 'One Front Door' programme is monitored regularly through the receipt of highlight reports from scheme promoters, a copy of the latest highlight report headlines can be viewed [here](#).
- 6.2 When projects are completed scheme promoters are required to submit end of project delivery reports to ensure that scheme outputs and outcomes are captured and progress towards achieving job creation and match funding are tracked. A summary of the current position derived from these reports together with Monitoring and Evaluation Plans for all three funds is summarised in Figure 4.

Local Growth Fund (Growth Deal)			
	Complete (Other Fully Approved) Schemes	Job Creation	Match Funding
Target (including MetroBus*)		9,000	£200m
Identified by approved schemes to date**		7,400	£248m
Achieved to date	9 (18)	600	£78m

Notes:

* MetroBus funding formed part of the Growth Deal but was not included in the LGF.

**Totals only relate to approved schemes and it is anticipated that the full programme will achieve the overall targets for jobs and match funding.

Economic Development Fund			
	Complete (Other Fully Approved) Schemes	Jobs Created (Enabled)	Match Funding
Identified by approved schemes to date		7,100 (+5,300)	£29m
Achieved to date	3 (8)	500 (+1,100)	£26m

Revolving Infrastructure Fund			
	Complete (Other Fully Approved) Schemes	Job Output	
Forecast		5,100	
Achieved to date	7 (5)	1,500	
	Allocated	Claimed	Repaid
Funding	£51.2m	£31.2m	£3.1m

Figure 4 – Project Forecast Outputs and Progress to Date

- 6.3 Aside from RIF which began in 2013, the other funding streams have only been available for 3 years. The relatively short period is reflected in the number of schemes in receipt of LGF and EDF that have completed and also the progress made in achieving the outputs and outcomes such as job creation and match funding.
- 6.4 For the LGF, in addition to the creation of jobs another key objective is to provide improved further education facilities to develop the skills required by employers. To date completed projects have provided 18,000m² of new or refurbished estate in use by over 1,200 learners. A summary of the projects completed or approved and forecast outputs and outcomes is

shown in Appendix 4.

Consultation:

- 7 There has been no consultation in relation to the content of this report.

Other Options Considered:

- 8 Each project is required to undertake an options assessment, and to set out the rationale for the preferred option within the Outline and Full Business Case. Similarly requests for change include a description of other potential options and why the chosen option is proposed.

Risk Management/Assessment:

- 9 Each project in the programme is required to set out their approach to risk management and provide a risk register which is reviewed as part of the business case approval process. Key risks for each scheme are reported as part of the quarterly highlight report. Programme level risks are considered at each meeting of the Investment Panel.

Public Sector Equality Duties:

- 10 For projects seeking funding via the LGF, EDF or RIF scheme promoters are required to include as part of their Full Business Case, an equality and diversity assessment and plan. These assessments are [published](#) on the LEP website.

Economic Impact Assessment:

- 11 Supporting economic growth is central to these funding streams, and promoters are required to include an economic case within the Full Business Case for each scheme which sets out how the project will create jobs and GVA growth as well as delivering wider benefits. In line with agreed processes these Full Business Cases are [published](#) on the LEP website at the point of decision making

Finance Implications:

- 12 The specific financial implications are set out in the Body of this report.

Advice given by: Tim Richens, Interim Section 151 Officer, WECA

Legal Implications:

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

Land/Property Implications;

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

Advice given by: Tim Richens, Interim Section 151 Officer, WECA

Human Resources Implications:

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

Chief Executive Comments:

- 16 Our Constitution and Assurance Framework set out our systems for decision making on LGF and other LEP funding and I am content that the allocations set out in this paper have been taken within these governance and decision making arrangements.

Recommendation:

17 Note the LEP funding programme and progress with its delivery and give views.

West of England Combined Authority Contact:

Pete Davis pete.davis@westofengland-ca.gov.uk

Appendices

Appendix 1: LGF Schemes Complete, Fully Approved or Approved with Conditions

Appendix 2: LGF Scheme Business Case Submissions for Decision

Appendix 3: EDF Schemes Complete or Fully Approved

Appendix 4: EDF Scheme Business Case Submission for Decision

Appendix 5: RIF Schemes Fully Approved or Approved with Conditions

Appendix 6: Skills Capital Project Summary, Outputs and Outcomes

Background Papers

None

Appendix 1

LGF Schemes Complete, Fully Approved or Approved with Conditions

A. Schemes which are complete or have claimed LGF grant in full:

- **Future Technology Centre** £2.74m LGF – a flagship facility based at the South West Skills Campus in Weston-super-Mare to up-skill learners with ‘work ready’ technology skills focused on the Creative and Digital, Advanced Engineering/Civil Engineering and Automated Manufacturing, and Low Carbon sectors. [Summary](#)
- **Sustainable Transport Package 15/16** £2.898m LGF - a package of transport measures including new and improved routes and facilities for walking and cycling, public transport improvements such as dedicated bus lanes and priority measures, and other sustainable transport initiatives focused on the Temple Quarter Enterprise Zone and five Enterprise Areas. [Summary](#)
- **Robotics Laboratory - BRL Institute of Technology and UEZ** £4.5m LGF - building on the strengths of the Bristol Robotics Lab, this project will provide essential start-up and grow-on space for technology and knowledge-based businesses in robotics and autonomous systems, bio-sensing and bio-technology, bio-medical and related high tech fields. [Summary](#)
- **North Somerset Enterprise Technical College** £2.177 LGF (plus £1.525m EDF) – the majority of the building works are funded by Weston College and the Education Funding Agency. The EDF funds are for specialist equipment and fit-out required to meet the business/vocational aspirations of the scheme and for construction of the Motor Sports Centre. [Summary](#)
- **Aerospace Bristol** £0.5m LGF (plus £1.2m EDF) – this attraction in the Filton Enterprise Area will showcase the brilliance of Bristol’s innovation, design and engineering and will have international appeal attracting at least 120,000 visitors per year. [Summary](#)
- **Aztec West Roundabout** £1.0m LGF (plus £2m EDF, £1.5m RIF) – widening of the roundabout and provision of associated pedestrian and cycle crossing facilities to provide additional capacity on one of the main routes serving the Cribbs Patchway New Neighbourhood and Filton Enterprise Area. [Summary](#)
- **West Wick Roundabout and North South Link** £1.783m LGF (plus £8.409m EDF) - a highway link with separate cycle and footpath facilities through Parklands Village which forms part of the J21 EA connecting the A371 at Locking to the West Wick roundabout on the A370. This roundabout is also being improved to increase capacity through re-configuration and partial signalisation. [Summary](#)
- **Law and Professional Services Academy** £19.392m LGF – an inspirational learning centre located in the centre of Weston-super-Mare at the Winter Gardens and Arosfa Hotel which will support employer skills needs within the Law and Professional Services sectors, whilst providing a focus for the regeneration of Weston town centre. [Summary](#)
- **Bath & North East Somerset Construction Skills Centre** £2.731m LGF – a specialist centre which will deliver construction skills training across the full range of construction disciplines and trades, and will support the delivery of the new vision for the Norton Radstock campus which sees the site becoming a specialist skills hub focussed on construction and engineering. [Summary](#)

- **Advanced Engineering Centre Extension (AECE)** £4.003m LGF – an extension to City of Bristol College's Advanced Engineering Centre at Parkway which will service the growing skills needs of the Advanced Engineering sector through the provision of skills training in areas such as the maintenance and operation of 3D printers, Computer Numerical Control (CNC) machining and the use of composite materials. [Summary](#)

