

# Public Document Pack

A meeting of the  
**West of England Joint Committee**

will be held on

**Date:** Friday, 28 September 2018  
**Time:** 1.00 pm or the rise of the West of England Combined  
Authority Committee  
**Place:** Council Chamber, City Hall, College Green, Bristol

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

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

**Enquiries to:**

Tim Milgate, Democratic Services  
West of England Combined Authority Office  
Rivergate 3  
Temple Way  
Bristol, BS1 6ER  
Email: [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk)  
Tel: 01174286210

# West of England Joint Committee Agenda

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- Inspect background papers used to prepare public reports for a period public reports for a period of up to four years from the date of the meeting. (A list of background papers to a report is given at the end of each report.) A background paper is a document on which the officer has relied in writing the report.
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## 1. EVACUATION PROCEDURE

In the event of a fire, please await direction from Bristol City 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

5 - 38

To consider and approve the minutes from 27 July 2018 West of England Joint Committee Meeting.

## 5. CHAIR ANNOUNCEMENTS

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

## 6. COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERSHIP

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

## 7. ITEMS FROM THE PUBLIC

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

If you wish to present a petition or make a statement and speak at the meeting, you are required to give notice of your intention by noon on the working day before the meeting by e-mail to [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk). **The deadline is 12pm on Thursday 27 September 2018.**

If you wish to ask a question at the meeting, you are required to submit the question in writing to [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk) no later than 3 working days before the meeting. **The deadline is 5pm on Monday 24 September 2018.**

## 8. PETITIONS

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

## 9. WEST OF ENGLAND COMBINED AUTHORITY BUSINESS PLAN - PROGRESS REPORT

39 - 44

This report provides an update on progress in delivering the West of England Combined Authority business plan.

## 10. LEP ONE FRONT DOOR FUNDING PROGRAMME

45 - 66

To consider business cases for the following schemes seeking approval for funding through the Local Growth and Economic Development Funds:

- Bath Innovation: Pioneer Project
- Keynsham Town Centre Improvement Programme – Keynsham High Street Element

- Avonmouth Severnside Ecology Mitigation and Flood Defence

#### **11. TRANSPORT UPDATE**

67 - 70

To update Members on progress and revised programme for the new Joint Local Transport Plan (JLTP).

#### **12. METROWEST PHASE 1 PROGRAMME UPDATE**

71 - 76

The purpose of this report is to:

- i. Outline progress on the Development Consent Order (DCO)
- ii. Outline the emerging priorities and deliverables to date
- iii. To obtain agreement to defer the decision on further drawn down of LGF for scheme development (GRIP 4 and GRIP5) to November 2018 in order to enable more detailed discussions to take place with stakeholders on the funding options to support the delivery of the programme.

**Next meeting: Friday, 30 November 2018**

**Minutes of the meeting of the  
West of England Joint Committee  
Friday 27<sup>th</sup> July 2018**

**Joint Committee Members:**

Cllr Tim Warren, Bath & North East Somerset Council

Mayor Marvin Rees, Bristol City Council

Cllr Nigel Ashton, North Somerset Council

Cllr Toby Savage, South Gloucestershire Council

Mayor Tim Bowles, West of England Combined Authority

<b>1.</b>	<b>WELCOME &amp; INTRODUCTIONS</b>  The Chair, Mayor Tim Bowles of the West of England Combined Authority, welcomed everyone attending the meeting and colleagues around the table to the Council Chamber at Kingswood Civic Centre, for the West of England Joint Committee meeting.  He introduced his colleagues: <ul style="list-style-type: none"><li>- Councillor Mhairi Threlfall, attending on behalf of Mayor Marvin Rees from Bristol City Council</li><li>- Councillor Elfan Ap Rees, attending on behalf of Nigel Ashton from North Somerset Council</li><li>- Councillor Tim Warren from Bath &amp; North East Somerset Council</li><li>- Councillor Toby Savage from South Gloucestershire Council</li></ul> The Chair drew attention to the fire evacuation procedure and reminded attendees that the meeting was being recorded and that a recording would be available on the website following the meeting.
<b>2.</b>	<b>APOLOGIES FOR ABSENCE</b>  The Chair noted apologies from Councillor Nigel Ashton, Mayor Marvin Rees and Professor Stephen West of the Local Enterprise Partnership.
<b>3.</b>	<b>DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011</b>  No interests were declared.
<b>4.</b>	<b>MINUTES</b>  <b>RESOLVED:</b>  That the minutes of the meeting on 1st June 2018 were confirmed and signed as a correct record.
<b>5.</b>	<b>CHAIR ANNOUNCEMENTS</b>  The Chair confirmed that the following items would be discussed at the meeting: <ul style="list-style-type: none"><li>- business cases for funding under the LEP One Front Door Programme</li><li>- an update on an informal Sub National Transport Board for the South West</li><li>- the shaping of the Joint Assets Board</li><li>- the proposed Development Industry Panel</li><li>- the Local Enterprise Partnership and Invest and Bristol Bath budget outturns</li></ul>
<b>6.</b>	<b>COMMENTS FROM CHAIR OF LOCAL ENTERPRISE PARTNERSHIP</b>  The Chair of the Local Enterprise Partnership, Prof Steve West, sent his apologies for the meeting. <b>Page 6</b>

<p><b>7.</b></p>	<p><b>ITEMS FROM THE PUBLIC</b></p> <p>The Chair confirmed that one question had been received and a written response had been provided (see Appendix 1).</p> <p>Four statements had been received and attendees were invited to speak in the order their statements were received (see Appendix 2).</p>
	<p>David Redgewell of South West Transport Network and Bus Users UK, submitted two statements. First he spoke on local transport needs in the West of England, including The Chocolate Path, MetroWest, Congestion Task Group, Metrobus and Transport Board.</p> <p>He stressed his concerns over the withdrawal of a number of Bus routes, namely the No. 10 and No.12 service as well as the No.51 which has been partly replaced but with no evening or Saturday service. It is his concern that WECA ensures they take responsibility to fill any gaps in the contract to enable young people to get to school and people to get to work.</p> <p>He then spoke for three minutes on Metrobus, including the importance of establishing opening dates for the M1 and M2 routes, the apparent dropping of the South Bristol Loop, the importance of good interchanges at key points (including consideration of those with reduced mobility), public toilet provision on the MetroBus routes, and initial public subsidy to help get the routes established.</p> <p>The Chair thanked David Redgewell for his comments, and confirmed his statement would be included in the minutes of the meeting.</p>
	<p>Christina Biggs of Friends of Suburban Bristol Railways (FOSBR), spoke regarding rail plan proposals for 2018. Christina began by expressing her delight for the £100,000 feasibility study and looked forward to the outcome of this work. She urged WECA to support sustainable solutions to the ongoing Severn Beach line signalling issues and delays, and as a separate point highlighted Pilning as a good option for WECA's ongoing Clean Air proposals.</p> <p>The Chair thanked Christina Biggs for her comments, and confirmed her statement would be included in the minutes of the meeting.</p>
	<p>Christina Biggs spoke about Thornbury Railway on behalf of Martyn Hall who was unable to attend the meeting. Christina highlighted his ask to consider streamlining the trains through Yate, and therefore accommodate a fast line from Thornbury to Yate. Christina suggested working with GWR to work through the calculations.</p> <p>The Chair thanked Christina Biggs for her comments on behalf of Martyn Hall, and confirmed his statement would be included in the minutes of the meeting.</p>
	<p>The Chair thanked attendees for their comments and confirmed all statements would be included in the minutes. (see Appendix 1 for full statements)</p>

<b>8.</b>	<b>PETITIONS</b>  No petitions were submitted.
<b>9.</b>	<b>LEP ONE FRONT DOOR FUNDING PROGRAMME</b>  The first paper was on the LEP One Front Door Funding Programme. The committee were asked to consider business cases for funding through the Local Growth Fund for:  <ul style="list-style-type: none"><li>- Western-super-Mare town centre sustainable travel improvements</li><li>- an Artificial Intelligence Laboratory for Manufacturing</li><li>- and the Smart Energy Enterprise Cluster project</li></ul> In addition the committee were asked to consider the reallocation of funding for schemes within the LGF and Economic Development Fund programmes, to ensure scheme delivery and LGF spend by March 2021.  The report recommends that the committee:  <ul style="list-style-type: none"><li>- Approve the funding reallocations between EDF and LGF set out in Figure 2.</li><li>- Approve the allocation of an additional £1.7m of LGF funding for the development of MetroWest Phase 1 including £160,000 to examine the feasibility to extend the train service beyond Bath to Westbury.</li><li>- Approve the Full Business Case for the Weston-Super-Mare Town Centre: Sustainable Travel Improvements scheme subject to securing planning consent, land acquisition and supply of a detailed cost breakdown.</li><li>- Agree that the AiM – Artificial Intelligence Laboratory for Manufacturing project is added to the LGF pipeline should funding become available.</li><li>- Agree that on the basis that no revenue funding is available the Smart Energy Enterprise Cluster project cannot be funded.</li><li>- Approve the change requests for LGF schemes set out in Appendix 2.</li><li>- Approve the change requests for EDF and RIF schemes set out in Appendix 3.</li></ul> The Chair then moved the recommendations. Cllr Tim Warren seconded the recommendations. There were no further comments.  The Chair moved to voting, which he confirmed would be in line with the constitution. The recommendations were taken in groups based on voting arrangements.  First a vote was taken on Recommendations 1 and 7. These required a majority decision of the four local authorities, excluding the Combined Authority Mayor.



**On being put to the vote the motion was carried unanimously by the four constituent councils excluding the WECA Mayor.**

**RESOLVED:**

1. Approve the funding reallocations between EDF and LGF set out in Figure 2.
7. Approve the change requests for EDF and RIF schemes set out in Appendix 3.

Recommendations 2–6 required a majority decision of the four local authorities and the Combined Authority Mayor.

**On being put to the vote the motion was carried unanimously by the four constituent councils and the WECA Mayor.**

**RESOLVED:**

2. Approve the allocation of an additional £1.7m of LGF funding for the development of MetroWest Phase 1 including £160,000 to examine the feasibility to extend the train service beyond Bath to Westbury.
3. Approve the Full Business Case for the Weston-super-Mare Town Centre: Sustainable Travel Improvements scheme subject to securing planning consent, land acquisition and supply of a detailed cost breakdown.
4. Agree that the AiM – Artificial Intelligence Laboratory for Manufacturing project is added to the LGF pipeline should funding become available.
5. Agree that on the basis that no revenue funding is available the Smart Energy Enterprise Cluster project cannot be funded.
6. Approve the change requests for LGF schemes set out in Appendix 2.

**10. SUB NATIONAL TRANSPORT BODIES**

The Chair introduced Sub National Transport Bodies as the next agenda item.

The paper sought the endorsement of the Joint Committee to continue dialogue with other authorities in relation to an informal sub-national transport body, to include the West of England area.

The Chair moved the recommendations. Cllr Mhairi Threlfall seconded the recommendations.

The Chair asked if any members wished to speak to the item.

Cllr Mhairi Threlfall said the 'Northern Powerhouse' has the highest spend in the UK on infrastructure, whereas the South West has the second lowest spend. She therefore welcomes the dialogue and proposal.

	<p>Cllr Elfan Ap Rees said he supported discussions and would see where they lead.</p> <p>Cllr Toby Savage emphasised importance of strengthening connections to South Wales in the context of losing tolls on the Severn Bridge.</p> <p>Cllr Tim Warren added that it could be valuable to the whole of the South West. If it is rolled out in an appropriate way then he fully supports it. However he highlighted the need to review voting when groupings are decided to ensure the equality of regions.</p> <p>The Chair then moved to the voting in line with the constitution. The recommendation required a majority decision of the four local authorities and the Combined Authority Mayor.</p> <p><b>On being put to the vote the motion was carried unanimously the four local authorities and the Combined Authority Mayor.</b></p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"> <li>1. For officers to continue to evaluate options for the regional groupings and to engage in discussions that frame proposals for the creation and facilitation of an informal Sub National Transport Body to include the WECA area.</li> </ol>
<p><b>11.</b></p>	<p><b>TO NOTE THE WORK ON THE DEVELOPMENT INDUSTRY PANEL</b></p> <p>The next item was to note the work on the Development Industry Panel. This was discussed earlier at the WECA Committee.</p> <p>It was proposed to work with industry as part of the work towards a housing deal and the housing infrastructure fund.</p> <p>The Chair then asked if there were any members who wished to speak to the item.</p> <p>Cllr Elfan Ap Rees said there is the need for a clear remit and feedback from Joint Spatial Plan and local authorities. He specifically noted reference to design codes in paragraph 2.3 potentially clashing with local guidelines. He therefore highlighted the need for joined-up working.</p> <p>He went on to talk about paragraph 2.4 and the reference to the British Property Federation working with the West of England to establish a panel of representatives from the development industry. He said there was a need for representation from smaller providers, alongside commercial and public sector developers using modern and innovative methods. This was to avoid giving volume housebuilders too much influence.</p> <p><b>As this item was an information only report there was no voting.</b></p>
<p><b>12.</b></p>	<p><b>AGREE SCOPE AND TIMETABLE FOR DEVELOPMENT OF OPTIONS FOR A JOINT ASSETS BOARD</b></p> <p>The Chair introduced the new <b>Page 10</b> the Joint Assets Board. This had also been discussed earlier at WECA Committee.</p>

	<p>The report asked the Joint Committee to give their views and endorse to move forward, at pace, with the shaping of the proposed Joint Assets Board (JAB) as detailed in section 2.5–2.9.</p> <p>The Chair moved the recommendations. Cllr Toby Savage seconded the recommendations.</p> <p>There were no further comments. The Chair moved to the voting which was in line with the constitution. The recommendation required a majority decision of the four local authorities and the Combined Authority Mayor.</p> <p><b>On being put to the vote the motion was carried unanimously by the four local authorities and the Combined Authority Mayor.</b></p> <p><b>RESOLVED:</b></p> <ol style="list-style-type: none"><li>1. To endorse to move forward, at pace, with the shaping of the proposed Joint Assets Board (JAB) as detailed in section 2.5–2.9.</li></ol>
13	<p><b>LOCAL ENTERPRISE PARTNERSHIP AND INVEST IN BRISTOL AND BATH BUDGET OUTTURN 2018/2019</b></p> <p>The final report entitled ‘Revenue 2018/19 – Outturn Monitoring April 2018 to June 2018’ covered the Local Enterprise Partnership (LEP) and Invest in Bristol and Bath (IBB) revenue budgets. It presented the forecast revenue outturn budget monitoring information for the financial year 2018/19, based on actual data for the period April 2018 to June 2018.</p> <p>The Chair moved the recommendations. Cllr Mhairi Threlfall seconded the recommendations.</p> <p>The Chair asked if any members wished to speak to the item.</p> <p>Cllr Elfan Ap Rees commented that IBB were less visible at the Farnborough Airshow than at previous events. He suggested the IBB presence could have been more prominent, for example through the use of signage and name badges.</p> <p>The Chair then moved to the voting which was in line with the constitution. The committee were asked to note recommendations 1 and 3 so there was no vote on those items. The committee noted the following points:</p> <ol style="list-style-type: none"><li>1. The LEP Budget Outturn forecast as set out in Appendix 1 is noted.</li><li>3. The IBB Budget Outturn as set out in Appendix 2 is noted recognising the use of prior year underspends in EDF Grant drawdown to balance the outturn position.</li></ol> <p>Recommendation 2 required a majority decision of the four local authorities and the Combined Authority Mayor.</p> <p><b>On being put to the vote the motion was carried unanimously by the four local authorities and the Combined Authority Mayor.</b></p>

	<p><b>RESOLVED:</b></p> <p>2. Agree a one-off allocation of up to £364k from accumulated LEP surpluses for the costs of UA staff being seconded to provide capacity to support the development of the Local Industrial Strategy.</p>
14	<p><b>ANY OTHER ITEM THE CHAIR DECIDES IS URGENT</b></p> <p>The Chair informed those attending that there were no urgent items to discuss and that the next meeting of the Joint Committee will take place on Friday 28<sup>th</sup> September 2018.</p> <p>The Chair thanked everyone for attending and declared the meeting closed at 12:46.</p>

Appendix 1 – Public Forum – Question

**Public Forum**  
**Questions Received**

<b>1</b>	<b>Thomas Gravatt</b> <i>MetroWest</i>
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Question 1

**Thomas Gravatt**

1. What will WECA do to assist with finding the funding for the Portishead railway?
2. Will WECA communicate with Chris Grayling and others to remind them of the importance of the Portishead railway project and to request funding from central government?
3. What will WECA do to ensure that funding is found by September in time for the submission of a development consent order for the project?

