

A meeting of the
West of England Joint Committee

will be held on

Date: Monday 30 October 2017

**Time: 4pm or the rise of the West of England Combined
Authority Committee**

**Place: Guildhall, Bath & North East Somerset Council, High Street,
Bath, BA1 5AW**

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

In the event of a fire, please await direction from Bath & East North 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 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.

4. MINUTES

To consider and approve the minutes from 28 June 2017 of West of England Joint Committee Meeting.

5. CHAIR ANNOUNCEMENTS

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

6. 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.

If you wish to present a petition or make a statement 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. **The deadline is 12pm Friday 27th October.**

If you wish to ask a question at the meeting, you are required to submit the question in writing to [idemocratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk) no later than 3 working days before the meeting. **The deadline is 5pm Tuesday 24th October.**

7. PETITIONS

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

8. COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERSHIP

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

9. WEST OF ENGLAND DRAFT JOINT SPATIAL PLAN

To present the Publication version of the Joint Spatial Plan (JSP) to the Joint Committee, for it to consider and subject to their views to recommend to Bristol City Council, Bath and North Somerset Council, South Gloucestershire Council and North Somerset Council; ("the Councils").

10. INVESTMENT PANEL RECOMMENDATIONS

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. WEST OF ENGLAND TRANSPORT UPDATE

To update the Joint Committee on progress towards producing the new Joint Local Transport Plan and the latest position on the West of England's MetroWest project.

12. WEST OF ENGLAND JOINT TRANSPORT STUDY

To present the Final Report of the West of England Joint Transport Study, to enable the consideration of its schemes, strategy and recommendations in the forthcoming replacement to the Joint Local Transport Plan for public consultation from Spring 2018.

13. REVENUE 2017/18 – OUTTURN MONITORING APRIL 2017 TO SEPTEMBER 2017

This report presents the revenue outturn budget monitoring information for the West of England Joint Committee for the financial year 2017/18.

14. ANY OTHER ITEM THE CHAIR DECIDES IS URGENT

Next meeting: Thursday 7th December 2017

**Minutes of the meeting of the
West of England Joint Committee
28th June 2017**

1	<p>EVACUATION PROCEDURE</p> <p>Councillor (Cllr) Matthew Riddle, Leader of South Gloucestershire Council, welcomed everyone to the first meeting of the West of England Joint Committee and made a safety announcement in relation to the fire/emergency evacuation procedure.</p>
2	<p>APPOINTMENT OF CHAIR AND VICE-CHAIR OF THE WEST OF ENGLAND JOINT COMMITTEE</p> <p>Cllr Riddle introduced first item for the West of England Joint Committee, having previously held the position of Chair of the West of England Strategic Leaders Board. He introduced committee members; Mayor of Bristol Marvin Rees, Cllr Tim Warren, Leader of Bath & North East Somerset Council, Nigel Ashton, Leader of North Somerset Council, West of England Mayor Tim Bowles and Mr James Durie substituting for Professor Steven West, Chair of the Local Enterprise Partnership (LEP) and representing the business community.</p> <p>Cllr Riddle asked members for proposals to appoint the Chair and Vice-Chair for the West of England Joint Committee as a first order of business.</p> <p>Cllr Tim Warren, proposed Cllr Mathew Riddle as Chair of the West of England Joint Committee.</p> <p>Mayor Bowles seconded the nomination.</p> <p>On being put to the vote the motion was carried unanimously.</p> <p>The Chair asked for proposals for a Vice Chair.</p> <p>Mayor Bowles proposed Mayor Marvin Rees.</p> <p>Cllr Tim Warren seconded the nomination.</p> <p>On being put to the vote the motion was carried unanimously.</p> <p>The Chair congratulated the appointments and thanked members for their input.</p>
3	<p>APOLOGIES FOR ABSENCE</p> <p>Apologies were noted from Professor Steven West, the Chair of the West of England LEP.</p>
4	<p>DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972</p> <p>There were no Declarations of interest</p>
5	<p>MINUTES</p> <p>The Chair noted that as this was the opening meeting of the West of England Joint Committee there were no previous minutes to be agreed.</p>
6	<p>CHAIR'S ANNOUNCEMENTS</p> <p>The Chair welcomed everyone to BAWA for the first meeting of the West of England Joint</p>

Committee. He explained that the need for a Joint Committee to oversee matters across the region of Bristol, Bath & North East Somerset, North Somerset and South Gloucestershire had been identified through a Governance Review conducted following the West of England Devolution Deal.

The Chair referred to the earlier meeting of the West of England Combined Authority Committee, chaired by West of England Mayor Tim Bowles, and welcomed Mayor Bowles to the Joint Committee.

In outlining the role of the Joint Committee, the Chair highlighted the need for continued cross boundary engagement across the West of England to ensure the success of the four West of England authorities. The Chair noted critical strategic issues such as economic development, planning and transport, and emphasised the need for continued engagement with residents, business and voluntary sectors, across all four Unitary Authorities.

The Chair outlined the responsibility of the committee to review strategic regional matters including the Joint Spatial Plan and Joint Transport Study. He applauded the pace and continued joint efforts of the authorities to complete these strategic projects and stated the importance of the committee in overseeing these matters.

The Chair drew attention to a standing item of the Joint Committee agenda; comments from the chair of the Local Enterprise Partnership (LEP). He welcomed the opportunity to strengthen the LEP's engagement in the key strategic issues for the region and noted the contribution of the interim Chair of the LEP, Professor Steve West, in shaping the future of the LEP with colleagues across the four unitary authorities and critically, in the business community. The Chair welcomed future working with the LEP Chair and a new LEP Board in due course.

7

ITEMS FROM THE PUBLIC

Public Questions:

No public questions had been submitted.

Public speakers:

Members of the public were invited to make any additional statements raising separate issues to those presented at the earlier West of England Combined Authority Committee, of which noted statements would be circulated to this Committee. The following public speakers made representations:

Ms Christina Biggs – Friends of Suburban Bristol Railway (FOSBR)

Ms Christina Biggs, representing Friends of Suburban Bristol Railway (FOSBR) submitted a written statement to the Committee. Ms Biggs addressed the committee on a number of transport issues and stated her view that there was a lack of recognition of rail infrastructure issues and a predominantly bus and highways focused strategy. Ms Biggs urged the committee to develop a rail strategy to demonstrate the authorities' commitment to rail travel.

The Chair thanked Ms Biggs for her comments and confirmed that the written statement

would be included with the minutes of the meeting. The Chair noted that rail infrastructure had been and continues to be crucial for the West of England and that rail investment was a crucial aspect of transport infrastructure.

Ms Julie Bosworth – Friends of Suburban Bristol Railway (FOSBR)

Ms Julie Bosworth, representing Friends of Suburban Bristol Railway, addressed the committee on transport issues across the West of England. Mrs Bosworth urged decision makers to promote a positive message for rail investments.

Ms Bosworth urged that the committee members help to promote the awareness of rail investment and invited decision makers to travel with members of Friends of Suburban Bristol Railway via bus and train, in an effort to promote these methods of travel.

The Chair thanked Mrs Bosworth for her comments and confirmed that her written statement would be included with the minutes of the meeting.

Mr David Redgewell, Southwest Transport Network, Bus Users UK and TSSA

Mr David Redgewell, representing Southwest Transport Network, Bus Users UK and TSSA submitted a written statement to the Committee. Mr Redgewell addressed the committee on rail and bus issues across the West of England. In support of his statement Mr Redgewell stressed his view that the West of England’s bus network should be across all four authorities and therefore North Somerset must in his opinion be part of a future bus strategy.

Mr Redgewell requested that future West of England Combined Authority strategies must ensure equality in the heart of their policy development.

The Chair thanked Mr Redgewell for his comments and noted the range of information and detail provided. The Chair confirmed that the written statement would be included with the minutes of the meeting.

Mrs Angela Essex

Mrs Angela Essex addressed the committee on transport related issues across the West of England. In her opinion the priority was to deliver Henbury Station, enhanced bus services to Cribbs Causeway and to redevelop land behind Temple Meads as a bus station.

The Chair thanked Mrs Essex for her comments and confirmed that the written statement would be included with the minutes of the meeting.

8 PETITIONS FROM MEMBERS

None received.

9 COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERHSIP

Mr James Durie presented a statement on behalf of Professor Steve West, Chair of the LEP, outlining the crucial role of the LEP in bringing business and university voices to the committee to inform discussion s the future of the West of England region. Mr Durie

highlighted his view that there was a need to fully understand the LEP's role in working to shape economic growth and the skills agenda across West of England, and confirmed the LEP's support for the development of the West of England strategy.

The Chair, thanked Mr Durie and the LEP Chair for his representation. The Chair supported the statement and noted the need to ensure the understanding of the function of the LEP moving forward.

10

LEP ONE FRONT DOOR FUNDING PROGRAMME

The Chair introduced a report on the One Front Door Funding Program and noted that the report was asking members to endorse the thematic allocation of funding for Growth Deal Round three and to consider business cases seeking approval for funding through the Local Growth or Economic Development Funds.

The Chair introduced Pete Davis, Major Scheme Co-ordinator from the West of England Combined Authority, to answer any questions on the report.

The Chair referred to earlier comments from Mr Redgewell in the public statements to the committee, and noted that funding had been made available to reduce the time taken to undertake the repairs to Bromley Health Viaduct, an important route through the West of England. The Chair noted that the additional funding would help reduce the period of works from 52 to 33 weeks.

Mayor Tim Bowles endorsed the Chair's comments for Bromley Heath Viaduct, outlining the importance not to see the issue solely as a South Gloucestershire project as it tackled the issue of congestion across the whole West of England.

The Chair thanked Pete Davis and all officers involved in the work. The Chair proposed to consider the recommendations on block.

The Chair moved the recommendations

Mayor Tim Bowles seconded the recommendations.

On being put to the vote the motion was carried unanimously.

Resolved:

1. The West of England Joint Committee agreed the recommendations of the LEP One Front Door Funding Programme Report of the 28th June 2017 as follows:
 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

	<p>subject to a) securing planning consent and b) supply of updated design and costings. A Monitoring and Evaluation Plan to be produced.</p> <ol style="list-style-type: none"> 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/Sevenside infrastructure. 12. Approve the change requests set out in Appendix 3.
11	<p>NEXT STEPS FOR REGIONAL STRATEGY DEVELOPMENT</p> <p>The Chair introduced a report on the next steps for the development of a West of England Regional Strategy and noted the recommendation that a draft Regional Strategy be published in July.</p> <p>The Chair introduced Patricia Greer, interim CEO of the Combined Authority, to answer any questions on the report.</p> <p>Cllr Tim Warren commented on the importance of a West of England Regional Strategy in moving forward in dialogues with central government. The Chair supported this comment adding that the importance of the regional strategy was also apparent in dialogue with prescribed bodies and key stakeholders. Mr James Durie again reinforced what members noted highlighting the importance of involvement of the business community.</p> <p>The Chair moved the recommendations.</p> <p>Cllr Nigel Ashton seconded the recommendations.</p> <p>On being put to the vote the motion was carried unanimously.</p> <p>Resolved:</p> <ol style="list-style-type: none"> 1. The West of England Joint Committee agreed the recommendations of the ‘Next Steps for Regional Strategy Development Report’ of the 28th June 2017 and will publish a draft West of England Regional Strategy discussion paper in July for discussion with partners across the business community, public and community sector.
12	<p>TERMS OF REFERENCE FOR DEVELOPMENT OF A JOINT LOCAL TRANSPORT PLAN</p> <p>The Chair invited members to note the proposed Terms of Reference for the development of the Joint Local Transport Plan, covering the Combined Authority area and North Somerset. The Chair outlined that this plan follows on from the work that the four unitary authorities have been doing collectively on the Joint Transport Study and the Joint Spatial Plan and is also something that is a duty of the West of England Combined Authority.</p> <p>The Chair outlined that the paper reiterates a commitment to delivering the plan as four Councils. It was noted that the Infrastructure Advisory Board would have opportunity to input</p>

	<p>into this work.</p> <p>The Chair introduced Basil Jackson, Interim Head of Transport at the Combined Authority, to answer any technical questions on the report.</p> <p>Mayor Rees stressed the need to be conscious of need to have resource for long term planning. Mayor Rees acknowledged the demands on authorities from every day delivery of services and highlighted that the impacts of lack of resource was felt on the larger long term projects and programs. Mayor Rees stressed that joint working is about relationships as much as getting projects completed and encouraged the need for the Joint Local Transport Plan coordinators to reach out to the four unitary authorities to ensure continued contribution and collaboration.</p> <p>Mayor Bowles agreed with Mayor Rees, emphasising the need for ongoing dialogue between both officers and politicians of the four authorities and the Combined Authority.</p> <p>The Chair noted the recommendation is to note the reports terms of reference.</p> <p>Members noted the report and recommendation</p> <p>Resolved:</p> <p>The West of England Joint Committee noted the terms of reference, including proposed governance arrangements, as detailed in the ‘ Draft Terms of Reference for Development of Joint Local Transport Plan Report’ of the 28th June 2017</p>
13	<p>ANY OTHER ITEMS THE CHAIR DECIDES ARE URGENT</p> <p>There were no other items of urgent business.</p> <p>The Chair thanked both members of the public and authority officers and members for their attendance and input to the public meeting and declared the meeting closed.</p>
	<p>Signed:</p> <p>Date:</p>

APPENDICES:

Appendix One - Public Statements

APPENDIX ONE – PUBLIC STATEMENTS

Statement 1:

David Redgewell, TSSA, Bus Users UK

Statement from South West Transport Network with support from Living Easton to WECA 28th June 2017 and Joint Leaders Board 28th June regarding heritage buildings in Greater Bristol

We are very concerned about in the way many historic buildings in the WECA area are being allowed to decay or become derelict. Immediate examples of this include Speedwell Baths in Bristol of which demolition is being opposed by the 20th Century Society and local residents and Greater Fishponds Neighbourhood Partnership for poor quality housing, in the Temple Meads area as well as the station itself which is in need of major regeneration with modern shopping facilities and a transport interchange for buses, taxi's and ferries, we have the Cattle Market Tavern, George and Railway P.H. and the Grosvenor Hotel all under threat but are opposed to demolition by conservation groups.

Other buildings under threat are the Gaumont cinema, Baldwin Street (frontage only being saved, the derelict buildings around Castle Park, Westmoreland House, Portland and Brunswick Squares together with the appalling state of Stapleton Road station without full disabled access. Montelier, Lawrence Hill and Patchway are also in a poor state and require regeneration with full disabled access.

In Kingswood, the high quality Edwardian Arts & Crafts style Shant P.H. is an example of a community pub under threat and there is the on-going issue of the Wesley chapels which although they are admired by visitors worldwide are subject to planning wrangles with South Gloucestershire and Bristol City Council's.

In Weston-Super-Mare the saga of Birnbeck Pier continues and the railway station should become a transport hub with full disabled access.

In Bath the issue of restoring Bath Spa station and bus station with modern passenger facilities.

We call on the WECA and North Somerset Council to come up with a plan that conserves the historic buildings and regenerates them for future generations.

These issues are being discussed at TFGBA, Railfuture and Living Easton meetings

DAVID REDGEWELL

Statement 2

David Redgewell, TSSA, Bus Users UK

SWTN statement to WECA 28th June 2017 and Leaders Board 28th June 2017

We would urge the combined authority board not to cut services or local rail investment at a time when we are trying to build MetroBus and Metrorail. We are pleased to see new entries into the market in the form of Stagecoach Group in buses.

We hope the authority will look at bus, rail and ferry integration with Smart ticketing and transport hubs and will note the comments below:-

- 1) the Buses Bill and the Combined Authorities powers over the 1985 Act to support bus services and cross boundary issues with North Somerset Council which would require a permit system if the buses were franchised or special regulations for advanced quality partnerships.
- 2) with Rail powers we need to include over the Portishead line and Henbury loop and existing station improvements on the current rail network to Bristol, Bath and Weston-Super-Mare including access to the disabled schemes and DIA's through a memorandum of understanding with ORR and Network Rail including disabled access at Lawrence Hill, Stapleton Road and Patchway.
- 3) Cross boundary rail services with Somerset, Gloucestershire and Wiltshire.
- 4) Budget transfer supported bus budgets from Bristol City Council, BANES and South Gloucestershire Council and the combined authorities powers over bus services let by Bristol City Council on the 7th March 2017 and 19th June 2017. To work on a bus strategy especially routes 16 and 18 in Bristol and oversee South Gloucestershire's supported bus services consultation and report to the Metro Mayor.
- 5) maintenance of bus shelters and bus stations.
- 6) to urgently set up the West of England public transport forum and reconstitute the rail forum from South Gloucestershire Council.
- 7) maintain the BTP in Bath, Bristol and Weston-Super-Mare and neighbourhood policing similar to the Avon and Somerset Police on the bus network and stations.
- 8) reopen the Portishead line and Henbury loop as a priority for WECA and North Somerset and the Metro Mayor.

DAVID REDGEWELL TSSA, Bus Users UK

Statement 3

David Redgewell, TSSA, Bus Users UK

Statement from South West Transport Network to WECA Board meeting and Joint Committee
28th June 2017

There are four additional items which need to be addressed at the WECA meeting :-

- 1) The University master plan for Temple Meads needs to address the issue of access to the station including public transport interchange and the walkway underneath.
- 2) The Temple Meads/Temple Gate roundabout scheme needs to address the needs of bus/rail interchange and shelters during the works with First Bus/Rail and Network Rail including disabled assistance. A proper plan needs to be drawn up for Temple Meads.
- 3) We support MetroBus works at Bromley Heath viaduct and additional money but need a proper plan for bus services in the area around Downend and Fishponds.
- 4) With Trams in Bath proposals it needs to be part of a network in Greater Bristol.

DAVID REDGEWELL (SWTN)

Statement 4

David Redgewell, TSSA, Bus Users UK

CRIBBS CAUSEWAY and MetroWest - SWTN comments on CRIBBS CAUSEWAY plan update MetroWest

We are concerned about the new siting of Filton North station in respect of interchange with MetroBus and the A38 showcase bus routes to Thornbury and Patchway and the need to interchange with bus route 18 to EmersonsGreen/Southmead Hospital and Avonmouth and route 82 to Yate.

The new station site does not provide a transport interchange as supported by Railfuture, TFGBA and Friends of Bristol Suburban Railways and the four rail unions.

We ask the Council to reconsider the Filton North station site as this was rebuilt only a few years ago. Clearly the plan needs to link with the rail service through Henbury North to Avonmouth and Severn Beach and the new Cribbs Causeway development whatever that plan may be following the planning inspectors report.

We expect the plan to be fully designed with bus stops, shelters and raised kerbs and mobility impaired pavements and services including the public realm strategy.

We are very concerned that MetroWest Phase 2 Henbury line and Gloucester line are progressed as a top priority for the Bristol Mayor and Metro Mayor including Ashley Down, Charfield, Stonehouse and Gloucester.

The Henbury loop should also be included with Filton North, Henbury for Cribbs Causeway, Avonmouth and Portway Park and Ride. Our top priority is to see the Portishead railway line reopened for 100 million pounds including stations at Portishead and Pill protecting the site at Ashton Gate.

We need value engineering at Network Rail and these projects must be submitted for CP6. Saltford, St Annes and Corsham should be looked at as part of the study by Bristol City Council. The Metro Mayor needs to make a submission to Government.

It should be noted that Lawrence Hill, Stapleton Road, Patchway, Pilning, Nailsea and Backwell and Parson Street are not disabled accessible nor is Weston Super Mare and Cheltenham without lifts.

On integration, we are very concerned after discussions with Transport Focus and First Group (RAIL and BUS DIVISIONS), Network Rail about bus/rail ferry integration at Temple Meads within the Temple Quarter Enterprise Zone scheme. We note that Cambridge North station is fully integrated with local and MetroBus unlike Bedminster at present.

Integration should be at the heart of what WECA does.

DAVID REDGEWELL SWTN

Statement 5
Cllr Mark Weston, Bristol City Council

West of England Combined Authority
will be held on Wednesday 28th June 2017

PUBLIC FORUM STATEMENT TO THE JOINT COMMITTEE (Item 7; to be taken on the rise of the WCA) from Conservative Leader Councillor Mark Weston

It is vital that pressure is maintained at both the Central Government and West of England level to deliver new or updated rail infrastructure. We have all been disappointed by the announced delay in electrification of the Great Western Line from Bath to Bristol. This must remain a long-term objective in future phases of the MetroWest modernisation programme.

I am concerned that the escalating costs of restoring the Portishead Line to passenger travel (MetroWest 1) will thwart this long held ambition entirely or result in a much reduced construction. I remain convinced this track could make a significant impact on commuter road volumes in the south of Bristol.

MetroWest Phase 2 – is proceeding towards the next stage of development with design and engineering assessments. These are projects scheduled to be completed by May 2021. As well as including upgraded and fully accessible stations at Ashley Down, North Filton and Henbury, these stops should be equipped with ‘real time’ travel information like the ‘Vivaldi system operating on Bristol’s showcase bus routes. I believe it is essential that the option of eventually converting the planned Henbury ‘spur’ into a proper loop line be retained. Here, transport planners need to work with the Port of Bristol on engineering solutions which will satisfy all stakeholders and not affect the future profitability of the docks.

The Port Company remains a key player in the economic success of the sub-region. I would hope the Combined Authority will be supportive of their aspiration to build a deep sea container terminal. This development is essential to secure its long-term competitiveness, profitability and viability.

Despite some of the funding setbacks, there is still a great deal of investment to celebrate and public transport enhancements which are ‘on track.’ I would only ask that we now plan for further improvements that could form part of a MetroWest Phase 3. Although this might seem a distant consideration at this point in time, it is never too soon to start to plan for the sort of major strategic objectives or developments we all want to really transform our local rail network.

COUNCILLOR MARK WESTON
Conservative Leader, Bristol City Council

Statement 6

Christina Biggs, Friends of Suburban Bristol Railway (FOSBR)

Friends of Suburban Bristol Railways (FOSBR)

Statement to WECA Weds 28 June 2017

BAWA, 589 Southmead Road, Filton, Bristol, BS34 7RG

1. The case for rail

- a. FOSBR notes that in the newly published December 2016 Joint Transport Study consultation, the 700 respondents to this consultation overwhelmingly favoured rail improvements over road. This is confirmed by our own January 2016 rail map survey (attached) to which we had 800 respondents.
- b. The merits of a region-wide local rail network, properly resourced and maintained, should be obvious, both from the point of view of short and reliable transit times, connectivity, independence of the rail network from road congestion and air quality improvements from electrification of rail lines. The benefits to social mobility and physical and mental health of an easy commute to work are well known. As evidence of the scale of the problem, the Mayor of Bristol has recently launched a Congestion Task force and Sustrans are leading a Clean Air campaign.
- c. FOSBR notes that the recently completed South Bristol Link Road, hailed as necessary to reduce congestion in the South Bristol area, is already heavily congested in rush hour. This has long been predicted in our statements over the years.
- d. FOSBR notes that in the Joint Transport Study it was stated by Network Rail that the local rail network is congested and does not have capacity to take many more passengers. However, FOSBR argues that, with suitable investment in schemes such as Filton Bank four-tracking, Bristol East Junction remodelling and redoubling of the Severn Beach Line, the capacity for local rail services will be much enhanced, especially with the double capacity Class 165/6 trains on the Severn Beach Line and the new smartcard scheme. FOSBR notes that the Severn Beach Line currently carries more than a million journeys a year.
- e. FOSBR has invited other rail groups and private citizens across the West of England area to submit statements to WECA to illustrate the public and political support for investment in cross-regional rail. We have also drafted the attached FOSBR Rail Manifesto 2017 which summarises the different rail projects that are currently being considered.
- f. FOSBR therefore requests WECA to make rail, with effective rail-bus interchange and a Park and Ride network, the first priority for the transport component of the devolution deal as this is the only truly cross-regional network that can reduce road congestion and improve air quality.
 2. One example of what FOSBR can offer: data challenging the Port of Bristol's use of freight a. FOSBR understands that a major component of the £100m over-run in costs on the Portishead line is due to the 50 weekend closures necessary for the works to take place concurrently with the freight trains that are supposed to be running on the Portbury Line during every week day.
 - b. Subsequent to this FOSBR has been monitoring the use of the Portbury freight line every day over four months. The attached table shows that only 5% of the purchased freight paths have been used over this period, and also shows that the freight paths are usually used on a Tuesday and Thursday. This means that at the very least, the line possessions for the Portishead line works could take place over a 4-day weekend, from Thursday to Monday inclusive. This will less than

halve the 50 weekend possessions deemed to be necessary, as more work can be done in between moving machinery in and out.

c. In our statement to JTB in March, FOSBR suggested that savings on construction costs could be made by challenging the Port of Bristol on their use of the freight line to Portbury. Therefore it should be possible to negotiate full possession of the line in order to carry out rail construction work for longer periods of time without excessive charges. We suggest that WECA should urgently hold talks with the Port and Network Rail to facilitate the detailed re-scoping of the Portishead Line.

