

A meeting of the

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

will be held on

Date: Wednesday, 19 September 2018

Time: 10.30 am

Place: The Brunswick Room, Guildhall, High St, Bath BA1 5AW

Notice of this meeting is given to members of the WECA Overview & Scrutiny Committee as follows

Cllr Stephen Clarke, Bristol City Council
Cllr Steve Pearce, Bristol City Council
Cllr Tim Ball, Bath & North East Somerset Council
Cllr Liz Richardson, Bath & North East Somerset Council
Cllr Geoff Gollop, Bristol City Council
Cllr Mark Weston, Bristol City Council
Cllr Don Alexander on behalf of Cllr Margaret Hickman, Bristol City Council
Cllr Carole Johnson, Bristol City Council
Cllr Brian Allinson, South Gloucestershire Council
Cllr Pat Hockey, South Gloucestershire Council
Cllr Katherine Morris, South Gloucestershire Council

Copies to:

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

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West of England Combined Authority Committee Agenda

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1. EVACUATION PROCEDURE

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

2. APOLOGIES FOR ABSENCE

To receive apologies for absence from Members.

3. DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011

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

4. MINUTES

5 - 20

To consider and approve the minutes from 25th July 2018 of the West of England Combined Authority Overview and Scrutiny Committee.

5. MATTERS ARISING

6. ITEMS FROM THE PUBLIC

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

If you wish to present a petition or make a statement and speak at the meeting, you are required to give notice of your intention by noon on the working day before the meeting by e-mail to democratic.services@westofengland-ca.gov.uk. For this meeting, this means that your submission must be received in this office by **12noon on Tuesday, 18th 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 no later than 3 working days before the meeting. For this meeting, this means that your question(s) must be received in this office by **5pm on Thursday, 13th September**.

7. PETITIONS

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

8. LOCAL INDUSTRIAL STRATEGY (WECA AND JOINT COMMITTEE ITEM - INCLUDES NORTH SOMERSET COUNCIL MEMBERS)

21 - 26

To provide an update on work to develop the Local Industrial Strategy for the West of England.

9. WEST OF ENGLAND COMBINED AUTHORITY BUSINESS PLAN (WECA AND JOINT COMMITTEE ITEM - INCLUDES NORTH SOMERSET COUNCIL MEMBERS)

27 - 32

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

10. 2017/18 CITY REGIONAL DEAL ANNUAL PERFORMANCE (JOINT COMMITTEE ITEM - INCLUDES NORTH SOMERSET COUNCIL MEMBERS) 33 - 40

This report provides a summary of the West of England's City Region Deal's pooled Business Rates performance for 2017/18, as used for the Economic Development Fund (EDF) and in accordance with the requirements of the Business Rates Pooling Principles Agreement.

11. JOINT SPATIAL PLAN PROGRESS UPDATE (JOINT COMMITTEE ITEM - INCLUDES NORTH SOMERSET COUNCIL MEMBERS) 41 - 44

This report provides an update on the Joint Spatial Plan (JSP) Examination in Public (EIP). The Joint Spatial Plan is overseen by the Joint Committee.

12. ANY OTHER ITEM THE CHAIR DECIDES IS URGENT

• **METROBUS PROGRESS UPDATE** 45 - 48

Report for information only.

Next meeting: Wednesday, 28 November 2018

**WEST OF ENGLAND COMBINED AUTHORITY:
OVERVIEW AND SCRUTINY COMMITTEE
25 July 2018**

MINUTES

Committee Members:

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

Cllr Tim Ball, Bath & North-East Somerset Council
Cllr Liz Richardson, Bath & North-East Somerset Council
Cllr Carole Johnson, Bristol City Council
Cllr Margaret Hickman, Bristol City Council
Cllr Claire Hiscott, Bristol City Council (On behalf of Cllr Mark Weston)
Cllr Geoff Gollop, Bristol City Council
Cllr Brian Allinson, South Gloucestershire Council
Cllr Katherine Morris, South Gloucestershire Council
Cllr Mike Drew, South Gloucestershire Council (On behalf of Pat Hockey)

Copies to:

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

1	<p>WELCOME AND EVACUATION PROCEDURE</p> <p>The Chair welcomed everyone to the meeting and advice was given on the fire evacuation procedure.</p>
2	<p>APOLOGIES FOR ABSENCE</p> <p>Apologies were noted from Cllr Charles Cave, Cllr Pat Hockey & Cllr Mark Weston</p> <p>Cllr Mike Drew was substituting for Cllr Pat Hockey & Cllr Claire Hiscott was substituting for Cllr Mark Weston</p>
3	<p>DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972</p> <p>There were no declarations of interest</p>
4	<p>MINUTES</p> <p>The minutes from 23 May 2018 and 6 June were agreed.</p>
5	<p>ANY MATTERS ARISING</p> <p>Cllr Don Davies raised concerns that no answers regarding the MetroBus figures were given in the last meeting, but were then given to a local media outlet directly after the meeting. Cllr Tim Ball, Cllr Stephen Clarke, Cllr Steve Pearce and Cllr Geoff Gollop all agreed it was disappointing not to be given all the information at the time by officers of Bristol City Council. Cllr Mike Drew suggested making a complaint in writing. All agreed for Cllr Stephen Clarke to draft a letter to the relevant party.</p>
6	<p>ITEMS FROM THE PUBLIC</p> <p>One statement was received from David Redgewell, and one from Christina Biggs. The Chair invited the attendees to speak in the order their statements were received.</p> <p>Statement attached in Appendix 1</p> <p>Eight questions were submitted by Adam Reynolds, and three questions were submitted by Thomas Gravatt. Copies of questions and answers were made available to the committee and to members of the public.</p>
7	<p>PETITIONS FROM MEMBERSHIPS</p> <p>There were no petitions</p>
8	<p>Invest in Bristol and Bath (Joint Committee business)</p> <p>Neil Gregory (NG), Interim Head of Business and Skills, presented the paper on Invest Bristol and Bath (IBB), providing an update on continuing activities of the unit, together with an outline of the process for the upcoming review. NG confirmed WECA has received good input from the UAs and has fed this into the process.</p> <p>He presented the report and drew attention to the delay noted in point 2.5. However, he said this had been helpful by allowing time for full engagement with Leaders, Mayor and CEOs.</p> <p>Scrutiny members thanked NG for his update and some members fed back that generally they thought IBB was delivering well.</p> <p>Cllr Katherine Morris (KM) said she believed IBB have done a good job considering the economic and financial context over the last few years.</p>

