

A meeting of the

Joint meeting - West of England Combined Authority Committee and West of England Joint Committee

will be held on

Date: Friday, 19 June 2020

Time: 10.30 am

**Place: Zoom virtual meeting, to be broadcast on the WECA YouTube
channel**

Please note: the 19 June Joint Meeting of the WECA Committee and the West of England Joint Committee will be broadcast at this link:

<https://www.youtube.com/watch?v=Ma2V5lQ8FEo&feature=youtu.be>

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

Mayor Tim Bowles, West of England Combined Authority
Cllr Toby Savage, Leader, South Gloucestershire Council
Mayor Marvin Rees, Bristol City Council
Cllr Dine Romero, Leader, Bath and North East Somerset Council

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Mayor Marvin Rees, Bristol City Council
Cllr Dine Romero, Leader, Bath and North East Somerset Council
Cllr Donald Davies, Leader, North Somerset Council

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- Inspect background papers used to prepare public reports for a period of up to four years from the date of the meeting.
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- Have access to a list setting out the decisions making powers the WECA has delegated to their officers and the title of those officers.
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AGENDA

1. WELCOME AND INTRODUCTIONS

2. APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTEREST

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 nonpecuniary 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 JOINT MEETING

7 - 22

To confirm the minutes of the previous joint meeting held on 20 March 2020 as a correct record.

5. CHAIR'S ANNOUNCEMENTS

6. ITEMS FROM THE PUBLIC (QUESTIONS; PETITIONS; STATEMENTS)

Note: WECA virtual public committee meetings are currently being arranged as 'Zoom' video conferencing meetings, broadcast on the WECA YouTube channel.

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<https://www.youtube.com/watch?v=Ma2V5lQ8FEo&feature=youtu.be>

WRITTEN PUBLIC QUESTIONS

1. Any member of the public can submit a maximum of two written questions to this meeting.
2. The deadline for the submission of questions is 5.00 pm, at least 3 clear working days ahead of a meeting. For this meeting, the deadline for questions is 5.00 pm on Monday 15 June.
3. Questions should be addressed to the Chair of the meeting and e-mailed to democratic.services@westofengland-ca.gov.uk
4. Under the direction of the Chair, wherever possible, written replies to questions will be sent to questioners by the end of the working day prior to the meeting.
5. Please note - under WECA committee procedures, there is no opportunity for oral supplementary questions to be asked at committee meetings.
6. Questions and replies will be circulated to committee members in advance of the meeting and published on the WECA website.

PUBLIC STATEMENTS

1. Any member of the public may submit a statement (or petition) to this meeting.
2. Please note that one statement per individual is permitted.

3. Statements must be submitted in writing and received by the deadline of 12 noon on the working day before the meeting. For this meeting, the deadline for statements is 12 noon on Thursday 18 June.

Statements should be emailed to
democratic.services@westofengland-ca.gov.uk

4. Statements will be listed for the meeting in the order of receipt. All statements will be sent to committee members in advance of the meeting and published on the WECA website.

5. Please note – if any member of the public wishes to ‘attend’ the virtual meeting to orally present their statement, they are asked please to notify the WECA Democratic Services team of this by 12 noon on the working day before the meeting at latest.

6. In presenting a statement at the meeting, members of the public are generally permitted to speak for up to 3 minutes each if they so wish. The total time available for the public session at this meeting is 60 minutes. Within the time available, every effort will be made to enable individuals to verbally present their statements; at the discretion of the Chair, speaking time may sometimes be reduced depending on how many public items are received.

7. PETITIONS TO BE PRESENTED BY ANY MEMBER OF THE WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE OR WEST OF ENGLAND JOINT COMMITTEE

8. COMMENTS FROM THE CHAIR OF THE LOCAL ENTERPRISE PARTNERSHIP

To receive any comments from the Chair of the Local Enterprise Partnership.

9. COMMENTS FROM THE CHAIR OF THE COMBINED AUTHORITY'S OVERVIEW & SCRUTINY COMMITTEE

To receive any comments from the Chair of the Combined Authority's Overview and Scrutiny Committee.

10. COMMENTS FROM THE COMBINED AUTHORITY BOARDS

To receive any comments from the Combined Authority's boards.

11. UPDATE ON RESPONSE TO COVID-19 PANDEMIC 23 - 58

- Report for consideration by the Combined Authority Committee and the Joint Committee.

12. UPDATE TO THE CONSTITUTION 59 - 78

- Report for consideration by the Combined Authority Committee.

13. WECA & MAYORAL BUDGET OUTURN, APRIL 2019 - MARCH 2020 79 - 92

- Report for consideration by the Combined Authority Committee.

14. TREASURY MANAGEMENT OUTTURN REPORT 2019-20 93 - 114

- Report for consideration by the Combined Authority Committee.

15. INVESTMENT FUND 115 - 142

- Report for consideration by the Combined Authority Committee.

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17. WEST OF ENGLAND BUS STRATEGY	153 - 216
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- Report for consideration by the Combined Authority Committee and the Joint Committee.	
23. WEST OF ENGLAND JOINT GREEN INFRASTRUCTURE STRATEGY	403 - 490
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24. LOCAL ENTERPRISE PARTNERSHIP & INVEST BRISTOL AND BATH BUDGET OUTTURN, APRIL 2019 - MARCH 2020	491 - 500
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25. LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME	501 - 512
- Report for consideration by the Joint Committee.	
26. INFORMATION ITEM - DECISIONS TAKEN AT THIS MEETING	
Details of the decisions taken at this meeting and the draft minutes of this meeting will be published on the West of England Combined Authority website as soon as possible after the meeting.	

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Minutes of the Joint meeting - West of England Combined Authority Committee and West of England Joint Committee

Friday, 20 March 2020

West of England Combined Authority Committee - members present:

Mayor Tim Bowles, West of England Combined Authority

Cllr Steve Reade, South Gloucestershire Council (substituting for Cllr Toby Savage, Leader, South Gloucestershire Council)

Cllr Helen Godwin, Bristol City Council (substituting for Mayor Marvin Rees, Bristol City Council)

Cllr Dine Romero, Leader, Bath & North East Somerset Council

West of England Joint Committee - members present:

Mayor Tim Bowles, West of England Combined Authority

Cllr Steve Reade, South Gloucestershire Council (substituting for Cllr Toby Savage, Leader, South Gloucestershire Council)

Cllr Helen Godwin, Bristol City Council (substituting for Mayor Marvin Rees, Bristol City Council)

Cllr Dine Romero, Leader, Bath & North East Somerset Council

Cllr Donald Davies, Leader, North Somerset Council

<p>1</p>	<p>WELCOME, INTRODUCTIONS & EVACUATION PROCEDURE</p> <p>The Chair thanked Bristol City Council for hosting the meeting. It was noted that due to the Coronavirus situation, the meeting location had been moved from the original location of Kingswood Civic Centre to Bristol City Hall.</p> <p>The Chair then welcomed attendees to the meeting and introduced his colleagues:</p> <ul style="list-style-type: none"> • Cllr Dine Romero, Leader, Bath & North East Somerset Council • Cllr Donald Davies, Leader, North Somerset Council • Cllr Helen Godwin, Bristol City Council (substituting for Mayor Marvin Rees) • Cllr Steve Reade, South Gloucestershire Council (substituting for Cllr Toby Savage) <p>The Chair then advised that in line with the practice adopted at the previous meeting, today’s meeting was again being run as a joint meeting of the Combined Authority Committee and the Joint Committee, enabling a more streamlined approach to the business to be transacted.</p> <p>The Chair then advised details of the evacuation procedure.</p> <p>The Chair then informed everyone present that the meeting was being recorded and that the recording would be available to view after the meeting on the Combined Authority website. Any individuals present who did not wish to be filmed were asked to indicate this.</p>
<p>2</p>	<p>APOLOGIES FOR ABSENCE</p> <p>Apologies for absence were received from Cllr Toby Savage, Mayor Marvin Rees and Professor Steve West, Chair of the Local Enterprise Partnership.</p>
<p>3</p>	<p>DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011</p> <p>There were no declarations of interest.</p>
<p>4</p>	<p>MINUTES OF PREVIOUS JOINT MEETING</p> <p>RESOLVED:</p> <p>That the minutes of the joint meeting of the West of England Combined Authority Committee and the West of England Joint Committee held on 31 January 2020 be confirmed as a correct record and signed by the Chair.</p>
<p>5</p>	<p>CHAIR’S ANNOUNCEMENTS</p> <p>The Chair shared the following updates:</p> <p>1. Covid-19 epidemic:</p> <p>The Chair drew attention to the very active work taking place across the Combined Authority and the West of England unitary authorities at this difficult time. He wished to place on record his thanks to all staff, and to emergency workers and others in communities who were working so hard at this time to help keep the region running and assist people.</p> <p>The Chair referred to the significant investment package being made available by the government to provide support for public services, individuals and businesses. The Combined Authority was working closely with the government in terms of how the additional funding was managed and distributed throughout the region. This work was progressing on a daily basis, and Mayors and Leaders were working collectively to tackle the challenges faced. He was</p>

liaising also with other regional Mayors. It was important to work together to address the current challenges and ensure that key information was shared between authorities to help signpost the most vulnerable people in need of assistance. As more guidance became available, the Combined Authority would continue to work collaboratively with colleagues across the West of England councils to address these challenges. Key information for businesses was being made available on both government and the Combined Authority websites.

The Chair pointed out that the Combined Authority was also taking a key role in assessing the impact on transport, and working with the Department for Transport, bus operators, train companies, the port and the airport to help co-ordinate required action.

The Chair also recognised that unitary authorities were playing a vital role, especially with regard to protecting vulnerable people and he wished to place on record his thanks to all those frontline staff and key workers involved.

2. Urgent decision making:

The Chair referred to the constitutional position in terms of future decision making that may be required during through the Covid-19 situation:

- The constitution allowed the Combined Authority's Chief Executive to take urgent and emergency decisions in consultation with himself as the West of England Mayor.
- These powers would only be used when absolutely necessary and, in those circumstances, consultation would take place with the other West of England authorities' Chief Executives and politicians whenever this was possible. He would also ensure that the Chair of scrutiny was kept fully informed of any such decisions whenever this was practical.

The Chair also advised that the Local Government Association was pressing the government to allow decisions to be taken through virtual meetings and it was hoped that this would come into effect in the near future, thereby removing the need for this form of urgent decision making.

3. Future Transport Zone:

The Chair advised that the region had been selected by the government as one of only three Future Transport Zones in the UK. The Combined Authority would lead a £28m package of transport improvements that would soon see people able to plan and move around the region at the touch of button, using the very latest technology, including E-scooters.

4. Government budget:

The Chair advised that the recent government budget had released further significant investment to assist Combined Authorities. The region was set to benefit from a share of additional investment in transport, the Affordable Homes Programme, investment to help homeless people and to release brownfield sites for the establishment of housing. All of this additional investment would impact positively on people's lives.

6 ITEMS FROM THE PUBLIC (QUESTIONS; PETITIONS; STATEMENTS)

8 questions had been submitted in advance of this meeting, as follows:

1. James Mee - subject: Joint Local Transport Plan
2. Alan Morris - subject: Joint Local Transport Plan
3. Kim Hicks - subject: Joint Local Transport Plan

4. Mary Collett - subject: Joint Local Transport Plan
5. Diana Warner - subject: Joint Local Transport Plan
6. Tony Lloyd - subject: Joint Local Transport Plan
7. Tony Lloyd - subject: MetroWest
8. Faye Dicker - subject: Joint Local Transport Plan

The Chair advised that written replies had been sent to all questioners in advance of the meeting. The questions and replies had been circulated to committee members in advance of the meeting and were available on the Combined Authority web site.

The Chair advised that 35 statements had been received in advance of the meeting. The statements had been circulated to committee members in advance of the meeting and were available on the Combined Authority web site.

The statements received were as follows (statements were presented by those in attendance):

1. David Redgewell - subject: Transport issues
2. Alison Allan - subject: Joint Local Transport Plan
3. James Mee - subject: Joint Local Transport Plan
4. Steve Melia - subject: Joint Local Transport Plan
5. Mary Collett - subject: Joint Local Transport Plan
6. James Collett - subject: Joint Local Transport Plan
7. David Gray - subject: Joint Local Transport Plan
8. Rachel Lunnon - subject: Joint Local Transport Plan
9. Faye Dicker - subject: Joint Local Transport Plan
10. Tony Lloyd - subject: Joint Spatial Plan/Joint Local Transport Plan
11. Cllr Martin Fodor - subject: Joint Local Transport Plan
12. Note: this statement was withdrawn
13. Tony Jones - subject: Joint Local Transport Plan
14. Rosemary Collins - subject: Joint Local Transport Plan
15. Tom Bosanquet - subject: Joint Local Transport Plan
16. Jacqueline Jarrett - Joint Local Transport Plan
17. Jon Oates - Joint Local Transport Plan
18. Julie Wright - Joint Local Transport Plan
19. Tom Ronan - Joint Local Transport Plan
20. Linda Lapington - Joint Local Transport Plan
21. Cheryl Westbury - Joint Local Transport Plan
22. Christopher Orlik - Bus/Cycling & Walking Strategies
23. Fi Radford - Joint Local Transport Plan
24. Elizabeth Wright – Joint Local Transport Plan
25. Jill Tarlton - Joint Local Transport Plan
26. Mike Chaloner - Joint Local Transport Plan
27. Laura Sorensen - Joint Local Transport Plan
28. Susan Sidey - Joint Local Transport Plan
29. Amanda Philips - Joint Local Transport Plan
30. Sue Flint – M32 / traffic
31. Kim Hicks - Joint Local Transport Plan
32. Richard Baxter - Joint Local Transport Plan
33. Jo Trotter - Joint Local Transport Plan
34. Martin Garrett - Joint Local Transport Plan
35. Caroline New - Joint Local Transport Plan
36. Andrew Philips - Joint Local Transport Plan

7	<p>PETITIONS TO BE PRESENTED BY ANY MEMBER OF THE WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE OR WEST OF ENGLAND JOINT COMMITTEE</p> <p>None for this meeting.</p>
8	<p>COMMENTS FROM THE CHAIR OF THE LOCAL ENTERPRISE PARTNERSHIP</p> <p>None for this meeting.</p>
9	<p>COMMENTS FROM THE CHAIR OF THE COMBINED AUTHORITY'S OVERVIEW & SCRUTINY COMMITTEE</p> <p>The Chair advised that the Chair of the Overview and Scrutiny Committee had submitted comments for consideration at this meeting. The comments had been circulated in advance of the meeting and were available to view on the Combined Authority web site.</p> <p>Cllr Stephen Clarke, the Chair of the Overview and Scrutiny Committee then presented the comments and highlighted the following points:</p> <p>Joint Local Transport Plan 4 (JLTP):</p> <p>a. Scrutiny members had established a transport sub-group which met to review the JLTP. The sub-group had produced a detailed statement which had been circulated.</p> <p>b. Scrutiny members had been informed of the legal advice obtained by the Combined Authority which had confirmed that JLTP4 complied with the Paris Agreement (following the Court of Appeal ruling on the Heathrow third runway).</p> <p>c. One of the issues identified by scrutiny members was that the Plan felt as though it had been written by a number of different people. The introductory preamble “setting the scene” section at the start of the document referred to a range of broad principles, many of which were carbon-aware and concerned with recognising the significance of climate change. However, these principles were sometimes not reflected fully in the subsequent detailed sections of the plan, in particular through the numerous major road building schemes that were proposed, including a new motorway junction. Scrutiny members’ overriding view was that too many road schemes were included; new roads just attracted more cars and the inclusion of so many road schemes should be reviewed.</p> <p>d. Scrutiny members were unclear about the proposed working lifetime/timeline of the Plan. It was understood from officers’ comments that the Plan was a “stopgap” and that the drafting of a new Plan (JLTP5) would begin almost immediately. Members would like to see as much transparency and clarity as possible about how the future development of JLTP5 would be taken forward. Members had been advised by officers that there would be a need for schemes and major interventions included in JLTP4 to be kept under review (for example, to take account of government infrastructure announcements/plans) and would like clear information to be made available about the review process for JLTP4.</p> <p>e. Scrutiny members had found it confusing in certain instances about where and how decisions would be taken on major schemes. Each prioritised scheme should have a published ‘decision tree’. Scrutiny members would also like an assurance that they would be kept informed and engaged in commenting on schemes as they were developed.</p> <p>f. It would also be critical to have clarity about how the evaluation of major schemes in terms of climate change impact was assessed and how the current proposed set of schemes was prioritised following the declaration of the Climate Emergency. Scrutiny members felt the list</p>

of major schemes should be re-prioritised in an open and clear way to take account of the declaration of the Climate Emergency by the Combined Authority. The current priorities were determined before the Climate Emergency had been declared.

In summary, the Overview and Scrutiny Committee would like the list of major schemes that were going forward to be prioritised to show clear delivery timelines and a 'decision tree' in each case, and for a clear assessment to be provided in each case against climate change criteria which took into account the Climate Emergency that the Combined Authority had declared.

The Chair thanked Cllr Clarke for presenting the scrutiny comments.

Cllr Romero then referred to previous discussions about whether the Combined Authority should establish a Climate Emergency Board or perhaps look to embed Climate Emergency expertise within scrutiny and sought Cllr Clarke's views on this. In response, Cllr Clarke advised that, as discussed at their January meeting, scrutiny members had expressed the strong view that expertise should be developed and that a specific Combined Authority Climate Emergency Board should be considered. Scrutiny members' understanding was that the Combined Authority's Climate Emergency Action Plan was scheduled for the June committee cycle; members felt that as part of the action plan, each scheme brought forward should be measured for compliance against clear climate change criteria.

10 COMMENTS FROM THE COMBINED AUTHORITY'S BOARDS

The Chair advised that specific comments from the Boards about items on this agenda had been circulated in advance of the meeting and were available to view on the Combined Authority web site.

11 LOCAL ENTERPRISE PARTNERSHIP & INVEST BRISTOL AND BATH REVENUE BUDGET OUTTURN REPORT, APRIL 2019 - JANUARY 2020

The Joint Committee considered the latest Local Enterprise Partnership (LEP) and Invest Bristol and Bath (IBB) revenue budget outturn report for the financial year 2019/20 based on actual data for the period from April 2019 to January 2020 (agenda item 11).

The Chair highlighted that the report essentially presented an update for members' information, setting out the revenue budget position for the Local Enterprise Partnership and Invest Bristol and Bath.

The **West of England Joint Committee RESOLVED:**

1. To note the LEP budget as set out in Appendix 1.
2. To note the IBB Budget as set out in Appendix 2.

12 LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME

The Joint Committee considered a report seeking the latest required approvals in relation to the Local Enterprise Partnership One Front Door funding programme (agenda item 12).

The Chair highlighted the following aspects of the report:

- The report included a proposal to award £500k from the Regional Infrastructure Fund to support the Watershed phase 1 development, supporting the expansion of one of the region's key creative hubs. This project would see the development a new ground floor

cinema and a new café with covered outdoor seating.