3. The future of MetroWest – Phase 3

a. FOSBR supports the existing MetroWest Phase 1 and 2 schemes, but urges WECA to plan now for an ambitious cross-regional scheme that benefits the whole West of England area. This is why we have invited residents of Thornbury, Corsham and Pilning to make representations today. We have visited each of the stations on our Phase 3 map and commend these three stations in particular. We would suggest that WECA initiates an in-house study of our Phase 3 station reopening plan, together with our suggestions for rail services and rail-bus interchange that would fit into the existing timetable.

b. The largest component of Phase 3 would be the reopening of the Thornbury Line. We consider that this will not have the complications that have been encountered by the Portishead line with the Avon Gorge. For the Thornbury Line, both rail tunnels under the A38 and M5 still exist (see photos). There are two level crossings on the Thornbury Line which might at first glance appear to be a major problem - as has been found with Severn Beach Line (with the conveyor belt at St Andrew's Level Crossing) and the Portishead Line (with the Winterstoke industrial estate next to the Cumberland Basin flyover). However because these crossings on the Thornbury line are in the open country they could be replaced by road or rail bridges much more easily. We are confident that the MetroWest team will soon have the experience to overcome these challenges.

4. FOSBR Requests:

a. FOSBR has one immediate request to make of WECA. We have noticed that at every meeting of the Joint Transport Board, the road and MetroBus schemes are first on the agenda and the MetroWest rail schemes are always last on the agenda. FOSBR and our allies here today therefore request WECA to, as evidence of willingness to put rail as their immediate top priority for this first term of the devolution deal, to put rail as the first item on the agenda of each WECA meeting, and to include on the agenda the details of the nearest rail and bus service to all WECA meetings which are open to the public. For example the public need to know the nearest bus to BAWA Filton, 589 Southmead Road, Filton, Bristol BS34 7RG for the meeting on 28 June at 9.30am.

b. Finally FOSBR has a suggestion for WECA governance. We have over the years witnessed the endless difficulties of hiring consultants for every aspect of rail planning and the resulting lack of expertise and dependence on Network Rail dictats. We would much rather that WECA had its own in-house rail planning team, headed up by a rail industry professional, and a formal relationship with Network Rail as contractor. Please consider this as an important investment and expression of serious intent that the devolution deal will be a real game-changer for public transport in the West of England region.

NB - We realise that rail is not the only part of the WECA remit, and accordingly we commend to WECA the Good Transport Plan produced by Sustrans for the Green Capital year, the TfGB Mini-Manifesto, and the appeal from the Save the Libraries campaign to use some of the 19+ Adult Skills devolution fund to save local libraries in Bristol, S Glos and BANES from closure.

Christina Biggs (FOSBR Secretary), Tuesday 27 June 2017

REPORT TO: WEST OF ENGLAND JOINT COMMITTEE

DATE: 30th October 2017

REPORT TITLE: WEST OF ENGLAND DRAFT JOINT SPATIAL PLAN

AUTHOR: LAURA AMBLER, WEST OF ENGLAND COMBINED AUTHORITY

Purpose of Report

1.1 To present the Publication version of the Joint Spatial Plan (JSP) to the Joint Committee, for it to consider and subject to their views to recommend to Bristol City Council, Bath and North Somerset Council, South Gloucestershire Council and North Somerset Council; (“the Councils”)

i) the draft as the publication version of the plan for public consultation in accordance with regulation 19 of the Town and Country Planning Regulations 2012.

ii) To endorse the timetable set out in this report for the consultation, and if the plan is ready, the subsequent submission of the plan to the Secretary of State for examination and to recommend to the Councils that appropriate delegations are established in each Council so as to enable submission of the Plan in accordance with the timetable.

iii) To inform the Joint Committee of the evidence base that will accompany the plan.

iv) To update Joint Committee on the views of members of the Infrastructure Advisory Board, and the Overview and Scrutiny Committee.

Issues for Consideration

Background

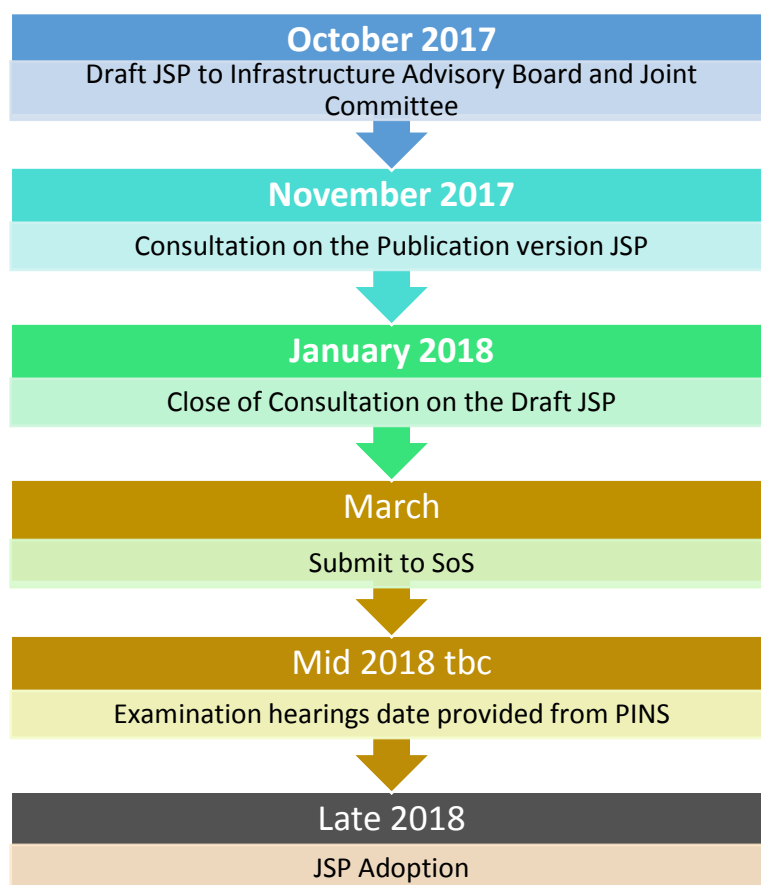
2.1 The West of England faces a significant strategic challenge; to accommodate and deliver much needed new homes and jobs properly supported by infrastructure, to create attractive places while maintaining the environmental assets and quality of life unique to our area.

2.2 The Joint Spatial Plan (JSP) will address these challenges in a coordinated approach, outlining the housing and employment requirement of the West of England for the period 2016-2036. The document will provide the joint framework to ensure that development requirements are brought forward consistently across the West of England authorities.

2.3 This coordination with regards to strategic planning matters is complemented by the approach to address strategic transport issues through the Joint Transport Study (JTS). The JTS has informed the JSP by outlining future strategic transport

proposals for delivery up to 2036 that address current challenges on the network and inform future development proposals in this plan.

- 2.4 Preparation of the JSP has entailed consultation under regulation 18 of the Town and Country Planning (Local Planning) Regulations 2012, through the 'Issues and Options' and 'Towards the Emerging Spatial Plan' consultation stages. These consultation documents and supporting technical information are available for public viewing on www.jointplanningwofe.org.uk
- 2.5 The next consultation on the JSP will be on the Publication Plan under regulation 19 of the Town and Country Planning (Local Planning) Regulations 2012. The Publication version JSP is attached at appendix A.
- 2.6 The proposed consultation period will be from the 22nd November 2017 to the 10th January 2018. If the plan is ready, and subject to any minor modifications, the Plan will then be submitted to the Secretary of State under regulation 22 of the Town and Country Planning (Local Planning) Regulations 2012, in March 2018 for a proposed Examination in Public (EiP) mid-2018. Following the examination and consideration of the Inspector's report, the plan will be adopted by the four Authorities. Once adopted, the JSP will become a statutory Development Plan Document and will guide the four Councils in the development of their Local Plans.



- 2.7 Members of the West of England Scrutiny Committee received an update on the JSP and the key issues it will need to address at its meeting on 27th September and considered the Publication Plan at their meeting on 24th October. The Infrastructure Advisory Board, considered the Publication Plan document on 23rd

October 2017. Their views will be summarised to the Joint Committee at their meeting on 30th October 2017.

The Joint Spatial Plan:

- 2.8 The Publication version Joint Spatial Plan and appropriate supporting documents are appended to this report. Further technical documents will be produced and made available during the consultation stage to support this document.

Scope

- 2.9 The JSP is a strategic level Development Plan Document that will form the strategic policy context for individual Local Plans prepared by the four authorities. The JSP will be a statutory document and will therefore need to be prepared in accordance with statute, local plan regulations and national policy to ensure it is a 'sound' document supported by technical evidence.

The scope of the JSP, with its supporting evidence base, is focused on: identifying the number of new market and affordable homes and amount of employment land needed across the West of England from 2016-2036; identifying the most appropriate spatial strategy and strategic locations for growth; and, outlining the strategic transport and other infrastructure required to support sustainable growth.

Key Issues

- 3.1 Previous stages of the Plan's preparation included public consultation on the key issues and challenges that should be addressed. The comments received have been considered and used to inform the draft Plan's critical issues and strategic priorities. Key issues of which the JSP has needed to address include:
- Identifying housing and employment need.
 - Affordable housing delivery.
 - Quality of homes and place and communities.
 - Infrastructure to support growth.
- 3.2 In addressing these key issues, the draft Plan document outlines the following critical issues and strategic priorities:

Critical Issue	Strategic Priority
There is a critical need to substantially boost the housing supply, particularly affordable housing of which the need is acute across the Plan area.	1. To meet the sub-region's identified housing needs, in a sustainable way. In particular to make a substantial step change in the supply of affordable housing across the plan area.
Economic prosperity has brought substantial benefits to residents, communities & the environment. However, prosperity has not been shared equally by all communities as	2. To pursue inclusive economic growth by accommodating the economic growth objectives of the LEP Strategic Economic Plan. Particularly to:

<p>there are pockets of deprivation within the sub region.</p>	<ul style="list-style-type: none"> • promote the growth of existing employment centres such as the Enterprise Zones and Enterprise Areas • ensure more inclusive growth and life chances for all, across the West of England, and improve accessibility to jobs.
<p>The form and function of development in some parts of the West of England has resulted in significant pressure on infrastructure and settlement patterns which are over-reliant on the private car.</p> <p>This inhibits wealth creation and productivity and contributes to climate change and poor health.</p>	<p>3. To deliver a spatial strategy which;</p> <ul style="list-style-type: none"> • focuses on three primary centres of Bristol, Bath and Weston-super-Mare and recognises the complementary role of market towns to achieve sustainable growth. • ensures that new development is properly aligned with infrastructure and maximises opportunities for sustainable and active travel. • through a place making approach promotes places of density and scale with a range of facilities and which encourages health lifestyles and cultural wellbeing. • integrates high quality, multi-functional green infrastructure. Reduces greenhouse gas emissions and ensure resilience to the impacts of climate change.
<p>The sub-region benefits from a world class environment. This brings substantial economic and community benefits and contributes significantly to the quality of life of residents, visitors and businesses.</p>	<p>4. To protect and enhance the sub-region's diverse and high quality natural, built and historic environment and secure a net gain in biodiversity.</p> <p>To prioritise development on brown field locations, optimise densities and retain the overall function of the Bristol and Bath Green Belt.</p>

Policy Framework

3.3 The Policy framework in the JSP addresses the critical issues and strategic priorities. In summary the policy framework is as follows:

3.4 Policy 1: Housing Requirement:

The JSP sets out the housing need for the period of 2016-2036. The overall housing need for the plan area up to 2036 is 102,200. The housing provision set for the JSP is 105,500 new dwellings which includes a flexibility in supply to ensure the delivery of the housing need. A contingency of around 3,000 dwellings is also identified for consideration as part of plan review should further capacity be required in the future. The mechanism to release any contingency is a plan review at the five year review period. The policy

establishes the distribution between the unitary authority areas based on the spatial strategy (outlined within policy 2).

3.5 Policy 2: Spatial Strategy:

This policy sets out the spatial strategy and the justification underlying the choice of locations for identifying how the JSP housing and job requirements will be delivered across the West of England. The strategy is depicted on the Key Diagram. The reasoned justification to this Policy provides the basis by which the JSP has established the exceptional circumstances to some proposed amendments to the general extent of the Bristol and Bath Green Belt to sustainably accommodate the growth required over the plan period.

3.6 The following sequential approach for housing growth has been applied to achieve the Plan's strategic aims:-

- Reviewing existing commitments,
- Maximising urban capacity & optimising density,
- Allowing for small windfalls beyond that included in Local Plans,
- Allowing for 'non-strategic' growth,
- Assessing potential strategic locations, and
- Assessing other sources e.g. empty homes, specialised housing such as Students & C2 etc

3.7 Policy 3: Affordable Housing Target: There is a critical need to deliver the affordable housing needs for the West of England. The Policy sets the Affordable Housing Target and the framework to boost the delivery of Affordable Housing across the West of England from 2016-2036.

3.8 Policy 4: Employment land requirement: This policy sets out the overall West of England jobs requirement and identifies key strategic employment locations including:

- Existing and strategic town centres
- Enterprise Zones and Areas
- Key strategic infrastructure employment locations
- Additional employment land (floor space and ha) provision will also be identified at strategic development locations.

3.9 Policy 5: Place making principles: This policy sets out the strategic principles to ensure the delivery of high quality and sustainable new development incorporating multi-functional place making principles. These principles will be taken forward and refined through Local Plans and supporting Supplementary Planning Documents/masterplans.

3.10 Policy 6: Strategic Infrastructure: The delivery of new homes through the JSP has an impact on the strategic infrastructure requirements for the West of England. The growth provided through the JSP will add to historic pressures on infrastructure namely transport. The JSP will ensure new development is properly aligned with infrastructure. This policy identifies the strategic infrastructure required to deliver the JSP growth elements. This will reflect the JSP Key Diagram and the supporting Infrastructure Delivery Programme.

3.11 Policy 7: Strategic development locations (SDL): This policy sets out the specific policy requirements for each of the proposed SDLs. These locations will not be allocated through the JSP it will be the role of the new Local Plans

prepared by individual authorities to make the allocations for the SDLs and provide delivery guidance.

Duty to Cooperate

- 4.1 The 4 authorities of the West of England; Bath & North East Somerset Council, Bristol City Council, North Somerset Council, South Gloucestershire Council and the West of England Combined Authority are committed to work collaboratively through a plan-led approach. Engagement with neighbouring authorities has been ongoing. This is consistent with the Government's core planning principles and the Duty to Cooperate (DtC). By preparing the JSP the 4 authorities are ensuring compliance with the DtC.

Risk Management/Assessment

- 4.2 There are the following risks associated with this project:

- **Risk:** That the Plan is not found sound.
- **Mitigation:** The plan has been prepared following guidelines and planning regulations, with extensive public consultation. Professional advice has been sought where needed to inform the drafting of the plan.
- **Risk:** That there is a significant issue raised during the consultation which will delay the submission.
- **Mitigation:** as above the plan has been subject to previous consultation to ensure early sight of critical issues to address.

Public Sector Equality Duties

- 4.3 Feedback will continue to be sought from affected communities and statutory consultees to meet the authorities' duties under the Equality Act 2010 as the Plan progresses through the statutory plan making process. An Equality Impact Assessment of the JSP will be submitted along with the Plan.

Economic Impact Assessment

- 4.4 The JSP seeks necessary infrastructure to support suitable economic growth. Should this infrastructure not be delivered in a timely way this will act as a significant constraint on the productivity of the local economy and constrain future growth.

Finance Implications

- 4.5 The financial implications arising from this project are:
- Resources committed are significant and include officer time, consultancy support, and the Examination in Public. These costs are included within existing project budget arrangements. Any suspension during the examination will lead to increased costs.
 - The JSP will have implications for CIL and S106 contributions which will be needed to support the delivery of development.
 - The JSP sets out clear shared priorities that will help leverage in investment into the West of England and assist as a framework for bidding etc.

Legal Implications

- 4.6 The JSP including formal stages of public consultation is being prepared in accordance with statutory planning regulations, in particular Regulation 19 of the Town and Country Planning Act 1990. This report asks the Joint Committee to recommend the JSP to Councils for publication and consultation and asks the Joint Committee to endorse the timetable for the submission of the plan to the Secretary of State in March 2018 alongside any representations duly made.

The decision to submit the Plan to the Secretary of State for examination rests with the Councils. The Councils will continue to work in accordance with the agreed governance arrangements in preparation for the submission of the Plan for examination.

Land/Property Implications

- 4.7 When adopted the JSP will provide the strategic planning policy framework to guide the management and use of land in the public interest. The JSP will set the overall quantum of housing development required up to 2036 and will identify broad locations where development will be supported to be brought forward through the authorities Local Plans. Under planning law the assessment of development proposals requiring planning consent will be considered having regard to the policies within the JSP as the Plan will be a statutory development plan document.

Human/Resource Implications

- 4.8 The JSP has been prepared to challenging timescales and has required significant joint working and resource across the four authorities and West of England Office. The project has an agreed resource to ensure timely delivery and completion of the plan process.

Advice given by: Louise Fradd Senior Responsible Owner for the Joint Spatial Plan and Development Director for Bath and North East Somerset Council.

Recommendations

- 4.9 The voting on the following recommendations will be as follows, a unanimous decision excluding the West of England Combined Authority Mayor.
- 4.10 **That the West of England Joint Committee is recommended to:**
- 1. Endorse work already undertaken to prepare the Joint Spatial Plan (JSP).**
 - 2. Consider the comments received from the West of England Overview and Scrutiny Committee and the Infrastructure Advisory Board.**
 - 3. Recommends to Bristol City Council, Bath and North East Somerset Council, North Somerset Council and South Gloucestershire Council as the parties responsible for the JSP that the JSP Publication Plan and associated documents (Appendix 1) is published for the purposes of consultation with all interested parties and our communities in accordance with the Town and Country Planning Regulations 2012 (Regulation 19, 20 and 35) for a minimum of 6 weeks.**
 - 4. Endorse the timetable for the consultation and if the plan is ready, subsequent submission of the Plan to the Secretary of State for examination in public period as set out in this report and to recommend to the Councils that appropriate delegations are established in each Council so as to enable submission of the Plan in accordance with the timetable.**

Report Author: Laura Ambler, (Interim Head of Planning and Housing, WECA)

West of England Combined Authority Contact: Laura Ambler

Laura.Ambler@westofengland-ca.gov.uk

Background Papers

None

Appendices:

- Appendix A: Publication version Joint Spatial Plan.
- Appendix B: Strategic Development Location Templates.
- Appendix C: Draft Sustainability Appraisal (summary).
- Appendix D: Habitats Regulation Assessment update paper.
- Appendix E: Report on Engagement and main issues raised.
- Appendix F: Housing Topic Paper 1.

WEST OF ENGLAND JOINT SPATIAL PLAN - October 2017

Foreword

The West of England (WoE) currently faces a key challenge; how to accommodate and deliver much needed new homes, jobs and infrastructure alongside protecting and enhancing our unique and high quality built and natural environment. It is this combination that will create viable, healthy and attractive places. This is key to the ongoing success of the West of England which contributes to its appeal and its high quality of life.

Many people feel passionately about where they live and the impact new growth might have on their local communities. They value their local environment, landscape and biodiversity in terms of how it enhances the character and identity of places, and the well-being of residents. This plan, aims to build a common understanding of the need for new housing and the benefits that new development will bring including transport improvements, and the opportunity to improve the links for all our communities with homes and jobs.

This is not just a local issue. The UK is struggling to meet growing demand for new homes. The national economic prosperity relies on areas of growth such as the West of England to increase productivity. It is important that the housing market enables a flexible labour market to support a productive economy. A range of suitable housing options is needed to meet the needs of our ageing population, increase community involvement and improve wellbeing.

We have to address key economic and social imbalances within our city region and support inclusive growth. In the WoE, we need to take steps to ensure more homes are built of the right type and mix, and in locations that people and businesses need. Businesses should be able to locate where they can be most efficient and create jobs, enabling people to live, rent and own homes in places which are accessible to where they work. Transport and infrastructure provision needs to be in place up front or to keep pace with development to support sustainable growth.

The challenges involved and the scale of the issues to be addressed requires a strategic approach and a new strategic direction.

We have joined forces to prepare a different type of plan to tackle this challenge. The **Joint Spatial Plan (JSP)** is a strategic Development Plan Document that will provide the strategic overarching development framework to guide housing, employment and infrastructure requirements to 2036.

We are committed to this plan led approach to provide certainty to our communities and investors, in order to secure high quality, sustainable growth for the West of England.

INSERT SIGNATURES

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CHAPTER 1: INTRODUCTION

A plan for sustainable growth

1. The West of England (WoE) currently faces a key challenge: how to accommodate and deliver much needed new homes and jobs properly supported by infrastructure to create attractive places, while maintaining the environmental assets and quality of life unique to our area. The scale of the issue to be addressed requires an ambitious strategic response.
2. The local authorities of Bath and North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council have joined forces to prepare the Joint Spatial Plan (JSP). The JSP is a statutory Development Plan Document that will provide the strategic overarching development framework for the West of England to 2036. Joint working on this plan is part of the authorities ongoing commitment to meeting the duty to cooperate.
3. In tandem with the JSP, a Joint Transport Study (JTS) has been prepared. The JTS has identified potential future strategic transport proposals for delivery up to 2036 that address current challenges on the network and to inform future development proposals in this plan. The JTS sets out the following Transport Vision:
“Transport in the West of England will be transformed over the next 20 years through a programme of complementary measures designed to address underlying challenges and to enable the sustainable delivery of new housing and employment growth.”
4. The JTS has informed, and has been informed by, the JSP. This joint approach to planning and transport will ensure that future growth decisions are made with an understanding of the necessary transport investment needed to achieve sustainable communities.

