

A meeting of the

West of England Joint Committee

will be held on

Date: **Wednesday 28th June 2017**

Time: **11.00am or the rise of the West of England Combined
Authority Committee**

Place: **BAWA, 589 Southmead Road, Filton, Bristol, BS34 7RG**

Notice of this meeting is given to members of the West of England Joint Committee as follows:

Cllr Tim Warren, Bath & North East Somerset Council
Mayor Marvin Rees, Bristol City Council
Cllr Nigel Ashton, North Somerset Council
Cllr Matthew Riddle, South Gloucestershire Council
Mayor Tim Bowles, West of England Combined Authority

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West of England Joint Committee Agenda

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1. EVACUATION PROCEDURE

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2. APPOINTMENT OF CHAIR AND VICE-CHAIR OF THE WEST OF ENGLAND JOINT COMMITTEE

To appoint the Chair and Vice-Chair for the West of England Joint Committee.

3. APOLOGIES FOR ABSENCE

To receive apologies for absence from Members.

4. DECLARATIONS OF INTEREST UNDER THE LOCALISM ACTION 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.

5. MINUTES

As this is the first meeting of the West of England Joint Committee there are no minutes to consider and approve.

6. CHAIR ANNOUNCEMENTS

To receive announcements from the Chair of the West of England Joint Committee.

7. ITEMS FROM THE PUBLIC

Members of the public can speak for up to 5 minutes each. The total time for this session is 30 minutes so speaking time will be reduced if more than 6 people wish to speak.

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If you wish to ask a question at the meeting, you are required to submit the question in writing to info@westofengland-ca.org.uk no later than 3 working days before the meeting.

8. PETITIONS

Any member of the West of England Joint Committee may present a petition at a West of England Joint Committee Meeting.

9. COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERHSIP

To be presented by the Chair of the West of England LEP.

10. LEP ONE FRONT DOOR FUNDING PROGRAMME

To endorse the thematic allocation of funding for Growth Deal Round 3 and to consider business cases that are seeking approval for funding through the Local Growth or Economic Development Funds.

11. NEXT STEPS FOR REGIONAL STRATEGY DEVELOPMENT

To seek agreement to publish a draft West of England Regional Strategy discussion paper in July.

12. TERMS OF REFERENCE FOR DEVELOPMENT OF A JOINT LOCAL TRANSPORT PLAN

To agree draft terms of reference for development of a Joint Local Transport Plan covering the Combined Authority area and North Somerset.

13. ANY OTHER ITEM THE CHAIR DECIDES IS URGENT

Next meeting: Wednesday 2 August 2017

ITEM: 10**DATE: 28 June 2017****REPORT TITLE: LEP ONE FRONT DOOR FUNDING PROGRAMME****AUTHOR: PATRICIA GREER****Purpose of Report**

1.1 To endorse the thematic allocation of funding for Growth Deal Round 3 and to consider business cases for the following schemes seeking approval for funding through the Local Growth or Economic Development Funds:

- Sustainable Transport Package 17/18,
- Portway Station,
- Weston College Construction Skills Centre,
- Weston College Health and Active Living Skills Centre
- Increasing the capacity of the BEMA Training Centre,
- Bromley Heath Viaduct Maintenance and Improvement Programme, and
- Bath Quays Phase 1B Relocation of Coach Park.

Background

2.1 A consistent approach has been developed for the identification, development, approval and change management for schemes seeking funding through the LEP Local Growth, Economic Development and Revolving Infrastructure Funds. Going forward this will involve recommendations being made by an Investment Panel comprising the Chief Executives of the West of England Combined Authority and the four local authorities, oversight by the LEP Board and formal decision making by the West of England Joint Committee. For schemes within the Economic Development Fund advice will be provided to the four Council S151 officers as part of business case approval decision. The consistent approach seeks to ensure efficiency in scheme business case development and reporting, and the opportunity to blend schemes across different funding streams to support delivery or to ensure grant spend meets allocations. The current approval status of the schemes across the funding programme is shown in Appendix 1.

2.2 It is recognised that transparency, accountability and ensuring value for money must be central to these arrangements, and Government have set out their expectations in this regard in the 'Local Enterprise Partnership - National Assurance Framework'. A compliant [West of England assurance framework](#) is in place which is being updated to reflect changes in governance and accountable body arrangements arising from the creation of the West of England Combined Authority.

Growth Deal Round 3

3.1 Through the first two round of the Local Growth Fund (LGF), the West of England secured £149.3m of capital grant funding over the period 2015/16 to 20/21. In July 2016 a bid was submitted for Growth Deal round 3 (GD3), which sought a further £81m over the period 17/18-20/21. In February 2017 it was announced that £52.8m of LGF funding had been secured, and the profile of this funding has now been confirmed (see Table 1).

£m	17/18	18/19	19/20	20/21	Total
Funds Requested	19.50	28.00	21.50	12.00	81.0
Funds Received GD3	12.30	9.97	5.10	25.44	52.8
Total LGF Allocation 1-3	49.83	45.37	13.58	34.31	143.1

Table 1 – Growth Deal 3 Bid and Allocation

3.2 Before considering the allocation of new funds awarded through GD3 it is important to keep in mind the current programme, These schemes are described in Appendix 2 and the current funding allocations and spend profile is shown in Figure 1. In order to secure spend in year for 15/16 and then particularly for 16/17 a number of existing schemes have been upscaled or projects added to the programme. Given that there was a shortfall in the funds claimed by promoters in 16/17 of £5.4m (which will have to accounted for from Quarter 1 17/18) this approach has clearly been required to avoid reputational impact, and potentially clawback.

3.3 In terms of the additional 16/17 spend to be accounted for in Quarter 1 17/18, whilst current forecasts suggest that schemes within the programme will make sufficient claims to achieve the required £5.4m, it is prudent to seek to mitigate against delays or reduced expenditure. On this basis, it is recommended that LGF expenditure is swapped with planned funding through the Revolving Infrastructure or Economic Development Funds for other approved schemes within the One Front Door programme. These to include the period April to May 2017, only to be called upon at need and in the order below:

- 1) Aztec West Roundabout (temporary swop with EDF).
- 2) Saw Close (substitute for RIF funding)
- 3) Creative Hub (substitute for RIF funding)
- 4) North South Link and West Wick Roundabout (permanent swop with EDF)

3.4 The previous actions to advance spend have left the LGF programme oversubscribed overall by £25m. It should be noted however that Foodworks^{SW} Innovation Centre (£9.5m) which was included within the GD3 bid but has already been conditionally approved and included in the programme. It is considered this current level of overprogramming is appropriate given previous experience, but this will be kept under review.