	<p>Wider issues affecting the region were then discussed. Cllr Tim Ball (TB) raised concerns over the fact firms are leaving Bath due to lack of land for expansion. This is leading to the loss of industrial clusters and associated semi-skilled jobs.</p> <p>The discussion moved on to the importance of housing and transport infrastructure to enable economic growth and to attract companies to locate to the West of England. NG agreed that housing, transport and infrastructure need to be considered together.</p> <p>The Chair noted that much of the growth in the media industry had taken place without incentives, partly due to the existence of 12 business hubs with flexible desk space.</p> <p>NG was asked what provisions are being made to mitigate the risk of significant employers leaving the region. The committee were told WECA continues to work with key employers and sectors to ensure that the region remains an attractive place to invest.</p> <p>Members also asked what was being done to address the hollowing-out of the high street and low-skilled jobs through emergent and imposed industrial change. It as also asked how to achieve inclusive growth and balance support to both the highly skilled and lower skilled members of the workforce.</p> <p>The Chair expressed the need to support microbusinesses, to increase skills, GVA and diversity of the supplier base.</p> <p>Cllr Geoff Gollop (GG) said he saw SMEs as a key area of strength for the region. He wanted confirmation that they were not being forgotten by IBB and reassurance that resources are being focused in the right areas. He then highlighted the need to provide local workshops and other facilities to support SMEs in the area.</p> <p>The committee emphasised the importance of independent challenge in the IBB review process. The suggestion was made that once the report has been to the review panel it should then be brought back to Scrutiny, before the final version is signed off. NG suggested the draft review be brought to Scrutiny in November. This was agreed.</p> <p>Many members stressed the importance of a series of performance targets to enable the Committee and others to measure the ongoing success of the service.</p> <p>NG responded by informing Scrutiny members that currently the performance of IBB is measured against other investment bodies in the UK. However one role of the review is to decide appropriate KPIs going forward. He suggested the choice of KPIs was an area where Scrutiny could provide useful input.</p>
<p>9</p>	<p>PROGRESS UPDATE: LOCAL GROWTH FUND, REVOLVING INFRASTRUCTURE FUND, ECONOMIC DEVELOPMENT FUND (Joint Committee business)</p> <p>Pete Davis, Investment performance Manager, WECA (PD) provided the committee with an update on progress since March and an update on funds.</p> <p>This included what has been achieved so far in terms of outputs and outcomes and when new jobs are likely to materialise.</p> <p>He drew members' attention to the business cases that have come forward (p82 of the report) and completed projects (Appendix 2). He noted the difference in timescales between being able to report on outcomes compared to outputs. Outputs can be reported at the completion of the project, then evaluation takes place to identify outcomes. Outputs measured include the number of jobs created over the period of the Local Growth Fund (LGF).</p> <p>TB asked how monies paid back from the revolving infrastructure fund is being spent. PD confirmed any monies received had been reinvested. This reinvestment is overseen by the West of England Joint Committee and the unitary authorities have undertaken to repay the money.</p> <p>Cllr Donald Davis (DD) said North Somerset needs a skilled workforce to attract business from elsewhere. They had seen the Enterprise and Technology College built, but the OFSTED report</p>

	<p>said the school requires improvements in all areas, which suggests it is not delivering effectively against the objective of improving skills in the region. He asked what WECA's/the Scrutiny and Overview Committee's role is in ensuring the legacy of investments and achievement of project outcomes. For example what processes are in place to ensure the Unitary Authorities derive the desired benefits from their investment.</p> <p>PD responded that WECA does not have responsibility for the educational outputs of the school within the scope of this project. OFSTED is the organisation responsible for assessing and benchmarking educational standards. Gill Sinclair, Deputy Monitoring Officer (GS) confirmed education is not part of WECA's remit or in the Terms of Reference of the Committee.</p> <p>Cllr Donald Davies (DD) followed up by asking what criteria were used for monitoring the legacy aspect of projects over the next 10-20 years and what powers WECA/the Scrutiny and Overview Committee have in relation to that. PD responded that the Unitary Authorities hold responsibility for that element.</p> <p>Cllr Chris Blades (CB) asked what the purpose is of the Year 3 project evaluation reports.</p> <p>PD explained that they were to evaluate the value and effectiveness of the assumptions in the original business case and inform future project planning, decision-making and allocation of funding regarding the skills agenda.</p> <p>PD was asked how issues are managed and what happens if a project breaks down. PD said it depends on the nature of the outputs, but it would be possible to withhold business grants.</p> <p>The Chair asked PD to highlight in Figure 2 which projects are currently items at high risk or with issues emerging or emerged. He suggested it would be helpful to identify these in the next report to assist members in monitoring emerging or emerged issues. He requested officers to include notices of change and level of change in future reports. PD confirmed they would be included in the next report.</p> <p>The Chair then requested the WECA Committee report be circulated to members of the Scrutiny and Overview Committee for information. This was agreed.</p>
	<p>Pause: North Somerset Councillors are invited to leave the table</p>
<p>10</p>	<p>FUTURE BRIGHT (WECA business)</p> <p>Sue Dobson, Project Manager of Future Bright, WECA, (SD) presented a progress update on Future Bright, as previously requested by the Committee. She told members that work has progressed and the programme has now moved into full delivery stage.</p> <p>SD said Future Bright works with a specific target group of people of 19 years old or older in paid work and in receipt of eligible benefits. This is in line with the Department for Work and Pensions (DWP) funding criteria. Generally individuals are supported for 3-6 months and all support is tailored to their individual needs.</p> <p>LR asked if there are any figures regarding how many people have benefited from the programme so far. SD told committee members that so far there have been approximately 200 people participating in the scheme.</p> <p>A next step will be developing case studies on participants and gathering quotes from them about what difference it has made to their life. The case studies will then be used to help promote Future Bright to potential participants.</p> <p>External evaluators have been appointed and a database has been set up to support the monitoring and evaluation process. The interim evaluation is due to take place in January 2019.</p> <p>TB asked if there had been any issues with Universal Credit, and the potential loss of housing benefit if participants' income increases as a result of working with Future Bright. SD confirmed that all involvement in the programme is voluntary and that Future Bright is currently excluded from working with people on Universal Credit, due to the funding criteria. She then explained that participants in the Future Bright programme are at potential risk of reduced benefits if their income</p>

	<p>increases, even if they are not in receipt of Universal Credit. However there is an expectation that, over time, benefit income of participants will reduce. And in fact that is one of the drivers behind DWP funding the programme. Future Bright acts as a stepping stone towards the long-term goal of financial independence. It aims to increase the income participants receive through employment, while reducing the income provided via benefits. Therefore any short-term short-fall in income should be outweighed by their long-term employment opportunities.</p> <p>GG asked for quarterly reports for WECA to go to Scrutiny and Overview Committee, from August 2018 onwards.</p> <p>He then asked whether local colleges have been involved. SD informed him that they were kept informed by the Western Training Providers Network.</p> <p>GG went on to ask whether the Future Bright programme can be worked up with constituent authorities to work with care leavers. SD said she would feed that back.</p> <p>Cllr Brian Allinson (BA) raised the issue of a typo in the way a telephone contact number for Bristol was written that might cause confusion. It was agreed to correct this.</p> <p>The Chair asked whether any further groups have been identified that Future Bright is not currently involved with.</p> <p>SD said they are keen to expand the programme. For example, people on a low income and in work and are in receipt of other benefits. This will be explored if it looks likely that the programme won't hit its targets. She agreed with the suggestion from members that a recommendation supporting this could be made to the Mayor by the Scrutiny and Overview Committee.</p> <p>SD was asked how individuals are being engaged. SD explained the team does not have the ability to target individuals directly as Future Bright doesn't have access to personal data (such as names and addresses). Concern was expressed about how effective the programme is going to be in identifying and directly targeting benefit recipients. SD said target groups are being recruited via a network of referral agencies and a marketing campaign.</p> <p>SD was asked what happens to participants if they cease to be in work. For example, if they are working a 'zero hours' contract. SD explained that participants need to be able to produce evidence of some income through employment over the previous 4-week period.</p> <p>The Chair asked for further clarification on the Individual Engagement Model and the role of the Career Progression Coaches. SD replied that there are 18 coaches, with the target of supporting 3,000 residents over two years. All participants first receive an assessment, before progressing to triage. All support is tailored to the needs of the individual. There are two levels of support available: light touch and full service. The full service typically lasts between 3-6 months.</p> <p>The Chair then asked if two case studies could be included in the next report, as well as an indication of what was going well and any areas where the programme was struggling. SD said this should be possible. There was then a general offer of support from members, who said they would be happy to engage more closely if helpful.</p> <p>Cllr Claire Hiscott (CH) said she would raise through Bristol's Assertive Contact and Engagement Service (ACE).</p>
<p>11</p>	<p>ANY OTHER ITEM THE CHAIR DECIDES IS URGENT</p> <p>The Committee asked for an update on progress with moving towards the use of ModernGov software to support the meetings. HE confirmed the software had been purchased with the aim of launching by September, following an initial staff training programme. HE will pick up any training needs of members of the Scrutiny Committee with their Council</p>

Public Forum

Questions Received

1	Adam Reynolds, Cycle Bath Chair Congestion
2	Thomas Gravett MetroWest

Response to questions from Adam Reynolds

Please note, that not all of the specific data requested is available, so we have attempted to respond using the most appropriate similar information, making clear the sources in our responses.