Purpose of the Joint Spatial Plan

5. The four authorities are committed to a positive plan-led approach to steer the nature and location of future development and secure funding for essential infrastructure. This is consistent with the Government’s core planning principles and the Duty to Cooperate. The JSP will form the strategic policy for individual Local Plans prepared by the four authorities. The scope of the JSP, with its supporting evidence base, is focused on addressing the following critical issues:
 - identifying the number of new market and affordable homes and amount of employment land that is needed across the West of England 2016-2036.
 - identifying the most appropriate spatial strategy and strategic locations for this growth.
 - outlining the strategic transport and other infrastructure that needs to be provided in the right place and at the right time to support sustainable growth and to provide certainty for our communities and those that want to invest in our area.

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Relationship of the Joint Spatial Plan to Local Plans

6. The JSP is a strategic statutory development plan document (DPD) for the West of England. It is being prepared jointly by and will cover the 4 Unitary Authorities of Bristol, Bath and North East Somerset, North Somerset and South Gloucestershire.
7. On adoption as a Development Plan document it will carry full weight in the planning system and provide the higher level strategic planning policy framework for each authority's new Local Plan for the period 2016 to 2036. Whilst the JSP will not allocate new sites, it does identify new strategic development locations (SDL's), which are shown on the Key diagram. These will be brought forward as allocations through each authority's new Local Plan New site specific allocations and policy designations in Local Plans will need to be in conformity with the JSP.
8. The JSP is not a qualifying document for establishing planning permission in principle under the Housing and Planning Act 2016.
9. In March 2017 the West of England Combined Authority (WECA) was established. The Combined Authority comprises Bath and North East Somerset, Bristol and South Gloucestershire Councils. The Combined Authority has a Mayor who has devolved powers including strategic planning, and a duty to prepare a Mayoral Spatial Strategy. This duty takes effect from May 2018. The Mayoral Spatial Strategy will relate to the areas covered by the Combined Authority. The Joint Spatial Plan which is being prepared by the 4 West of England authorities will provide a firm foundation to inform its preparation.

Sustainability Appraisal and Evidence Base.

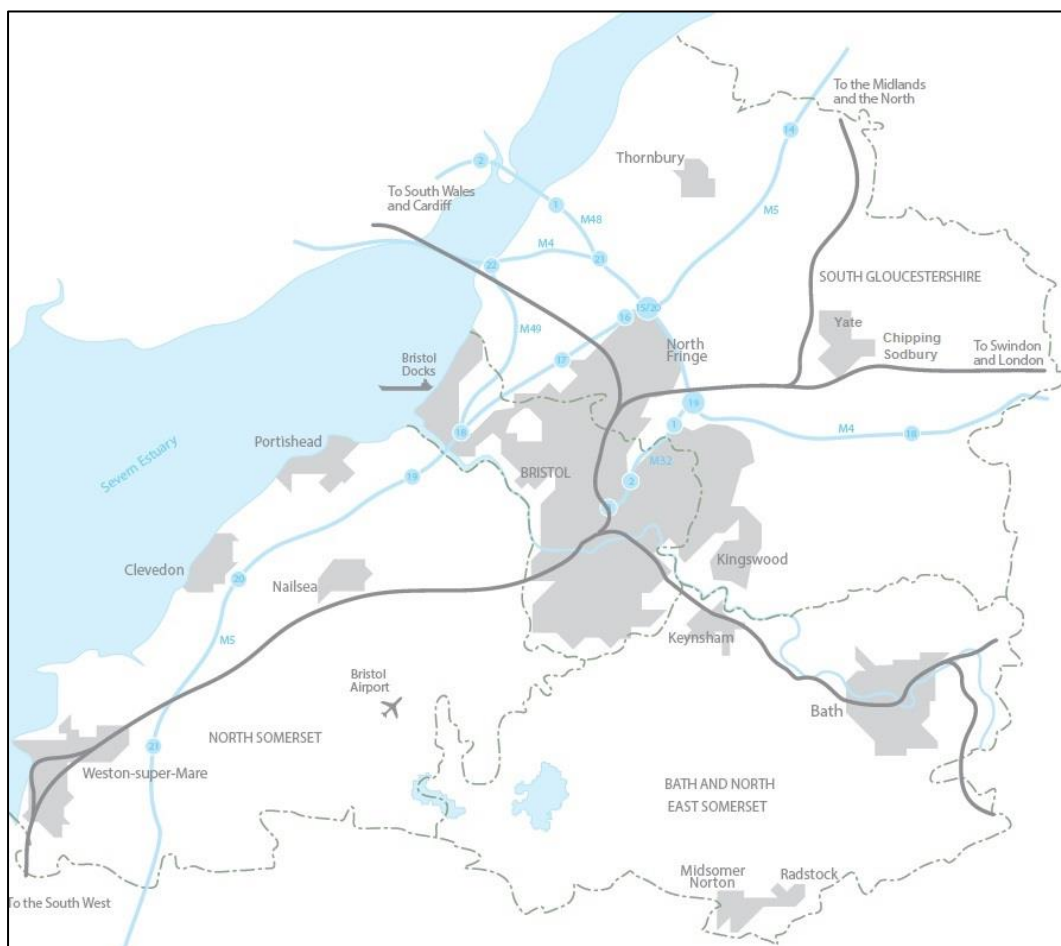
10. The Joint Spatial Plan has been subject to a Sustainability Appraisal as an integral part of its production to help formulate the strategy. A scoping report was published alongside the Issues and Options document in November 2015. An appraisal of the Emerging Spatial Strategy draft plan was published in September 2016. A Sustainability Appraisal for this final draft Joint Spatial Plan has been published alongside the plan.
11. A substantial evidence base has been prepared to support and inform the preparation for this plan. Full details are available at:
www.jointplanningwofe.org.uk
12. The Plan has been prepared working closely with key stakeholders including;
 - Government agencies: Homes and Communities Agency, Environment Agency, Natural England, Historic England, Highways England, Network Rail
 - Neighbouring Authorities
 - Public Health
 - Infrastructure Providers, and in
 - consultation with delivery partners.

CHAPTER 2: VISION, CRITICAL ISSUES & STRATEGIC PRIORITIES

The Plan area

1. The West of England (WoE) covers the four Unitary Authorities (UAs) of Bath and North East Somerset (B&NES), Bristol, North Somerset and South Gloucestershire. This is the **Plan area** for the JSP as shown in Figure 1.

Figure 1: West of England Plan area.



Housing Market Areas

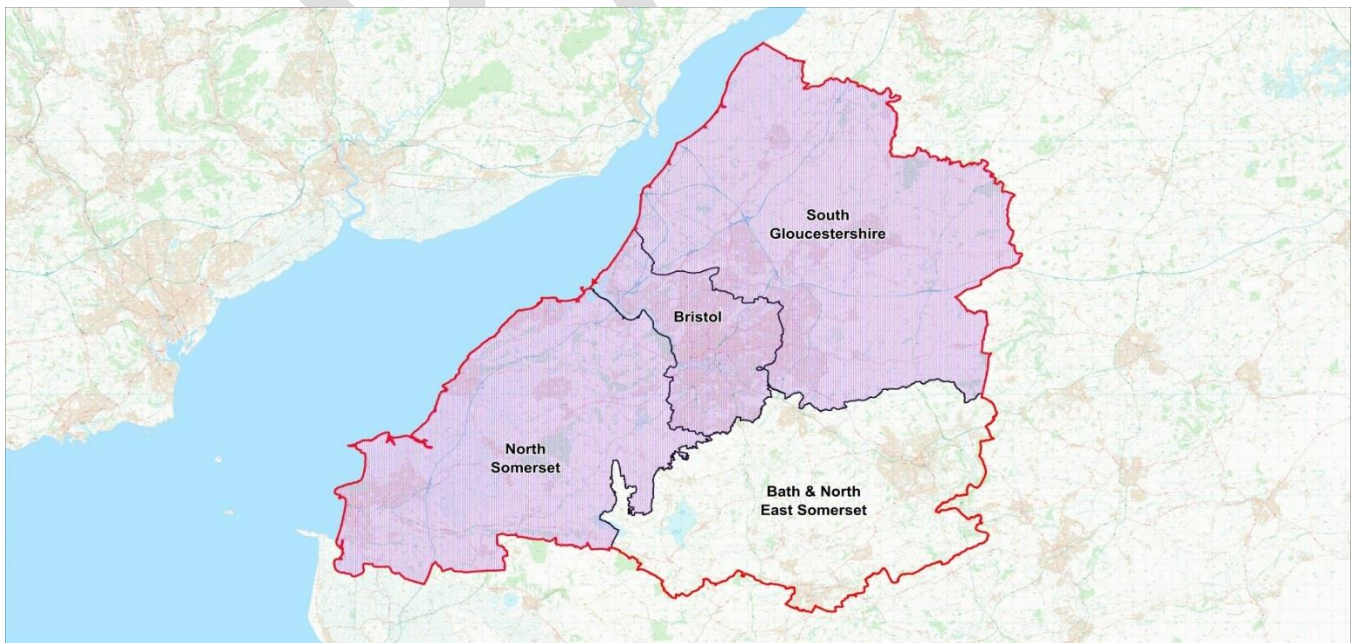
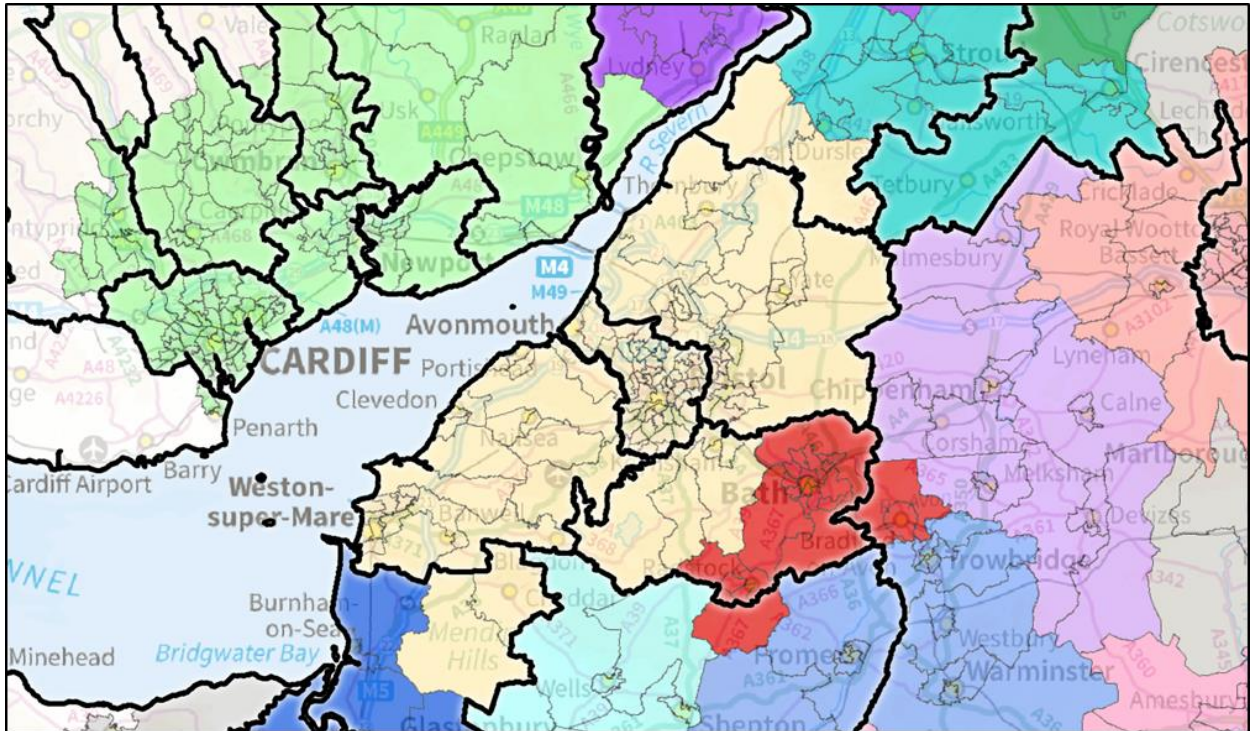
2. The National Planning Policy Framework (NPPF) requires local plans to be informed by a Strategic Housing Market Assessment (SHMA) in order that there is a clear understanding of the needs of their area. The first required step is to establish the Housing Market Area (HMA).
3. The SHMA identifies two separate Housing Market Areas that operate across the West of England. One focussed on the wider Bristol HMA, which includes Weston-super-Mare as a sub housing market area, and the other focussed on Bath.
4. The JSP sets out the housing target across the whole plan area (encompassing all four Unitary Authorities) based upon meeting the needs of both the wider Bristol

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HMA and the Bath HMA. Further information on housing need is set out in Chapter 4 alongside Policy 2.

5. The diagrams below show both the technical HMAs and the functional HMAs in the West of England.

Figure 2: Technical and functional Housing Market Areas.



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Functional Economic Market Areas

6. The Economic Development Needs Assessment (EDNA) has defined the West of England (encompassing all four Unitary Authorities) as a Functional Economic Market Area (FEMA). This is because there is a high level of people, almost 90%, who live in the area and also work in the area.
7. The JSP sets out the current and future strategic employment locations 2016-2036 that are needed to support the job forecasts which underpin the West of England's economic aspirations. Furthermore detailed work will be undertaken in local plans to ensure local needs are met in the context of local market conditions. This will include identification of economic priorities and options for the distribution of employment land supply. Both the HMA and FEMA evidence show a high level of functional containment within the WoE geographical area. The WoE therefore performs strongly as a geographical unit and this provides an effective basis to plan for a sustainable spatial strategy for the Bristol City Region.
8. The WoE is a generally prosperous area with an excellent quality of life and a growing national and international profile.

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West of England Key facts and figures

- The WoE covers an area of 1,343 km². It has a growing population which currently stands at 1.1 million people, around 90% of which live in urban areas. The three principal urban areas are Bristol (617,280 pop), Bath (94,782 pop) and Weston-super-Mare (84,452 pop)¹.
- Its economy is worth £31bn a year and makes a net contribution to the UK Treasury.
- 22% of employment is within the high-tech economy above the national average.
- 44% of the population has higher level skills Level 4 or above. There are skill gaps in the workforce at entry level and Level 2 qualifications.
- There is good connectivity including accessibility to London, South Wales the Midlands and the South West, a major airport and port, rail and strategic road network, all of which enables access to global mass markets.
- The WoE has an outstanding physical environment with two Areas of Outstanding Natural Beauty, the only UK 'whole city' World Heritage Site, coast, areas of international ecological importance and a diverse countryside with attractive market towns and villages.
- Between 2006/7 and 2015/6 26% of new homes built, were Affordable Homes in the WoE.
- Affordability ratios (average earnings to average house prices vary across the sub region), UA averages are: B&NES 10.5, Bristol 9.2, N.Som 8.0, and S.Glos 8.4. Compared to the National average of 7.9².
- The WoE has a number of areas which fall within the 10% most deprived nationally equating to some 83,916 people or 7.8% of the WoE population. These areas are focused primarily in Bristol and Weston-super-Mare.
- The 2011 census shows that across the West of England around 14 % of commuters walk to work and 5% cycle, which are above the national average of 11%and 3% respectively.
- Bus patronage has increased by 17% since 2008/09, which is against the national trend of decline, although the number of bus journeys per head of population are still below other core English cities.
- Approximately 2% of commuting journeys are by train.
- Car based travel still accounts for around two-thirds of commuting journeys in the West of England.

¹ Source 2011 Census, based on the usual residents by built up area

² Source: Land Registry; Annual Survey of Hours and Earnings, Office for National Statistics.

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Critical issues

9. Previous stages of the plan's preparation included public consultation on the key issues and challenges that should be addressed. The comments received have been taken into account and used to inform the Plan's critical issues and strategic priorities. The table below demonstrates what we consider are the critical issues facing the West of England and how these relate to the Plan's spatial objectives and overarching strategic priorities.

Figure 3 Critical issues and strategic priorities.

Critical Issue	Strategic Priority	Policy framework	Outcome
There is a critical need to substantially boost the housing supply, particularly affordable housing of which the need is acute across the Plan area.	1. To meet the sub-region's identified housing needs, in a sustainable way. In particular to make a substantial step change in the supply of affordable housing across the plan area.	1, 2, 3, 7	Delivery of the Plan's housing requirement and affordable housing target (as set out at Policy 1 and Policy 3 in accordance with the Plan's spatial strategy at Policy 2).
Economic prosperity has brought substantial benefits to residents, communities & the environment. However, prosperity has not been shared equally by all communities as there are pockets of deprivation within the sub region.	2. To pursue inclusive economic growth by accommodating the economic growth objectives of the LEP Strategic Economic Plan. Particularly to: <ul style="list-style-type: none"> • promote the growth of existing employment centres such as the Enterprise Zones and Enterprise Areas • ensure more inclusive growth and life chances for all, across the West of England, and improve accessibility to jobs. 	4	Delivery of the Plan's employment land requirement (as set out at Policy 4 in accordance with the Plan's spatial strategy at Policy 2).
The form and function of development in some parts of the West of England has resulted in significant pressure on infrastructure and settlement patterns which are over-reliant on the private car.	3. To deliver a spatial strategy which; <ul style="list-style-type: none"> • focuses on three primary centres of Bristol, Bath and Weston-super-Mare and recognises the complementary role of market towns to achieve sustainable growth. 	2,5,6,7	Sustainable growth of homes and jobs, supported by necessary infrastructure. Reduction in car dependency and improved public transport access to

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<p>This inhibits wealth creation and productivity and contributes to climate change and poor health.</p>	<ul style="list-style-type: none"> • ensures that new development is properly aligned with infrastructure and maximises opportunities for sustainable and active travel. • through a place making approach promotes places of density and scale with a range of facilities and which encourages healthy lifestyles and cultural wellbeing. • integrates high quality, multi-functional green infrastructure. Reduces greenhouse gas emissions and ensure resilience to the impacts of climate change. 		<p>opportunity, jobs and services.</p> <p>Contribution to mitigating impacts of climate change.</p> <p>Delivery of Communities in which people want to live and work and;</p> <p>Improved health and well being outcomes.</p>
<p>The sub-region benefits from a world class environment. This brings substantial economic and community benefits and contributes significantly to the quality of life of residents, visitors and businesses.</p>	<p>4. To protect and enhance the sub-region's diverse and high quality natural, built and historic environment and secure a net gain in biodiversity.</p> <p>To prioritise development on brown field locations, optimise densities and retain the overall function of the Bristol and Bath Green Belt.</p>		<p>Enhanced quality of the natural, built and historic environment.</p> <p>Biodiversity gains.</p>

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Vision and Strategic Priorities

10. The West of England Joint Spatial Plan vision is consistent with national policy, and stems from the critical issues identified in the Issues and Options document, and the WoE LEP Strategic Economic Plan (SEP) economic vision for the sub-region to 2036. The economic vision has been augmented to reflect social and environmental aspirations. The proposed vision for the JSP has public support as demonstrated by 71% of respondents to the public consultation at the end of 2015.

Proposed Vision for the West of England Joint Spatial Plan

By 2036 the WoE will be one of Europe's fastest growing and most prosperous city regions with the gap between disadvantaged and other communities closed and a rising quality of life for all. The rich and diverse environmental character will be integral to health and economic prosperity. Patterns of development and transport will facilitate healthy and sustainable lifestyles. Provision of a range of housing types, will be of high quality and more affordable. Existing and new communities will be well integrated, attractive and desirable places and supported by the necessary infrastructure. New development will be designed to be resilient to, and reduce the impacts of climate change.

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CHAPTER 3: FORMULATING THE SPATIAL STRATEGY

1. The role of the JSP is to provide the broad spatial strategy that will:
 - deliver the Plan Vision and strategic priorities in order to address the critical issues identified in chapter 2, and
 - secure the delivery of the identified needs of development.
2. The Spatial Strategy has been formulated to deliver the Objectively Assessed Need of 97,800 new homes and the Housing Requirement of 102,200 new homes. It identifies an overall supply of 105,500 new homes to enable flexibility.
3. The Spatial Strategy supports the delivery of 82,500 jobs. The employment aspects of the strategy are described under Policy 4.
4. It is the role of the individual UAs, to provide the more detailed local policies, including how the different components of housing need are met such as the needs of the travelling community, students, older people and the range of dwelling types and size needed.

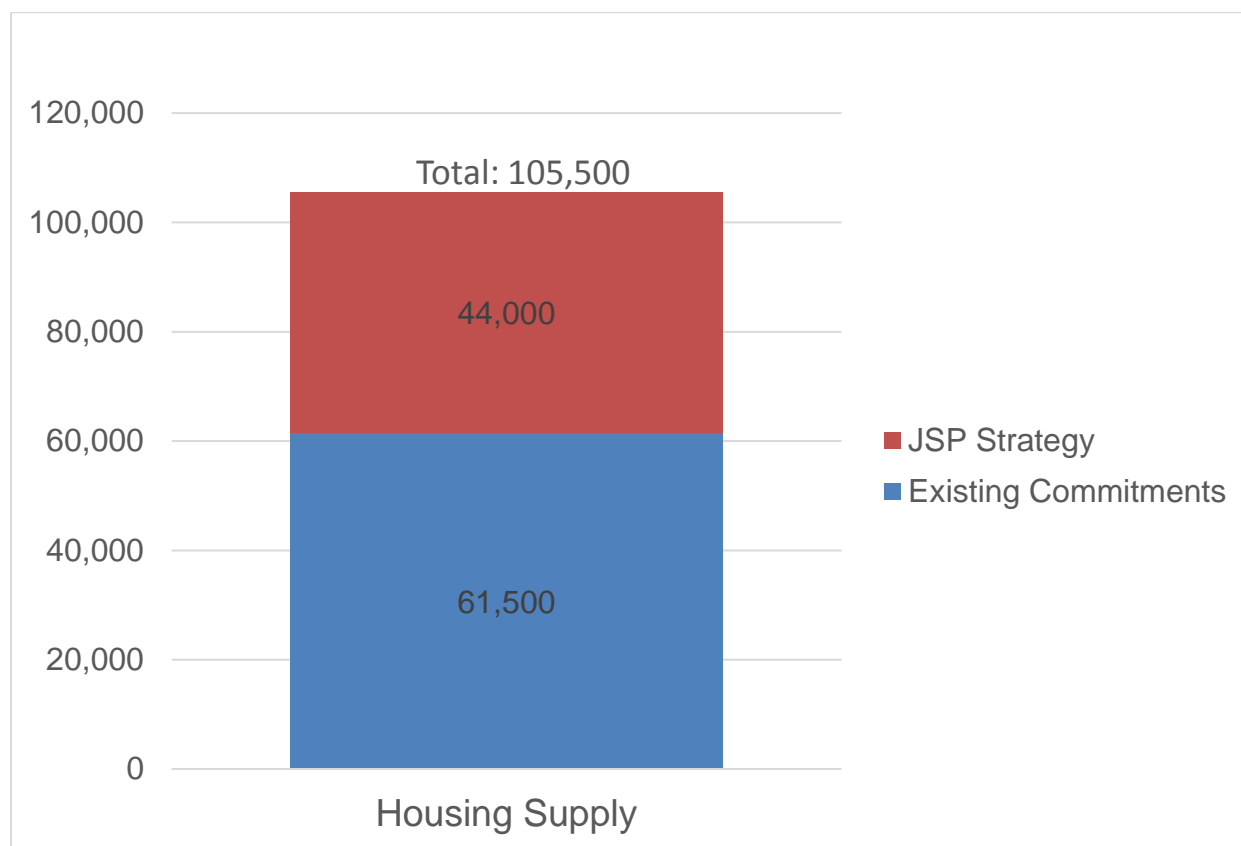
Building the spatial strategy:

5. Topic Paper x sets out how the spatial strategy was formulated and this is outlined in the reasoned justification to Policy 2.
6. In summary, when formulating the spatial strategy, the potential supply from a variety of sources and the reasonable alternatives have been assessed, primarily:
 - reviewing existing commitments,
 - maximising urban capacity & optimising density,
 - allowing for small windfalls beyond that included in Local Plans,
 - allowing for 'non-strategic' growth,
 - assessing potential strategic locations, and
 - assessing other sources e.g. empty homes, specialised housing such as Students & C2.

