

A meeting of the
WECA Overview & Scrutiny Committee

will be held on

Date: Wednesday, 28 November 2018

Time: 10.30 am

**Place: Meeting room 1P 09, City Hall, Bristol CC Offices, College
Green, Bristol BS1 5TR**

Notice of this meeting is given to members of the West of England 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 Carole Johnson, Bristol City Council
Cllr Brenda Massey, 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, Cllr Charles Cave, Cllr Donald Davies, North Somerset Council

Enquiries to:

Ian Hird, Democratic Services & Scrutiny Manager
West of England Combined Authority Office
3 Rivergate
Temple Quay
Bristol, BS1 6ER
Email: democratic.services@westofengland-ca.gov.uk
Tel: 0117 332 1486

West of England Overview & Scrutiny Committee Agenda

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- Inspect agendas and public reports five days before the date of the meeting
- Inspect agendas, reports and minutes for up to six years following a meeting.
- Inspect background papers used to prepare public reports for a period public reports for a period of up to four years from the date of the meeting. (A list of background papers to a report is given at the end of each report.) A background paper is a document on which the officer has relied in writing the report.
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OTHER LANGUAGES AND FORMATS

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Guidance for press and public attending this meeting

The Openness of Local Government Bodies Regulations 2014 mean that any member of the public or press attending this meeting may take photographs, film or audio record proceedings and may report on the meeting including by use of social media (oral commentary is not permitted during the meeting as it would be disruptive). This will apply to the whole of the meeting except where there are confidential or exempt items, which may need to be considered in the absence of the press or public.

If you intend to film or audio record this meeting please contact the Democratic Services Officer named on the front of the agenda papers beforehand, so that all necessary arrangements can be made.

Some of our meetings are webcast. By entering the meeting room and using the public seating areas you are consenting to being filmed, photographed or recorded. At the start of the meeting, the Chair will confirm if all or part of the meeting is to be filmed. If you would prefer not to be filmed for the webcast, please make yourself known to the camera operators.

An archived recording of the proceedings will also be available for viewing after the meeting. The Combined Authority may also use the images/sound recordings on its social media site or share with other organisations, such as broadcasters.

To comply with the Data Protection Act 2018, we require the consent of parents or guardians before filming children or young people. For more information, please speak to the camera operator.

1. EVACUATION PROCEDURE

Please note: if the alarm sounds during the meeting, everyone should please exit the building via the way they came in, via the main entrance lobby area, and then the front ramp. Please then assemble on the paved area between the side entrance of the cathedral and the roundabout at the Deanery Road end of the building. Please do not return to the building until instructed to do so by the fire warden(s).

2. APOLOGIES FOR ABSENCE

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 OF PREVIOUS MEETING

5 - 10

To consider and approve the minutes of the West of England Combined Authority Overview and Scrutiny Committee held on 19 September 2018 as a correct record.

5. ITEMS FROM THE PUBLIC (PETITIONS, STATEMENTS AND QUESTIONS)

If you wish to present a petition or make a statement at this meeting, you are required to submit this by 12 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 petition/statement must be received in this office by **12 noon on Tuesday 27 November 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 by 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 the end of **Thursday 22 November 2018**.

In presenting any statements at the meeting, members of the public are generally permitted to speak for up to 3 minutes each. The total time available for this session is 30 minutes so at the discretion of the Chair, speaking time may sometimes be reduced depending on how many public items are received. Please note that all public items will be circulated in advance of the meeting to the committee members.

6. CHAIR'S ANNOUNCEMENTS/BUSINESS (10 MINS)

7. REVIEW OF WECA COMMITTEE AND JOINT COMMITTEE FORWARD PLAN (20 MINS)

11 - 22

To review the current WECA Committee and Joint Committee forward plans (as published) and to identify items to be included in the WECA Overview and Scrutiny Committee's forward agenda plan.

8. PRE-DECISION SCRUTINY AHEAD OF THE 30 NOVEMBER WECA COMMITTEE AND JOINT COMMITTEE (30 MINS)

23 - 28

To review the reports due to be considered at the 30 November WECA Committee and Joint Committee and formulate any Overview & Scrutiny Committee comments to be referred to the respective 30 November meetings.

- 9. TRANSPORT UPDATE (30 MINS)** 29 - 42
- To update the committee on transport matters including Integrated Transport Authority powers; Key Route Network; Bus Strategy; Mass Transit proposal; Local Cycling and Walking Infrastructure Plan, MetroWest Phase 1A and 1B, and to seek views and feedback from members.
- 10. METROBUS UPDATE (20 MINS)** 43 - 46
- To provide an update on the progress of the Metrobus programme.
Peter Mann, Director of Transport, BCC and Pete Woodhouse, MetroBus Integration Manager, BCC will attend for this item
- 11. UPDATE ON LOCAL INDUSTRIAL STRATEGY (5 MINS)** 47 - 50
- To provide an update on progress on work to develop a Local Industrial Strategy for the West of England.

Agenda Item 4

West of England Combined Authority WECA Overview & Scrutiny Committee

Wednesday, 19 September 2018, 10:30-12:30pm

Held at The Brunswick Room, Guildhall, High St, Bath BA1 5AW

Present:

Cllr Stephen Clarke, Bristol City Council (Chair)
Cllr Steve Pearce, Bristol City Council
Cllr Tim Ball, Bath & North East Somerset
Council
Cllr Liz Richardson, Bath & North East Somerset
Council

Cllr Mark Weston, Bristol City Council
Cllr Carole Johnson, Bristol City Council
Cllr Don Alexander, Bristol City Council (as
substitute for Cllr Margaret Hickman)
Cllr Pat Hockey, South Gloucestershire Council
Cllr Katherine Morris, South Gloucestershire
Council (left at 11:15am)
Councillor Steve Reade, South Gloucestershire
Council (as substitute for Cllr Brian Allinson)

North Somerset Members Present:

Cllr James Tonkin (on behalf of Cllr Donald Davies)
Cllr Charles Cave
Cllr Chris Blades

Apologies:

Cllr Geoff Gollop, Bristol City Council
Cllr Margaret Hickman, Bristol City Council

Cllr Brian Allinson, South Gloucestershire Council

Minutes

1	EVACUATION PROCEDURE The evacuation procedure for the venue was set out.
2	APOLOGIES FOR ABSENCE Apologies for absence were received from Cllr Brian Allinson (South Gloucestershire Council)(Cllr Steve Reade attended as substitute), Cllr Margaret Hickman (Bristol City Council)(Cllr Don Alexander attended as substitute) and Cllr Geoff Gollop (Bristol City Council). Cllr James Tonkin attended in place of Cllr Donald Davies
3	DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011 There were no declarations of interest raised.
4	MINUTES The minutes of the meeting held on 25 July 2018 were agreed as a correct record.
5	MATTERS ARISING There were no matters arising.
6	ITEMS FROM THE PUBLIC The following items were submitted:

	<p>Statements:</p> <ol style="list-style-type: none"> 1. David Redgewell, South West Transport Bus Users UK 2. David Redgewell on behalf of Bus Users UK and South West Transport Network 3. Christina Biggs, Friends of Suburban Bristol Railways <p>Julie Marsden presented Statement 3 on behalf of Christina Biggs. The statements were published on the Authority's website following the meeting.</p>
7	<p>PETITIONS</p> <p>No petitions were received.</p>
8	<p>LOCAL INDUSTRIAL STRATEGY (WECA AND JOINT COMMITTEE ITEM - INCLUDES NORTH SOMERSET COUNCIL MEMBERS)</p> <p>Jessica Lee, Head of Strategy and Policy, provided an update on work to develop the Local Industrial Strategy for the West of England.</p> <p>The report stated that in July 2018 the Government had announced that the West of England would participate in the second wave of regions to develop a Local Industrial Strategy. This offered the opportunity to be a driving force for clean and inclusive economic growth. The Combined Authority was working in partnership with the business community and Local Authorities and others to ensure that the strategy reflected the views and priorities of stakeholders across the region. The formal launch of the Local Industrial Strategy would take place at a business briefing event on 21 September 2018.</p> <p>In response to a question from Cllr Morris, Jessica confirmed that academics from the 4 local universities had identified 'core businesses' using regional strategy data. The Authority was also working with the Health and Care Sectors together with lots of communications with other local businesses and the Authority was looking to spread the net of consultees wider, including through social media platforms. Trades Unions were also part of this.</p> <p>Work had already commenced to develop the evidence base and this work would continue throughout the autumn. Once this work was concluded the Chair asked whether this could come back to the Overview and Scrutiny meeting.</p> <p>In response to further questions, Jess confirmed that the rural dimension of the area had not been overlooked and the Strategy would focus on what was unique about the region, including technology. The video that had been produced to accompany the launch highlighted the strengths that were already known. Although elected members had not been invited to the launch event there was elected member involvement on the Strategy Steering Group.</p> <p>Cllr Weston felt that as the document would be fairly large, a smaller sub-group of members could be chosen to look at the detail rather than the whole Committee. Patricia Greer advised that it may be better for the whole committee to meet in private, maybe in a couple of months' time around November 2018 to discuss the issue. The Chair of the Committee would discuss this with Patricia and report back to the members of the Committee.</p>
9	<p>WEST OF ENGLAND COMBINED AUTHORITY BUSINESS PLAN (WECA AND JOINT COMMITTEE ITEM - INCLUDES NORTH SOMERSET COUNCIL MEMBERS)</p> <p>Lynda Bird, Head of Performance, Planning and Projects, provided an update on progress in delivering the West of England Combined Authority Business Plan.</p>