B. Schemes which are fully approved:

- **MetroWest Phase 1 Development Costs** £8.847m LGF – Reopening of the Portishead line and additional services on the Severn Beach line and to Bath. FBC for the development phase of the rail scheme through to the start of construction.
- **MetroWest Phase 2 Development Costs** £3.2m LGF - reopening the Henbury line to passenger services and improved frequencies to Yate including three new stations. FBC for the development phase of the rail scheme through to the start of construction. [Summary](#)
- **Bristol and Bath Cultural Destinations Media Bank** £147k LGF – the creation of a media bank allowing members to deposit and withdraw images, audio and video material and provide much richer content for a wide variety of marketing and promotional purposes and to capitalise on the complementary nature of the tourism and cultural offers. [Summary](#)
- **Sustainable Transport Package 2016/17** £3.696m LGF - a package of transport measures including new and improved routes and facilities for walking and cycling, public transport improvements such as dedicated bus lanes and priority measures, and other sustainable transport initiatives focused on the Temple Quarter Enterprise Zone and five Enterprise Areas. [Summary](#)
- **Superfast Broadband Extension Programme (South Gloucestershire Council)** £1.310m LGF –Further extension of the Superfast Broadband network to additional homes and business premises in South Gloucestershire, with Government match funding through Broadband Delivery UK (BDUK). This involves provision of open access ducting to support the roll out of Superfast Broadband across the South Gloucestershire area. [Summary](#)
- **Health Technology Hub** £1.33m LGF – refurbishment of a 900m² facility on the University of West of England, Frenchay Campus, to provide a centre for research and innovation for the advancement of Independent Living and Citizen-Centric Health, focussed on business support and business/academic/ healthcare interactions. [Summary](#)
- **Bath Quays Bridge** £970k LGF – A new pedestrian and cycle footbridge over River Avon connecting Bath Quays North and South, as well as further enhancing the connectivity of Bath to its river through the Quays Waterside project. [Summary](#)
- **Cattle Market Demolition Works** £875k LGF – Demolition of the former Post Office Sorting Depot building to clear the site and prepare it for development and increase its market attractiveness. [Summary](#)
- **Town Square, Weston-super-Mare** £2.478m LGF – To create a public space and provide connections from the seafront to High Street and University Centre campuses. The objective is to improve connectivity both physically and visually and upgrade the quality of the space. [Summary](#)
- **Saw Close Public Square, Bath** - £112k (plus £963k RIF) to deliver improvements to the public highway and footways of Saw Close and the adjacent area of Upper Borough Walls to complete the Saw Close development public realm works, supporting development for the Enterprise Zone. [Summary](#)

- **Increasing the capacity of the BEMA Training Centre** £75k LGF- the purchase of equipment for an expansion of the British Engineering Manufacturing Association (BEMA) existing Machine Shop, located in Yate, to respond to unmet learner and employer demand for apprenticeship provision. [Summary](#)
- **Sustainable Transport Package 17/18** £3.55m LGF – a package comprising 14 projects to improve walking & cycling links, public transport and public spaces focused on 3 key themes, stimulating growth, connectivity and low carbon. [Summary](#)
- **Advanced Composites for Transport Infrastructure – Bridge Construction** £5.05m LGF - the application of new technology to develop an advanced composite bridge design solution that can be efficiently and economically used in a variety of locations, and to showcase this through the implementation of a pedestrian and cycle crossing of the A4174 Ring Road at Emersons Green. [Summary](#)
- **NTProStruct** £3.858m LGF – Purchase capital equipment at the NCC to develop advanced manufacturing technologies for major components used in aerospace, automotive and other sectors. [Summary](#)
- **Bristol Virtual Reality Lab** £295k LGF – establishing a facility to support the development of skills, content and applications in Virtual Reality and Augmented Reality at the Leadworks on Anchor Square, providing workspaces accessible to SMEs and to researchers for R&D. [Summary](#)
- **Bristol SETSquared** £90k LGF - The project will deliver an increase in capacity for SETSquared to deliver business support and incubation to startups and scale-ups across the city region. [Summary](#)

C. Schemes approved with conditions:

- **Superfast Broadband Extension Programme (Connecting Devon and Somerset element)** £400k LGF - Works as part of Connecting Devon and Somerset are being undertaken in the Bath & North East Somerset and North Somerset areas.
- **Portway Station** £2.225m LGF - a new un-manned single platform rail station adjacent the existing Portway Park and ride site on the Severn Beach Line providing a direct, rapid and reliable means of accessing employment in the Temple Quarter Enterprise Zone and Avonmouth Enterprise Area as well as improving access to other destinations. [Summary](#)
- **Weston College Construction Skills Training Centre** £3.271m LGF - the creation of a highly industry-focused Infrastructure Construction Skills Centre to address the shortage of infrastructure construction and civils skills training in the WE LEP area in response to clear employer demand.
- **Weston College Health and Active Living Skills Centre** £5.359m LGF - a training centre blending skills for health and social care with the wider health prevention and condition management agenda, delivered in one building and benefitting from existing facilities already on-site at University Campus.
- **Institute of Advanced Automotive Propulsion Systems (IAAPS)** £10m LGF - a new 11,000 m² building on the Bristol & Bath Science Park to Create a centre of excellence for research and innovation into future advanced propulsion systems. Open to universities and businesses it will be a catalyst to develop future generations of ultra-low emission vehicles.

- **Open Programmable City Region (OPCR) – Bristol Infrastructure, Sensor Factory, CAV Access Network and Knowle West Media Centre Research Projects** £4.17m - creation of a R+D testbed and three projects which will utilise the infrastructure in the areas of Connected and Autonomous Vehicle (CAV) R&D, community led high tech co-creation, design, prototyping and creative digital experimentation.
- **FoodWorks^{SW} Innovation Centre** £9.360m LGF – First phase development of an Innovation Centre at J21 Enterprise Area, to offer end-to-end product development and testing service to food and drink producers, including incubation space for start-ups and growing businesses.
- **Colston Hall Phase 2 Transformation Project** £5m LGF – a package of works seeking to build an exceptional classical and contemporary music hall, creating world-class spaces for education and enterprise and improve backstage facilities for artists.

Appendix 2a

A39 Bences Garage Junction Improvement Scheme

Executive Summary

Funding is requested to enable Bath and North East Somerset Council to deliver a junction improvement scheme at A39 Bences Garage junction in Marksbury. The existing three armed junction, owned by Bath and North East Somerset Council (B&NES) regularly causes severe congestion during the peak hours. Traffic modelling (allowing for future growth) suggests that if changes are not implemented then the junction becomes fully saturated (90%+) within the modelling period causing further major delays on what is a key route to and from Bath/Keynsham from the South West. The primary contributing reason for these oversaturated results is due to the junction's layout; the two approaches on the A39 are not able to run the same traffic signal stage due to the A39 southbound approach exiting on to both the A39 and A368.

To improve the existing junctions operation a layout change is required to allow the higher trafficked A39 southbound and northbound moves to run within the same traffic signal stage. To allow this staging arrangement change an additional lane has to be added for vehicles on the A39 southbound approach to safely exit onto the A368. Benefits of this proposal are that it adds vehicular capacity to the junction and allows the majority of cycle time to be allocated to the A39.

The scheme will require 992m² of land to be released by a private land owner. Negotiations are at an advanced stage and a price has been agreed. Third party land is also required to accommodate a small footpath link to the garage however this is not critical to the main scheme.

The new junction will support growth in Somer Valley and Keynsham, as well as growth in Bath and outside of the B&NES boundaries to the South and West (Somerset/North Somerset). It will ensure that this corridor does not suffer with ever worsening congestion and air pollution, and will extend the footway to provide additional facilities for local residents and children walking to Marksbury Primary School.