- An Expression of Interest was being progressed in connection with the Healthy Ageing Challenge Fund – the Combined Authority was leading this bid, working with partners, and encouragingly was now going into the bid interview stage. This proposal had great potential in terms of home design, technology and care, once again demonstrating the innovative approach being taken to facing some of the largest challenges around how people live and work.

The report recommendations were then moved by the Chair and seconded by Cllr Godwin.

Cllr Godwin particularly welcomed the proposed investment in Watershed's development proposals.

The Chair then moved to the voting on the recommendations.

Voting took place as per constitutional requirements.

The **West of England Joint Committee RESOLVED** (unanimously):

1. To note the submission of the Healthy Ageing Challenge Fund Expression of Interest, and, should the outcome be successful, to delegate the use of funds received and the submission of the Stage 1 business case to the WECA Chief Executive in consultation with the West of England Chief Executives.
2. To delegate grant giving for Workforce for the Future to the WECA Chief Executive in consultation with the West of England Chief Executives.
3. To approve the change requests for schemes within the Local Growth Fund programme as set out in Appendix 2.
4. To approve the Watershed development phase 1 and award of £500k subject to Bristol City Council confirming arrangements for repayment, securing all match funding and finalising the Monitoring and Evaluation Plan.
5. To approve the change requests for schemes within the Economic Development Fund (EDF) and Revolving Infrastructure Fund programmes as set out in Appendix 3.

13

ADOPTION OF JOINT LOCAL TRANSPORT PLAN

The Joint Committee considered a report seeking the adoption of the Joint Local Transport Plan 4 (agenda item 13).

The Chair highlighted the following points:

- As seen from the statements and questions submitted to this committee, there had been a great deal of public interest in the development of the Joint Local Transport Plan. It was for this reason that he had wanted to ensure that the report was brought before the committee today, where the public would have the opportunity to make their comments through the statements submitted.
- The plan before the committee today had been developed by officers in each of the councils and the Combined Authority and had been considered through the governance processes in each of the West of England unitary authorities.

- The plan addressed the region's current transport challenges; however, it was recognised that emerging national guidance, legislation and targets, particularly around climate change issues and decarbonisation would need to be further developed at national level before being incorporated into plans and policies at the regional and local level.
- It was also important to recognise that the region's approach to spatial planning would be undergoing further development over the next 2-3 years and this would need to be informed closely by the current and next version of the Joint Local Transport Plan.
- In light of the above, in addition to recommending the adoption today of Joint Local Transport Plan 4, the report included a recommended specific delegation to officers to start work on identifying the resources that would be needed to progress the Joint Local Transport Plan 5 process. The development of JLTP5 would run in parallel with the transport evidence base that was being commissioned for the spatial planning approach. A further report would be brought to the Joint Committee on the detail of the proposed timeline and resources identified for JLTP5.
- Following the consideration of the Plan through the governance process of each of the West of England unitary authorities, and following discussion with Mayors and Leaders of the authorities, it was proposed to make 4 minor amendments to the Plan – these were set out in full in an addendum to the Plan, which had been circulated and published on the Combined Authority website.

The Chair advised that 2 of the amendments added clarity in respect of the Paris Agreement and 2 of the amendments reflected feedback from the West of England authorities.

In respect of the Paris Agreement, legal advice had been received which had provided positive feedback on JLTP4's alignment with the principles of the Agreement and had suggested some minor additions to further enhance clarity in this respect and to emphasise the positive role that JLTP4 would have.

Amendment 1 therefore added an additional paragraph at page 6 to reflect that there was full commitment within JLTP4 to reducing carbon and that JLTP4 was fully in line with and took account of the Paris Agreement.

Amendment 2 added an additional paragraph at page 147, to reflect that the JLTP's Strategic Environmental Assessment also took into account the Paris Agreement.

Amendment 3 was a deletion of a particular sentence at page 75 in the section about the South East Bristol Orbital Low Carbon Corridor case study.

Amendment 4 was a minor adjustment at page 87, making clear, in terms of local connectivity that the authorities will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure forms part of the design from the outset.

The report recommendations, including the 4 minor amendments to the JLTP4 document as set out in the addendum to the report were then moved by the Chair and seconded jointly by Cllr Godwin, Cllr Reade, Cllr Romero and Cllr Davies.

Cllr Romero referred to the many comments raised through the public statements to the meeting and to comments/emails received outside of the formal meeting process. She felt it should be acknowledged that the Plan was not perfect; it did look, as some had commented, as though it had been written by a number of different people. The Plan had been developed over a period of time, and during that time certain things had changed, for example full

recognition of the impact of climate change. Whilst the Plan was not perfect, it did need to be approved in order that the authorities could move on to working on the next iteration of the Plan (JLTP5) as quickly as possible. Moving to the JLTP5 process would enable the authorities to better meet the challenges faced by communities across the region and develop a much better Plan for the future.

Cllr Davies indicated his agreement with Cllr Romero's comments. He referred to the recent North Somerset decision to confirm the refusal of the airport expansion planning application, noting that part of the reasoning for that decision was based around the lack of sustainability in terms of access to the airport. He noted the comments in the public statement from Tony Lloyd about increasing rail services, but it was important to recognise that the options for this were limited at this point. The region also faced a housing crisis and more homes would need to be built. The suggestion from some people that no new roads should be built was difficult to achieve in practice given that most public transport infrastructure currently needed to be provided through a roads-based system. Any additional spend on roads moving forwards should be led, from the North Somerset perspective, by public transport demands; a nuanced approach was required to prioritise public transport needs in terms of the road network. He supported the current Plan on the basis it was very much an interim document and that work would be taken forward on the next, improved version of the Plan.

Noting the comments of Cllr Romero and Cllr Davies, Cllr Reade stressed that it was important that JLTP4 was approved in order to progress the delivery of the ambitions around greater transport choices, so that residents could travel more sustainably. The region aimed to achieve carbon neutrality by 2030 and would need to go 'further and faster' to achieve this, so there was a need to work up evidence to determine what carbon neutrality looked like in transport terms for the region. With this information, the plan could then be further reviewed and updated. Work on this needed to start now in response to the Climate Emergency and the JLTP provided the mandate for this work to be taken forward.

Noting the previous member comments, Cllr Godwin stated that it was important to recognise JLTP4 as a 'stepping stone'. It was clear there was a need to have infrastructure in place which supported greener and more climate friendly, sustainable transport choices; the Plan provided a basis to take forward further work to deliver this.

The Chair then moved to the voting on the recommendations including the 4 minor amendments to the JLTP4 document as set out in the addendum to the report.

Voting took place as per constitutional requirements.

The **West of England Joint Committee RESOLVED** (unanimously):

1. That the final version of the Joint Local Transport Plan (JLTP4) be adopted subject to minor amendments as set out in the addendum to the report (the full detail of the addendum is set out below).

ADDENDUM - minor amendments to the Joint Local Transport Plan:

Changes to the final version of the Joint Local Transport Plan 4 (JLTP4) following its publication are set out below.

In respect of minor amendments relating to the Paris Agreement:

Amendment 1: The first minor amendment is to add a new paragraph on page 6 of the document into the opening section detailing 'Climate Change and the Challenge Ahead', to be titled:

JLTP4 and the Paris Agreement

And to read:

In line with and taking account of the Paris Agreement, the JLTP4 is fully committed to reducing carbon. The JLTP4 has a significantly positive role to play in meeting the UK's international obligations through providing a well-connected and sustainable transport network which accelerates the shift towards low carbon trips, supporting sustainable development and the take up of Ultra Low Emission Vehicles to decarbonise transport. In many respects, with the commitment to be carbon neutral by 2030, the JLTP4 goes beyond the Paris Agreement. Looking ahead, the next JLTP as outlined above will serve to strengthen this role. As described in the following section, Central Government will be expected to play its role.

Amendment 2: The second minor amendment relates to the JLTP's Strategic Environmental Assessment (the SEA). This is covered in Section 13: Environmental, equalities and health impact assessments of the JLTP4. A new paragraph to be added to the introduction section on page 147. This to read:

The SEA takes into account the requirements of the Paris Agreement through including climatic factors as one of the environmental baseline topic areas. Alongside this are the two SEA objectives to 'Reduce transport related carbon emissions in line with national targets' (SEAO3) and 'Adapt transport network to effects of climate change and minimise the vulnerability of transport network to flood risk' (SEAO4). For SEAO3, the SEA noted that numerous policies within the JLTP4 will have a minor or potential major positive effect whilst for SEAO4 strategic and major transport infrastructure schemes will have to be designed to take into account the effects of climate change in line with national policy and best practice design.

In respect of minor amendments that were considered as part of the West of England authorities' governance processes:

Amendment 3: The third minor amendment relates to the Case Study: South East Bristol Orbital Low Carbon Corridor case study. The following wording on p75 of the document to be deleted:

An orbital corridor to the South East of Bristol, which could connect the A4 to the A37 and further into South Bristol forms part of the JTS.

Amendment 4: The fourth minor amendment relates to Section 8: Local Connectivity

The current paragraph on page p87 of the document which reads:

We will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure is considered from the outset. This will ensure that new developments prioritise walking and cycling.

To be amended to read:

We will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure forms part of the design from the outset. This will ensure that new developments prioritise walking and cycling.

2. That delegation is given to the WECA Director of Infrastructure and WECA Director of Investment and Corporate Services to identify the resources required, through re-prioritisation of investment funding, to sufficiently progress the JLTP5 process; the anticipated breakdown

of spend to be reported to the June WECA committee, prior to which all spend will be agreed by the WECA Chief Executive in consultation with constituent authority Chief Executives.

The Chair advised that the Joint Committee had concluded its business and that the remaining items of business were for consideration solely by the Combined Authority Committee.

14 COMBINED AUTHORITY & MAYORAL REVENUE BUDGET OUTTURN REPORT, APRIL 2019 - JANUARY 2020

The Combined Authority Committee considered the latest Combined Authority and Mayoral budget outturn report for the financial year 2019/20 which was based on actual data for the period from April 2019 to January 2020 (agenda item 14).

The Chair highlighted the following aspects of the report:

- From 1st April, the Combined Authority would be taking over a number of integrated transport functions, including responsibility for the direct delivery of funding for community transport. The budget for this was included as part of the transport levy to the constituent councils. In 2020/21, the existing commitments to community transport providers would be honoured, and the report recommended a delegation to the Director of Infrastructure to award these grants.
- A particular, pressing situation had emerged in relation to First Bus service no. 17 which ran from Keynsham to Southmead Hospital via Kingswood and Fishponds. First Bus had informed the authorities that the late evening service on this route was to be withdrawn from 5th April.

The current position was that the government had indicated that authorities would be given further revenue for bus services, but the full details were awaited. In the meantime, there was currently no direct extra funding available to meet the £57k annual cost of maintaining the evening service to the end of the current contract period. The Chair added that he recognised that Service 17 was a really key service for many residents, that also took in all 3 of the constituent councils' areas. Due to the particular circumstances, officers were asked to identify a way to continue funding for this route in the short term, without setting a precedent for the future. Today's report recommended that the Combined Authority would fund the evening service from April this year until February 2021 through a drawdown against the general reserve.

The report recommendations were moved by the Chair and seconded by Cllr Reade.

Cllr Godwin welcomed the interim funding solution in relation to the Service 17 evening service, highlighting the importance of this service for many residents.

Cllr Reade drew attention to the fact that this was a very sensitive time for access to health services; it had been disappointing to hear that the late evening Service 17 was being cut, and he was grateful that the committee had the opportunity to make the proposed allocation from reserves to enable the continuation of this service until such time as a wider review of contracts could be undertaken. He recognised that Service 17 was a truly regional service.

Although noting that Cllr Davies was not a member of the Combined Authority Committee, the Chair invited him to comment. Cllr Davies commented that many North Somerset bus services served Bristol as well. He was aware that the HCT group were about to stop operating some services and suggested there may be a need to communicate with the community bus provider(s) to ascertain if any support was needed at this time.

Cllr Romero stated that in terms of solutions that may be drawn up at the current time to help bus services, it would be useful to look to ensure that knowledge gained from this experience could potentially be used to inform future decisions about bus services.

The Chair then moved to the voting on the recommendations, noting that recommendation 1 was for information only.

Voting took place as per constitutional requirements.

The West of England Combined Authority Committee RESOLVED
(unanimously):

1. To note the Mayoral Fund and WECA revenue forecasts as set out in Appendices 1 and 2.
2. To delegate the award of grants to Community Transport providers for 2020/21 to the WECA Director of Infrastructure.
3. To approve a drawdown of £57k against the WECA General Reserve to fund the No.17 bus route between Southmead Hospital and Keynsham from April 2020 to February 2021; the reserve to be replenished upon the receipt of new revenue bus funding from government.

15

INVESTMENT FUND

The Combined Authority Committee considered a report setting out the latest proposed approvals in relation to the Investment Fund (agenda item 15).

The Chair highlighted the following specific approvals sought through this report:

- The Full Business Case for the A4174 Wraxall Road roundabout signal scheme, a programme that would help alleviate congestion in the area and had been requested by public transport operators.
- The award of a further £1.5m into our region's bus network; specifically, this funding would improve infrastructure in the city centre of Bristol.
- Investment in railways, including £250k to put together a strategic plan for future improvements and enhancements to the region's network and £552K to improve stations in the West of England and start bringing them up to the new MetroWest standard.
- A recommended allocation of £585k of Love Our High Streets funding for the Keynsham town centre project.

The report recommendations were moved by the Chair and seconded by Cllr Reade.

Cllr Reade welcomed the Full Business Case for the A4174 Wraxall Road roundabout signal scheme; the roundabout suffered from serious congestion at peak times at this strategically important location on the ring road. The scheme would help to improve traffic flows and journey reliability, including buses. He also welcomed the investment proposed in the report to improve railway stations.

Cllr Romero welcomed the allocation which would enable improvements to be implemented at Keynsham town centre. In general terms, it was important to be aware that investment in schemes and projects across the region may help open up the potential to link in with future government funding opportunities.

Cllr Godwin welcomed the investment in the bus strategy infrastructure programme and drew

attention to the importance this could have in helping to get bus services back on track given the current emergency situation.

The Chair then moved to the voting on the recommendations, noting that recommendation 2 was for information only.

Voting took place as per constitutional requirements.

The West of England Combined Authority Committee RESOLVED
(unanimously):

1. To approve the Full Business Case for Wraxall Road Roundabout Signal Scheme and award of £5.199m subject to finalising the economic case and Monitoring and Evaluation Plan.
2. To note the award of £548k of funding for the West of England Station Enhancements Project through DfT's Access for All programme and the allocation of up to £552k match funding through the Investment Fund, subject to business case.
3. To approve the Feasibility and Development Funding Application for the Bus Strategy Infrastructure Programme and award of £1.5m to progress a Full Business Case.
4. To approve the Feasibility and Development Funding Applications set out in Appendix 2 and award of £1m.
5. To delegate approval of the detailed scoping of the Strategic Rail Investment and Bus Strategy Infrastructure Programme development work to the WECA Director of Infrastructure in consultation with the Directors of the constituent councils.
6. To approve the change request and award of £585k of Love Our High Streets funding for the Keynsham Town Centre project subject to confirmation that all funding is in place and the Monitoring and Evaluation plan is extended to cover the additional outputs/outcomes.
7. To delegate grant giving for Workforce for the Future to the WECA Chief Executive in consultation with the West of England Chief Executives.
8. To decline the request for a further £300k of development funding for the Bath College Digital and Creative Innovation Centre.
9. To approve the change requests for schemes within the current programme as set out in Appendix 3.

16

ADULT EDUCATION BUDGET - APPROACH AND DRAFT ALLOCATIONS FOR THE 2020/21 ACADEMIC YEAR

The Combined Authority Committee considered a report setting out the proposed approach for the management and administration of the devolved Adult Education Budget (AEB) for the 2020/21 academic year and the proposed draft provider allocations for the 2020/21 academic year (agenda item 16).

The Chair highlighted the following aspects of the report:

- The Department for Education had confirmed that the authority's AEB budget for 2020/21 was £15.3m. This was an increase of more than half a million pounds compared to the

previous year.

- The proposed approach for 2020/21 was based around delivering the changes to support the delivery of the Local Industrial Strategy and Employment and Skills Plan, whilst continuing to provide stability for providers and developing that positive working relationship.
- The Chair reassured members that Combined Authority officers were in contact with adult education providers to ensure as little disruption as possible given the situation at this time.

The report recommendations were moved by the Chair and seconded by Godwin.

The Chair then moved to the voting on the recommendations.

Voting took place as per constitutional requirements.

The **West of England Combined Authority Committee RESOLVED** (unanimously):

1. To approve the proposed approach for the management and administration of devolved AEB for the 2020/21 academic year.
2. To approve the proposed draft provider AEB allocations for the 2020/21 academic year.
3. To approve the request to provide delegated authority to the WECA Chief Executive, in consultation with the Chief Executive Officers of WECA's constituent authorities to:
 - a. Confirm final provider allocations once agreed provider curriculum delivery plans are in place.
 - b. Make in-year exceptions funding decisions.
 - c. Make in-year growth funding decisions.
 - d. Make decisions on provider re-allocations at mid-year and end-of-year points.
 - e. Make decisions relating to distribution of funding for continuing learners.
 - f. Make decisions relating to procurement of WECA's devolved provision.

17

APPOINTMENT OF AN INDEPENDENT MEMBER OF THE COMBINED AUTHORITY'S AUDIT COMMITTEE

The Combined Authority Committee considered a report recommending the appointment of an independent member of the Combined Authority's Audit Committee (agenda item 17).

The Chair highlighted that the report set out the detail of the rigorous selection process that has taken place in relation to this proposed appointment.

The report recommendations were moved by the Chair and seconded by Reade.

The Chair then moved to the voting on the recommendations.

Voting took place as per constitutional requirements.

The **West of England Combined Authority Committee RESOLVED** (unanimously):

1. That Mr Mark Hatcliffe be formally appointed as an Independent Member of the WECA Audit Committee.
2. That the remuneration for the independent member be 1% of the Mayor's salary and be set at £650 per annum as previously recommended by the Independent Remuneration Panel and

endorsed by the WECA Committee at its meeting on 31 January 2020.

18 INFORMATION ITEM - DECISIONS TAKEN AT THIS MEETING

In closing the meeting, the Chair advised that details of the decisions taken at this meeting and the draft minutes of the meeting would be published as soon as possible on the Combined Authority website.

The meeting finished at 11.37 a.m.

Signed:

Date:

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**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE &
WEST OF ENGLAND JOINT COMMITTEE**

ITEM 11

19 JUNE 2020

REPORT SUMMARY SHEET

UPDATE ON RESPONSE TO COVID-19 PANDEMIC

Purpose

To provide an update on the Combined Authority's response to the Covid-19 pandemic.