- 1) There has been analysis that congestion is costing Bristol businesses £43.7m annually (<https://www.bristolpost.co.uk/news/business/congestion-costing-bristol-businesses-437million-1318>) . How much is congestion costing Businesses in the West of England?**

The West of England Joint Transport Study states that the cost of congestion is forecast to rise to over £500 million per annum in 2026 and £800 million per annum in 2036 if there is no further investment in strategic transport improvements to improve travel conditions. This figure applies to the whole of the West of England and includes all journeys, not just business journeys.

- 2) Analysis has also been published showing that congestion costs commuters to Bristol over £800 per year and £1500 in Bath <https://www.bristolpost.co.uk/news/bristol-news/traffic-jams-bristol-cost-you-996>. How much does congestion cost a West of England commuter per year? What is the total?**

The above article relates specifically to the cost of petrol used whilst sitting in traffic jams, which is different to the cost of commuting. Please refer to Question 1.

- 3) What are the costs to the NHS in terms of Air Pollution and transport related obesity caused by this congestion to the West of England?**

National figures state that 40,000 deaths in the UK per year are caused by air pollution, costing £20bn (<https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>), which averages a cost of £500,000 per death. In Bristol (rather than the West of England) it is estimated that 300 deaths per year are due to poor air quality (<https://www.bristol.gov.uk/documents/20182/32675/Health+Impacts+of+Air+Pollution+in+Bristol+February+2017/4df2fce5-e2fc-4c22-b5c7-5e7a5ae56701>), which at a cost of £500,000 per death equates to £15m for Bristol.

In the UK, the direct financial cost of physical activity to the NHS was estimated to be greater than £900m in 2009/10 and contributes to almost one in ten premature deaths and one in six deaths from any cause.

<https://www.bhf.org.uk/informationsupport/publications/statistics/physical-activity-statistics-2015>. We do not have any comparable data for the West of England.

3a) How many yearly deaths are attributed to Air Pollution? How many to transport related obesity?

See answers above to question 3.

4) Given the British Medical Journal's analysis that cycling, and, to a lesser extent, walking had a direct impact on health and wellbeing <https://www.bmj.com/content/357/bmj.j1456>, will WECA now recognise cycling as THE key strategic form of transport and commit to delivering a comprehensive regional cycling network suitable for age 12+?

WECA, working with Bath & North-East Somerset, Bristol City, North Somerset and South Gloucestershire Councils, is currently producing a new Joint Local Transport Plan (JLTP). The JLTP takes a balanced, multi modal connectivity based approach to transport recognising that each mode has a role to play. Cycling and walking are key to local and neighbourhood connectivity with cycling also having a role to play for beyond just local journeys and this will be fully recognised in the JLTP.

5) Will WECA commit the majority of the £80M of Transforming Cities Fund money to delivery of a comprehensive age 12+ cycle network connecting communities to schools and places of employment?

A programme of schemes for Transforming Cities funding is currently being worked on.

6) How many car commuters live within a 20 minute walk of work (2km)? How many live within a 20 minute cycle of work (5km)? How many live within a 20 minute eBike ride of work (9km)?

2011 Census data (DC7701EW1a - Method of travel to work (2001 specification, 2011 data) by distance travelled to work) shows that of 531,925 people travelling to work in the region, 102,125 travel less than 2km, 114,150 travel 2 to 5km, and 92,746 travel 5 to 10km.

Of the 102,125 travelling less than 2km, 38,245 (37%) drive a car or van and 4,383 (4%) are a passenger in a car or van

Of the 114,150 travelling between 2 and 5km, 65,262 (57%) drive a car or van and 7,460 (7%) are a passenger in a car or van

Of the 92,746 travelling between 5 and 10km, 66,170 (71%) drive a car or van and 5286 (6%) are a passenger in a car or van

7) Given that the Joint Local Transport Plan is still being drafted, is WECA aware that other metro mayors are going ahead with building cycling and walking networks with their JLTP in a similar state? Using Transport for London's Strategic Cycling Analysis process we could begin delivery of a congestion busting network this year. <http://content.tfl.gov.uk/strategic-cycling-analysis.pdf>

See the answer to question 5.

**West of England Combined Authority Overview & Scrutiny Committee
25th July 2018**

Response to Thomas Gravett

What will WECA do to assist with finding the funding for the Portishead railway?

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.

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?

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 Bristol.

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?

The West of England Combined Authority and the Local Enterprise Partnership will continue its work with North Somerset Council on MetroWest Phase 1.

Public Forum

Statements Received

1	David Redgewell, Bus Users UK Transport
2	Christina Biggs, Friends of Suburban Bristol Railways Secretary Transport

Statement from David Redgewell on behalf of Bus Users UK and South West Transport Network.

1. Cross Country Rail Franchise – Consultation

We wish to urge the Authority to make a full and detailed response to the current DfT consultation on the future of the Cross Country Rail Franchise. In particular we urge the response to clearly show the requirement for through services to continue linking northern cities and Scotland with the South West as per the current services and not allow services to be reduced or cut short. We also strongly support enhanced security on trains through measures such as CCTV. We must ensure that catering services on the long-distance trains are retained as they are very important to customers making those journeys. There also needs to be a priority given to all aspects of Disability Access both on trains and at the stations.

2. Support for Partnership Working in Transport.

We wish to see the Local Authorities taking advantage of Partnership working with First and other operators in enhancing and developing the public transport offer in Bristol City plus South Gloucestershire, BANES and North Somerset. The bus companies are willing to commit to investment in return for infrastructure commitments from the local authorities. I urge the local authorities to work together through WECA and linking in with North Somerset to take advantage of the offers to invest which will lead to a speedy delivery for the benefit of local residents. Bristol must work closely with WECA and the WECA Board to develop coordinated plans for fast delivery.

3. Rail Projects

We fully support the Metro West Phase 1 and Phase 2 projects and urge the Authorities to progress these schemes. These schemes need to be developed and fully integrate with the bus network to provide seamless integrated public transport. We note that for Phase 2 of Metro West there is no support in the rail industry for trains to turnback short at Bathampton or Yate and we wish to see trains serving the full journeys to Gloucester/ Cheltenham and Westbury.

4. Bristol 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.

5. Wessex Bus

Following the demise of Wessex Bus – Part of Rotala, we wish to see urgent action from WECA as the responsible transport authority, to work with the relevant local authorities to ensure that services continue for the travelling public. We understand that several services and the staff have been transferred to Stagecoach and First, however we are concerned that Service 12 in Bath and Service 10 in Bristol have not been mentioned and it is vital that this service is covered with continued public subsidy as it provides crucial links for the public within the Region. We also want to see the Service 12 in Bath covered and want to ensure that the areas covered by the current service 51 still have a bus service.