3.5 The current profile indicates spend plans for 17/18 of £53m, a shortfall of £2m when the need to offset the 16/17 underspend is addressed. Consideration of schemes to utilise GD3 funding will need to have regard to the requirement to identify sufficient schemes to deliver this spend in 17/18 with suitable in-year overprogramming to reflect previous experience. Whilst it appears the requirement to spend in year from an accounting perspective may be softening, clearly Government's expectation is that we deliver our programme as planned and we are regularly monitored on this, including through the annual conversation process.

3.6 There remain two key schemes in the current LGF programme – MetroWest Phase 1 and the Expansion of the Open Programmable City Region – which owing to their scale present particular issues for the delivery of the LGF programme overall. An update on these schemes, with a proposed approach to delivery including project definition, firm timescales and funding profile will be reported back to the Joint Committee in August and October respectively.

Thematic Allocations

3.7 It is worth keeping in mind that the West of England has full flexibility in way that GD3 funds are allocated to projects. However in order to guide project development and ensure timely

delivery it is useful to establish broad thematic allocations. There are a number of options to guide these allocations of funding as set out in Table 2, of which option c) is recommended:

- a) Retaining the bid thematic proportions
- b) Safeguarding the funding for the innovation pipeline and retaining the proportions for the themes for the remaining funds
- c) A balanced option between a) and b) which partially prioritises innovation but retains sufficient funds to run a round 4 of skills capital proposals.

Theme	£m	Innovation	Transport	Skills	Total
GD3 Bid		55	15	11	81
Option a - Retain Shares		35.9	9.8	7.2	52.8
Option b - Innovation Pipeline Priority		42.7	5.8	4.3	52.8
Option c - Balanced		39.8	6	7	52.8

Table 2 - Options for Thematic Allocations

LGF Spend £000s	15/16	16/17	17/18	18/19	19/20	20/21	Total
Transport Schemes							
Sustainable Transport Package 15/16	2,898	-	-	-	-	-	2,898
MetroWest Phase 2 Development Costs	140	351	1,685	1,024	-	-	3,200
MetroWest Phase 1 Development Costs	3,304	3,291	2,253	-	-	-	8,848
MetroWest Phase 1 Implementation	-	-	4,000	38,058	2,494	-	44,552
Sustainable Transport Package 16/17	-	1,934	1,762	-	-	-	3,696
Sustainable Transport Package 17/18	-	-	2,288	1,012	-	-	3,300
Sustainable Transport Package programme	-	-	-	2,000	2,500	3,279	7,779
Pinch Points - West Wick Rbt and North South Link	-	1,783	-	-	-	-	1,783
Pinch Points - Aztec West Roundabout	-	1,833	833	-	-	-	1,000
Portway Station	-	-	160	1,200	865	-	2,225
Pinch Points - Crow Lane Roundabout	-	-	-	-	875	975	1,850
Saw Close Public Realm, Bath	-	112	-	-	-	-	112
FE Skills Capital Schemes							
Weston College Future Technology Centre	2,743	-	-	-	-	-	2,743
Law and Professional Services Academy	5,563	13,062	765	-	-	-	19,390
Advanced Engineering Centre Extension	-	784	3,174	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	-	-	20	51	4	-	75
Weston College Construction Skills Centre	-	-	1,400	1,871	-	-	3,271
Weston College Health and Active Living Skills Centre	-	-	4,638	721	-	-	5,359
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	-	15	132	-	-	-	147
Town Square, Weston-super-Mare	-	1,227	831	-	-	-	2,058
Bath Quays Bridge	-	355	-	-	-	-	355
Cattle Market Road Demolition Works	-	278	597	-	-	-	875
Innovation Schemes							
Bristol Institute of Technology, BRL and UEZ	1,952	2,548	-	-	-	-	4,500
Bath Innovation	-	-	6,798	-	3,202	-	10,000
Health Technology Hub	-	1,036	294	-	-	-	1,330
FoodWorks ^{SW} Innovation Centre	-	-	3,838	5,523	-	-	9,361
NTProStruct	-	2,374	1,484	-	-	-	3,858
Advanced Composites Bridge	-	-	1,000	-	-	-	1,000
Expansion of OPCR	-	-	12,063	2,905	32	-	15,000
Engine Shed Phase 2	-	-	3,500	500	-	-	4,000
	16,600	36,993	52,918	54,950	9,972	4,254	175,687
GD 1&2	16,600	42,407	37,531	35,405	8,476	8,876	149,295
GD3			12,301	9,965	5,099	25,436	52,801
Overall Allocation	16,600	42,407	49,832	45,370	13,575	34,312	202,096
Change from allocation	0	-5,414	3,086	9,580	-3,603	-30,058	-26,409

Subject to approval of Full Business Case

Subject to approval of reprofiling

Figure 1 – Current LGF Spend Profile

3.8 The GD3 bid proposed thematic allocations for skills capital and transport (smaller Pinch Point or Sustainable Transport Package) interventions. The interventions within these themes will be identified through a competitive process. For innovation, the submission identified the four GD2 pipeline schemes:

- *Foodworks^{SW} Innovation Centre* – first phase of a Food and Drink 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.
- *iAero Aerospace Innovation Hub* (now the *High Value Design Innovation Centre*) – the creation of an open industry centre for advanced engineering research and development in the Filton Enterprise Area.
- *Bristol and Bath Science Park Grow On 2* - provision of Grow On Space at the Bristol and Bath Science Park at the Emersons Green Enterprise Area.
- *Quantum Technologies Innovation Centre* - construction of a centre as part of the Digital Innovation Hub for the engineering and commercialisation of practical quantum technologies including the design and manufacture of quantum devices for secure communications, new sensors and ultra-powerful computers.

The bid also identified two further innovation projects:

- *Institute of Advanced Automotive Propulsion Systems (IAAPS)* – a world-leading centre of excellence, for research and innovation into future advanced propulsion systems. Open to universities and businesses, it would be the catalyst to develop future generations of ultra-low emission vehicles.
- *NUCLEATE – Nuclear Futures Open Innovation and Technology Centre* - an open innovation and technology centre providing industry, SMEs and the supply chain with a place to work with Universities to develop new technologies prior to their deployment at a nuclear licensed site.

3.9 These innovation schemes have recently been asked to provide updated business cases to assess progress and state of readiness. The outcome of this process has indicated that all the projects retain their strong strategic fit and could deliver positive benefits. However, they remain at varying stages of development with by some distance the most developed proposal being IAAPS where the significant investment of funding in the project by Bath University has enabled the scheme to progress and now presents a comprehensive draft Full Business Case.

3.10 The other innovation projects all require further development to give confidence in delivery. Generally issues outstanding include State Aid, planning consent, detailed design and fully confirmed match funding. It is proposed that a further update on progress is sought for all the remaining innovation projects, seeking clarification on issues previously identified, with a view to making allocations and seeking Full Business Cases (FBCs) at this time.