It is expected that the junction will be fully operational in November 2018

- Including match contributions the total cost of the project is £890,000
- The investment will deliver 14 FTE construction stage jobs
- Net permanent economic impacts amount to £8.6m GVA
- Net short-term economic impacts amount to £385k in GVA
- The scheme provides a 'very high' Benefit Cost Ratio of 11:1

Issues from the Review of the Business Case

<ul style="list-style-type: none"> • The project aims to ease congestion and improve the functioning of the highway network by improving the current pinch point at the A39 Bences Garage junction with the A368 Marksbury Road • The project aligns with the Joint Local Transport Plan and B&NES Core Strategy identified growth areas and would build on the recently completed Three Headed Man Junction on the A39 supported via the LGF. • The project seeks £700k of LGF funding towards the total scheme cost of £940k the match funding provided from the Integrated Transport Block. • Funds would be drawn down in 18/19 with construction commencing in August and scheme completion December 2018. • In addition to the direct transport benefits, the economic case forecasts 81 net FTE jobs, £8.6m net additional GVA uplift and 30 net additional dwellings. • Planning consent is not necessary but the scheme requires some land acquisition. • An outline programme has been provided but a more detailed construction phase programme is to be supplied in support of the Business Case when available. • The Monitoring and Evaluation Plan has been finalised. 	<p>Accountable Body Comments -</p> <p>As presented in the FBC, the scheme will provide open access public infrastructure when completed. The funding can therefore be issued free of Aid.</p>
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Recommendation: Recommend the approval of the Full Business Case for A39 Bences Garage Junction Improvements scheme subject to land acquisition being undertaken, and the supply of a detailed programme.

Appendix 2b

Grow-On2 Temporary Building Scheme

Executive Summary

Bristol and Bath Science Park (BBSP) is one of a number of national Science Parks which are designated for Science and Technology based Research and Development use.

Subsequent to, and in-part due to the success of BBSP first phase development there is a tangible demand for high quality, flexible, expansion office space. Such demand is augmented by the emerging need generated through the visibility of the National Composite Centre (located within the BBSP site); the University of Bath Institute for Advanced Automotive Propulsion Systems (IAAPS), proposed to locate within the BBSP site and the University of the West of England Enterprise Zone.

BBSP Grow-On 1 is currently operating to capacity; has limited ability to offer further space and is not best positioned to offer appropriate sector/industry support. This project proposes the addition of a temporary and additional Grow-On space (BBSP Grow-On 2).

Adjacent to the BBSP 1 building, Grow-On2 will provide a further 535m² of shared workspace to meet the current immediate demand from both within and outside BBSP.

The freehold sale of BBSP is currently on-going. Therefore, in addition to meeting the immediate business need, the project will help to prove the market failure case for construction of a permanent Grow-On 2 building once the sale process has reached its conclusion.

Key Issues from the Review of the Business Case

<ul style="list-style-type: none"> • This project would see the creation of 535m² of temporary grow on space (via eighteen customised shipping container workhub units) to address the constraint at Grow-On 1 which is operating at capacity. • The full £1.004m capital cost is sought through the LGF. Drawdown would be expected in 18/19. • The economic case identifies the creation of between 48 and 73 jobs per year during occupation, and £65m total GVA (over the assumed 5 years of occupation). • The site has outline consent and it is considered there should be little risk in securing full consent assuming the scheme is developed in line with the outline approval. • Grow-On2 would be managed under the existing government arrangements for Grow-On 1. • The high level programme identifies contract award in August 18 and completion in December 2018. • Further project specification is required through the supply of a detailed design, cost plan and programme when RIBA stage 3 is reached. • The Monitoring and Evaluation Plan has been finalised. 	<p>Accountable Body Comments - Project coming forward as Local Infrastructures under GBER. To meet this definition a calculation regarding the difference between the eligible costs and projected profit needs to be completed before any offer is made, or the grant offer will need to include a clawback clause.</p>
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Recommendation: A State Aid position has been established for the Grow-On2 Temporary Building which does not allow excess profit. On the basis that this is the agreed approach, to recommend that the Full Business Case is approved subject to the supply of a detailed design, cost plan and programme at RIBA stage 3, and securing planning consent.

Appendix 2c

NUCLEATE – Nuclear Futures Open Innovation and Technology Centre

Executive Summary

- Helping to deliver the UK Government's ambitions for nuclear in the **Industrial Strategy** - driving up productivity in the region and increasing the competitiveness of low-carbon nuclear energy.
- Capturing a **unique opportunity** – overcoming **market barriers** to ensure that current nuclear energy projects, worth up to £50bn to the region, catalyse the creation of an international centre for nuclear innovation.
- Led by the [University of Bristol](#) - part of its research, innovation and skills **strategy** and enabled by its recent investment in world class people, facilities and equipment.
- Supported by lead partner the [National Nuclear Laboratory](#) - **connecting to industry** and **leading nuclear innovation** for the UK.
- A Nuclear **innovation programme**, linked to the [South West Nuclear Hub](#), that will generate £20m GVA and 152 high level jobs in five years.
- £12m from the West of England LEP will deliver a **bespoke facility** for research, co-location and incubation of people and companies, at the strategic location of the **Bristol & Bath Science Park**, maximising participation by the regional innovation community in the global nuclear sector.

The University of Bristol with its lead partner the National Nuclear Laboratory, will create NUCLEATE – a nuclear 'innovation factory' that provides an environment where fundamental research can be combined with industrial experience and commercial innovation to create technologies, solutions and skilled people that are taken up by the global nuclear supply chain. NUCLEATE will act as the national centre for innovation in nuclear energy – creating new jobs, new wealth and ensuring that the region extracts maximum benefit from this burgeoning national renaissance.

NUCLEATE will deliver the innovation strand of the South West Nuclear Hub Nuclear Research and Teaching Strategy. Building on prior experience of developing industry-focussed research facilities, such as the National Composites Centre (NCC), the University of Bristol and its alliance of academic and industrial partners have the ambition, experience and support necessary to deliver the objective of NUCLEATE towards meeting the nuclear skills and innovation challenges that are well identified by the Government and industry.

Focussing on **Nuclear Asset Lifetime Management**, NUCLEATE will build on Bristol and NNL's capability in:

- Advanced materials for nuclear applications
- Robotics and sensors
- Digital innovation.

NUCLEATE will consist of a **facility**, a **network** and a **funding** avenue. Together these will provide:

- Flexible research and co-location space for start-ups and SMEs to develop new techniques and technologies prior to their deployment at nuclear licensed sites,
- a route for non-nuclear companies to develop existing techniques and technologies to meet nuclear industry needs, and hence enter the global nuclear supply chain,
- a bridge overcoming existing industry barriers by giving innovators 'air-time' with the nuclear operators and technology suppliers.

The outcomes of NUCLEATE will be:

- Growth in the volume and diversity of nuclear energy research being undertaken across the South West of the UK,
- Consolidation of world class expertise to meet the needs of nuclear programmes,
- Creation and growth of spin outs and SMEs,
- Introduction of established companies from outside the nuclear sector, offering innovative new technologies and techniques to the nuclear industry.

Key Issues from the Review of the Business Case

<ul style="list-style-type: none"> • The project would involve the construction of a 3,000m² facility sited at the Bristol & Bath Science Park. The project will be led by the UoB with the National Nuclear Laboratory acting as the proposed lead partner. • £14m is sought from the LGF to cover the full construction costs, land costs and equipment relocation costs. Other costs relate to the existing value of University and NNL heat testing temperature equipment to be relocated (£3m) and £2m of from industrial partner equipment (as yet uncommitted) post completion. With £173k design costs in progressing to planning consent met by UoB the total cost is £19.1m, • LGF funding drawdown would span 18/19 (£2m), 19/20 (£7.7m) and 20/21 (£4.3m). • The economic case is robust, has been independently reviewed, and presents a range of direct and indirect economic and wider impacts. • The programme includes planning consent being secured by November 18, commencement of construction in August 19 and completion by the end of 2020. • The site has outline consent and there should be little risk in securing full planning consent assuming the scheme is developed in line with the outline approval. The project does not require a nuclear site licence. • The project is still at an early stage and as such there is limited design information provided although the overall application has provided a strong evidence base. 	<p>Accountable Body Comments -</p> <p>The State Aid case set out is assessed as appropriate and the grant offer letter will reflect the model being used.</p>
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Recommendation: Based upon the funding request being beyond the Innovation thematic allocation, to seek an alternative proposal for the NUCLEATE - Nuclear Futures Open Innovation and Technology Centre project within an affordable envelope.