Summary

1. This report provides an update to the committees on the progress made in responding to the Covid-19 pandemic. It sets out the actions taken by WECA and the West of England Local Enterprise Partnership since the lockdown began. This is in addition to actions taken by the region's Local Authorities within their areas. The report informs the committees of emergency decisions taken by the WECA CEO in consultation with the Mayor of the West of England on AEB provider funding and Bus operator funding. It also sets out the financial impact of Covid-19 on the Combined Authority.
2. The report updates the committees on the work of the Regional Economic Recovery Taskforce, established in response to a request from Government for the Combined Authority to lead the response to the pandemic at a regional level.

Impact of Covid-19 pandemic

The Covid-19 pandemic has created an unprecedented challenge for the businesses, residents and public services across the West of England. WECA and the LEP have been working to support businesses and residents through this crisis period and seeking to ensuring the support and infrastructure is in place to prepare for recovery. The stages of the crisis and main focus of activity in each section are summarised in the table below:

Short Term (3-6 months)	Medium Term (1-2 years)	Long Term (2 years plus)
Regional Focus: Crisis management and preparation for staged exit from lockdown	Regional Focus: Adaption and resilience building and preparation for recovery	Regional Focus: Rebuilding and growing thriving places
<p>Public transport:</p> <ul style="list-style-type: none"> Ensure essential workers can travel to their place of work. Maintain support for local bus operators so services can be resumed as soon as possible. <p>Business:</p> <ul style="list-style-type: none"> Help businesses access government support and work with government to ensure that support addresses the particular challenges of our region. <p>Skills:</p> <ul style="list-style-type: none"> Respond to individuals becoming out of work by: <ul style="list-style-type: none"> refocusing existing interventions e.g. Future Bright using intelligence and analysis to identify gaps in support e.g. apprenticeship provision. Provide financial stability to adult education sector. <p>Other:</p> <ul style="list-style-type: none"> Ensure WECA can operate effectively, with financial and legal, statutory obligations fulfilled and communicate its priorities clearly, while making sure staff have the tools and guidance they need to deal with immediate priorities. Ensure Government has clear feedback on specific challenges faced by our region and work with other regions to coordinate feedback. 	<p>Public transport / infrastructure:</p> <ul style="list-style-type: none"> Maintain momentum on infrastructure priorities that reflect the new world including: projects with swift impact; projects that embed positive behaviour change as a result of pandemic e.g. increased cycling and walking; ensure region is ready to benefit from govt funding opportunities. <p>Business:</p> <ul style="list-style-type: none"> Support businesses to improve their resilience and agility, particularly in most exposed sectors of economy. Drive recovery through targeted investment e.g. technology, resource efficiency, start-up, supply chain development. Ensure region's innovative strengths and assets are mobilised in response to challenges e.g. new ways of working. <p>Skills:</p> <ul style="list-style-type: none"> Tackle increased unemployment and ensure individuals can move back into employment (e.g. a regional triage service). Create pathways into employment, aligning skills development with changing needs. Support groups most at risk of exclusion to access opportunities. <p>Other:</p> <ul style="list-style-type: none"> Ensure funding is available to support new priorities including: <ul style="list-style-type: none"> reprioritising investment, accessing govt funding streams, lobbying for flexibility in existing funding streams. Ensure that our WECA workforce is adequately equipped with flexible HR policies and effective ICT systems <p>Other:</p> <p>Develop a longer-term recovery plan reflecting changes as a result of Covid-19 epidemic, building on strengths of our region, reflecting new opportunities and retaining high level objectives of clean and inclusive growth</p>	<p>Infrastructure:</p> <p>Ensure infrastructure investment programme reflects evidence on changes to economy / demand / behaviour as a result of crisis.</p> <p>Business:</p> <p>Develop initiatives to support a revitalised business base in line with our Local Industrial Strategy.</p> <p>Skills:</p> <ul style="list-style-type: none"> Ensure businesses can access skills they need to thrive in recovery, and residents have access to pathways to employment. Implementation of Employment and Skills Plan. Implications for excluded communities. <p>Other</p> <p>Implementation of Longer Term Recovery Plans</p>

The report sets out the specific actions taken in each area to address these priorities.

Recommendations

The Combined Authority Committee and Joint Committee are asked to note:

1. progress in responding to the Covid-19 pandemic;
2. financial implications of the pandemic on the Combined Authority;
3. the emergency decisions made by the WECA CEO in consultation with the Mayor of the West of England on AEB provider funding and Bus operator funding; and
4. the next steps for the Regional Economic Recovery Taskforce and discussions with Government.

Contact officer: Jessica Lee

Position: Head of Strategy & Policy

Email: Jessica.Lee@westofengland-ca.gov.uk

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE AND WEST OF ENGLAND JOINT
COMMITTEE**

DATE: 19 June 2020

REPORT TITLE: UPDATE ON RESPONSE TO COVID-19 PANDEMIC

AUTHOR: JESSICA LEE, HEAD OF STRATEGY AND POLICY

Purpose of Report

- 1 This report provides an update to the committees on the progress made in responding to the Covid-19 pandemic. It sets out the actions taken by WECA and the West of England Local Enterprise Partnership since the lockdown began. This is in addition to actions taken by the region's Local Authorities within their areas. The report informs the committees of emergency decisions taken by the WECA CEO in consultation with the Mayor of the West of England on AEB provider funding and Bus operator funding. It also sets out the financial impact of Covid-19 on the Combined Authority.
- 1.2 The report updates the committees on the work of the Regional Economic Recovery Taskforce, established in response to a request from Government for the Combined Authority to lead the response to the pandemic at a regional level.

Recommendation

- **That the WECA Committee and the Joint Committee note:**
 - progress in responding to the Covid-19 pandemic;
 - financial implications of the pandemic on the Combined Authority;
 - the emergency decisions made by the WECA CEO in consultation with the Mayor of the West of England on AEB provider funding and Bus operator funding; and
 - the next steps for the Regional Economic Recovery Taskforce and discussions with Government.

Background / Issues for Consideration

- 2 The Covid-19 pandemic has created an unprecedented challenge for the businesses, residents and public services across the West of England. WECA and the LEP have been working to support businesses and residents through this crisis period and seeking to ensuring the support and infrastructure is in place to prepare for recovery. The stages of the crisis and main focus of activity in each section are summarised in the table below:

Short Term (3-6 months)	Medium Term (1-2 years)	Long Term (2 years plus)
<p>Regional Focus: Crisis management and preparation for staged exit from lockdown</p>	<p>Regional Focus: Adaption and resilience building and preparation for recovery</p>	<p>Regional Focus: Rebuilding and growing thriving places</p>
<p>Public transport:</p> <ul style="list-style-type: none"> • Ensure essential workers can travel to their place of work. • Maintain support for local bus operators so services can be resumed as soon as possible. <p>Business:</p> <ul style="list-style-type: none"> • Help businesses access government support and work with government to ensure that support addresses the particular challenges of our region. <p>Skills:</p> <ul style="list-style-type: none"> • Respond to individuals becoming out of work by: • refocusing existing interventions e.g. Future Bright • using intelligence and analysis to identify gaps in support e.g. apprenticeship provision. • Provide financial stability to adult education sector. <p>Other:</p> <ul style="list-style-type: none"> • Ensure WECA can operate effectively, with financial and legal, statutory obligations fulfilled and communicate its priorities clearly, while making sure staff have the tools and guidance they need to deal with immediate priorities. • Ensure Government has clear feedback on specific challenges faced by our region and work with other regions to coordinate feedback. 	<p>Public transport / infrastructure:</p> <ul style="list-style-type: none"> • Maintain momentum on infrastructure priorities that reflect the new world including: projects with swift impact; projects that embed positive behaviour change as a result of pandemic e.g. increased cycling and walking; ensure region is ready to benefit from govt funding opportunities. <p>Business:</p> <ul style="list-style-type: none"> • Support businesses to improve their resilience and agility, particularly in most exposed sectors of economy. • Drive recovery through targeted investment e.g. technology, resource efficiency, start-up, supply chain development. • Ensure region's innovative strengths and assets are mobilised in response to challenges e.g. new ways of working. <p>Skills:</p> <ul style="list-style-type: none"> • Tackle increased unemployment and ensure individuals can move back into employment (e.g. a regional triage service). • Create pathways into employment, aligning skills development with changing needs. • Support groups most at risk of exclusion to access opportunities. <p>Other:</p> <ul style="list-style-type: none"> • Ensure funding is available to support new priorities including: reprioritising investment, accessing govt funding streams, lobbying for flexibility in existing funding streams. • Ensure that our WECA workforce is adequately equipped with flexible HR policies and effective ICT systems <p>Other:</p> <p>Develop a longer-term recovery plan reflecting changes as a result of Covid-19 epidemic, building on strengths of our region, reflecting new opportunities and retaining high level objectives of clean and inclusive growth</p>	<p>Infrastructure:</p> <p>Ensure infrastructure investment programme reflects evidence on changes to economy / demand / behaviour as a result of crisis.</p> <p>Business:</p> <p>Develop initiatives to support a revitalised business base in line with our Local Industrial Strategy.</p> <p>Skills:</p> <ul style="list-style-type: none"> • Ensure businesses can access skills they need to thrive in recovery, and residents have access to pathways to employment. • Implementation of Employment and Skills Plan. • Implications for excluded communities. <p>Other</p> <p>Implementation of Longer Term Recovery Plans</p>

2.1 The following section of this paper sets out the specific actions taken in each area to address these priorities.

Business Support

3 The West of England Combined Authority, working with partners, has been working to address the urgent issues for business caused by coronavirus. In the early stages of lockdown this support focused on enquiry management, targeted communication, intelligence gathering and feedback to Government on gaps in provision of support. In particular:

- Capacity has been built within the Business and Skills Directorate to deal with the significant increase in business enquiries. Since the middle of March, there has been over 14,000 hits to the Growth Hub website and the team has supported over 540 business interactions.
- Government has confirmed a doubling of core funding for Growth Hub activity – this will build specialist capacity including financial resilience and tech/digital adoption, to help businesses adapt to the new landscape.
- Weekly Growth Hub newsletters are issued to 1000 plus SMEs, highlighting support available and seeking feedback. The Growth Hub website has been reconfigured to focus on coronavirus support, updated daily.
- Media activity across social and traditional channels, sharing government and council messaging as necessary. WECA website updated regularly and issuing fortnightly newsletters setting out clearly what we are doing for business and residents.
- Established a major employers engagement programme led by Mayor Tim Bowles, to understand specific challenges and opportunities across a range of sectors – this has initially targeted 50 businesses across the region with a next phase planned.
- Regular liaison with Unitary Authority Economic Development Managers and Business and Skills Directors, to ensure a joined-up approach to business support and to help maximise the uptake of financial measures like the Small Business Grant.

- 3.1 In addition to the support for business, WECA has been working with council and NHS colleagues to co-ordinate and issue a joint call from the region's leaders, as well as issuing PPE calls that have resulted in thousands of pieces of material being supplied into the system.
- 3.2 Through discussions with business of all sizes both informally, in regular informal LEP Board discussions and through the Covid-19 Business Response Panel¹, chaired by the Mayor, a picture of the specific challenges being faced by the region's businesses and gaps in the Government's provision of support has been built up. This has been supplemented with economic analysis of the emerging trends in the region which is published weekly as an economic bulletin at <https://www.westofengland-ca.gov.uk/regional-insights/>
- 3.3 WECA has also made changes to existing funded programmes to support the response to Covid-19. For example, the Creative scale-up programme has switched support from 'scaling' to 'surviving and supporting' with expertise and experience being shared across the programme cohort. The training and coaching is being delivered on-line. A £3.2m Research and Innovation Challenge Fund to support SMEs with research and innovation activity is being expanded in response to Covid-19 and will award grants to SMEs developing digital, engineering or epidemiology products and services, and building business resilience. The project launch is scheduled for July 2020. Support for SMEs through the Low Carbon Challenge Fund continues with another funded round planned for a few months' time.
- 3.4 In addition to the work of the Combined Authority, Local Authorities have been leading work to support businesses in their own areas including distributing business support grants and establishing local recovery work. Officers from across the West of England region have been working closely together to fully understand the impact of Covid-19 on businesses of all shapes and sizes, and to make sure that access to support is maximised and that funding allocated to WECA/UAs is reaching those most in need. A new 'hub and spoke' Universal Business Support service, aligned to the Growth Hub, is being developed to enable local providers to more effectively respond to individual UA priorities.

Infrastructure

- 4 In the short term following the lockdown, WECA has worked to ensure that public transport is in place to support essential workers travelling to their place of work. This has included maintaining regular contact with bus companies to ensure services are provided and providing travel updates on both the WECA and Travelwest websites to assist people who still need to travel: a main Coronavirus Travel Advice page – highlighting safety advice and changes to bus services/ community transport; a Key Workers Travel Advice page – highlighting bus services to main hospitals, free car parking and cycling offers for key workers.
- 4.1 In order to ensure that public transport is able to resume as soon as possible and that transport providers do not go out of business before normality is resumed as a result of reduced revenue, an emergency decision was taken by the WECA CEO in consultation with the Mayor of the West of England on 20th March 2020. This decision was to continue to pay operators from the 2020/21 concessionary travel budget the same as they would have expected to receive for Q1 April – June, irrespective of whether journeys are taken, to pay Community Transport providers their expected grants for Q1 April – June and to pay

¹ including Business West, Federation of Small Businesses, Destination Bristol & Visit Bath, British Business Bank, Confederation of British Industry, Institute of Directors, Lloyds, Barclays, NatWest, and HSBC

operators for the service contracts in place, irrespective of whether these are operated, again for a limited period to end of June. The record of this decision is set out at annex 1. Consideration as to whether this arrangement should continue is covered in the report on Bus Network Recovery elsewhere on this agenda.

- 4.2 WECA has also worked as part of the wider consortium of Combined Authorities in the Urban Transport Group to successfully lobby Government to cover the losses of bus companies over the next three months while demand is significantly reduced and continues to press Government to secure ongoing funding for transport services. Additionally, WECA is working closely with bus operators in the region to agree how and when service frequencies should increase to provide for the growth in demand as lockdown is relaxed by the Government. Initially this has seen an increase to around 80% of network coverage from 1st June, however it should be noted that buses remain operating at around 25% capacity due to social distancing requirements
- 4.3 WECA has been allocated £741k funding from the Government's Emergency Active Travel Fund which is being applied to a programme of measures across the region to promote walking and cycling and to enable passengers to access and egress bus and rail services as safely as possible within social distancing guidelines. Funding is expected to be received from DfT by the end of June 2020, and it is likely that later in the summer further funding will be made available, potentially up to £3.7m. However, immediately after the Government's announcements over the weekend of 9th & 10th May, Transport Officers from WECA and our Constituent Authorities started working on proposals to consider what measures could be taken under the three broad headings, with the emphasis being on short-term delivery:

1. Emergency Active Travel Measures to harness current behaviours and provide for social distancing on busy active travel routes.
2. Social Distancing Measures for Public Transport.
3. Communications Engagement to support Emergency Measures.

These headings have formed the basis of the current programme of work.

- 4.4 Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. The Investment Fund report included on this agenda proposes the creation of a £10m capital funding pot to invest in walking and cycling infrastructure building on the Emergency Measures as well as delivering additional high value active travel measures in the region (see recommendation 5, agenda item 15).
- 4.5 In addition, over the next few months it is anticipated that DfT would announce potential funding and associated guidelines for / access to the previously announced £1.75bn national funding for cycling and walking measures.
- 4.6 WECA has worked with the region's councils and registered housing providers to address the critical need for emergency accommodation for homeless and vulnerable people by co-ordinating additional support across the West of England. WECA was asked to pull together a tracker of the additional funding made available by RPs to support their residents and local communities during the pandemic, to act as a central record, and has coordinated a digest of the employment and support services available. The UAs and RPs are working together to address an unprecedented need to provide emergency housing for rough sleepers and other vulnerable people at the same time as practical social-distancing considerations have made lettings of both new and existing stock extremely challenging.

Skills

- 5 In order to provide reassurance to the region's colleges and training organisations that they will continue to receive payment despite the impact of Covid-19 on their delivery, an emergency decision was taken by the WECA CEO in consultation with the Mayor of the West of England on 27th March 2020 to continue to pay providers for the remainder of the academic year unless the provider requests otherwise. These payments are in exchange for a commitment from the providers that they will make best efforts to support and protect learners, staff and sub-contractors. The record of this decision is set out at **annex 2**. This will help minimise disruption to learners, ensure that staff can continue to be paid and support the overall financial stability of the providers in the longer term.
- 5.1 In addition, WECA has worked to refocus and adapt existing skills programmes to reflect the changes needs of businesses and residents, including the Workforce for the Future programme where a call for Expressions of Interest recently closed. The programme will play a fundamental role supporting SMEs respond to the current crisis, whilst also helping connect individuals with new training and employment opportunities.
- 5.2 WECA has also expanded the career coaching and support service, Future Bright, to help those residents whose jobs and income have been affected by coronavirus. This includes those who are eligible for Universal Credit due to redundancy, reduced hours / income, furloughed employees and self-employed workers. Future Bright is a partnership between WECA and its constituent authorities with delivery teams and coaches dispersed across the region to reach out to local communities and residents.
- 5.3 The West of England Careers Hub is continuing to support careers leaders in schools through virtual/digital channels. A key part of this work will be getting appropriate Labour Market Intelligence to schools on the emerging employment picture in the region so that advice is based on up to date information. The sector groups being set up to support the Regional Taskforce will be very helpful in this respect. The Careers Hub acts as an 'umbrella' for careers support across the region, aligned with and adding value to more locally based interventions.
- 5.4 Skills leads from WECA and the four West of England authorities meet regularly to help join up local and regional skills activity under the auspices of the Employment and Skills Plan. Officers also work together to support the West of England Skills Advisory Panel, a multi-provider, government and business group, set up to create an evidence-led approach to delivery of employment and skill interventions. The Panel will formally report into the Regional Economic Recovery Taskforce.

Collaboration

- 6 Through its role as the secretariat for the M9 group of Metro Mayors, WECA has successfully lobbied Government to ensure people and businesses across regions they represent are getting the support they need. The Government's request for Combined Authorities to feed in to Government's recovery planning work recognises the importance of building in the regional perspective on the needs and challenges for specific areas into national planning. Discussions are beginning on how the Devolution White Paper, expected in the autumn, can be used to ensure regions are equipped with the tools to be able to drive recovery.
- 6.1 At regional level, each of the Local Authorities have established their own recovery planning arrangements within their areas and where relevant the feedback, proposals and intelligence has been reflected in the regional recovery work.

Regional Economic Recovery Taskforce

7 Following a discussion with the Prime Minister, the Mayor of the West of England, along with the other regional mayors, has been asked to establish a Regional Economic Recovery Taskforce. This is a partnership between the West of England Combined Authority, the Local Enterprise Partnership, business, universities and the region's councils. The purpose of the Taskforce is to drive the region's economic recovery and to feed in to the Government's national recovery planning. The Taskforce will initially:

- Feed into the region's recover plan, including proposing measures to help businesses adapt to the new economic landscape and improve resilience, as well as support for residents to develop new skills, training and employment opportunities.
- Look at the impact of the government's economic measures on businesses and communities, identifying where additional support is needed.
- Feedback to government, lobbying to ensure the West of England has what it needs for economic recovery; advising and supporting a managed exit from lockdown arrangements, identifying the next stages of financial support needed.
- Make sure the West of England has the right public transport, physical and digital infrastructure. WECA is already working with bus and rail companies to ensure key workers can get to work. This work with public transport partners will continue, to ensure they continue to operate as we move into recovery.