	<p>Lynda explained that the West of England Combined Authority 2018/19 business plan had been agreed in June 2018 and quarterly reports would be brought to this meeting. This was the first of those quarterly reports. The Overview and Scrutiny Committee were requested to note the update.</p> <p>In response to a question it was explained that the RAG (Red, Amber, Green) ratings were all showing amber because none of the activities were wholly green or red. Although Brexit was not explicitly shown as an organisational risk it did affect many of the other themes, although it would always be difficult to anticipate world events. The Chair asked whether WECA had any plans for a Brexit Committee like Bristol City Council. Patricia Greer replied that WECA were invited along to the Bristol Committee.</p> <p>Cllr Weston asked for an update on the Business Case investment for the 5G project and was happy if this update was provided by email outside of the meeting.</p> <p>Cllr Carole Johnson stated that she felt that the report could be improved, with greater detail and the straplines being re-worded. Cllr Richardson stated that she felt that there was nothing to show what the objectives were measured against. The Chair felt that the report could have been more 'granular' and use numbers rather than colours to illustrate the overall ratings.</p> <p>Cllr Mark Weston asked for updates on the outline business case for infrastructure transport and the suburban rail study commission by email. These issues would be covered by the Transport Update report being considered by the WECA Committee on 28 September 2018.</p> <p>The Business Plan update was noted.</p>
10	<p>2017/18 CITY REGIONAL DEAL ANNUAL PERFORMANCE (JOINT COMMITTEE ITEM - INCLUDES NORTH SOMERSET COUNCIL MEMBERS)</p> <p>Mark Anderson, North Somerset Council Finance Officer, introduced a report which provided 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). The EDF was being overseen by the Joint Committee with South Gloucestershire Council being the lead pooling authority on behalf of the four West of England Councils. The West of England Combined Authority was not part of the EDF agreement.</p> <p>The Business Rates Pool balance at the close of 2017/18 was shown in Appendix A, analysed by each UA's total contribution. In respect to the comment in paragraph 2.9 of the report it was noted that it was possible that South Gloucestershire, Bath & North East Somerset and North Somerset could see a reduction in their resources under the Fair Funding Review but it was unknown at the moment what the impact would be. It was also stated that a 'letter of comfort' had been received from Government that the City Region Deal would be protected.</p> <p>In response to queries it was stated that in the Appendix to the report it showed more uncommitted/contingency cash than committed cash, it was explained that this was mainly down to projects not being commenced yet and those awaiting approval. Many more projects would be commenced in the next couple of years.</p> <p>Cllr Pearce stated that he would like to see specific commentary on the growth performance and the estimated growth and requested that the Overview and Scrutiny Committee look further into this issue. Mark Anderson replied that this could be scheduled next year but the apparent poor performance of Bristol and Bath & North East Somerset was down to timing issues with major projects.</p>

	<p>The Chair asked whether the report should be considered by the Audit Committee and would speak to the Chair of the Audit Committee directly.</p> <p>The Overview & Scrutiny Committee noted the Business Rates Pool EDF transactions, the available balance at 31 March 2018 and the 2017/18 Pool growth performance.</p> <p>The Overview & Scrutiny Committee noted the progress against the latest EDF programme.</p>
11	<p>JOINT SPATIAL PLAN PROGRESS UPDATE (JOINT COMMITTEE ITEM - INCLUDES NORTH SOMERSET COUNCIL MEMBERS)</p> <p>Lisa Bartlett, Joint Spatial Plan Senior Responsible Officer, provided an update on the Joint Spatial Plan (JSP) Examination in Public (EiP).</p> <p>The report explained that the JSP was a joint plan of the four authorities of the West of England and was overseen by the West of England Joint Committee. The JSP had been submitted to the Secretary of State on 13 April 2018. There would now follow an examination stage when independent inspectors would review the plan to determine whether the plan was sound and whether the plan can be adopted.</p> <p>Cllr Weston asked about the consultation that the councils would be organising for six weeks during November and December 2018 and whether it would be possible to receive a briefing prior to the next meeting in November 2018. The feedback from the consultation would be passed to the Inspectors as part of their assessment.</p> <p>Cllr Richardson stated that the growth figure should be updated. Also, that the links to the four letters requesting clarification were difficult to find. And additionally, how each local authority was fixed with bringing forward local plans.</p> <p>Cllr Pearce asked whether there was any indication yet of challenges such as development industry wanting further freedom.</p> <p>Cllr Hockey felt that the public could be worried and confused by a joint plan from the four authorities which WECA was not part of, despite being a transport authority. The Chair asked for clarification about what was being consulted upon.</p> <p>In response to these enquiries Lisa stated that she was happy for the matter to come back to the Committee, the best time would probably be after the close of the consultation with time to collate all the response, this would be around February 2019. As the first region to be undertaking such a joint plan the inspectors will judge the plan using the old methodology. The letters and other information was on the LEP website but Lisa would look at ways of making the information clearer. It had always been the intention that the Authorities' individual Local Plans followed closely with the JSP but that it was important to keep the lines of communications clear.</p> <p>In terms of timescales the hearing was likely to take around 3 weeks but it was unknown at the moment where this would take place. The relevant councils would need to defend their own positions but the JSP would be pertinent to the planning appeals especially against predatory applications. Once adopted the JSP would be undergo a review five years later, likely to be in 2024.</p> <p>Councillor Hockey asked whether the West of England Combined Authority's appointed transport officers would be called to give evidence. Lisa replied that it was unknown at this</p>

	<p>stage who would be called to give evidence but it was likely technical experts would give evidence. An appointed QC would guide Councils. It was also stated that the JSP had its own appointed budget which Bath and North East Somerset managed on behalf of the other authorities. The constituent councils had budgeted for about four years and this was open to the usual auditing processes.</p> <p>The Overview & Scrutiny Committee noted the update report.</p>
12	<p>ANY OTHER ITEM THE CHAIR DECIDES IS URGENT</p> <p>There were no urgent items. The following items were raised as any other business:</p> <ul style="list-style-type: none"> • Cllr Morris stated that there seemed to be little correlation between the Overview & Scrutiny agendas and the West of England Combined Authority's Forward Plan meaning that there was little pre-scrutiny happening. She also stated that there did not seem to be any advisory board meeting minutes being fed through. Shahzia Daya, the Monitoring Officer stated that there was an overall review of the decision-making process and as part of this process the aim was to circulate the draft minutes within 5 working days of formal Committee meetings. • Metrobus – at the last meeting concerns had been raised regarding Metrobus and communication with the press. It had been agreed that Peter Mann would provide regular updates on the Metrobus project and attend every third meeting. Peter Mann had agreed to address any concerns in between the formal meetings; • Modern Government – it was noted that Modern Government, an agenda publishing software package, was now being used by the Combined Authority to publish its agenda papers. As some of the members were not familiar with how to use the system some training would be arranged prior to the next meeting; • Cllr Pearce raised an enquiry regarding FutureBright referrals as those in receipt of Universal Credit would be unable to participate. The Combined Authority Mayor had written to the Government on this issue and the response had been circulated to the members of the Committee. It was felt that the eligibility criteria was too narrow, and not inclusive to vulnerable groups such as prisoners or teenage mothers, etc. The Chair was invited to issue a draft response to circulate to the members of the Committee for sign-off; • Metrowest – Cllr Weston asked that an update be brought on Metrowest; • Cllr Alexander invited the Mayor to a formal question time session at the Scrutiny meetings – Shahzia Daya replied that the decision-making process was under review; • Cllr Cave – North Somerset – stated that now Metrobus Route 2 had replaced the 903 the benefits of this change had not been readily apparent especially for people wishing to access Central Bristol. The fare had been raised from £3-£4 for a single with a group family ticket price doubled from £4-£8 making it cheaper for a family to bring a car into the city centre and park for most of the day. It was requested that any specific questions regarding changes to bus services be sent to the Chair who could raise them with the appropriate operators; • Cllr Hockey asked whether the Combined Authority had any plans for a Public Transport Forum as the one at South Gloucestershire had been terminated on the grounds that the Combined Authority was being formed; • Cllr Reade asked that, following comments in the media about problems some passengers had experienced with the fayre system on Metrobus whether any compensation had been paid. Again this could form part of the Chairs questions to Peter Mann; • Cllr Cave – North Somerset – reiterated the need for greater detail in the reports coming before the Committee. Patricia Greer stated that it was important that the