**Answer:**

1. *The West of England Combined Authority has, through the Local Enterprise Partnership and the Local Growth Fund, funded the majority of the £10m development costs for MetroWest Phase 1 (includes Portishead) and £44.5m towards delivery. An additional £6m from the West of England Investment Fund was approved by the West of England Combined Authority Committee in December 2017 to present a compelling case for Large Majors funding by the Department for Transport but subject to a successful Large Majors bid.*

*The West of England Combined Authority will continue to work with North Somerset Council on securing full funding for MetroWest Phase 1.*

2. *The West of England Combined Authority is in constant communication with the Department for Transport on the MetroWest programme and wider aspirations for suburban rail in the West of England region.*
3. *The West of England Combined Authority and the Local Enterprise Partnership will continue its work with North Somerset Council on MetroWest Phase 1.*

Appendix 2 – Public Forum – Statements

**Public Forum**

**Statements Received**

Statement	Name, organisation
1.	David Redgewell, SWTN/Bus Users UK <b><i>West of England Transport Links</i></b>
2.	David Redgewell, SWTN/Bus Users UK <b><i>MetroBus</i></b>
3.	Christina Biggs, FOSBR <b><i>FOSBR Rail Plan 2018 Proposals</i></b>
4.	Martyn Hall (Christina Biggs to speak on behalf of) <b><i>Thornbury Railway</i></b>

**Statement 1**  
**David Redgewell SWTN/Bus Users UK**  
**West of England Transport Links**

**1. The Chocolate Path Bristol**

We support plans to reinstate the path and make it fit for purpose for walking and cycling.

**2. MetroWest**

We welcome the DfT and Metro Mayor study into the suburban rail network for Greater Bristol and the investment in Severn Beach – Westbury and the proposed Portishead – Westbury lines. We also welcome studies into Bristol – Gloucester and Bristol – Henbury Loop, noting that the Henbury loop will need a higher level of service if indeed the Arena is sited at Filton North Station.

We feel it is very important to make progress for the City Region and we must ensure that all stations are fully accessible eg Lawrence Hill and Stapleton Road.

**3. Congestion Task Group**

We welcome the work undertaken especially on bus priority and bus infrastructure and the potential Quick Wins on the A38 corridor. The Group worked on getting progress on Temple Meads station works which are now receiving funding. We believe that through Partnership working with First Bus division, First Rail division and Network Rail we are getting funding released and are making real progress.

**4. MetroBus**

We support the extension of Metro Bus from The UWE to Bristol Parkway – Patchway Station and Cribbs Causeway including Gypsy Patch Lane bridge and Station.

**5. Transport Board**

We welcome setting up a Transport Board and associated working parties. It must fit in with the Metro Mayors proposals for the sub region and also must align with any Regional; transport body being set up by the government.

The preferred model would be to have one Regional Transport Board covering Cheltenham – Penzance – Bournemouth. This is borne out by the new Cross Country Franchise which is being consulted on by the DfT on this Regional basis.

We urge the Mayor to meet other Council leaders to make the case for a Regional Board, given the power of the Northern Transport Authority (TfN) and Midlands Connect we must not be left behind.



**Statement 2 - MetroBus  
David Redgewell SWTN/Bus Users UK**

We are very concerned that we do not have any final opening dates for M2 and M1. The Whitchurch – Hengrove Hospital – Hartcliffe - Bedminster – Temple Meads – City Route has not been mentioned.

Also the South Bristol Loop route seems to have been dropped. The Metrobus routes must have full access to Bristol Temple Meads Station enabling full and easy interchange. Also there is an urgent need for Metrobus routes have full access to Bristol Parkway Station enabling full and easy interchange too.

There is also a need for good signage for MetroBus interchanges at Bedminster and Parson Street stations and harbour ferries.

We are also awaiting a date for when MetroBuses will serve Aztec West to Lyde Green via UWE.

The MetroBus network must be extended to serve the following important towns : Yate, Chipping Sodbury, Thornbury, Clevedon, Keynsham and the City of Bath.

Also with the T1, T2 services to Thornbury there are issues with the design of the routes around the town and the need for bus shelter upgrades along the A38 at Alveston, Rudgeway and Thornbury.

**Bus / Rail Interchange at Temple Meads**

There is an urgent need to finalise the bus stopping arrangements to ensure that interchange between train and bus is as easy as possible for all including those with reduced mobility.

In the City centre and BRI there is no disabled access (castle kerbs). If the Yate (Y) services are to move from the bus station then the disabled access will need to be provided.

We wish to see the Council investigate the Megabus & Falcon coach services moving from Bond Street into the bus station giving a suitable interchange for all coach services.

Regarding Bristol Airport we would like to see future provision being made for a mass transit light rail link along the South Bristol link/A38 as suggested in the Bristol Airport Towards 2050 Master Plan consultation.

When the Portishead line reopens there needs to be provision for a bus/rail interchange at Ashton Gate.

Further work is required on MetroBus/rail/ferry ticketing.

Provision is required for public toilets on MetroBus routes ie City Centre, Bear Pit, Ashton Park.

Bus Users UK call on Bristol City Council in partnership with WECA and North Somerset Council to provide some public subsidy, at least initially, for MetroBus routes to get them established.

**Statement 3**  
**Christina Biggs, FOSBR**  
**FOSBR Rail Plan 2018 Proposals**

1. MetroWest Phase 1 - FOSBR suggests that N Somerset Council considers seeking third party private and corporate investment for the £48 million shortfall for the Portishead Line, and urges that the MetroWest Phase 1A signalling works at Avonmouth and some turnback strategy for Bath (such as turning back at Chippenham or Westbury) be completed soon so as to expedite the delivery of the long-awaited half-hour service from Avonmouth to Bath, hourly to Severn Beach.
2. Severn Beach Line – FOSBR has been engaging with GWR and Network Rail on the continuing delays and cancellations on the Severn Beach Line, and urges that WECA contribute financially to provide sustainable solutions – such as extra rolling stock, 40-minute buses between Avonmouth and Severn Beach, and that WECA engages with Network Rail on the outstanding issues with the BASRE resignalling, namely the 10 mph limit still in force at Temple Meads, and the long waiting times for Severn Beach Line trains at Narrowways Junction due to the Automatic Route Setting software.
3. Infrastructure – FOSBR welcomes the WECA funding of £2m for the Temple Meads Masterplan and urges that Station Street and a bus exchange on the Friary should be delivered soon as a first stage. FOSBR welcomes the ongoing Filton Bank works and urges that WECA continue to lobby government to fund Bristol East Junction. We would also ask WECA to consider working up proposals for selective double-tracking of the Severn Beach Line as the single-track sections are highly sensitive to any delays. We also note Parish Council support for a station at Coalpit Heath.
4. Henbury Loop – In the light of the recent announcement of the proposed Brabazon Hanger location for the Arena, we urge that WECA reconsider the proposals for the Henbury Loop, especially those not in the original 2015 plans, such as running from North Filton through the Filton Rail Diamond to Bristol Parkway (as the nearest station on the electrified Paddington line), decoupling the St Andrew's Gate, West Town Rd and Avonmouth Station level crossings to reduce barrier down time, and improving the road access to Holesmouth Bridge. Please also consider Chittening Station.
5. Bristol Airport – FOSBR notes the Airport's wish to expand, and would ask for comprehensive public transport provision, including restoring a rail-bus link to Nailsea and Backwell station, perhaps with an electric minibus that could run through residential streets in Backwell to bypass the crossroads. This station already has a half-hour train service and regional GWR connectivity to Cardiff, Gloucester and Taunton as well as a mere 11-minute road transit time to Bristol Airport. We urge that WECA work with GWR to complete the ramp access to Nailsea and Backwell and consider creating space for a minibus stop in the car park. This would obviously be a supplement to the existing Bristol and Weston Flyers but would suit executive short-stay business travellers due to the much reduced journey time to the airport. An exploratory postcode study should be initiated soon.
6. Pilning - FOSBR would wish to point out that if a temporary Pilning footbridge is delivered (for £2 million) in 2018, a commuter service could be delivered in the May 2019 timetable as one of WECA's contributions to the current Clean Air proposals and illustrative of the potential for rail as the only long-term solution to both the regional congestion and regional air quality concerns. We have already attended a DfT CrossCountry Franchise consultation event and urge WECA to join us in requesting a trial daily commuter stop at 07:30 at Pilning

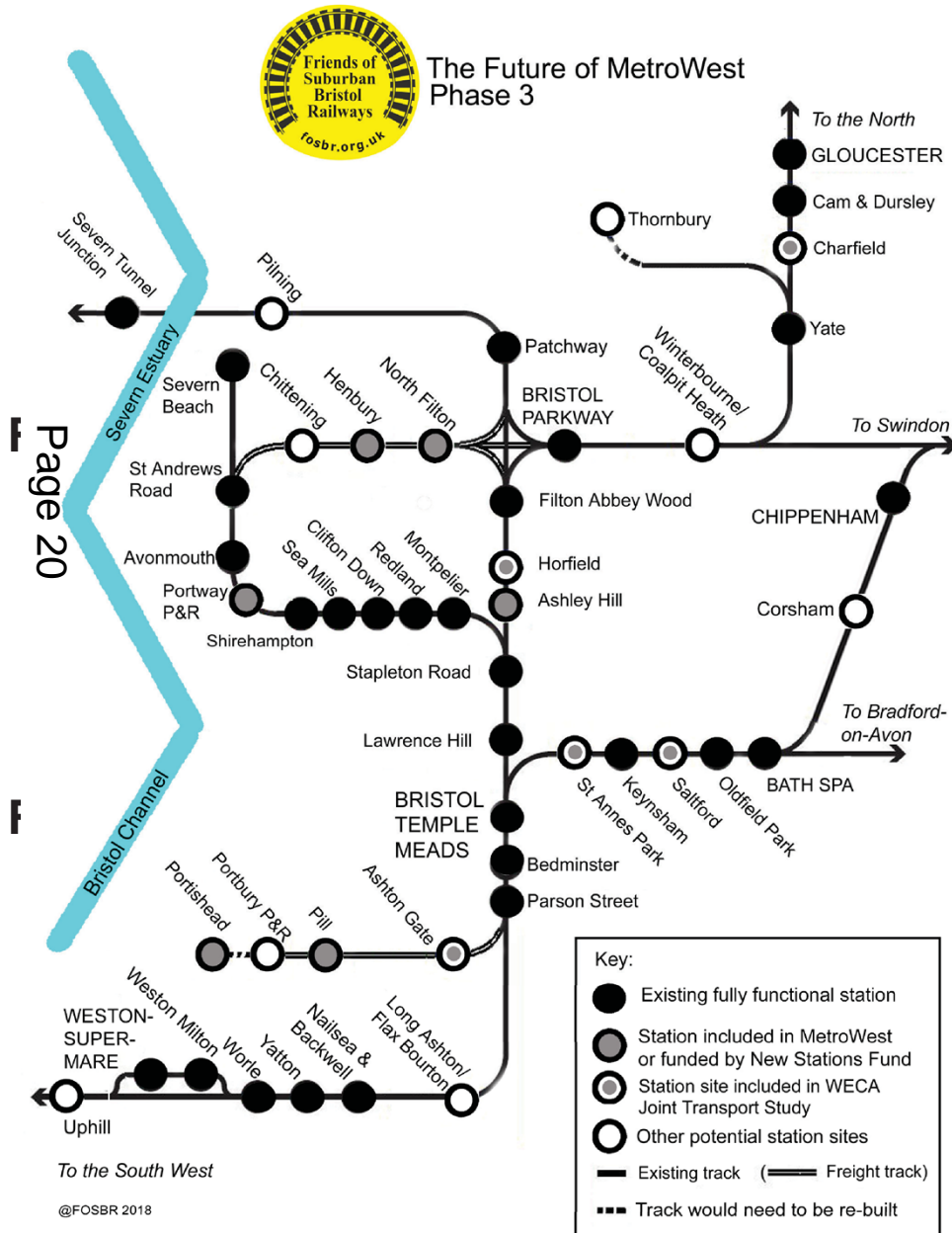
on the 07:00 Cardiff to Manchester stopping service as this is the optimum time of day for commuters both to and from Pilning, Severnside and Thornbury.

7. Thornbury – FOSBR urges that WECA investigates imaginative uses of the existing Tytherington Line, such as a bolt-on powered carriage for a MetroWest Phase 2 Gloucester train, and using the Westerleigh Freight Line to provide better cross-over connectivity at Westerleigh Junction.

Christina Biggs (FOSBR Secretary)

# FOSBR Rail Plan 2018 – car-free travel from your door

## A reliable half-hour train service:



- WECA to have rail powers and operational oversight;
- **Longer** trains with more seats and **room for cycles**;
- Rail-bus interchanges at Filton Abbey Wood for Southmead Hospital and Nailsea & Backwell for Bristol Airport, accurate real-time bus information at stations;
- Multi-modal **smart ticketing**, with guards on all trains;
- Delivery of MetroWest Phase 1A **half-hour train service between Avonmouth and Bath**, hourly to Severn Beach;
- 30 min service for Patchway, Parson St and Bedminster;
- Future 15 or 20 minute frequency.

- Completion of Filton Bank four-tracking;
- Bristol East and Westerleigh Junction remodelling;
- Replace footbridge at Pilning for Severnside commuters;
- Emission-free trains: electrification to Bristol Temple Meads and battery or hydrogen-fuelled local trains;
- Extra platforms and bus hub at Temple Meads;
- Selective double-tracking of Severn Beach Line.

- Deliver Portishead line with an initial hourly service with planning for half-hour service;
- Henbury Spur extension to Henbury Loop;
- Welcoming WECA's proposals for Horfield (at Constable Rd), St Anne's, Saltford, Ashton Gate & Charfield;
- Consideration of further stations at Coalpit Heath, Chittening, Uphill/Locking, Corsham & Long Ashton;
- Exploring an extension of Tytherington line to Thornbury.