Appendix 2d

Clevedon Cultural Quarter: Creative and Digital Business Hub

Description of Intervention

Curzon Cinema and Arts and Clevedon Chamber of Commerce have come together to seek LEP support to address market failure in the provision of serviced incubator workspace for the creative and digital sectors in Clevedon. The scheme forms an integral part of a plan to deliver a new cultural quarter in Clevedon and support the much needed economic regeneration of the Town Centre.

The proposal forms part of the implementation of the SEP's **Cultural Investment Programme 2015/2020** identified on Pg 21 of the SEP and Pg4 of the Sector Prospectus which references a Curzon Creative Media Incubator as a pipeline project.

The intention would be to integrate the services provided at the hub with those already serving the sectors in the West of England.

A potential hub building has been identified which could be refurbished to provide up to 76 workstations. Waverley House is a three storey office building of 963sqm adjoining the Curzon Cinema in Old Church Road, Clevedon. Formerly providing accommodation for the Primary Care Trust, it has been vacant since 2013. The property has been on the market for some time through Lambert Smith Hampton and has been subject to a Prior Approval Application for residential redevelopment which remains unimplemented.

Intervention

- The purchase and refurbishment of Waverley House as a small business/creative hub with meeting and community space forming part of the ground floor. Small business spaces on ground and second floors and hot desking suite on first floor.
- The establishment of a Community Interest Company (CIC) with its own Board who will take on the freehold of the building and manage and develop the creative business hub
- Recruitment of Hub Manager
- Recruitment of consultant support for initial six month hub start up period (this could be from an existing hub in the region)
- Extension of Boomsatsuma's emerging Media Production Diploma in partnership with Curzon Cinema & Arts.
- Marketing and promotion of new hub offered as a distinct brand with its own name and personality re range of tenant packages and other facilities and services available
- With the support of existing creative and digital businesses in North Somerset and all those who have already expressed an interest in the hub project, establish a virtual creative sector network prior to the opening of the hub building.
- Evolve wider partnership networking with key existing creative and business support bodies including UWE, Watershed, the Engine Shed, The Guild Hub, Spike Island, Weston Hub and Hamilton House, Set Squared and North Somerset Enterprise Agency.

Cost of elements to be funded

- Phase One - Work up Outline Proposal to Full Business Plan Submission including :
 - complete full condition survey and refurbishment design scheme costings on Waverley House
 - undertake more detailed market demand survey
 - complete business plan
 - set up Community Interest Company

- finalise partner roles in training /development and management
- project management

This is estimated to cost approx. £25k revenue provided by the Project Board and NSC together with LEP pump priming capital of £50k primarily to fund a full mechanical and structural condition survey and related works specifications.

- Phase Two (on agreement to a Full Business Case and 3 year business plan)
 - Finalise CIC Board and Governance arrangements
 - Purchase, refurbish and equip Waverley House or other suitable centrally located building in Clevedon town centre including obtaining any necessary building regulation and other approvals.
 - Appoint Hub manager
 - Finalise partner services and activities in training/development and management
 - Start up, marketing and operating costs

Key Issues for the Development of a Full Business Case from the Review of the Outline Business Case

<ul style="list-style-type: none"> • The project involves the acquisition and refit of Waverley House a three storey building of 963m² which adjoins the Curzon Cinema and which has been vacant since 2013. • The project would provide a small business/creative hub with meeting and community space forming part of the ground floor. This would facilitate the establishment of a virtual creative sector network and evolve wider partnership networking with key existing creative and business support bodies. • The project seeks £1.3m of funding towards the £1.323m capital purchase and refurbishment costs. £50k of the £1.3m is sought up front to enable a Full Business Case to be developed. • Based upon a Full Business Case decision in June 18, the programme indicates purchase could occur that month, with the refurbishment complete in September 18 and formal opening in June 19. Funding drawdown would be in 18/19. • It is forecast that the project will create 118 direct jobs (gross jobs 170) by year 5 of operation. The economic case would need be to be developed further in a FBC. • The FBC would need to provide detailed project costs, further clarification of costs and revenues for operation, a detailed programme and design, and a specific risk assessment that focuses on the site acquisition, works and operation. 	<p>Accountable Body Comments -</p> <p>The OBC sets out that the project would operate on the flow through model. This seems relevant and appropriate; any future grant offer terms would follow with regards to monitoring income and returning any residual asset value to the state at the end of the operation. The applicant may also want to consider whether the intervention could be assessed as having a purely local impact (not meeting test 4 of the Aid tests). If this can be established, which seems a reasonable assumption given recent EU judgements, then no additional clauses would be needed in the offer letter and the intervention could operate in any manner, including for profit.</p>
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Recommendation: To recommend that the Clevedon Cultural Quarter: Creative and Digital Business Hub is added to the LGF pipeline should further funding become available and when fit with the proposed Cultural Strategy for the region can be established.

Appendix 3

EDF Schemes Complete or Fully Approved

A. Schemes which are complete:

- **North Somerset Enterprise Technical College** £1.525m EDF - see LGF A in Appendix 2.
- **Aerospace Bristol** £1.2m EDF – see LGF A in Appendix 2.
- **Aztec West Roundabout** £2.0m EDF - see LGF A in Appendix 2.

B. Schemes which are fully approved:

- **Invest in Bristol and Bath** £5m EDF – a five year funding package to maintain a strong investment promotion service for the area that creates jobs by attracting new businesses and private sector investment. [Summary](#)
- **Costs for developing the Avonmouth/Sevenside Flood Mitigation and Ecology FBC** £1.9m EDF – funding associated with undertaking Phase 1 (design and development works) of these complex schemes. [Summary](#)
- **Temple Quarter Enterprise Zone (TQEZ) Cross Central and Local Delivery Team** £2.5m EDF – the co-funding with delivery partners of a programme team to support the accelerated delivery and ensure early collaboration and a joint vision for the TQEZ. [Summary](#)
- **West Wick Roundabout and North South Link** £8.409m EDF – see LGF A in Appendix 2.
- **Bath Quays 1a (South)** £6.245m EDF – to undertake local infrastructure works on the Bath Quays South site, comprising of demolition, remediation, floodwall and embankment works, and incoming services. This is part of a wider programme of works to support the development of the Enterprise Zone. [Summary](#)
- **Bath Quays 1b (North)** £1.809m EDF - the relocation of an existing coach park, situated in the Bath Quays North development site, to the Odd Down Park & Ride facility. The enabling works will see the Bath Quays North site vacated for development whilst delivering an alternative coach park facility. [Summary](#)
- **Bromley Heath Viaduct Maintenance and Improvement Programme** £2.8m EDF - work for the structural repairs and upgrading for safety, pedestrian and cycling provision on the viaduct on the A4174, with EDF funding to reduce the duration of the works from 52 weeks down to 33 weeks, reducing congestion and diversion impacts. [Summary](#)

Appendix 4

Bath Riverside Enterprise Zone Team

Executive Summary

Bath & North East Somerset Council (B&NES) is committed to delivering its long-term economic and wellbeing aspirations for Bath, in accordance with the West of England LEP and B&NES Core Strategies. Of paramount importance to meeting these targets will be the successful development of the Bath Riverside Enterprise Area, which as of April 2016 was granted full Enterprise Zone (EZ) fiscal status. The Zone includes 98Ha of public and private land which follows the line of the river through the city, and has been recognised as a key area for economic growth. Significant investment has, and will continue to be committed to the Zone by the LEP, Public Bodies partners and private sector to help the City realise its growth ambitions.

The Masterplan Vision for the Riverside EZ has shown the potential to accommodate up to 9,000 new jobs, 100,000sq m of new commercial space, as well as 3,400 new homes and public realm and infrastructure improvements. The LEP's Strategic Economic Plan identifies the need to create the right type of place and conditions for business and future development to thrive, as a pre-requisite for economic growth. A key output of the Zone will be the generation and enhancement of business rates to contribute to the West of England EDF pool. From this pool WoE Combined Authorities are able to draw on the EDF to further finance development across the region - an effective mechanism to deliver long-term sustainable growth. B&NES' flagship project Bath Quays alone has the potential to deliver some £2.0-3.8m in business rates annually, with up to £91m across the EZ as a whole. To fully achieve Bath's growth potential however, unlocking and readying key strategic sites will be pivotal to reinforce Bath's reputation as a viable business and investment destination.