3.11 Interest has been received from Colleges regarding the fourth round of skills projects in addition to the City of Bristol College Advanced Construction Skills Centre already allocated pipeline status. It is proposed GD3 allocation is used to fund this fourth round – targeting at least two projects – starting later this year with the application process to be informed by a skills capital strategy and guided by the Post 16 Strategic Planning Group.

3.12 Work progresses with the Councils to identify schemes which could utilise the allocation for Pinch Points/Sustainable Transport Package type schemes. These to be prioritised, including the option to deliver in 17/18-18/19 and leverage of match funding including potential links with the National Productivity Investment Fund.

Local Growth Fund

4.1 Five Full Business Cases (FBCs) have been submitted seeking LGF funding which were considered by the Investment Board, and their recommendations are set out below. The FBCs for these projects together with those seeking funding through the EDF are published on the LEP [website](#).

- **Sustainable Transport Package 17/18** - £3.3m of LGF is sought for a £4.1m project comprising 14 projects to improve walking & cycling links, public transport and public spaces focused on 3 key themes, stimulating growth, connectivity and low carbon.

Recommendation to approve the FBC.

- **Portway Station** - LGF funding of £2.2m for the £2.6m project for a new un-manned single platform rail station adjacent the existing Portway Park and ride site on the Severn Beach Line. A funding application has been made to the New Stations Fund which may reduce or remove the LGF funding requirement if successful. LGF spend is planned for 17/18-19/20.

Recommendation to approve the FBC subject to a) securing planning consent and b) provision of a detailed cost plan (including the amenity building), programme and risk register.

- **Weston College Construction Skills Training Centre** - 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. The College is seeking £3.3m from the LGF for a £3.9m project.

Recommendation to approve the FBC subject to a) securing planning consent and b) supply of updated design and costings. A Monitoring and Evaluation Plan to be produced.

- **Weston College Health and Active Living Skills Centre** - 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. The project seeks £5.4m from the LGF for a £12.9m project

Recommendation to approve the FBC subject to a) securing planning consent and b) supply of updated design and costings. A Monitoring and Evaluation Plan to be produced.

- **Increasing the capacity of the BEMA Training Centre** - 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. £75k from the LGF for a £225k project to purchase equipment.

Recommendation to approve the FBC. A Monitoring and Evaluation Plan to be produced.

4.2 To ensure that there is a clear and transparent means for schemes to be considered for entry into the programme, promoters have the opportunity to produce Outline Business Cases (OBCs) for consideration. On this basis an OBC has been produced for:

- **Colston Hall Phase 2 Transformation Project** – submitted by the Bristol Music Trust and seeking £5m towards a £49m project which would transform existing dilapidated facilities,

into a modern, sustainable, music and learning centre, allowing the hall to become a world-class entertainment venue of national significance.

Recommendation to request an FBC is produced which should set out the link between this project and the wider regional context and other cultural assets.

4.3 An FBC for the Bath Quays – Pioneer Building was considered by the Strategic Leaders Board in April and the Investment Board in May. Further proposals for this project are being considered by Bath & North East Somerset Council.

Economic Development Fund (EDF)

5.1 Two Full Business Cases have been submitted seeking EDF funding which were considered by the Investment Board:

- **Bath Quays 1b (North)** - £1.8m from EDF for 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.

Recommendation to approve the FBC.

- **Bromley Heath Viaduct Maintenance and Improvement Programme** - work for the structural repairs and upgrading for safety, pedestrian and cycling provision on the viaduct on the A4174. The overall project cost is £9.2m of which £2.8m is sought from the EDF to reduce the duration of the works from 52 weeks down to 33 weeks, reducing congestion and diversion impacts. As the EDF is fully subscribed it has previously been agreed that new schemes can only be added by substitution and this is proposed via Avonmouth/Sevenside infrastructure within the EDF programme.

Recommendation to approve the FBC. The Monitoring and Evaluation Plan to be finalised. EDF substitution to be through Avonmouth/Sevenside infrastructure.

Changes to Schemes within the Programme

6.1 A number of change requests were submitted which require a decision by the Joint Committee. The change requests which were recommended for approval by the final meeting of the Investment Board across the LGF, EDF and Revolving Infrastructure Fund (RIF) are set out in Appendix 3. Going forward all requests for change will be reported to the Joint Committee for decision. If urgent changes to approved schemes are required which cannot be considered within the normal meeting schedule, a report will be circulated to the Members of Joint Committee for a decision. Such decisions will be reported back to the next meeting of the Joint Committee to provide the required transparency and accountability. Should the Joint Committee wish to delegate any approval for scheme variations, then this will be provided on a project by project basis.

Consultation:

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

Other Options Considered:

8.1 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:

9.1 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 Board.

Public Sector Equality Duties:

10.1 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.

10.2 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.

10.3 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.

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

Economic Impact Assessment:

11.1 Supporting economic growth is central to these funding streams, and promoters are required to include an economic case within the FBCs 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 FBCs are [published](#) on the LEP website at the point of decision making

Finance Implications:

12.1 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:

13.1 Legal implications are considered on a scheme by scheme basis as part of the business case approval process. Any specific legal issues identified have been resolved with the scheme promoters

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

Land/Property Implications;

14.1 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:

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

Recommendation:

1. That in event of a shortfall in 16/17 grant claims, LGF payments are made to the schemes as set out in paragraph 3.3.
2. Endorse the approach and thematic allocations for Growth Deal 3 funding.
3. That subject to securing funding from the Higher Education Funding Council for England (HEFCE), a £10m funding allocation is made to IAAPS and an FBC is requested for this scheme.
4. Approve the FBC for the Sustainable Transport Package 17/18.
5. Approve the FBC for the Portway Station subject to a) securing planning consent and b) provision of a detailed cost plan (including the amenity building), programme and risk register.
6. Approve the FBC for the Weston College Construction Skills Training Centre subject to a) securing planning consent and b) supply of updated design and costings. A Monitoring and Evaluation Plan to be produced.
7. Approve the FBC for the Health and Active Living Skills Centre subject to a) securing planning consent and b) supply of updated design and costings. A Monitoring and Evaluation Plan to be produced.
8. Approve the FBC for the BEMA scheme. A Monitoring and Evaluation Plan to be produced.
9. Request an FBC is produced for the Colston Hall Phase 2 Transformation Project which should set out the link between this project and the wider regional context and other cultural assets.
10. Approve the Bath Quays Phase 1b (North) FBC.
11. Approve the Bromley Heath Viaduct Maintenance and Improvement Programme FBC. The Monitoring and Evaluation Plan to be finalised. EDF substitution to be through Avonmouth/Severnside infrastructure.
12. Approve the change requests set out in Appendix 3.