## Employment density for Severnside Local Area

**Author:** Andrew. G. Short 27/2/17, for Friends of Suburban Bristol Railways.

**Business area: Central park, Western Approach and West Gate.**

HMG document 'Employment Density Guide (3<sup>rd</sup> edition Nov 2015)' issued by the Homes & Communities Agency suggest that a typical density of employees in 'regional Distribution Centres is 77 square metres (M<sup>2</sup>) per person average.

This is per Full Time Equivalent (FTE). This equates to a single shift through the average working week. The occupancy would thus be 2 persons per 77 per M<sup>2</sup> if everyone in every company worked a two-shift system, 3 persons per 77 M<sup>2</sup> for 3 shifts.

Brochures for the business areas quote:

Westgate development overall	4,000,000 sq ft.
Tesco (not in above) estimated	500,000 sqft.
Central park development overall	3,775,000 sqft.
Western Approach (estimated)*	3,000,000 sq ft

(\* Brochure not available 16-1-17).

**Red figures below from** <http://sites.southglos.gov.uk/insouthglos/enterprise/avonmouth/key-facts/>

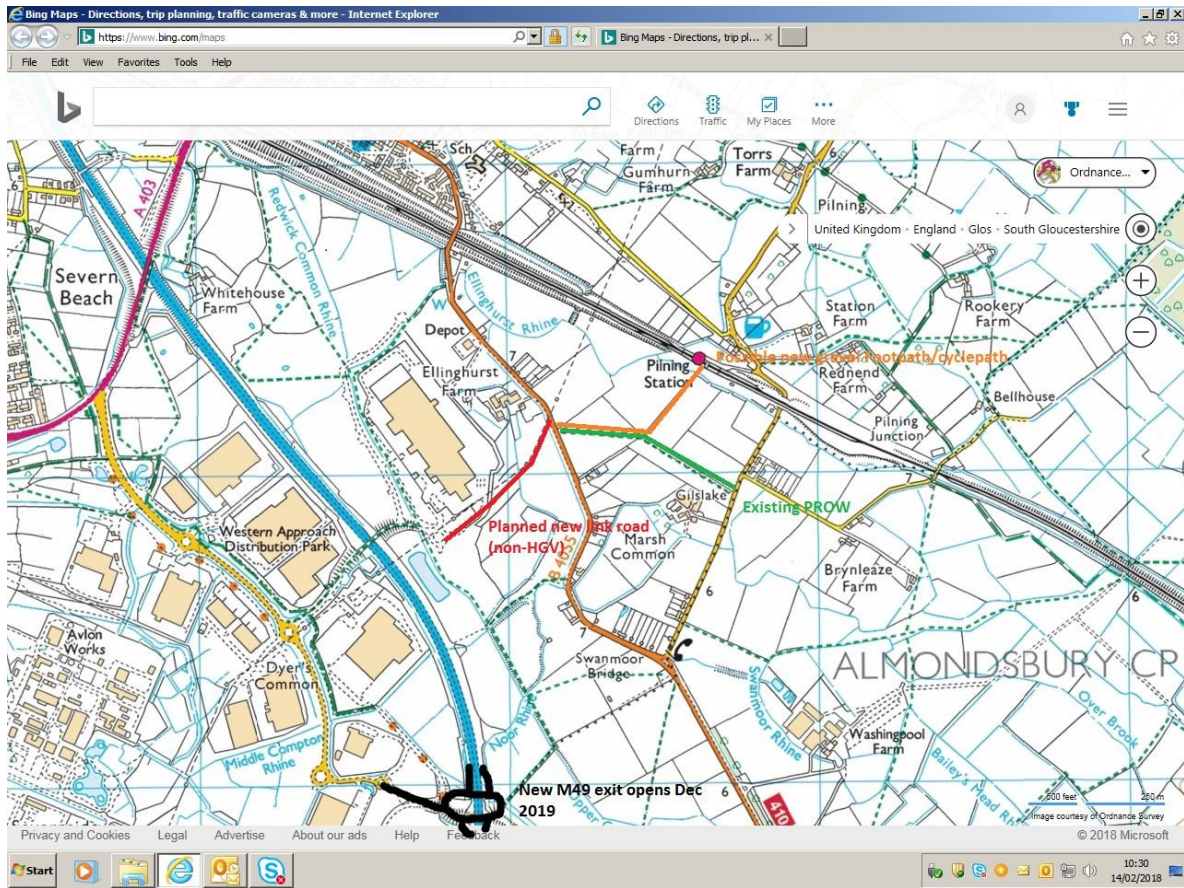
Total business building floor area	11,275,000 sq ft.
At 10.7 ft sq per M <sup>2</sup> , this equates to	1,105,400 <b>1,323,630</b> M <sup>2</sup>
At 77 M <sup>2</sup> per person, this equates to some	13,700 <b>17,190</b> FTE persons.

It is assumed that 50% of employees are on the businesses are on 2 shift and 15% on three shift. This equates to:

$$(13,700 * 0.35) + (13700 * 0.5 * 2) + (13,700 * 0.15 * 3) = 24,660 \text{ **30,941** FTE persons.}$$

Assuming an occupancy of 3/4 (allowing for vacancies, automation, sickness, business premises vacated, etc.) this gives a level of 18,500 FTE persons.

**Thus on an average day, there could be 18,500 **23,200** persons commuting to and from the three distribution parks** and to be targeted as possibilities for public transport (e.g. a 1% take-up of public transport equates to 185 **232** return journeys per day.







# Pilning Station Footbridge Cost Benefit Analysis

February 2018

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Dr David Williams.

## About the Author:

Dr David Williams is a Research Associate at the University of the West of England. Dr Williams has a background in transport planning and assessment for local authorities in the West of England. This work was conducted in Dr Williams' own time for FOSBR and the findings are his own work and do not reflect the views of the University of the West of England.



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## Introduction

The Friends of Suburban Bristol Railways (FOSBR) have requested that a cost benefit analysis be completed to support their case for the installation of a new footbridge at Pilning station in South Gloucestershire, to the north west of the city of Bristol.

The case is being made to the GWR Franchise consultation that closes on 21 February 2018. The original footbridge was

removed in 2016 as part of Network Rail's electrification programme<sup>1</sup> and it was deemed not cost effective to replace it due to the low number of passengers using the station, with just 230 people using the station in 2016/17<sup>2</sup>. The low number of passengers, up from 46 in 2015/16, is due to the fact that the station is served by just two trains a week, at 0834 and 1534 on a Saturday. Network Rail has estimated that the installation of an equalities compliant bridge at the station will cost £2 million and FOSBR have requested that the installation of this bridge be included within the next stage of the GWR franchise after 2020.

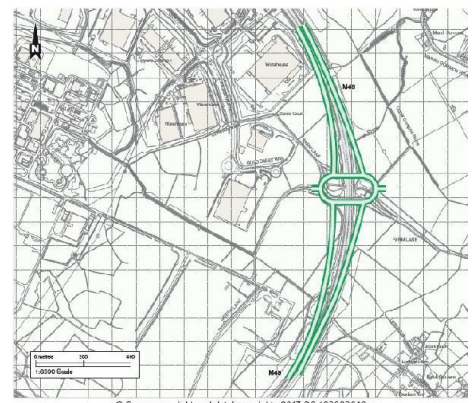
## Feasibility

Since Network Rail's decision not to replace the footbridge in 2016 there have been several changes to transportation within the Greater Bristol area surrounding Pilning Station. Highways England has announced plans to construct a new junction on the M49 motorway that would provide greater access to the station. This new junction provides Bristol City Council with the opportunity to develop a Park and Rail site at the station, reducing trips into Bristol city centre. This is important as Bristol City Council is currently developing options for installing a Clean Air Zone (CAZ) within the city centre to comply air quality standards<sup>3</sup>. Developing Park and Rail facilities at Pilning station, through the construction of a pedestrian bridge and surface level car parking would provide a relatively low cost option compared to the construction of a new Park and Ride site served by buses. The new junction is expected to cost between £25m and £50m, but as yet no date has been set for its construction.

The second change to transportation in the Greater Bristol area is the proposed expansion of *The Mall* at Cribbs Causeway and the associated additional traffic this will have. Pilning railway station is situated 4.8km away from The Mall site. The Transport Review Group for the development's travel plan have stated to FOSBR that if more frequent services were reintroduced to Pilning Station they would consider running a shuttle bus to/from the station to serve their customers who wished to travel by train, rather than car.

The final change comes from the businesses to the south of Pilning Station based at Severnside. SevernNet, a consortia of businesses on at Severnside, are interested in running shuttle buses for their staff to/from the station providing the services meet fit with current shift patterns. All three of these changes suggest that the re-installation of a footbridge at Pilning station should be considered as part of the next GWR franchise as they would provide benefits for

### PROPOSED M49 AVONMOUTH JUNCTION<sup>4</sup>





<sup>1</sup> Sims, A. (2016)

[http://www.gazetteseries.co.uk/news/14587196.Rail\\_platform\\_and\\_footbridge\\_set\\_for\\_closure\\_in\\_Pilning/](http://www.gazetteseries.co.uk/news/14587196.Rail_platform_and_footbridge_set_for_closure_in_Pilning/)

<sup>2</sup> ORR (2018) <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

<sup>3</sup> BBC (2017) <http://www.bbc.co.uk/news/uk-england-bristol-40865101>

<sup>4</sup> Highways England (2017) <http://roads/highways.gov.uk>

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travel within the Greater Bristol area.

## Cost Benefit Analysis (CBA)

The Department for Transport's Web-based Transport Analysis Guidance (WebTAG) provides advice on transport modelling and appraisal for highways and public transport interventions. This is based on HM Treasury's Green Book to explore a wide range of impacts from a transport intervention. Rail interventions are based on the same approach. For the purposes of this analysis three scenarios will be tested to demonstrate the benefits of installing the bridge. This will be based on the Carbon Dioxide (CO<sub>2</sub>) and Nitrogen Oxide (NO<sub>x</sub>) reductions from people travelling by train compared to driving within the Greater Bristol area. It is not possible to capture the wider economic benefits or social benefits of this scheme due to the lack of available data. The analysis is therefore designed to demonstrate the benefits in one area, emissions, with the request that WECA conduct a full CBA as part of the Joint Local Transport Plan for the implementation of the bridge in line with its inclusion in the next GWR franchise period.

### Assumptions

As with any model a set of assumptions will be included. These will be outlined below.

The CBA will be based on the assumption that additional train services will be provided to/from Pilning Station by Great Western Railways as part of their next franchise to meet the demands of Severnside businesses and The Mall's customers. The table below includes the proposed services which would include 10 services a day in each direction. This number of services has been used for the CBA as it would provide services to serve shift patterns at Severnside and the majority of the weekend trips to The Mall.

The second assumption is based on the type of car that will be taken off the road. For this scenario the findings are based on a 1.6ltr Diesel Ford Focus, the most popular car in Britain. The Ford Focus emits 114 grams of CO<sub>2</sub> per kilometre<sup>5</sup> and between 0.5 and 0.75 grams of NO<sub>x</sub> per kilometre<sup>6</sup>. The cost of these emissions to the environment is approximately £0.05/kilometre<sup>7</sup>.

The CBA will test the three scenarios.



<sup>5</sup> EU (2015) <https://www.energy.eu/car-co2-emissions/ford.php>

<sup>6</sup> Emissions Analytics (2018) <http://equaindex.com/equa-air-quality-index/>

<sup>7</sup> MyClimate.org (2016) [https://co2.myclimate.org/en/portfolios?calculation\\_id=1045204&localized\\_currency=GBP](https://co2.myclimate.org/en/portfolios?calculation_id=1045204&localized_currency=GBP)

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**Scenario 1** – 10 passengers will use Pilning Station/train  
**Scenario 2** – 20 passengers will use Pilning station/train  
**Scenario 3** – 40 passengers will use Pilning Station/train

An assumption has been made that each of these passengers would travel 40km by car if they were not travelling by train.

The trains currently running this line run on diesel and therefore emit CO<sub>2</sub> and NO<sub>x</sub>. These trains will be running on this line whether they stop at Pilning or not. The level of emissions per service is therefore negligible and has been discounted for the purposes of this analysis. Further research would need to incorporate these figures.

DAY	DIRECTION	APPROX TIME	PURPOSE
MON-FRI	Bristol to Pilning	0530	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0630	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0730	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0750	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	0830	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1330	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1430	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1600	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	1930	Serving Businesses at Severnside
MON-FRI	Bristol to Pilning	2030	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0530	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0630	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0730	Serving Businesses at Severnside
MON-FRI	Newport to Pilning	0750	Serving Businesses at



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				Sevenside
MON-FRI	Newport to Pilning	0830		Serving Businesses at Sevenside
MON-FRI	Newport to Pilning	1330		Serving Businesses at Sevenside
MON-FRI	Newport to Pilning	1430		Serving Businesses at Sevenside
MON-FRI	Newport to Pilning	1600		Serving Businesses at Sevenside
MON-FRI	Newport to Pilning	1930		Serving Businesses at Sevenside
MON-FRI	Newport to Pilning	2030		Serving Businesses at Sevenside
SAT-SUN	Bristol to Pilning	0930	Serving the Mall	
SAT-SUN	Bristol to Pilning	1030	Serving the Mall	

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DAY	DIRECTION	APPROX TIME	PURPOSE
SAT-SUN	Bristol to Pilning	1130	Serving the Mall
SAT-SUN	Bristol to Pilning	1230	Serving the Mall
SAT-SUN	Bristol to Pilning	1330	Serving the Mall
SAT-SUN	Bristol to Pilning	1430	Serving the Mall
SAT-SUN	Bristol to Pilning	1530	Serving the Mall
SAT-SUN	Bristol to Pilning	1630	Serving the Mall
SAT-SUN	Bristol to Pilning	1730	Serving the Mall
SAT-SUN	Bristol to Pilning	1830	Serving the Mall
SAT-SUN	Newport to Pilning	0930	Serving the Mall
SAT-SUN	Newport to Pilning	1030	Serving the Mall
SAT-SUN	Newport to Pilning	1130	Serving the Mall
SAT-SUN	Newport to Pilning	1230	Serving the Mall
SAT-SUN	Newport to Pilning	1330	Serving the Mall
SAT-SUN	Newport to Pilning	1430	Serving the Mall
SAT-SUN	Newport to Pilning	1530	Serving the Mall
SAT-SUN	Newport to Pilning	1630	Serving the Mall
SAT-SUN	Newport to Pilning	1730	Serving the Mall
SAT-SUN	Newport to Pilning	1830	Serving the Mall

### Calculation

The calculations are based on the use of the station for 363 days of the year, with each person saving 40km of travel by car. The first table shows the financial benefits per day of the three scenarios. With scenario 1 an average of 10 passengers per train there is a £4,000 financial benefit for the local environment due to the emissions saved, with this increasing to £16,000 if there were 40 passengers alighting per train.

NO. TRAIN SERVICE S/ DAY	NO. PASSENGER S/ TRAIN	TOTAL PASSENGER S/ DAY	DISTANCE BY CAR SAVED (40KM/ PASSENGER)	CO <sub>2</sub> EMISSIONS SAVED/DAY (114G/KM)	NO <sub>x</sub> EMISSIONS SAVED/DAY (0.625G/KM)	ENVIRONMENTAL SAVING/DAY (£)
20	10	200	8,000km	912kg CO <sub>2</sub>	5kg	£4,000
20	20	400	16,000km	1,824kg CO <sub>2</sub>	10kg	£8,000
20	40	800	32,000km	3,648kg CO <sub>2</sub>	20kg	£16,000

For the year the figures demonstrate that for Scenario 1 10 passengers per train the environmental benefits would be £1.4m per year, with this increasing to £5.8m for Scenario 3, with 40 passengers per



train.