	<p>balance be right but it may be possible to provide hyperlinks to additional information or occasionally meetings called to look at single issues in more detail. The Chair acknowledged that hyperlinks to the information could be useful for some of the reports;</p>
13	<p>METROBUS PROGRESS UPDATE</p> <p>The Committee received a report, for information only, provided by Peter Mann and Pete Woodhouse on the progress of the Metrobus Programme.</p> <p>The report was received and noted.</p>
	<p>Wednesday, 28 November 2018, 10.30 am, Guildhall, High St, Bath BA1 5AW</p>



REPORT TO: WECA OVERVIEW AND SCRUTINY COMMITTEE

DATE: 28 NOVEMBER 2018

REPORT TITLE: REVIEW OF WECA COMMITTEE AND JOINT COMMITTEE FORWARD PLAN

DIRECTOR: SHAHZIA DAYA – DIRECTOR OF LEGAL

AUTHOR: IAN HIRD – DEMOCRATIC SERVICES & SCRUTINY MANAGER, & STATUTORY SCRUTINY OFFICER

Purpose of Report

- 1 To review the current WECA Committee and Joint Committee forward plans (as published) and to identify items to be included in the WECA Overview and Scrutiny Committee's forward agenda plan.

Background / Issues for Consideration

- 2 The latest published update of the WECA Committee and Joint Committee Forward Plan is attached as appendix 1.
- 3 This latest update provides as much information as was available at the date of publication about decisions to be taken at WECA Committee meetings and Joint Committee meetings.
- 4 The minimum legal requirement for advance public notice of decisions included in the Forward Plan is 28 calendar days. The current plan, most recently published on 22 October 2018 goes as far as 31 May 2019. As well as being a vehicle for giving advance public notice of decisions, the forward plan is also a key business planning tool for the Combined Authority. The CA is committed to being as open and transparent as possible about forthcoming decisions and intends to move as quickly as possible to the plan giving as much information as possible about decisions anticipated to be taken in the next 12 months. The Plan will be updated regularly, published and shared with scrutiny members at each publication date.
5. It is suggested that the latest update of the Forward Plan is included as a standing item for information on each WECA Overview & Scrutiny Committee. Given that the Forward Plan will aim to give as much information as possible about the next 12 months' decisions, this should enable scrutiny members to identify, at an early stage, if there are any particular items that they would like brought as more detailed briefings or reports, to enable input to be made well in advance of actual decisions

being taken. It is suggested that the requests for such briefings/reports should be as targeted and focused as possible, i.e. so that the scrutiny input will add value to the decision-making process. Such detailed briefings/reports will usually be discussed at a public meeting of the scrutiny committee, although, depending, on the issue, there may be circumstances where an informal/non-public briefing may be considered more appropriate.

Further update since the most recent publication of the Forward Plan

6. The committee is asked to note the following updates since the 22 October publication of the Forward Plan:
 - a. Budget:

The 2019/20 budget is due to be agreed at the 1 February 2019 WECA Committee. Under Part 3 of the Combined Authorities (Finance) Order 2017, the CA Mayor is required *“before 1st February in any financial year to notify the CA of the Mayor’s draft budget in relation to the following financial year.....The combined authority must review the Mayor’s draft budget...”*

Following discussions involving the Mayors and Leaders of the respective authorities, it has now been confirmed that a public meeting of the WECA Committee meeting will be scheduled for 18 January 2019 to enable the Mayor’s budget proposal to be presented to the committee (note: this is to enable the WECA committee to give initial consideration to the budget; the budget decision, as per the Forward Plan is still scheduled to be taken at the 1 February meeting).
 - b. Meeting during pre-election period: Following discussions involving the Mayors and Leaders of the respective authorities, it has been agreed that a meeting of the WECA Committee should be scheduled on 5 April 2019 on the basis that any non-contentious business that requires a decision during the pre-election period can be dealt with at this meeting as necessary.
 - c. Specific update: The item on the Energy Strategy identified in the Joint Committee forward plan will now be submitted to the 1 February 2019 Joint Committee rather than the 30 November meeting.
7. The above changes will be reflected in the next update of the Forward Plan, to be published in early December.

RECOMMENDATION:

1. **That the Overview and Scrutiny Committee considers the latest Forward Plan update and identifies any particular items to be included as part of the committee’s forward agenda plan for more detailed consideration.**
2. **That the Forward Plan be considered as a standing item on each WECA Overview & Scrutiny Committee agenda, with a view to assisting the committee in developing their own forward agenda plan on an ongoing basis.**

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 Ian Hird / Tim Milgate on 0117 332 1486; or by writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER; email: democratic.services@westofengland-ca.gov.uk

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West of England Combined Authority and Joint Committee Forward Plan 2018 - 2019

PUBLICATION DATE: 22 October 2018

The Forward Plan seeks to anticipate (as far as possible) the decisions to be made by the West of England Combined Authority and Joint Committee (and occasionally key decisions by officers) over the next year. Government guidance recognises that the plan is a best assessment, at the time of publication, of anticipated decision making. The Forward Plan is updated regularly and can be seen on the West of England Combined Authority website.

The Forward Plan goes beyond the minimum legal requirement for only key decisions to be published over the coming 28 days, and demonstrates the West of England Combined Authority's commitment to openness and participation in decision making. It also assists the West of England Combined Authority's Scrutiny Committee in planning their input to policy formulation and development, and in reviewing the work of the Combined Authority.

Should you wish to make representations to the decision taker please contact the democratic services team at democratic.services@westofengland-ca.gov.uk or by calling 0117 420 6210.

For all committee meetings, a formal agenda will be published 5 clear working days before the meeting.

FRIDAY 30 NOVEMBER 2018 WECA COMMITTEE		
Transport update: <ul style="list-style-type: none"> - Integrated Transport Authority functions - Key Route Network update on funding, management, operational and maintenance agreements - Update on the Bus Strategy and future steps - Update on mass transit proposal - To adopt the Cycling and Walking Infrastructure Plan 	David Carter, Director of Infrastructure, WECA	David.Carter@westofengland-ca.gov.uk
To endorse the approach, scope and timetable for the Infrastructure and Investment Delivery Plan	Laura Ambler, Head of Regional Housing and Planning, WECA	Laura.Ambler@westofengland-ca.gov.uk
To agree the terms of reference for the West of England Joint Assets Board	Laura Ambler, Head of Regional Housing and Planning, WECA	Laura.Ambler@westofengland-ca.gov.uk
WECA & Mayoral Budget Outturn April – September 2018	Malcolm Coe, Director of Investment and Corporate Services, WECA	Malcolm.Coe@westofengland-ca.gov.uk
Treasury Management Outturn April – September 2018	Malcolm Coe, Director of Investment and Corporate Services, WECA	Malcolm.Coe@westofengland-ca.gov.uk

<p>Investment & Funding Decisions:</p> <p>Including: To agree a fund for a strategy to support land acquisition; note – some site specific information connected to this item may need to be classified as exempt from publication</p> <p>To consider proposals for Local Hub Pilots</p>	<p>Malcolm Coe, Director of Investment and Corporate Services, WECA</p> <p>Laura Ambler, Head of Regional Housing and Planning, WECA</p> <p>Lynda Bird, Head of Performance, Planning and Projects</p>	<p>Malcolm.Coe@westofengland-ca.gov.uk</p> <p>Laura.Ambler@westofengland-ca.gov.uk</p> <p>Lynda.Bird@westofengland-ca.gov.uk</p>
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FRIDAY 30 NOVEMBER 2018 JOINT COMMITTEE		
<p>One Front Door Funding Programme To consider business cases for the following schemes seeking approval for funding through the Local Growth Fund: * South Gloucestershire Sustainable Transport Package 2018/19 – 20/21 * Engine Shed 2 * Advanced Construction Skills Training Centre</p>	<p>Pete Davis, Investment and Performance Manager, WECA</p>	<p>Pete.Davis@westofengland-ca.gov.uk</p>
<p>LEP and IBB Budget Outturn April – September 2018</p>	<p>Malcolm Coe, Director of Investment & Corporate Services, WECA</p>	<p>Malcolm.Coe@westofengland-ca.gov.uk</p>
<p>MetroWest Phase One gateway decision (North Somerset Council report with West of England Combined Authority input)</p>	<p>David Carter, Director of Infrastructure, WECA Louise Fradd, Interim Director of Strategic Projects, North Somerset Council</p>	<p>David.Carter@westofengland-ca.gov.uk</p>