To ensure successful establishment of Bath's EZ and timely realisation of strategic outputs, B&NES is seeking £685,000 of EDF funding from the LEP, as part of its £50m allocation at Enterprise Quarter Programme Entry. The bid proposal is for 3 years of revenue funding between FY 2018/19-20/21 to support the EZ Team. The team will cost £592,000 per annum to run, of which a £155,883 annual EDF contribution is sought to contribute towards staffing costs (£467,650 total over 3 years). Specifically, funding will support 6 core team members, and facilitate dedicated Marketing & Comms and Commercial Officer roles. It will be the duty of the team to bring publicly owned sites forward in accordance with relevant policy, and influence private development by creating strong public and private sector partnerships and setting a development precedent across the EZ. In addition, £217,350 is requested for materials to ensure the Zone is appropriately promoted and marketed towards prospective occupiers and investors. It is proposed this element of funding is drawn-down in 3 equal instalments (£72,450) at each funding year against defined milestones.

The allocation of proposed revenue funds will provide additional and dedicated capacity to the early phases of Bath's EZ to ensure key scheme outputs – namely jobs, new quality commercial space and business rates – are facilitated as part of Council commits. The bid supports actions to promote and work with other landowners on EZ sites not subject to capital funding bids associated with Council owned land, but sites which are crucial to achieving programme level outputs within the development forecast. Activities of the EZ Team will be crucial in unlocking the regeneration sites necessary to drive the scale of economic growth strategically sought, and maximise impact of funds committed.

Key Issues from the Review of the Business Case

<ul style="list-style-type: none"> • The FBC seeks revenue funding to support the creation of a dedicated team to promote and bring forward strategic employment sites within the EZ. • The funding sought is £685,000 over 3 years which is made up of £467,650 staffing costs and £217,350 for marketing and promotion. This is matched by £1.308m from B&NES. • The proposed drawdown is in 3 equal instalments over 18/19-20/21. • The project has strong strategic links with both the LEP and the Council's economic strategies and the successful development of the EZ will be critical in ensuring that the area performs to its full potential. • The economic case sets out the impacts associated with the delivery of the Enterprise Zone. Whilst the additionality through the team is referred to qualitatively this is not quantified. B&NES are undertaking further assessment which should provide more site specific detail. • To confirm the additionality, a breakdown of staff resources is to be provided to identify time that each post is expected to dedicate to the EZ team and the projects within the programme. There should be very clear lines of demarcation between roles such that if a member of the EZ team is also directly working on a project within the EZ the time allocation between different activities can be clearly defined to avoid any possibility of double counting. • The FBC includes a set of high level milestones primarily for Bath Quays infrastructure. A programme of milestones comprising the core works of the EZ team will be required to form the baseline of activities for highlight reporting and monitoring. 	<p>Accountable Body Comments - As presented in the FBC, the activity described is non-economic in nature and therefore the second test for State Aid is not met – no economic undertaking is advantaged through this grant.</p>
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Recommendation: Subject to endorsement by the Business Rate Pooling Board, to recommend the approval of the Full Business Case for the Bath Riverside Enterprise Zone Team subject to the confirmation of the specific outputs/outcomes of the team and supply of key milestones. A detailed resource plan to be provided including roles and allocations of time to the Team.

Appendix 5

RIF Schemes Fully Approved or Approved with Conditions (via the One Front Door approval process)

A. Schemes fully approved:

- **Saw Close Public Square, Bath** - £963k RIF – see LGF B in Appendix 2.
- **Creative Hub, Weston-super-Mare** - £402k RIF to purchase and develop a new Creative Hub building in central Weston. The Hub, to be called The Stable, will offer a range of facilities, services and support to enable entrepreneurs in the digital and creative industries to take the first steps in setting up their own businesses within a collaborative community. [Summary](#)
- **Somer Valley Enterprise Zone Commercial Delivery Framework** - £50k for the production of a Commercial Delivery Framework which will define the delivery strategy for the Somer Valley Enterprise Zone taking into account market conditions and technical utility and infrastructure issues that will aid in the master-planning and production of design guidance for the site.

B. Schemes approved with conditions:

- **J21 Northbound Merge Improvement** - £450k RIF for a highway improvement scheme to increase capacity on the northbound slip road onto the M5 reducing traffic congestion in the morning peak by increasing the traffic lanes from 1 to 2.
- **South Bristol SUD ERDF Intermediate Body** - £50k to establish an Intermediate Body for the management and administration of the EU's Sustainable Urban Development (SUD) to focus on regeneration areas in South Bristol.

Appendix 6

LGF Supported Skills Capital Projects – Outputs and Outcomes

Project, Funding and Status	Description	Outputs and Outcomes Delivered and Foreseen
Weston College Future Technology Centre £4.220m (of which £2.743m LGF) Completed September 2016	Construction of a flagship facility based at the South West Skills Campus to up-skill learners with ‘work ready’ technology skills focused on the Creative and Digital, Advanced Engineering/Civil Engineering and Automated Manufacturing, and Low Carbon sectors.	OUTPUTS: <ul style="list-style-type: none"> • 612m² of new build & 909m² refurbished estate to create flagship facility. • Increased employer engagement (50 per year) • Increased/additional learner numbers 100 Yr 1, 180 Yr2, 230 Yr 3. (ACTUAL: exceeded target by 31% 1,286 students in Sept 2016) • Create 15 new FTE by Yr 3 employed to deliver the new curriculum. OUTCOMES: <ul style="list-style-type: none"> • Strong partnership with employers and key stakeholders with engagement and feedback driving future curriculum development. • Learners leaving with ‘work ready’ technology skills as required by industry/employers. • Achieve success rates (by 2020) of 86% for Advanced Engineering, Civil Engineering & Automated Manufacturing; 83% for Creative and Digital and 96% for Low Carbon.
North Somerset Enterprise Technical College £26.9m (of which £2.177m LGF, plus £1.525m EDF) Completed September 2016	Funding for specialist equipment and fit-out required to meet the business/vocational aspirations of the scheme and for construction of the Motor Sports Centre.	OUTPUTS: <ul style="list-style-type: none"> • 100 learners engaged in STEM learning programmes. • 20 employers engaged. • 1 R&D project engaged. • 1 Inter Schools “STEM” Initiative. • 100 wider community engaged e.g. through showcase visits, events, competitions and PR activity with schools, stakeholders and the wider business community. OUTCOMES: <ul style="list-style-type: none"> • 70 – 100 direct jobs (ACTUAL: 33.4 FTE as at Sept 2016 but expected to rise with learner numbers). • Growth of STEM knowledge economy and skills (2014 - 184, 2015 – 336, 2016 – 330). • Catalytic effect in attracting investment (ACTUAL: 704 jobs created in J21 area at Sept 2016). • Provision of secondary / FE places to help meet needs of Weston Villages’ developments (ACTUAL: 150 at Sept 2016).