7.1 The Taskforce first met on 15th May with excellent engagement and input from members. Since then a forward plan of Taskforce and Sector Group meetings has been developed and those meetings have begun to take place. The forward plan is framed around three stages:

- Short term: crisis response & exit from lockdown
- Medium term: adaptation & resilience
- Long term: renewing & growing

7.2 Sector Leads and Taskforce members are supported by nominated WECA officers and have a toolkit of resources to support their work. Engagement with a wider group of stakeholders is also underway and will feed in to the work of the Taskforce.

7.3 The Taskforce will next meet on 16th June.

Financial Implications

8 The financial implications of Covid-19 on public sector finances is potentially crippling. All are suffering from significant losses in Council Tax, Business Rates, Commercial, Tourism and Leisure income, alongside rapidly escalating costs on front line services such as social care.

8.1 Despite receiving initial government emergency funding of circa £70m to date, the West of England region is still facing a financial shortfall of up to £280m for the 2020/21 financial year which will have a major knock on impact on budgeting in subsequent years.

8.2 Annex 3 provides further details on the financial challenges that the region faces and makes various requests to government for action which will help mitigate the unprecedented financial shortfalls that all authorities are facing. This paper has been submitted to

Government jointly by the jointly by the WECA Chief Executive and the Chief Executives of the 4 Local Authorities in the West of England.

Next steps

- 9 With the guidance of the Recovery Taskforce, WECA is developing a plan for the recovery of the region, this includes reviewing the Local Industrial Strategy to reflect the changes in the region's economy as a result of the Covid-19 pandemic. This work will continue to inform discussions with Government about the support that is necessary for the businesses and residents of the region as well as the opportunities offered by the forthcoming Devolution White Paper to ensure the region has the tools it need to be able to drive the recovery.
- 9.1 Progress on recovery planning will be reported to future Committee meetings.

Public Sector Equality Duties

- 10 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
- 10.1 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.
- 10.2 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.

Climate Change Implications

- 11 On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision making process.
- Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:
- Will the proposal impact positively or negatively on:
- * The emission of climate changing gases?
 - * The region's resilience to the effects of climate change?

* Consumption of non-renewable resources?

* Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements

- 11.1 Many of the temporary cycling and walking measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm and transport network that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency.
- 11.2 Such measures which encourage cycling and walking support longer-term modal shift away from the car, to these forms of sustainable transport, which have air quality, decarbonization and health benefits. This approach is in line with the objectives of the West of England Joint Local Transport Plan.

Appendices:

Annex 1 – Officer decision record - Transport Operations – continuation of payments for concessionary fare reimbursement, supported bus service contracts and Community Transport grants

Annex 2 – Officer decision record - Adult education – protecting learner continuity and provider stability

Annex 3 – West of England financial pressures - submitted to Government jointly by the WECA Chief Executive and the Chief Executives of the 4 Local Authorities in the West of England.

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

OFFICER DECISION RECORD

Decision Title: Transport Operations – continuation of payments for concessionary fare reimbursement, supported bus service contracts and Community Transport grants

Decision reference number: 02.03.20

Decision date: 20 March 2020

Background / reason for decision:

- Bus operators and transport providers are at real risk of going out of business before normality is resumed due to significantly reduced revenue income from fare box, grant awards, payments for contracted services and/or concessionary fare reimbursement for an extended period.
- Services may be reduced below an acceptable minimum level for the duration of the crisis potentially leaving some key workers unable to access work.
- Permanent loss of operators/providers would mean it would be virtually impossible to reinstate the full network coverage of bus operations and transport services after the Covid-19 crisis.
- Continuation of concessionary fare reimbursement and contracted service payments would cost no more than is currently budgeted within the Transport Levy (approx. £5m for these three elements for the Q1 period) but would provide immediate certainty of cash flow to all operators on a business as usual basis.
- In order to ensure the continued funding delivers appropriate services and support, a number of conditions have been devised which operators will be required to accept before the funding is released – see background document. These conditions align well with other Combined Authorities across the country.
- In parallel, WECA is offering all bus operators business advice to access to Government emergency loans and grant payments would assist in supporting businesses at a vulnerable time.
- These actions would provide reassurance that operators have the support from the Transport Authority for their long-term survival and future role in the region.
- The Department for Transport has been actively encouraging Local Transport Authorities to take this step and subsequently wrote to local authorities on 25 March 2020 urging them to continue to pay operators in this way – see background document.
- This is an emergency decision taken in light of the COVID-19 pandemic. The West of England Combined Authority constitution allows the Chief Executive of the Combined Authority, in cases of urgency or emergency, to take any decision on behalf of the Combined Authority (after consultation with the Mayor). This decision has been taken under this provision.

Options considered:

Option 1 – This is the option delivered through the decision set out in this decision record.

Option 2 - Only make payments for claims against actual travel – this is considered likely to leave operators/providers vulnerable to business failure.

Option 3 – Make targeted payments based on a judgement of vulnerability to failure – this is considered to risk challenge as financial information necessary to make such a decision is likely to be commercially sensitive and difficult to access in the time needed to ensure the decision has the desired effect.

Decision:

- Pay operators from the 2020/21 **concessionary travel** budget the same as they would have expected to receive for Q1 April – June, irrespective of whether journeys are taken.
- Pay **Community Transport** providers their expected grants for Q1 April - June.
- Pay operators for the **service contracts** in place, irrespective of whether these are operated, again for a limited period to end of June.
- Payments to be offered immediately to provide certainty of cash flow, subject to the acceptance of conditions set out in background document.
- Review further payment position ahead of Q2 2020/21.

Consultation: The option/decision set out was recommended by Peter Mann, Head of Strategic Transport Integration. The Combined Authority Mayor was consulted on 19 March 2020 and consulted Mayors, Leaders and unitary authority Chief Executive Officers on 20 March 2020 who were fully supportive of the decision.

Officer making decision: Patricia Greer

Position: Chief Executive

Report / appendices / background documents:

- a. Background document - Subsequent to the decision being made, the Department for Transport wrote to Local Authority Transport Officers on 25 March 2020 urging them to continue these payments. The letter is enclosed.
- b. Background document – Letter sent to operators.

OFFICER DECISION RECORD

Decision title: Adult education – protecting learner continuity and provider stability
Decision reference number: 01.03.20
Decision date: 27 March 2020
<p>Background / reason for decision:</p> <p>This decision was taken in light of the COVID-19 pandemic and the very difficult challenges this presents to the delivery of adult education across the West of England. During this difficult time, the Combined Authority considers it is critical to maintain as much ‘normality’ and continuity of provision wherever this is possible. The Combined Authority wishes to reassure adult education providers that it will take all reasonable steps to ensure continuity of learning where this is possible, and to protect the stability of the provider base.</p> <p>This is an emergency decision taken in light of the COVID-19 pandemic. The West of England Combined Authority constitution allows the Chief Executive of the Combined Authority in cases of urgency or emergency, to take any decision on behalf of the Combined Authority (after consultation with the Mayor). This decision has been taken under this provision.</p>
<p>Options considered:</p> <p>Option 1 – This is the option delivered through the decision set out in this decision record.</p> <p>Option 2 – Not to take action – this was considered inappropriate and inadequate as a response in light of the COVID-19 situation. It is considered that not taking action at this point would seriously threaten the stability of the region’s adult education provider base.</p>
<p>Decision:</p> <p>In response to the current challenges, the Combined Authority (WECA) confirms the following:</p> <ol style="list-style-type: none"> 1. Payments: WECA will continue to pay providers in line with their current payment profile (as set out in the Grant Funding Agreements) for the remainder of the academic year unless the provider asks WECA, in writing, to do otherwise. Some providers have already verbally indicated that they would like payments to be frozen. If this remains the case, providers are asked to confirm this in writing as soon as possible. 2. In-year reconciliation: WECA will not seek to recover any funding as a result of the mid-year review process that was completed in February 2020 and the further review process scheduled to take place in April / May will not proceed. 3. End-of-year reconciliation: WECA is not yet in a position to fully confirm the authority’s intentions regarding any potential end-of-year reconciliation of funding as this will depend on

a number of different factors. However, WECA is able to confirm that the authority does not wish any provider to be financially penalised or destabilised as a result of COVID-19 and therefore has no plans to recover funds due to under-performance that may occur as a result of the pandemic, on the condition that providers comply with the **Expectations of Providers** set out below:

WECA's position regarding end-of-year reconciliation may however be shaped by wider government interventions and support that may be accessed by providers in response to the pandemic. Whilst wishing to protect the stability of providers, the authority remains obliged to protect the public purse and therefore must avoid the risk of double-funding arising from decisions concerning end-of-year reconciliation.

WECA will continue to monitor the situation and will confirm the precise approach to end-of-year reconciliation later in the year once the actual impact on delivery and the wider context is clearer. In the meantime, providers are asked to notify the authority if they either apply for, or secure, other forms of government support that relate to COVID-19.

Expectations of providers:

The measures set out above are intended to protect the stability of providers during the current crisis and ensure that they are in a position to recommence normal delivery as soon as it is reasonable to do so. In exchange for these measures, providers are expected to commit to the following:

a. Protect learners: Although the authority is confident that this will be the case, providers are asked to make best efforts to ensure that learners are supported to continue their learning during the current disruption. This includes both supporting the retention and completion of existing learners and the recruitment of new learners where it is possible to do so (not least as this may be a highly effective means through which to support vulnerable and disadvantaged residents during the necessary isolation brought about by the COVID-19 situation).

b. Protect staff: The authority intends to protect the income of all providers irrespective of the current situation in order to ensure that a stable and secure network of providers is intact and able to continue delivery once normality resumes. Given this, providers are expected to take all reasonable steps to ensure that their staff (including agency staff) continue to be paid throughout the crisis and avoid lay-offs. For a provider who is exclusively funded by WECA, this should normally be entirely possible given the protections that are outlined though it is appreciated that providers funded from a number of sources may face different challenges. However, if a provider is considering any staffing changes that are likely to impact on current or future WECA delivery, this should be discussed with the authority in advance.

c. Protect sub-contractors: Sub-contractors are a vital component of the West of England Adult Education system and therefore the measures set out above are intended to support both directly funded providers and their sub-contractors equally. As WECA is committing to continue to pay our providers in line with their agreed profile, the authority's clear expectation is that WECA funded providers ensure that their subcontractors continue to be paid as normal.

d. Keep WECA informed: As the situation appears to be changing rapidly, it is important that effective communication is maintained to ensure that the authority fully understands what is happening and is therefore in a position to respond effectively. All providers should already have performance monitoring meetings scheduled. It is proposed to proceed with these meetings (via

TEAMs virtual meeting arrangements) but to predominantly focus on how providers are responding to COVID-19. Providers are also asked to complete and submit the new Monthly Claim Report and associated risk-register. This may prove to be particularly important if current challenges make it more difficult to rely on the Individualised Learner Record. To avoid the risk of double-funding it is particularly important that providers inform WECA of any applications or grants of funding from central government or other relevant organisations that may impact on their WECA adult education delivery.

4. Allocations for 2020: WECA remains confident that the authority will be in a position to confirm indicative allocations for 2020 on 10th April 2020 as was originally planned. The authority also expects to be in a position to continue the implementation of the 2020/21 Planning and Allocations process broadly as planned (though the authority will continue to monitor the situation and is willing to consider any reasonable adjustment that providers may request).

Consultation: The option/decision set out was recommended by Stephen Bashford, WECA Director of Business & Skills. The Combined Authority Mayor was consulted on 27 March 2020 and is fully supportive of the decision.

Officer making decision: Patricia Greer

Position: Chief Executive

Report / appendices / background documents: Guidance note sent to Adult Education providers explaining the decision taken.



REPORT TO: MHCLG AND LGA

DATE: 28 April 2020

REPORT TITLE: WEST OF ENGLAND FINANCIAL PRESSURES

REPORT OF THE 5 WOE CHIEF EXECUTIVES

Purpose of Report

- 1 The West of England has been very proactive in responding to the current emergency Covid arrangements, retaining critical front-line services, supporting vulnerable people within our communities and facilitating emergency support for local businesses.
- 2 Financial support provided by government to date has been on an emergency, reactive basis to sustain continuity, wherever possible, over the early weeks of lockdown. However, the wider, and longer term, financial impact for the region will be hugely significant.
- 3 This report focuses on the estimated financial impact on the regional economy, alongside the predicted loss of income and increase in spend for local authorities across the West of England. Figures are based on 2020/21 estimates however, in reality, the financial impact will spread over several years to come. Case studies are provided to evidence the sort of issues that the region is facing and recommendations have been made as to the type of support that the region will require from government moving forward.

Background and issues

4. Restrictions were introduced by government throughout the country, as part of the lock down arrangements, from 20 March 2020. Clearly the financial impact of these restrictions on the public sector are hugely significant.
5. £1.6bn has been distributed to Local Authorities to date, mainly to fund additional burdens on social care. In addition, funding has been provided for emergency grants to businesses and hardship funding for vulnerable people. A second allocation of £1.6bn was announced on 18 April 2020 although details of the distribution have yet to be clarified.
6. High level indications are that the additional funding that government has provided or accelerated will only sustain operations for a short-term period of time, at best, up to June 2020. In addition, there are huge pressures on local

authorities cashflow due to the immediate impact of direct falls in income and increases in costs.

Impact on the West of England Economy

7. The short, medium and long term impact of Covid on the West of England economy is difficult to quantify at this stage. A recent survey of Bristol businesses indicated that circa 70% have had to temporarily close their premises, whilst 57% can evidence a drop in revenues of more than 80%.
8. Effects in the labour market are visible with 124 West of England businesses appointing liquidators since the end of February 2020. The estimated unemployment within the region, post Covid, will be at its highest level in decades.
9. The Office for Budget Responsibility, (OBR), analysis indicates that regional Gross Value Added, (GVA), will be down by 36% in the second quarter of 2020, with future recovery uncertain. For a region with a successful track record of delivering sustainable economic growth and pioneering innovation, we are now facing unprecedented challenges in terms of stabilising and reinvigorating the local economy.
10. Certain sectors are particularly impacted as can be demonstrated in *Figure 1*

Figure 1: Visits and lengths of stay data:



11. The manufacturing and construction industry - which includes the region's aerospace and advanced engineering sector - has seen some activity halted due to social distancing measures; less demand for orders; and supply chain issues.
12. Early findings from the manufacturing barometer survey, organised by the South West Manufacturing Advisory Service, reveal that 80% of South West manufacturers are struggling to source materials or suffering from a fall in orders. As a result, 87% expect a significant decrease in production volumes. This in turn is likely to have a knock-on effect on employment in the sector, with more than half of manufacturers taking part in the survey saying jobs are at risk.

Around half of businesses reported restrictions on exporting and importing were affecting their operations with 86% of respondents saying that they would need financial assistance.

13. There are certain sectors in the region that are in particular need of support having not benefited from the government emergency funding that has been announced to date. These include:
- Micro and small businesses: these are without separate business rates liabilities and unable to access grants;
 - Businesses exceeding thresholds under Small Business Rate Relief or Expanded Retail, Leisure & Hospitality Relief: arbitrary thresholds are seeing businesses lose out on support grants despite meeting most of the criteria for the scheme;
 - Co-working providers and incubators: concerns for survival of flexible office space providers if tenants do not get sufficient business support;
 - Start-Up Businesses: often without a proven track record or initial debt preventing them from accessing business interruption loans;
 - Leisure & Cultural Facilities: heavy fixed costs and no access to business support grants;
 - Charities: gap in support for non-frontline facing charities.

The government should consider creating a hardship loan fund (to be 100% underwritten) to support businesses falling through the gap or that cannot be sustained in line with the HMRC delivery timescale.

In addition, local authorities should be able to retain any surpluses against Business Support Grants to be reinvested in targeted local short-term intervention.

14. The region will require significant, sustainable long-term additional finance in order to recover the existing downward trend in the economy. The Combined Authority will work with neighbouring Unitary Councils to support local organisations in areas such as diversification of business operations and helping to improve resilience through innovation and digitalisation.

Significant revenue funding will be required by the region to support local businesses through recovery post Covid.

15. In addition to direct support for businesses, there is a significant financial risk in terms of the predicted delivery of business growth within the region. Being part of a CityDeal arrangement with government since 2014, the West of England had been forecasting significant growth which, in turn, would generate

additional retained business rates supporting a £500m Economic Development Fund programme up to 2039. Details of how the current arrangements operate, and the risks that are now being faced are shown in **Appendix A**.

Government to underwrite the City Region Deal, in full, and remove the financial risk of the economic downturn from the Unitary Authorities.

Impact on Local Authorities

16. All local authorities are under enormous pressure in managing the public services that people are increasingly reliant on, support the most vulnerable people in our communities and hold information that keeps local people safe and informed.
17. The existing emergency allocation of £1.6bn to local authorities has majored strongly on supporting additional social care costs. £30.1m of this funding has been allocated to the four Unitary Councils in the West of England. The government announced a further £1.6bn allocation on 18 April 2020 but, as yet, it is unclear as to how this will be distributed.
18. The Covid-19 national emergency is having a significant impact on adult social care providers at a time when their services are most needed by the most vulnerable. Not only do they face operational issues in relation to staffing absences, controlling the spread of infection, PPE, testing and additional responsibilities, these factors are also causing pressing concerns about increasing costs and financial viability.
19. In accordance with guidance issued by the LGA, councils across the WoE have all recently agreed to a temporary uplift in care fees which is likely to have long term financial impacts beyond the immediate emergency period. The financial pressure in the South West is further heightened by the sheer volume of people within the care system and whereas the South West currently has the lowest regional Covid death rate, the peak, whilst lower, is likely to last longer and therefore have a longer lasting impact on our community settings. Further detail, along with estimated financial impacts, are shown in **Appendix B**.

Government will need to ensure that long term, sustainable funding solutions for social care are enacted in the forthcoming Spending Review.

20. Government funding to date has focused on the immediate and critical areas requiring support. The West of England region has undertaken detailed scenario testing on a range of income and expenditure headings forecasted throughout the 2020/21 financial year with the impacts as summarised in *Figure 2*.