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NO. TRAIN SERVICES/ YEAR	NO. PASSENGERS/ TRAIN	TOTAL PASSENGERS/ YEAR	DISTANCE BY CAR SAVED (40KM/ PASSENGER )	CO <sub>2</sub> EMISSIONS SAVED/ YEAR (114G/KM)	NO <sub>x</sub> EMISSIONS SAVED/ YEAR (0.625G/KM)	ENVIRONMENTAL SAVING/YEAR (£)
7260 kg	10	72,600	2,904,000km	331,056 C	1,815 kg	£1,452,000
7260 kg	20	145,200	5,808,000km	662,112 CO <sub>2</sub>	3,630 kg	£2,904,000
7260 kg	40	290,400	11,616,000km	1,324,224 kg	7,260 kg	£5,808,000

## Summary

The results show that if GWR were to provide 10 services a day to Pilning station and that if each train had 10 passengers either alight or board the service the environmental savings for the West of England area of installing the footbridge at Pilning at the cost of £2m would be paid back in under 18 months. In the most optimistic scenario (Scenario 3) this would be paid back in just under four months, in terms of environmental benefits for the Greater Bristol area.

The findings do not include any calculations of economic or social benefits of implementing this scheme, that would be added to this equation to demonstrate the full benefits.

This report concludes that providing GWR were prepared to run these services and work together with SevernNet and The Mall's transport plan team, it would be possible to provide these services and help reduce emissions CO<sub>2</sub> and NO<sub>x</sub> in the Greater Bristol area.

## Next Steps

The results of this analysis show that the provision of services and a new footbridge at Pilning station have the potential to provide an environmental benefit to the Greater Bristol area in terms of emissions reduction. Therefore this report recommends that the installation of a bridge and the introduction of services be considered for the next GWR franchise period by the Department for Transport.

The installation of the footbridge, additional trains, new junction for the M49 linking to Pilning station and a Park and Rail site to be delivered at the station should also be included for consideration at Pilning as part of the West of England Combined Authority's Joint Local Transport Plan. Once the scheme is included in both these plans it will be possible to conduct a full cost benefit analysis of the schemes to demonstrate the wider benefits the enhancement of this station can provide to the Greater Bristol area moving forward.



Tuesday 2 July 2018

**Summary: FOSBR recommends that the Bristol Arena should be located at Temple Meads rather than the Brabazon Hanger due to the vastly superior rail connections at Temple Meads. For either location there needs to be investment in transport connections, and both locations urgently those transport connections even if they are not the chosen location of the Arena.**

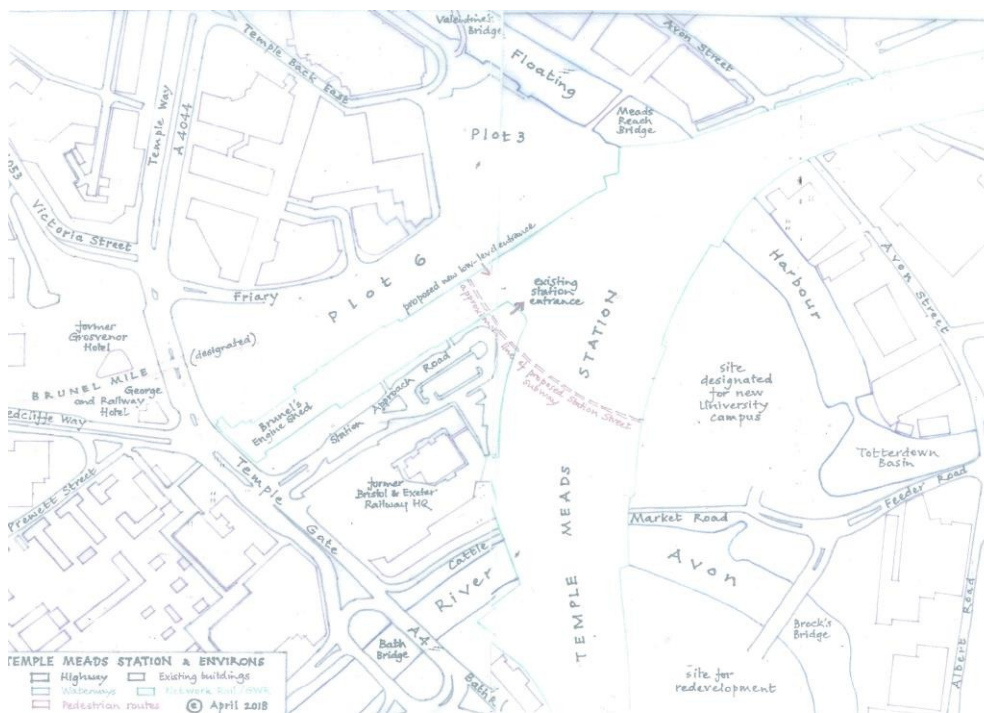
### 1. The case for locating the Arena at Temple Meads

Temple Meads enjoys direct rail connections both locally, across the region and across the whole of the UK. It is also close to the city centre via ferry and bus connections and is in easy walking distance from Temple Quarter, St Mary Redcliffe and the Floating Harbour. There is also ample parking, though the rail connections are such that drivers could use Park and Ride facilities at Portway P&R, Bristol Parkway P&R and potentially Pilning for drivers from Wales. There is also a direct bus from Bristol Airport.

FOSBR believes that the public would overwhelmingly use public transport to access the Arena if it were at Temple Meads as many members of the public routinely pass through this station on a daily basis.

### 2. Infrastructure needed at Temple Meads.

Some infrastructure needs to be put in place at the Arena to enable public transport links – as a minimum, Station Street needs to be put in to link pedestrians from the Friary (Plot 6) under Temple Meads to the Arena. BCC also needs to negotiate with Homes for England to allow bus stops on the Friary. This should be put in place in any case to allow access to the University of Bristol site.





### 3. Rail infrastructure needed at Brabazon Hanger

The challenge of connecting the Brabazon Hanger to the rail network is much more significant. As well as planning for N Filton Station to have longer platforms, provision needs to be made for a Park and Ride nearby as there is only the minimum parking planned in the Filton Airfield, and the Brabazon site is only accessible by road from the south, near BAWA. FOSBR suggest that one option to explore for P&R could be by using the SW quadrant of the Filton Rail diamond with a rail shuttle to Filton (see aerial view below). The Henbury Spur is currently only envisaged to connect to Bristol Temple Meads via Filton Abbey Wood station. Connecting N Filton to the more obvious choice of Bristol Parkway involves upgrading the single track through the Filton Diamond and addressing the capacity problems at Parkway even with its fourth platform.



Additionally for decent local rail connectivity to local stations in north Bristol, the Henbury Loop through to Avonmouth and on to the Severn Beach Line would need to be put in place. This means that the access issue for the Port of Bristol at St Andrew's Gate level crossing would need to be addressed. The options for this are a dive-under for the rail line at St Andrew's Gate or improving road access from Holesmouth Bridge to the north.

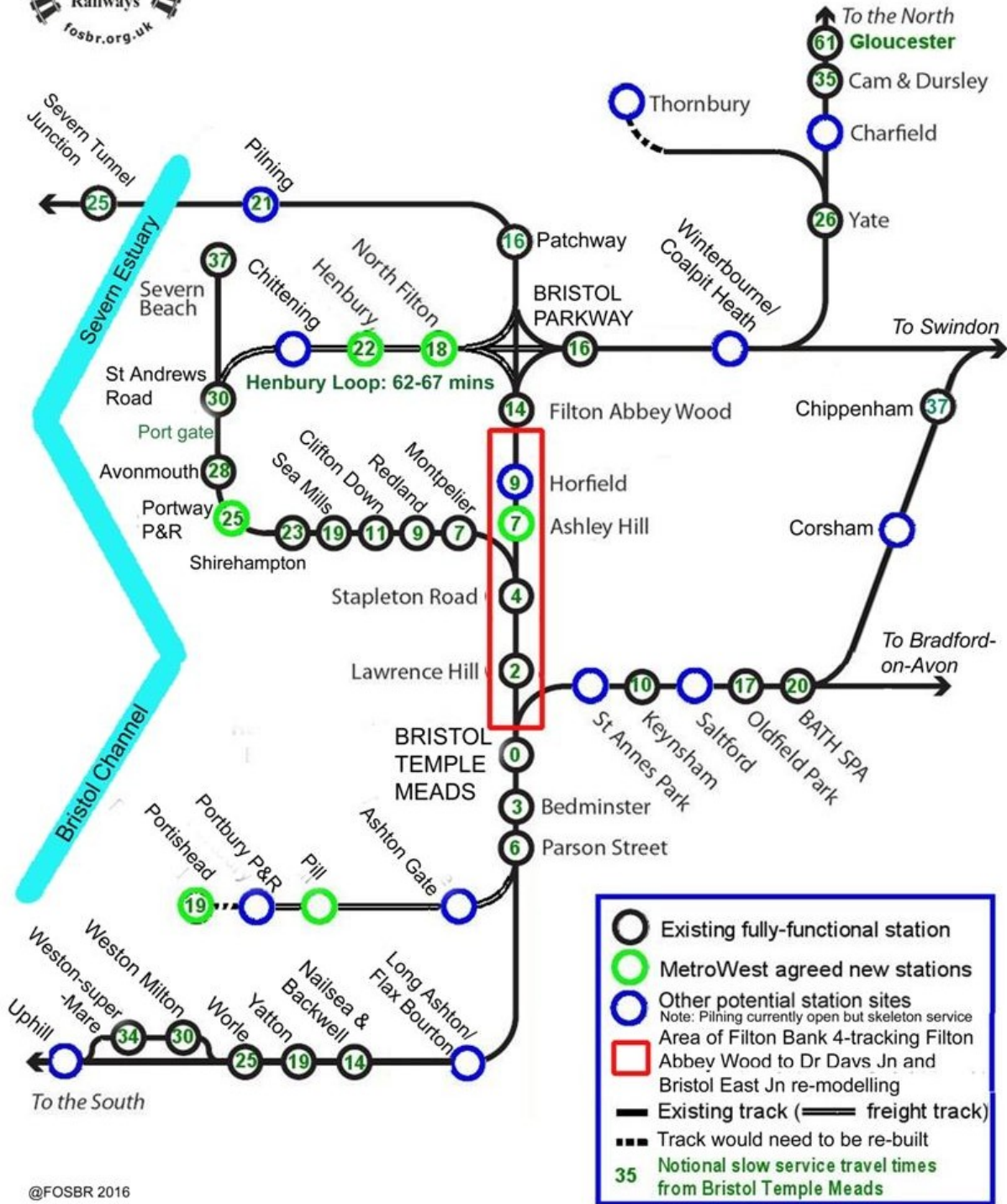
Finally, even the Henbury Spur cannot operate until Bristol East Junction (currently still unfunded) is put in place, to allow both MetroWest Phase 1 and 2 local train services to operate alongside the national services.

Locating the Arena at Brabazon Hanger therefore involves extensive planning and funding, which is currently not in place.

FOSBR would of course welcome the Henbury Loop, if possible running to Bristol Parkway, to be put in place even if the Arena is not located at Brabazon Hanger, and there is significant support from North Bristol SusCom for this. But this should not be at the expense of locating the Arena in such an inaccessible location as the Brabazon Hanger, which would only cause more road congestion and make sustainable transport in the area so much more difficult.



### The Future of MetroWest Phase 3



@FOSBR 2016

**Statement 4**  
**Martyn Hall**  
**Thornbury Railway**

Please can you consider Thornbury Railway to the top of Grovesend Road since the railway to Tytherington Quarry has recently been re-vamped with Network Rail clearing the line and sorting the railway crossings out.

Currently the buses take too long to get to Bristol 1 hour and 15 mins and a railway line from the top of Thornbury would mean a drastically reduced time to Bristol, more reliable transport, not to mention being cool smooth and quiet.

A number of neighbours have said they would prefer to use the train if it was reintroduced, not only for Bristol but other places in the country.

You would have to be mad in the current climate not to jump on board now and get a decent service that would enable lots of people to not use their cars to travel further afield.

Considering the line is almost to the top of Grovesend Road it would have to be a sheer act of lunacy to ignore this and get on board ASAP. This would go well with the new developments in Thornbury and reduce your carbon emissions.

So from the voices of Thornbury, please consider this, as there are lots of people who would rather use the train to town (Bristol) than the unreliable buses even the T2 etc have been late already, with people threatened with losing their jobs as a result of not being able to get to work.

Once again please consider this line before the field owned by the Greys is sold to a developer and the hope of a Thornbury line is gone for good!!!!.

Do something great for a change and take Frances view, act now and benefit in the future.



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

**DATE: 28 SEPTEMBER 2018**

**REPORT TITLE: WEST OF ENGLAND COMBINED AUTHORITY BUSINESS PLAN – PROGRESS REPORT**

**AUTHOR: JESSICA LEE, HEAD OF STRATEGY & POLICY**

**1. Purpose of Report**

1.1 This report provides an update on progress in delivering the West of England Combined Authority business plan.

**2. Background**

2.1 The West of England Combined Authority 2018/19 business plan was agreed by WECA and the Joint Committee on 1<sup>st</sup> June 2018.

2.2 The business plan supports delivery of the operating framework agreed by WECA and the Joint Committee on 18th April 2018. It sets out the key deliverables during 18/19 for skills, business support and infrastructure, as well as the enabling corporate activities.

2.3 For each Directorate this report highlights key achievements and details any significant exceptions to delivery together with mitigating activities.

2.4 WECA is developing an overall performance management and reporting framework that will reflect both local and national reporting requirements and this will be used as the basis for an annual report for Government and Committees. This plan will be reviewed by Audit committee in November.

2.5 It is proposed to bring quarterly progress reports on business plan delivery to the LEP Board, Scrutiny, WECA and Joint Committee.

2.6 Development of the Business Plan for 2019/20 will commence in the Autumn in parallel with the Medium Term Financial Plan. The 19/20 business plan will include ongoing activity to deliver the operating framework, and will also start to include work to deliver the Local Industrial Strategy as development of this continues.