Appendices

- Appendix 1: Scheme Approval Status Checklist
- Appendix 2: Summary of Approved Schemes
- Appendix 3: LGF, EDF and RIF Requested Scheme Changes

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Appendix 1

Scheme Approval Status Checklist

Scheme	Current Status	OBC Reported to IB	Funds at OBC	FBC Approved	Funds at Approval	Current Approved Funding	Date change approved	Notes	Accountable Body Offer Letter
Economic Development Fund									
TQEZ Infrastructure Programme	Programme Entry * ¹	RIF Scheme					Scheme approval prior to current arrangements		RIF Scheme
Arena	Programme Entry * ¹	Dec-14	£53.0m					FBC approved May 2016 subject to conditions.	
P&R east of Bath/P&R Phase 2 / A4 Bus Lane	Programme Entry * ¹							OBC to be produced no later than 3 years from start of construction	
North South Link, Parklands, J21 Enterprise Area	Programme Entry * ¹	Sep-14	£8.773m					Merged with West Wick Roundabout scheme, see LGF X	
North Somerset Enterprise Technical College	Approved	-	→	09/02/2015	£3.702m	£3.702m		Offer letter signed 21 Jul 2015. Scheme completed July 2016.	In place
Aerospace Bristol	Approved	-	-	30/07/2015	£1.0m	£1.2m		Offer letter signed 25 Apr 2016	In place
A38/A4174 Widening Works & Gypsy Patch Lane	Programme Entry * ¹	RIF Scheme					Scheme approval prior to current arrangements		RIF Scheme
Innovation Quay Phase 1	Approved	Sep-14	→	03/02/2015	£1.229811m	£0		Re-allocated funds from this scheme to the Bath Quays scheme (see EDF-R) approval at Oct 2016 IB.	Withdrawn
MetroBus Extension to Cribbs Causeway	Programme Entry * ¹	Sep-14	£33.917m						
Aztec West Roundabout	Approved	Sep-14	£2.0m	04/02/2016	£1.771m	£1.771m		Offer letter signed 02 Nov 2016 (see also LGF-Y and RIF- I)	In place
Avonmouth Severnside Enterprise Area Flood Defences	Programme Entry * ¹	Dec-14	£60.0m	-					
Avonmouth Severnside Enterprise Area Ecology Mitigation	Programme Entry * ¹	Dec-14	£5.80m	-					
Invest in Bristol and Bath	Approved	-	-	29/04/2015	£5.0m	5.0m		Offer letter signed 15 Jul 2015	In place
Avonmouth Severnside Ecology & Flood Development Costs	Approved	-	→	12/12/2014	£1.90m	£1.90m		Offer letter signed 15 Mar 2016	In place
Temple Quarter Enterprise Zone Programme Team	Approved	Dec-14	£2.5m	07/12/2016	£2.5m	£2.5m		Offer letter signed 5 Apr 2017	In place
Bath Flood Mitigation Phase 2	Programme Entry * ¹	Jun-15	£3.0m			£0		Re-allocated funds from this scheme to the Bath Quays scheme (see EDF-R) approval at Oct 2016 IB.	
Windsor Bridge Rd Improvements + A36 Bus Lane	Programme Entry * ¹					£0		Re-allocated funds from this scheme to the Bath Quays scheme (see EDF-R) approval at Oct 2016 IB.	
Bath Quays	Programme Entry * ¹	Oct-16	£36.0m					OBC approved October 2016 IB	
Bath Quays Phase 1a (BQS)	Approved			05/04/2017	£6.245m			Offer letter in progress.	In progress
Bath Quays Phase 1b (BQN)								FBC submitted for consideration by IB in May 2017	
Diversion of Green Park Rd and Relocation of Coach Station	Programme Entry * ¹					£0		Re-allocated funds from this scheme to the Bath Quays scheme (see EDF-R) approval at Oct 2016 IB.	
Central Bristol & TQEZ Flood Defence	Programme Entry * ¹								
M32 Park & Ride	Programme Entry * ¹								
MetroWest Phase 2	Programme Entry * ¹								
NSC Flagship - Avoncrest & Hutton Moor Regeneration Phase 1	Programme Entry * ¹	Feb-16	£15m					OBC approved at February 2016 IB	

Schemes reported for decision or update at 11 May 2017 Investment Board

Scheme	Current Status	OBC Reported to IB	Funds at OBC	FBC Approved	Funds at Approval	Current Approved Funding	Date change approved	Notes	Accountable Body Offer Letter
SGC Flagship - Purchase of Land at Emersons Green	Programme Entry * ¹	Feb-17						FBC approved Feb 2017	
Bromley Heath Viaduct	Programme Entry	Mar-17	£3.7m					OBC approved Mar 2017. FBC submitted for consideration by IB in May 2017	
M49 Junction and Link Road	Programme Entry * ¹								
M32 Junction 1	Programme Entry * ¹								
Superfast Broadband	Programme Entry * ¹								
						Total			

Scheme	Current Status	OBC Reported to IB	Funds at OBC	FBC Approved	Funds at Approval	Current Approved Funding	Date change approved	Notes	Accountable Body Offer Letter
Local Growth Fund									
Bristol Institute of Technology, Robotics Lab & UEZ	Completed	Sep-14	→	01/06/2015	£4.50m	£4.50		Offer letters signed 20 Jul 2015. Works completed Dec 2016	In place
Expansion of the Open Programmable City Region	Approved	Sep-14	→	22/09/2015	£15.0m	£15.0		Offer letter on hold.	On hold
Advanced Composites – Bridge Construction	Programme Entry	Sep-14	£1.0					FBC approved subject to conditions	
Innovation in Composites for Marine Energy	Withdrawn	Sep-14	£2.0					Scheme withdrawn	-
Weston College Future Technology Centre	Completed	Sep-14	→	12/01/2015	£2.743m	£2.743m		Offer letter signed 2 Jun 2015. Works completed Jun 2016	In place
Law and Professional Services Academy	Approved	Sep-14	→	12/01/2015	£14.959m	£19.392m		Offer letter signed 2 Jun 2015.	In place
Advanced Engineering Centre Extension	Approved	Sep-14	→	12/01/2015	£4.003m	£4.003m		Offer letter signed 14 Jul 2016	In place
South Bristol Sustainable Construction Centre	Withdrawn	Sep-14	→	12/01/2015	£3.946m			Scheme withdrawn	-
Sustainable Transport Package (2015/16)	Completed	Sep-14	→	12/12/2014	£3.00m	£3.00m		Offer letter signed 30 Jul 2015. Works completed May 2016	In place
MetroWest Phase 2	Approved	Sep-14	→	22/01/2015	£3.20m	£3.20m		Offer letter signed 15 Mar 2016	In place
Bristol and Bath Cultural Destinations Media Bank	Approved	-	-	03/05/2016	£0.147m	£0.147m		Offer letter signed 29 Jul 2016.	In place
Aerospace Bristol	Approved	-	-	30/07/2015	£0.5m	£0.5m		Approved for LGF. See EDF-F.	In place
Engine Shed Phase 2	Programme Entry	Jun-15	£4.00						
Superfast Broadband Extension Programme (SGC)	Approved	Jun-15	£1.155m	09/01/2017	£1.310m	£1.310m		Offer letter signed 11 Apr 2017	In place
Superfast Broadband Extension Programme (CDS)	Programme Entry	Jun-15						FBC approved subject to conditions.	
FoodWorksSW Food and Drink Innovation Centre	Programme Entry	-	-					FBC approved subject to conditions	
B&NES Construction Skills Centre	Approved	Feb-15	£2.25m	22/07/2016	£2.5065m	£2.731m		Offer letter signed 14 Dec 2016	In place
S&B Automotive, Virtual Reality Training	Withdrawn	Feb-15	£161k					Scheme withdrawn	
South Glos Advanced STEM Education Centre	Withdrawn	Feb-15	£3.0m					Scheme withdrawn	
West Wick Roundabout and North South Link	Approved	Jun-15	£0.65	31/03/2017	£10.192m	£10.192m		Offer letter signed	In place
Aztec West Roundabout	Approved	Jun-15	£1.0m	04/02/2016	£1.0m	£1.0m		Offer letter signed 02 Nov 2016 (see also EDF-J and RIF- I)	In place