Agree draft Joint Local Transport Plan for public consultation	David Carter, Director of Infrastructure, WECA	David.Carter@westofengland-ca.gov.uk
Joint Spatial Plan update	David Carter, Director of Infrastructure, WECA	David.Carter@westofengland-ca.gov.uk
To endorse the approach, scope and timetable for the Infrastructure and Investment Delivery Plan	Laura Ambler, Head of Regional Housing and Planning, WECA	Laura.Ambler@westofengland-ca.gov.uk
To agree the terms of reference for the West of England Joint Assets Board	Laura Ambler, Head of Regional Housing and Planning, WECA	Laura.Ambler@westofengland-ca.gov.uk
Energy Strategy update – delegation to WECA Chief Executive (in consultation with the other authorities' Chief Executives) to submit to meet the government deadline	Jessica Lee, Head of Strategy and Policy, WECA	Jessica.Lee@westofengland-ca.gov.uk
Decision on review of invest in Bristol and Bath	Jon Hunt, Director of Business and Skills, WECA	Jon.Hunt@westofengland-ca.gov.uk

DATE TO BE CONFIRMED – JANUARY 2019 WECA COMMITTEE		
Mayoral Budget Proposals 2019/20	Malcolm Coe, Director of Investment and Corporate Services, WECA	Malcolm.Coe@westofengland-ca.gov.uk

FRIDAY 1 FEBRUARY 2019 WECA COMMITTEE		
Budget meeting	Malcolm Coe, Director of Investment and Corporate Services, WECA	Malcolm.Coe@westofengland-ca.gov.uk
Approve 2019/2020 WECA Business Plan	Lynda Bird, Head of Performance, Planning and Projects	Lynda.Bird@westofengland-ca.gov.uk
Transport update: <ul style="list-style-type: none"> - Key Route Network – approval of required funding, management, operational and maintenance agreements - Mass Transit Proposal 	David Carter, Director of Infrastructure, WECA	David.Carter@westofengland-ca.gov.uk
Update on the Local Industrial Strategy	Jessica Lee, Head of Strategy & Policy, WECA	Jessica.Lee@westofengland-ca.gov.uk
WECA and Mayoral Budget Outturn April – December 2018	Malcolm Coe, Director of Investment and Corporate Services, WECA	Malcolm.Coe@westofengland-ca.gov.uk

FRIDAY 1 FEBRUARY 2019 JOINT COMMITTEE		
Budget meeting	Malcolm Coe, Director of Investment and Corporate Services, WECA	Malcolm.Coe@westofengland-ca.gov.uk
One Front Door Funding Programme	Pete Davis, Investment and Performance Manager, WECA	Pete.Davis@westofengland-ca.gov.uk
Approve 2019/2020 WECA Business Plan	Lynda Bird, Head of Performance, Planning and Projects	Lynda.Bird@westofengland-ca.gov.uk

Transport update: - Sign off Joint Local Transport Plan - Agree Strategic Environmental Assessment for JLTP	David Carter, Director of Infrastructure, WECA	David.Carter@westofengland-ca.gov.uk
West of England Cultural Strategy Progress Report	Patricia Greer, Chief Executive, WECA	Patricia.Greer@westofengland-ca.gov.uk
Update on the Local Industrial Strategy	Jessica Lee, Head of Strategy & Policy	Jessica.Lee@westofengland-ca.gov.uk
LEP and IBB Budget Outturn April – December 2018	Malcolm Coe, Director of Investment and Corporate Services, WECA	Malcolm.Coe@westofengland-ca.gov.uk

FRIDAY 31 MAY 2019 WECA COMMITTEE (AGM)		
WECA AGM Meeting		
Local Industrial Strategy	Jessica Lee, Head of Strategy & Policy, WECA	Jessica.Lee@westofengland-ca.gov.uk
West of England Cultural Strategy	Patricia Greer, Chief Executive, WECA	Patricia.Greer@westofengland-ca.gov.uk
Transport Update - Bus Strategy	David Carter, Director of Infrastructure, WECA	David.Carter@westofengland-ca.gov.uk
Approve West of England Employment and Skills Plan including the long-term skills capital plan	Jon Hunt, Director of Business & Skills, WECA	Jon.Hunt@westofengland-ca.gov.uk
Report on Talent Institutes Feasibility Project	Jon Hunt, Director of Business & Skills, WECA	Jon.Hunt@westofengland-ca.gov.uk

Report on Skills Innovation Fund	Jon Hunt, Director of Business & Skills, WECA	Jon.Hunt@westofengland-ca.gov.uk
Investment and Funding Decisions	Malcolm Coe, Director of Investment & Corporate Services	Malcolm.Coe@westofengland-ca.gov.uk

FRIDAY 31 MAY 2019 JOINT COMMITTEE		
One Front Door Funding Programme	Pete Davis, Investment and Performance Manager, WECA	Pete.Davis@westofengland-ca.gov.uk
Local Industrial Strategy	Jessica Lee, Head of Strategy and Policy, WECA	Jessica.Lee@westofengland-ca.gov.uk
West of England Cultural Strategy	Patricia Greer, Chief Executive, WECA	Patricia.Greer@westofengland-ca.gov.uk
Transport update: - Bus Strategy	David Carter, Director of Infrastructure, WECA	David.Carter@westofengland-ca.gov.uk
Approve West of England Employment and Skills Plan including the long term skills capital plan	Jon Hunt, Director of Business and Skills, WECA	Jon.Hunt@westofengland-ca.gov.uk
Report on Talent Institutes Feasibility Project	Jon Hunt, Director of Business and Skills, WECA	Jon.Hunt@westofengland-ca.gov.uk
Report on Skills Innovation Fund	Jon Hunt, Director of Business and Skills, WECA	Jon.Hunt@westofengland-ca.gov.uk

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REPORT TO: WECA OVERVIEW AND SCRUTINY COMMITTEE

DATE: 28 NOVEMBER 2018

REPORT TITLE: PRE-DECISION SCRUTINY AHEAD OF 30 NOVEMBER WECA COMMITTEE AND JOINT COMMITTEE

DIRECTOR: SHAHZIA DAYA – DIRECTOR OF LEGAL

AUTHOR: IAN HIRD – DEMOCRATIC SERVICES & SCRUTINY MANAGER, & STATUTORY SCRUTINY OFFICER

Purpose of Report

- 1 To review the reports due to be considered at the 30 November WECA Committee and Joint Committee and formulate any Overview & Scrutiny Committee comments to be referred to the respective 30 November meetings.

Background / Issues for Consideration

2. At the informal meeting of the WECA Overview & Scrutiny Committee held on 24 October 2018, it was agreed that to assist pre-decision scrutiny moving forwards, it would be helpful for public meetings of the WECA Overview & Scrutiny Committee to generally be scheduled in advance of but close to the date of WECA Committee and Joint Committee meetings; the purpose of this is to enable Overview & Scrutiny members to review and scrutinise finalised reports before decisions are taken.
- 3 The agenda and reports for the 30 November WECA Committee and Joint Committee were published on 20 November and can be viewed at these links:

WECA Committee

<https://westofengland-ca.moderngov.co.uk/ieListMeetings.aspx?Act=earlier&CId=141&D=201902011000&MD=ieli stmeetings>

Joint Committee

<https://westofengland-ca.moderngov.co.uk/ieListMeetings.aspx?Committeeld=142>

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4. The Overview & Scrutiny Committee is asked to formulate any specific comments about these reports in order that they can be formally referred, as necessary to the WECA Committee / Joint Committee. Officers will note any comments from members at this meeting. Immediately following this meeting, officers will work with the Chair to complete the attached proforma templates as necessary. The completed templates will then be emailed to all committee members for comment.
 5. Once finalised, the committee's comments will be sent to members of the WECA Committee and Joint Committee in advance of the 30 November meetings and published on the WECA web site alongside the agenda papers for these meetings. A slot has also been included on the agenda of both the WECA Committee and the Joint Committee to enable the Chair of the Overview and Scrutiny Committee to present any comments, in public, at the respective meetings.

RECOMMENDATION:

That the Overview and Scrutiny Committee identify any comments they wish to submit to the respective meetings of the WECA Committee and Joint Committee to held on 30 November 2018.

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 Ian Hird / Tim Milgate on 0117 332 1486; or by writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER; email: democratic.services@westofengland-ca.gov.uk

PROFORMA TEMPLATE

COMMENTS FROM: WECA OVERVIEW & SCRUTINY COMMITTEE

COMMENTS TO BE SUBMITTED TO: WECA COMMITTEE

WECA COMMITTEE MEETING DATE: 30 NOVEMBER 2018

At their meeting held on 28 November 2018, the WECA Overview & Scrutiny Committee reviewed the reports to be considered at the 30 November 2018 WECA Committee.