Figure 2: 2020/21 Estimated Financial losses by WoE Unitary Councils

	Low Case £000	Medium Case £000	High Case £000
Council Tax losses	(48,932)	(57,095)	(67,174)
Business Rates losses	(16,413)	(21,148)	(50,914)
Commercial income	(20,315)	(23,409)	(39,794)
Car Park Income	(14,210)	(20,200)	(31,181)
Museums (e.g. Roman Baths)	(11,793)	(20,021)	(24,164)
Other income	(27,541)	(47,478)	(63,507)
Undeliverable budget savings	(7,401)	(14,608)	(20,889)
Emergency Response spend	(50,269)	(67,162)	(70,392)
Lost income / extra costs:	(196,874)	(271,121)	(368,015)
Offset by:			
Hardship funds received	8,901	8,901	8,901
Covid Emergency Funding	30,176	30,176	30,176
Emergency Funds 2 nd tranche	tbc	tbc	tbc
Local mitigation enacted	21,253	34,914	48,596
Total mitigation:	60,330	73,991	87,673
Net Loss to the WoE Region:	(136,544)	(197,130)	(280,342)

21. It remains very difficult to predict how COVID-19 will develop and specifically impact on the public sector. There is a wide range of plausible financial scenarios which are dependent on how the virus evolves. We have modelled three scenarios based on varying assumptions of **longevity** and **severity** as follows:

Low / Optimistic case - this outlook / forecast assumes a negative shock in the first quarter, with normalisation graduated in the second / third quarter. This could be followed by a strong rebound in the fourth quarter; however the rebound in the fourth quarter will not be enough to offset the first, second and third quarter losses.

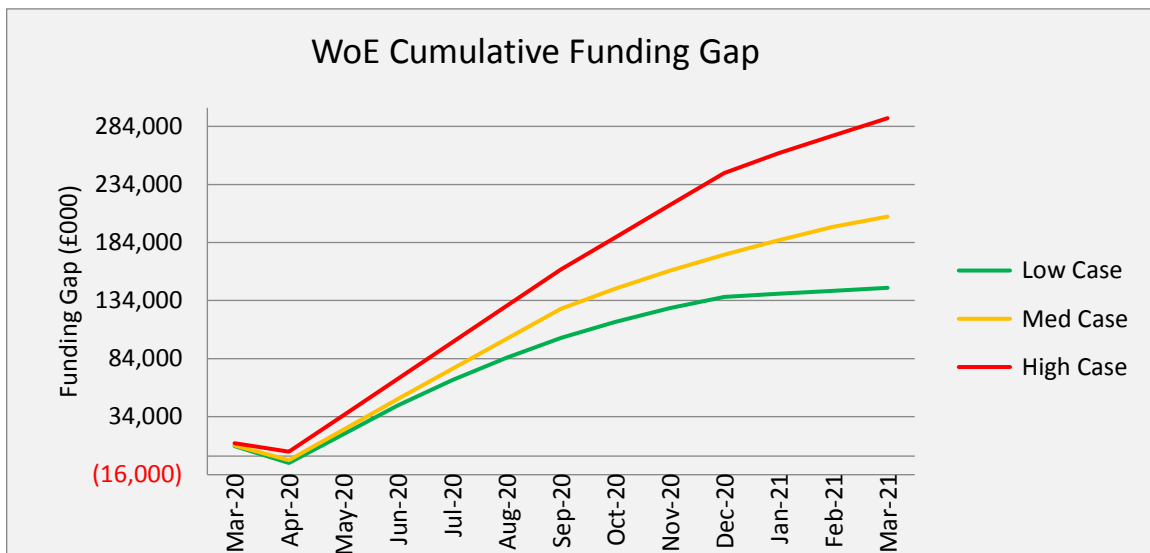
Medium / Realistic case - this outlook / forecast assume economic activity and direct impact on public services have not recovered as quickly as forecasted in the low case. The negative shock is experienced over two-quarters and the

downturn becomes a more traditional and longer-lasting downturn with a slower recovery over third and fourth quarter.

High / Pessimistic case - this outlook / forecast assumes a dramatic negative shock and low economic activity prolonged for 3 quarters due to concerns about a second wave of contagion and following a 6 month graduated recover, rebound is not anticipated until quarter two 2021.

22. The loss of local authority income due to the government directed restriction is no different in cause than those effecting private businesses, which are receiving financial support to mitigate the impact via a range of measures.
23. *Figure 2* demonstrates that having received circa £39m of emergency funding, financial losses across the West of England will range between £136.5m and £280.3m without further government support as detailed in *Figure 3*. These estimated losses are net, having accounted for proactive local mitigation through measures such as:
 - Targeted reduction in service spend;
 - Stopping and/or delaying the delivery of capital projects;
 - Use of financial reserves;
 - Increases in temporary borrowing to support cashflow.

Figure 3: Estimated Financial Losses across the West of England 2020/21



24. The data applied in this analysis is a realistic assessment based on current factors and is reasonable in terms of forecast. For example, Council Tax collection rates forecasted to drop to 90%, (high case scenario), for the remainder of the 2020 calendar year with a slow upturn from 2021 compared to budgeted levels of 95% throughout the year. Falls in Council Tax is the biggest single pressure to the region's Unitary Authority income streams. **Appendix C**

provides further insight as to why, and how, this pressure will materialise over the coming months.

Government to consider a Council Tax Support Grant which could be calculated on similar principles to the historic Council Tax freeze grants and mitigate COVID related adverse variations in the Council Tax base and collection rates.

25. Each West of England Council has disproportionate pressures in different areas. For example, Bristol are particularly exposed to Council Tax losses and hardship claims whereas Bath and North East Somerset, (BaNES), face huge financial losses on their commercial estate and tourism attractions such as Bath's Roman Spa. **Appendix D** details how commercial income losses are impacting the region which, for BaNES alone will amount to circa £30.5m in 2020/21.
26. Analysis of income compared to budget size from Council Government returns evidence that both Bristol and B&NES are in the top five income generating Unitary Authorities in the UK, with B&NES the highest in the Country which exacerbates the challenges that the region faces.

Government to consider an income equalisation grant which offsets the net reduction in commercial income during the recovery period.

27. The region has a detailed analysis which underpins all of the amounts as detailed in *Figure 2* which will be updated on a monthly basis as more information is gleaned from regular monitoring and actual spend and income received.
28. Other than direct losses in income and enforced increases in spend, the West of England also faces pressure in terms the timing of income received vs emergency requirement to spend. Authorities in the 100% business rate retention pilots do not pay a central share and, as such, the three-month deferral of central share payments announced by the government to ease cash-flow burden will provide no cash flow relief.

Government should consider deferrals of tariff payments for those 2020/21 100% business rate retention pilots making contributions back to MHCLG and/or

Introduce a short-term interest free loan, with payment holiday to ease cash flow challenges.

Impact on Combined Authority operations

29. The West of England Combined Authority, (WECA), will play a vital role in supporting the local economy and businesses through recovery in response to the current downturn and known, and developing, challenges faced. As detailed, significant funding will be required to re-skill and re-equip individuals, businesses and specific sectors into new markets, supply chains and ways of working

30. In addition to business, WECA took on responsibility for a range of new transport functions from April 2020. The key financial pressure that the Combined Authority faces in this area is the sustainability of key bus operators. Whereas emergency funding from the Department of Transport has recently been announced to maintain essential bus services up to June 2020, with current patronage in the region currently running at 8%, (and falling), of budgeted levels, the recovery to expected usage levels, (with associated income), will take many months if not years.
31. Bus operators are faced with several on-going fixed costs such as the maintenance, insurance and fuelling of vehicles, salaries of drivers etc with only minimal income being received. As bus routes are transitioned into being re-opened after lockdown, the requirement to maintain social distancing alongside the public's anticipated fall in confidence in public transport over the medium term will cause major financial shortfalls.

Significant additional revenue funding will be required in the region to support the medium to long term sustainability of bus operators post Covid.

The need for greater flexibility to respond to local need

32. Enforced delays to the delivery of capital projects, short term cashflow issues through immediate drops in income and requirements for emergency spend and added pressures on essential front line services such as social care will require a more flexible approach to public sector funding. The West of England suggests that government considers the following additional measures to ensure that authorities can remain responsive and pragmatic in delivering priority local services whilst continuing to support, and grow, a healthy local economy:
 - A 12 month extension to the hard deadline, of 31 March 2021, for the spend of Local Growth Fund;
 - A 12 month extension to the hard deadline, of 31 March 2023, for the spend of Transforming Cities Fund;
 - A 12 month extension to all Housing Infrastructure Fund projects;
 - Relaxation of the current constraints, and interest rates, of Public Works Loans Board (PWLB) borrowing – particularly borrowing required to support essential revenue activities;
 - Provide greater flexibility in the use of capital receipts – i.e. enable capital receipts to be used for essential revenue spend in response to the pandemic;
 - Provide early assurances on the Spending Review 2020 including whether changes to the Local Government Finance System will be able to proceed from 1st April 2021 as originally anticipated.

Summary of the West of England recommendations / 'asks' from government:

- (a) To consider creating a hardship loan fund, (to be 100% underwritten), to support businesses falling through the gap or that cannot be sustained in line with the HMRC delivery timescale,*
- (b) Local authorities should be able to retain any surpluses against Business Support Grants to be reinvested in targeted local short-term intervention.*
- (c) Significant additional revenue funding for the region is required to support local businesses through recovery post Covid;*
- (d) Government to underwrite the City Region Deal, in full, and remove the financial risk of the economic downturn from the Unitary Authorities;*
- (e) Ensure that long term, sustainable funding solutions for social care are enacted in the forthcoming Spending Review;*
- (f) To consider a Council Tax Support Grant which could be calculated on similar principles to the historic Council Tax freeze and mitigate COVID related adverse variations in the Council Tax base and collection rates;*
- (g) To consider an income equalisation grant which offsets the net reduction in commercial income during the recovery period.*
- (h) Consider deferrals of tariff payments for those 2020/21 100% business rate retention pilots making contributions back to MHCLG and/or Introduce a short-term interest free loan, with payment holiday, to ease cash flow challenges;*
- (i) Significant additional revenue funding will be required in the region to support the medium to long term sustainability of bus operators post Covid;*
- (j) To extend the deadline for when spend needs to be incurred on Housing Infrastructure Fund, Local Growth Fund and Transforming Cities Fund projects by 12 months;*
- (k) To relax the constraints and interest rates for PWLB borrowing – particularly when needing to borrow to fund essential revenue activities;*
- (l) Provide greater flexibility in the use of capital receipts for essential revenue spend in response to the pandemic.*
- (m) Provide early assurances on the Spending Review 2020 including whether changes to the Local Government Finance System will be able to proceed from 1st April 2021 as originally anticipated.*

Appendices:

Appendix A: City Region Deal and Economic Development Fund;

Appendix B: Adult Social Care Financial Pressures

Appendix C: Covid Impact on Council Tax;

Appendix D: Visitor Economy and income generation

**AUTHOR: MALCOLM COE (DIRECTOR OF INVESTMENT &
CORPORATE SERVICES (WECA))**

S151 OFFICERS – WOE COUNCILS

Bath & North East Council



Will Godfrey CEO Bath & North East Somerset

27 April 2020

Bristol City Council



Mike Jackson CEO Bristol City Council

27 April 2020

North Somerset Council



Jo Walker North Somerset Council

27 April 2020

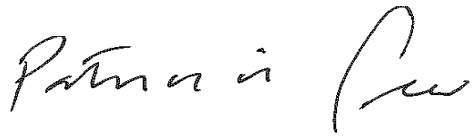
South Gloucestershire Council



Dave Perry CEO South Gloucestershire Council

27 April 2020

West of England Combined Authority

A handwritten signature in black ink, appearing to read 'Patricia Greer', written in a cursive style.

Dr Patricia Greer CEO West of England Combined Authority

27 April 2020

COVID – West of England Financial Impact: City Region Deal and Economic Development Fund (South Glos)

Background

The City Region Deal between the four West of England Unitary Councils and the Government was set up in April 2014. It allowed the four authorities to keep all of the income generated from business rates growth across five Enterprise Areas and an Enterprise Zone over a 25 year period. Three of the Enterprise Areas are located in South Gloucestershire at Filton, Emersons Green and Severnside, making up approximately 50% of the Deal.

The Deal was intended to unlock millions in extra income to be reinvested in economic growth and jobs in South Gloucestershire, Bath, Bristol and North Somerset. The forecast business rates growth over the 25 years was intended to support a £500m investment programme which in turn should generate additional economic growth and jobs for the region and Treasury.

The City Region Deal (CRD) Pool collects business rate income from the various areas and distributes it back to the authorities to fund the borrowing and interest costs of capital schemes. These schemes are approved through the Economic Development Fund (EDF) administered by the LEP. Should the CRD fail to collect sufficient business rates in terms of quantum and / or timing, planned schemes will need to be cancelled and / or the councils will have to fund any shortfall.

As well as funding the Economic Development Fund, the Deal makes payments back to each local authority to ensure they are no worse off than they would have been in the national scheme if there was no pooling arrangement. Outside of this 5/6ths of the growth funds EDF up to £500m and 1/6th comes back to the authorities to provide support for the demographic pressures arising from the investments. These amounts are included in each councils' MTFPs to fund expected demographic pressures factored into financial plans. For South Gloucestershire, these amounts are several million per annum.

Schemes such as flood mitigation works at Avonmouth & Severnside are funded from EDF and are enablers to much of the anticipated business rates growth to create jobs and economic uplift.

Impact of COVID

COVID is having a huge impact on the national economy and within the West of England initial projections indicate a 40% decline in South Gloucestershire's GVA being the highest decline of the 4 WoE UAs (North Somerset – 37%, BANES – 35%, Bristol – 33%).

Given that South Gloucestershire makes up c. 50% of the forecast business rates growth, and is experiencing the highest drop in GVA across the WoE, this would indicate that there is a significant risk to the sustainability of the City Region Deal.

The loss of business rates across the whole of local government is a huge concern as businesses struggle to survive in a contracted economy. SGC on its own makes a tariff payment each year of circa £80m and has seen its Net Rates Payable of £135m for 20/21 reduced by £81m from the expanded retail and new nursery discounts. In South Gloucestershire, the rates within the CRD amounted to nearly £19m forecast in 20/21 and now reduced by c. £9m for the new reliefs. Should these businesses and others fail to survive COVID the impact on the West of England will be catastrophic. It is likely that the growth anticipated in the CRD will fail to materialise following COVID given the contraction in the economy and forthcoming recession.

Assessment

This will mean that the EDF will need to be fully reviewed and the spending plans of approved capital schemes re-considered given the UAs will not be in a position to financially underwrite schemes should the business rates fail to materialise in time. The schemes are all designed to increase economic growth as well as stimulating significant investment in local and national supply chains which in turn provides net contribution to the Treasury. This will be crucial for the country's long-term recovery and at this point appears extremely tenuous.

Government Ask

That Government underwrite the City Region Deal in full and remove the financial risk of the economic downturn from the UAs protecting both the "no worse off" position in the original agreement, the demographic growth already built into financial plans and the £500m investment programme.

North Somerset Council – Financial Pressures on Adult Social Care

The Covid-19 national emergency is having a significant impact on adult social care providers at a time when their services are most needed by the most vulnerable. Not only do they face operational issues in relation to staffing absences, controlling the spread of infection, PPE, testing and additional responsibilities, these factors are also causing pressing concerns about increasing costs and financial viability.

Councils across the West of England recognise these pressures and are committed to stabilising the market and supporting providers in many ways, but, in particular through a temporary uplift in fees, which are in addition to the inflationary uplifts that have already been agreed.

In accordance with guidance issued by the LGA, councils across the WoE have all recently agreed to a temporary uplift in fees, which are illustrated below; some involve a flat rate increase which is differentiated on the basis of care type and some have chosen a % increase.

This, however, represents a significant cost to councils, which is illustrated below and, over time, along with the ongoing costs of securing PPE, will use up a significant proportion of the Councils' allocation of the £1.6bn, with no room to address other substantial costs pressures and loss of income.

In addition, whilst we will be clear with providers that this is a temporary uplift, it is inevitable that this will create an expectation amongst the market that this increase will be permanent and will be the first step towards more sustainable funding for the sector. Illustrations of the impact of more permanent increases in fees is also shown below.

Authority	Approach to temporary uplift	Estimated Cost per Month	Estimated Gross Cost per Annum of a blanket (and permanent) increase in fees of:			
			2%	3%	5%	10%
			£000s	£000s	£000s	£000s
Bath & North East Somerset	10% advance payment of normal monthly payment to provider (cashflow only). DPs on a case by case, Day Services to apply for supplier relief, any amount agreed will be based on circumstances and case by case.	369	1,155	1,732	2,887	5,773
Bristol	£100 / week addition to care homes fees; £1 / hour addition to domiciliary care fees; 5% increase in DPs	1,120	3,073	4,609	7,682	15,363
North Somerset	£100 / week addition to care homes fees; £1 / hour addition to domiciliary care fees; 5% increase in DPs	624	1,666	2,499	4,165	8,329
South Gloucestershire	10% increase to care homes and domiciliary care fees: DP currently being dealt with on a cases by case basis but estimated to be additional 5%	727	1,745	2,618	4,363	8,735

Bristol City Council – Council Tax COVID Impact

1. Background

- 1.1. Bristol City Council like many councils set its budget and Council Tax for 2020/21 with a 3.99% increase (1.99% for general requirements plus 2% specifically for adult social care). Having to increase Council Tax in order to achieve a balanced budget was very much a last resort after income generation and asset utilisation had been optimised. The Council's budgeted income from **Council Tax is £226 million and represents 57% of the net budget requirement (£395m)**. The income is critical in providing the platform for the Council to deliver essential services to residents, with an emphasis on protecting the young, the elderly and the most vulnerable.
- 1.2. We now face fresh financial challenges as a result of coronavirus pandemic that could not have been predicted when we set budgets in February 2020. The loss of local authority income due to government restriction is no different in cause than those effecting private businesses. This point is captured in more depth in the main body of the report and Appendix B and this case study seeks to only outline the severity of income reductions and cash flow challenges associated to reductions in Council Tax income.

2. COVID Impact & Assessment

- 2.1. Local authorities are not immune to the rapidly intensifying economic effects of COVID-19 and are experiencing extraordinary losses because of the response to the pandemic and the effects of the measures taken to deal with it. For Bristol, reductions in Council Tax income is the largest single income loss and forecasted to be circa. £18.3 million (and £47.4m for the West of England (WOE) (Bristol, Bath and North East Somerset Council (B&NES), South Gloucestershire and North Somerset); as a whole).
- 2.2. There are statutory calculations in respect of Council Tax and it is not the intent to repeat those here but to focus on the following 3 material elements and model the impact of those changes on the original forecast:
- Changes in housing growth numbers
 - Council Tax reduction scheme for working age adults
 - Collection rate changes
- 2.3. **Residential Housing Growth** - A pause in construction activity is being experienced as housebuilders down tools due to the Covid-19 restrictions. This will undoubtedly lead to a drop in new home completions in 2020/21. The full impact of the hiatus depends on the duration of current movement restrictions and on economic conditions once these are lifted. The consensus among economic forecasters is that the housing disruption will be relatively short-lived and indeed, developers are still pursuing planning opportunities. On that basis, we anticipate

a timing delay on the completion of 429 units (decrease of 25%) in original budget forecast of completion of new homes to reflect restrictions during Q1 2020. This will result in a **Band D equivalent variation of £0.753m.**

2.4. **Council Tax Reduction (CTR) Scheme** - As businesses close to help prevent transmission of COVID-19, financial concerns and job losses are one of the early impacts of the virus. This in turn, affects many people, typically the least well-paid and those self-employed or working in informal environments in the gig economy or in part-time work with zero-hours contracts. Government measures announced intended to safeguard jobs, guarantee wages and support the self-employed have reduced but not fully mitigated the impact.