Existing commitments

7. The four authorities' existing Local Plans make provision for around 61,500 new dwellings at April 2016. This is predominantly on previously developed land (60.23%). There is supporting growth at towns, and villages and also several greenfield strategic locations in existing local plans. When compared to the housing supply figure identified (105,500) there are **up to 44,000 additional dwellings to 2036, that need to be planned for through the JSP spatial strategy.**

Figure 4: Housing Supply against existing commitments at April 2016.



Urban Living -optimising the potential of urban areas

8. Urban Living is a central plank of the Spatial Strategy which commands a high degree of public support and is a highly sustainable element of the strategy. The four UAs have assessed the potential of existing urban areas to deliver land to meet development needs. In recent years a high proportion of new homes have been delivered on brownfield land in urban areas. Bristol has delivered 45% of the new housing provision across the JSP plan area since 2006, much of it on previously developed land. This process has been aided by new approaches to urban density to optimise quality urban living. This has developed new thinking about the nature of liveable cities and towns and the trends in the type of accommodation we seek. It is recognised that the success will rely on the ability to plan effectively the use of all public services as part of this concept.

9. Evidence has identified that through optimising opportunities for development in urban areas, there is the potential for a further 16,200 new homes to be delivered across the plan area. Opportunities for maximising the potential of existing land in urban areas will result from:

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- The change of use of non-residential brown field land to residential – where the previous use is no longer required or residential use would result in the more efficient use for the land.
- Identifying land which is currently underused and has potential for residential development or mixed use development.
- Identification of mechanisms to ensure more certainty over the delivery of large windfall sites.
- Increasing the density of development on allocated or existing sites by reappraising and increasing their development potential in line with new thinking on urban living.

Small windfalls

10. The existing commitments make an allowance for small windfall sites (ie 9 dwellings or below). The JSP also makes an allowance for this component of growth to continue to the end of the Plan period. This contributes around 6,860 dwellings to the JSP strategy.

Non-Strategic Growth

11. An allowance is proposed to be made for ‘non-strategic growth’ in sustainable locations to accommodate smaller scale development in villages and towns which is needed to enable local communities to thrive. Detailed proposals will be brought forward through each Authority’s local plan. This contributes 3,400 new dwellings to the JSP strategy.

Strategic Development Locations

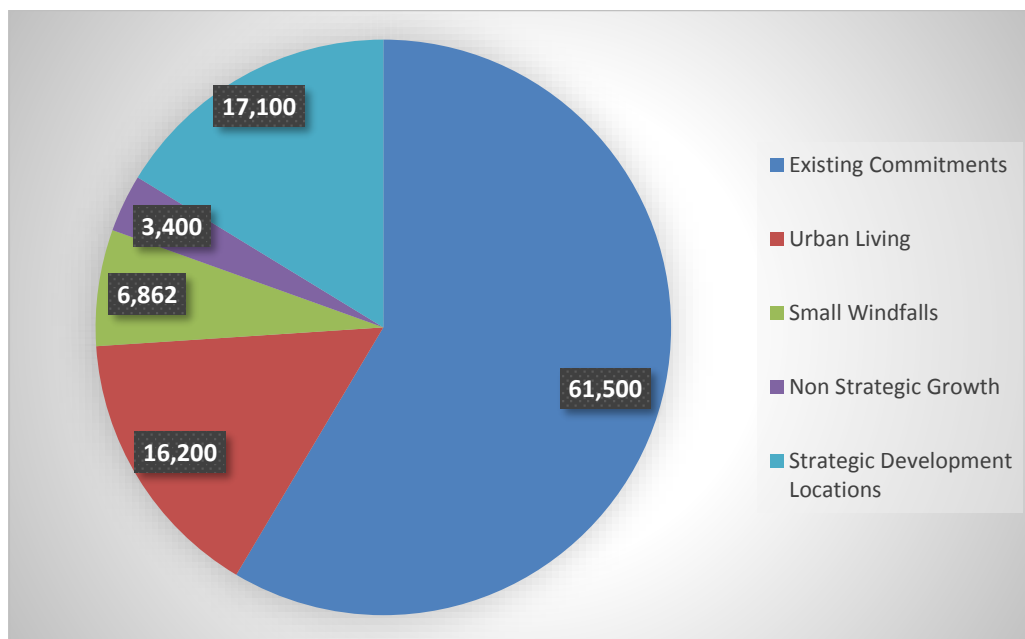
12. Against the supply described above, there is the need to identify land for another 17,600 dwellings in order to meet the housing requirement with sufficient flexibility.
13. Locations which are currently, and are anticipated to be, significant generators of trips include central Bristol, parts of the Bristol North Fringe, central Bath/Bath Enterprise Zone and Weston-super-Mare. However, an approach which focusses on increasing existing urban development opportunities and expansion will not be sufficient to meet the homes and job needs of the Region over the next 20 years. Additional new sustainable locations will be needed which may include new innovative solutions such as garden villages or extensions.
14. The Strategic Development Locations are identified which are capable of delivering large scale development (500 dwellings+) over the plan period in locations which support the spatial strategy. This approach recognises all aspects of sustainability including growth well related to the central areas and other parts of urban areas where people seek to travel for work, shopping and recreational needs.
15. Sustainability is closely related to proximity and accessibility to services and facilities, particularly in Bristol, Bath and Weston super-Mare and the potential to use existing and new transport corridor opportunities. Other sustainability factors to meet the priorities of the Plan have also been considered including rebalancing

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economic growth, maintaining and enhancing the environment and retaining the overall function of the Green Belt.

16. There is the need to avoid the unsustainable expansion of the north and east fringes of the Bristol urban area beyond the substantial existing commitments that are identified to be delivered in adopted Local Plans. Evidence also shows that due to significant environmental constraints there is no scope to further expand Bath outwards.
17. Alongside this, it is also recognised that existing towns and larger villages have a role to play in supporting sustainable economic growth. Strategic opportunities have been identified where investment in high profile public transport will assist in delivering sustainable growth.
18. A sizeable proportion (48%) of the West of England area is within the Bristol-Bath Green Belt. This has significant implications for the Spatial Strategy, particularly reflecting the strategic priority to retain the overall function of the Green Belt. The advice in NPPF para 83 is *“Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.”*
19. Technical work and transport modelling have shown that it is not possible to sustainably accommodate all the identified growth needs entirely outside the Green Belt. The transport impacts cannot be fully mitigated even with substantial investment. Such a strategy would be dependent on some highly unsustainable locations that are very difficult and expensive to mitigate with only sub-optimal solutions. It would also put pressure to locate development in the flood risk areas. These issues would impact on delivery of such a strategy.
20. In response to concerns expressed through public consultation, the spatial strategy aims to minimise the impact on the Bristol and Bath Green Belt. However, due to the scale of provision required and the extensive nature of the Green Belt, the Plan does include some Strategic Development Locations currently with Green Belt designation as explained in the Spatial Strategy Topic paper. Finally, the opportunity for new free standing garden village settlements forms part of the strategy.
21. A summary of the components of supply in the Spatial Strategy is set out at figure 5.

Figure 5: Components of supply in the Spatial Strategy



Demonstrating Flexibility and Contingency

22. The housing trajectory which sets out the phasing of the supply to meet the identified target is set out at Appendix 1 to the Housing Topic Paper. This shows that the plan has a sufficient flexibility to deliver identified needs across the plan period as well as addressing the requirement to demonstrate a five year land supply. The Plan also has flexibility to assist the market in delivering the identified employment land.
23. To enable delivery and implementation of the identified Objectively Assessed Need of 97,800 dwellings and the housing requirement of 102,200, the authorities have identified a supply of 105,500 dwellings. This is between 5% and 10% over the OAN, thus providing some flexibility should any issues of non-delivery arise. In addition, the JSP identifies a contingency supply (of around 3,000 homes). Release of the contingency will be considered should development not come forward as anticipated. A plan review would be the mechanism to undertake the release of the contingency informed by monitoring of delivery. It is emerging national policy guidance that plans be reviewed after 5 years. This gives an overall potential housing supply within the JSP Plan period of 108,000 new homes (including contingency).

Mitigations and infrastructure required to support the Spatial Strategy

24. It is recognised that provision of necessary infrastructure up front or phased to support development is critical to the successful delivery of the spatial strategy. Strategic infrastructure that will be required to deliver the Spatial Strategy is included in the Key Diagram at Appendix A.

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25. Our transport network has to accommodate an increasing volume of travel and complex travel patterns. Increasing demand has contributed to a network that is often at capacity at peak times, with increased journey times and congestion. These impacts have been perceived as a barrier to securing sustainable economic growth. This threatens not only the productivity of our businesses and workforce but also our ability to meet wider sustainable objectives such as reducing carbon emissions and improving air quality in our urban areas.
26. Transport investment can be a major influence on where development is located and how to create high quality places in which people want to live and work. Influencing the location of development will not of itself be sufficient to address the issue.
27. Integrating housing and employment development with investment in reliable, high quality transport choices will:
- reduce the length and number of journeys to work, and other services and facilities.
 - encourage more sustainable travel modes such as cycling, walking and public transport.
 - reduce the reliance on car based journeys.
28. In response to the spatial strategy, transport infrastructure provision to support the additional development required seeks to:
- maximise the effectiveness of sustainable travel choices and encourage mode shift (to rail, MetroBus, Park & Ride, bus, cycling, walking) across the plan area.
 - maximise the effectiveness of non-car mode choices for both urban living and new development outside existing urban areas; and then
 - mitigate impacts of additional traffic, including investigation of junction capacity improvements, upgrades, new highway connections and traffic restrictions.

Encouraging sustainable travel choices across the plan area

29. **MetroBus** (Bus Rapid Transit) will be central to delivering the shift from a reliance on the car to a public transport mode of transport. Particularly at strategic development locations, and along key corridors with a number of locations outside of walking/cycling distance from key destinations and less-well served by the conventional bus and rail networks;
30. **A network of new Park & Ride and interchange schemes** will help to intercept trips on the edge of Bristol, Bath and Weston urban areas, reduce traffic in these areas and improve conditions for walking, cycling and public transport;
31. **Conventional local bus services and in particular improving existing bus services** will be an important part of promoting sustainable travel on several corridors;

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32. **Rail** will play an important role for access to urban centres, but improvements will be needed (capacity, access to stations, parking, station environment, interchanges). Despite impressive levels of passenger growth in recent years rail currently has a modest modal share and is therefore part of a wider package of transport measures. Some locations will remain difficult to serve by rail.
33. **Walking and cycling** must take a central role for shorter trips –creating environments where active travel choices are the first choice, with better links to surrounding walking and cycling networks.

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CHAPTER 4: POLICY FRAMEWORK

POLICY 1 – THE HOUSING REQUIREMENT

In order to deliver the housing requirement for the West of England of 102,200 homes between 2016 and 2036, the Joint Spatial Plan (JSP) makes provision for the supply of at least 105,500 new homes.

Based on the spatial strategy in Policy 2, the supply will be distributed between the unitary authorities as follows:

- | | |
|--------------------------------|------------------|
| • Bath and North East Somerset | 14,500 dwellings |
| • Bristol City | 33,500 dwellings |
| • North Somerset | 25,000 dwellings |
| • South Gloucestershire | 32,500 dwellings |

The Plan also makes provision for contingency supply which, if required would take the total housing supply available over the Plan period to 108,000 as set out in Policy 2.

The 5 year Housing Land Supply assessment will be based on the Housing Requirement of 102,200 and will be set out in the UAs Local Plans.

Reasoned Justification for Policy 1.

1. **Housing Requirement:** The Strategic Housing Market Assessments (SHMA) prepared for the West of England evidenced an Objectively Assessed Need (OAN) for housing of 97,800 dwellings (dwellings) for the plan period 2016-2036. This comprises 85,000 dwellings for Wider Bristol Housing Market Area (HMA) and 12,800 dwellings for the Bath HMA).
2. This takes account of changes to net migration, the need to align future jobs and workers, in response to market signals, and to support the delivery of affordable housing. To take account of the needs of older people, the Housing Requirement is 102,200 dwellings for the Plan period as set out in the SHMA update. To allow some flexibility, the JSP makes provision for 105,500 dwellings by 2036.
3. **District distribution:** Policy 1 sets out the broad distribution of the Housing Requirement between the four districts. This is derived from the JSP spatial strategy and the location of committed and proposed housing growth over the plan period. Detailed delivery of the district distribution will be through local plans.
4. In the event that development does not come forward as anticipated, an additional contingency supply of around 3,000 dwellings has been identified as set out in Policy 2.
5. **The 5 year Housing Land Supply** assessment is based on the Housing Requirement of 102,200 dwellings and this will be established for each District through the respective UA Local Plans.

POLICY 2 – THE SPATIAL STRATEGY

The Joint Spatial Plan housing and job requirements will be achieved through:

- 1. The delivery of existing Local Plan commitments,**
- 2. Maximising the sustainable development of previously developed land and other appropriate opportunities within existing urban areas,**
- 3. Enabling non-strategic sustainable development at locations identified and brought forward through local plans to meet the UA housing and employment requirements.**
- 4. The allocation in Local Plans of the following Strategic Development Locations:**
 - Bath & North East Somerset: North Keynsham, Whitchurch.**
 - Bristol: Land at Bath Road Brislington**
 - North Somerset: Backwell, Banwell, Churchill, Nailsea.**
 - South Gloucestershire: Buckover, Charfield, Coalpit Heath, Thornbury, Yate.**

The strategic policy requirements for each of the strategic development locations are set out in Policy 7.

The spatial strategy is illustrated on the Key Diagram.

The general extent of the Green Belt is maintained except where it is required to be amended through local plans to enable the delivery of the strategic development locations at Coalpit Heath, North Keynsham, Yate, Bath Road, Brislington and Whitchurch.

Contingency/Review:

The Plan will be reviewed every 5 years following adoption. If monitoring demonstrates that the planned housing provision, is not being delivered at the levels being planned for and there would be no reasonable prospect of the planned delivery being met, the identified contingency will be considered for release through plan review.

Reasoned Justification for Policy 2

- 6. Policy 2 sets out the Plan's spatial strategy. The Plan promotes a pattern of development across both Housing Market Areas which most appropriately delivers the Plan's Vision and Strategic Priorities. In particular, it seeks to meet the need for new homes and economic growth supported by the necessary infrastructure. Chapter 3 and Topic Paper x sets out in more detail how the spatial strategy was developed.**
- 7. Development of the strategy has been informed by the Sustainability Appraisal and a broad evidence base.**

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8. Provision is made to deliver 105,500 new dwellings and 82,500 jobs by 2036. Of this, a significant proportion, around 61,500 new homes are already identified in existing adopted plans. A principal element of the strategy is to maximise development opportunities in urban areas, whilst securing a high quality environment for existing and future residents. This approach helps to ensure new development is well related to facilities and benefits from existing infrastructure and yields about an additional 16,200 dgs. In recognising the role of the network of smaller towns and settlements provision is also made for 'non-strategic' growth (3,400 dwellings), and small site windfall development (6,800) with locations to be identified in UA Local Plans.
9. The above provision leaves nearly 17,600 dwellings to be accommodated. Whilst all brownfield options have been considered the identification of strategic, greenfield locations (500 or more dwellings for the purposes of the JSP) is warranted. Topic Paper x describes in more detail how the potential Strategic Development Locations (SDLs) have been identified.
10. A number of spatial scenarios were tested in order to establish the most appropriate strategy and help select the strategic locations which would effectively deliver the Plan's priorities. The preferred approach is to achieve a balanced portfolio, which in combination focusses development at locations: well related to existing urban areas; which are served by existing sustainable transport routes; or those with the potential to be sustainable, as a result of the type and form of development proposed. This reduces the need for travel to facilities and employment and where travel is needed, to do it more sustainably. In particular it facilitates the priority of economic rebalancing, thereby helping to address the pockets of deprivation within the sub-region. The preferred locations have also take account of the need for the spatial rebalancing of the Bristol city region in response to the extensive past growth and build out of the existing commitments which remain (of some 13,000 homes) at the north and east fringes of Bristol over the next 10 to 15 years.
11. A substantial part of the sub-region (around 48%) lies with the Bristol- Bath Green Belt. This creates a tension as some of the most sustainable (or potentially sustainable) locations in terms of their proximity to the Bristol urban area are within the Green Belt. The UAs assessed the scope to meet the need for development by avoiding Green Belt locations, including options in adjoining Authorities. However, the avoidance of the Green Belt resulted in a strategy which would entail highly unsustainable patterns of development, would have significant delivery issues and would severely compromise the Plan's objectives.
12. Having examined the other reasonable options for meeting the identified development requirements, the UAs have concluded that there are exceptional circumstances to justify the release of certain locations from the Green Belt. In doing so, the UAs have sought to minimize the impact on the Green Belt and its general extent remains unchanged, with 0.65% proposed to be removed.

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13. The JSP provides the basis for the UAs to formally allocate the SDLs in their individual Local Plans. Local Plans will set out the detailed site requirements, delivery arrangements and facilitate mitigation and/or enhancements both on site and off site. Local Plan preparation will provide the mechanism to amend local Green Belt boundaries. In the meantime, these locations will remain as part of the Green Belt. Opportunities to extend Green belt will be explored through local plans such as at Thornbury/ Buckover and Nailsea/Backwell.
14. The strategy provides a robust supply of deliverable land for housing for the Plan period with a choice of locations and flexibility to respond to changing circumstances. The strategy provides a firm basis for the UAs to demonstrate a 5 year housing land supply in each UA Local Plan, based on the identified Housing Requirement.
15. The plan will be reviewed at 5 year intervals to ensure that the strategy is being delivered and to take into account new evidence. In the event that housing was not being delivered at the levels being planned for and if there would be no reasonable prospect of the planned delivery being recovered, the Plan identifies some contingency locations to be considered for release through Plan review. This contingency comprises;
 - Land south of Chipping Sodbury, (around 1,500 dwellings with up to 775 deliverable within the Plan period) and an additional 225 dwellings at North West Yate, South Gloucestershire.
 - Land at east Clevedon, North Somerset (around 1,500 dwellings)
 - Increased non-strategic growth in South Gloucestershire (around 500 dwellings) and in B&NES (100 dwellings)
16. The spatial strategy, as shown in the Key Diagram below, enables the identified growth needs of the West of England to be met in a sustainable and deliverable way, properly aligned with new infrastructure and with flexibility. It enables the retention and enhancement of the sub-region's high quality environment, provides benefits to existing communities and it facilitates the development of exemplar, sustainable new places. This is the most appropriate strategy for the West of England as evidenced through Sustainability Appraisal (SA) testing and in effectively delivering the Plan's spatial priorities.

POLICY 3 – THE AFFORDABLE HOUSING TARGET

- 1. The Affordable Housing Target for the West of England for 2016-2036 is 24,500 net new affordable dwellings. Delivery of Affordable Housing, in a range of tenure and unit types, is a significant priority in all residential development.**
- 2. Affordable Housing is defined as social rented, affordable rented and intermediate housing provided to households whose needs are not met by the market with regard to local incomes, house prices and rents.**
- 3. On residential developments delivering 5 or more dwellings or sites larger than 0.2ha, whichever is the lower, a minimum target of 35% Affordable Housing to be delivered on site is required. This applies to both C3 and self-contained C2 residential developments, including older persons and student accommodation.**
- 4. Every opportunity will be taken to maximise the delivery of affordable housing within Bristol. The provision of Affordable Housing on the SDLs, and other strategic locations within or well related to the Bristol urban area, must contribute to the Affordable Housing need of Bristol through on site provision, with the option for off-site contributions in locations less well related to Bristol. Offsite contributions will be retained for the delivery of Affordable Housing within Bristol for a maximum of ten years or to the end of the JSP period whichever is the later.**
- 5. Where it is demonstrated that viability prevents the delivery of Affordable Housing policy requirement without public subsidy, the agreed quantum of Affordable Homes to be delivered without subsidy will be stipulated in the planning agreement. In these circumstances any reduced provision of Affordable Housing must still contribute to the affordable housing need of Bristol as set out in paragraph 4. Further mechanisms will be used to require the applicant to engage actively with the local authority to identify alternative forms of investment or public subsidy to deliver Affordable Homes above this base provision up to policy compliant, target levels.**
- 6. All Affordable Housing tenures should include provision to remain at an affordable price in perpetuity for future eligible households (based on local incomes and house prices) or for the subsidy to be recycled for alternative affordable provision.**

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Reasoned Justification for Policy 3

17. The Wider Bristol and Bath SHMAs identified an Affordable Housing need of 32,200 net new dwellings. Based on the Affordable Housing supply, available funding and other interventions an additional 24,500 (76%) Affordable Homes is set as the strategic target of this plan.
18. Affordable Housing is given a significant priority in the plan because of the scale of the need and historic low delivery rates. The target reflects the commitment by the Unitary Authorities to maximise Affordable Housing delivery across the West of England.
19. It will achieve this by:
 - Requiring a minimum of 35% Affordable Housing on all sites delivering 5 or more dwellings or sites larger than 0.2ha, whichever is the lower. This is justified by the high level of need and the shortfall in past delivery, and the consequent need to maximise delivery from all possible routes.
 - Maximising delivery via planning policy on site at nil public subsidy.
 - Maximising delivery via planning policy at nil public subsidy on the Strategic Development Locations (see Policy 7) as a specific priority.
 - Requiring policy compliance with the expectation that where it is unviable to provide the full policy requirement at nil public subsidy, public subsidy or other forms of investment will be sought and secured to make up the shortfall in order to demonstrate that every effort has been made to deliver full policy compliance.
 - Maximising use of HCA funding, other public subsidy and other forms of investment.
 - Requiring AH to be provided that meets the needs as evidenced by the Wider Bristol and B&NES Strategic Housing Market Assessments 2016 update or further updated evidence, in the full range of AH tenure types and unit mixes.
 - Maximising delivery through higher densities in urban locations.
 - Maximising delivery by reviewing and where appropriate, bringing forward sites for affordable housing that are currently allocated for other uses.
 - Requiring AH to be provided on self-contained C2 residential accommodation, including older persons housing and student accommodation, justified by the high level of need and the shortfall in past delivery, and the consequent need to maximise delivery from all possible routes.
 - Requiring on-site delivery of Affordable Housing. In exceptional circumstances, where it can be robustly justified, off-site provision or an equivalent financial contribution in lieu of on-site provision may be acceptable, for the provision of affordable housing.
20. In light of the particularly substantial need for Affordable Housing in Bristol, the provision of AH on the SDLs and other strategic locations within or well-related to the Bristol urban area must contribute to the affordable housing needs of Bristol via on-site provision with the option of off-site contributions in locations less-well related to Bristol. Delivery mechanisms will be determined through Supplementary Planning Documents options to be explored include:

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- nomination rights.
 - financial contribution to be held in a West of England Housing central fund and which can be retained for a maximum of ten years or to the end of the JSP period, whichever is the later, in order to maximise the opportunity to spend.
21. The 4 UAs have sought to maximise the provision of AH as far as possible, making it a priority in the formulation of the spatial strategy and increasing the overall supply of housing in order to increase AH supply. Whilst the identified needs for AH will not be fully met, this strategy will entail a substantial boost in the supply of Affordable Housing for the sub-region and will result in a step change in provision.