The Overview & Scrutiny Committee decided to submit the following comments (the Chair of the Overview & Scrutiny Committee will receive an opportunity to present these comments at the WECA Committee meeting):

Agenda item xx – xx (details to be inserted as necessary)

Overview & Scrutiny Commission comments:

xx (details to be inserted as necessary)

Agenda item xx – xx (details to be inserted as necessary)

Overview & Scrutiny Commission comments:

xx (details to be inserted as necessary)

Agenda item xx – xx (details to be inserted as necessary)

Overview & Scrutiny Commission comments:

xx (details to be inserted as necessary)

Agenda item xx – xx (details to be inserted as necessary)

Overview & Scrutiny Commission comments:

xx (details to be inserted as necessary)

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PROFORMA TEMPLATE

COMMENTS FROM: WECA OVERVIEW & SCRUTINY COMMITTEE

COMMENTS TO BE SUBMITTED TO: JOINT COMMITTEE

JOINT COMMITTEE MEETING DATE: 30 NOVEMBER 2018

At their meeting held on 28 November 2018, the WECA Overview & Scrutiny Committee reviewed the reports to be considered at the 30 November 2018 Joint Committee.

The Overview & Scrutiny Committee decided to submit the following comments (the Chair of the Overview & Scrutiny Committee will receive an opportunity to present these comments at the Joint Committee meeting):

Agenda item xx – xx (details to be inserted as necessary)

Overview & Scrutiny Commission comments:

xx (details to be inserted as necessary)

Agenda item xx – xx (details to be inserted as necessary)

Overview & Scrutiny Commission comments:

xx (details to be inserted as necessary)

Agenda item xx – xx (details to be inserted as necessary)

Overview & Scrutiny Commission comments:

xx (details to be inserted as necessary)

Agenda item xx – xx (details to be inserted as necessary)

Overview & Scrutiny Commission comments:

xx (details to be inserted as necessary)

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ITEM: 9

REPORT TO: WECA OVERVIEW AND SCRUTINY COMMITTEE
DATE: 30 NOVEMBER 2018
REPORT TITLE: TRANSPORT UPDATE
DIRECTOR: DAVID CARTER, DIRECTOR OF INFRASTRUCTURE
AUTHOR: JASON HUMM, HEAD OF TRANSPORT

Purpose of Report:

1. To update Members on progress of the Integrated Transport Authority powers; Key Route Network; Bus Strategy; Mass Transit proposal; and Cycling and Walking Infrastructure Plan; and to seek views and feedback from members. Detailed reports on these matters are being submitted to the 30 November WECA Committee and a link to the agenda and reports for that meeting will be sent to Overview & Scrutiny Committee members. The report also clarifies the position regarding Service 10 (issue raised by members previously).

Background

2. The Combined Authority has a range of Integrated Transport Authority powers in respect of transport and transport policy that have been conveyed by the legal order establishing the West of England Combined Authority.
3. The Key Route Network (KRN) is a defined network of routes across the West of England Area that are considered significant to the movement of transport across the region, the region's growth and to the operation of the region's economy.
4. The Bus Strategy is a requirement of devolution and is an integral element to the Joint Local Transport Plan. Project Teams led by WECA and made up of officers from the all the local authorities, including North Somerset Council, are producing the Bus Strategy.
5. The Mass Transit proposal is a WECA funded study into the options for future mass transit within the WECA area. Initial work has been led by officers within BCC on WECA's behalf. The first phase of this work is nearing completion, with the recognition that future phases of the work need to align a number of separate studies into a co-ordinated approach.
6. The Local Cycling and Walking Infrastructure plan (LCWIP) sets out WECA's approach to support DfT's national policy aspiration to double cycling activity by 2025. The document is jointly being developed by officers across WECA

ITA functions

7. The West of England Combined Authority order states that the following are exercisable by the Combined Authority in relation to the Area:
 - a) the functions of the constituent councils specified in Parts 4 (local passenger transport services) and 5 (financial provisions) of the Transport Act 1985; and
 - b) the functions of the constituent councils as local transport authorities specified in Part 2 (local transport) of the 2000 Act.
 - c) Integrated transport authority functions as specified in the 2008 Local Transport Act. Which are brought into the order by Section 104 1a of the 2009 Local Democracy, Economy and Construction Act.
8. The first set of legislative functions grouped under (a) have been translated into the WECA constitution which specifically highlights the following functions: Concessionary Travel; Bus service information (including Real Time Information); Community Transport; and a joint responsibility, with the constituent councils, for Supported Bus provision.
9. Since the formation of the Combined Authority, delivery of these functions has been provided by constituent councils in the region on behalf of the Combined Authority. It is now proposed that delivery of these functions should be carried out directly by the Combined Authority, recognising that some elements of front line delivery, for example, the issuing of concessionary travel passes, are likely to continue to be commissioned from constituent councils or third parties. It is envisaged that some functions would transfer to the Combined Authority during 2019/20, with others following to an agreed timetable. It is anticipated that any service level decisions would be brought to the Combined Authority for consideration.
10. WECA officers will work closely with constituent councils to develop a detailed transition plan and timetable. This would include full consultation with any staff that may be affected by any proposed changes, in line with relevant organisational change procedures, together with consultation with trade unions as appropriate
11. In addition to the functions listed above, the Combined Authority also has statutory responsibility under Part 2 of the Transport Act 2000, to “develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport [facilities and services] to, from and within their area, and to carry out their functions so as to implement those policies.”
12. There are currently no resources formally allocated to undertake this duty and currently teams are individually tasked with projects or pooled from around the region to work on specific projects to develop policies such as the Joint Local Transport Plan and Bus Strategy.
13. There is a real opportunity for the region to increase its capability in this area by developing a regional team to lead policy development that will shape the region’s transport into the future. Proposals will be developed by officers and brought to a future committee.

Key Route Network (KRN)

14. The KRN is expected to achieve several objectives:
 - A network of routes which is prioritised for investment and maintenance to support policy objectives and the economic performance of the West of England

- Bring consistency to policies supporting the better management of the network and contributing to safety and air quality
 - Enable the alignment of policies and spending priorities between the Strategic Road Network (SRN), the Major Road Network (MRN) and KRN
 - Improve connectivity between and within economic centres in the West of England and to national and international gateways, supporting journey times, reliability and all modes of transport
 - Support economic growth and planned development in the West of England
 - Support travel by all modes of transport, whilst encouraging modal shift, to better manage congestion and demand across the network and protect the natural and build environment
 - Support a maintenance programme aligned with policy objectives
15. The proposed network is given in **Appendix A**.
16. In order to meet the KRN objectives, initial discussions have focussed on several operational levers that could be applied to the KRN. These are being developed as part of the next phase of the project but are expected to focus on:
- Priority for capital investment from WECA for improvement schemes or schemes supporting modal shift
 - Potential contributions to maintenance schemes
 - Greater consistency across the region in relation to traffic management and streetworks approaches, for example in the operation of restricted working hours or co-ordination and permitting of utility works
 - Potential for improved consistency on resilience issues such as emergency response, reactive maintenance and winter resilience
 - Consistent KPI's and improved understanding of operation of KRN
17. It is anticipated that operational arrangements would be implemented from early summer 2019.

Bus Strategy

18. Production of the full strategy for consultation is scheduled for Spring 2019. Consultation on the JLTP including the bus strategy overview document will be undertaken in January/February 2019.
19. The main components of the bus strategy are shown in **Appendix B**. These work areas are substantial and interlinked, with wider implications for the overall transport network and all the key components have a critical role in supporting the target.
19. The developing vision for the Bus Strategy is to deliver a substantial improvement to the quality, reliability and accessibility of our bus network, with the Bus Strategy forming an important complementary strategy to the Joint Local Transport Plan. The Bus Strategy align with the JLTP objectives:

JLTP Objective	Bus Strategy Objective
Support sustainable economic growth	Deliver a comprehensive network, maximise service reliability, reduce journey times, deliver simplified ticketing
Promote equality and accessibility	Increase availability and ease of use of accessible waiting facilities and vehicles. Improve integration with other modes, improving access to key employment, health and leisure destinations.
Improve air quality and respond to climate change	Reduce emissions from traffic by increasing bus use, and reduce carbon and other emissions from buses
Contribute to better health, wellbeing, safety and security	Maximise service quality, in terms of vehicles, information and bus stop environment
Create better places	Improve public domain by removing car traffic, mode shift onto buses, and where possible reallocate highway space. Improve access to places for buses public transport, and the design for bus services in new developments.

20. Stage 1 of the bus strategy was commenced in Summer 2018, with the following work areas:
- Confirmation of strategy objectives (linked to the JLTP objectives);
 - Commissioning of consultant support;
 - A first round of operator engagement, to clarify operator opinion on barriers to growth and operational issues;
 - An assessment of the performance of the current network;
 - The production of an operating cost model (to provide an independent understanding of network operating cost and revenue levels); and
 - The production of an overview document to accompany the Joint Local Transport Plan.
21. The second phase of the work will include the following areas:
- An assessment of, and recommendations on, potential changes to the network (this work is underway), followed by operator engagement;
 - A high-level assessment of delivery mechanisms;
 - The completion of the full strategy document for consultation.
22. Recent growth in patronage has been positive and has resulted from a number of environmental factors and proactive interventions:
- The impact of the rollout of residents parking zones in Bath and Bristol;
 - Fares review by the main commercial operator (First), holding the standard day fare to £4 for 12 years;
 - Growing population;
 - Fleet investment by the operator;
 - Significant investment by the councils in bus lanes and priority measures;
 - Improved bus stops and information (e.g. GBBN, £43m of local authority investment – including RTI – which is being renewed and revamped with money from WECA Investment Fund).