With regard to Service 10 Mike Garland will be attending the meeting to make the point of how important this service is to local residents.

We want to ensure that the authorities make integrated ticketing a priority too as different companies may be picking up the services and their replacements.

Statement to WECA Scrutiny Weds 25 July, WECA Committee and WoE Joint Committee Friday 27 July 2018, on FOSBR Rail Plan 2018 proposals for the Joint Local Transport Plan consultation draft

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 Narroways 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.

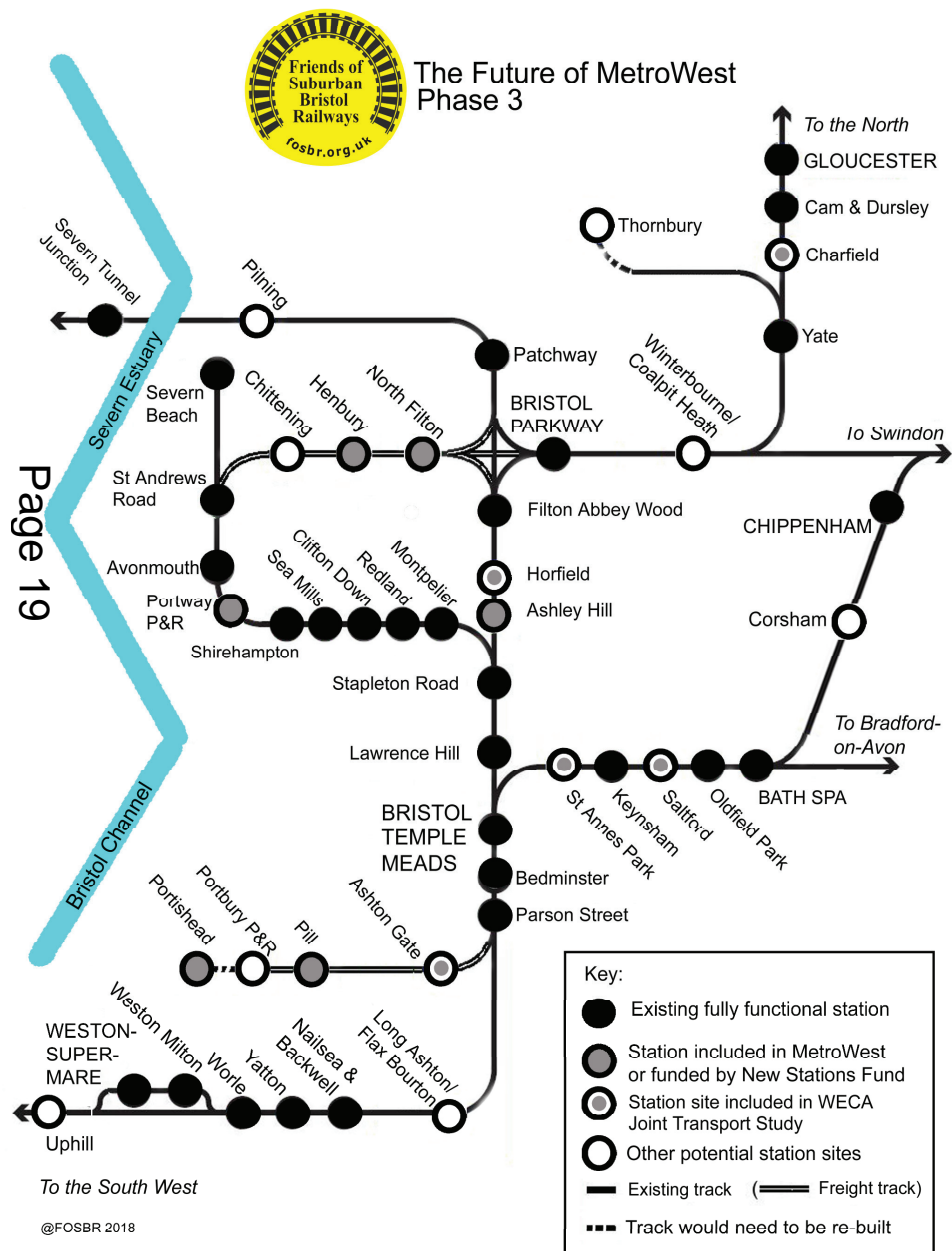
4. Henbury Loop – In the light of the recent announcement of the proposed Brabazon Hanger location for the Arena, we urge that WECA reconsider the proposals for the Henbury Loop, especially those not in the original 2015 plans, such as running from North Filton through the Filton Rail Diamond to Bristol 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.

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.

Robust infrastructure to unlock capacity:

- 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.

Reopening stations across the network:

- 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.

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ITEM 8

REPORT TO: WECA OVERVIEW & SCRUTINY COMMITTEE

DATE: 19TH SEPTEMBER 2018

REPORT TITLE: LOCAL INDUSTRIAL STRATEGY

AUTHOR: JESSICA LEE, HEAD OF STRATEGY & POLICY

Purpose of Report

- 1 To provide an update on work to develop the Local Industrial Strategy for the West of England

Background

2. In July the Government announced that the West of England would participate in the second wave of regions to develop a Local Industrial Strategy. The strategy will be co-produced with Government and with partners across the region. It offers us the opportunity to further our ambition to be a driving force for clean and inclusive economic growth. We are working in partnership with the business community and Local Authorities and others to ensure that the strategy reflects the views and priorities of stakeholders across the region.

Issues for Consideration

Approach to developing the Strategy

- 3.1 The strategy will build on the unique strengths of the region: the combination of high skill levels, strong connectivity, attractiveness as a place to live and work and a diverse economic base offering a wide variety of job opportunities at all skill levels.
- 3.2 We intend to use this opportunity to develop our understanding of the region's economy. Examples of further detailed analysis we are undertaking include the sectors that are most important for jobs and growth, the likely skills needs of the future, the likely impact of automation on employment opportunities and the role of the region in relation to the economy of the broader geographical area.
- 3.3 The region's economy is driven by a wide range of industries from aerospace to advanced manufacturing, creative to robotics, finance to food. This diverse range of activity coupled with the geographical size of the region facilitates interaction between sectors. It is the interface between these industries that makes the region unique. The interface between traditional industries and our creative, digital and tech industries results in the region driving innovation across the UK and across the world.

- 3.4 Understanding, facilitating and maximising the value of this activity in terms of jobs and growth potential is central to the region's vision for our Local Industrial Strategy.

Grand Challenges

- 3.5 The national Local Industrial Strategy identifies four Grand Challenges, Future of Mobility, Ageing Society, Clean Growth, AI and Big Data. These are the areas where Government feel there is an opportunity for the UK to be at the forefront of the global response [need to check wording in the white paper. We will be holding a series of workshops in the Autumn to explore how the region might respond to these with business leaders, academics and other interested parties.

Evidence

- 3.6 We are developing an analysis of the strengths and challenges for the region as well as undertaking thorough investigations into a number of areas where there is nationally significant activity taking place. We are working with central Government colleagues as well as the universities to explore new approaches to understanding the economy of the region. We are also working with business leaders to develop a thorough understanding of the way those sectors of the economy operate and interact.
- 3.7 To support this work a Challenge Panel has been established, comprising academics, economists and subject matter experts, to provide rigour and challenge to the evidence gathering. The first meeting of the panel will be 9th October 2018.