Schemes reported for decision or update at 11 May 2017 Investment Board

Scheme	Current Status	OBC Reported to IB	Funds at OBC	FBC Approved	Funds at Approval	Current Approved Funding	Date change approved	Notes	Accountable Body Offer Letter
MetroWest Phase 1 Development Costs	Approved	-	-	17/11/2015	£8.84657m	£8.84657m		Offer letter signed 16 December 2015	In place
Pionner Building	Approved	Dec-15	£10m	11/05/2017	£6.798015	£6.798015		Offer letter in progress	In progress
Bath Innovation	Programme Entry							Confirmed funding allocation.	
Sustainable Transport Package (2016/17)	Approved	-	-	06/07/2016	£3.0m	£3.696m		Offer letter signed 23 Dec 2016.	In place
Health Technology Hub	Approved	Sep-16	-	27/03/2017	£1.330m	£1.330m		Offer letter signed	In place
Weston College Construction Skills Centre	Programme Entry	Oct-16	£3.225m					FBC submitted for consideration by Investment Board	
Weston College Health and Active Living Skills Centre	Programme Entry	Oct-16	£4.243m					FBC submitted for consideration by Investment Board	
Bath Quays Bridge	Approved	-	-	29/03/2017	£0.355m	£0.355m		Offer letter signed	In place
Cattle Martket Road Demolition Works	Approved	-	-	19/04/2017	£875,475	£278,231		Offer letter signed	In place
NTProStruct	Approved	-	-	27/03/2017	£3.858m	£3.858m		Offer letter signed	In place
Town Square, Weston-super-Mare	Approved	-	-	31/03/2017	£1.286m	£2.0575m	10/03/2017	Offer letter signed	In place
Increasing Capacity of the BEMA Training Centre	Programme Entry	Oct-16	£75k					FBC submitted for consideration by Investment Board	
Sustainable Transport Package (2017/18)	Programme Entry	-	-					FBC submitted for consideration by Investment Board	
Portway Station Park & Ride		-	-					FBC submitted for consideration by Investment Board	
CoB College Advanced Construction Skills Centre	LGF Pipeline	Oct-16						FBC submitted for consideration by Investment Board	
Bristol and Bath Science Park Grow On Space (GO2)	LGF Pipeline	Dec-15						Confirmed LGF pipeline status	
IAero - Aerospace Innovation Hub	LGF Pipeline	Sep-15						Confirmed LGF pipeline status. Now High Value Fesign Innovation Centre	
High Value Design Innovation Centre	LGF Pipeline	May-17							
Quantum Technologies Innovation Centre	LGF Pipeline	Dec-15						Confirmed LGF pipeline status	
Minor Transport Schemes	LGF Pipeline	Dec-15						Confirmed LGF pipeline status subject to programme being developed	
Sawclose Public Square Bath City Centre	Approved							See RIF-J. LGF up to £285k in 16/17 agreed by IB in Aug16	
North Somerset Enterprise Technology College	Approved							See EDF-E. LGF up to £2.177m on 16/17 agreed by IB in Jul16	

Total

Revolving Infrastructure Fund									
Sawclose Public Square Bath City Centre	Approved	Sep-14	→	10/12/2015	£1.075m	£1.075m		Offer letter signed 18 March 2016	In place
Aztec West Roundabout	Approved	Jun-15	£0.75m	04/02/2016	£1.729m	£1.729m		Offer letter signed 2 Nov 2016 (see also EDF-J and LGF-Y)	In place
W-s-M Creative Hub	Programme Entry	May-16	£0.402m	19/05/2017	£0.402m			Offer letter in progress	In progress
J21 - Northbound Merge Improvement Scheme	Programme Entry	Oct-16	£450k					FBC approved with conditions Mar 2017	
J21 – Queensway Improvement Scheme	Programme Entry	Oct-16	£2.09m					OBC approved at October 2016 IB	

Total

Schemes reported for decision or update at 11 May 2017 Investment Board

Appendix 2

LGF Schemes Complete, Fully Approved or Approved with Conditions

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

- **Future Technology Centre**, Weston £2.74m LGF – 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.
- **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.
- **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.
- **North Somerset Enterprise Technical College (NSETC)** £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.
- **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.
- **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.
- **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.

B. Schemes with signed grant offer letters in place and grant claims made:

- **Law and Professional Services Academy**, Weston £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.

- **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.
- **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.
- **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.
- **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.
- **Sustainable Transport Package 2016/17** £3.686m 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.
- **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.
- **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.
- **Bath Quays Bridge** £355k 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.
- **Cattle Market Demolition Works** £278k LGF – Demolition of the former Post Office Sorting Depot building to clear the site and prepare it for development and increase its market attractiveness.

- **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.
 - **Town Square, Weston-super-Mare** £2.058m 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.
 - **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
 - **Saw Close Public Square, Bath** - £112k (plus £936k 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 Area.
- C. Schemes approved with conditions which can proceed direct to offer letter once these are met:
- **Advanced Composites for Transport Infrastructure – Bridge Construction** £1.0m 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.
 - **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.

EDF Schemes Complete, Fully Approved or Approved with Conditions

A. Schemes which are complete:

- **North Somerset Enterprise Technical College (NSETC)** £1.525m EDF - see LGF A above.

B. Schemes with signed grant offer letters in place:

- **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.
- **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.
- **Aerospace Bristol** £1.2m EDF – see LGF A above.

- **Aztec West Roundabout** £2.0m EDF - see LGF A above.
- **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.
- **West Wick Roundabout and North South Link** £8.409m EDF – see LGF A above.