<p>B&NES Construction Skills Centre</p> <p>£3.642m (of which £2.732m LGF)</p> <p>Completed August 2017</p>	<p>Delivery of a construction skills training centre to support a full range of construction disciplines and trades at the Norton Radstock campus which sees the site becoming a specialist skills hub focussed on construction and engineering.</p>	<p>OUTPUTS:</p> <ul style="list-style-type: none"> • 2,885m² specialist construction skills centre with refurbishment of 144m² of the estate. • Increased enrolment numbers <ul style="list-style-type: none"> - 20 learners aged 14-16, 43 learners aged 16-19 - 18 adult classroom based learners - 57 apprentices aged 16-18 and 26 aged 19+ - 20 adult workplace based learners and 45 adult full cost recovery learners - 25 unemployed adult learners aged 19-24 and 40 25+ - 20 NEETs 16-18, 20 NEETs 19-24 - 13 disabled learners <p>OUTCOMES:</p> <ul style="list-style-type: none"> • Increased success rates for courses delivered. • Employers engaging in dialogue and design of curriculum and students better prepared for the world of work with more student placements; more students entering into relevant employment.
<p>Law and Professional Services Academy</p> <p>£30.469m (of which £19.392m LGF)</p> <p>Completed August 2017</p>	<p>Construction of a learning centre located in the centre of Weston-super-Mare at the Winter Gardens and Arosfa Hotel which will support employer skills needs within the Law and Professional Services sectors, whilst providing a focus for the regeneration of Weston town centre.</p>	<p>OUTPUTS:</p> <ul style="list-style-type: none"> • Construction of 558m² new build facility, and refurbishment of an existing 6,774m² building to create the Academy. • Increased employer engagement in the sectors, identifying and delivering training needs with 15 employers engaged in Year 1 16/17 (ACTUAL: exceeded target with 20 employers engaged in Year 2 17/18) • An additional 590 learners aged 14+ - 139 learners Year 1 2016/17 (ACTUAL: exceeded target to 311 learners), 180 in Year 2 2017/18 and 280 in Year 3 / 4 2018/19 & 19/20 <p>OUTCOMES:</p> <ul style="list-style-type: none"> • Curriculum development driven by industry experts. • Enhanced skills offer which can be promoted and accessed by partners. • Accelerated regeneration of the Town Centre and growth at the Enterprise Area.
<p>Advanced Engineering Centre Extension</p> <p>£4.003m (all LGF)</p>	<p>Extension to City of Bristol College's Advanced Engineering Centre for the provision of skills training in areas such as the maintenance and operation of 3D printers, Computer Numerical Control (CNC)</p>	<p>OUTPUTS:</p> <ul style="list-style-type: none"> • A 1,200m² extension to City of Bristol College's Advanced Engineering Centre. • 60 additional apprentices: 35 16-18 Apprentices and 25 Adult Apprentices. • An additional 2.5FTE jobs in the first year of operation. • 10 new employers that have not previously engaged with apprenticeships over the duration of the project. <p>OUTCOMES:</p>

<p>Completed October 2017</p>	<p>machining and the use of composite materials.</p>	<ul style="list-style-type: none"> Improved knowledge and skills in advanced engineering for all learners at the AEC. Improved links with local employers and employment opportunities for learners at the AEC. Achieve success rates in Advanced Engineering by 2020 of 88%.
<p>Increasing the Capacity of the BEMA Training Centre</p> <p>£255k (of which £75k LGF)</p> <p>In Progress</p>	<p>An expansion of the existing BEMA Machine Shop, located in Yate, to respond to unmet learner and employer demand for apprenticeship provision.</p>	<p>OUTPUTS:</p> <ul style="list-style-type: none"> Increased capacity for engineering apprenticeships at the BEMA centre - Additional 301m² delivered through the project. Expansion of existing Machine Shop & creation of 5 new training departments and 31 workstations by Yr 2. 56 new extra Apprentice starts over the project period. 10 additional STEM teachers per year with better understanding of apprenticeship opportunities in SMEs. <p>OUTCOMES:</p> <ul style="list-style-type: none"> Greater engagement with employers, at least an additional 36 employers engaged, and better meeting their skill needs. 20% increase in the number of applications for apprentices.
<p>Weston College Construction Skills Centre</p> <p>£3.871m (of which £3.271m LGF)</p> <p>In Progress</p>	<p>The creation of a highly industry-focused Infrastructure Construction Skills Centre to address the shortage of infrastructure construction and civils skills training in the WE LEP area in response to employer demand.</p>	<p>OUTPUTS:</p> <ul style="list-style-type: none"> New, bespoke infrastructure construction training centre of 1,562m² new build Development of new programmes in response to employer demand. Engagement and consultation with 75-100 employers and sector trade bodies. Development of 20 new programmes by September 2019. <p>OUTCOMES:</p> <ul style="list-style-type: none"> Over 3,770 learners will benefit from the training provision delivered at the centre by end of third full year of operation. Apprenticeships delivered to over 160 apprentices by the end of the third full year of operation. Greater accessibility for employers and their apprentices to relevant infrastructure construction skills training.
<p>Weston College Health and Active Living Skills Centre</p> <p>£10.289m (of which £5.359m LGF)</p> <p>In Progress</p>	<p>A training centre blending skills for health and social care with the wider health prevention and condition management agenda, delivered in one building and benefitting from existing facilities already on-site at the University Campus.</p>	<p>OUTPUTS:</p> <ul style="list-style-type: none"> 700 additional learners by year 3 60 new employers by year 3 <p>OUTCOMES:</p> <ul style="list-style-type: none"> Over 3,464 learners will benefit from the training provision delivered at the centre by end of third full year of operation. Apprenticeships delivered to over 1,006 apprentices by the end of the third full year of operation. Greater accessibility for employers and their apprentices to relevant infrastructure construction skills training.

MEETING: WECA SCRUTINY COMMITTEE

DATE: 21/03/2018

REPORT TITLE: WEST OF ENGLAND ENERGY STRATEGY UPDATE

AUTHOR: JESSICA JOHNS, WEST OF ENGLAND COMBINED AUTHORITY

Purpose of Report

1. To provide Members with an overview of the scope and purpose for the West of England Energy Strategy.
- 1.1 An early opportunity for Members to engage and comment on the evidence base and emerging priorities.

Background

2. On 13th March 2017, the West of England LEP was allocated £50,000 Section 31 grant funding from the Department for Business, Energy and Industrial Strategy (BEIS) to develop an energy strategy for the West of England region. We had applied for this funding through a competitive bidding process and were one of 13 LEP areas, of the 39 that applied, to be successful with our bid. Government has since granted similar funding to the remaining LEPs, so each is now in the process of developing a new, or building on an existing, energy strategy for their area.

Project Scope

3. As prescribed by Government the focus of this strategy is local energy, rather than national, and about identifying how we can enable a locally resilient system. This means that it will not directly address large scale energy infrastructure, e.g. nuclear or tidal.
- 3.1 The steering group have been instrumental in developing the project brief. In summary, the project is to develop a West of England Energy Strategy that provides a framework for secure, reliable, clean and affordable energy, supporting the region to become a beacon for innovation with energy infrastructure that enables clean growth. We believe this aligns with our vision for the region and with Government's ambition for the energy system, as set out in their Industrial Strategy and Clean Growth Strategy. This project builds on the important work of our constituent Authorities, draws together local assets and expertise, and highlights the potential for innovation that exists here.
- 3.2 In line with the provisions and objectives of the Climate Change Act 2008, 2050 carbon neutral targets, the West of England has a combined carbon reduction target of 50% reduction in absolute carbon emissions by 2035 from a 2014 baseline (Joint Spatial Plan, policy six reasoned justification). Significant public and private investment in infrastructure, product development, innovative business models and market acceleration is required to achieve this. Achieving our targets can lead to economic growth. To give the national picture, since 1990 the UK has seen a 42% reduction in emissions while our economy has grown by two thirds, meaning we've cut emissions faster whilst growing our national income more than any other G7 country over the same period. The low carbon sector alone is growing four times faster than the rest of the economy, employs 430,000 people and has export potential of up to £170bn (UK Clean Growth Strategy 2017). We recognise a huge economic opportunity in clean growth.

- 3.3 With appropriate investment, the West of England is ready to harness this opportunity. From our proactive electricity and gas network operators keen to innovate with local partners, the academic excellence of our four universities, strong Local Authority involvement in energy projects, the range of established businesses with sizable presence and innovative business start-ups breaking into the market, to a growing community energy sector and an engaged and active population pushing demand for low carbon products and services, there is potential for the West of England to become the centre of the clean growth revolution.
- 3.4 However, this is not only about driving economic growth and meeting targets. Moving to a clean energy system could also support our resilience as a region against the impacts of climate change, enhance our natural environment, improve the health outcomes of our most vulnerable citizens, bring down operating costs and boost productivity for business, and reduce household bills and increase the lifetime affordability of home-ownership.
- 3.5 The strategy will align our priorities and direct regional action over the short, medium and long-term, not only for the public sector but for all stakeholders in the local energy system.