23. It is proposed to consult on the key findings of Phase 1 and the developing views within Phase 2 in early 2019, aligned with the consultation process for the JLTP.
24. The network review may have implications for the extent of the £5m of supported services. The Bus Strategy is proposed to include a review of how supported services are prioritised to take better account of issues such as links to economic output, available alternatives and the need to provide socially-necessary/inclusive services.

Service 10

25. The 10 service was a supported bus service operated by Wessex. Wessex were awarded an emergency contract to operate the service for one year, but during the summer Wessex withdrew from the local bus market. In most cases the supported bus services that had been operated by Wessex were taken over by another operator, Stagecoach, but unfortunately Wessex's emergency tender price couldn't be matched by any other operator and South Gloucestershire took the decision to withdraw funding for the service. The next lowest tender price after Wessex would have almost doubled the amount that the council needed to pay for the service.
26. There is a limited budget for supported bus services, therefore funding the 10 service at this level would have meant the withdrawal of a service(s) elsewhere. South Gloucestershire Council has previously provided a list of bus services that could be used as an alternative to the 10 service. There are currently no plans for WECA to provide additional funding to support this service.

Local Cycling and Walking Infrastructure Plan (LCWIP)

27. The LCWIP is a proposed sub-regional network plan for walking and cycling identifying routes and zones for further development. This would enable a prioritised programme of infrastructure improvements to be more easily considered for future investment
28. This will enable WECA to be more strategic and structured in how walking and cycling improvements can be prioritised across the sub-region, gains internal and public buy-in for proposals and allows WECA to make a stronger case for scheme funding.
29. A range of factors are being considered as part of the approach:
 - Existing commuting flows for cycling and existing walking routes and zones
 - Potential for growth in cycling within the WECA region
 - The ability for cycling and walking to sustainably support new homes and jobs at key development sites
 - Improving connectivity for deprived areas
 - Improving connections to secondary schools, colleges, universities
 - The ability to interchange with buses and rail and support sub-regional connectivity
 - Support for road safety, air quality and the health agenda
30. The overall timescale aims to have an agreed and adopted plan towards the end of 2019. This would be subject to a further report to committee for sign off.

Mass Transit

31. Initial work has been undertaken by BCC on behalf of WECA. The report output and conclusions are currently being reviewed to ensure that the scale of ambition for a future MRT system is appropriate for the region.
32. As part of the ongoing work it has been recognised that a number of studies are underway or proposed that would impact on any Mass transit solution developed for the area. It is anticipated that these work streams will be aligned and managed under a more cohesive project governance approach

Current study work

33. **Metrowest** – an item on Metrowest is being presented to the Joint Committee on 30th November 2018. This also addresses the recent letter from Secretary of State which required a number of key steps of West of England authorities. A link to the published report will be sent to Overview and Scrutiny Committee members – the report essentially seeks approval of the proposed governance structure for Phase 1A and 1B and provides an update on funding, including seeking approval for a further draw down of the Local Growth Fund to enable work to continue.
34. **Light Rail, Tram Train study** - This work is integral to the Metrowest proposals. Officers have met with both Network Rail and Sheffield Tram specialists and subject to Joint Committee approval it is proposed to engage them in study work to compare the relative costs of the original heavy rail approach with a potential light rail, tram-train solution.
35. **Bristol Area Feasibility Study** – work continues developing a range of objectives for the regions suburban rail and timetabling improvements. These are currently being worked up into a scope for phase 2 to map out the delivery of objectives identified in phase 1.
36. **The BSWEL study** – work continues with NSC and Bristol Airport in developing proposals. One output of BSWEL has been a pre-feasibility report to carry out high-level investigations into the potential for improved rail connections to Bristol Airport, provided as either a heavy rail link, light rail link or using a metro type technology. The interaction with any proposed mass transit solution for the region is therefore critical and officers are discussing how best to align objectives and milestones for the proposals.
37. **NR infrastructure investment discussions** – WECA continue to work with NR to map out infrastructure improvements to facilitate short, medium and long-term rail aspirations. Elements such as Bristol East junction, network resilience and improvements to track, signalling, points etc. The basis of which underpins delivery aspirations for other studies.
38. **Station accessibility improvements** - NR are currently developing a programme of accessibility and infrastructure improvements to rail stations and have longer-term plans for the Temple Quarter redevelopment and improvements to Temple meads station

39. **Metrobus future phases** – consideration of how the initial success of Metrobus can be built upon to provide a significant element of any mass transit solution for the area. Ensuring that Metrobus compliments both existing bus services and any future Mass transit proposals will be key.
40. **MRT phase 2** – Alongside the need to align the work streams listed above, it is recognised that any proposals would need to address the short, medium term and long-term stages for any mass transit scheme which are necessary to design, construct and operate a mass transit system(s). Work streams for these are being developed aimed at producing a scope that could be taken to market. Approvals of any next phase of the works would be subject to WECA committee approval.

Consultation:

41. Some questions on the bus strategy are included within the overall questionnaire forming part of the consultation on the JLTP4, for January 2019, to explore passengers' current perception of the network. In addition, it is proposed to consult on the key findings of Phase 1 and the developing views within Phase 2 in early 2019, aligned with the consultation process for the JLTP
42. Once the Bus Strategy full document is completed, wider consultation will be undertaken from Spring 2019 on its recommendations.
43. The Local Cycling and Walking Infrastructure Plan is due for consultation in early summer 2019.

Other Options Considered:

44. It would be possible to continue to deliver ITA functions via constituent councils as per current arrangements. This option has been discounted for the reasons set out in the main report.
45. Agreement of a KRN is a devolution requirement. Route options have already been considered as part of the iterative development of criteria and potential route options.
46. The development of a Bus Strategy is a WECA devolution requirement.
47. The Local Cycling and Walking Infrastructure Plan is a requirement of DfT for all Transport authorities to produce (is this correct).
48. The Mass Rapid Transit proposals will align a range of study work already underway within WECA. These could continue to be progressed in isolation however it is anticipated that complimentary benefits and a joined-up approach and strategy would not be realised. In addition, there are risks that without co-ordination some elements of separate programs could be conflict, where for example a mass transit corridor could be in competition with improvements to a strategic bus route.

Economic Impact Assessment:

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

50. The future development of proposal for Mass Rapid Transit would need to be aligned within the current DfT scheme assessment models.

Risk Management/Assessment:

51. There are no risks arising from the updates within this report.

Public Sector Equality Duties:

52. 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.
53. 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.
54. 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.

Finance Implications:

55. There are no financial implications resulting from the update items within the report.
56. The future development of any mass transit proposal would require financial support to progress. Existing internal resources are sufficient to develop the scope for consultant support with a view to reporting back to committee once proposed costs are submitted against scope proposals.

Advice given by: Malcom Coe

Legal Implications:

57. Production of the Key Route Network and Bus Strategy are devolution requirements of the West of England Combined Authority.

Advice given by: Shahzia Daya

Land/Property Implications;

58. There are no implications arising from this report.

Human Resources Implications:

59. The Bus Strategy, Mass Rapid Transit, Cycling and Walking Infrastructure Plan are joint projects with resources provided by all four local authorities and WECA, supported by external consultants providing technical expertise.
60. HR implications for any ITA proposals will be considered as part of the transition planning.