**3. Progress Report**

<b>Business</b>		
Progress has largely focused on setting up projects and activities including a review of IBB.	Overall RAG	AMBER
<b>Key Achievements this reporting period</b>		
<ul style="list-style-type: none"> <li>- Review of Invest in Bristol &amp; Bath underway and due to report to Joint Committee November 2018</li> <li>- Growth Hub development proposals being implemented and will report to LEP Board in due course</li> <li>- Skills innovation fund proposal prepared for 28th Sept WECA Committee</li> <li>- Cultural Strategy engagement group established and procurement of supplier underway</li> </ul>		

<p><b>Issues to note</b></p> <ul style="list-style-type: none"> <li>- Currently exploring options and next steps for progressing the Energy Strategy to deliver by December 2018</li> </ul>
<p><b>Upcoming activity</b></p> <ul style="list-style-type: none"> <li>- Completion of IBB review and consideration of next steps</li> <li>- Develop business case for additional investment in 5G</li> <li>- Appoint supplier to commence work to develop cultural strategy</li> <li>- Official launch of the Health Tech Hub at UWE and the start of construction of the Foodworks South West Innovation Centre in the J21 Enterprise Area, both supported by Local Growth Fund</li> </ul>

<b>Skills</b>		
Progress has focused on high impact projects including Future Bright and Adult Education Budget and on development and submission of bids to Government.	Overall RAG	AMBER
<p><b>Key achievements this reporting period:</b></p> <ul style="list-style-type: none"> <li>- Readiness criteria for Adult Education Budget agreed with Government and consent to order given by WECA and constituent authorities</li> <li>- Careers Enterprise Company Hub bid submitted and successful - the project will deliver careers advice to all West of England schools</li> <li>- Regional Institute of Technology bid submitted and report due to Skills Advisory Board</li> <li>- Skills action plan co-produced with Construction Industry Training Board and reported to Skills Advisory Board</li> </ul>		
<p><b>Issues to note</b></p> <ul style="list-style-type: none"> <li>- Excellent feedback received from participants in Future Bright project. Currently exploring opportunities for further promotion alongside discussions with Government regarding eligibility criteria.</li> </ul>		
<p><b>Upcoming activity</b></p> <ul style="list-style-type: none"> <li>- City of Bristol College South Bristol Construction Centre allocated £6M of LGF funding and developing Full Business Case</li> <li>- Expecting to receive up to four business cases for skills capital fund development opportunities</li> <li>- Develop Skills Innovation Fund bid to DWP</li> <li>- Recruitment underway to deliver new Careers Hub and Adult Education Budget</li> </ul>		

<b>Infrastructure</b>		
Delivery in particular for Transport projects has required commissioning of activity either from the constituent councils or consultants to develop outline business cases. Procurement timetables have in many cases extended delivery timetables.	Overall RAG	AMBER
<p><b>Key achievements this quarter:</b></p> <ul style="list-style-type: none"> <li>- Ongoing activity to develop Housing Package and Housing Infrastructure Fund</li> <li>- Completion of LGF schemes – Aztec West Roundabout, Saw Close Public Realm in Bath</li> <li>- Transport studies commissioned to prepare outline business cases</li> <li>- Proposals for development industry panel endorsed by WECA and Joint Committee</li> <li>- Scope and timetable for development of Joint Assets Board agreed by WECA and Joint Committee</li> <li>- Suburban rail study commissioned</li> </ul>		



<ul style="list-style-type: none"> <li>- Key Route Network consultants commissioned</li> <li>- Proposals developed for informal sub-national transport board</li> </ul>
<p><b>Issues to note</b></p> <ul style="list-style-type: none"> <li>- The JSP inspection in public is now scheduled to take place in 2019 and a number of activities are dependent upon the outcome of this</li> <li>-</li> </ul>
<p><b>Upcoming activity</b></p> <ul style="list-style-type: none"> <li>- Reports on Local Authority led activity to be brought to November Committees, to include: <ul style="list-style-type: none"> <li>- Bristol Temple Meads Masterplan</li> <li>- Key Route Network</li> </ul> </li> <li>- Work continues on development of business cases and transport feasibility studies and a number of reports will be brought back to November committees</li> <li>- Ongoing preparations continue for JSP examination in public</li> <li>- A peer review is underway of the transport projects funded by the WECA investment fund which should be completed by the end of September and a more detailed report on these will be brought to the November committee meeting</li> <li>- Construction start planned for LGF funded North South Link in Weston-super-Mare and completion of the coach park relocation from Bath Quays to Odd Down Park &amp; Ride enabling development in the Enterprise Zone</li> </ul>

<b>Corporate Services</b>		
Generally on track to deliver to plan. Recruitment underway to ensure appropriate support in place.	Overall RAG	AMBER
<p><b>Key achievements this quarter:</b></p> <ul style="list-style-type: none"> <li>- WECA announced as part of wave two of Local Industrial Strategy development</li> <li>- Annual Governance Statement agreed by WECA 27<sup>th</sup> July 18</li> <li>- Statutory Accounts for 16/17 and 17/18 approved at Audit Committee 12<sup>th</sup> July 18</li> <li>- Business Rates Retention Pilot status confirmed for 2019/20</li> </ul>		
<p><b>Issues reported:</b></p> <ul style="list-style-type: none"> <li>- Some ICT and support services challenges reported. Review and marketplace assessment to take place.</li> <li>- Additional resources now required to support development of Local Industrial Strategy. Discussions taking place to ensure this is fully resourced.</li> </ul>		
<p><b>Upcoming activity</b></p> <ul style="list-style-type: none"> <li>- Local Industrial Strategy business engagement events and workshops</li> <li>- Commence work on Medium Term Financial Plan</li> <li>- Introduce ModernGov committee management software for Members</li> </ul>		

**Consultation:**

- 4 Draft of this report were shared with West of England Directors and Chief Executives and updates have been provided to the Local Enterprise Partnership Board and West of England Scrutiny.

**Other Options Considered:**

- 5 None.

**Risk Management/Assessment:**

- 1.1 Key risks to delivering the business plan were highlighted in the report to WECA and Joint Committee on 1<sup>st</sup> June 2018. These have been reviewed and updated and a summary is provided in Appendix 1
- 1.2 A formal risk management framework for WECA has been drafted with support from Audit West and this will be reviewed and agreed by WECA's Audit Committee in November 2018

**Public Sector Equality Duties:**

- 6 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
  - Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
  - Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - Foster good relations between people who share a protected characteristic and those who do not.
- 6.1 The Act explains that having due regard for advancing equality involves:
  - Removing or minimizing disadvantages suffered by people due to their protected characteristics.
  - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
  - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 6.2 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.
- 6.3 Work has commenced to develop an Equalities Framework for WECA and details of this will be included in the first annual equalities report to the Annual General Meeting in Spring 2019.

**Economic Impact Assessment:**

- 7 None arising directly from this report. WECA's overall performance management and reporting framework will identify the key performance indicators that will be used to evaluate schemes and interventions.

**Finance Implications:**

- 8 Activities within the business plan are covered from existing budget allocations. There are no additional financial implications arising from this report.

Advice given by: Tim Richens, Interim Director of Investment and Corporate Services

**Legal Implications:**

- 9 The business plan provides a framework for WECA to implement devolved decision making. Consultation and consideration of relevant statutory duties will be undertaken as appropriate throughout the decision-making process

Advice given by: Shahzia Daya, Director of Legal and Democratic Services, WECA

**Land/Property Implications;**

- 10 None arising from this report, but the impact of individual schemes will be assessed through existing planning processes.

Advice given by: David Carter, Director of Infrastructure, WECA

**Human Resources Implications:**

- 11 Where individual projects within the business plan have workforce implications these will be identified and discussed with the relevant service leads to ensure any management of change is undertaken according to policy and best practice.

Advice given by: Alex Holly, Head of Human Resources, WECA

**Recommendation:**

- 13 The Committee are asked to note the update on the business plan.

**Report Author: Jessica Lee, Head of Strategy & Policy**

**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 Milgate by telephoning 0117 428 6210, emailing [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk) or by writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER.

## Appendix – Corporate Risk Register Update

Risk Description	Risk Impact	Mitigation	Update 25/07/2018
There is a risk that WECA may not have completed recruitment to enable delivery of all the activities in the business plan	This could potentially impact delivery timescales, quality of deliverables and budget	Complete recruitment to key posts in the organisation, meanwhile drawing on available capacity in the constituent authorities, with interim and consultancy support engaged where appropriate	Status: Green Recruitment to key posts completed.
There is a risk that national priorities may change over the course of the year.	This could potentially require significant alterations and additions to the business plan and impacting onto current delivery plans	Regular discussions at both official and political level. Delivery of business plan monitored by WECA SMT and reported to WECA Chief Executives quarterly	Status: Amber Ongoing activity
There is a risk that Committee members may be unable to reach agreement on key proposals.	WECA would be unable to realise the opportunities and benefits of the activities set out in the business plan	Strong partnership working arrangements are in place to ensure that proposals are developed to support and complement the priorities and objectives of the constituent councils	Status: Amber Ongoing activity
There is a risk that the activities identified in the business plan may not achieve the desired balance of economic growth and inclusive growth.	The West of England is unable to realise the full benefits and opportunities of devolution	Equalities impact assessments will be carried out for each specific activity to identify potential issues and clear mitigations and these will form part of the organisation's performance management framework	Status: Green Equalities framework development underway – annual equalities report will be brought to AGM
There is a risk that there are dependencies on the Joint Spatial Plan, the outcome of which is in an independent examination process and therefore not yet know.	This could potentially require significant alterations and additions to the business plan and impacting onto current delivery plans	The process to prepare a statutory development plan document has been followed and robust governance and technical working arrangements are in place to deliver the project	Status: Amber Awaiting confirmation of inspection date
There is a risk that processes and procedures are not in place to support devolution of the Adult Education Budget	Learners do not realise the benefits of this devolved power	Readiness conditions set by Government have been met. A project team is being recruited. Mechanism in place to fund administrative support from the devolved budget through use of underspend. Ongoing engagement and dialogue with business to inform future proposals	Status: Amber Recruitment underway

**MEETING: WEST OF ENGLAND JOINT COMMITTEE**

**DATE: 28 SEPTEMBER 2018**

**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 and Economic Development Funds:
- Bath Innovation: Pioneer Project
  - Keynsham Town Centre Improvement Programme – Keynsham High Street Element
  - Avonmouth Severnside Ecology Mitigation and Flood Defence

## **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 is provided by 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 The total West of England Growth Deal capital funding allocation across rounds 1-3 is £202.1m. The current profile of spend across the schemes within the programme is shown in Figure 1. This shows that the LGF funds allocated to 2018/19 total £81.7m (including funds carried forward for 2017/18), whilst current forecast spend is £73.0m. Whilst the requirement to spend in year from an accounting perspective has softened, clearly Government's expectation is that we will deliver our programme in line with allocations and we are regularly monitored on this, including through a strengthened annual conversation process.

Local Growth Fund Schemes LGF Spend £000s	15/16	16/17	17/18		18/19	19/20	20/21	Total
	Grant Claim		Claim 16/17	17/18 Claim	Current Profile			
<b>Transport Schemes</b>								
MetroWest Phase 2 Development Costs	140	351	53	1,046	1,610	-	-	3,200
MetroWest Phase 1 Development Costs	3,304	3,291	251	2,001	1,700	-	-	10,547
MetroWest Phase 1 Implementation	-	-	-	-	5,000	11,774	-	16,774
Sustainable Transport Package 15/16	2,898	-	-	-	-	-	-	2,898
Sustainable Transport Package 16/17	-	1,934	71	1,678	36	-	-	3,719
Sustainable Transport Package 17/18	-	-	-	971	2,737	882	-	4,590
Sustainable Transport Package/Pinch Points programme	-	-	-	-	500	2,915	3,831	7,246
Pinch Points - West Wick Rbt and North South Link	-	1,783	-	-	4,204	5,299	25	11,311
Pinch Points - Aztec West Roundabout	-	1,833	269	-	-	-	-	2,102
Portway Station	-	-	-	-	238	315	-	553
Pinch Points - A4018 Corridor Improvements	-	-	-	-	-	625	1,000	1,625
Weston-super-Mare Town Centre Enhancement	-	-	-	-	750	750	-	1,500
A39 Bences Garage Junction Improvement	-	-	-	-	700	-	-	700
Weston-super-Mare: Sustainable Travel Improvements	-	-	-	-	350	900	500	1,750
Bromley Heath Viaduct Improvement Scheme	-	-	-	-	2,800	-	-	2,800
Keynsham Town Centre Improvements	-	-	-	-	-	500	1000	1,500
<b>FE Skills Capital Schemes</b>								
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	948	2,226	45	-	-	4,003
B&NES Construction Skills Centre	-	1,419	1,313	-	-	-	-	2,732
North Somerset Enterprise Technical College	-	2,177	-	-	-	-	-	2,177
Increasing the capacity of the BEMA Training Centre	-	-	-	13	62	-	-	75
Weston College Construction Skills Centre	-	-	-	-	3,271	-	-	3,271
Weston College Health and Active Living Skills Centre	-	-	-	-	5,359	-	-	5,359
South Bristol Construction Centre	-	-	-	-	500	2,750	2,750	6,000
<b>Infrastructure Schemes</b>								
Aerospace Bristol	-	1,700	-	-	-	-	-	1,700
Superfast Broadband SGC	-	714	-	556	40	-	-	1,310
Superfast Broadband CDS	-	-	-	-	400	-	-	400
B&B Cultural Destinations Media Bank	-	14	-	87	46	-	-	147
Town Square, Weston-super-Mare	-	1,227	61	1,554	137	-	-	2,979
Saw Close Public Realm, Bath	-	112	-	-	-	-	-	112
Bath Quays Bridge	-	355	-	-	1,265	-	-	1,620
Cattle Market Road Demolition Works	-	278	95	502	-	-	-	875
Colston Hall Phase 2 Transformation Project	-	-	-	1,000	4,000	-	-	5,000
Bath Quays South Phase 1a Enabling Infrastructure	-	-	-	731	6,148	1,916	-	8,795
Bath Quays North Phase 1b Relocation of Coach Park	-	-	-	93	1,716	-	-	1,809
Purchase of Land at Bristol and Bath Science Park	-	-	-	-	5,765	-	-	5,765
<b>Innovation Schemes</b>								
Bristol Institute of Technology, BRL and UEZ	1,952	2,548	-	-	-	-	-	4,500
Bath Innovation	-	-	-	-	-	8,739	-	8,739
Health Technology Hub	-	1,036	103	191	-	-	-	1,330
FoodWorks <sup>SW</sup> Innovation Centre	-	-	-	-	3,315	8,529	-	11,844
NTProStruct	-	2,374	1,484	-	-	-	-	3,858
Composites Bridge Construction	-	-	-	735	3,006	1,309	-	5,050
OPCR - Sensor Factory, CAV & KWMC	-	-	-	-	1,870	1,219	251	3,340
Expansion of OPCR Programme	-	-	-	-	300	3,000	715	4,015
Engine Shed Phase 2	-	-	-	-	1,700	2,300	-	4,000
IAAPS	-	-	-	-	10,000	-	-	10,000
Bristol VR Lab	-	-	-	160	135	-	-	295
Quantum Technologies Innovation Centre	-	-	-	-	2,300	7,500	5,174	14,974
Grow-On2 Temporary Building	-	-	-	-	1,004	-	-	1,004
	16,600	37,759	4,648	13,544	73,009	61,222	15,246	222,026
<b>Total Funds Available</b>	16,600		42,407	49,832	45,370	13,575	34,312	202,096
<b>Change from allocation</b>	0		0	-36,288	-8,649	47,647	-19,066	19,932

Subject to approval of change request
Project complete  
Subject to approval of business case
Indicative profile

Figure 1 – Current LGF Spend Profile

- 3.2 There is an expectation that all LGF projects are complete by March 2021 (the end of the LGF funding period) and a requirement that all grant funds are spent by this date. To help mitigate against slippage, a review has been undertaken of all projects which are either yet to fully approved or have programme allocations. Schemes in this position have been asked to accelerate the development of business cases and provide credible delivery plans for spend and completion by March 2021.
- 3.3 As an outcome of the review, it is now clear that the Nuclear Futures Open Innovation and Technology Centre (NUCLEATE) will be unable to formulate a project within the £4m funding envelope identified at the April Joint Committee meeting, and deliver this within the LGF period. It is proposed that these funds be returned to the LGF pot and used to reduce overprogramming to some £19.9m. It is proposed that NUCLEATE be allocated priority pipeline status should more LGF funds become available and a deliverable option can be identified in the LGF period

#### *Full Business Cases*

- 3.4 A Full Business Case (FBC) for the Bath Innovation: Pioneer Project has been submitted by Bath and North East Somerset Council seeking to draw on the allocation for this scheme. The FBC has been published on the LEP [website](#).
- **Bath Innovation: Pioneer Project** – the Council is seeking to purchase a freehold interest in an existing office property in Bath city centre and within the Enterprise Zone. This is comprised of 9 units of some 22,000 ft<sup>2</sup> which has permitted development rights for conversion to residential accommodation. The proposal is to acquire the freehold interest and then carry out a phased refurbishment of the building to provide small scale, high quality office space to accommodate high growth businesses in target sectors.