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POLICY 4: THE EMPLOYMENT LAND REQUIREMENT

The Joint Spatial Plan (JSP) supports the delivery of 82,500 additional jobs in the West of England between 2016 and 2036. The Plan seeks to enable access to employment opportunities for all through the spatial distribution of development.

Development in the following key strategic employment locations will ensure the continued economic growth of the West of England. The locations include:

Existing city and strategic town centres

- Bristol City Centre
- Bath City Centre, and
- Weston-super-Mare Town Centre

Enterprise Zones and Areas

- Temple Quarter Enterprise Zone
- Avonmouth Severnside Enterprise Area
- Filton Enterprise Area
- Emersons Green Enterprise Area
- Bath Riverside Enterprise Zone
- Somer Valley Enterprise Zone
- Junction 21 Enterprise Area, Weston-super-Mare

Key strategic infrastructure employment locations

- Bristol Port,
- Bristol Airport,
- Oldbury Power Station new nuclear build.

Additional employment opportunities are provided throughout the West of England in town, district and local centres, business and industrial estates.

These contribute to the stability of the sub-regional economy, and maintenance of employment land in these locations will be addressed through policy set out in the Local Plans. Improved accessibility to employment for residents in south Bristol, Bath and Weston-super-Mare will be supported through investment in sustainable transport infrastructure.

Strategic Development Locations (SDL)

In order to support the delivery of the employment growth required in the West of England, new employment land may be identified at the SDLs. The amount of employment land provided for at the SDLs will respond to the amount of residential development proposed and the context and scale of any existing community in the area. The delivery of employment land in the SDLs will be secured through allocation and policy detail in Local Plans, and through master planning and Supplementary Planning Documents as appropriate.

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Reasoned Justification for Policy 4

22. In order to support the continued economic growth of the West of England, the area will need to be able to accommodate an additional 82,500 jobs (c.69,400 Full Time Equivalents) between 2016 and 2036 (all use classes not just B Class use). This figure has been derived from the 2015 Medium High growth forecasts from Oxford Economics with a small uplift of 1.1%.
23. The growth in jobs will be supported by the portfolio of employment opportunities available across the West of England. The continued changes in the employment market mean that flexibility is required within the employment land portfolio, in order to respond to changes in market demand during the plan period and beyond.
24. The employment land requirement to support the delivery of employment growth has been assessed, and the Economic Development Needs Assessment (EDNA) has identified that existing employment land is sufficient to deliver strategic employment needs, and the anticipated jobs growth over the period to 2036. Whilst the EDNA identified some localised mismatches between supply and demand for example in some parts of the WoE such as the Avonmouth / Severnside area, within the single functional economic market of the West of England, the opportunities to satisfy economic and employment land needs exceed the requirements of the highest employment job forecasts. Although additional jobs will be delivered from the full range of employment types, the EDNA deals only with provision for office, industrial and warehouse uses ('B' class uses. This is consistent with the requirements of the NPPF and national PPG).
25. The employment potential of the strategic employment locations will continue to be reviewed to inform detailed policy formulation through each authority's Local Plan. The strategic focus for the increase in employment opportunity will primarily be within the Enterprise Zones and Enterprise Areas.
26. The overall strategy is to focus growth in City Centres and EZs which are sustainable locations and are successful business locations.
27. Whilst major growth in employment is targeted at these areas, additional growth opportunities for Port, airport and power station related activities, are recognised at 3 key strategic infrastructure employment locations, Bristol Airport in North Somerset and Bristol Port in North Somerset/Bristol, and Oldbury Power Station in South Gloucestershire. This is in response to the evidenced employment growth potential at these locations. Growth at Bristol Airport has the potential to create a range of new employment opportunities. However, significant growth in this location will require the delivery of improved public transport access from Bristol and Weston-super-Mare. In addition, the construction of Hinkley Point C in Somerset, though outside the plan area, will have a significant impact on business supply chains and labour markets across the West of England (e.g. as demonstrated by location of EDF headquarters at Bridgwater House, Bristol).
28. The Strategic Development Locations where appropriate provide for employment land, proportionate to the scale of development proposed and the proximity of the development to other employment provision, and local employment need. The detailed capacity of the SDLs may be further tested in the preparation of the Local

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Plans. Although there will continue to be growth opportunities throughout the West of England as a result of intensification of activity within existing local business and industrial estates, there are constrained opportunities for new employment land in south Bristol.

29. The clear priority for the development of brownfield land in the urban areas of the West of England will provide the opportunity for increased homes and employment using vacant or underused land. Key sites available for an increase in employment activity or for the release to housing land from employment use within Bristol City, the urban edge of Bristol within South Gloucestershire, and within Weston–super-Mare and Bath will be identified through the new the Local Plans.
30. Additional employment opportunities are provided throughout the West of England in town, district and local centres, business and industrial estates. These contribute to the stability of the sub-regional economy, and maintenance of employment land in these locations will be addressed through policy set out in the Local Plans.

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POLICY 5: PLACE SHAPING PRINCIPLES:

All new development must contribute towards the delivery of high quality and sustainable places. The following key principles should be used to inform the development and delivery of high quality and sustainable places to:

- 1. Create character, distinctiveness and sense of place which diversifies the residential offer, improves accessibility, affordability and enhances identity.**
- 2. Improve health and wellbeing and enable independence, reduce health inequalities, and facilitate social interaction where people can meet to create healthy, inclusive and safe communities.**
- 3. Enable inclusive and sustainable economic growth.**
- 4. Ensure the protection and enhancement of the natural, built and historic environment.**
- 5. Mitigate and adapt to climate change and use a catchment based approach to water management.**
- 6. Minimise energy demand and maximise the use of renewable energy, where viable meeting all demands for heat and power without increasing carbon emissions.**
- 7. Provide and ensure access to infrastructure including public transport, which reduces reliance on use of cars.**
- 8. Maintain and enhance the Green Infrastructure network to deliver multiple benefits for people, place and the environment.**

These Key Principles should be used to prepare the Strategic Development Locations (identified in Policy 2 and 7) concept frameworks and future master planning to be identified in local plans or other documents to secure a co-ordinated and comprehensively planned approach. They should also be used to support existing communities to ensure the delivery of sustainable urban living and regeneration led development.

The West of England local authorities through their local plans will build good working relationships with developers, infrastructure providers other agencies and local communities to achieve these key principles.

Reasoned Justification for Policy 5.

- 31. Place making is at the heart of achieving our ambition for the West of England for places that are environmentally, socially and economically sustainable. To support this, the Plan's vision and spatial strategy recognises the importance of working on key issues across boundaries whilst seeking to respect the character and identity of our individual communities and to make places more innovative, competitive, connected, diverse and healthy.**
- 32. To achieve these key objectives requires the leadership, ambition and co-operation of public, private and voluntary sectors. This is critical in order to shift expectations,**

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perceptions and devise new delivery models. To support this, key principles have been developed that ensure the JSP incorporates strategic priorities for economic, environmental and social sustainability. These accord with the 3 pillars of sustainable development and are intended to articulate the West of England's ambition and focus for creating high quality places that fulfil and realise these objectives.

Social

Policy Principle 1: Create character, distinctiveness and sense of place

33. The design, diversity and nature of housing in new developments is critical to their attractiveness as places to live and in establishing successful new communities. New development will demonstrate a high standard of design appropriate to their location. This should be inclusive enabling accessibility and independence helping to reduce health inequalities. A mix of housing typologies and tenures have a role to play in diversifying the residential offer, improving accessibility and affordability and enhancing identity and sense of place. This can link to new models of housing delivery provided by new small and medium sized enterprises (SMEs), such as self and custom build and build to rent. Projects at higher density and scale provide the potential for generating community energy and can help to alter perceptions about an area.
34. Having a sense of place requires that new development provides a clear sense of scale, density, and legibility, has strong landscape and multi-functional green and blue infrastructure features and the provision of a range of amenities and services. Connection to sustainable transport networks are important so that locations are accessible by means other than car travel. New development should provide places of interaction with, diverse local economies and a good standard of service provision such as education. In order to take this work forward, the WoE authorities will prepare an Urban living Supplementary Planning Document (SPD) to set out these principles.

Policy Principle 2: Improve health and wellbeing, reduce health inequalities, and facilitate social interaction where people can meet to create healthy, inclusive and safe communities.

35. The planning, design and management of places and homes has an impact on the health of both current and future generations. New development and infrastructure provide opportunities to improve public health and access to healthcare services. Such improvements can be direct, for example the installation of smart technology for independent living; or indirect by impacting on behaviour, for example provision of active travel options, improving safety and creating accessible spaces to encourage physical activity. The reduction of obesity by raising levels of physical activity has been shown to lessen the risk of physical and mental health issues and costs to health service providers.
36. Health inequalities, social opportunity and quality of life are differences between people or groups due to social, geographical, biological or other factors. These differences can have a huge impact, resulting in some people and groups experiencing poorer health and shorter lives. Development proposals must be

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informed by a holistic and evidence-based approach which considers how the current and future health needs of the population can inform the design and planning of new places.

37. Development proposals should:

- be planned to integrate transport and land use and recognise the opportunity to offer a variety of services and facilities including access to green space and nature. This includes places for leisure, social activity and business space and places, both inside and out, where people can interact.
- be fit for the future, incorporate alternative sources and resilience to a more variable climate.
- Support strong, vibrant and healthy communities, by creating clear urban design with a diversity of housing, flexibility of building uses and sufficient space for cycle paths and walkways, to the community's needs and support its health, social and cultural well-being.

Economic

Policy Principle 3: Enable inclusive and sustainable economic growth

38. The availability of land for business activity is important to the long-term sustainability of both our existing and new communities, as well as the performance of the local economy. Where development potential is identified, there is a risk that employment uses will be pushed out by the need for new homes and the values generated by residential development. However, whilst land should not be protected for employment use where there is little prospect of such use occurring, it is important that adequate provision for future change is made. This does not simply require the right quantum of floorspace but the provision of premises that can support a strong and productive economy.
39. To achieve this requires diversity of economic activity, enable business interaction and the retention and attraction of staff, provide for a range of flexible building types, including working from home. Development proposals should enable flourishing and successful economies by allowing for ideas to be generated, tested, developed and turned into services and products.
40. Where appropriate new employment opportunities should be provided at the strategic development locations with the form and type of development to be determined through local plans and SPD as appropriate.

Environment

Policy Principle 4: Ensure the protection and enhancement of the natural, built and historic environment

41. The West of England is bounded by natural features of international and national importance – the two limestone landscapes designated for their outstanding natural beauty - the Cotswolds AONB lies to the east and the Mendip Hills AONB to the south, the Severn Estuary is an international wetland habitat. A plethora of international and national sites of ecological importance also exist throughout the

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WoE, that are not confined to these landscapes. Topic Paper x sets out these assets. The West of England's numerous historic sites and features contribute significantly to the distinctiveness and sense of place of many communities.

42. These natural, built and historic environments provide a wide range of services that benefit our economy, and encourage visitors to the region whilst also providing health related benefits to our residents. Therefore it is crucial that new development works with natural systems, and is responsive to the distinctive historic and landscape setting of the sub region.
43. By working closely with our key environmental partners we have sought to establish a strong evidence base against which to recognise the wider benefits of ecosystem services, providing net gains to biodiversity, ensure areas of high landscape and visual sensitivity are respected, and the historical environment is conserved and enhanced. This will be used to ensure new development will:
 - Conform with planning legislation to ensure protection of Local to International designated sites (AONB, SNCI, SSSI, SAC, SPA, Ramsar sites) and should ensure enhanced protection through complimentary habitat creation to extend and/or buffer the site, implemented through the delivery of green infrastructure corridors.
 - Be expected to contribute towards a net gain of the sub-regions diverse and high quality natural environment and biodiversity ensuring that new development creates high quality sustainable places that deliver the integration, enhancement and protection of the sub-regions environmental assets.
 - Encourage opportunities to take a landscape-scale approach to improve the natural environments resilience and optimise the services they provide as demonstrated through the Severnside Wetlands Nature Improvement Area (NIA) and Bristol Avon Catchment.
 - In delivering Strategic Development Locations, policy requirements will incorporate provision for multi-functional green infrastructure as mapped in the Strategic Development Locations framework diagrams.
44. The vehicle to deliver an assessment of the West of England's key environmental assets will be delivered through a Green Infrastructure Plan for the West of England, supported by the 4 Unitary Authorities. The scope is set out in Topic Paper x.

Policy Principle 5 – Mitigate and adapt to climate change and use a catchment based approach to water management.

45. All development proposals will be required to demonstrate how long term climate resilience has been taken into account in the location and design of new development.
46. To increase resilience of the water environment to tidal, fluvial and surface water flooding the West of England authorities are committed to work in partnership on a

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catchment wide basis to achieve more holistic outcomes focused on multi-benefit projects across our administrative boundaries. A clear strategic priority is to increase investment opportunities for delivering improvements and adaption measures for water-based issues across the whole of the water catchment that falls within the Plan area, identifying new funding and delivery mechanisms to deliver positive change. These include reduced sedimentation of watercourses and associated maintenance costs, reduced risk of flooding and enhancement of the wider environment to improve the public realm through soft engineering solutions.

47. There is a need to work with wider partners including the EA and water companies to address adaption measures to respond to impacts such as drought and water shortages through schemes to manage water consumption. In working with wider partners development should positively contribute to managing the water environment by implementing a sustainable drainage strategy that adopts a catchment based approach to water management and which is integrated with the green infrastructure objectives to provide resilience against flooding.
48. To meet these objectives, the four West of England authorities will support the catchment wide action plan and its implementation.

Policy Principle 6: Minimise energy demand and maximise the use of renewable energy, where viable meeting all demands for heat and power without increasing carbon emissions:

49. The West of England Unitary Authorities are committed to improving energy security, address fuel poverty and to achieve an efficient low carbon economy. In addressing these challenges it is important for the West of England Authorities to contribute to and support the increased use and supply of renewable and low carbon energy in line with objectives and provisions of the Climate Change Act 2008, 2050 Carbon neutral targets. As such, the combined West of England CO2 reduction target is to reduce absolute CO2 emissions by 50% by 2035 from a 2014 baseline.
50. The scale of proposed development to be delivered through the JSP could generate significant additional CO2 emissions, making it harder to reach this target. To mitigate this, it will be necessary to maximise the energy efficiency of new development and integrate renewable energy technologies to supply the energy needs of new development in order to minimise energy demand. Technology continues to advance whilst costs fall and it is more cost effective to deliver efficient new buildings with renewable energy integrated from the outset than to retrofit them once they are built.
51. Through the production of the new Local Plans and supporting SPD, the potential for development to be built to a zero carbon standard, that is net zero emissions from regulated and unregulated heat and power, will be investigated using a

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consistent methodology across all four Unitary Authorities. Where viable, policies requiring zero carbon development or development that produces more renewable energy than it uses through opportunities including heat networks and other measures to support the delivery of environmentally sustainable development will be considered for inclusion in Local Plans.

Infrastructure:

Policy Principle 7 Provide and ensure access to infrastructure including public transport, that reduces reliance on use of cars

52. Strategic development should be in locations which maximise the potential to reduce the need to travel or, where travel is necessary, maximise opportunities to travel by sustainable, non-car modes, especially walking and cycling or be in places accessible to existing or new high quality public transport links. The focus of new transport infrastructure should address both existing challenges and create capacity for sustainable growth. New developments should also ensure that safe vehicle access is secured and appropriate local highway mitigations are identified and delivered.
53. Development should make provision of community infrastructure necessary to support the new development including provision of retail, education, health and sport and leisure. New services and facilities should be integrated with existing provision where appropriate.

Policy Principle 8 Maintain and enhance the West of England's Green Infrastructure network to deliver multiple benefits for people, place and the environment

54. Strategically planned and designed new green infrastructure and enhancing the existing green and blue infrastructure can provide a broad range of economic and social benefits that underpins the JSP's vision for sustainable growth.
55. In assessing the JSP Strategic Development Locations the four Unitary Authorities have taken account of the eight cross cutting Green Infrastructure objectives. Through the assessment of Green Infrastructure for the JSP strategic development locations, a framework for assessment has been created. This is intended to provide for a well-integrated, multifunctional public open space and green infrastructure network to provide a full range of formal and informal recreation opportunities (including allotments) and to help ensure the setting of local heritage and ecological assets are protected and enhanced.
56. This framework will help inform local plans to enable consistency within the design of all new development (urban living and non strategic as well as the SDLs), ensuring multi-functional green infrastructure objectives are incorporated and delivered.
57. Taking this work forward, the 4 West of England Unitary Authorities will devise and deliver a Green Infrastructure Plan (as referred to in principle 4) which will identify

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the West of England's key natural assets and the mechanisms for investment in those assets. It is envisaged that the Green Infrastructure plan will be the basis for identifying opportunities for enhancing and delivering Green Infrastructure and ecosystem services, both on and offsite, and prioritisation for large scale conservation management.

58. Through the delivery of a West of England Green Infrastructure Plan and Local Plans, issues will be addressed on a coordinated and strategic level, including any potential significant effects on Natura 2000 sites.

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POLICY 6 STRATEGIC INFRASTRUCTURE REQUIREMENTS

Strategic infrastructure will be required to support the effective implementation of the Joint Spatial Plan Spatial Strategy.

Transport infrastructure:

Working with delivery partners, the strategic transport infrastructure identified on the Key Diagram and in the West of England Joint Infrastructure Delivery Programme will be provided within the period 2016-2036.

Priority will be given to schemes which support the delivery of the spatial strategy as set out in Policy 2.

Provision will be made in the Local Transport Plan and local plans for an integrated corridor-based approach to transport improvements which supports sustainable and active travel choices and maximises the effectiveness of non-car modes.

Other strategic infrastructure:

New development must be properly aligned with the provision of the necessary strategic infrastructure. Additional strategic infrastructure identified to support the delivery of the spatial strategy is future investment in strategic flood management infrastructure at Avonmouth / Severnside, and on the River Avon in relation to Bristol City Centre. This is indicated on the Key Diagram. Other infrastructure will be identified where appropriate in the WoE Joint Infrastructure Delivery Programme and will be identified through local plans and local infrastructure delivery programs.

Reasoned Justification for Policy 6

59. The policy identifies the strategic development infrastructure requirements which are identified as being required during the plan period to deliver the spatial strategy. These are identified on the Key Diagram and set out in the Infrastructure Delivery Programme. These are the critical transport requirements, flooding and drainage improvements and mitigations. Energy infrastructure to support low carbon development and resilience to climate change such as the Avonmouth / Severnside Heat Network, with cross-border network requirements, will also come forward.
60. The requirement for an effective network of green infrastructure will be set out in local plans and other policy guidance and delivered through an integrated approach to new development. Other more localised infrastructure will also be required and this will be identified through local plans.
61. A WoE GI plan will identify and help to secure any GI required to support the delivery of the JSP and local plans. This would include addressing any potential significant effects on Natura 2000 sites, and other designated sites.

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62. Delivery of the strategic infrastructure in the Infrastructure Delivery Program will be ensured through joint working with delivery partners including Natural England, Environment Agency, Highways England, Network Rail, utilities companies and developers. The local authorities will explore a range of delivery mechanisms including the use of compulsory purchase powers (CPO) to make sure that essential infrastructure is delivered in step with new development.
63. Priority will be given to infrastructure delivery which is most effective in delivering the overall spatial strategy and, for example, tackling existing transport challenges, not just in respect of the new strategic development locations, but within the urban areas and at non-strategic locations across the plan area. Where infrastructure provision has cross-border or wider implications, the Unitary Authorities will work together to deliver the most effective solution through, for example, shared use of resources.

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POLICY 7 - STRATEGIC DEVELOPMENT LOCATIONS SITE REQUIREMENTS

The following Strategic Development Locations will be delivered during the plan period:

- **Bath and North East Somerset: North Keynsham, Whitchurch.**
- **Bristol: Land at Bath Road, Brislington.**
- **North Somerset: Backwell, Banwell Garden Village, Churchill Garden Village, Nailsea.**
- **South Gloucestershire: Buckover Garden Village, Charfield, Coalpit Heath, Thornbury, Yate.**

The guiding principles common to all the strategic development locations are set out in Policy 5 and the detailed location-specific requirements are set out in Policies 7.1 - 7.12.

The broad locations for the Strategic Development Locations are shown indicatively on the Key Diagram.

Reasoned Justification for Policy 7

64. As part of the overall spatial strategy to deliver the housing needs for the plan area, strategic development locations (ie locations capable of accommodating 500+ dwellings) have been identified for detailed assessment through local plans. These comprise 12 locations which are consistent with the sustainable development objectives of the Plan but also represent a variety of different areas and forms of development which will provide flexibility and choice over the plan period.
65. The broad locations for the strategic development locations are shown indicatively on the Key Diagram. The Joint Spatial Plan does not allocate these areas; it indicates their general extent which will be further assessed and refined through local plans. In order to provide strategic guidance for the detailed work to follow, the Joint Spatial Plan summarises the development principles, opportunities, constraints and infrastructure requirements to be taken into account. This includes the generic development principles which apply across the whole plan area, particularly the place-shaping principles set out in Policy 5, and also other aspects such as affordable housing targets contained in Policy 3. These principles apply equally to the Strategic Development Locations as well as to other locations.
66. While the starting point will be compliance with the broad principles set out in the main body of the Joint Spatial Plan, it is important to recognise that the individual locations will also have specific local issues, constraints and opportunities to take into account. These are important in terms of ensuring the retention and enhancement of local character and distinctiveness, and ensuring that necessary

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infrastructure and other mitigations are introduced in an appropriate and timely manner.

67. Policies 7.1 – 7.12 set out the bespoke requirements for each location which will form the starting point for their detailed assessment through the local plans. These are derived from the evidence prepared as part of the plan-making process and summarised in the supporting documents, particularly the Strategic Development Location templates. The requirements identified in the Joint Spatial Plan policies are not exhaustive and will evolve as detailed assessment and masterplanning takes place at these locations.
68. While the trajectories need to be further refined as the proposals are developed in more detail, the 12 Strategic Development Locations are currently anticipated to deliver approximate 17,377 dwellings by 2036, with the capacity for a further 4,350 beyond the plan period. In many locations delivery is linked to the delivery of essential infrastructure, particularly highways and transport. This means that in several of the identified locations development is not anticipated to commence until later in the plan period.

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POLICY 7.1 - NORTH KEYNSHAM**North Keynsham, Bath & NE Somerset**

Development at North and East Keynsham is shown on the Key Diagram. Development in this area should comply with the following key strategic principles and infrastructure requirements:

- The delivery of around 1,500 new homes, with 1,400 homes built in the plan period, optimising densities and including affordable housing.
- Include around 50,000 m² of employment floorspace.
- Creation of a new local centre to provide a focal point for the new community with an appropriate range of small-scale retail, services and facilities.
- A new primary school on site and financial contribution to the provision of a secondary education provision off site.
- New mixed tenure marina providing residential and leisure moorings.
- A layout and form that produces a high quality of urban design, contributes positively to local character and distinctiveness, and that mitigates impact on sensitive views (including key views from the Cotswolds Area of Outstanding Natural Beauty). This should incorporate a well-integrated, multifunctional green infrastructure network that includes new wetland features, restored floodplain meadows and new woodland.
- Provision of key transport infrastructure including:
 - i. North Keynsham multi modal link from Avon Mill Lane to A4. This new link will be designed as a street through the development, considering the needs of pedestrians, cyclists, public transport and vehicles, and capable of performing a wider strategic function for traffic relief in Keynsham. Development will have a positive relationship with the link road;
 - ii. Pedestrian and cycle connections in all directions which link the site with key services and facilities. These include Keynsham rail station, the town centre, the A4 public transport corridor, the A4175 Keynsham Road and the Bristol to Bath cycle path with the potential for new bridge connections across the River Avon;
 - iii. Where existing vehicle routes across the railway line are no longer required for continued use by motor traffic, seek to downgrade them to pedestrian and cycle only links;

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- iv. **Metrobus (high quality public transport) route from Bristol to Keynsham on the A4 corridor;**
- v. **High frequency local bus service following an orbital route connecting the site to the town centre, Metrobus, rail and other local bus services;**
- vi. **Improved passenger facilities at Keynsham rail station;**
- vii. **Off-site junction improvements including at Hicks Gate; and**
- viii. **Expanded or relocated A4 Bristol Park & Ride.**

No housing will be completed at the North Keynsham SDL ahead of the Avon Mill Lane to A4 link, Keynsham rail station improvements and Metrobus (high quality public transport) route from Bristol to Keynsham on the A4 corridor being completed. This should not prejudice a full Transportation Assessment which will be required for each location.