2.5. The recent figures released from the Department for Work and Pensions, showed that an additional 1.2 million people registered for Universal Credit from when the lockdown was first signaled to April 7 (43% on 2.8 million in January 2020). In the first seven weeks of response the Council has processed 3,700 changes to circumstances request, applicable to the CTR scheme **and received 2,420 (17%) new claims for CTR from working age adults and are forecasting that this increase will reach 30%** for the financial year. Bristol is one of a small number of authorities with a fully funded CTR scheme and as such this increase would result in a **Band D equivalent variation of £12.2m.**

2.6. **Collection Rates** - In times of uncertainty we are guided by our corporate values. We know that the situation among many of our residents has changed. The arrears are still there and new debt will accrue, but payment propensity may have gone. Council Tax comprises a large proportion of overall household bills and we have introduced the following temporary guidelines to help customers in difficult financial situations.

We will:

- Provide assistance to anyone experiencing difficulty in making payments and subject to individual negotiations, make alternative arrangements that may include rescheduling or deferral of payment.
- Not take any new recovery action if residents are temporarily unable to pay Council Tax.
- Postpone new debt recovery action for anyone falling into Council Tax arrears.

2.7. It is estimated that the downturn and measures above will see annual collection rates in Bristol fall from 98.5% to 95.9% (2.6 % decrease) with a further financial reduction of £5.5 million. This is modelled in table 1 below based on actual activity in the first 3 weeks of 2020/21 on all non automated / direct payment methods.

Table 1 – Council Tax Collection Rates

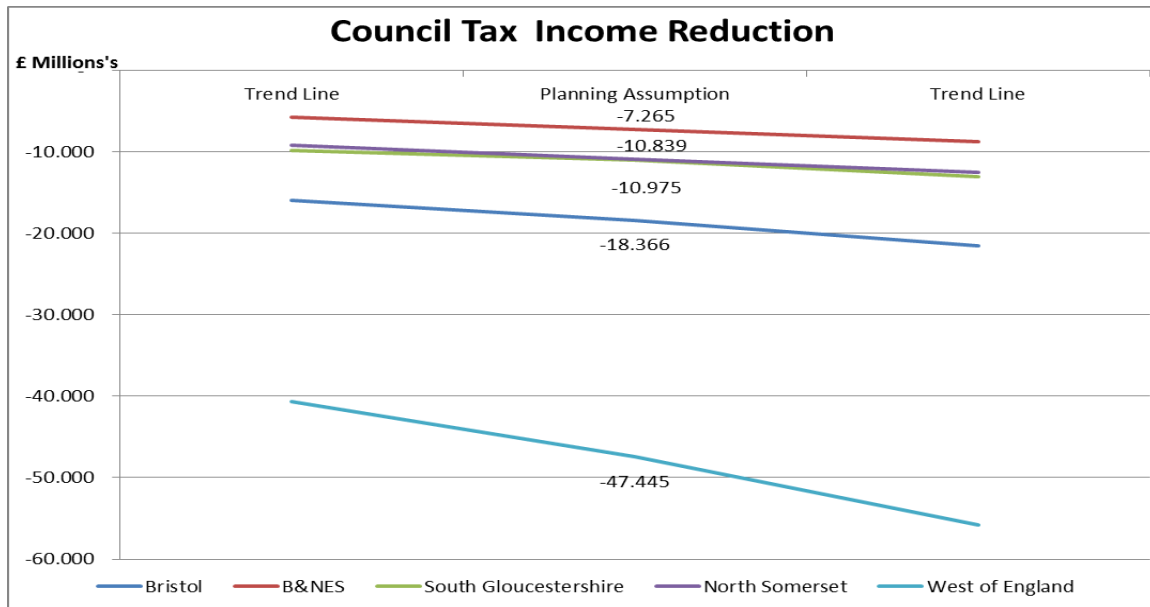
Ref	Receipt Type	1st Apr to 21st 2019	1st Apr to 21st 2020	Variation
		Adj. Rates 3.99%		
		£	£	£
99	Receipt	1,029,921	787,986	(241,935)
AOE	Receipt AOE payments	1,074	304	(770)
AL	Allpay Post office	2,513,056	1,715,151	(797,905)
BL	Receipt - Enforcement Agent Payment	152,301	53,110	(99,191)
DD	Direct Debit	17,880,621	17,996,757	116,135
DL	Dss payments	13,199	15,999	2,800
IC	Receipt - Internet credit card payment	342,664	338,066	(4,598)
ID	Receipt - internet debit card payment	2,314,704	2,235,875	(78,829)
KC	Scancoin Kiosk Card Payment	53,305	8,823	(44,482)
KG	Scancoin Kiosk Cash Payment	26,005	8,624	(17,381)
KQ	Scancoin kiosk cheque payment	11,326	4,150	(7,176)
MD	Receipt- Manual DataLoad - Paye.Net	179,686	143,971	(35,715)
NL	Bank Payment	115	34	(81)
NN	Bank Payment	209,561	171,033	(38,528)
PO	Receipt - Post Office Payment	83	0	(83)
TC	Receipt - Telephone credit card payment	79,858	80,637	780
TD	Receipt - Telephone debit card payment	683,938	605,760	(78,179)
		2019 adj. Rates	1st Apr to 21st 2020	Variation
	Total Payment	25,491,417	24,166,279	(1,325,137)
	Payment at Risk (excl.DD&DSS)	7,597,596	6,153,524	(1,444,073)
	% payment at Risk	29.80%		
	Rate of Payment at Risk	-19.01%		
	Multiplied Risk	-5.66%		
	Apply Part year effect	-2.57%		

2.8. The collation of the movements in the three areas outlined above are summarised in table 2 at a loss in income of £18.3 million. The scale of this reduction equates to average £142.85p per household (2020/21 baseline) in Bristol and if all other areas of the budget remained unchanged, for context would have meant a further Council Tax increase of some 8.48% (in addition to 3.99% already applied) to enable a balanced budget to be achieved without impacting on service delivery.

Table 2: Bristol City Council - Council Tax Impact - Summary

Bristol Council Tax - Impact Assessment - Summary	Original Dwellings	Forecast Dwellings	Dwelling Variations	Change in assumptions	Band D Annual CT £
	Number of	Number of	Number of		1,758
Total Dwellings (starting Oct 12 CTB1)	202,682	202,682	0		
Exempt Dwellings and Single person other similar discount incl. Empty homes	(23,982)	(23,982)	0		
Local Council Tax Support	(26,904)	(34,976)	(8,071)	30% increase assumed based on 17% actual increase over the past 7 weeks	
Adjusted Base Dwellings	151,796	143,724	(8,071)		
Band D Eqvl Dwellings	130,981	124,017	(6,965)	Band D Eqvl Ratio 86.29%	
Adjustment per CBT 1 (contributions in lieu)	18	18	0		
Total Band D Eqvl Dwellings	130,999	124,034	(6,965)	This change is solely due to Local Council tax support change	(12,245,667)
Adjustment due to Student properties not recorded in CTB1 and long term Empty property	(2,190)	(2,190)	0		
Adjustment for anticipated growth	1,715	1,286	(429)	Assume 75% Growth will be achieved against originally planned	(753,863)
Revised Tax Base Dwellings	130,524	123,131	(7,393)		(12,999,529)
Collection Rate change	98.50%	95.93%	-2.57%	See Debt Collection Assumptions for Detail	(5,561,530)
Collectable Tax Base	128,566	118,121	(10,445)		(18,366,066)
CT Income	226,055,099	207,689,033	(18,366,066)		
Budget Requirement Change in CT Band D Eqvl Rate (in addition to approved increase of 3.99%)				8.48%	

2.9. The scale of this income loss when extrapolated across the WOE region is £47.4 million and is broken down by authority area in table 3 below.



Council Tax Income Reduction	Trend Line	Planning Assumption	Trend Line
	£m	£m	£m
Bristol	- 15.974	- 18.366	- 21.515
B&NES	- 5.744	- 7.265	- 8.778
South Gloucestershire	- 9.773	- 10.975	- 13.065
North Somerset	- 9.185	- 10.839	- 12.475
West of England	- 40.675	- 47.445	- 55.833

2.10. It should be noted that the Council Tax analysis does not take into account timing and we have focussed on analysing the income collected in-year. Clearly, for local taxation streams, the deficits created in 2020/21 will significantly impact cash flows in 2020/21 and be recognised in 2021/22 budgets. This would result in some truly unpalatable decisions in budget setting in relation to critical services that are still likely to be transitioning to recovery and extra government financial assistance will be needed to avoid this.

3. Conclusion

3.1. We will continue to pass full payment to preceptors – Police / Avon Fire & Rescue to minimise wider cash flow impact, however urgently need government support to be able to continue to protect frontline services, deliver more cost-effectively, take a prominent role in supporting economic growth in the region and push forward with our ambitious regeneration plans that will help to bring forward high-quality development and create jobs and lead the way to a sound economy.

4. Government Asks

4.1. Recognise the severity of the overall financial and cash flow impact on local authorities.

4.2. **Cash flow** - Authorities in the 100% business rate retention pilots do not pay a central share and as such the 3-month deferral of central share payments announced by the government to ease cash-flow burden will provide no cash flow relief. An alternative short term loan with payment holiday and no interest could be considered to ease cash flow challenges for authorities in 100% business rate retention pilots.

4.3. **Income loss** - A commitment from government that it will compensate local authorities for income losses.

4.4. **Income loss** - Consider a Council Tax Support Grant which could be calculated on similar principles to the historic Council Tax freeze grants which would mitigate COVID related adverse variations in the Council Tax base and collection rates.

Bath and North East Somerset Council (B&NES), Visitor Economy and Income generation

Background

Alongside its neighbours, the Council has developed its financial strategy to promote the region and develop its Visitor Economy. This attracts people to visit, live and work and spend money in B&NES and, through the Council's income generation, helps fund critical Council services such as Childrens and Adults Social Care.

Both B&NES and Bristol are in the top five of income generating Councils when comparing commercial income generated to budget size. The Council's 2020/21 net budget is £118m, however this is reliant on net income of £32.6m from three areas, Commercial Estate (£15.2m), Parking (£7.7m) and the Roman Baths Museum (£9.7m).

In simple terms at least 22% of the Council's budget is funded from income generated through the Visitor Economy.

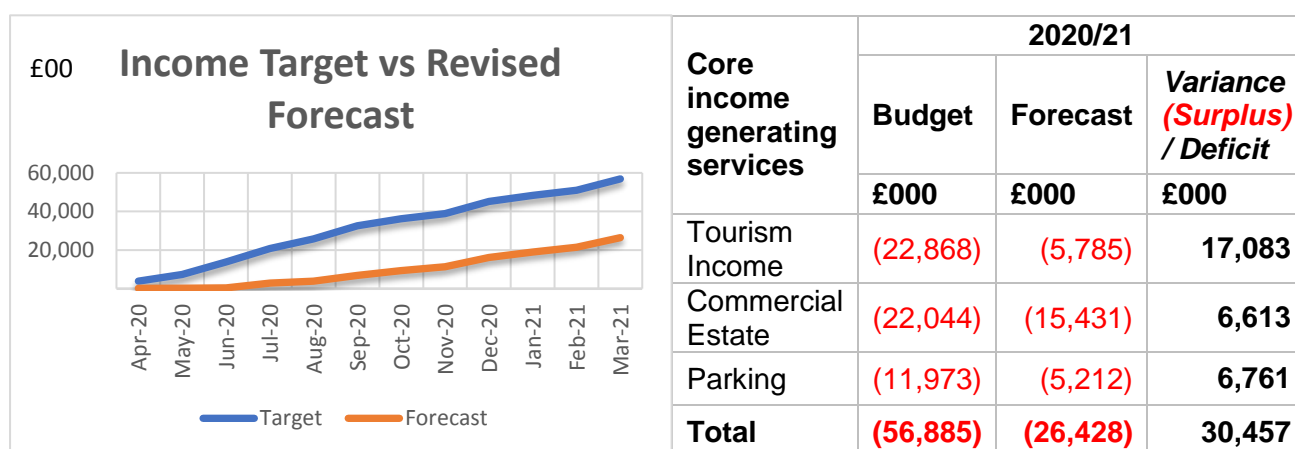
The issue

As a result of Covid-19, the national lockdown and social distancing measures the Council made the decision to close the Roman Baths and it's Heritage Services on the 18th March, and shortly after the lockdown we stopped parking charges and enforcement to enable key workers to safely travel and park.

The Impact

The financial impact on our revenue budget is illustrated below from a six-month period of little income generation and a gradual recovery, it is assumed commercial rent income will continue be paid, however we are anticipating a 30% fall in gross rental income. This does not include the additional impact of a reduced business rates base that will come from business closures.

Headline: We are projecting a year end **£30.5m** shortfall against our income budget.



Without in year mitigation this will have a significant year end impact requiring all the Council's £13.5m unearmarked reserves and depletion of future years financial planning and other reserves. It should also be noted that the council is experiencing pressures across social care services, council tax and business rates income as well as general spend on services etc. which are included within the main body of this report for wider context.

Financial Management Options

It is assumed that the current government offer of the Covid-19 grants will be fully committed on new Covid-19 expenditure pressures and supporting the Social Care provider market.

Option 1. Downsize Services

Without government support the Council will have to contract its services to recover from the in-year deficit and risk on future years base budget, to manage this would require significant service reductions with the Council providing essential statutory services and cutting most non-priority discretionary services. This approach will not aid economic recovery in the region and will result in the loss of revenue income generating assets as disposals will be required to fund up front costs to deliver savings through the flexible use of capital receipts.

Option 2. Sustain & lead the recovery – Government Ask

To enable a longer-term economic recovery, it is critical for B&NES and the South West to become open for business which will require putting in measures to sustain its services and support businesses to continue trading alongside promotion and investment in the region to attract local and international visitors. This will require a Council recovery plan to manage costs and prioritise the recovery of key services. However, this is not financially manageable without further government support in the form of an income equalisation grant i.e. a grant which offsets the net reduction in commercial income to the Council after mitigation measures during the recovery period.

Option 3. Do nothing

This will result in a S114 notice as the Council will deplete reserves and not be able deliver a balanced budget.

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The West of England Combined Authority (WECA) covers Bath & North East Somerset, Bristol and South Gloucestershire. WECA also supports the Local Enterprise Partnership and the Joint Committee, which includes North Somerset.



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 12

19 JUNE 2020

REPORT SUMMARY SHEET

UPDATE TO THE CONSTITUTION

Purpose

To consider proposed updates to the Combined Authority's constitution.

Summary

This report sets out proposed changes to the WECA constitution required as a result of the climate emergency and emerging / ongoing issues such as Covid-19 and the Transport Authority functions now being carried out by WECA.

In addition, the Pay Policy statement for the Authority requires approval.

Recommendations

The Combined Authority Committee is asked:

1. To agree the changes proposed to the Authority's constitution.
2. To approve the calendar of public meetings shown at Appendix 1.
3. To approve the Pay Policy Statement at Appendix 2.

Contact officer: Shahzia Daya

Position: Director of Legal

Email: Shahzia.Daya@westofengland-ca.gov.uk

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE**

DATE: 19 JUNE 2020

REPORT TITLE: UPDATE TO THE CONSTITUTION

AUTHOR: SHAHZIA DAYA, MONITORING OFFICER

Purpose of Report

1. To update the Constitution and
2. To adopt the Combined Authority's pay policy statement.

Recommendations

1. To agree the changes proposed to the Authority's constitution.
2. To approve the calendar of public meetings shown at Appendix 1.
3. To approve the Pay Policy Statement at Appendix 2.

Proposal / solution

Changes to the WECA constitution are required as a result of climate emergency and emerging issues such as Covid-19 and the Transport functions now being carried out by WECA.

Proposals / Issues

1. Changes to the Constitution

Terms of reference

Advisory boards - Terms of Reference to be amended to include the following references: -
- Shape intelligence and provide advice and challenge on policy and programme planning to help deliver the region's climate commitments.
- The Boards will work in conjunction with WECA Officers in relation to delegated decisions taken by Officers on behalf of the Combined Authority.

WECA Overview & Scrutiny Committee - Terms of Reference to be amended to include the following reference: - Provide advice and challenge on policy and programme delivery to help

ensure the region meets its climate commitments, including monitoring the delivery of the authority's Climate Emergency Action Plan.

WECA Committee and Joint Committee - Terms of Reference to be amended to include the following references:

- Agree and deliver a set of strategic priorities that enables the region to deliver on its climate commitments.
- Champion the delivery of policy, projects and programmes of work that enables the region to deliver on its climate commitments.

Delegations

It is proposed that operational decision-making in relation to transport functions now being carried out by WECA are delegated to the Head of Transport as follows;

The Transport Operations functions transferred to WECA in April require decision-making processes to reflect those of the councils beforehand. Swift decision-making is even more important as lockdown restrictions ease and more people use buses, so that services can be added in response to additional demand and funding allocated from existing budgets to achieve this. There may also be a need to fill gaps in the network that have not hitherto been a priority but as time goes on become necessary to provide a comprehensive network. Operational decisions required will include the following:

- the tender and/or direct award of bus service and operations contracts including de minimis, ticketing and information contracts
- acceptance of changes to existing contracted services
- the award of grant funding to Community Transport providers
- bids for, and acceptance and allocation of Government funding for bus services
- code of conduct and partnership agreements with bus operators
- response to commercial service withdrawals
- design and delivery of bus timetable information and bus stop location maps
- functional service reviews
- reimbursement rates for concessionary travel
- agreements with neighbouring Local Transport Authorities on mutual acceptance of non-statutory bus pass concessions (joint with NSC)
- recharges to bus operators for provision of information
- certification of Qualifying Agreements made under Schedule 10 of the Transport Act 2000

Subject to these decisions being deliverable within the Transport Levy budget envelope as agreed annually by WECA Committee or other such funding as may be secured from Government and other funding streams.

Decisions impacting on services will be taken in consultation with Transport Board members as appropriate.

Standing Orders

Appendix 3 sets out the Virtual Meetings Procedure Rules that will apply in relation to any virtual public committee meetings that are held by the authority due to the Covid-19 situation.

Financial regulations

Section 6 of the financial regulations to be amended to enable budget holders to authorise spend up to £100,000 and the Chief Executive to authorise spend above this level as shown in the table below

Authoriser Limits

Delegations to authorise spend within budgets, as approved by the WECA committee, are set out in the table below.