Engagement

- 3.8 Our communications and engagement approach sets out our planned programme of activity. Key activities are as follows:
- Business briefing event – to involve around 150 representatives from businesses across the region. Representatives invited directly and indirectly via social media and business networks including Invest in Bristol and Bath and Growth Hub.
 - A series of workshops based on the region's grand challenges from September – November 2018.
 - Traditional media – news releases to regional media.
 - E-newsletters – Articles to be included in, Engine Shed, Business West, WECA, and Bristol/Bath Business newsletters (7,700 subscribers for Bristol/Bath Business alone)
 - Email core businesses (including representatives from Institute of Directors, Confederation of British Industry, Federation of Small Business, Business West, Further and Higher Education representatives and senior leaders from key sectors) to events by email
 - Social media campaign to target key sectors and encourage involvement – Twitter and Linked in (from WECA, LEP accounts and also Invest in Bristol and Bath and Growth Hub accounts 13,000+ followers). Includes sponsored content for LinkedIn and promoted tweets for Twitter (WECA accounts)
 - A video showcasing our region will be launched on the day and to generate interest on social media.
 - We also working with WECA's constituent councils asking for support in communicating to more businesses. North Somerset Council are publicising the Local Industrial Strategy on their Economic Development website.

Next Steps

- 3.10 The Local Industrial Strategy Steering Group will meet regularly to provide strategic direction and to act as a sounding board for the development of proposals. This group includes political representatives from each of the Local Authorities, business representatives from the LEP Board and Local Authority Chief Executives.
- 3.11 The business briefing event on 21st September will be the formal launch of our Local Industrial Strategy development.
- 3.11 Work has already commenced to develop the evidence base and this will continue over the Autumn.
- 3.12 We are discussing the final structure of the strategy and the timetable for publication with Government, but currently this is understood to be Spring 2019. We are expecting further guidance from Government during the Autumn.

Consultation:

- 4.1 The Local Industrial Strategy Steering Group met on 10th September and received an update on progress and engagement proposals.
- 4.2 The launch event on 21st September will provide the opportunity for interested parties across the region to hear about this work and the ways in which they can get involved as the work progresses.

Other Options Considered:

- 5 None

Risk Management/Assessment:

- 5 Our Local Industrial Strategy will be the key mechanism for engaging with Government to identify the funding and powers that are required to deliver this. Without an agreed Local Industrial Strategy the West of England will be significantly disadvantaged when bidding for national funding.

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 Equality and Diversity Framework for WECA that is focused on achieving inclusive economic growth across the Region. The Framework will identify the equality and diversity related themes that emerge from the objectives set out in the operating framework and define how these can be included in our Equality Analyses to provide a cumulative view of the overall equalities impact.
- 6.4 Equality Analysis will be carried out on the Local Industrial Strategy as it develops. Equality Analysis is carried out on all funded schemes as part of the assurance process and this will include any specific schemes or activities arising from the Local Industrial Strategy. An annual Equality and Diversity Report will be presented to the Annual General Meeting in Spring 2019

Economic Impact Assessment:

- 7 Current work to develop a strong evidence base will enable the Local Industrial Strategy to inform future regional policies and identify opportunities for economic growth.

Finance Implications:

8. At the meeting on 27 July 2018, the Joint Committee agreed to allocate up to £364k to support the costs of UA staff being seconded to provide capacity to support the development of the Local Industrial Strategy. The detailed costs to support the development of the LIS are being developed and will be contained within this overall allocation of funding

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

Legal Implications:

- 9 The industrial strategy will form part of the policy framework that the region will work within and enable request for further devolved funding to be made in accordance with the evidence gathered

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

Land/Property Implications;

- 10 None arising directly from this report

Human Resources Implications:

- 11 There are no HR implications arising as a direct result of this paper, HR is working with the Policy and Strategy team to ensure appropriate resourcing is in place to deliver the programme.

Advice given by: Alex Holly, Head of HR and Organisational Development

Recommendation:

- 13 Please state the full recommendation of this report here.

Report Author: Jessica Lee, Head of Strategy & Policy, West of England Combined Authority

Email. strategy@westofengland-ca.gov.uk

Telephone. 0117 428 6210

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ITEM 9

REPORT TO: WECA OVERVIEW & SCRUTINY COMMITTEE

DATE: 19 SEPTEMBER 2018

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

AUTHOR: LYNDA BIRD, HEAD OF PERFORMANCE, PLANNING & PROJECTS

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 1st 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

Business		
Progress has largely focused on setting up projects and activities including a review of IBB.	Overall RAG	AMBER
Key Achievements this reporting period <ul style="list-style-type: none"> - Review of Invest in Bristol & Bath underway and due to report to Joint Committee November 2018 - Growth Hub development proposals being implemented and will report to LEP Board in due course - Skills innovation fund proposal prepared for 28th Sept WECA Committee - Cultural Strategy engagement group established and procurement of supplier underway 		
Issues to note <ul style="list-style-type: none"> - Currently exploring options and next steps for progressing the Energy Strategy to deliver by December 2018 		
Upcoming activity <ul style="list-style-type: none"> - Completion of IBB review and consideration of next steps - Develop business case for additional investment in 5G - Appoint supplier to commence work to develop cultural strategy - 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 		
Skills		
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
Key achievements this reporting period: <ul style="list-style-type: none"> - Readiness criteria for Adult Education Budget agreed with Government and consent to order given by WECA and constituent authorities - Careers Enterprise Company Hub bid submitted and successful - the project will deliver careers advice to all West of England schools - Regional Institute of Technology bid submitted and report due to Skills Advisory Board - Skills action plan co-produced with Construction Industry Training Board and reported to Skills Advisory Board 		
Issues to note <ul style="list-style-type: none"> - Excellent feedback received from participants in Future Bright project. Currently exploring opportunities for further promotion alongside discussions with Government regarding eligibility criteria. 		
Upcoming activity <ul style="list-style-type: none"> - City of Bristol College South Bristol Construction Centre allocated £6M of LGF funding and developing Full Business Case - Expecting to receive up to four business cases for skills capital fund development opportunities - Develop Skills Innovation Fund bid to DWP - Recruitment underway to deliver new Careers Hub and Adult Education Budget 		

ITEM 9

Infrastructure		
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>Key achievements this quarter:</p> <ul style="list-style-type: none"> - Ongoing activity to develop Housing Package and Housing Infrastructure Fund - Completion of LGF schemes – Aztec West Roundabout, Saw Close Public Realm in Bath - Transport studies commissioned to prepare outline business cases - Proposals for development industry panel endorsed by WECA and Joint Committee - Scope and timetable for development of Joint Assets Board agreed by WECA and Joint Committee - Suburban rail study commissioned - Key Route Network consultants commissioned - Proposals developed for informal sub-national transport board 		
<p>Issues to note</p> <ul style="list-style-type: none"> - 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 - 		
<p>Upcoming activity</p> <ul style="list-style-type: none"> - Reports on Local Authority led activity to be brought to November Committees, to include: <ul style="list-style-type: none"> - Bristol Temple Meads Masterplan - Key Route Network - Work continues on development of business cases and transport feasibility studies and a number of reports will be brought back to November committees - Ongoing preparations continue for JSP examination in public - 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 - 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 & Ride enabling development in the Enterprise Zone 		

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

Upcoming activity

- Local Industrial Strategy engagement events and workshops
- Commence work on Medium Term Financial Plan
- Introduce ModernGov committee management software for Members

Consultation:

- 4 Draft of this report were shared with West of England Directors and Chief Executives and a separate update has been provided to the Local Enterprise Partnership Board. A report will be provided to WECA and the Joint Committee on 28th September 2018.

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 1st 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 Board are asked to note the update on the business plan.