D. Schemes approved with conditions which can proceed direct to offer letter once these are met:

- **Bristol Arena** £53m EDF - construction of a new 12,000 capacity, horseshoe configuration indoor entertainment arena on the former Diesel Depot (now known as “Arena Island”), that will fill a gap in the City’s cultural infrastructure by delivering an entertainment venue to serve Bristol and sub-region, with considerable economic benefits.

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

A. Schemes with signed grant offer letters in place and grant claims made:

- **Saw Close Public Square, Bath** - £936k RIF – see LGF B above

B Schemes approved with the offer letter in progress

- **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

C 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.

Appendix 3

Change Requests Recommended for Approval to the Joint Committee

Local Growth Fund

- **Composite Bridge** - Delay of between 9-22 months across all milestones. Including an 11 month delay to opening to July 2019, due to the complex nature of the materials proposed and its development for use in structures such as the bridge.
- **MetroWest Phase 2**
 - Slippage in interim milestones (GRIP 3 Option Selection (single option outline design) and Outline Business Case Approval) by 6 months in response to the latest forecasts for completion of GRIP3/4 from Network Rail.
 - Request to re-profile the 16/17 underspend of £149k to the 17/18 and 18/19 budget
- **Bristol & Bath Cultural Destinations Media Bank** – Request to re-profile the £57k underspend in 16/17 to 17/18.
- **Superfast Broadband SGC** - Reprofile of £186k from 16/17 to 17/18 and 18/19
- **FoodWorks^{SW} Innovation Centre**
 - Slippage in interim milestones (Detailed layout and Design, approval of design and planning application, Full Business Case Offer letter sign off, Full Planning Permission secured) by 4 months with no impact on project completion date.
 - Request to re-profile the forecast 16/17 spend of £1.108m into 17/18 and 18/19 due to delays on securing planning consent, now anticipated Jun 2017.
- **B&NES Construction Skills Centre** – Request to reprofile £232k of expenditure from 16/17 to 17/18 as a result of the delayed start of the construction phase.
- **West Wick Roundabout and North South Link** - Delay to interim milestones for the North South Link (secure full planning consent, appoint contractor and start on site) by 2 months with delay on completion date by 7 months to Oct 2017.
- **Metro West Phase 1** – Request to re-profile the £997k underspend in 16/17 to the 17/18 project budget.
- **Sustainable Transport Package 16/17** - Request to re-profile the 16/17 underspend of £162k to the 2017/18 budget due to delays to 3 schemes in the package.
- **Town Square. Weston-super-Mare** - request for an additional £420.5k of funding (+20%) to reflect revised contractor prices not available at the time of approval owing to rapid mobilisation.
- **Weston College Law and Professional Services Academy** – Request to reprofile £765k from 16/17 to 17/18.
- **Cattle Market Road Demolition Works** – Request to reprofile £597k from 16/17 to 17/18.

Economic Development Fund

- **Avoncrest & Hutton Moor Regeneration Phase 1** – Slippage in interim milestones (completion of Hutton Moor refurbishment & gym expansion) by 3 months to Oct 2017. Re-profile £4.082m of spend from 16/17 and 17/18 into 18/19, due to additional work and time required on transport and Hutton Moor Phase 2 options prior to start on site. This reduces construction amount spent in 2017/18 and increases amount in 2018/19.
- **Bristol Arena** – slippage of milestones including construction start and completion to 2018 and 2020 respectively.

Revolving Infrastructure Fund

- **J21 Queensway improvements** – Programme slippage of 6 months due to Highways England's request for further traffic modelling and NSC's challenge of the TEMPRO data set. Significant slippage of interim milestones with impact on project completion date, delayed by 9 months to Mar 2019.
- **Saw Close Public Square. Bath** – Programme slippage of the funded public realm element of the scheme which resulted from a revised delivery profile for the main redevelopment. Some £150k of funding is required to be slipped across financial years from 2017/18 to 2018/19.

ITEM: 11

DATE: 28th June 2017

REPORT TITLE: NEXT STEPS FOR REGIONAL STRATEGY DEVELOPMENT

AUTHOR: PATRICIA GREER, INTERIM CHIEF EXECUTIVE

Purpose of Report

- 1 To seek agreement to publish a draft West of England Regional Strategy discussion paper in July.

Issues for Consideration

- 2 The draft West of England Regional Strategy discussion paper sets out our ambition for inclusive economic growth in the West of England.
- 3 It is proposed that the draft West of England Regional Strategy discussion paper is published in July with a view to formally launching the West of England Regional Strategy in the autumn.
- 4 The regional strategy covers the local authority areas of Bath and North East Somerset, Bristol, South Gloucestershire and North Somerset. Officers from across these authorities have been involved with the development of the draft strategy, vision and priorities. The Local Enterprise Partnership and business have also been involved in shaping the regional strategy.
- 5 Our ambition is that the regional strategy will be embraced by organisations across the region and be used to guide and steer activities across the region. It will also inform the West of England Combined Authority Business Plan, shape the organisations' activities and help inform scheme prioritisation.
- 6 Adoption of a regional strategy will demonstrate our commitment to co-ordination across the region from across the public sector and business in the West of England. It will strengthen our region's case for investment and further devolution.
- 7 Delivery of the regional strategy will require the support of, and partnership working with, a range of organisations and agencies from across the region, each of whom will play a key part in delivery of the strategy.
- 8 The regional strategy will provide a framework for the business plan and performance management framework that will be presented to the Constituent Authorities and to Government to demonstrate progress. It will guide all activity and make sure that everything we do is prioritised and focused on delivering the regional strategy.

9 Timetable:

Publish Regional Strategy discussion paper for public engagement	July 2017
Public engagement period	July, August, September
Drafting of final Regional Strategy	September
Publication of final Regional Strategy	October

Consultation

- 10 Officers from the Combined Authority have engaged with a range of representatives from across the business community, unitary authorities and others in the development of a discussion paper.
- 11 This report seeks agreement to publish a draft West of England Regional Strategy discussion paper in July to widen these discussions.
- 12 The West of England Combined Authority is committed to engaging with a wide range of stakeholders across the region to ensure strategy is relevant and effective and well supported.

Other Options Considered

- 13 None.

Risk Management/Assessment

- 13 A strategy for the region will provide a framework for the West of England Combined Authority business plan and investment decisions, without it the Authority risks lacking direction
- 14 The vision and priorities in the strategy will guide budget planning, without it the Combined Authority may be unable to demonstrate sound investment decisions to Government at its devolution five-year gateway review
- 15 An agreed regional strategy will strengthen the regions case for future investment and devolution; without a co-ordinated approach the region may be overlooked by potential investors.

Public Sector Equality Duties:

- 16 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.

17 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.

18 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.

19 We will work to ensure that representatives from a range of organisations representing the interests of underrepresented groups are invited to be involved in discussion of the West of England Regional Strategy discussion paper.