Authorisation Limit	Officer
Up to £100,000 Recommendation to change this to up to £200k	Chief Executive Officer
Up to £50,000 within their allocated budget responsibility Recommendation to change this to up to £100K	Director of Investment & Corporate Services Director of Legal & Democratic Services Director of Infrastructure Director of Business & Skills Head of Strategy and Policy
Up to £25,000 within their allocated budget responsibility	Head of Finance Head of Grant Management & Assurance Head of People and Assets Head of Regional Housing and Planning Head of Transport Head of Business Skills and Growth Head of IBB Head of Communication Head of Strategy and Policy
MIPIM Expenditure over £25,000	Chief Executive Officer
Up to £700,000 for budgeted payments to approved Adult Education Providers	Director of Business and Skills; Director of Investment and Corporate Services
Up to £2,000,000 on operational transport functions (within approved budget levels)	Head of Strategic Transport Integration; Director of Investment and Corporate Services
Grants* up to £2,000,000 <i>*Investment Fund; Local Growth Fund; Transforming Cities Fund, Regional Infrastructure Fund; Various other approved grants</i>	Head of Grant Management and Assurance Recommendation to include Director of Investment & Corporate Services.

2. Meeting dates 2020/21

A calendar of public committee meeting dates is attached at Appendix 2 and recommended for approval. The dates accord with the governance process agreed at last year's Annual meeting.

3. Appointments to WECA committees

The political representation and arrangements for all the WECA statutory committees remain the same as for 2019/20.

4. Pay policy statement

WECA's Pay Policy statement is attached for approval also. This outlines the Authority's policies towards a range of issues relating to the pay (including severance pay) of its direct workforce its Chief Officers, as defined by the Local Government and Housing Act 1989 and all other employees (in accordance with provisions in the Localism Act). The policy will be reviewed annually.

Consultation details

Members, CEOs, Directors, Officers of constituent authorities

Risk Management/Assessment

The Annual Governance Statement requires decision making processes to be set out in the Combined Authority's constitution

Finance Implications

No specific financial obligations arising directly from this report

Legal Implications

The constitution forms the basis of sound and robust decision making by the Combined Authority and must be reviewed regularly in order to ensure that it is fit for purpose and complies with the legislative requirements.

Human Resources Implications

The Pay Policy Statement will meet the Authority's obligations under the Localism Act 2011 [Section 38 (1)] and the associated statutory guidance set out in the Openness and Accountability in Local Pay: Guidance and Supplementary Guidance under section 40 of the Localism Act (February 2012 & 2013) together with the Local Government Transparency Code 2015 (February 2015)) from the Department for Communities and Local Government.

Equality Impact Assessment

The obligations in relation to the public sector equalities duty under section 149 of the Equality Act 2010 (PSED) have been assessed at each stage of the development process. It has been concluded that the immediate decision primarily relates to the arrangements that are required to be in place to enable the WECA Order to be lawfully implemented rather than decisions that could be deemed to impact on the rights of groups or individuals with a protected characteristic or others protected under the PSED.

As a body exercising public functions WECA is under an obligation to have regard to the PSED when exercising its functions. The WECA understands its Public Sector Equality Duty (PSEC) obligations under section 149 of the Equality Act 2010 and will ensure that it complies with its PSED obligations.

Appendices

Appendix 1 – Public committee meeting dates

Appendix 2 – Pay Policy Statement

Appendix 3 – Virtual meeting procedural rules

Background Papers

Constitution

Relevant Local Government Acts

West of England Combined Authority Order 2017

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

APPENDIX 1 - Key Dates 2020/21 – public committee meetings

1. WECA Committee and West of England Joint Committee (joint meeting)

- 10.30 am, Friday 9 October 2020
- 2.00 pm, Friday 4 December 2020
- 10.30 am, Friday 29 January 2021 (budget meeting)

2. WECA Overview & Scrutiny Committee

(Note: Overview & Scrutiny Committee members have been consulted on these dates)

- 10.30 am, Wednesday 7 October 2020
- 10.30 am, Wednesday 2 December 2020
- 10.30 am, Wednesday 27 January 2021

3. WECA Audit Committee

(Note: Audit Committee members have been consulted on these dates)

- 10.00 am, Friday 17 July 2020
- 11.00 am, Friday 18 September 2020
- 12.30 pm, Thursday 10 December 2020
- 10.30 am, Friday 25 February 2021

Introduction

The West of England Combined Authority is made up of three of the local authorities in the region – Bath & North East Somerset, Bristol and South Gloucestershire.

Working with our partners including the West of England Local Enterprise Partnership, North Somerset Council and other local service providers, our aim is to deliver economic growth for the region and address challenges including economic investment, skills development, housing and transport.

1. Purpose and scope

- 1.1 The purpose of the statement is to provide a clear and transparent policy to the public, which demonstrates accountability and value for money.
- 1.2 The policy statement will meet the Authority's obligations under the Localism Act 2011 [Section 38 (1)] and the associated statutory guidance set out in the Openness and Accountability in Local Pay: Guidance and Supplementary Guidance under section 40 of the Localism Act (February 2012 & 2013) together with the Local Government Transparency Code 2015 (February 2015)) from the Department for Communities and Local Government.
- 1.3 It will articulate the Authority's policies towards a range of issues relating to the pay (including severance pay) of its direct workforce its Chief Officers, as defined by the Local Government and Housing Act 1989 and all other employees (in accordance with provisions in the Localism Act). The policy will be reviewed, at least annually, to reflect any statutory changes (particularly in relation to public sector severance payments), anticipated in the coming the year.
- 1.4 The Authority's pay arrangements will reflect the need to recruit, retain and motivate skilled employees to ensure high levels of performance balanced with accountability on the public purse. The policy will be underpinned by principles of fairness and equality and will need to recognise the flexibility which is essential in delivering a range of services.
- 1.5 The statement will be reviewed annually. Its approval and any subsequent amendments will be considered at a meeting of the Combined Authority. The statement will be published on the Authority's public website.

2. Definitions

For the purposes of this Pay Policy Statement the following definitions apply:

- 2.1 **'Pay'** in addition to base salary includes charges, fees, allowances, benefits in kind, increases in/enhancement to pension entitlements and termination payments where applicable.

'Chief Officers' refers to the Chief Executive, as 'Head of Paid Service', and Directors of the Authority

'Lowest paid employee' refers to the employee/s in substantive full-time employment at the lowest in-use scale point of the Authority's pay scale

3. General principles & practice

- 3.1 The West of England Combined Authority's employment practice will be governed generally by the relevant national and European legislation and, where relevant, specific local government legislation and regulation.
- 3.2 **Principles:** The Authority values all its employees and aims to apply a consistent and fair approach to pay and benefits, in line with the following principles:
- ✓ To work within financial constraints using those limited funds in the most effective way to support the Authority in the provision of quality cost effective services.
 - ✓ To take account of affordability in the introduction and maintenance of any changes to pay structure.
 - ✓ To support a flexible approach to the acceptance of changes to tasks, duties and responsibilities by employees and allow for flexibility between posts.
 - ✓ To be mindful of the market in making decisions about pay and benefits enabling the Authority to attract and retain its employees and to respond to situations where market forces dictate the necessity to apply supplements to established salaries.
 - ✓ To actively work towards reducing any unjustified gender pay gaps and promote an equal pay agenda ensuring that transparent and accessible pay and job evaluation systems, processes and systems meet legislative requirements.
 - ✓ To be clear about the recognition and reward of performance, whether at whole organisation, service, team or individual level.
 - ✓ To manage pay and benefits processes appropriate to service delivery in a fair and consistent way, and in line with a commitment to remaining within the framework of the relevant national pay and conditions agreements.
 - ✓ To aim to retain a core set of benefits for all employees.
- 3.3 **Practice:** Basic pay is determined through:
- The job role and its accountability in the overall context of the Authority's services and responsibilities using a job evaluation process based on objective criteria and free from discriminatory bias.
 - The terms of the relevant national agreements on pay and conditions of service.
 - A comprehensive pay and grading structure, that must be affordable and offer recruitment and retention incentive.
 - The outcome of reviews into the local pay and grading structures are determined within the terms of this policy and the Authority's governance arrangements.
- 3.4 **Equal pay:** The Authority is committed to the principle of equal pay for all posts of the same size and value. To put its commitment to equal pay into practice, it:
- Regularly reviews its pay grade and rates for all current staff and starting pay for new staff in line with Equality and Human Rights Commission guidance to ensure a robust and consistent approach.
 - Adopts an independent and consistent job evaluation approach
 - Provides training and guidance for managers and supervisory staff involved in decisions about pay and benefits.
 - Regularly monitors pay and grading data and statistics and will publish pay equality data as statutorily required

4. Senior pay

4.1 The remuneration of the Chief Executive and other senior management appointments in the Authority is undertaken by external analysts using the Hay Job Evaluation process. Levels of pay upon appointment of Chief Officers have been market-related by being compared to a national data base maintained by the Hay Group of similar posts in a wide range of public and not for profit sector organisations and recognising regional influences. The pay structure for Chief Officers takes account of clearly defined 'statutory responsibilities'. Three pay bands will be available for the most senior officers, as set out below. These span :

BAND	MIN/MID/ MAX POINTS	Composition, Terms & Conditions
CHIEF EXECUTIVE/ HEAD OF PAID SERVICE & other senior management appointments*		
Band 1	Fixed/Spot	<ul style="list-style-type: none"> - A fixed salary on appointment within the range £135,000 to £155,000 pa taking account of current public sector market median data provided by the independent analysts with recognition of regional influences and the Authority's general starting salary policy. - No variable element within the remuneration package e.g. bonuses, charges, fees or allowances, benefits in kind - Salary subject to annual review to take account of factors such as performance, capability, JNC national pay settlements. - Other conditions of service are those determined nationally by the JNC specifically for these appointments or, as locally determined for all other staff.
Band 2	Fixed/Spot	<ul style="list-style-type: none"> - A fixed salary on appointment within the range £110,000 to £125,000 pa taking account of current public sector market median data provided by the independent analysts with recognition of regional influences and the Authority's general starting salary policy. - No variable element within the remuneration package e.g. bonuses, charges, fees or allowances, benefits in kind - Salary subject to annual review to take account of factors such as performance, capability, JNC national pay settlements. - Other conditions of service are those determined nationally by the JNC specifically for these appointments or, as locally determined for all other staff.
Band 3	Fixed/Spot	<ul style="list-style-type: none"> - A fixed salary on appointment within the range £90,000 to £99,000 pa taking account of current public sector market median data provided by the independent analysts with recognition of regional influences and the Authority's general starting salary policy. - No variable element within the remuneration package e.g. bonuses, charges, fees or allowances, benefits in kind - Salary subject to annual review to take account of factors such as performance, capability, JNC national pay settlements. - Other conditions of service are those determined nationally by the JNC specifically for these appointments or, as locally determined for all other staff.

4.2 The Authority has adopted a pay range to allow flexibility in candidate attraction. Individual appointments will be made on a 'fixed or spot salary'. Pay increments with time served progression are not appropriate, however cost of living increases as negotiated nationally by the JNC (Joint National Council) will be applied. Placement within the range upon appointment will reflect factors such as capability, experience, previous salary history, and marketability.

4.3 Senior staff will not be differentiated from other members of staff in terms of remuneration on resignation or termination.

4.4 If proposed severance packages are likely to exceed £99,999 (this threshold includes [but is not limited to] any proposals in respect of salary to be paid in lieu, redundancy compensation, pension entitlements and holiday pay as appropriate) these will be considered in accordance with agreed Authority governance arrangements and subject to Committee approval. This provision will be reviewed to comply with any legislative changes made during the year.

4.5 The Authority's threshold level for disclosure of senior staff salaries will be at the minimum point of the senior civil service pay scale and above as at 31 March of any given year to which this policy applies.

5. Pay of the lowest-paid employees

- 5.1 The Authority has resolved that no employee will be paid less than the Real Living Wage, which is set by the Living Wage Foundation. The Authority has adopted this definition because it has decided that none of its employees should be paid less than the real UK Living Wage.
- 5.2 For 2020/21, the UK Real Living Wage is £9.30 per hour, which equates to a minimum annual salary of £17,943 (based on a full-time week of 37 hours).
- 5.3 Apprentices and interns are normally exempt from the provisions of the Living Wage.

6. Relationship between senior pay and the 'lowest paid Authority employee'

- 6.1 The Authority is committed to ensuring the ratio between the highest and lowest paid employee is never greater than 10:1.
- 6.3 The ratio of the highest paid employee to the lowest is currently 6.4 : 1. At present, the highest paid employee is the Chief Executive.

7. Pay Bands

- 7.1 The Authority has a set of pay scales for staff below Head of Service level. These pay scales mirror those of Bath and North East Somerset Council, and are based on Hay grades. These pay scales are subject to a clear job evaluation scheme which has been fully approved by the Unions and is in line with National Joint Council (NJC) provisions. The Authority applies nationally agreed NJC pay awards to this scale.
- 7.2 For staff at Head of Service level, whose salary range sits above the pay scales outlined in section 7.1 but below Chief Officer, three pay ranges have been adopted (Head of Service Level 1 to Head of Service Level 3). Consideration has also been given to developing an Associate Director pay scale, though this is not currently in existence. These pay scales have been developed with support from an independent external consultancy, with clear reference to evaluated market benchmarking, and range from broadly £60,000 to £80,000 per annum depending on the level of complexity and responsibility of the job, and the pay of similar roles in similar employers within the market. The Authority applies nationally agreed NJC pay awards to this scale.

8. Pensions

- 8.1 Subject to the provisions of the relevant scheme, all directly employed staff will be enrolled into the Local Government Pension Scheme, a statutory contributory scheme. They may choose to opt out of membership.
- 8.2 The Authority has a policy for flexible retirement.

9. Use of consultants, contractors and temporary 'agency' staff.

- 9.1 Ordinarily staff will be engaged directly by the Authority as employees but on an exceptional basis, if circumstances deem it necessary, people may be engaged under 'contracts for services' as consultants or contractors or on an 'agency basis'. When this situation arises, the Authority will give detailed prior consideration to the benefit of doing so and that the overriding need to ensure value for money is achieved. Such arrangements must be in accordance with the Authority's Codes of Practice and Financial Regulations.

9.2 The Authority has a contract in place with a “Managed Service Provider” for the provision of Agency workers, to ensure that they are always engaged in a consistent and cost effective manner.

10. Publication

10.1 The Authority’s approach to the publication of and access to information on the remuneration of Chief Officers is to include it on its public website as part of its requirements within the Accounts and Audit (England) Regulations 2011 and in accordance with the Code of Recommended Practice for Local Authorities on Data Transparency. A copy of the Pay Policy Statement will be published on the Authority’s website.

Further information

For further information on the pay policy please contact the Authority as follows:

Email: info@westofengland-ca.gov.uk

Telephone: 0117 428 6210

VIRTUAL MEETINGS PROCEDURE RULES

Introduction and application of the Virtual Meetings Procedure Rules

These procedure rules provide the means and guidance for the conduct of any remote meeting of the West of England Combined Authority (WECA), and any committees and sub-committees held under the provisions of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panels Meetings) (England and Wales) Regulations 2020 (the 'Regulations') and will remain in force until those Regulations are repealed.

These procedure rules should be read in conjunction with the Authority's Standing Orders and procedure rules as set out within the Constitution. The Regulations, made under section 78 of the Coronavirus Act 2020, apply notwithstanding any other legislation or current or pre-existing standing orders or any other rules of the Authority governing meetings and remain valid until 7th May 2021. This means that, wherever there is a conflict, these Virtual Meetings Procedure Rules take precedence in relation to any remote meeting.

The Regulations, and therefore the standing orders, have an automatic amending effect on the Authority's existing rules and can be applied immediately in order to run committee meetings remotely.

Virtual Meetings Procedure Rules

1. No requirement to hold an annual meeting

The requirement to hold an annual meeting is to be disregarded and, prior to 7th May 2021, an annual meeting of the Authority (or its committees) may only take place:

(a) where called by the Chair; or

(b) following a resolution calling for an Annual Meeting being passed at an ordinary or extraordinary meeting of the authority.

2. Notice of meetings and provision of agenda papers

2.1 The Monitoring Officer will give the requisite notice to the public of the time of the meeting, and the agenda.

2.2 Members will be notified of a remote meeting by email and all agenda papers will be available on the authority's website <https://westofengland-ca.moderngov.co.uk/ieDocHome.aspx?bcr=1>

2.3 The 'place' at which the meeting is held may be at an authority building or may be where the organiser of the meeting is located or may be an electronic or a digital or virtual location, a web address or a conference call telephone number; or could be a number of these combined. The meeting may also be held in a meeting room or Chamber with a proportion of the membership and any participating public additionally attending remotely.

3. Remote access to meetings

3.1 Members will be encouraged to use any video conferencing facilities provided by the authority to attend a meeting remotely.

3.2 If this is not possible, attendance may be through an audio link or by electronic means as referred to in Regulation 5(6)(c) of the Regulations.

3.3 As per the Regulations, remote access for individuals who are not attending to participate in the meeting, together with press facilities, will be provided through webcasting/broadcasting, live audio streaming or other means. The intention is that WECA virtual meetings will be broadcast via the WECA YouTube channel.

3.4 The “place” of a meeting is to be interpreted as where a meeting is held, or to be held; this can include reference to more than one place including electronic, digital or virtual locations such as internet locations, web addresses or conference call telephone numbers.

3.5 Meetings will be “open to the public” – this term includes access to the meeting being through remote means including (but not limited to) video conferencing, live webcast, and live interactive streaming. Where a meeting is accessible to the public through such remote means, the meeting is open to the public whether or not members of the public are able to attend the meeting in person.

3.6 If the Chair is made aware that the meeting at any point is not accessible to the public through remote means, due to any technological or other failure of provision, then the Chair shall adjourn the meeting immediately. If the provision of access through remote means cannot be restored within a reasonable period, then the remaining business will be considered at a time and date fixed by the Chair. If the Chair does not fix a date, the remaining business will be considered at the next ordinary meeting.

4. Members in remote attendance

4.1 A Member in remote attendance is present and attends the meeting, including for the purposes of the meeting’s quorum, if at any time all three of the following conditions are satisfied, those conditions being that the Member in remote attendance is able at that time:

(a) to hear, and where practicable see, and be so heard and, where practicable, be seen by the other Members in attendance.

(b) to hear, and where practicable see, and be so heard and, where practicable, be seen by any members of the public entitled to attend the meeting in order to speak at the meeting; and

(c) to be so heard and, where practicable, be seen by any other members of the public observing the meeting.

4.2 A Member in remote attendance will be deemed to have left the meeting where, at any point in time during the meeting, any of the conditions for remote attendance contained in 4.1 above are not met. In such circumstances, the Chair may, as they deem appropriate

(a) adjourn the meeting for a short period to permit the conditions for remote attendance of a Member contained in 4.1 above to be re-established;

(b) count the number of Members in attendance for the purposes of the quorum; or

(c) continue to transact the remaining business of the meeting in the absence of the Member in remote attendance.

5. Public participation

5.1 For remote meetings, the public participation rules as set out in the WECA Constitution will apply so far as is practically possible.

Note: as per the constitution, written replies to questions will continue to be sent to questioners prior to the meeting wherever possible – there is no opportunity for supplementary oral questions. Copies of questions and statements will be sent to committee members in advance of the meeting. Copies of questions and statements will be published on the authority's website.