Report Author: Lynda Bird, Head of Performance, Planning & Projects

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 Lynda Bird, Head of Performance, Planning & Projects, who is available by telephoning 0117 428 6210, emailing democratic.services@westofengland-ca.gov.uk or by writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER.

Appendix 1 – 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

ITEM 10

REPORT TO: WECA OVERVIEW AND SCRUTINY COMMITTEE

DATE: 19 SEPTEMBER 2018

REPORT TITLE: 2017/18 CITY REGION DEAL ANNUAL PERFORMANCE

AUTHOR: CITY REGION DEAL BUSINESS RATES POOLING BOARD

Purpose of Report

- 1.1 This report provides a summary of the West of England's City Region Deal's pooled Business Rates performance for 2017/18, as used for the Economic Development Fund (EDF) and in accordance with the requirements of the Business Rates Pooling Principles Agreement.
- 1.2 The EDF is overseen by the Joint Committee with South Gloucestershire Council being the lead pooling authority on behalf of the four West of England Councils. WECA is not party to the EDF agreement.

Issues for Consideration

- 2.1 Clause 10.2 of the Business Rates Pooling Principles Agreement specifies the right for the Scrutiny Committee to receive an annual report on the performance of the Pool. This report provides a summary of audited Pool balances held, and details of funds distributed or committed for the EDF for the financial year.
- 2.2 The Business Rates Pool balance at the close of 2017/18 is shown in Appendix A, analysed by each UA's total contribution.

Growth Performance

- 2.3 The 4UAs outturn growth performance for 2017/18 is shown in the table below, by Enterprise Area/Zone, including the new EZs for BANES and BCC (EDF2). This data forms the basis of the accounts closing entries for the City Region Deal. The Statement of Accounts for BANES, North Somerset and South Gloucestershire have been audited and finalised. The accounts of Bristol City Council have not yet been finalised, however it is not anticipated that any outstanding points will impact on the figures presented below.
- 2.4 This demonstrates £15.99m total growth for 2017/18, representing an overall increase of £2.677m since the initial estimates were made for the NNDR1 forms. The overall growth estimate for 2018/19, based on each UA's NNDR1 form is £18.732m. Growth estimates for future years will be refreshed in the autumn, as discussed in paragraph 2.7.

Growth Performance for 2017/18 and Estimated Growth for 2018/19

Enterprise Area/Zone and UA	2017/18 Estimated Growth (NDR1)	2017/18 Growth at Outturn	2017/18 Change since NDR1	2018/19 Estimated Growth (NDR1)
	£'000	£'000	£'000	£'000
Bristol Temple Quarter EZ	914	632	-282	1,136
Bristol Temple Quarter Extension EZ	141	0	-141	0
Bristol Filton EA	26	44	18	55
Bristol Avonmouth EA	4,255	3,768	-487	3,931
Total Bristol UA (EZ & EA)	5,335	4,444	-891	5,122
Bath & Somer Valley EZ	0	19	19	18
Bath City Riverside EA/EZ	634	335	-299	569
Total Bath UA (EZ & EA)	634	354	-280	587
North Somerset Junction 21 EA (includes adjustment income re Port Cumulo)	2,095	2,029	-66	2,297
SGC Severnside EA	1,197	4,441	3,244	5,988
SGC Emersons Green EA	530	1,030	500	1,022
SGC Filton EA	3,521	3,692	171	3,716
Total SGC EA	5,249	9,163	3,914	10,726
TOTAL	13,313	15,990	2,677	18,732

EDF Programme

2.5 During 2017/18, the Pool distributed £1.705m of in year EDF to Sponsor UAs, based on the current approved EDF profile, which now includes some completed EDF funded schemes. This includes 2017/18 in year recognition of the following:

- The 3rd year Invest in Bristol & Bath revenue project £1m
- The Temple Quarter Enterprise Zone Investment Team revenue project £0.5m
- The NSETC project completion – 2nd instalment £174k
- The Aztec West A38 project – 2nd instalment £94k

2.6 Appendix A shows the current list of EDF schemes, indicating the status of their implementation, forecast year of completion and funding allocation. In line with the last annual EDF update reported to the Pooling Board in June 2018, the summary shows that the EDF is funding capital schemes totalling £405.5m.

Growth Estimates

2.7 Amion Consulting was engaged in June to undertake a comprehensive refresh of the City Region Deal's growth estimates. A process of data collection and verification, including site visits and officer consultation with each of the four UAs, took place during the early summer. Draft growth models have been received for each Enterprise Area/Zone and are currently being reviewed by Economic Development and Finance Officers. The feedback provided to

Amion will produce final iterations of the models that will meet the ongoing forecasting needs of each authority and the Pool as a whole. It is anticipated that the models will be finalised during the autumn, with revised growth forecasts being reported to the BRP Board at its December meeting.

Changes to the Business Rates System

- 2.8 The government has stated its commitment to proceed with a Fair Funding Review (FFR), a reset of the Business Rates Baseline and a move to 75% Business Rates Retention, all to be implemented by April 2020. The MHCLG and LGA have set up a number of working groups to support and inform these reforms.
- 2.9 It is widely recognised that the business rates retention system would benefit from simplification. The simplified system recently proposed by the Systems Design Working Group would see each authority retaining business rates income in line with its Baseline Funding Level (which would be determined by the FFR). The likely outcome of the FFR is not yet clear, however, there are some indications that South Gloucestershire, BANES and North Somerset could see their resources reduced under any new system.
- 2.10 However, the simplification proposal still suggests that business rates growth should be rewarded, with income above baseline expectations creating a net tariff pool that would be paid back to local government via a more targeted reward mechanism. It is difficult at this stage to predict the impact of this measure on individual authorities, although there is a broad assumption that areas experiencing very high levels of growth may be disadvantaged, with anomalous growth being redistributed in support of specific government policies.
- 2.11 Importantly for the West of England, however, is the acknowledgement in the simplification proposal that any new system must honour the commitments made under devolution arrangements. It does therefore seem that the City Region Deal would be protected and that the Pool will continue to retain the business rates growth in its Enterprise Areas/Zones for the agreed 25 year period. MHCLG has also confirmed that the West of England 100% BRR pilot will continue in its current form for 2019/20.

Consultation:

- 3 This report has been prepared following discussion with WECA and other UA colleagues.

Other Options Considered:

- 4 This is an update report for information only and requires no decision regarding options or proposals.

Risk Management/Assessment:

- 5 This is an update report for information only and makes no recommendation or proposal either to explicitly increase risk or address existing risk.

Public Sector Equality Duties:

- 6.1 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.

- 6.2 The Act explains that having due regard for advancing equality involves:
- Removing or minimizing disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 6.3 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.
- 6.4 There are no direct equalities implications in relation to this report

Economic Impact Assessment:

- 7 The purpose of the fund is to support and advance Economic Development across the region by funding strategic economically beneficial infrastructure to unlock growth potential.

Finance Implications:

- 8.1 This report provides a summary of the Pool's growth performance against estimate for 2017/18 and shows the balance of funds available to support the West of England Economic Development Fund programme. The Unallocated funds yet to be distributed for approved schemes are properly recognised in the 4UAs accounts in line with agency accounting requirements, and any payments due but not paid accounted for as accruals.
- 8.2 Contribution to and Distribution from the fund is fully governed by the "West of England Growth Incentive City Region Deal Business Rates Pooling Principles Agreement", and spending commitment of the EDF programme fully governed by the West of England Growth Incentive City Region Deal Agreement for the Operation and Administration of the Economic Development Fund – both signed by the 4UAs in acceptance of the terms and conditions within these formal documents.
- 8.3 There are no further financial implications beyond these terms and conditions and the mitigating actions agreed therein.