Evidence Base

4. In December 2017, WECA contracted Centre for Sustainable Energy (CSE), a national charity based in Bristol, to compile the evidence base for our strategy and help us identify priorities for action over the short, medium and long-term. CSE have been carrying out stakeholder events, workshops and interviews as part of their energy study and aim to deliver their final report to us by the end of March / early April 2018.

- 4.1 The energy system changes identified in the evidence base are:

- A complete shift to very low and zero carbon electricity, mostly renewable, much of it decentralised;
- Smarter and more flexible management of demand, including storage, to enable higher penetration of renewables;
- Huge reductions in energy demand in buildings and the equipment and processes within them;
- Decarbonisation of heat;
- A dramatic rise in use of electric vehicles and other steps to cut the carbon emissions of road transport;
- Ensuring new build developments achieve their full low carbon potential and contribute effectively to a smarter energy system.

Project Oversight and next steps

5. This is a West of England LEP project. The West of England Joint Committee agreed to release the energy strategy funding at their meeting on 30th October 2018.
- 5.1 The project is overseen by a steering group made up of Energy, Sustainability and Economic Officers from the five West of England Authorities, chaired by WECA as Accountable Body for the LEP. The steering group, which has been meeting monthly since April 2017, worked together to develop the BEIS funding bid and subsequent project brief.

5.2 The Local Authority Development Directors and Chief Executives are kept up to date with the project through their regular meetings.

5.3 We are working to provide our high-level priorities to BEIS in April 2018. We will then continue to develop the full strategy document ready for adoption in summer 2018.

5.4 Timetable for further engagement:

5.4.1	West of England Infrastructure Advisory Board	16/03/2018
5.4.2	West of England LEP Board	19/03/2018
5.4.3	WECA Scrutiny Committee	21/03/2018
5.4.4	High level priorities provided to BEIS	w/c 09/04/2018
5.4.5	Informal WECA Scrutiny Committee	02/05/2018
5.4.6	WECA Scrutiny Committee	30/05/2018
5.4.7	West of England Joint Committee	01/06/2018

Issues for Consideration

6. As part of this early engagement on the developing strategy we have invited Simon Roberts, Chief Executive at CSE, to speak to you about the results of their evidence base review and the emerging thinking around priorities. There will be an opportunity to share your views on the approach being taken to the study and the emerging priorities after the presentation at the meeting. Your comments will inform the study and be taken into consideration through the development of the Energy Strategy.

Consultation:

7. CSE facilitated a large stakeholder engagement event in Keynsham on 19th February 2018.

7.1 The event was attended by approximately 70 participants.

7.2 The input to the facilitated workshops informed the SWOT Analysis in CSE's study.

Other Options Considered:

8. The Energy Strategy is a BEIS funded project with a clear scope for required outputs.

Risk Management/Assessment:

9. The project is managed by WECA with oversight from the project steering group.

9.1 The project risk register was agreed by the steering group following project inception.

9.2 There is regular contact with BEIS, through which we may highlight potential risks and mitigation measures.

Public Sector Equality Duties:

10 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic

and those who do not.

- Foster good relations between people who share a protected characteristic and those who do not.

- 10.1 The Act explains that having due regard for advancing equality involves:
- Removing or minimizing disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 10.2 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.
- 10.3 We will carry out an Equality Impact Assessment as part of the full Energy Strategy development.

Economic Impact Assessment:

- 11 Priorities arising from the Energy Strategy will be considered in light of their economic impact.

Finance Implications:

- 12 This is a fully resourced project with funding from BEIS.
- 12.1 The project funding will be fully committed this financial year.

Advice given by: Mark Angus, Financial Services Manager, West of England Combined Authority.

Legal Implications:

- 13 There are no direct legal implications arising as a result of this report.

Advice given by: Gill Sinclair, Deputy to the Head of Legal, Governance & Democratic Services, South Gloucestershire Council.

Land/Property Implications:

- 14 There are no direct land/property implications arising as a result of this report.

Human Resources Implications:

- 15 This is a fully resourced project using BEIS funding.

Advice given by: Alex Holly, Head of Human Resources, West of England Combined Authority.

Recommendation:

- 16 Members are asked to give their views on the approach taken to the evidence base development.
- 17 Members are asked to give their views on the emerging priorities.

Report Author: Jessica Johns

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MEETING: WEST OF ENGLAND COMBINED AUTHORITY SCRUTINY**DATE: 21 MARCH 2018****REPORT TITLE: WEST OF ENGLAND GREEN INFRASTRUCTURE
PLAN UPDATE****AUTHOR: LAURA AMBLER, WEST OF ENGLAND COMBINED
AUTHORITY****Purpose of Report**

1. To provide Members with an overview of the scope and purpose for the West of England Green Infrastructure Plan. This report provides an early opportunity for Members to engage and comment on the Green Infrastructure Plan. Future updates and opportunities to engage will be provided as the project advances.

Background

- 2.0 The West of England Joint Spatial Plan (JSP) commits the four Unitary Authorities of Bath & North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council to produce a joint West of England Green Infrastructure (GI) Plan.
- 2.1 The GI Plan will identify the strategic measures and mechanisms to support, guide and implement the delivery of environmental commitments set within the JSP. This policy commitment will ensure that through the delivery of GI the JSP; meets the requirements of the Habitat Regulation Assessment agreed through Natural England, addresses and outlines a strategic GI network and delivers GI within new development to conform with the place shaping principles set within policy 5 of the JSP.
- 2.2 Whilst the GI Plan will be read as a whole, it may take the form of a suite of interrelated documents.
- 2.3 Work has already been undertaken to assess GI assets and opportunities for each of the JSP Strategic Development Locations appraised against 8 GI multifunctional objectives derived from the adopted West of England GI Framework (2011). The GI Plan will advance these outputs integrating GI across a range of development types and geographies.

Definition of Green Infrastructure

- 2.4 The West of England Green Infrastructure Framework (2011) states; *Green Infrastructure is a planned network of green (and blue) spaces and corridors within, around and between towns and cities, which can be designed, maintained, and improved to meet the needs of local communities, wildlife and the environment.*
- 2.5 *Green Infrastructure assets may be publicly or privately owned, may be with or without public access, and may be in urban and rural locations.*

A network of green infrastructure offers multiple benefits, which are essential to the sustainable growth of communities and the economy. These include:

- *Promoting economic growth, employment and skills improvement*
- *Supporting resilient ecosystems and biodiversity*
- *Mitigating and adapting the natural and built environment to climate change*
- *Recognising and enhancing a legible network of physical green spaces and corridors*
- *Reducing and managing flood risks*
- *Improving mental and physical health, and the cohesion of local communities*
- *Increasing sustainable food production*
- *Maintaining and enhancing cultural heritage, landscapes and natural resources*

- 2.6 This definition is supported by National Planning Policy Guidance (NPPG) paragraph 27 which recommends embedding GI into the development process at an early stage linking it explicitly to ecosystem services to provides multiple benefits at a range of scales, for the individual, for society, the economy and the environment.
- 2.7 Natural England further outlines that GI should be a strategically planned and delivered network comprising a broad range of high quality green spaces and other environmental features. GI should be designed and managed including established green spaces and new sites and should be delivered across all spatial scales integrating through the built environment and connecting urban area to rural.

Project Scope

- 2.8 The GI Plan will provide the evidence and guidance needed to support the JSP examination and preparation of Local Plans. The GI Plan will:
- Define what GI is for the West of England.
 - Identify a clear vision.
 - Appraise GI function against 8 objectives (derived from the 2011 West of England GI Framework).
 - Ensure there is a robust and up-to-date evidence base.
 - Identify measurable targets and indicators.
 - Demonstrate the importance of GI in the delivery of sustainable development and place-making.
 - Identify GI-related issues to be addressed in local plans and other policy documents, including opportunities to enhance or extend the GI network.