This is a £8.739m project with full funding sought from the LGF, drawn down between 18/19-20/21. The scheme Assessment Summary Table is shown in Appendix 5.

#### *Recommendation for the Bath Innovation: Pioneer Project Full Business Case to:*

- a) *Approve the identified funds for the acquisition of the Pioneer building.*
- b) *Approve an allocation for the refurbishment works subject to the supply of a detailed programme and cost plan supported by an appropriate level of survey and design, and securing any necessary planning consent.*
- c) *Award LGF funding of up to £8.739m, subject to the State Aid position being clarified by the statutory officers at B&NES and this being acceptable to the Accountable Body (WECA).*

#### *Outline Business Cases*

- 3.5 An Outline Business Case (OBC) has been submitted by Bath and North East Somerset Council for the Keynsham High Street scheme seeking to draw on the programme allocation for Sustainable Transport/Pinch Points.
- **Keynsham Town Centre Improvement Programme – Keynsham High Street Element** – the schemes would change a temporary one way scheme (under an Experimental Traffic Regulation Order), running since May 2017 on Keynsham High Street into a permanent scheme. This would be accompanied by widened footways, improved walking and cycling links, dedicated cycle lane, new street furniture/fittings



and improved junctions. The scheme highlights benefits to air quality, use of low carbon and active modes of transport, increased footfall and enabling development and these impacts, together with job creation, are to be further developed and quantified through the Full Business Case.

This is a £2.4m project of which £1.5m of capital is sought from the LGF.

*Recommendation to approve the Keynsham Town Centre Improvement Programme – Keynsham High Street Element Outline Business Case subject to the supply of a detailed programme by the end of September 2018 showing that delivery of the scheme by March 2021 can be achieved.*

### **Economic Development Fund (EDF)**

4.1 A Full Business Case has been submitted by Bristol City and South Gloucestershire Councils for Avonmouth Severnside Enterprise Area Ecology Mitigation and Flood Defence seeking to draw on the allocation within the EDF programme. The FBC has been published on the LEP [website](#).

- **Avonmouth Severnside Enterprise Area Ecology Mitigation and Flood Defence** – the scheme would deliver significant flood defence and ecological assets designed to unlock and safeguard development in the Avonmouth Severnside Enterprise Area, comprising:
  - *Flood defence* – to enhance and upgrade the flood defence infrastructure along a 17km stretch between Aust and Avonmouth Docks to provide flood risk management to a 1 in 200 year level.
  - *Ecology mitigation* – the creation of at least 85 hectares of wetland habitat in the Northwick and Hallen Marsh areas to ensure that supporting habitats to the Natura 2000 Severn Estuary site are maintained after the industrial development takes place.

The scheme seeks £63.9m from the EDF for this £96.7m project with match funding from the Environment Agency. The fit within the EDF programme and any required reprofiling of other schemes will need to be confirmed by the Business Rates Pooling Board..

*Recommendation to approve the Avonmouth Severnside Enterprise Area Ecology Mitigation and Flood Defence subject to:*

- a) *The submission of finalised works specification and costs, detailed programme and delivery arrangements post procurement and selection of preferred contractor.*
- b) *Securing planning consent and land acquisition.*
- c) *Confirmation of fit within the EDF programme by the Business Rates Pooling Board.*
- d) *Funding of the commuted sum subject to further clarification and accounting advice.*

### **Changes to Schemes within the Programme**

5.1 At the Joint Committee meeting in June it was agreed that a Directors Board would have a role in overseeing the progress of schemes within the LEP programmes. This would focus on considering key risks and issues to support timely and effective delivery, linked to a set of delegations to approve scheme changes. Scheme changes which are more significant and sit outside of the agreed tolerances will continue to be reported to this Committee.



On this basis the change requests submitted which are recommended for approval by the Committee across the LGF, EDF and RIF are set out in Appendix 2 and 3. Those recommended for approval through delegation to the LEP Chief Executive in consultation with the Directors Board are shown in Appendix 4.

**Consultation:**

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

**Other Options Considered:**

7.1 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:**

8.1 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:**

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

**Economic Impact Assessment:**

10.1 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:**

11.1 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:**

12.1 There are no additional legal implications arising from this report.

Advice given by: Shahzia Daya, Monitoring Officer, WECA

**Land/Property Implications;**

13.1 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:**

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

**Recommendations:**

The voting on the following recommendations will be as follows:

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

Recommendations 5-6 with all 4 UAs, excluding the West of England Combined Authority Mayor.

The Committee is asked to:

1. **That the £4m funding envelope identified for the Nuclear Futures Open Innovation and Technology Centre (NUCLEATE) be returned to the LGF pot and this scheme be allocated priority pipeline status should more LGF funds become available and a deliverable option can be identified in the funding period.**
2. **For the Bath Innovation: Pioneer Project Full Business Case:**
  - a) **Approve the identified funds for the acquisition of the Pioneer building.**
  - b) **Approve an allocation for the refurbishment works subject to the supply of a detailed programme and cost plan supported by an appropriate level of survey and design, and securing any necessary planning consent.**
  - c) **Award LGF funding of up to £8.739m, subject to the State Aid position being clarified by the statutory officers at B&NES and this being acceptable to the Accountable Body (WECA).**
3. **Approve the Keynsham Town Centre Improvement Programme – Keynsham High Street Element Outline Business Case subject to the supply of a detailed programme by the end of September 2018 showing that delivery of the scheme by March 2021 can be achieved.**
4. **Approve the change requests for the LGF schemes set out in Appendix 2.**
5. **Approve the Full Business Case for the Avonmouth Severnside Enterprise Area Ecology Mitigation and Flood Defence subject to:**
  - a) **The submission of finalised works specification and costs, detailed programme and delivery arrangements post procurement and selection of preferred contractor.**
  - b) **Securing planning consent and land acquisition.**
  - c) **Confirmation of fit within the EDF programme by the Business Rates Pooling Board.**
  - d) **Funding of the commuted sum subject to further clarification and accounting advice**
6. **Approve the change requests for the 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
- Appendix 4: Scheme Changes Approved through Delegation
- Appendix 5: Bath Innovation: Pioneer Project – Assessment Summary Table
- Appendix 6: Avonmouth Severnside Enterprise Area Ecology Mitigation and Flood Defence – Assessment Summary Table

**Report Author: Patricia Greer, Chief Executive**

**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 Milgate and who is available on 0117 426210; writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER; email:

[democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk)

## Appendix 1

### Summary of Approved Schemes

#### LGF Schemes Complete, Fully Approved or Approved with Conditions

##### A. Schemes which are complete:

- **Future Technology Centre** £2.74m LGF – a flagship facility based at the South West Skills Campus in Weston-super-Mare to up-skill learners with ‘work ready’ technology skills focused on the Creative and Digital, Advanced Engineering/Civil Engineering and Automated Manufacturing, and Low Carbon sectors. [Summary](#)
- **Sustainable Transport Package 15/16** £2.898m LGF - a package of transport measures including new and improved routes and facilities for walking and cycling, public transport improvements such as dedicated bus lanes and priority measures, and other sustainable transport initiatives focused on the Temple Quarter Enterprise Zone and five Enterprise Areas. [Summary](#)
- **Robotics Laboratory - BRL Institute of Technology and UEZ** £4.5m LGF - building on the strengths of the Bristol Robotics Lab, this project will provide essential start-up and grow-on space for technology and knowledge-based businesses in robotics and autonomous systems, bio-sensing and bio-technology, bio-medical and related high tech fields. [Summary](#)
- **North Somerset Enterprise Technical College** £2.177 LGF (plus £1.525m EDF) – the majority of the building works are funded by Weston College and the Education Funding Agency. The EDF funds are for specialist equipment and fit-out required to meet the business/vocational aspirations of the scheme and for construction of the Motor Sports Centre. [Summary](#)
- **Aerospace Bristol** £1.7m LGF – this attraction in the Filton Enterprise Area will showcase the brilliance of Bristol’s innovation, design and engineering and will have international appeal attracting at least 120,000 visitors per year. [Summary](#)
- **Aztec West Roundabout** £2.101m LGF (plus £370k EDF, £1.889m RIF) – widening of the roundabout and provision of associated pedestrian and cycle crossing facilities to provide additional capacity on one of the main routes serving the Cribbs Patchway New Neighbourhood and Filton Enterprise Area. [Summary](#)
- **Law and Professional Services Academy** £19.392m LGF – an inspirational learning centre located in the centre of Weston-super-Mare at the Winter Gardens and Arosfa Hotel which will support employer skills needs within the Law and Professional Services sectors, whilst providing a focus for the regeneration of Weston town centre. [Summary](#)
- **Bath & North East Somerset Construction Skills Centre** £2.731m LGF – a specialist centre which will deliver construction skills training across the full range of construction disciplines and trades, and will support the delivery of the new vision for the Norton Radstock campus which sees the site becoming a specialist skills hub focussed on construction and engineering. [Summary](#)
- **Advanced Engineering Centre Extension (AECE)** £4.003m LGF – an extension to City of Bristol College’s Advanced Engineering Centre at Parkway which will service the growing skills needs of the Advanced Engineering sector through the provision of skills training in areas such as the maintenance and operation of 3D printers, Computer Numerical Control (CNC) machining and the use of composite materials. [Summary](#)

- **Health Technology Hub** £1.33m LGF – refurbishment of a 900m<sup>2</sup> facility on the University of West of England, Frenchay Campus, to provide a centre for research and innovation for the advancement of Independent Living and Citizen-Centric Health, focussed on business support and business/academic/healthcare interactions. [Summary](#)
- **Sustainable Transport Package 2016/17** £3.739m LGF - a package of transport measures including new and improved routes and facilities for walking and cycling, public transport improvements such as dedicated bus lanes and priority measures, and other sustainable transport initiatives focused on the Temple Quarter Enterprise Zone and five Enterprise Areas. [Summary](#)
- **Saw Close Public Realm, Bath City Centre** £112k (plus £963k RIF) - delivering improvements to the public highway and footways of Saw Close and the adjacent area of Upper Borough Walls to complete the Saw Close development public realm works, supporting development for the Enterprise Zone. [Summary](#)
- **Bromley Heath Viaduct Maintenance and Improvement Programme** £2.8m LGF - work for the structural repairs and upgrading for safety, pedestrian and cycling provision on the viaduct on the A4174, with EDF funding to reduce the duration of the works from 52 weeks down to 33 weeks, reducing congestion and diversion impacts. [Summary](#)

B. Schemes which are fully approved:

- **NTProStruct** £3.858m LGF – the purchase of capital equipment at the National Composites Centre (NCC) to develop advanced manufacturing technologies for major components used in aerospace, automotive and other sectors. [Summary](#)
- **West Wick Roundabout and North South Link** £11.311m LGF - a highway link with separate cycle and footpath facilities through Parklands Village which forms part of the J21 EA connecting the A371 at Locking to the West Wick roundabout on the A370. This roundabout is also being improved to increase capacity through re-configuration and partial signalisation. [Summary](#)
- **MetroWest Phase 1 Development Costs** £10.547m 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. [Summary](#)
- **MetroWest Phase 2 Development Costs** £3.2m LGF - reopening the Henbury line to passenger services and improved frequencies to Yate including three new stations. FBC for the development phase of the rail scheme through to the start of construction. [Summary](#)
- **Bristol and Bath Cultural Destinations Media Bank** £147k LGF – the creation of a media bank allowing members to deposit and withdraw images, audio and video material and provide much richer content for a wide variety of marketing and promotional purposes and to capitalise on the complementary nature of the tourism and cultural offers. [Summary](#)
- **Sustainable Transport Package 2017/18** £4.59m LGF – a package comprising 14 projects to improve walking & cycling links, public transport and public spaces focused on 3 key themes, stimulating growth, connectivity and low carbon. [Summary](#)
- **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 area. [Summary](#)

- **Bath Quays Bridge** £970k LGF – a new pedestrian and cycle footbridge over River Avon connecting Bath Quays North and South, as well as further enhancing the connectivity of Bath to its river through the Quays Waterside project. [Summary](#)
- **Cattle Market Road Demolition Works** £875k LGF – demolition of the former Post Office Sorting Depot building to clear the site and prepare it for development and increase its market attractiveness. [Summary](#)
- **Town Square, Weston-super-Mare** £2.478m LGF – to create a public space and provide connections from the seafront to High Street and University Centre campuses. The objective is to improve connectivity both physically and visually and upgrade the quality of the space. [Summary](#)
- **Increasing the capacity of the BEMA Training Centre** £75k LGF- the purchase of equipment for an expansion of the British Engineering Manufacturing Association (BEMA) existing Machine Shop, located in Yate, to respond to unmet learner and employer demand for apprenticeship provision. [Summary](#)
- **Bath Quays Phase 1a (South)** £6.245m LGF – to undertake local infrastructure works on the Bath Quays South site, comprising of demolition, remediation, floodwall and embankment works, and incoming services. This is part of a wider programme of works to support the development of the Enterprise Zone. [Summary](#)
- **Bath Quays Phase 1b (North)** £1.809 LGF - the relocation of an existing coach park, situated in the Bath Quays North development site, to the Odd Down Park & Ride facility. The enabling works will see the Bath Quays North site vacated for development whilst delivering an alternative coach park facility. [Summary](#)
- **Advanced Composites for Transport Infrastructure – Bridge Construction** £5.05m LGF - the application of innovative technology to develop an advanced composite bridge design solution that can be efficiently and economically used in a variety of locations, and to showcase this through the implementation of a pedestrian and cycle crossing of the A4174 Ring Road at Emersons Green. [Summary](#)
- **Bristol Virtual Reality Lab** £295k LGF – establishing a facility to support the development of skills, content and applications in Virtual Reality and Augmented Reality at the Leadworks on Anchor Square, providing workspaces accessible to SMEs and to researchers for R&D. [Summary](#)
- **Weston-super-Mare Transport Enhancement Scheme** £1.5m LGF - upgrading the area to create a quality, inter-connected public space through a 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. [Summary](#)
- **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. [Summary](#)
- **Open Programmable City Region (OPCR) – Bristol Infrastructure, Sensor Factory, CAV Access Network and Knowle West Media Centre Research Projects** £4.04m LGF - creation of a R+D testbed and three projects which will utilise the infrastructure in the areas of Connected and Autonomous Vehicle (CAV) R&D, community led high tech co-creation, design, prototyping and creative digital experimentation.
- **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. [Summary](#)



- **Colston Hall Phase 2 Transformation Project** £5m LGF – a package of works seeking to build an exceptional classical and contemporary music hall, creating world-class spaces for education and enterprise and improve backstage facilities for artists. [Summary](#)
- **FoodWorks<sup>SW</sup> Innovation Centre** £11.844m 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.
- **Purchase of land at Bristol and Bath Science Park** £5.765m LGF – purchase of the freehold of the Science Park to secure its continued development as a Science Park within the Emersons Green Enterprise Area.