Legal Implications:

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

Land/Property Implications:

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

Human Resources Implications:

- 11 There are no HR implications arising as a direct result of this report.

Recommendation:

13 It is requested that the WECA Scrutiny Committee:

- Note the Business Rates Pool EDF transactions, the available balance at 31 March 2018 and the 2017/18 Pool growth performance.
- Note the progress against the latest EDF programme.

Report Author:

Report provided by South Gloucestershire Council as the lead pooling authority for the Economic Development Fund on behalf of the West of England LEP.

West of England Combined Authority Contact:

Tim Richens, Director of Investment & Corporate Services, WECA
tim.richens@westofengland-ca.gov.uk

Background Papers:

None

Appendix A

UA Contributions to the BRP in 2017/18 for EDF

Audited Summary Pool Balances	B&NES £'000	BCC £'000	NSC £'000	SGC £'000	Combined £'000
Funds held by BRP at 1 April	792	4,173	2,688	5,969	13,623
made up of:					
- Uncommitted cash	507	2,683	1,727	3,838	8,755
- Uncommitted cash - Contingency	61	307	199	437	1,004
- Committed cash	224	1,184	762	1,694	3,865
Net Growth figure paid to BRP for EDF	123	1,509	685	4,388	6,705
Funds held by BRP at 31 March	915	5,682	3,374	10,357	20,328
made up of:					
- Uncommitted cash	699	4,403	2,536	7,849	15,488
- Uncommitted cash - Contingency	53	257	249	684	1,243
- Committed cash	162	1,023	589	1,823	3,597

This table shows net growth received by the Pool for EDF, and includes interest of £0.113m earned on balances.

The cumulative Pool balance now totals £20.328m at the end of 2017/18. The table shows that £15.488m is available for future EDF distribution, and a further £1.243m held as contingency. The pool is holding £3.597m committed cash in the pool balance in respect of future years' indicative EDF commitments, subject to cash being held and the overall level and profile of approved and completed schemes.

Appendix B

Current EDF Schemes

Ref	Lead Authority	Scheme	Status	Completion Forecast Year	Current Allocation (£m)	Spend to 2017/18 (£m)	Payments from EDF to date
EDF C	B&NES	East of Bath Transportation Improvements	Programme Entry	Not yet approved or profiled	6.500	0	0
LGF-AA	B&NES	Bath Innovation *1	Programme Entry	2019/20	1.250	0	0
EDF R	B&NES	B&NES Flagship Release - Innovation Quay (Quays North and South)	Programme Entry	2022/23	33.261	0.974	0
EDF V	B&NES	Bath Riverside Enterprise Zone Team	Conditional approval	2020/21	0.685	0	0
EDF A	BCC	TQEZ Infrastructure Programme	Approved RIF scheme (repaid by EDF)	2020/21	20.850	13.025	0
EDF B	BCC	BCC Flagship Release - The Bristol Arena	Conditional approval	2020/21	53.000	0	0
EDF M	BCC (WECA)	Invest in Bristol & Bath	Approved	2019/20	5.000	2.789	1.937
EDF O	BCC	TQEZ Programme Team	Approved	2019/20	2.500	1.297	0.500
-	BCC	Central Bristol & TQEZ Flood Defence	Programme Entry	Not yet approved or profiled	10.000	0	0
-	BCC	M32 Park & Ride	Programme Entry	Not yet approved or profiled	20.000	0	0
EDF E	NS	North Somerset Enterprise Technical College	Completed	2016/17	1.525	1.525	0.225
EDF S	NS	Avoncrest & Hutton Moor Regeneration Phase 1	Programme Entry	2018/19	15.000	0	0
-	NS	NSC Flagship	Programme Entry	Not yet approved or profiled	22.639	0	0
EDF G	SGC	A38/A4174 Widening Works & Gypsy Patch Lane/Aztec West Roundabout	Completed RIF scheme (repaid by EDF)	2016/17	1.500	1.500	-
EDF I	SGC	MetroBus Extension to Cribbs Causeway	Programme Entry	2021/22	35.000	2.604	0
EDF J	SGC	Aztec West Roundabout *1, *2	Completed	2017/18	0.370	0.370	0.188
-	SGC	SGC Flagship	Programme Entry	Not yet approved or profiled	19.235	0	0
-	SGC	M49 Junction & Link Road	Programme Entry	Not yet approved or profiled	22.000	0	0
-	SGC	M32 Junction 1	Programme Entry	Not yet approved or profiled	0.750	0	0
-	SGC	Superfast Broadband	Programme Entry	Not yet approved or profiled	2.700	0	0
-	Joint	Metro West Phase 2	Programme Entry	Not yet approved or profiled	39.900	0	0
-		Metro West Phase 1	Programme Entry	Not yet approved or profiled	26.079	0	0
EDF N	Joint	Avonmouth/Sevenside Ecology and Flood Development Costs	Approved	2018/19	1.900	1.705	0
EDF K	Joint	Avonmouth/Sevenside Flood Mitigation	Programme Entry	Not yet approved or profiled	58.300	0	0
EDF L	Joint	Avonmouth/Sevenside Ecology	Programme Entry	Not yet approved or profiled	5.600	0	0
					405.544	25.789	2.850

*1 Also funded by LGF. *2 Also funded by RIF.

Note: Current Forecast Spend does not represent payments from the EDF as a) aside from revenue projects payments are only made at practical completion (or exceptionally at other key milestones), and b) EDF is generally repaid (capital and interest) over the duration of the EDF.

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REPORT TO: WECA OVERVIEW & SCRUTINY COMMITTEE

DATE: 19th SEPTEMBER 2018

REPORT TITLE: JOINT SPATIAL PLAN (JSP) UPDATE

**AUTHOR: LISA BARTLETT
(JOINT SPATIAL PLAN SENIOR RESPONSIBLE OFFICER)**

Purpose of Report

1. This report provides an update on the Joint Spatial Plan (JSP) Examination in Public (EIP).

The JSP is a joint plan of the four authorities of the West of England (Bristol City Council, Bath and North East Somerset, North Somerset and South Gloucestershire) and is overseen by the West of England Joint Committee. WECA is not party to the JSP or decisions and agreements made with regards to the JSP.

Background

2. The Joint Spatial Plan (JSP) was submitted to the Secretary of State on the 13th April 2018. On this date the JSP entered the examination stage. It is during this stage where the independent Inspector(s) review the plan and its supporting evidence base and determine whether the plan is sound and therefore ready to be adopted.
 - 2.1 Inspector Malcolm Rivett BA (Hons) MSc MRTPI has been appointed by the Planning Inspectorate (PINS) to conduct the examination to determine whether the JSP is sound. Steven Lee BA (Hons) MA MRTPI has been appointed to assist Inspector Malcolm Rivett with the examination. Mr Robert Young has been appointed as Programme Officer for this examination and from the date of submission he has been the point of contact for the Inspector.
 - 2.2. During the Examination stage, the Inspectors will undertake a review of duly made representations to the JSP submission plan consultation along with the submission documents themselves.
 - 2.3 As part of the inspectors review of the JSP, additional work has been requested to be made public. These requested are presented through the Inspectors Letters to the Councils'. Four letters have been received regarding the JSP requesting clarification

and information from the councils in relation to Sustainability Appraisal (SA) and Habitat Regulation Assessment (HRA), as well as requesting clarification and further evidence within other technical work areas, including transport. The authorities are now undertaking additional work in response to points raised by the Inspectors in their letters. The details of which can be found on the JSP websites' examination page.