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POLICY 7.2 – WHITCHURCH

Whitchurch, Bath & North East Somerset

The development of land at Whitchurch is shown on the Key Diagram. Development in this area should comply with the following key strategic principles and infrastructure requirements:

- Around 2,500 new homes, optimising densities with 1,600 homes built in the plan period, including affordable housing.
- Provide retail, healthcare and community facilities, two new primary schools and a secondary school.
- Deliver environmental enhancements to Whitchurch village and its local centre.
- Retain the open gap between Whitchurch village and the Bristol urban area.
- Include employment spaces at a quantum and of a type to be determined through the Local Plan.
- Preserve and/or enhance the Queen Charlton Conservation Area, and the Maes Knoll and Wansdyke Scheduled Monuments and their settings.
- Provision of key transport infrastructure including;
 - i. Multi-modal link connecting A4, A37 and the south Bristol link road;
 - ii. Park and ride provision;
 - iii. Metrobus (high quality public transport) route from Bristol on the A4-A37 link;
 - iv. Pedestrian and cycle connections in all directions which link the site with key services and facilities. These include extending and improving walking and cycling routes to Bristol, Keynsham and to the countryside to the south; and
 - v. Off-site junction improvements including at Hicks Gate.

No dwelling will be completed at the Whitchurch SDL ahead of:

- i. Park and Ride, and
- ii. the multi-modal link A4-A37-south Bristol link including as a pre-requisite, the Callington Road scheme being completed.

The strategic infrastructure listed above should not prejudice a full Transportation Assessment which will be required for each location.

POLICY 7.3 – LAND AT BATH ROAD, BRISLINGTON**Bath Road, Brislington, Bristol**

The relocation of Brislington Park & Ride to land near Hicks Gate Roundabout within Bath and North East Somerset will enable the creation of a new neighbourhood within Bristol. Development in this area should comply with the following strategic principles and infrastructure requirements:

- Provision of at least 750 new homes;
- Mix of uses to be provided in accordance with masterplanning process;
- Retention and incorporation of hedgerows into development, including the hedgerows along Scotland Lane;
- The Sustainable Drainage Systems (SuDS) strategy will include surface water runoff management measures to remediate existing issues on the Scotland Bottom watercourse and Scotland Lane;
- Provision of a linear recreational park incorporating Scotland Bottom watercourse to allow for maintenance of the watercourse and the protection and enhancement of nature conservation. The park should include walking and cycling routes;
- Avoidance of unnecessary sterilisation of coal resources within the Minerals Safeguarding Area;
- Financial contributions to the provision of primary school places off site;

- The provision of key transport infrastructure in advance of development including;
 - i. Relocation of Brislington Park & Ride to land near Hicks Gate Roundabout within Bath and North East Somerset;
 - ii. Callington Road Link / A4 Rapid Transit Scheme;
 - iii. Widening of the A4 strategic road network corridor to provide public transport infrastructure inbound and outbound, and an adjacent strategic greenway providing walking and cycling paths with links across Bath Road, and a landscape frontage alongside the A4;

- Other transport improvements:
 - iv. A4 – A37 link, which may incorporate a MetroBus route;
 - v. Review the use of Scotland Lane, in light of delivering the A4-A37-south Bristol link, to reduce through traffic and provide walking and cycling facilities
 - vi. Extending and improving cycle routes to Bristol, Keynsham, and to the countryside to the south.

POLICY 7.4 - BACKWELL**Backwell, North Somerset**

Land to the west of Backwell is shown indicatively on the Key Diagram as the broad location to accommodate an extension to the village. The key strategic principles and infrastructure requirements are as follows:

- Delivery of an extension to Backwell village to create a sympathetic and well-designed development appropriate to its rural setting of around 700 dwellings including affordable housing.
- Lower densities will be expected on more sensitive parts of the site, including to safeguard heritage and ecological assets.
- Creation of new footpath and cycleways linking the site to the rail station, proposed MetroBus connections and local services and facilities.
- Improvements to the rail station to create a multimodal interchange including enhanced parking, facilitating increased frequency and capacity, accessibility and accommodating a MetroBus interchange.
- Local junction improvements will be required including at Station Road, and the A370 Backwell signalised junction.
- Provision of a primary school of at least 2.4ha to be located to maximise safe access from surrounding communities by walking and cycling.
- Protection of the settings of historic Chelvey and West Town Conservation Area and the need for sensitive treatment in respect of the setting of Grove Farm.
- Strategic approach to the assessment, safeguarding and enhancement of greater and lesser horseshoe bat habitat (particularly the Juvenile Sustenance Zone between the A370 and Chelvey Road), and Tickenham; Nailsea and Kenn Moor SSSI interests.
- Development should avoid the flood plain and demonstrate reduced run-off rates including through the use of attenuation ponds and other features as appropriate. Additional land may be required off-site to facilitate long term water storage as part of the sustainable drainage strategy.
- Development to be mitigated with the delivery of:

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- i. New multi-modal link from A370 Long Ashton Bypass to station interchange (including rail crossing), Nailsea SDL and Nailsea town centre, with connection to A370 west of Backwell (including rail crossing) and a new or improved connection to M5.**
- ii. New MetroBus route linking Bristol to Nailsea from Long Ashton Bypass to the station interchange (including rail crossing), Nailsea SDL and Nailsea town centre, and potential onward link to Clevedon.**
- iii. Opportunities to phase delivery of the highway improvements in step with parts of the development may be explored.**

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POLICY 7.5 - BANWELL GARDEN VILLAGE**NW of Banwell, North Somerset**

Land to the north west of Banwell is shown indicatively on the Key Diagram as the broad location to accommodate a new Garden Village. The key strategic principles and infrastructure requirements are as follows:

- Delivery of a new garden village to the north west of Banwell with its own character and sense of identity, whilst demonstrating sensitivity to the existing context for around 1900 dwellings including affordable housing.
- Creation of a new local centre to provide a focal point for the new community with an appropriate range of small-scale retail, services and facilities to complement existing facilities in Banwell.
- Potential for higher density at the local centre and other accessible locations.
- Creation of new footpath and cycleways connecting the garden village to Banwell, Weston-super-Mare and the nearby Weston Villages.
- Delivery of bus service improvements to Weston-super-Mare and Bristol including potential for MetroBus.
- Development will not commence until the construction of the Banwell Bypass is delivered as part of the M5 to A38 highway improvements with connection to a new M5 Junction 21a at a location to be confirmed, and onward connection to the Sandford/Churchill Bypass. Opportunities to phase delivery of the highway improvements in step with parts of the development may be explored particularly where delivery of infrastructure is directly within the land controlled by the developer. Development must not prejudice the delivery of future improvements to M5, including the construction of the new M5 junction.
- Local network and junction improvements including widening of Wolvershill Road.
- Provision of two primary schools one of at least 2.4ha and the other 3.4ha to be located to maximise safe accessibility from surrounding communities by walking and cycling. Provision for a new secondary school to serve the Banwell and Churchill SDL should be made with location to be confirmed through the local plan.

- **Strategic approach to the assessment, safeguarding and enhancement of greater and lesser horseshoe bat habitat including investigation of the potential to create a 'dark corridor' link through the development from open countryside around Stonebridge towards the Grumplepill Rhyne corridor.**
- **Development should avoid the flood plain and demonstrate reduced run-off rates including through the use of attenuation ponds and other features as appropriate. Additional land may be required off-site to facilitate long term water storage as part of a sustainable drainage strategy.**
- **Identification of around 5 ha of employment land primarily for B8 use class with good access to the M5 and new strategic transport infrastructure.**
- **As part of the approach to securing a multi-functional and interconnected green infrastructure, investigate the opportunity for an open setting along the northern edge of the existing village including potential for a nature reserve or other uses, with links out to open countryside to the east.**
- **Implementation of environmental improvements to the centre of Banwell following construction of the Bypass.**
- **Safeguarding of the setting of Banwell Conservation Area and protection and enhancement of the settings of listed heritage assets located both within and outside the historic core.**
- **Recognition that there are areas of high potential for archaeology which may require appropriate mitigation, particularly around Stonebridge and Wolverhill, and also between East Street and Riverside.**
- **Development form, and layout to respect the sensitivity of the location close to the Mendip Hills AONB.**

POLICY 7.6 – CHURCHILL GARDEN VILLAGE**NW of Langford and Churchill, North Somerset**

The area of search for development to the north west of Churchill and Langford is shown indicatively on the Key Diagram as the broad location to accommodate a new Garden Village. The key strategic principles and infrastructure requirements are as follows:

- Delivery of a new garden village to the north west of Langford with its own character and sense of identity for around 2675 dwellings including affordable housing. An additional 125 dwellings are estimated beyond 2036.
- An interconnected and multi-functional network of green infrastructure will be established, including the provision of an appropriate strategic (open space) gap between Churchill Garden Village and existing settlements.
- Development should avoid the flood plain and demonstrate reduced run-off rates including through the use of attenuation ponds and other features as appropriate. Additional land may be required off-site to facilitate long-term water storage as part of a sustainable drainage strategy.
- Protection and enhancement of local heritage assets and their settings, including Churchill Court unregistered park and garden and listed buildings at Churchill Green and Front Street.
- Creation of a new local centre to provide the heart of the new community with a range of retail, employment, services and facilities.
- Potential for higher densities at the local centre and other accessible locations, and reduced densities on the fringes of the development to provide a soft edge and setting for the new community.
- Creation of new footpath and cycleways linking the new community with existing settlements and facilities including access to the Strawberry Line.
- Package of highway schemes including a new M5 junction, Banwell Bypass, Sandford/Churchill Bypass and capacity improvements to A38/A368 junction. Bus service improvements to Bristol and Weston-super-Mare, including the potential for Metrobus.

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- **Provision of three primary schools of at least 2.4ha each to be located to maximise safe access from surrounding communities by walking and cycling.**
- **Strategic approach to the assessment, safeguarding and enhancement of greater and lesser horseshoe bat habitat. Investigation and implementation of a green corridor through development linking from open countryside to the west to Windmill Hill to areas south of Langford and beyond to the Langford Brook.**
- **Identification of around 7.4 ha of employment land. Employment land to be located in close proximity to new highway link and will provide business opportunities in the B Use Class.**
- **Development form, and layout to respect the sensitivity of the location close to the Mendip Hills AONB.**
- **Windmill Hill to be retained as a focal green feature for ecological, recreational and landscape value. It also has archaeological significance as a location for the remains of Iron Age settlement.**

POLICY 7.7 – NAILSEA**SW Nailsea, North Somerset**

Land to the south west of Nailsea is shown indicatively on the Key Diagram as the broad location to accommodate a new extension to the town. The key strategic principles and infrastructure requirements are as follows:

- Delivery of an extension to the south west of Nailsea with its own character and sense of identity for around 2575 dwellings including affordable housing. An additional 725 dwellings are estimated beyond 2036.
- Creation of a new local centre to form the heart of the new community with a range of retail, employment, services and facilities, but of a scale and type which is complementary to Nailsea town centre which will remain the main centre.
- Higher densities at the local centre and at accessible locations, particularly along the proposed MetroBus route and lower densities towards the western edge of the development.
- Creation of new footpath and cycleways linking the new local centre with residential areas, locations within Nailsea and the rail station and public transport services.
- Development to be mitigated with the delivery of:
 - i. New multi-modal link from A370 Long Ashton Bypass to station interchange (including rail crossing), new development area and Nailsea town centre, with connection to A370 west of Backwell (including rail crossing) and a new or improved connection to the M5.
 - ii. New MetroBus route linking Bristol to Nailsea from Long Ashton Bypass to the station interchange (including rail crossing), new development area and Nailsea town centre, and onward link to Clevedon via M5 J20 link.
 - iii. Opportunities to phase delivery of the highway improvements in step with parts of the development may be explored.
- Local junction improvements including Station Road, and A370 Backwell signalised junction.
- Provision of a secondary school of 8 ha and four primary schools of at least 2.4ha each, located to maximise safe access by walking and cycling.

- **Strategic approach to the assessment, safeguarding and enhancement of greater and lesser horseshoe bat habitat, and Tickenham; Nailsea and Kenn Moor SSSI interests. This includes investigating the potential for a dark corridor through the new development linking habitats at Backwell through to open countryside to the north and at Batch Farm Meadow wildlife site.**
- **Protection of heritage assets and their settings particularly listed farm buildings in the area whose settings should be addressed through a sensitive green infrastructure strategy.**
- **Long-term water storage and other measures are likely to be required as part of a sustainable drainage strategy, as well as reduced run-off rates to surrounding area. Measures to ensure water quality and levels are not adversely impacted on the nearby Tickenham Moors SSSI must be in place.**
- **The separate identity and character of Nailsea and Backwell will be retained through the provision of an appropriate Strategic Gap.**
- **Improvements to the rail station to create a multimodal interchange including enhanced parking, facilitating increased frequency and capacity, accessibility and accommodating a MetroBus interchange.**
- **Consideration of relocation/undergrounding of existing pylons.**
- **Identification of around 10.5 ha of employment land well-connected to the railway station, local centre and Metrobus route. Investigate the potential for a new office park close to the railway with optimum travel links.**

POLICY 7.8 -BUCKOVER GARDEN VILLAGE**Buckover, South Gloucestershire**

A Garden Village will be developed on land either side of the A38 at Buckover (east of Thornbury) as shown indicatively on the Key Diagram.

An appropriate delivery body, including the land value capture, ownership and management of assets, long-term stewardship and governance arrangements (for the benefit of the community), land uses, master planning and detailed design principles will accord with Garden City principles and shall be agreed with the Council following consultation with the local community, Parish and Town Councils and other relevant stakeholders.

These principles will be set out in a new Local Plan policy and other planning policy documentation and delivery agreements as appropriate.

The Garden Village should also comply with the following key strategic objectives and infrastructure requirements:

- **Provision of around 3,000 dwellings (including affordable homes), to be delivered by a full range of providers and of a wide range of types and tenures, complementing existing predominant house types in the local area. At least 1,500 will be delivered within the plan period. The homes will be innovative, of high quality design, spacious and well-planned, meeting Nationally Described Space Standards as a minimum.**
- **A new Local Plan policy will establish an appropriate policy designation to ensure a permanent strategic gap between the new Garden Village and Thornbury.**
- **A Green Infrastructure network will also be established to ensure a permanent and robust landscape edge to the western boundary of Buckover Garden Village, Ridgewood and the setting of local heritage and ecological assets are protected and local food production is given emphasis within the new settlement.**
- **Provision of and support for a range of retail, community & cultural facilities in the Garden Village and potentially other nearby communities to complement existing local provision.**
- **Provision of a primary school and 3-16 all through school and nursery(s).**
- **Provision of around 11 ha of employment land to provide a range of local employment opportunities, including provision for start-up, SMEs and larger businesses.**
- **Embedding of zero-carbon and energy positive solutions throughout the planning, design and delivery process across the whole settlement.**

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- **Provision of a strategic transport package including as appropriate delivery of or contributions towards: Metrobus Extension to Thornbury & Buckover GV, A38(N) Park & Ride, M5 J14 improvements, Charfield rail station re-opening, local bus service improvements (including new local shuttlebus to Thornbury), strategic and local cycle and pedestrian connections to Thornbury and other local highway network improvements as necessary.**
- **Consideration will also be required to ensure the A38 can continue to act as an effective relief road to the M5 without detriment to the new resident's health & wellbeing.**

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POLICY 7.9 - CHARFIELD**Charfield, South Gloucestershire**

Land at Charfield will comprise a number of major interdependent development areas around the village. Development of these separate land parcels should be undertaken in a co-ordinated manner to ensure Charfield becomes a more sustainable settlement.

New development should also comply with and or contribute towards the following strategic principles and infrastructure requirements:

- Provide around 1200 dwellings, including affordable housing, to be developed within the plan period. New housing should expand the range of types and tenures available in the village.
- The future role and function of existing retail and community assets and remaining greenfield land parcels within the centre of the village adjoining the Wotton Road will firstly be reviewed in consultation with the local community to ensure future needs are assessed, new and existing facilities make the most efficient use of land and they assist to maximise the sustainability of the expanded village.
- Replacement of the existing primary school with a new 3FE school in a central village location and contributions to delivery of an expanded secondary school in the locality, and or the delivery of a new all through 3-16 school at Buckover Garden Village.
- New and/or improved retail and community facilities.
- A minimum of 5 ha of new employment land (traditional B-use classes) distributed within the development areas at appropriate locations.
- The new development will provide or contribute to a strategic transport package including: M5 J14 improvements, Charfield rail station re-opening, local bus services, a comprehensive Wotton Road environmental enhancement scheme, new and improved foot and cycle connections through the village and to key local destinations such as Renishaws, KLB school and Wotton-under-Edge, and including a new Charfield circular public right of way route.
- A Green Infrastructure network will enhance and protect the Little Avon River and its flood zone, the setting to Elbury Hill and St James' Church, local SSSI, SNCIs and other Listed Buildings, as well as soften views from the AoNB.
- Reinforcement of the sewerage network and treatment works.

POLICY 7.10 - COALPIT HEATH**Coalpit Heath, South Gloucestershire**

Land to the east of Coalpit Heath will deliver a new neighbourhood that responds positively to the locality's rich mining heritage and visually prominent aspect. The new neighbourhood should also comply with the following key strategic principles and infrastructure requirements:

- Provide around 1800 dwellings, including affordable housing, to be developed within the plan period.
- Provide a new local centre incorporating a new primary school, local retail outlet, & community facility/hub, and a second primary school (subject to further testing) plus contributions to a new or expanded secondary school in the wider locality.
- Incorporate up to 5ha of employment land (B-use classes)
- Provide or contribute to a strategic transport package including: Metrobus extension to Yate and Chipping Sodbury, A432 Park and Ride, Yate Rail Station enhancement, the Winterbourne and Frampton Cotterell Bypass, strategic cycle route and local bus services. Vehicular access will be off Badminton Road/Frog Lane, Roundways and Woodside Road.
- Establish a Green Infrastructure network that will reinforce a new Green Belt boundary along the rail cutting, provide attractive routes through the site to the nearby countryside (including along the historic Dramway), break up development impact along the ridgeline and protect the setting of nearby Listed Buildings.

POLICY 7.11 – THORNBURY

Thornbury, South Gloucestershire

Land at Thornbury around the town's north and eastern edge off Butt Lane & Morton Way should comply with the following key strategic principles and infrastructure requirements:

- **A maximum of 500 dwellings, including affordable housing, to be developed within the plan period.**
- **The new Local Plan will establish an appropriate policy designation to ensure a permanent strategic gap between Buckover Garden Village and Thornbury.**
- **Around 5ha of additional employment land on land at Crossways east of Morton Way, sensitively designed to respect the rural nature of the locality.**
- **Incorporate a new convenience store/retail or community opportunity and new and enhanced public open space.**
- **Establish a Green Infrastructure network that will protect Crossways & Cleve Wood, the setting of Hacket Farm, rural nature of Hacket Lane, Clay Lane & Crossways Lane, include SUDs features at Crossways to manage potential flooding at Crossways, and extend the Picked Brook Rhine streamside walk.**
- **Development will also make financial contributions towards local and strategic transportation schemes, including potentially: Metrobus Extension to Thornbury (& Buckover GV), A38(N) Park & Ride, M5 J14 improvements, Charfield rail station re-opening, local bus service improvements, local highway, foot and cycle improvements.**

POLICY 7.12 – YATE

Yate, South Gloucestershire

Land at Yate comprising two broad locations to the northwest and west of Yate will deliver a new residential neighbourhood and employment area which should comply with the following key strategic principles and infrastructure requirements:

- A minimum of 2,000 dwellings, including affordable housing, of which at least 1,000 will be delivered within the plan period.
- Provide a new high quality, high density, mixed-use residential neighbourhood at NW Yate that improves connections through a regenerated Beeches Industrial Estate and to the rail station.
- The residential neighbourhood will contain a new local centre including a primary school(s) and/or all through 3-16 school, local retail and community facility/hub.
- A significant new employment land allocation totalling approx. 30ha will also be allocated at West Yate, of which, approximately:
 - 11ha of land south of Badminton Road will be allocated for B1 and B2 office/light industrial and research use; and
 - 19ha of land between the railway tracks off the Westerleigh Road will be allocated for B2/B8 and similar uses.
- The new development areas will provide or contribute to a strategic transport package including: Metrobus extension to Yate and Chipping Sodbury, strategic cycle route, A432 Park and Ride, Yate Rail Station enhancement, Winterbourne and Frampton Cotterell Bypass and local bus services. An on-site rail crossing and a new rail bridge is also likely to be required across the Nibley Lane.
- A Green Infrastructure network will reinforce a new Green Belt boundary, protect the river valley, linear settlement of Engine Common and Nibley Village, provide an attractive segregated route along the Frome Valley Walkway, and enhance North Road and the Frome river corridor through the Beeches Estate.
- The historic parliamentary enclosures, which comprise small to medium sized fields, reinforced by a strong mature hedgerow network and large number of trees, north of Mission Road and east and west of North Road will also be protected by a new landscape and or Green Belt designation which will be confirmed through the new local plan.
- Plus, early consideration of appropriate powers devolved to the West of England to enhance the prospect of land assembly, infrastructure

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delivery and the regeneration of existing industrial areas so also assisting bring forward a well planned and connected new residential development.

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CHAPTER 5 DELIVERY AND IMPLEMENTATION

1. The authorities recognise that the policies in this Plan are applied consistently across the plan area and used to inform local plan reviews. Whilst most of the actions required are the responsibility of or within the control of the authorities it is acknowledged that some rely on action from statutory agencies and delivery partners. These include: the Homes and Communities Agency, Highways England, Network Rail, Environment Agency, the Local Nature Partnership, infrastructure providers and the development industry. The West of England authorities through the Duty to Cooperate will continue to work with these organisations.
2. The West of England has a Strategic Solutions Panel comprising the key delivery agencies and has worked closely with neighbouring authorities in the production of the JSP. The JSP is supported by an evidence base on infrastructure delivery as set out in Topic Paper x.
3. The governance structure, within which joint working in the West of England operates, facilitates meeting the duty to co-operate. The four local authorities have a history of close joint working. Previously this was under the Planning Homes and Communities Board. There is now a formally constituted Joint Committee (Leaders/Mayor) and an Infrastructure Advisory Board (constituted of Cabinet Members and a business representative), to take a coordinated approach to Transport and Planning. These meetings are held in public as required to ensure transparency and accountability. The nature of the ongoing work to meet the duty to cooperate is set out in the duty to cooperate schedule which is reported to the Infrastructure Advisory Board.