Recommendation:

The WECA Overview and Scrutiny committee is recommended to: -

Note the ongoing work and provide views on the ITA, KRN, Bus Strategy, Mass Rapid Transit, and Cycling and Walking Infrastructure Plan

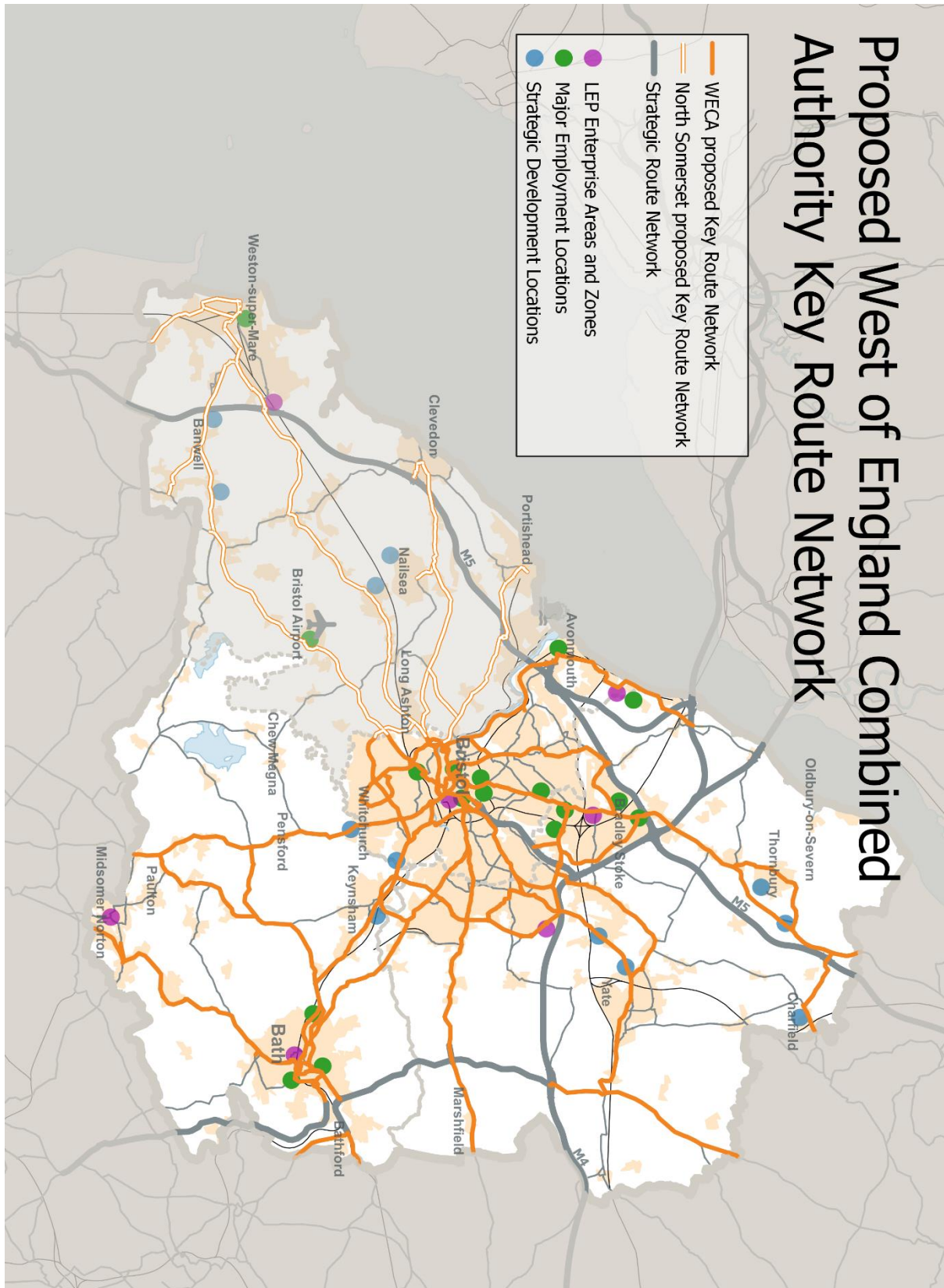
Report Author: Jason Humm – Head of Transport

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Appendix A: plan showing proposed WECA Key Route Network

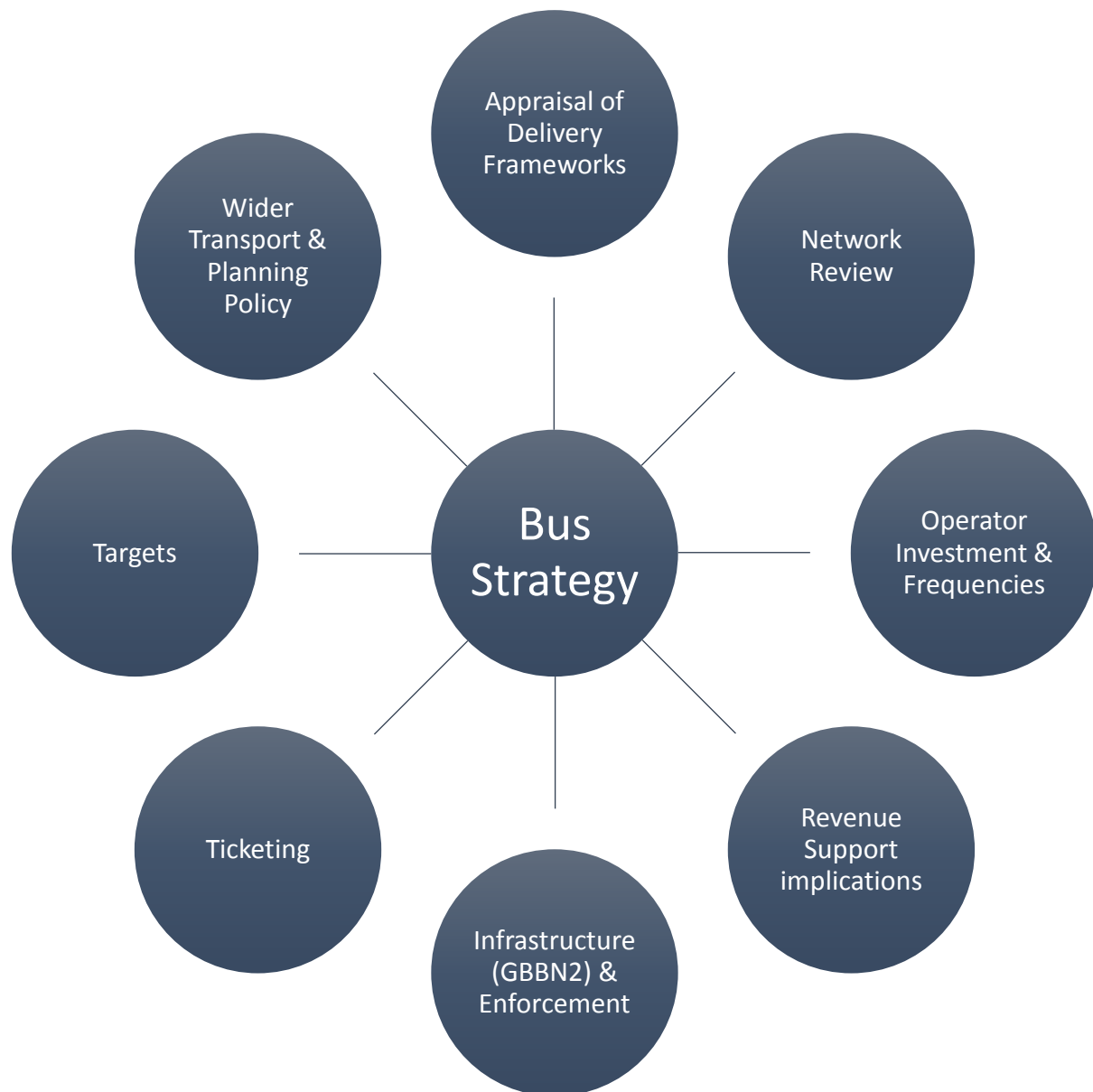
Network with greater than 25,000 people flows and qualitative links.

North Somerset proposed routes have been developed alongside WECA routes to ensure a cohesive network, these are subject to separate NSC approval.