C. Schemes approved with conditions:

- **Superfast Broadband Extension Programme (Connecting Devon and Somerset element)** £400k LGF - Works as part of Connecting Devon and Somerset are being undertaken in the Bath & North East Somerset and North Somerset areas.
- **Portway Station** £553k LGF - a new un-manned single platform rail station adjacent the existing Portway Park and ride site on the Severn Beach Line providing a direct, rapid and reliable means of accessing employment in the Temple Quarter Enterprise Zone and Avonmouth Enterprise Area as well as improving access to other destinations. [Summary](#)
- **Institute of Advanced Automotive Propulsion Systems (IAAPS)** £10m LGF - a new 11,000m<sup>2</sup> building on the Bristol & Bath Science Park to Create a centre of excellence for research and innovation into future advanced propulsion systems. Open to universities and businesses it will be a catalyst to develop future generations of ultra-low emission vehicles.
- **A39 Bences Garage Junction Improvement Scheme** £700k LGF – a project to ease congestion and enhance the functioning of the junction through the addition of an additional lane for vehicles on the southbound approach, building on the recently completed Three Headed Man junction improvement as part of the Sustainable Transport Package 2017/18.
- **Grow-On2 Temporary Building** £1.004m LGF - the creation of temporary grow on space at the Bristol and Bath Science Park to address the constraint at Grow-On 1 which is operating at capacity. This would provide 535m<sup>2</sup> of shared workspace via eighteen customised shipping container workhub units adjacent to the existing building.
- **Weston-super-Mare Sustainable Travel Improvements** £1.75m LGF – the project seeks to improve transport links within and to Weston-super-Mare town centre by focussing primarily on connectivity, improving walking and cycling links and giving greater priority to public transport within the centre.

## EDF Schemes Complete or Fully Approved

A. Schemes which are complete:

- **North Somerset Enterprise Technical College** £1.525m EDF - see LGF A above.
- **Aztec West Roundabout** £370k EDF - see LGF A above.

B. Schemes which are fully approved:

- **Invest in Bristol and Bath** £5m EDF – a five year funding package to maintain a strong investment promotion service for the area that creates jobs by attracting new businesses and private sector investment. [Summary](#)

- **Avonmouth Severnside Ecology Mitigation and Flood Defence Development Costs** £1.9m EDF – funding associated with undertaking Phase 1 (design and development works) of these complex schemes. [Summary](#)
- **Temple Quarter Enterprise Zone (TQEZ) Programme Team £2.5m EDF** – the creation of a programme team to support the accelerated delivery of TQEZ and to ensure developments are brought forward in a co-ordinated and integrated manner. [Summary](#)
- **Bath Riverside Enterprise Zone Team £685k EDF** - the creation of a dedicated team to promote and bring forward strategic employment sites within the EZ. The funding requested covers staffing costs and those for marketing and promotion over a 3 year period. [Summary](#)

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

#### A. Schemes which are complete:

- **Saw Close Public Realm, Bath City Centre** - £963k RIF – see LGF A above.

#### B. Schemes which are fully approved:

- **Hub Weston (Weston-super-Mare Creative Hub)** - £402k RIF to purchase and develop a new Creative Hub building in central Weston. The Hub, to be called The Stable, will offer a range of facilities, services and support to enable entrepreneurs in the digital and creative industries to take the first steps in setting up their own businesses within a collaborative community. [Summary](#)
- **Somer Valley Enterprise Zone Commercial Delivery Framework** - £50k to produce 777a Commercial Delivery Framework which will define the delivery strategy for the Somer Valley Enterprise Zone taking into account market conditions and technical utility and infrastructure issues that will aid in the master-planning and production of design guidance for the site. [Summary](#)

#### 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.
- **South Bristol Sustainable Urban Development (SUD) Intermediate Body** £48k RIF - revenue to match fund the creation of a Technical Assistance team to support Bristol City Council's Intermediate Body (IB) role in relation to the SUD plan for South Bristol. This will be match funded by the European Regional Development Fund (ERDF).



## Appendix 2

### Local Growth Fund Change Requests Recommended for Approval

- **Bristol Virtual Reality Lab** - Delay of 8 months to trade visit (to March 19) and 10 months to Phase 3 equipment being operational (to May 19) to allow more time for full integration and training on the equipment.
- **FoodWorks<sup>SW</sup> Innovation Centre** - delay of 3 months for market testing and tender costs (to August 18), 2 months for construction start on site (to October 18), 4 months for centre operator secured (to March 19), 4 months for construction substantial completion (to January 20) and 3 months to final milestone of operation (to January 20). Reprofitting £5.47m of LGF spend in 18/19 to 19/20.
- **Open Programmable City Region – Bristol Infrastructure, Sensor Factory, CAV Access Network and Knowle West Media Centre (KWMC) Research Projects** - delay of 3 months for Phase A infrastructure completion (to June 19), 1 month for Sensor Factory completion (to July 19), 3 months for KWMC completion (to July 19) and 8 months for CAV access network completion (to December 19). Reduction in match funding of £90k and LGF funding of £700k due to scope changes. Reprofitting of LGF spend to 19/20 and 20/21.
- **Bath Quays (Phase 1A) South** - Cost increase from inflationary pressures requiring £2m of additional LGF. Scope increase requiring further £550k to deliver technology leading free Wi-Fi service on the Quays and wider area. Costs to be met by reallocating OPCR programme allocation.
- **A4018 Corridor Improvements** - delay of 2 months for preliminary design (to September 18), 5 months for both FBC approval and signed offer letter (to March 19), 3 months for detailed design (to March 19), 3 months for TROs (to December 19), 3 months for procurement (to March 20), 5 months for construction start on site (to June 20) and 2 months for final milestone of construction substantial completion (to October 20).
- **Advanced Composites for Transport Infrastructure – Bridge Construction** - Delay of 4 months for the appointment of contractors (to October 18) not impacting on project completion.
- **Superfast Broadband Extension Programme (South Gloucestershire Council)** – delay of 3 months for milestones for Phase 3 claim 1 (to September 18) and completion of Phase 2 SEP contract closure (to December 18). Overall completion date unchanged.
- **Grow-On2 Temporary Building** – delay of 4 months to both completion of tender period (to October 18) and tender evaluation (to November 18); and 4 months delay to final milestone of contract completion (to March 19).
- **Colston Hall Phase 2 Transformation Project** – delay of 3 months to award of main contractor (to September 18) with no impact on project completion.
- **Superfast Broadband Extension Programme (Connecting Devon and Somerset)** - re-profitting of 2018/19 LGF funding of £400k to 2019/20.
- **Institute of Advanced Automotive Propulsion Systems (IAAPS)** - delays of 1-3 months across 6 interim milestones and 3 months for completion (to July 20).
- **NTProStruct** – delays of 2-5 months for the installation and operation of 3 of the pieces of equipment.
- **Bristol SETsquared Urgent Expansion** - scheme withdrawal owing to failure to secure planning and listed building consent.

## Appendix 3

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

#### Economic Development Fund

- **Avonmouth Severnside Ecology Mitigation and Flood Defence Development Costs** – delay of three months to FBC submission (to June 18) and six months to project completion (to December 18) as a result of design changes to support the submission of the planning applications.
- **MetroBus Extension to Cribbs Causeway** – delay of three months to securing planning consent (to September 18) and one month to submission of Full Business Case (to November 18) as a result of additional technical work which has delayed one of the four planning applications.
- **Invest in Bristol and Bath** - delay of two months to commissioning of partnership review (to September 18) and three months for review of successes (to August 18) as a result of the increased scope of the review.

#### Revolving Infrastructure Fund

- **Temple Quarter Enterprise Zone Infrastructure Programme** – reprofiling of £633k from 18/19 to 19/20 reported last period, but omitted from the Committee report recommendation for approval.
- **Weston Creative Working Hub – The Stable** – delay of nine months to final milestone for Phase 2 refurbishment works (to April 19) to allow the current tenant to remain until alternative premises can be found.
- **South Bristol Sustainable Urban Development (SUD) Intermediate Body** - £3.5k reprofiled from 18/19 to 19/20 with two milestones delays of 1 month for SUD call for outline applications (to September 18) and SUD call closes (to November 18).

## Appendix 4

### Scheme Change Requests Recommended for Approved by the Directors Board

#### Local Growth Fund

- **Weston College Construction Skills Training Centre** – five milestone slippages of 2 months, including the final milestone of operation (to April 19), due to planning approval taking longer than planned.
- **MetroWest Phase 1 Development Costs** - evidence is still being gathered for the DCO application and this together with GRIP 4 delays has resulted in 4 milestone slippages ranging from 1 -2 months, which have been accommodated within the overall programme.
- **Engine Shed Phase 2** – 2 month slippage to planning consent and FBC approval (to November 19) not impacting on overall completion date.
- **Sustainable Transport Package 16/17** – milestone slippages of 1 month for smartcards live (now May 18) and 2 months for project completion (April 2019).
- **Weston College Health and Active Living Skills Centre** – delay in securing planning consent has resulted in 2 interim milestone slippages each of 1 month.
- **Portway Station** - ecology survey requirements have led to three milestones delays of 1 - 2 months, with no impact on overall completion.
- **Weston-super-Mare Town Centre Transport Enhancement Scheme** – engagement activities around the Phase 1 design have resulted in a delay of 1 month for the detailed design (now August 18) and procurement (October 18).
- **Bromley Heath Viaduct Maintenance and Improvement Programme** – minor reinstatement works have led to a two month delay to the final milestone of the construction closedown report (now August 18).
- **West Wick Roundabout & North South Link** – issues around resolving the funding gap have led to two interim milestone slippages for the appointment of the contractor (2 months to September 18) and start on site (1 month to October 18).
- **Increasing Capacity at the BEMA Training Centre** - project on hold due to changes to Apprenticeship Levy.

#### Economic Development Fund

- **Temple Quarter Enterprise Zone Programme Team** – milestone slippages for the annual report submissions (16/17 report, 2 months to July 18 and 17/18 report, 1 month to July 18).

#### Revolving Infrastructure Fund

No changes were reported for approval.

## Appendix 5 - Business Case Assessment Summary Table


Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	Bath Innovation: Pioneer Project	<b>Strategic Case</b>	<p>The project aligns with the high-level vision set out in the Economic Strategy and Bath Riverside Enterprise Zone Masterplan, which is to support economic growth, improve productivity and build a network of office spaces through which occupiers can progress.</p> <p>The project has provided a clear strategic message and demonstrated how this project would fit within the wider objectives for growth in the West of England.</p>	<b>Funding Source(s)</b>	Local Growth Fund
<b>Scheme Promoter</b>	Bath and North Somerset Council (B&NES)	<b>State Aid</b>	Project will proceed as Local Infrastructures under Article 56 of GBER. The offer letter will contain the claw back clauses necessary to meet the requirements of this treatment.	<b>Approval Requested</b>	Full Business Case Approval
<b>Date of Submission</b>	20/7/18	<b>Economic Case and Value for Money</b>	The project forecasts the creation of 124 net additional jobs (gross direct jobs net of deductions and with supply chain and induced impacts) using the agreed LEP methodology, and £8.6m of net additional GVA. This equates to a cost per net job of some £56k which is considered 'high' against HCA benchmarks.	<b>Grant Award</b>	Up to £8.739m
<b>Funding Requested</b>	£8.739m (A funding breakdown has been provided)		<p>The Council has undertaken additional assessment using an alternative methodology which forecast 173 net additional jobs (£40k per job, being mid-point against HCA benchmarks).</p> <p>A letter from the B&amp;NES S151 officer has been provided which confirms the project represents good value for money.</p>		

<b>Total Scheme Cost</b>	£8.739m	<b>Risk</b>	<p>The refurbishment works are yet to be fully scoped, costed and programmed as it is proposed that these are undertaken on a unit by unit basis as existing leases expire and are returned to B&amp;NES. It is proposed these works be fully defined and costed before full approval.</p> <p>The completion date of the refurbishment work is stated as 2021 with LGF funds profiled to 2020/21 but the promoter should have regard to the end of the LGF funding period when constructing the programme of works.</p> <p>A more detailed assessment of project risks is required.</p>	<b>Grant Recipient</b>	Bath and North East Somerset Council
<b>Match Funding %</b>	0%	<b>Delivery</b>	<p>The actual purchase price is to be finalised and any unused funding is to be returned to the LGF pot.</p> <p>Planning consent may be required to replace the windows on the southern block. This should be confirmed and any consent secured before full approval of the refurbishment works element.</p>	<b>Payment Basis</b>	Quarterly in arrears on defrayed expenditure
<b>Scheme Description</b>				<b>Recommendation to Joint Committee</b>	<ol style="list-style-type: none"> <li>1) Approval of the identified funds for the acquisition of the Pioneer building.</li> <li>2) Approval of an allocation for the refurbishment works</li> </ol>

<p>Bath and North East Somerset Council is seeking to purchase a freehold interest in an existing office property in Bath city centre and within the Enterprise Zone. This is comprised of 9 units of some 22,000 ft<sup>2</sup> which has permitted development rights for conversion to residential accommodation. The proposal is to acquire the freehold interest and then carry out a phased refurbishment of the building to provide small scale, high quality office space to accommodate high growth businesses in target sectors.</p>	<p><b>Conditions of Approval</b></p>	<p>1) None</p> <p>2) Subject to the supply of a detailed programme and cost plan supported by an appropriate level of survey and design, and securing any necessary planning consent</p>
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**Record of Approval**

<b>WECA S151 Officer</b>			
<b>Name</b>	Tim Richens	<b>Date</b>	18 September 2018
<b>Signature</b>			

<b>Joint Committee</b>	
<b>Date of Meeting</b>	28 September 2018
<b>Decision</b>	

## Appendix 6 - Business Case Assessment Summary Table


Scheme Details		Appraisal Summary		Recommendation/ Conditions	
<b>Project Name</b>	<b>Avonmouth Sevenside Enterprise Area (ASEA) Ecology Mitigation and Flood Defence</b>	<b>Strategic Case</b>	<p>Designated as an Enterprise Area, Avonmouth Sevenside is highlighted as one of the West of England’s most important economic development opportunities with flood risk a key constraint to development, alongside the presence of the internationally important habitat. Development at ASEA is also considered as a strategic priority in the draft West of England Joint Spatial Plan and the emerging Local Plan’s for South Gloucestershire Council (SGC) and Bristol City Council (BCC).</p> <p>The project and its resulting economic impacts are also stated as a critical element of the Growth Incentive element of the City Region Deal.</p>	<b>Funding Source(s)</b>	Economic Development Fund
<b>Scheme Promoter</b>	BCC and SGC	<b>State Aid</b>	<p>The State Aid case presented is relevant and strong with regard to the transfer of funding from the EDF to South Glos – the provision of strategic flood defences is recognised as a public duty and providing such infrastructure does not constitute an economic activity.</p> <p>The promoter will want to reassure themselves that those developers not covered by the 57/58 consent are not being relieved of obligations that they could reasonably be expected to make (through adopted/ emerging planning policies, planning permissions, unilateral undertakings or S106s/CIL policies), but this matter does not cause a State Aid problem for WECA.</p>	<b>Approval Requested</b>	Full Business Case Approval