Funding

4. The scale of the challenge means that delivering the JSP will require a multi-agency approach. The West of England Authorities recognise that our potential can only be achieved through collaborative working, and finding new ways and models of delivery such as compulsory purchase powers, in which we can secure the investment required to stimulate growth.
5. The JSP sets out our delivery priorities and seeks to influence decision making on investment (securing funding and directing that funding obtained) by internal and external decision makers.
6. In the West of England working closely with the Local Enterprise Partnership the four authorities operate a joined up approach to funding. This is a single pot which includes the revolving infrastructure fund, city deal funding and growth deal funding. In 2016, the three Authorities of Bath and North East Somerset, Bristol and South Gloucestershire agreed a devolution deal with Government and the West of England Combined Authority was established in 2017. As part of

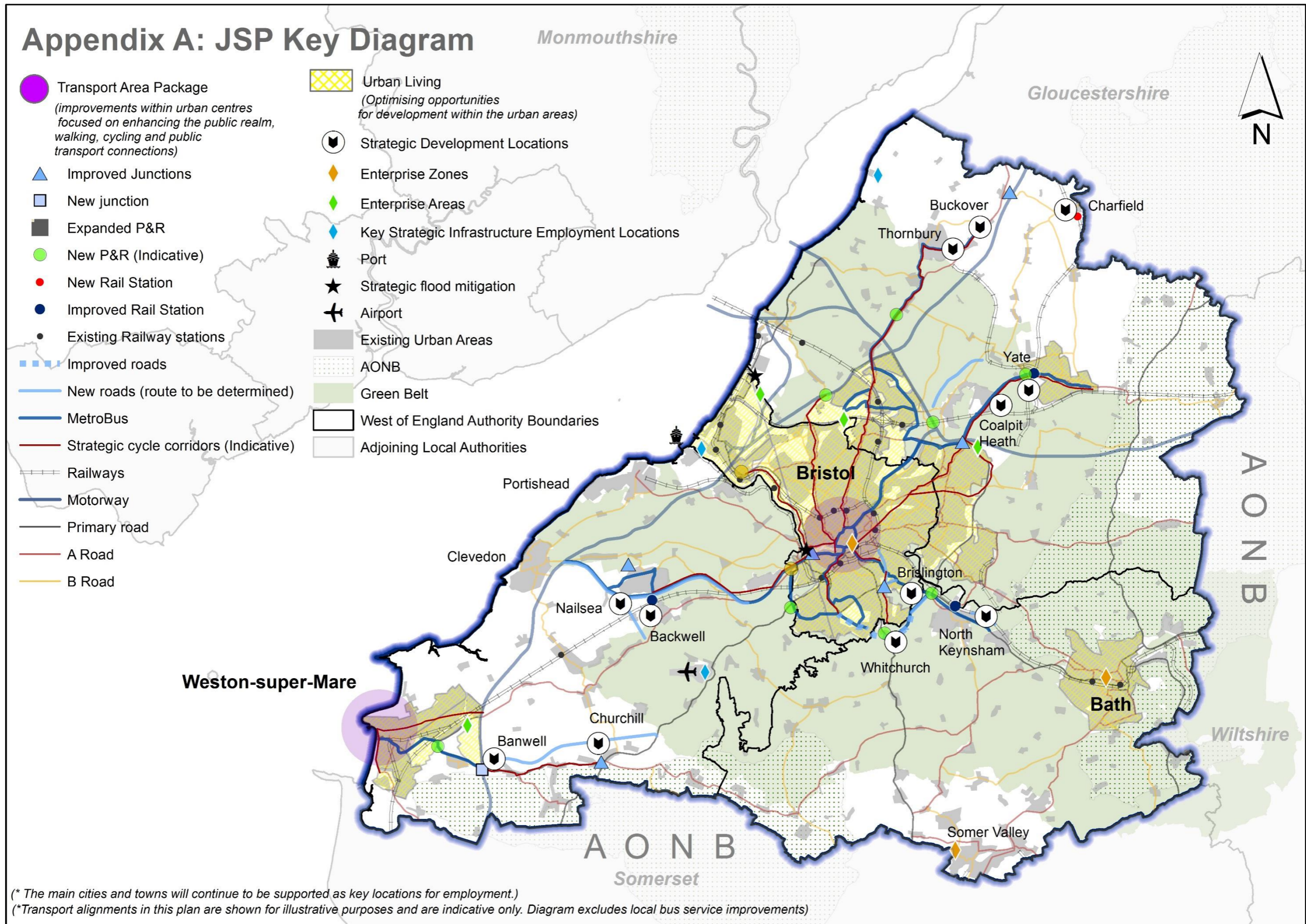
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devolution, Government devolved funds of some £900m investment (£30m per annum over 30 years) to the Combined Authority to assist in supporting priority infrastructure schemes. This includes schemes coming forward to support the JSP development locations.

7. Infrastructure delivery will be enabled through the most appropriate blend of funding and a range of funding mechanisms from the West of England and our partners. The principle of funding development is an equitable share of costs between the public and private sector.
8. Different sources of funding will be proactively sought and brought together. This enables a co-ordinated, targeted approach to investment, often with investment in infrastructure up front, to assist in 'unlocking' locations/sites in a timely and co-ordinated manner to achieve the most development potential. Where appropriate and necessary we will actively look to use Compulsory Purchase Powers (CPO) to undertake land assembly and to resolve barriers to the delivery of new homes, jobs and supporting infrastructure.
9. Positive planning in this way will support opportunities to accelerate sustainable growth. The JSP aims to direct investment to our shared strategic development locations, to seek alignment with other agencies capital investment programmes and to collaborate with the development industry, to assist in implementing the Plan.

Monitoring

10. The preparation of the JSP has been informed by a supporting evidence base. The JSP will steer local plan reviews. Once adopted local plans will continue to be informed, monitored and reviewed so that they may respond to changing needs and circumstances.
11. Information on monitoring of the JSP is expected to be reported through joint or individual Council's Authority's Monitoring Reports.
12. Each authority will: -
 - undertake a consistent and jointly agreed process of monitoring which will identify changes in stock, the contributions of different sources of supply, changes in housing requirements, and the provision of necessary infrastructure and services; and
 - in considering the release of sites for housing through local plans, take account of progress in implementing the Plan's proposals across the Joint Spatial Plan area as a whole, including its neighbouring authorities.



MEETING: WEST OF ENGLAND JOINT COMMITTEE

DATE: 30 October 2017

REPORT TITLE: LEP ONE FRONT DOOR FUNDING PROGRAMME

AUTHOR: PATRICIA GREER

Purpose of Report

- 1.1 To consider business cases for the following schemes seeking approval for funding through the Local Growth Fund:
- Weston-super-Mare Town Centre Transport Enhancement Scheme
 - Institute of Advanced Automotive Propulsion Systems (IAAPS)
 - Colston Hall Phase 2 Transformation Project
 - Open Programmable City Region (OPCR) – Bristol Infrastructure, Sensor Factory, CAV Access Network, The Bottle Yard and Knowle West Media Centre Research Projects
 - Quantum Technologies Innovation Centre
 - Bristol VR Lab
 - Bristol SETsquared Centre Urgent Expansion

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. This involves recommendations being made by an Investment Panel comprising the Chief Executives of the Local Enterprise Partnership 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.
- 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'. The [West of England assurance framework](#) sets out the way in which these requirements are met.
- 2.3 The fully or conditionally approved schemes within the One Front Door programme are summarised in Appendix 1, including their funding allocation.

Local Growth Fund (LGF)

- 3.1 At the meeting in June the Joint Committee agreed the thematic allocation of the £52.8m of funding awarded through Growth Deal round 3 to innovation (£39.8m), skills (£7m) and transport (£6m). These funds have been embraced within the wider funding programme provided through the first two Growth Deal rounds. It is worth noting that we have full flexibility regarding the schemes which come forward and these allocations only seek to guide scheme identification and development. The current funding profile is shown in Figure

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- 1 which includes the business cases seeking approval at this meeting and scheme change requests.
- 3.2 At the last meeting a number of contingency actions were identified involving the substitution of LGF funding with either EDF or RIF (either on a temporary or permanent basis). Ultimately the only such swop of funding required to ensure full LGF 16/17 grant spend was a temporary one for Aztec West Roundabout which did not add any commitments to the LGF programme.
- 3.3 The LGF funds allocated to 17/18 total £49.8m. Total forecast spend this year across the programme is currently £35.8m a shortfall of £14.1m. 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. There is the opportunity to count spend in Quarter 1 18/19 for 17/18 and this provision will once again have to be utilised. Whilst there is shortfall in funding forecast to be spent in 17/18, overall the LGF remains overprogrammed by £25.4m. This is based on previous experience of scheme withdrawal and delay but this will be kept under review, and will need to reduce as we move through to the end of the period of funding.
- 3.4 A separate report on this agenda is provided on MetroWest Phase 1 which owing to its scale (£53.4m of LGF) presents a particular issue for the delivery of the LGF programme overall.

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Local Growth Fund Schemes 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	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	-	-	-	2,438	1,112	-	-	3,550
Sustainable Transport Package programme	-	-	-	-	2,000	2,500	3,171	7,671
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 - A4018 Corridor Improvements	-	-	-	-	-	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	-	-	-	20	51	4	-	75
Weston College Construction Skills Centre	-	-	-	612	2,659	-	-	3,271
Weston College Health and Active Living Skills Centre	-	-	-	2,650	2,709	-	-	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	-	133	-	-	-	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	-	-	-	-	5,000	-	-	5,000
Innovation Schemes								
Bristol Institute of Technology, BRL and UEZ	1,952	2,548	-	-	-	-	-	4,500
Bath Innovation	-	-	-	1,250	-	8,750	-	10,000
Health Technology Hub	-	1,036	103	191	-	-	-	1,330
FoodWorks ^{SW} Innovation Centre	-	-	-	3,646	5,715	-	-	9,361
NTProStruct	-	2,374	1,484	-	-	-	-	3,858
Advanced Composites Bridge	-	-	-	908	2,833	1,309	-	5,050
OPCR - Bristol infrastructure and projects	-	-	-	1,836	1,973	362	-	4,171
Expansion of OPCR Programme	-	-	-	9,724	1,105	-	-	10,829
Engine Shed Phase 2	-	-	-	3,500	500	-	-	4,000
IAAPS	-	-	-	-	10,000	-	-	10,000
Bristol VR Lab	-	-	-	235	60	-	-	295
Bristol SETSquared Urgent Expansion	-	-	-	100	-	-	-	100
Quantum Technologies Innovation Centre	-	-	-	-	2,300	7,500	5,200	15,000
Innovation GD3 Thematic Allocation	-	-	-	-	1,000	2,000	2,000	5,000
	16,600	37,759	4,648	35,763	85,522	31,859	15,371	227,522
GD 1 & 2 Allocation	16,600		42,407	37,531	35,405	8,476	8,876	149,295
GD3 Allocation				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		0	-14,069	40,152	18,284	-18,941	25,426

Note: MetroWest Phase 1 costs are provisional

Subject to approval of Business Case

Subject to change request for additional funding

Subject to change request to reprofile

Indicative profile

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Figure 1 – Current LGF Spend Profile

3.5 Six Full Business Cases (FBCs) have been submitted seeking LGF funding which were considered by the Investment Panel, and their recommendations are set out below. The FBCs for these projects are published on the LEP [website](#).

- **Weston-super-Mare Town Centre Transport Enhancement Scheme** - £1.5m of LGF is sought for a £4.45m package of works including improved pedestrian links and public realm, together with public transport and cycle improvements including the creation of a high quality bus interchange. Match funding is sought through a bid to DfT's National Productivity Investment Fund (NPIF).

Recommendation to award Programme Entry with an updated FBC to be submitted should NPIF funding be secured.

- **Institute of Advanced Automotive Propulsion Systems (IAAPS)** - The proposal is to construct a new 2 storey building of some 11,000 m² 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 would be a catalyst to develop future generations of ultra-low emission vehicles. The project seeks £10m from the LGF towards the total project cost of £60.8m.

Recommendation to approve the FBC subject to a) land acquisition and transfer of ownership, b) RIBA stage 3 design and updated cost plan and c) planning consent being secured.

- **Colston Hall Phase 2 Transformation Project** – 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. The project seeks £5m from the LGF towards a total project cost of £48.8m.

Recommendation to approve the FBC subject to a) securing planning consent and b) providing a clear explanation of the collaboration activities with other cultural institutions in the region.

- **Open Programmable City Region (OPCR) – Bristol Infrastructure, Sensor Factory, CAV Access Network, The Bottle Yard and Knowle West Media Centre Research Projects** – creation of a R+D testbed and four 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. The project seeks £4.409m of LGF for a £4.499m scheme

Recommendation to approve the FBC with £4.1706m of LGF funding, without the Bottleyard Project and with the CAV project to be delivered jointly by SGC and BCC, subject to a) all UA's signing letters of intent to enter into the Collaboration Agreement to enact the joint governance and b) BCC and SGC signing a further agreement to work together to deliver the CAV project.

The allocation of the remaining £10.8m identified for OPCR to be informed by the scoping work to support the Digital Strategy.

- **Quantum Technologies Innovation Centre** – construction of a centre as part of the Digital Innovation Hub in the planned Temple Quarter Campus, for the engineering and commercialisation of practical quantum technologies including the design and manufacture

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of quantum devices for secure communications, new sensors and ultra-powerful computers. The project seeks £15m from the LGF for a £22.1m capital project.

Recommendation to award Programme Entry to the Quantum Technologies Innovation Centre with an updated FBC to be presented once the project has reached design to RIBA Stage 3.

- **Bristol VR Lab** – establishing a facility to support the development of skills, content and applications in Virtual Reality (VR) and Augmented Reality (AR) at the Leadworks on Anchor Square. The project will provide 40 workspaces accessible to SME's for development and researcher for R&D. The project cost is £853k of which £295k is sought through the LGF.

Recommendation to approve the FBC subject to the supply of a detailed risk register. The Monitoring and Evaluation Plan to be finalised.

3.6 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:

- **Bristol SETsquared Centre Urgent Expansion** – bringing into use the currently undeveloped attic space of Engine Shed to create a further 15-20 desk spaces to relieve the bottleneck at the front-end of the SETsquared process. A £180k project with £100k sought from the LGF.

Recommendation to approve the OBC and invite an FBC noting the identified issues to address.

Changes to Schemes within the Programme

4.1 All requests for change for schemes within the One Front Door programme will be reported to the Joint Committee for decision. A number of change requests have been submitted and those recommended for approval by the Investment Panel across the Local Growth, Economic Development and Revolving Infrastructure Funds are set out in Appendix 2 and 3.

Consultation:

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

Other Options Considered:

6.1 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:

7.1 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 Panel.

Public Sector Equality Duties:

8.1 For projects seeking funding via the LGF, EDF or RIF scheme promoters are required to

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include as part of their FBC, an equality and diversity assessment and plan. These assessments are [published](#) on the LEP website.

Economic Impact Assessment:

- 9.1 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:

- 10.1 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:

- 11.1 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;

- 12.1 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:

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

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Recommendations:

The voting on the following recommendations will be as follows:

Recommendations 1-8 with all 4UAs and the West of England Combined Authority Mayor.

Recommendation 9 with all 4 UAs, excluding the West of England Combined Authority Mayor.

1. **Award Programme Entry to the Weston-super-Mare Town Centre Transport Enhancement Scheme with an updated FBC to be submitted should NPIF funding be secured**
2. **Approve the Institute of Advanced Automotive Propulsion Systems (IAAPS) FBC subject to a) land acquisition and transfer of ownership. b) RIBA stage 3 design and updated cost plan and c) planning consent being secured.**
3. **Approve the Colston Hall Phase 2 Transformation Project FBC subject to a) securing planning consent and b) providing a clear explanation of the collaboration activities with other cultural institutions in the region.**
4. **Approve the Open Programmable City Region (OPCR) – Bristol Infrastructure and research projects FBC with £4.1706m of LGF funding, without the Bottleyard Project and with the CAV project to be delivered jointly by SGC and BCC, subject to a) all UA's signing letters of intent to enter into the Collaboration Agreement to enact the joint governance and b) BCC and SGC signing a further agreement to work together to deliver the CAV project.**
5. **Award Programme Entry to the Quantum Technologies Innovation Centre with an updated FBC to be presented once the project has reached design to RIBA Stage 3.**
6. **Approve the Bristol VR Lab FBC subject to the supply of a detailed risk register. The Monitoring and Evaluation Plan to be finalised.**
7. **Approve the OBC for Bristol SETsquared Centre Urgent Expansion and invite an FBC noting the identified issues to address.**
8. **Approve the change requests for LGF schemes set out in Appendix 2.**
9. **Approve the change requests for EDF and RIF schemes set out in Appendix 3.**

Appendices

Appendix 1: Summary of Approved Schemes

Appendix 2: Local Growth Fund Requested Scheme Changes

Appendix 3: Economic Development Fund and Revolving Infrastructure Fund Requested Scheme Changes

Report Author: Pete Davis

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.
- **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** £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.
- **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.
- **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.
- **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.

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

- **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.
- **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** £3.696m 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.
- **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** £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.
- **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.
- **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

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- **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 Zone.
 - **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.
- 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.
 - **Sustainable Transport Package 17/18** £3.3m 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.
 - **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.
 - **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.

EDF Schemes Complete, Fully Approved or Approved with Conditions

A. Schemes which are complete:

- **North Somerset Enterprise Technical College** £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.

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- **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.
 - **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.
 - **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.
 - **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.
- C. 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
 - **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 2

Local Growth Fund Change Requests Recommended for Approval

- **Composite Bridge** – £4.095m increase in costs arising from the complex nature of the composite materials, additional design work, civils works resulting from the changed alignment and traffic management, with an additional £4.05m sought from the LGF.
- **Bath Quays Bridge**
 - Request for LGF to meet £615k funding gap arising from reduction in match funding opportunities. Overall scheme cost remains unchanged.
 - Delays to land purchase resulting in between 3-7 months delay to interim milestones and 4 months slippage to the bridge being operational.
- **West Wick Roundabout and North South Link** - Delay to construction start on site by 4-5 months and of completion by 5 months to enable value engineering to be undertaken prior to award of contract.
- **NTProstruct**
 - 8 months delay to the delivery and installation of the Braider with project completion moved back to October 2018.
 - Changes to cost categories to increase capitalised labour from other items as a result of the upscaling of the project and reallocation of the grant funded elements.
- **Town Square. Weston-super-Mare** – project completion delayed by 12 months and £100k of spend reprofiled from 17/18 to 18/19 to allow integration with the adjacent hotel building and the delivery of a wider Spider Lane.
- **FoodWorks^{SW} Innovation Centre** – delayed start on site, to November 2017, and associated reprofiling of £192k of funding from 17/18 to 18/19 due to design changes to meet standards for food manufacturing and to reflect inputs from the Operators Information Day.
- **Weston College Health and Active Living Skills Centre** – planning application submission delayed due to relocation of the design, with construction start now January 19 (5 months delay) and occupation February 19 (6 months). Consequent reprofiling of £2m from 17/18 to 18/19.
- **Weston College Construction Skills Centre** – two month delay to securing planning consent with associated request to reprofile £788k from 17/18 to 18/19.
- **Bath Innovation** – reprofiling of £5.65m of funding from 17/18 to 19/20 as a result of the changed delivery solution.
- **Engine Shed 2** – delay of 9 months to securing planning consent, start of site and practical completion.
- **Sustainable Transport Package 16/17**
 - Bringing forward £107,834 from the programme allocation to include an additional project element of a MetroBus bus stop at the UWE bus station. Additional £50k of match funding secured.
 - 5 months delay to smartcard going live element and 5 months delay to overall project completion.

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- **Sustainable Transport Package 17/18**
 - Increase in funding of £250k to enable preliminary design and consultation on the Crow Lane scheme with a balancing reduction to the allocation for this project.
 - Delay due to design revisions and additional consultation for the Albert Road and Victor Street scheme (completion back by 6 months to January 19).
- **Aerospace Bristol** – two months delay to the completion of the exhibition works resulting in a one month delay to both soft opening and formal opening (to September 2017).
- **Aztec West Roundabout** – changes to cost categories to better reflect those in SGC's internal finance system codings and ease reporting.
- **Cattle Market Road Demolition Works** - two months delay to the start and 3 months delay to the completion of the demolition works (to May 2018).
- **Portway station** – reduction in LGF funding from £2.25m to £553k as a result of the successful bid to the New Stations Fund.

Appendix 3

Economic Development Fund and Revolving Infrastructure Fund Change Requests Recommended for Approval

Economic Development Fund

- **East of Bath Park & Ride** – decision not to progress Park & Ride on either of the identified sites and OBC to be developed to define change of scope.
- **Bath Quays Phase 1a of Innovation Quay** – changes to current milestones with completion of the office building and public realm works slipping by 11 months to September 19, and consequent reprofiling of spend from 16/17-17/18 to 18/19-19/20.
- **Bath Quays Phase 1b Relocation of Coach Park** – start date of works slipped back to June 2018 (11 months delay) with completion November 2018 (12 months). Reprofiling of £1.54m of spend from 17/18 to 18/19.
- **Avonmouth Severnside Flood Mitigation and Ecology Development Costs Scheme** – 3 months delay to submission of planning application (to October 2017) and harmonisation of timing of FBC submission (March 2018) bringing forward overall project completion by 6 months.
- **Temple Quarter Enterprise Zone Programme Team** – slippage in interim milestone for submission of 16/17 Annual Report to September 2017.
- **Cribbs Patchway MetroBus Extension** – 2 months delay to interim milestone of securing planning consent owing to longer determination period (to January 2018) with no impact on construction start or completion.

Revolving Infrastructure Fund

- **Creative Hub, Weston-super-Mare** – 3 months delay to the Hub opening to September 2017 with consequent slippage of £53k from 17/18 to 18/19.

REPORT TO: WEST OF ENGLAND JOINT COMMITTEE**DATE: 30th OCTOBER 2017****REPORT TITLE: WEST OF ENGLAND JOINT LOCAL TRANSPORT PLAN UPDATE****AUTHOR: ELAINE SEAGRIFF, INTERIM HEAD OF TRANSPORT, WEST OF ENGLAND COMBINED AUTHORITY (WECA)****1. Purpose**

- 1.1 To update the Joint Committee on progress towards producing the new Joint Local Transport Plan and the West of England MetroWest project.

2 Joint Local Transport Plan

- 2.1 Work has started on drafting the new Joint Local Transport Plan (JLTP) for the four councils, setting the strategic vision and supporting the Joint Spatial Plan (JSP) for the period up to 2036. The new JLTP is a high level document which will outline strategic schemes and benchmarking/standards. The new JLTP will incorporate a new major schemes programme and it will also set out agreement on targets, indicators, implementation plan, and the monitoring framework and scope of an annual monitoring report. In keeping with statutory requirements and good practice it is necessary to undertake an independent Strategic Environmental Assessment (SEA) for the draft Joint Local Transport Plan. This will make recommendations and will be published alongside the final plan.
- 2.3 WECA will provide project management with the four councils providing supporting staff. A detailed resourcing and governance plan is in development. Each council has in principle agreed to provide 1 FTE (full time equivalent as their 'lead officer') to work as part of the Core Project Team, which would spend at least one day a week together in WECA offices. Each authority is now to confirm named individuals and funding for the SEA and consultation budgets.
- 2.3 Expected timescales are:
- Draft JLTP October 2017 to April 2018
 - Consultation plan December 2017
 - Consultation spring 2018 to early summer 2018
 - Endorsed plan late 2018

MetroWest

- 3.1 MetroWest is an integral part of the current Joint Local Transport Plan and will form the backbone for the development of future MetroWest extensions to the suburban railway network in the new Plan. MetroWest also supports the planned growth in the Joint Spatial Plan providing key transport links to proposed housing and employment developments in Keynsham, Charfield, Yate, South Bristol and Henbury as well as the existing Temple Quarter Enterprise Zone and Enterprise Areas in Bath, Filton, Avonmouth/Sevenside, Weston-super-Mare and Emersons Green.
- 3.2 MetroWest is the largest entirely third party funded rail scheme in England and with Phase 1 it will see half hourly services in 2020 on the Severn Beach Line and local stations to

Bath Spa as part of Stage A and an hourly service on a reopened line to Portishead with new stations at Pill and Portishead in 2021 as part of Stage B.