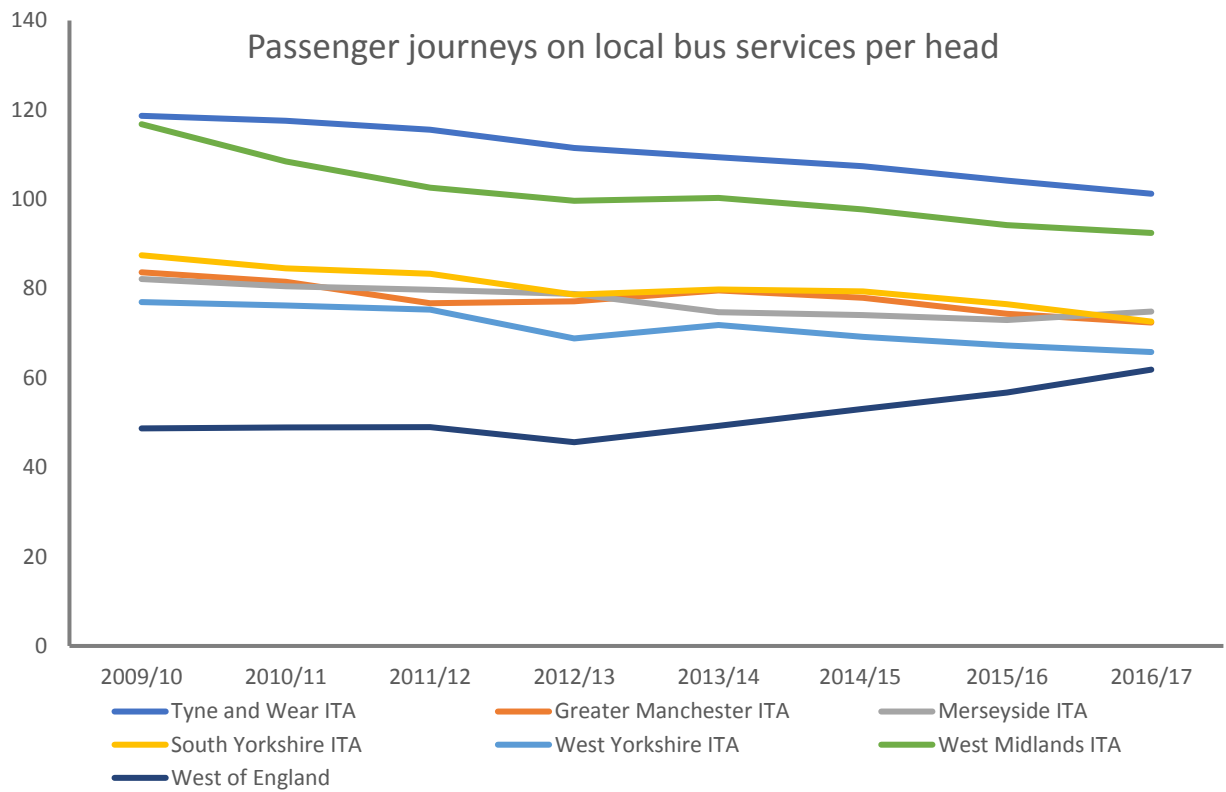


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Appendix B: Components of bus strategy



Appendix 2: WECA comparison of passenger journeys per head of population





ITEM: 10

REPORT TO: WECA OVERVIEW AND SCRUTINY COMMITTEE
DATE: 28 NOVEMBER 2018
REPORT TITLE: METROBUS UPDATE
DIRECTOR: PETER MANN – BCC DIRECTOR OF TRANSPORT
AUTHOR: PETE WOODHOUSE – METROBUS INTEGRATION MANAGER

Purpose of Report

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

Background / Issues for Consideration

- 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 first Metrobus service commenced operation on the 29th May 2018, on the m3 route from Emersons Green to City Centre. Due to the demand seen on this route, a

Sunday service was introduced on the 16th September. Further changes to provide a higher frequency and improve capacity are proposed for January 2019. These changes reflect the levels of demand being experienced, which have been beyond original expectations. There are some operational issues on the m3 relating to morning peak reliability.

- 2.7 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. From the 28th October 2018, the A1 Airport Flyer service commenced operation via the South Bristol Link and the busway.
- 2.8 Service m2 has replaced the service 903 Long Ashton Park & Ride service and introduced new, exclusively off bus ticketing arrangements. Mobile phone ticketing is a key element of the off bus ticketing proposal and in the first week of launch, there was an intermittent fault that affected the ability of passengers to make use of the phone application. This did generate extra demand for the iPoint at Long Ashton in the first week of operation, which raised concerns that one may be insufficient. However, as passengers have become familiar with the ticketing options that don't require an iPoint, this concern has receded. The service has seen an increase in usage of circa 20% compared to the previous Park & Ride service. One of the key differences of the m2 service is that it calls at stops along the route, serving a number of additional areas.
- 2.9 From the 28th October the Airport Flyer service (A1) was rerouted to use the South Bristol Link and the Guided Busway to central Bristol. This has brought into operational use some previously unused sections of metrobus infrastructure. We are currently experiencing some issues with unauthorised use of the Guided Busway by other vehicles and appropriate enforcement measures are being taken.
- 2.10 Service m1, Cribbs Causeway to Hengrove Park, will commence on the 6th January 2019 and 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 during December in time for service commencement. A temporary fuelling station will be in place to support this, with the permanent fuelling station expected to be complete by the end of March 2019.
- 2.11 The only remaining parts of infrastructure still to be delivered are the iPoints for the m1 service. The installation of these iPoints is underway but the programme for completion in time for launch is challenging. Contingency plans have been agreed with the operator should not all iPoints be in place for the start of operation.
- 2.12 iPoint operation on the existing routes has proven largely successful, and any issues are being addressed quickly. iPoint usage has proven to be significant at the start of services, as passengers make use of them until they are more familiar with the ticketing options. The m-ticket usage is now a significant proportion of overall ticket sales. The m1 launch will be supported by 'Brand Ambassadors' who will be at stops assisting passengers with the off bus ticketing options available to them.
- 2.13 There are 2 metrobus routes yet to have a commercial offer for operation of services. Discussions are ongoing with operators to identify the opportunities to fill these gaps in provision.

Consultation

3 None.

Other Options Considered (complete as appropriate)

4 N/A

Risk Management/Assessment (complete as appropriate)

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

Public Sector Equality Duties (complete as appropriate)

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 minimising 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.

Finance Implications, including economic impact assessment where appropriate:

7 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.

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.

Advice given by: Chris Holme (BCC Finance Manager)

Legal Implications:

- 8 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 given by: Nancy Rollason (Deputy Monitoring Officer BCC)

Land/property implications

- 9 N/A

Human Resources Implications:

- 10 N/A

Recommendation:

- * That the Committee considers and notes the update on the Metrobus programme.

Background papers:

None

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 Ian Hird / Tim Milgate on 0117 332 1486; or by writing to West of England Combined Authority, 3 Rivergate, Temple Way, Bristol BS1 6ER; email: democratic.services@westofengland-ca.gov.uk



ITEM: 11

REPORT TO: WECA OVERVIEW AND SCRUTINY COMMITTEE

DATE: 28 NOVEMBER 2018

REPORT TITLE: UPDATE ON LOCAL INDUSTRIAL STRATEGY

DIRECTOR: JESSICA LEE HEAD OF STRATEGY AND POLICY

Purpose of Report

- 1 This report provides an update on progress on work to develop a Local Industrial Strategy for the West of England.

Background / Issues for Consideration

- 2 The focus of the work on the Local Industrial Strategy so far has been on the development of the evidence base. This reflects the emphasis the Government have put on ensuring claims about the region are based on robust evidence. We have also been working to ensure that we are engaging the business community across the region as this work develops.
- 3 Our approach to developing the evidence base is in three parts:
 - Overarching analysis of strengths and challenges
 - Grand challenges: opportunities for the region
 - Creative collisions hypothesis
4. To underpin the overarching analysis of the strengths and challenges in the region we have undertaken a SWOT analysis for the region. This builds on the regional strategy development work undertaken in 2017 and other publicly available data sources. This has identified a number of areas where further analysis is necessary to develop a full picture. The project team is working through these areas of further work to develop a full picture.
5. The Government's Grand Challenges and the associated missions present a different approach to considering the region's strengths and opportunities. We have begun a series of workshops focusing on these Challenges which will allow us to understand the range of activity and opinion across the region in each of these areas. The Grand Challenges and associated missions are:
 - AI and Big Data - Use data, Artificial Intelligence and innovation to transform the prevention, early diagnosis and treatment of chronic diseases by 2030

- Clean Growth - At least halve the energy use of new buildings by 2030
 - Future of Mobility - Put the UK at the forefront of the design and manufacturing of zero emission vehicles, with all new cars and vans effectively zero emission by 2040
 - Ageing population - Ensure that people can enjoy at least 5 extra healthy, independent years of life by 2035, while narrowing the gap between the experience of the richest and poorest
6. The Clean Growth Workshop was held on 15th October, we are developing a work programme based on the outputs of that session and will engage further with the stakeholder group as thinking develops. An Ageing Society workshop will be held on 23rd November, Future of Mobility on 27th November and AI & Big Data in early December.
 7. The third strand of the evidence gathering work focuses on the **‘creative collisions’ hypothesis**. This is the idea that there is something about the diverse economic base, the size of the region and the presence of the four universities that leads to collaboration between sectors. The activity that comes from the interface between traditional industries and creative, digital and tech industries drives innovation.
 8. We are undertaking a series of ‘deep dives’ into the areas we think exemplify this hypothesis to understand what the activity is, how it impacts on the broader economy of the region, how much value it represents and crucially whether there is anything that has either helped or hindered its development. We have appointed a series of leads for each of these areas, predominantly from the business community. Taken together, this suite of deep dives will provide us with the evidence to develop a policy approach to enabling more of this activity and ensuring its benefits are felt across the wider economy of the West of England.

Governance and Engagement

9. Alongside the development of the evidence base we have also been working to engage stakeholders across the region. The launch event held in Keynsham in September brought together around 120 stakeholders from across the region including around 60 business leaders. The use of online channels to publicise the event meant we had a broad range of representation many of whom have not been involved in Combined Authority activity before.
10. We have sought to maintain the interest created by the launch event through regular communication and use of the website to engage stakeholders with specific questions in the run up to the workshops and by sharing the outcomes of those workshops for feedback. We will continue to engage in this way as the work develops.

Next Steps

11. The project team would be very happy to hold an informal discussion of this work as it develops with members of the Committee if that would be of interest.

West of England Combined Authority Contact:

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