<b>Date of Submission</b>	5/7/18	<b>Economic Case and Value for Money</b>	<p>The economic case is well presented and provides an assessment of the development safeguarded, unlocked and accelerated through the provision of improved flood defences based upon jobs and GVA</p> <p>The overall economic benefit is calculated at £3.6bn from safeguarding, unlocking and the avoidance of the negative impacts of flooding to business, equating to a BCR of 44:1.</p> <p>Taking the 1,200 net jobs created alone the cost per job is £73k, considered as 'high' based upon HCA general benchmarks and compared to smaller scale flood defence schemes previously funded through the Revolving Infrastructure fund (£8-13k per job). That being said it is noted that the scheme has a significant impact on safeguarding jobs on existing sites, with the total net safeguarded or created being 6,400. This equates to a cost per job of £13k.</p> <p>A letter from the SGC S151 officer has been provided which confirms the project represents good value for money.</p>	<b>Grant Award</b>	£63.9m (excluding £1.9m of development funding via a separate business case)
<b>Funding Requested</b>	<p>£63.9m</p> <p>(Land purchase £2.05m; Construction £31.59m; Design, management and supervision £3.516m; Risk/Optimism Bias £15.145m; Maintenance commuted sum £11.599m)</p>				
<b>Total Scheme Cost</b>	£96.662m	<b>Risk</b>	<p>Whilst the tendering process is currently being undertaken, as this project is utilising a design and build approach the current level of design and specification for the works is not fully developed. On this basis significant allowance is made for risk and optimism bias of some £35m (or 48% of the construction cost).</p>	<b>Grant Recipient</b>	South Gloucestershire Council
<b>Match Funding %</b>	34%	<b>Delivery</b>	<p>A planning application was submitted in May and is awaiting determination.</p> <p>Land required to implement the project has either been purchased or is reported as being at an advanced stage.</p>	<b>Payment Basis</b>	From practical completion and in line with the terms of the EDF agreement



<b>Scheme Description</b>	<b>Recommendation to Joint Committee</b>	Approval subject to conditions
<p>The business case is for the delivery of significant flood defence and ecological assets designed to unlock and safeguard development in the Avonmouth Severnside Enterprise Area, comprising:</p> <ul style="list-style-type: none"> <li>• <i>Flood defence</i> – to enhance and upgrade the flood defence infrastructure along a 17km stretch between Aust and Avonmouth Docks to provide flood risk management to a 1 in 200 year level.</li> <li>• <i>Ecology mitigation</i> – this will comprise the creation of at least 85 hectares of wetland habitat in the Northwick and Hallen Marsh areas to ensure that supporting habitats to the Natura 2000 Severn Estuary site are maintained after the industrial development takes place.</li> </ul>	<b>Conditions of Approval</b>	<p>Submission of finalised works specification and costs, detailed programme and delivery arrangements post procurement and the selection of preferred contractor.</p> <p>Securing planning consent and land acquisition.</p>

**Record of Approval**

<b>WECA S151 Officer</b>			
<b>Name</b>	Tim Richens	<b>Date</b>	18 September 2018
<b>Signature</b>			

<b>Joint Committee</b>	
<b>Date of Meeting</b>	28 September 2018
<b>Decision</b>	

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### REPORT TO: WEST OF ENGLAND JOINT COMMITTEE

DATE: 28 SEPTEMBER 2018

REPORT TITLE: TRANSPORT UPDATE

AUTHOR: DAVID CARTER, DIRECTOR OF INFRASTRUCTURE

#### 1. Purpose

- 1.1 To update Members on progress and revised programme for the new Joint Local Transport Plan (JLTP).

#### 2. Background

- 2.1 The JLTP is a statutory requirement of the West of England Combined Authority (WECA). It sets out the vision for transport investment in the West of England and the policy framework within which the West of England authorities will work. The new JLTP builds on the two previous Plans, 2006 to 2011 and 2011 to 2026.
- 2.2 The JLTP Core Project Teams led by WECA and made up of officers from the all the local authorities including North Somerset Council, are producing the new JLTP

#### 3. Revised JLTP Programme

- 3.1 The current agreed programme for the JLTP is for public consultation to take place from mid October to the end of November 2018. There are, however, several issues which have put pressure on this timescale from happening, particularly:

- A delay in commissioning Stages A to C of the Strategic Environmental Assessment (SEA), required to have an Environmental Report ready for consultation alongside the draft JLTP4 document. Not having this would risk a judicial review. The delay is partly a result of changes to the process for undertaking Habitat Regulations Assessments (requiring more work in the initial stages), following a European Court of Justice ruling in spring 2018. The Environment Report includes the Equality Impact Assessment and the Health Impact Assessment.
- A delay in releasing an updated draft document, resulting from significant feedback to the initial draft and the receipt of some comments later than programmed. This, combined with the holiday period, has required an extension to the period allocated for feedback until the end of August 2018.

- 3.2 In the light of the above it is now proposed that the West of England Joint Committee endorses the draft JLTP for consultation at its meeting on 30 November 2018. Public consultation will then commence on 9 January 2019 and run for six weeks. This will overcome concerns raised about consulting over the holiday period but also the potential for consultation overload this autumn, with the Local Plans (September to December 2018), the Bristol Transport Strategy (mid-October to the end of November 2018), and the JSP strategic emerging findings report (November to December 2018) consultations underway. Revised timescales are shown in the section 4 below.

- 3.3 A strong communications campaign will be needed to make the JLTP4 consultation clearly distinguishable from other transport consultations over the autumn/winter of 2018/19. Work has begun on drafting a revised Communications and Engagement Strategy. A question and answer document is also being developed to ensure a consistent message going

forward.

#### 4. JLTP Timescales

Key dates	Milestones
November 2018	Local authorities endorse JLTP consultation draft
28 November 2018	Joint Scrutiny to discuss JLTP consultation draft
30 November 2018	West of England Joint Committee endorse JLTP consultation draft
January to February 2019	Consultation on draft JLTP
March to June 2019	JLTP revised following consultation, approval by local authorities
June 2019	West of England Joint Committee endorse final JLTP

#### 5. Other Options Considered:

5.1 The Joint Local Transport Plan is a statutory document and a requirement of devolution.

#### 6. Risk Management/Assessment:

6.1 There are no direct implications arising from this report.

#### 7. Public Sector Equality Duties:

7.1 An Equality Impact Assessment will be undertaken as part of Environment Report for the new JLTP.

#### 8. Economic Impact Assessment:

8.1 There are no direct implications arising from this report.

#### 9. Finance Implications:

9.1 There are no direct implications arising from this report.

#### 10. Legal Implications:

10.1 There are no direct implications arising from this report.

#### 11. Land/Property Implications:

11.1 None arising from this report.

#### 12. Human Resource Implications:

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

**14. Recommendation:**

14.1 **The Committee is asked to endorse the revised programme for the JLTP.**

**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 Milgate and who is available by telephoning 0117 426210; writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER; email: [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk)

**Background Papers**

None.

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

**DATE: 28 September 2018**

**REPORT TITLE: MetroWest Phase 1 Programme Update**

**AUTHOR: Louise Fradd – Director of Strategic Projects  
(Interim), North Somerset Council**

## **Purpose of Report**

1. The purpose of this note is to:
  - i. Outline progress on the Development Consent Order (DCO)
  - ii. Outline the emerging priorities and deliverables to date
  - iii. To obtain agreement to defer the decision on further drawn down of LGF for scheme development (GRIP 4 and GRIP5) to November 2018 to enable more detailed discussions to take place with stakeholders on the funding options to support the delivery of the programme.

## **Issues for Consideration**

2. The Work is progressing on the DCO documents and GRIP 4 design in accordance with the Joint Committee report that was approved on 25 July 2018. A re-phasing of £1.7M (LGF) was approved to cover these costs up to the end of Q2 of this financial year.
3. The DCO process is very front loaded and requires promoters to complete a suite of 40 document types for the submission of a DCO application. The DCO application in summary entails finalising the following major documents:
  - Environmental Statement (and Habitats Regulation Assessment documentation),
  - Work Plans and other engineering plans,
  - Book of Reference for the land assembly,
  - Draft Development Consent Order,
  - Statement of Reasons,
  - Funding Statement,
  - DCO Consultation Report,
  - Statements of Common Ground, and
  - Associated Agreements with land owners and other parties.
4. Many of these documents require engagement with statutory bodies, for regulatory purposes. For example, key elements of the Environmental Statement are currently being discussed with Natural England, the Environmental Agency, the Inland Drainage Board, along with the two Local Planning Authorities. The Environmental Statement is programmed to be completed by the end of September 2018. This will then enable all the other DCO documents to be completed by the end of November 2018.
5. In parallel with the work on the DCO application, GRIP 4 Single Option Development is progressing with Network Rail. GRIP 4 focuses on the signalling design, electrical systems and plant design and industry processes, such as station and network change. Following the completion of GRIP 3, the Network Rail Project Team has been focused on providing technical support for key documents feeding into the DCO application. A

consequence of this is GRIP 4 commenced later than planned and this has resulted in a revised completion date of early 2019. This does not affect the DCO timescales, as the DCO application is drawing on GRIP3 deliverables.

6. The drawdown of £1.7M Local Growth Funding, agreed by the Joint Committee at the July 2018 meeting, is sufficient to meet essential scheme costs into November 2018. A report will be brought back to the Joint Committee for the 30 November 2018 meeting, updating the position on both the scheme funding package and the readiness of the DCO application.

### Emerging Priorities and Existing Deliverables

7. Work is currently taking place with Network Rail to reiterate the benefits of the scheme overall and to provide a prioritised programme of works, including delivery efficiency, to secure the overall implementation of the MetroWest scheme. This will be linked to an emerging narrative which will clearly outline the benefits of the rail programme, these are currently within the Outline Business Case, but are not readily accessible as a lot of the detail is contained in appendices. The benefits directly relate to the scheme objectives which revolve around economic growth, improving the transport network resilience, improving accessibility to the rail network and making a positive contribution to social well-being. We are currently putting this into a benefits note which includes a narrative, presentation of key numbers and visual illustrations.
8. The emerging priorities and existing deliverables are outlined below.

Priority	Scheme	Promoter/ Funding	Description and Timescales	Strategic Significance
1	Bristol East Junction Enhanced Renewal	Network Rail Est cost - £70M	The junction is located immediately north east of Temple Meads, controlling all trains on the Parkway/Midlands and Bath/London corridors. The junction is one of the largest junctions outside of Paddington with approx. 34 turn outs. The project is due to complete GRIP4 by end March 2019. The works are programmed to be complete by Sept 2021.	The current junction is life expired. The design for renewal of the junction includes some additional capacity that is essential to provide sufficient train paths to operate the proposed MetroWest train services. Furthermore, the junction renewal is a prerequisite for the future electrification of the GW main line between Bath and Bristol Temple Meads.
2	Bristol Temple Meads Station Programme	Network Rail Est cost - Tbc	The programme includes a range of projects including the progression of the station master plan, the renewal of the station roof and essential access and enhancements to increase the gate line capacity etc.  The programme is focused on delivery in CP6.	The programme supports both the development of the Temple Quarter Enterprise Zone and the delivery of the MetroWest programme.  Additional gate line capacity is needed taking account of the planned enhancements to train services including the MetroWest proposals.



3.	Filton Bank	£126M	Four Tracking Scheme	Under construction and programmed for completion by early 2019
4	MetroWest Programme	West of England Est cost - £160M+	Delivery of the MetroWest committed schemes including Phase 1, Phase 2, and Portway Platform, opening early/mid CP6	The delivery of the MetroWest programme is essential for the West of England' growth agenda for new housing, jobs and economic growth which is integral to the Joint Spatial Plan, Joint Transport Study and Local Transport Plan. The MetroWest programme will provide the building blocks for creating a comprehensive local and regional rail network.

9. Retaining MetroWest as a programme, at this stage, will ensure that the maximum level of benefits are realised for the region and West of England residents, as per the original business case for delivering MetroWest as a programme. It will also ensure that works can be delivered in the most financially and economically beneficial way and avoid unnecessary duplication of costs; generating greater value for money for the authorities as a whole and public finances.
10. The project programme, which is currently on schedule, does not require a decision to be made prior to November 2018, with relevant funding approvals already in place to progress with DCO. In taking a decision in November 18 officers, jointly across the authorities, will be able to work through the implications of any changes to the programme of delivery, so that a fully informed decision can be made.
11. Further work needs to be undertaken to understand the potential revenue forecasts relating to passenger demand and where any risk would be held. In addition, a request has been made to DfT regarding the ability to include revenue patronage risk as part of any future franchise direct award. It is anticipated that patronage revenue predictions and any associated risks, would be brought back to this committee once further information is available.

#### **Future Governance and Client Delivery Arrangements**

12. It is proposed that some initial changes will be made to the existing governance and programme management arrangements as follows:
- (i) North Somerset Council, (NSC), and the West of England Combined Authority, (WECA), jointly manage the scheme development process and jointly meet with Network Rail to progress the design and procurement to implement the scheme.
  - (ii) Maintain full reporting to West of England Directors and adopt a joint client project management team approach moving forward.

13. Further detailed proposals on the future scheme governance programme management and scheme delivery arrangements, will be jointly developed as part of the Gateway Decision in November 2018.

**Consultation:**

14. Consultation has been carried out with the Chief Executives, Leaders and Section 151 Officers.

**Risk Management/Assessment:**

15. The MetroWest project team maintains a full reviewed risk register for the project which is regularly reviewed as part of the programme governance arrangements.

**Public Sector Equality Duties:**

16. There are no specific public-sector equalities issues arising from this report although these are an integral part of the considerations for the project as it progresses through the delivery process.

**Finance Implications:**

17. The funding gap for Phase 1(b) remains at £46.9M assuming the current provision of up to £6M from the West of England Combined Authority and £6m local contribution from NSC as match funding in support of external funding bids.
18. Unfortunately, the local majors funding bid, as submitted to Government in December 2017, was unsuccessful. All options to meet the funding gap will continue to be explored prior to the Gateway decision proposed in November 2018.
19. It is considered that all existing spend to the November 2018 Gateway decision point will be met from approved capital resources, provided an element of the Phase 1 programme is fully delivered. Further detailed advice on revenue reversion risk will be provided to the Joint Committee in November.

Advice Provided By: Malcolm Coe - S151 Officer, North Somerset Council

**Legal Implications:**

20. None arising directly from this report on the basis that the recommendations are only delaying the Gateway Decision date and continuing with committed work as previously authorised. The Gateway Decision in November 2018 will need to take account of legal advice as to prospects of successfully pursuing the DCO application in light of the known funding position at that time together with the further detailed revenue reversion risk advice.

Advice Provided By: Nick Brain – Monitoring Officer, North Somerset Council

**Recommendation:**

21. The Joint Committee agrees:

- 21.1. To note the update on the Metrowest Phase 1 programme and the continuation of spending towards obtaining the DCO within the overall level of LGF funding as approved by the Joint Committee on 25 July 2018.
- 21.2 Agrees a review of governance be undertaken and presented back for approval at Joint Committee in November 2018.
- 21.3 Agrees the deferment of the Gateway Decision on the progression of Phase 1(b) element of the MetroWest programme until the next meeting of the Joint Committee in November 2018

**Report Author:** Louise Fradd, Director of Strategic Projects (Interim), North Somerset Council

**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 Milgate on 0117 426210; writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER; email: [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk)

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