- 3.3 An update on MetroWest Phase 1 is provided as an appendix. As outlined in this a considerable amount of business case development work for a staged approach towards delivering MetroWest Phase 1 is being undertaken. A bid to the Department for Transport for Large Local Major Transport Scheme funding is to be made by this Committee on 7 December 2017.
- 3.4 MetroWest Phase 2 is progressing with the GRIP 3 (Governance for Railway Investment Project) outline design report expected in early autumn 2018. Phase 2 will see a reopened Henbury Line with new stations at North Filton and Henbury, half hourly services to Yate with a possible extension to Gloucester and a new station at Ashley Down on the Filton Bank. To date no major design issues or funding pressures have emerged and opening is still planned for 2021.

4 Consultation:

- 4.1 A consultation plan for the new Joint Local Transport Plan will be signed off by this Committee at the 7 December 2017 meeting. Public consultation on the Plan will be undertaken from spring 2018.
- 4.2 MetroWest proposals for Phase 1 and 2 have previously been extensively consulted on. Consultation on the Development Consent Order Section for Phase 1 will start on 23 October 2017 and will run to 4 December 2017.

5 Other Options Considered:

- 5.1 The Joint Local Transport Plan is a statutory requirement of the West of England Combined Authority.
- 5.2 MetroWest has previously undergone EAST (Early Assessment and Sifting Tool) analysis for other options.

6 Risk Management/Assessment:

- 6.1 The Joint Local Transport Plan will set out the development of the West of England's future transport programme. Significant further work will be required to assess the business cases of projects and develop the forward programme. Key risks for the ambitious level of investment include those around financing the programme in its entirety, gaining public acceptability for specific proposals, and risks around resourcing its development and delivery. Whilst there are no direct financial implications arising from this report, funding for schemes will need to be appropriately identified before any final approval.

7 Public Sector Equality Duties:

- 7.1 Feedback will be sought from affected communities and statutory consultees to meet the authorities' duties under the Equality Act 2010 for consulting on and producing the Joint Local Transport Plan. Equality Impact Assessment will be undertaken, maintained and adapted as MetroWest Phase 1 progresses.

8 Economic Impact Assessment:

- 8.1 The Joint Transport Study forecasts substantial costs of congestion (in terms of the value of time of vehicle delay) if no action is taken. This will act as a significant constraint on the productivity of the local economy and constrain future growth.

9 Finance Implications:

9.1 Appropriate staff resources will be required at across the authorities to support delivery of the new Joint Local Transport Plan. The specifics will be quantified for consideration in the subsequent budget reports as more detailed plans are produced.

10 Legal Implications:

10.1 None arising from this report.

11 Land/Property Implications:

11.1 None arising from this report.

12 Human Resource Implications:

12.1 Work is currently underway to identify the amount of resource and type of skills required for timely delivery of the Joint Local Transport Plan. MetroWest is a joint project with resources provided by all four local authorities.

13 Recommendation:

13.1 The voting on the following recommendations will be as follows to note only.

13.2 **The Committee is asked to note the approach to producing the Joint Local Transport Plan.**

13.3 **The Committee is asked to note the MetroWest Phase 1 update.**

West of England Combined Authority Contact: James White

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Background Papers

None

MetroWest Phase 1 Update for 30th October WoE Joint Committee

1. In March 2017 the WoE Joint Transport Board determined to take a staged approach to the delivery of the scheme. The direction given by the WoE Joint Transport Board was for the project team to focus on reducing costs to assist delivery and to understand the risks in terms of costs, timescales and deliverability.
2. Since March the project team have progressed seven main areas of technical work:
 - Train path modelling
 - Highway traffic impact modelling
 - Value engineering review and cost reduction opportunities
 - Revised engineering design (rail and highway)
 - Cost estimate assurance and revised cost estimate for revised scheme
 - Economic appraisal, including BCR's
 - Development of the scheme funding strategy
3. While substantial progress has been made since March, this work is not yet complete. In particular the revised rail engineering design won't be complete until December 2017, and consequently it is not possible to complete the revised cost estimate until the design is complete. An Independent Cost Estimation Reviewer (Mott MacDonald) has been appointed to undertake robust reviews of cost including rail infrastructure and construction methodology, project management, industry fees, risk and inflation. Although costs are reducing considerably for the revised scheme (Stage A & B), based on work to date the scheme still has a funding shortfall. Following the completion of the revised outline design and the work of Mott MacDonald, the revised cost estimate will be reported to the WoE Joint Committee on 7th December 2017.
4. Our proposals for the Severn Beach Line and the Bath Spa to Bristol Line (Stage A of the scheme) remain unchanged. For the Portishead Line (Stage B of the scheme) we are proposing an hourly passenger train service. Our proposed revised scope for Stage A & Stage B in summary, is the delivery of infrastructure and passenger train operations to provide:
 - i. a half hourly service for the Severn Beach Line (hourly for St. Andrews Road station and Severn Beach station);
 - ii. a half hourly service for Keynsham and Oldfield Park stations on the Bath Spa to Bristol line; and
 - iii. an hourly service (or an hourly service plus) for a reopened Portishead Branch Line with stations at Portishead and Pill.
5. The re-opening of the Portishead Line requires powers to build and operate via a Development Consent Order (DCO), the formal consultation is taking place from 23rd October until 4th December 2017. The works for the Severn Beach line and the Bath Spa to Bristol Line fall within general permitted development. Further details on the consultation is available from www.travelwest.info/projects/MetroWest
6. In respect of the funding shortfall, the project team have engaged with the Department for Transport (DfT), Network Rail and locally to identify potential funding sources. The DfT have advised that there is an opportunity to secure central government funding through their 'Large Local Major Transport Scheme Fund' and the next available round of bidding is in December 2017. The bidding rules require schemes to complete an Outline Business Case, meeting a range of technical requirements, for consideration at the December West of England Joint Committee. Timescales for the announcement of the funding decision are anticipated to be April/May 2018, before the DCO application is submitted in June 2018.

REPORT TO: WEST OF ENGLAND JOINT COMMITTEE**DATE: 30th OCTOBER 2017****REPORT TITLE: WEST OF ENGLAND JOINT TRANSPORT STUDY****AUTHOR: ELAINE SEAGRIFF, INTERIM HEAD OF TRANSPORT, WEST OF ENGLAND COMBINED AUTHORITY****1 Purpose**

- 1.1 To present the Final Report of the West of England Joint Transport Study, to enable the consideration of its schemes, strategy and recommendations in the forthcoming replacement to the Joint Local Transport Plan for public consultation from Spring 2018.

2 Issues for Consideration*Background*

- 2.1 The Joint Transport Study (JTS), commissioned and funded by the four West of England Unitary Authorities and part-funded by Highways England, commenced in March 2015. The study was intended to set out a programme of transport schemes and interventions which would both address current challenges on the network and mitigate the impact of future development up to 2036. The JTS is now being presented to the Board as a completed study. The study sets out a Transport Vision which comprises a programme of interventions across all travel modes to achieve a significant mode shift from the car and ensure a more efficient, resilient network, to address the scale of existing challenges and future growth.
- 2.2 The JTS has also been carried out to ensure that the West of England authorities are prepared for future rounds of funding opportunities for transport investment, and to provide a timely review of transport requirements and policy to inform the next Joint Local Transport Plan. The JTS work-stream has been undertaken alongside that of the draft Joint Spatial Plan (JSP), and both work-streams have had complementary milestones; each work-stream informing the other.

Key Issues

- 2.3 The JTS Executive Summary and final report are attached at Appendix A and Appendix B respectively to this report. The JTS sets out a programme of interventions which represents a level of investment substantially greater than that delivered to date, demonstrating the scale of intervention needed on the network to restrict the overall number of car commuting trips to broadly current levels, reduce carbon emissions and deliver a major shift in mode share towards public transport, walking and cycling. This is a particular challenge given the forecast growth in demand to travel on the highway network. Consequently, car mode share for (single occupant) commuting is forecast to fall from 59% of all trips (as recorded by the 2011 census) to 45% in 2036 if the Transport Vision is delivered.
- 2.4 The overall package includes strategic cycling corridors, improvements to local bus services, extensions to MetroBus corridors, a new 'Mass Transit' public transport network (using a light rail and/or Metro mode), a ring of park and ride sites around Bath and Bristol, new railway stations and complementary highway investment, including new motorway

junctions and orbital links, and the extension of dynamic motorway management on the M4 and M5. The investment is grouped into multi-modal corridor packages, demonstrating how highway and public transport schemes can work together to effectively maintain accessibility whilst delivering mode shift onto sustainable transport modes.

- 2.5 The suggested investment package is estimated as a minimum of £8.9 billion, (effectively at least £450 million per year) which is considerably higher than the current level of transport investment in the West of England. There is a clear emphasis on the prioritisation of sustainable modes – at least £5.8 billion of the overall package is for public transport, cycling, walking and behavioural change programmes.
- 2.6 As noted above, a key role of the JTS has been to provide supporting analysis to the JSP and clarification of the schemes and interventions necessary to address the transport impact of the suggested development locations set out in the JSP Emerging Spatial Strategy. The successful delivery of the JSP is dependent on the realisation of significant elements of the JTS, and a significant number of schemes in the overall package have been identified to address the transport impact of the suggested development locations (although helpfully most of these schemes also have a role in addressing current challenges as well).
- 2.7 The JTS includes some radical principles around the management of through traffic movements. Where orbital highway investment is suggested, relieving traffic on radial routes, restrictions on through traffic and the prioritisation of highway space on those radial routes is proposed for public transport, walking and cycling.
- 2.8 Two major consultations have been undertaken on the JTS alongside those for the JSP. Further details are provided in section 3 below.
- 2.9 Identifying funding to deliver the transport vision will be challenging and it will be necessary to consider different ways to raise revenue to meet this requirement. The JTS has also considered the potential for financial restraint measures on general traffic movements in order to raise revenue for improvements in the transport network.
- 2.10 The JTS is a technical study, which sets out a programme of suggested infrastructure and interventions, to address the impact of current challenges on the network and accommodate future growth in demand to travel. It does not form council transport policy. However, endorsement of the study findings will enable their consideration in the forthcoming update to the Joint Local Transport Plan, where (following further public consultation) the process of updating council transport policy will be undertaken including the endorsement of a revised transport major scheme programme.

3 Consultation:

- 3.1 Two public consultations have been undertaken on the JTS. The first consultation was undertaken between November 2015 and January 2016, and requested views on the performance of the current transport network, study objectives and suggested transport concepts for interventions, with findings reported to members of the Joint Transport Board on 17th June 2016.
- 3.2 The second consultation was undertaken in December 2016, and a comprehensive consultation report was presented to members of the Planning, Housing and Communities Board and Joint Transport Executive Committee on 17th March 2017. A copy of the consultation report (and covering officer report) as presented to the 17th March meeting is available at the following web-link: <http://westofenglandlep.co.uk/meetings/planning-housing-and-communities-board>. The public and stakeholders were asked for their views on a proposed (at that time £7.5 billion) Transport Vision, including the overall level of ambition, the balance of investment across different interventions, and key principles such as management of road-space. There was strong support for the themes of intervention

suggested in the Vision (although with localised objection to some specific schemes) and an overall desire to be more ambitious.

- 3.3 A Transport Steering Group including designated representatives of the business community has met a number of times during the JTS work programme, and has been updated on the outcomes and recommendations of the study. Business West have since provided further feedback setting out their overall support for the Vision, as well as specific areas of support for individual schemes (as well as some concern where certain schemes are not included), and their comments have been taken into account in the final version of the report attached as Appendix 2. Feedback has also been received from health sector colleagues and Highways England.
- 3.4 Members of the WECA Overview and Scrutiny Committee discussed a draft JTS Final Report on 22nd September 2017. Members noted concerns around the report's lack of coverage of air quality and emerging technologies. They suggested the need to improve public transport access to rail stations, passenger rail frequencies, and interchanges (including links between Park & Ride and rail stations). Also, they commented on the balance of highway investment across the region and the need to understand the potential revenue implications of the suggested package. The Final Report has had some further amendments in response to these concerns.
- 3.5 The study findings have also been presented to Members of the Infrastructure Advisory Board on 25th September, who agreed to recommend the draft final report to this committee, for the consideration of its schemes and interventions in the forthcoming, draft update to the West of England's Joint Local Transport Plan.
- 3.6 The Final Report has also been updated to include commentary on the impact of the proposed removal of tolls on the Severn Crossings, as well as the provision of additional scheme proformas as an appendix.
- 3.7 Consequently, the core themes in the consultation Transport Vision remain. There has been an increase in the overall cost of the Vision due to more robust estimation of scheme costs following completion of the consultation.
- 3.8 As noted above, consultation will be undertaken on the forthcoming refresh to the Joint Local Transport Plan from Spring 2018.
- 3.9 Reflecting the report recommendation, the recommended infrastructure packages arising from the JTS are expected to inform the forthcoming update to the Joint Local Transport Plan. Milestones for the JTS endorsement and JLTP development are as follows:
- December 2017 – West of England Combined Authority/Joint Committee sign off for a consultation plan for Joint Local Transport Plan (JLTP);
 - From Spring 2018 - Consultation on JLTP including an updated major scheme programme.

4 Other Options Considered:

- 4.1 The alternative to endorsing the JTS is not to endorse it. This would complicate the formulation of updated transport policy and prioritisation of the major scheme programme for incorporation in the updated JLTP, with further risks to the draft JSP in terms of a programme of schemes to address the transport impacts of the suggested development locations.

5 Risk Management/Assessment:

- 5.1 The Transport Vision is a first step in the development of the future transport programme for the West of England. Significant further work will be required to assess the business cases of projects and develop the forward programme. Key risks for the ambitious level of investment include those around financing the Vision in its entirety, gaining public acceptability for specific proposals, and risks around resourcing its development and delivery. Whilst there are no direct financial implications arising from this report, funding for schemes will need to be appropriately identified before any final approval.

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 on the emerging major scheme programme as the JLTP and its daughter documents are developed. This includes a three month consultation period; the results of which will be used in an equality impact assessment.

7 Economic Impact Assessment:

- 7.1 The JTS forecasts substantial costs of congestion (in terms of the value of time of vehicle delay) if the Transport Vision is not implemented. This will act as a significant constraint on the productivity of the local economy and constrain future growth.

8 Finance Implications:

- 8.1 The JTS is a completed piece of work. There will be a financial impact resulting from additional staff resources required to deliver the subsequent Joint Local Transport Plan, a report on which was considered by the West of England Joint Committee on 28th June 2017.

Advice given by: Tim Richens, Interim Section 151 Officer

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 The JTS is a completed piece of work. Work is currently underway to identify the amount of resource and type of skills required for timely delivery of the Joint Local Transport Plan, a report on which was considered by the West of England Joint Committee on 28th June 2017.

Advice given by: Sue Evans, Interim HR Director

12 Recommendation:

- 12.1 The voting on the following recommendations will be as follows the 4UAs and the West of England Combined Authority Mayor.
- 12.2 **The Committee is asked to endorse the Joint Transport Study Final Report to enable the consideration of its schemes and interventions in the forthcoming, draft update to the West of England's Joint Local Transport Plan for consultation from Spring 2018.**

Report Author: Elaine Seagriff, Interim Head of Transport, WECA

West of England Combined Authority Contact: Bill Davies

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Background Papers

JSP&TS consultation report to the Planning, Housing and Communities Board and Joint Transport Executive Committee on 17th March 2017. <http://westofenglandlep.co.uk/meetings/planning-housing-and-communities-board>.

APPENDIX A – WEST OF ENGLAND TRANSPORT STUDY – EXECUTIVE SUMMARY

APPENDIX B – WEST OF ENGLAND JOINT TRANSPORT STUDY FINAL REPORT

REPORT TO: West of England Joint Committee

DATE: 30 October 2017

REPORT TITLE: REVENUE 2017/18 – OUTTURN MONITORING APRIL 2017 TO SEPTEMBER 2017

AUTHOR: TIM RICHENS, DIRECTOR OF INVESTMENT & CORPORATE SERVICES

Purpose of Report

1. This report presents the revenue outturn budget monitoring information for the West of England Joint Committee for the financial year 2017/18 based on actual data for the period April to September 2017/18. This report covers the Local Enterprise Partnership (LEP) and Invest in Bristol and Bath (IBB) revenue budgets.
2. The report also seeks approval of a one-off budget virement to meet the anticipated costs to develop a digital strategy for the West of England and agreement to allocate new grant funding to develop an energy strategy.

Issues for Consideration

3. The West of England Combined Authority acts as the Accountable Body for a range of funding streams on behalf of the West of England Councils and LEP. The WECA financial regulations require that it regularly reports on the financial monitoring position of these funds.
 - 3.1. **Appendix 1 outlines the LEP Budget current forecast revenue position for the 2017/18** financial year based on actual information to the end of September 2017. This shows the current projection as £61K underspent. The main points to note are:
 - 3.1.1. Salary costs are estimated to be approximately £61k lower than budgeted reflecting an element of staff turnover and the emerging balance of resourcing between the WoE LEP Office and WECA.
 - 3.1.2. Following the transfer of the accountable body function from B&NES to the WECA, provision for the historic pension deficit costs (estimated at £59K per annum), has been made whilst the responsibility for liabilities are clarified.
 - 3.1.3. Match funding has been confirmed against Skills Career Enterprise Company programme from UWE securing skills resourcing for this activity.
 - 3.1.4. To build the evidence base to support work to develop a digital strategy for the West of England a one-off funding provision is required. This will build on and bring together work already in place across the region and provide a consistent picture. It will cover connectivity, digital skills and support for businesses (both in terms of improving business practices and supporting innovation. The estimated cost of this work is £50K and a one-off virement is requested from the underspending budget heads to cover this.
 - 3.1.5. The West of England is one of 13 areas to receive funding from BEIS to develop an

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Energy Strategy. It follows Governments commitment in the Industrial Strategy to 'deliver affordable energy and clean growth'. The Energy Strategy will provide the opportunity to set out a road map to energy production, supply and consumption in the region that both minimises energy costs and achieves local and regional decarbonisation targets. It should also help inform Government's Emissions Reduction Plan, which is expected shortly. Subject to the agreement of the Committee, the development of the Energy Strategy work will be funded by £50k BEIS grant and all costs will be managed within this funding allocation.

3.2. **Appendix 2 outlines IBB's current forecast revenue position for the 2017/18** financial year based on actual information to the end of September 2017. This shows the current forecast position is £93K overspent. The main points to note are:

3.2.1. Following the transfer of the accountable body function from Bristol City Council to the WECA, a review of all budgets has been undertaken and budget estimates updated. This has identified a number of areas where budgets are now out of alignment with costs.

3.2.2. A provision for historic pension deficit costs (estimated at £17K per annum), has been made pending clarification of responsibility for these liabilities.

3.2.3. Funding for this activity is secured by way of an annual grant (for five years from 2015/16 to 2019/20) from the Economic Development Fund and underwritten by the four West of England Councils. Management will continue to manage activity to balance the budget within available grant resources.

3.3. The capital funding streams administered by the Accountable Body are dealt with in a separate report on this Agenda.

Consultation:

4. Consultation has been carried out with the Chief Executives, S151 Officers and Monitoring Officer.

Other Options Considered:

5. None.

Risk Management/Assessment:

6. The West of England Office agreement underpins the LEP; a Memorandum of Understanding between the four West of England UAs underpins IBB. These agreements deal with the risk sharing mechanisms between the four West of England councils. For all other WoE budgets administered by the WECA, it acts as "agent" with a straight pass through of funding and related costs.

Public Sector Equality Duties:

7. There are no specific public sector equalities issues arising from this report although budget managers are reminded to consider how they could positively contribute to the advancement of equality and good relations. This 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.

Economic Impact Assessment:

8. There are no Economic Impacts arising as a result of this report.

Finance Implications:

9. The financial implications are contained within the body of the report.

Legal Implications:

10. This report monitors how the Local Enterprise Partnership (LEP), and Invest in Bristol and Bath (IBB) revenue budgets are performing against the financial targets set in March 2017 through the Budget setting process.

Environmental Implications:

11. There are no environmental implications arising as a result of this report.

Land/Property Implications;

12. There are no land/property implications arising as a result of this report.

Human Resources Implications:

13. There are no human resources implications arising as a result of this report.

Recommendation:

14. The voting on the following recommendations will be as follows:

- Recommendation 15.1 is to note only.
- Recommendation 15.2 and 15.3 is for all 4 UAs, excluding the West of England Combined Authority Mayor
- Recommendation 15.4 is for all 4UAs and the West of England Combined Authority Mayor.

15. The Joint Committee agrees that:

- 15.1. The LEP Budget as set out in Appendix 1, is noted.**
- 15.2. A virement of up to £50k be approved from underspending LEP Budget heads to meet the costs to fund the Digital Strategy as set out in Para 3.1.4.**
- 15.3. The new Grant Funding received from BEIS be allocated within the Budget to meet the costs of developing an Energy Strategy as set out in Para 3.1.5.**
- 15.4. The IBB Budget as set out in Appendix 2 is noted and management be requested to seek to manage within existing allocated funding to minimise risk of the provisions within the MoU being called upon.**

Report Author: Tim Richens, Director of Investment and Corporate Services

Appendices & Background Papers:

Appendix 1: Revenue position LEP

Appendix 2: Revenue position IBB

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the Contact Officer for the meeting who is **Tim Richens** and who is available by telephoning Joanna Greenwood on 0117 426210; writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER; email: Joanna.greenwood@westofengland-ca.gov.uk

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APPENDIX 1

LEP April to September 2017/18			
	£000's		
	Budget	Forecast	Variance
<u>EXPENDITURE</u>			
Staff	976	914	62
Supplies & Services			
Support Services	0	34	(34)
Property costs	73	52	21
Project spend	79	79	0
Total supplies and services	152	165	(13)
Total Expenditure	1,128	1,079	49
<u>INCOME</u>			
UA Grants	600	541	(59)
DCLG Core Grant	250	250	0
Capacity Grant Funding	250	250	0
Skills Grants	38	109	71
Transport Grant	25	25	0
LEP Reserve	(35)	(35)	0
Total income	1,128	1,140	12
NET TOTAL - Under / (Over) Spent	0	61	61

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APPENDIX 2

IBB April to September 2017/18			
	£000's		
	Budget	Forecast	<i>variance</i>
<u>EXPENDITURE</u>			
Staff	705	684	21
Supplies & Services			
Support Services	0	67	(67)
Property costs	45	89	(44)
Marketing expenses	250	253	(3)
Total supplies and services	295	409	(114)
Total Expenditure	1,000	1,093	(93)
<u>INCOME</u>			
Economic Development Fund Grant	1,000	1,000	0
Total Income	1,000	1,000	0
NET TOTAL - Under / (Over) Spent	0	(93)	(93)