Economic Impact Assessment:

20 No economic impacts as a result of this report.

Finance Implications:

21 No financial implications as a result of this report.

Legal Implications:

22 No legal implications as a result of this report

Land/Property Implications;

23 No land/property considerations as a result of this report

Human Resources Implications:

24 No HR implications as a result of this report

Recommendation:

25 It is recommended that a draft West of England Regional Strategy discussion paper is published in July for discussion with partners across the business community, public and community sector.

Report Author: Jessica Lee and Helen Edelstyn

West of England Combined Authority Contact:

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ITEM: 12

REPORT TO: JOINT COMMITTEE

DATE: 28th JUNE 2017

**REPORT TITLE: TO NOTE DRAFT TERMS OF REFERENCE FOR
DEVELOPMENT OF A JOINT LOCAL TRANSPORT PLAN**

AUTHOR: BASIL JACKSON, INTERIM HEAD OF TRANSPORT

1 PURPOSE

- 1.1 To set out terms of reference for the preparation a Joint Local Transport Plan (JLTP) covering the Combined Authority area and North Somerset.
- 1.2 The JLTP is crucial to ensuring that appropriate infrastructure is provided to secure future development proposals as contained within the emerging JSP. Board members should note that a paper detailing terms of reference for the preparation of the Bus Strategy and the KRN is being considered by WECA Committee. Funding related to the Bus Strategy and the KRN will apply to the Combined Authority administrative area. However, Bus Strategy and KRN policies will be relevant to the region as whole and, as such, will be contained within the JLTP.

2 ISSUES FOR CONSIDERATION

Background

- 2.1 The formation of the Combined Authority confirmed WECA as the Local Transport Authority for its area with a number of powers pertaining to the provision of local bus services. These include powers and duties contained within parts 3 and 4 of the Transport Act 1985, and Part 2 of the Transport Act 2000 (as amended), which can be summarised as:
 - duty to produce a Local Transport Plan;
 - production of a Bus Strategy;
 - rights to franchise local bus services within its area, subject to the completion of the process set out in the Bus Services Act 2017;
 - powers to enter into quality bus partnerships (QBP) and enhanced partnerships;
 - responsibility for the provision of bus information and the production of a bus information strategy;
 - role of Travel Concession Authority;
 - financial powers to enable the funding of community transport; and
 - powers to support bus services (this power is held jointly with constituent councils).
- 2.2 Powers associated with the Combined Authority are in two parts; namely, Mayoral powers and Combined Authority powers:

Mayoral powers

The directly elected Mayor of the West of England will:

- a. Take responsibility for a devolved and consolidated local transport budget, with a multi-year settlement. Functions are devolved to the Combined Authority accordingly, to be exercised by the Mayor.
- b. Have the ability to franchise bus services in the city region, This will support the Combined Authority's ambitions in delivering a high quality bus network and in enhancing the local bus offer. This includes the delivery of smart and integrated ticketing, local branding and provision of minimum standards across the network.
- c. Take responsibility for a Key Route Network of local roads, which will be defined and agreed by the constituent local authorities and will be managed and maintained at a city region level. The management, maintenance and improvement of the Key Route Network will be supported by devolving all relevant local roads maintenance funding as part of the Mayor's consolidated, multi-year local transport budget. This will also support the delivery of a single asset management plan for the local authority network across the Combined Authority area, and streamlined contractual and delivery arrangements.

Combined Authority powers

In addition and as part of the Devolution deal:

- a. Appropriate local transport functions has been conferred to the Combined Authority (to be exercised by the Mayor). The Combined Authority has become a new single policy body to determine the Mayor's transport plans and the delivery of an integrated public transport network for the city region.
- b. To support better integration between local and national networks, the government and the West of England Combined Authority will enter into joint working arrangements with Highways England and Network Rail on operations, maintenance and local investment through a new Memorandum of Understanding.
- c. The Combined Authority will bring forward proposals that would enable the Mayor and Combined Authority to implement Clean Air Zones in the Combined Authority area. This will help achieve Air Quality Plan objectives at both the national and local level.

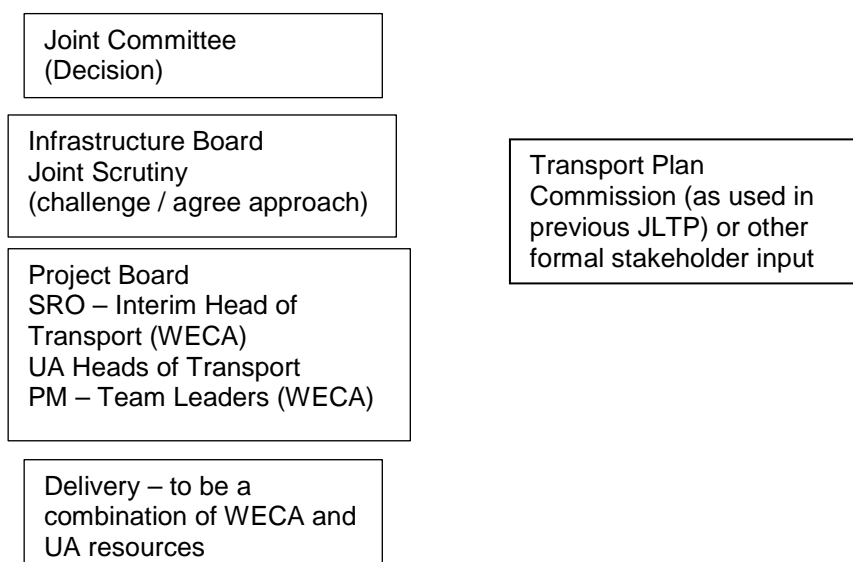
2.3 A meeting of the West of England Combined Authority on 15th March considered a report on Transport Delivery and agreed the WECA transport functions as summarised above and set out in Appendix A. There is a statutory duty placed on WECA and North Somerset Council to produce a Local Transport Plan. This is a vital tool to help transport authorities, their partners and their local communities, plan for transport in the way that best meets the needs of the area. The document is crucial to ensuring that appropriate infrastructure is provided to secure the future development proposals as contained within the emerging JSP.

2.4 It is important to note that, whilst the Combined Authority takes on the role of Transport Authority for the WECA area, Constituent Authorities remain the highway authority. Thus a fully collaborative approach is required between constituent councils and WECA in order to maximise benefits and build on the success of the two previous JLTPs. It is envisaged that the JLTP will invariably cover policies for which the Combined Authority is not responsible (e.g. parking, bus lane enforcement and road maintenance); therefore, it will be necessary to consider the role of sign-off within the councils as part of the programme of work.

JLTP Terms of Reference

- 2.5 Working with constituent councils and North Somerset Council, advice will be sought from the Infrastructure Advisory Board on the scope of this work, including:
1. New JLTP based around the existing JLTP objectives updated to support the Joint Spatial Plan.
 2. Develop the existing Joint Transport Vision to provide further technical evidence and direction for the JLTP.
 3. Outline of a prioritised implementation plan.
 4. New Strategic Environmental Assessment to ensure a JLTP which minimises its impact on the environment.