Governance

- 2.9 The Green Infrastructure Plan is being developed to support the JSP and will be supported and approved by the JSP Project Board. The Senior Responsible Officer (SRO) will be supported by a Project Manager and technical team comprising officers from the 4 Unitary Authorities, and key prescribed bodies. The SRO will ensure WECA Scrutiny are regularly informed of the plans development via the delivery of formal reports and presentations.

Next steps

- 2.10 The GI Plan along with other key workstreams will continue through the JSP examination process and provide outputs to inform the examination and Local Plan preparation as required. The proposed timetable for key deliverables are set below

1. *Baseline stock take of current position. – End March 2018*
2. *Core document – Nov 18- March 19*
3. *HRA mitigations to support JSP examination and local plan development – March to April 2018*
4. *Planning policy development and support – May/June 2018*
5. *Delivery and implementation – Late 2018*

Consultation:

- 3 The Joint Spatial Plan: Publication Consultation (November 2017 to January 2018), where the Publication document included in policy the commitment to produce a West of England Green Infrastructure Plan.

Other Options Considered:

- 4 The Green Infrastructure Plan is a requirement set within the West of England Joint Spatial Plan policy 6.

Risk Management/Assessment:

- 5 There are no direct implications arising from this report. Any risks will be reviewed through the Joint Spatial Plan Project Board.

Public Sector Equality Duties:

- 6 An Equalities Impact Assessment has been undertaken as part of the Joint Spatial Plan. The outputs of the Green Infrastructure Plan will need to be consistent with the Joint Spatial Plan Equalities Impact Assessment.

Economic Impact Assessment:

- 7 The Green Infrastructure Plan will evaluate options for funding, investment and economic implications of Green Infrastructure.

Finance Implications:

- 8 The Green Infrastructure Plan will be resourced by the four Unitary Authorities, via the JSP Budget for which B&NES is the lead authority

Advice given by: Tim Richens, Director of Investment & Corporate Services, West of England Combined Authority.

Legal Implications:

- 9 The delivery of Green Infrastructure is in accordance with the requirements of the Joint Spatial Plan Habitat Regulation Assessment.

Advice given by: John McCormack, Monitoring Officer & Head of Legal, Governance and Democratic Services, South Gloucestershire Council

Land/Property Implications:

- 10 These implications will be reviewed through the development of the Green Infrastructure Plan.

Human Resources Implications:

- 11 The Green Infrastructure Plan will be resourced by Unitary Authority officers. As this project evolves, the resource requirements will be reviewed to ensure effective delivery of the project.

Advice given by: Alex Holly, Head of Human Resources, West of England Combined Authority.

Recommendation:

- 12 Members are asked to give their views and note the report.

ITEM: 10

REPORT TO: WECA SCRUTINY COMMITTEE

DATE: 21 MARCH 2018

REPORT TITLE: JOINT LOCAL TRANSPORT PLAN – BUS STRATEGY

AUTHOR: JAMES WHITE, WEST OF ENGLAND COMBINED AUTHORITY (WECA)

Purpose of Report

- 1.1 To update Members on the West of England's Bus Strategy.

Background

- 2.1 The West of England Combined Authority, as part of the February 2017 order under which it was established, is now responsible for certain local transport functions specified in the 2000 Transport Act, including the production of a Bus Strategy, to support the new Joint Local Transport Plan (JLTP) 2018 to 2036.
- 2.2 Initially it is intended that a Bus Strategy Overview Document will be produced, to support the consultation on the draft JLTP from June 2018, followed by the production of a full Bus Strategy from the end of 2018. The Bus Strategy forms an integral part of the JLTP and the delivery horizons of the two documents to 2036 will be aligned.
- 2.3 The full Bus Strategy will consider options to improve performance of the bus network and set out in more detail how further growth in bus patronage will be encouraged, including specific proposals and frameworks intended to encourage better, faster, more reliable and more accessible services. It will consider service quality criteria, responsibilities and funding provided by local authorities, as well as possible complementary policies around traffic management.
- 2.4 A Working Group of key public transport officers from the local authorities and the West of England Combined Authority has been set up and will be supported by external consultants providing technical expertise. Whilst North Somerset Council sits outside the WECA area it will be a partner in the production of the Bus Strategy.
- 2.5 It is the intention that progress on the Bus Strategy is reported back to Joint Scrutiny and the West of England Joint Committee.

Key components of the Bus Strategy

3.1 The Bus Strategy will include the following:

- Overview Document to establish principles and objectives, set out forthcoming work areas for network review, bus network operating frameworks, bus information and ticketing and stops (see below).
- Network Review – clarify the coverage of the existing network in terms of routes, frequencies, stops and interchanges and suggest where potential changes could be made and the financial impact of them.
- Bus network operating frameworks available to the Combined Authority under its statutory powers including Advanced Quality Partnership Schemes, Enhanced Partnership Schemes and Franchising. Delivery options will be appraised and compared. Objectives for all options will need to be robust and clearly set out, along with funding implications
- Supported services – a framework to assess the performance of existing and potential supported services will be formulated to support the Bus Strategy, including consideration of estimated patronage, links to deprived areas, links to employment and enterprise areas and contribution to tackling traffic congestion. Proposals for interim and future funding arrangements will be reported to the WECA Committee in July 2018.
- Bus Information – review the existing provision of information and produce a new Information Strategy to establish future requirements and arrangements for who provides what information and how.
- Smart and Integrated Ticketing – further develop integrated and smart ticketing initiatives and consider the need for further, statutory ticketing schemes and their revenue cost implications.

3.2 A key output of the Bus Strategy will be a set of policies that will provide direction on how it will be delivered during the implementation phase. These policies are likely to recommend actions in areas that go beyond public transport.

Timescales

4.1 Key milestones for the Bus Strategy are:

- Bus Strategy Overview and completion of network review – June 2018.
- Proposals for the interim and future funding of supported bus services – July 2018.
- Full Bus Strategy document, including completion of assessment and outline recommendations on preferred network framework- end 2018.
- Consultation on preferred network framework early 2019.
- Implementation of recommended network framework end 2019.

Consultation:

5.1 The Bus Strategy will be included in the Joint Local Transport Plan consultation planned for late spring/early summer 2018. Additional consultation will be undertaken with bus operators through the West of England Bus Operators Association and with passenger groups.

Other Options Considered:

6.1 Producing a Bus Strategy is a devolution requirement of the West of England Combined Authority.

Risk Management/Assessment:

- 7.1 There are no direct implications arising from this report. Risk management/assessment will be part of the evaluation of future bus network operating frameworks and funding arrangements for supported bus services.

Public Sector Equality Duties:

- 8.1 Equality Impact Assessment will be undertaken as part of the Strategic Environmental Assessment for the Joint Local Transport Plan. This is a statutory requirement and will ensure equality issues are fully taken on board.

Economic Impact Assessment:

- 9.1 There are no direct implications arising from this report. Future bus network operating frameworks, which will be explored as part of the Bus Strategy, will need to include an economic impact assessment as part of their evaluation.

Finance implications:

- 10.1 A virement of up to £85,000 from Retained Business Rates and Treasury Investment Income for consultant support for the Bus Strategy was agreed by the West of England Committee on 7 December 2017. Spend will be in 2017/18 and 2018/19 and for the latter will be subject to approval of a carry forward.

Legal Implications:

- 11.1 Producing a Bus Strategy is a devolution requirement of the West of England Combined Authority. The West of England Combined Authority has Integrated Transport Authority functions for Concessionary Travel, Supported Bus Services (jointly with the constituent councils), Community Transport Grants and Local Bus information including Real Time Information.

Land/Property Implications:

- 12.1 None arising from this report.

Human Resource Implications:

- 13.1 The Bus Strategy and Joint Local Transport Plan is a joint project with resources provided by all four local authorities and WECA, supported by external consultants providing technical expertise.

Chief Executive Comments:

- 14.1 Paper approved by Chief Executive.

Recommendation:

- 15.1 To note progress on producing the Bus Strategy.

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Background Papers

None