Issues for Consideration

- 3.0 The councils are proposing a single public consultation to commence from November – December 2018. The councils will run a six-week consultation process to give people the opportunity to see and comment on the information provided. That feedback will be passed to the Inspectors to consider as they prepare for the next phase of their assessment of the JSP.

Examination Hearing Sessions

- 3.1 The examination Hearing sessions are led by the inspectors. These sessions allow those who objected to the Plan in April 2017 to participate on specific matters to assist the Inspector in considering the policies and principles set within the JSP. The dates and venue for hearings, along with the Inspectors' draft timetable and issues to be discussed at the hearings will be set by the Inspectors in due course. The hearings are scheduled to be held in May 2019.

Next Steps

- 3.2 Following the hearings, the Inspectors will conclude if the Plan can be adopted as submitted or whether modifications are required to make it sound. Any such modification will need to be subject to public consultation

Consultation:

- 4 The JSP has undertaken consultation stages in compliance with the Town and Country Planning (Local Planning) (England) Regulations 2012. This report has been prepared following discussion and review from WECA and UA officers.

Other Options Considered:

- 5 This is an update report for information only and requires no decision regarding options or proposals.

Risk Management/Assessment:

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

Public Sector Equality Duties:

- 7 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.
- 7.1 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.
- 7.2 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.
- 7.3 An Equalities Impact Assessment has been undertaken as part of the Joint Spatial Plan.

Economic Impact Assessment:

- 8 There are no direct implications arising from this report.

Finance Implications:

- 9 The joint Spatial Plan will be resourced by the four Unitary Authorities, via the JSP Budget for which B&NES is the lead authority.

Advice given by: Tim Richens, Interim Director of Investment and Cooperate Services, West of England Combined Authority.

Legal Implications:

- 10 There are no direct implications arising from this report.

Advice given by: Shahzia Daya, Director of Legal Services, West of England Combined Authority

Land/Property Implications;

11 There are no direct implications arising from this report.

Advice given by: Tim Richens, Interim Director of Investment and Cooperate Services, West of England Combined Authority.

Human Resources Implications:

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

Advice given by: Alex Holly , Head of HR , West of England Combined Authority

Recommendation:

12 Members are asked to note the update report.

REPORT FOR INFORMATION ONLY

REPORT TITLE: METROBUS UPDATE

AUTHOR: PETER MANN/PETE WOODHOUSE – BRISTOL CITY COUNCIL

Purpose of Report

- 1 To provide an update on the progress of the Metrobus programme

Background

- 2.1 The Metrobus programme has been delivered as 3 separate, jointly-promoted, projects with a different local authority taking the lead for delivery of each. South Gloucestershire Council is the lead authority for the North Fringe to Hengrove (NFH) project, Bristol City Council is the lead for the Ashton Vale to Temple Meads (AVTM) project and North Somerset is lead for the South Bristol Link (SBL) project.
- 2.2 Each individual project has its own Project Board and there is an additional Integration Board that covers cross cutting aspects that are relevant to each project. Primarily this covers the bus stop infrastructure, smart ticketing, stop information and service operations.
- 2.3 Oversight of the 4 Metrobus Boards is provided by the Programme Assurance Board, which is made up of Strategic/Executive Directors (or alternates) from the 4 West of England Authorities.
- 2.4 In terms of construction, the three projects have delivered some key new infrastructure for Metrobus as well as providing improvements for cycling and walking across the network. They have also delivered public realm and traffic flow improvements in the city centre that are providing benefits for all buses in the area.
- 2.5 The network of Metrobus services comprises five core routes across the three projects, as follows: Cribbs Causeway to Hengrove Park, Long Ashton Park & Ride to City Centre, Emersons Green to City Centre, Hengrove Park to City Centre via SBL, and Emersons Green to Bristol Parkway Station.
- 2.6 The service procurement strategy for Metrobus is for the network to be provided on a commercial basis, i.e. the services are not financially supported by the authorities. A Quality Partnership Scheme (QPS) has been made that sets out the minimum standards for operation of Metrobus services. This has formed the focus of lengthy engagement with potential bus operators to secure services. Commercial proposals have been received covering 3 routes on the network. The remaining 2 routes are subject to continuing engagement and will be delivered when the commercial case for their operation improves. This may follow increased passenger demand generated from development in the areas most closely served by those routes.

Issues for Consideration

- 3 The first Metrobus service commenced operation on the 29th May 2018, on the m3 route from Emersons Green to City Centre. As a promotion of this service, First operated the m3 as a free service for 2 weeks. The service has exceeded initial expectations, with over 120,000 passenger trips in the first 2 months of operation. Due to the demand seen on this route, a new Sunday service will be introduced from the 16th September. Also from this date the timetable is being modified to improve morning peak punctuality.
- 3.1 Service m2, operating from Long Ashton Park & Ride to the City Centre, commenced on the

3rd September 2018. This operates via the new Guided Busway between the Park & Ride site and the Cumberland Basin. The opening of the Busway will also facilitate the rerouting of the A1 Airport Flyer service operating to central Bristol via the SBL and the busway. This service is expected to start at the end of October.

- 3.2 Service m2 has replaced the service 903 Long Ashton Park & Ride service. This has changed the route of the service in the City Centre and introduced new, exclusively off bus ticketing arrangements. 'Brand Ambassadors' have been at the Park & Ride site and at key stops in the city centre to assist passengers in making the transition to the new arrangements. Mobile phone ticketing is a key element of the off bus ticketing proposal and there has been an issue with an intermittent fault that has affected the ability of passengers to make use of the phone application. This did generate extra demand for the iPoint at Long Ashton but we are hopeful of a resolution of the fault very soon. This issue has affected a number of bus operators across the country and is not specific to Metrobus, or Bristol.
- 3.3 Service m1, Cribbs Causeway to Hengrove Park, will be operated by Bristol Community Transport (BCT). The service will be operated with gas powered vehicles and the required gas infrastructure and vehicles themselves have been ordered. Vehicle delivery is expected in time for service commencement in January 2019.
- 3.4 The only remaining parts of infrastructure still to be delivered are the iPoints for the m1 service. This is programmed to be completed between October and December, in time for service launch in January 2019.

Consultation:

- 4 None

Other Options Considered:

- 5 N/A

Risk Management/Assessment:

- 5 Project risks have been managed throughout the delivery programme and overseen by the Project Boards and Programme Assurance Group. There are no risks associated with the implementation of the recommendation of this report.

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 There have been Equalities Impact Assessments provided through the planning and delivery of the Metrobus programme. As an update report, there are no further Equalities Issues arising as a result of the report.

Economic Impact Assessment:

- 7 The Metrobus programme met the economic criteria for the DfT funding submissions in 2009/10 delivering a benefit cost ratio in excess of 2.0. The post completion economic impact will be assessed as part of the agreed Metrobus Evaluation plan.

Finance Implications:

- 8 The report provides a progress update on each of the Metrobus routes, and as such there are no additional financial implications arising from the recommendation.

Advice given by: Chris Holme (BCC Finance Manager)

Legal Implications:

- 9 There are no legal implications to the report but it should be noted that due to recent legislation, technical changes will need to be considered to the Quality Partnership Scheme.

Advice from Nancy Rollason (Deputy Monitoring Officer BCC)

Land/Property Implications;

- 10 N/A

Advice given by:

Report Author: Peter Mann/Pete Woodhouse – Bristol City Council

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