GOVERNANCE



- 2.6 In developing the JLTP for sign-off, Joint Committee will be supported by the Infrastructure Advisory Board and Joint Scrutiny Committee. Officers will form a project board (as detailed in the diagram above) to oversee all aspects of this work and ensure its timely delivery.

DRAFT TIMESCALES

- 2.7 It is anticipated that the delivery of a number of tasks detailed above will be undertaken in tandem, but successful delivery is dependent on availability of resources. Draft timescales for key milestones are as follows:
- May to June 2017 - Scope/Terms of Reference drawn up for LTP
 - October 2017 – West of England Combined Authority/Joint Committee sign off consultation plan for JLTP
 - January to March 2018 - Consultation on JLTP
 - July 2018 onwards – delivery of work packages including the undertaking of a bus network review and assessment of operating framework options as included in the powers provided to the combined authority.

3 CONSULTATION

- 3.1 No formal consultation has been undertaken at this stage. Timescales for a future statutory consultation process is provided in the report.

4 OTHER OPTIONS CONSIDERED

- 4.1 N/A. The production of a Local Transport Plan (and a number of its daughter documents) is a statutory requirement.

5 RISK MANAGEMENT/ASSESSMENT

- 5.1 Duties in relation to the LTP fall to the West of England Combined Authority. To not deliver an LTP would be a failure to meet a statutory duty and is thus likely to be frowned upon by Government. In addition, the region would struggle to adequately plan for transport in order to meet the needs of the region in the most effective way.

6 PUBLIC SECTOR EQUALITY DUTIES

- 6.1 Feedback will be sought from affected communities and statutory consultees to meet the authorities' duties under the Equality Act 2010 as the JLTP and its daughter documents are developed. This includes a 3 month consultation period; the results of which will be used in an equality impact assessment.

7 ECONOMIC IMPACT ASSESSMENT

- 7.1 All economic impacts resulting from this work will be considered during the JLTP's development and EIAs developed as appropriate.

8 FINANCE IMPLICATION

- 8.1 Work is currently underway to identify the amount of resource and type of skills required for timely delivery of the JLTP work-stream.

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

9 LEGAL IMPLICATIONS

- 9.1 *None arising from this report.*

10 LAND/PROPERTY IMPLICATIONS

- 10.1 None arising from this report.

11 HUMAN RESOURCE IMPLICATIONS

- 11.1 Work is currently underway to identify the amount of resource and type of skills required for timely delivery of the JLTP work-stream.

Advice given by: William Harding, Interim HR Director, WECA

12 RECOMMENDATION

- 12.1 Committee is asked to note the terms of reference, including proposed governance arrangements, as detailed in this paper.

Report Author: Basil Jackson (Interim Head of Transport, WECA)

West of England Combined Authority Contact: Basil Jackson

Background Documents

15th March 2017 West of England Combined Authority, Agenda Item 8, Transport Delivery

APPENDIX A – SUMMARY OF WECA's TRANSPORT POWERS

Duty to produce a Local Transport Plan

The Local Transport Act 2008 places a statutory duty on WECA as the Local Transport Authority, to produce a Local Transport Plan for its area. This should contain a long term transport strategy and a short term implementation plan with proposals for delivery.

The West of England already has a history of colligate working on such policies. The current LTP is the second such joint plan and was approved in 2011 by the four West of England authorities, including North Somerset Council. The current JLTP covers the years 2011 to 2026. The West of England Mayor has powers to commence the update of a joint LTP for the WECA, but can agree an updated JLTP with North Somerset Council. Board members should note that a paper covering terms of reference for the preparation of the third Joint Local Transport Plan (including its links with the Joint Spatial Plan (JSP) policies) covering the WECA area and North Somerset Council is being considered by Joint Committee

Bus Strategy

The Transport Act 2000 requires the Combined Authority to consult on and produce a Bus Strategy, setting out the requirements for bus provision in the region. The West of England Combined Authority has a number of powers pertaining to the provision of local bus services. These include powers and duties contained within parts 3 and 4 of the Transport Act 1985, and Part 2 of the Transport Act 2000 (as amended), which can be summarised as:

- duty to produce a bus strategy;
- rights to franchise local bus services within its area, subject to the completion of the process set out in the Bus Services Act 2017;
- role of Travel Concession Authority;
- financial powers to enable the funding of community transport; and
- powers to support bus services (this power is held jointly with constituent councils).

Provision of bus services

WECA has joint powers with Constituent Authorities to support bus services, including formulating policies for the provision of socially necessary services. This means that both West of England Combined Authority and the Constituent Councils can use the relevant powers in the Transport Act 1985, with the approval of the other organisation, but cannot use the powers unilaterally. Nevertheless, the nature and role of these services will need to be considered through the development of the Bus Strategy which is a West of England Combined Authority responsibility to progress. For the current financial year, funding is being passported back to the three constituent councils in the West of England Combined Authority area. A decision on any change to this situation from 2018/19 has yet to be made.

Bus Partnerships

Upon its creation, West of England Combined Authority has the powers available in Part 2 of the Transport Act 2000 to enter into bus partnership arrangements within the West of England Combined Authority area. Prior to the West of England Mayor taking up office, Members of the West of England Joint Transport Board (JTB) agreed to the making of a Quality Partnership Scheme for the network of MetroBus services across the three authorities delivering the MetroBus schemes. Going forward, the West of England Combined Authority has the responsibility for finalising this under the new legislation as an Advanced Quality Partnership Scheme and for developing future bus partnerships for services within its area (where necessary in combination with North Somerset Council).

Bus information

West of England Combined Authority is now responsible for the production of a Bus Information Strategy and the provision of bus information. Real Time Information (RTI) and the TravelWest website are currently managed by Bristol City Council (BCC) on behalf of 4 councils (including North Somerset). To date, Bristol City Council has led on the procurement of a new RTI contract on behalf of the 4 councils. Production and updating of roadside timetable displays, data verification, local management of Traveline (SWPTI) and publicity leaflets for contracted bus services are functions currently being carried out by the constituent councils.

Key Route Network

Among the transport powers devolved to the Mayor of West of England Combined Authority is the identification and maintenance of a Key Route Network (KRN). Subject to agreement, the KRN will serve the main strategic demand flows of people and freight across the region and provide connections to the national strategic road network. It may also serve large local flows which use main roads to provide good access for local businesses reliant on road based transport.

Closely linked to the KRN will be the new Joint Transport Asset Management Plan. The asset management plan will help authorities in the region to understand the condition of its asset (roads, footways, bridges etc) in detail. This will mean that service improvements can be accurately targeted and the timing of maintenance planned such that further deterioration is minimised. As such, funding requests can be supported with hard facts.