5.2 At the discretion of the Chair of the meeting, those submitting statements will be given access to the virtual meeting for the period of time required to orally present their statement. Any person submitting a statement who wishes to present their statement at the virtual meeting must confirm this to the authority's Democratic Services Team by 12 noon on the working day before the meeting at latest.

6. Declaration of Interests

Any Member participating in a remote meeting who declares a disclosable pecuniary interest, or other declarable interest, in any item of business that would normally require them to leave the room, must also leave the remote meeting. Their departure will be confirmed by the Democratic Services Officer or meeting facilitator, who will invite the relevant Member by link, email or telephone, to re-join the meeting at the appropriate time.

7. Voting

Voting at remote meetings shall take place, conducted by the Chair of the meeting in accordance with the voting requirements of the current WECA constitution.

8. Exclusion of press and members of the public – exempt or confidential information

8.1 There may be times when the Authority's meetings (or part of a meeting) are not open to the public, when confidential, or "exempt" issues (as defined in Schedule 12A of the Local Government Act 1972) are under consideration. Where the technology is available, the Democratic Services Officer or meeting facilitator will ensure that there are no members of the public in remote attendance or remotely accessing the meeting, able to hear or see the proceedings once the exclusion has been agreed by the meeting.

8.2 Each Member in remote attendance must ensure and verbally declare that there are no other persons present who are not entitled to be (either hearing or seeing) consideration of such items, and/or recording the proceedings.

9. Review

These rules will be kept under regular review and updated as necessary.

Shahzia Daya
Director of Legal & Monitoring Officer
May 2020



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 13

19 JUNE 2020

REPORT SUMMARY SHEET

WECA & MAYORAL BUDGET OUTTURN: APRIL 2019 – MARCH 2020

Purpose

To present the revenue budget financial outturn information for WECA and the Mayoral budget for the financial year 2019/20 based on data for the period April 2019 to March 2020.

Summary

This report includes the following key information:

Mayoral budget:

- **Appendix 1** details the Mayoral Fund's forecast outturn revenue position for the 2019/20 financial year, which, overall, is **£762k** lower than the original budget. This is due to rephasing of spend on the Bristol Temple Meads Masterplan project during the year. As this project is funded by grants which are carried forward, the net position remains balanced;
- A contribution of £396k will be made to an earmarked reserve, in line with budget, to meet the estimated costs of the next Mayoral election in 2021.

WECA revenue budget:

- **Appendix 2** details WECA's estimated outturn revenue position for the 2019/20 financial year, which, overall, is a net surplus of **£551k** due to higher than budgeted returns on investments;
- There was an overspend of £175k on revenue transport activities in year which has been reduced through allocating a specific transport reserve of £98k. WECA will carry forward the net overspend of £77k and offset against the previously approved £200k transport smoothing reserve in 2020/21;
- Spend on specific projects is forecast to be £13.7m lower than originally budgeted which is due mainly to the timing, and planned use, of grant funding received. £9.8m relates to high streets funding which will be carried forward to 2020/21;
- The WECA General Reserve, as at 31 March 2019, was £989k, rising to £1.089m through a budgeted contribution in 2020/21. The revenue position for WECA remains volatile whilst core operating costs are funded through temporary sources such as Mayoral Capacity Fund and Business Rates Retention pilot share;
- Early indications are that income generated through the Business Rates Retention pilot in 2020/21 will be significantly short.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on, or are addressed through, this report are as follows:

- a. In terms of budget monitoring information, there is very little impact from the Covid 19 pandemic on the authority's management accounts for 2019/20;
- b. However, there will be impact on 2020/21 revenue budgets as activity is re-prioritised and re-focused on supporting economic recovery. There is particular concern regarding the achievability of business rates growth targets which will directly impact on a significant proportion of WECA's core operating revenue. Activity, and corresponding budgets, will be kept under regular review over the coming months.

Recommendations

Members of the Combined Authority Committee are asked to:

- a) Note the Mayoral Fund revenue outturn as detailed in Appendix 1;
- b) Note the WECA revenue outturn as detailed in Appendix 2;
- c) Approve the carry forward of £77k net overspend against the 2019/20 revenue transport levy in to 2020/21 to be set against the Transport smoothing reserve;
- d) Approves the transfer of £500k from the 2019/20 revenue surplus to a specific reserve to address the estimated shortfall of business rates retention in 2020/21;
- e) Approves the transfer of £51k from the 2019/20 revenue surplus into the WECA General Reserve.

Contact officer: Malcolm Coe

Position: Director of Investment & Corporate Services

Email: Malcolm.Coe@westofengland-ca.gov.uk

REPORT TO: WECA COMMITTEE

DATE: 19 JUNE 2020

**REPORT TITLE: WECA & MAYORAL BUDGET OUTTURN APRIL 2019
– MARCH 2020**

**DIRECTOR: MALCOLM COE, DIRECTOR OF INVESTMENT AND
CORPORATE SERVICES**

AUTHOR: MALCOLM COE

Purpose of Report

- 1 This report presents the revenue budget financial outturn information for WECA and the Mayoral budget for the financial year 2019/20 based on data for the period April 2019 to March 2020.

Impact of Covid-19 pandemic

- 2 The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on, or are addressed through, this report are as follows:
 - (a) In terms of budget monitoring information, there is very little impact from the Covid 19 pandemic on the authority's management accounts for 2019/20;
 - (b) However, there will be impact on 2020/21 revenue budgets as activity is re-prioritised and re-focused on supporting economic recovery. There is particular concern regarding the achievability of business rates growth targets which will directly impact on a significant proportion of WECA's core operating revenue. Activity, and corresponding budgets, will be kept under regular review over the coming months.

Recommendations

The WECA Committee:

- a) Notes the Mayoral Fund revenue outturn as detailed in Appendix 1;
- b) Notes the WECA revenue outturn as detailed in Appendix 2;

- c) Approves the carry forward of £77k net overspend against the 2019/20 revenue transport levy in to 2020/21 to be set against the Transport smoothing reserve;
- d) Approves the transfer of £500k from the 2019/20 revenue surplus to a specific reserve to address the estimated shortfall of business rates retention in 2020/21;
- e) Approves the transfer of £51k from the 2019/20 revenue surplus into the WECA General Reserve.

3. Background / Issues for Consideration

- 3 The WECA Financial Regulations require that the WECA Committee considers the revenue monitoring position at regular intervals throughout the financial year.

4. Mayoral Fund Revenue Budgets

- 4.1 **Appendix 1** details the Mayoral Fund's forecast outturn revenue position for the 2019/20 financial year, which, overall, is **£762k** lower than the original budget. This is due to rephasing of spend on the Bristol Temple Meads Masterplan project during the year. As this project is funded by grants which are carried forward, the net position remains balanced.
- 4.2 The re-profiled spend of £2.1m on priority transport infrastructure feasibility studies, across all financial years, is detailed in *Figure 1*.

Figure 1: Infrastructure Feasibility Projects

Priority Infrastructure Feasibility Studies	17/18 £000	18/19 £000	19/20 £000	20/21 £000	Total £000
East of Bath Strategic Link	20				20
Bristol Temple Meads Masterplan		460	355	1,185	2,000
Wraxall Roundabout			97		97
Other			12		12
Total	20	460	464	1,185	2,129

- 4.3 A contribution of £396k will be made to an earmarked reserve, in line with budget, to meet the estimated costs of the next Mayoral Election in 2021.

5. WECA Revenue Budgets

- 5.1 **Appendix 2** details WECA's estimated outturn revenue position for the 2019/20 financial year, which, overall, is a net surplus of **£551k**. The main points to note are:

Transport Levy

- 5.2 The transport levy is set at the beginning of the financial year based on anticipated demand and spend using the previous year's activity. Adjustments are made at the end of the financial year to reflect the actual out-turn position. For 2018/19, BANES had an underspend of **£155k**, and this is accounted for by a corresponding reduction in their levy for 2019/20.

Figure 2: Updated Transport Levy for 2019/20

Authority	Original 2019/20 Levy £000s	Adjustment 2018/19 £000s	Substitute 2019/20 Levy £000s
B&NES	4,259	(155)	4,104
BCC	7,912		7,912
SGC	2,566		2,566
Total	14,737	(155)	14,582

- 5.3 **Appendix 3** details the Surplus / Deficit on the Integrated Transport spend for 2019/20 by Unitary Authority. The combined deficit for the region is £175k with summary variances detailed in *Figure 3* below:

Figure 3: Transport Levy 2019/20 out-turn position

Authority	2019/20 Levy £000s	2019/20 out-turn £000s	(Surplus) / Deficit £000s
B&NES	4,104	3,877	(227)
BCC	7,912	8,199	287
SGC	2,566	2,681	115
Total	14,582	14,757	175

- 5.4 Accounting for a specific transport reserve of £98k, which was created through end of year adjustments, there is a residue net regional overspend of **£77k** which WECA will carry forward and offset against the previously approved £200k transport smoothing reserve (created from Treasury Management surpluses).
- 5.5 The indicative transport levy for 2020/21 was approved by the WECA committee on 31 January 2020. This revenue levy, funded by the Unitary Authorities, reflects a 'like for like' service based on known and estimated demand for the new financial year.
- 5.6 In the event of any underspending, against the transport levy, in 2020/21, B&NES will be refunded up to 100% of the surplus of £227k that they returned in 2019/20. Any residue surplus beyond this amount would be paid back into the WECA transport smoothing reserve to address future variations in demand and/or costs.

Variations on Project Spend

- 5.7 Spend on specific projects is forecast to be **£13.7m** lower than originally budgeted which is due mainly to the timing, and planned use, of grant funding received as detailed in *Figure 4*:

Figure 4: Variations in spend on Specific Projects

Project Spend	£000s
Reduction in Adult Education Budget following the government announcement of the WECA grant allocation.	(2,546)
Re-phasing of the investment funding (£10m) to regenerate High Streets.	(9,820)
Various grants, (including Mayoral Capacity, Housing Capacity and Future Bright.	(497)
Use of reserves previously approved for Homelessness, Apprenticeship Grants for Employers and Future Mobility	274
Rephasing of previously approved Investment Fund (revenue) as per WECA Committee	(1,140)
Net Reduction in Project spend budget	(13,729)

Income variations

- 5.8 The confirmation of the Adult Education Budget for WECA was £2.6m less than the indicative allocation that we received when setting the 2019/20 budget. This was primarily due to previous underspending within the provider base prior to the function being devolved from central government.
- 5.9 The outturn decrease in investment funding is due to rephasing of spend across financial years. This is mainly due to the timing of the High Street regeneration fund where previously the full £10m was represented in the 2019/20 approved revenue budget whereas the majority of spend will be incurred from 2020/21 onwards.

Interest on Balances

- 5.10 An income budget of £820k was set in relation to the interest that WECA earns from investing cash balances held. As previously reported, we have improved cashflow forecasting having taken the Treasury Management function back 'in house' from April 2019. As a result, we have placed an element of the investment portfolio into longer term products which generate higher returns.
- 5.11 The out-turn position is a treasury surplus of **£1.221m** in excess of the set revenue budget for 2019/20 which is consistent with the figure as reported in March 2020. Committee have approved spend of £250k against this surplus to date. It should be noted that investment returns will reduce over time as we begin to incur the capital delivery costs of the approved £350m WECA Investment Programme.

Drawdown from Reserves

- 5.12 There have been £640k of approved drawdowns against reserves in 2019/20 as detailed in *Figure 5*.

Figure 5: Drawdown from Earmarked Reserves

Transfer from Reserves	£000s
Re-imburement to BANES for 2018/19 transport levy surplus	155
Future Mobility reserve – to support a multi-million-pound bid for government funding	100
ICT Implementation reserve – to fund the transitional costs of moving from BANES to a new ICT provider	200
Homelessness	91
Apprenticeship grants	94
Transfer from Reserves	640

- 5.13 The WECA General Reserve, as at 31 March 2019, was £989k, rising to £1.089m through a budgeted contribution of £100k in 2020/21. The revenue position for WECA remains volatile whilst core operating costs are funded through temporary sources such as Mayoral Capacity Fund and Business Rates Retention pilot share.
- 5.14 In addition to the temporary nature of the income stream, the level of Business Rate Growth has slowed down in the region, even prior to the Covid situation, which is bound to have a devastating impact on future growth projections. Early indications are that WECA's 5% share of the business rates retention pilot, budgeted at £1.2m per annum, might be as much as £500k short in 2020/21 with larger shortfalls in subsequent years.
- 5.15 Although there is no explicit guidance on the appropriate level of unearmarked financial reserves that an authority should retain, general practice suggests that these should be in the region of 5% of annual net revenue budget. WECA's revenue budget for 2020/21, as approved by Committee on 31 January 2020, is £53.0m against which 5% would represent **£2.65m**. As such, WECA's current reserve holding is proportionately low.

It is recommended that the 2019/20 end of year surplus of **£551k** is allocated to:

- (a) £500k to create a specific reserve for business rates retention shortfalls in 2020/21 and
 (b) £51k added to the General Reserve as detailed in *Figure 6*

Figure 6: WECA General Reserve	£000
WECA unearmarked Reserve balance as @ 31 March 2019	-989
Transfer to General Reserve as approved in 19/20	-100
2019/20 surplus to be transferred to reserves	-51
WECA General Reserve as @ 1 April 2020	-1,140

Specific Grants

- 5.16 WECA continues to attract a variety of specific grants and funding through several different sources. The revenue budget for 2020/21 and Medium-Term Financial Forecast, as approved in January 2020, set out all revenue budgets and anticipated spend up to the period March 2023.
- 5.17 There are a number of unspent grant balances, and spending approvals against reserves, as at 31 March 2020, that will be carried forward into earmarked reserves, and fully utilised, in 2020/21 as detailed in *Figure 7*

Figure 7: Grant and spending approval balances to be c/f to 2020/21

Transfer to 2020/21 Earmarked Reserves	£000s
Brexit Grant	182
Housing Capacity Fund	457
M9 – Combined Authority grant income	137
Mayoral Capacity Fund	152
Programme Management Office	250
No. 17 bus route – Southmead Hospital to Keynsham	57
Transport Levy Smoothing Reserve *	123
Levy shortfall	20
Transfer to Reserves	1,378

* *The transport smoothing reserve reduced from £200k by the residue £77k regional overspend on transport operations for 2019/20*

Summary Revenue Budget position for WECA

- 5.18 The overall outturn performance of the WECA budget is a **£551k** surplus position which is due to higher income received from cash balances.
- 5.19 The budget includes a transfer to general reserves of £100k, as approved in the original budget, with an increase of £250k into a specific reserve to fund Programme Management Office staff as approved in July 2019.

Consultation

- 6 Consultation has been carried out with the Monitoring Officer, Chief Executives, and S151 Officers across the three constituent authorities.

Other Options Considered

- 7 Value for Money and appropriate use of resources are constantly considered when monitoring and managing all revenue and capital budgets.

Risk Management/Assessment

- 8 This report forms a core part of the WECA's governance and risk management process. The forecast budgets presented in this report take account of known financial risks and their potential impact on the outturn financial position.

Public Sector Equality Duties

- 9 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.

- 9.1 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.

- 9.2 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.

- 9.3 All key service delivery functions continue to be delivered by the relevant constituent councils and impact assessments for service delivery, particularly highways and transport are included as appropriate within their individual Budget reports.

Climate Change Implications

- 10 On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?

* Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/ consideration as necessary as part of their detailed project-specific management arrangements

- 10.1 The criteria applied for the drawdown of investment funding incorporates the impact that any proposed project will have on climate change. The spend on infrastructure in particular has a strong focus on improving the availability, and coverage, of public transport whilst reducing congestion on the region's roads.

Finance Implications, including economic impact assessment where appropriate:

- 11 The financial implications are contained within the body of the report. There are no direct economic impacts arising as a result of this report (although capital investment will ultimately deliver significant economic benefit to the region).

Advice given by: Malcolm Coe, Director of Investment & Corporate Services

Legal Implications:

- 12 This report monitors how WECA and the Mayoral Fund are performing against the financial targets set in February 2019 through the Budget setting process in accordance with the WECA Order 2017 and the Combined Authorities Financial Order 2017.

Advice given by: Shahzia Daya, Director of Legal Services

Human Resources Implications:

- 13 All spend on staffing is within the budget and resources as approved by the WECA committee. Fixed term contracts are applied for staff who are engaged on projects which have time limited funding, (i.e. specific grants).

Advice given by: Alex Holly, Head of Human Resources

Appendices & Background papers:

Appendix 1: Mayoral Fund Revenue Outturn

Appendix 2: WECA Revenue Outturn

Appendix 3: Revenue Transport Levy out-turn

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

APPENDIX 1

Mayoral Fund April to March 2019/20			
	Budget £'000s	Outturn £'000s	Variance £'000s
EXPENDITURE			
Staff	172	169	(3)
Supplies & Services			
Premises Services	12	11	(1)
Support Services	12	16	4
Supplies & Services	15	10	(5)
Mayoral Election - Transfer to Reserve	396	396	0
Feasibility Studies	1,221	464	(757)
Contribution to Highway Grants			
Integrated Highway	5,183	5,183	0
Highway Maintenance Grants	10,254	10,254	0
Highway Incentive Grants	2,135	2,135	0
Total Supplies & Services	19,228	18,469	(759)
Total Expenditure	19,400	18,638	(762)
INCOME			
Business Rates Retention Pilot	17,572	17,572	0
Funding Contribution from WECA	1,828	1,066	(762)
Total Income	19,400	18,638	(762)
NET TOTAL - Under / (Over) Spent	0	0	0

APPENDIX 2

WECA Fund April to March 2019/20			
	Budget £'000s	Outturn £'000s	Variance £'000s
EXPENDITURE			
Core Staff	1,390	1,388	(2)
Project Staff	1,942	1,940	(2)
Staff	3,332	3,328	(4)
Supplies & Services			
Premises Services	215	185	(30)
Support Services	215	265	50
Supplies & Services	55	116	61
Total Supplies & Services	485	566	81
Project Spend	26,737	13,008	(13,729)
ICT Implementation	0	208	208
Transport Functions			
Concessionary Fares	12,445	12,622	177
Community Transport	1,690	1,690	0
Bus Real Time Information	602	502	(100)
Total Transport Functions	14,737	14,814	77
Contribution to Mayoral Fund	1,828	1,066	(762)
Transfer to Reserves	100	1,478	1,378
Total Expenditure	47,219	34,468	(12,751)
INCOME			
Transport Levy	14,737	14,582	(155)
Business Rates Retention Pilot	1,212	1,204	(8)
Government Grants	15,501	13,083	(2,418)
Investment Fund Grant	14,949	3,368	(11,581)
Interest on Balances	820	2,041	1,221
Other Income	0	101	101
Transfer from Reserves	0	640	640
Total Income	47,219	35,019	(12,200)
NET TOTAL - Under / (Over) Spent	0	551	551

APPENDIX 3

Analysis of Levy and Transport Commission to Constituent Councils

	Budget 2019/20				2019/20 Outturn			
	Concessionary Fares Levy	Bus RTI Levy	Community Transport Levy	Total	Concessionary Fares	Bus RTI	Community Transport	Total
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
B&NES	3,532			3,532	3,350			3,350
BCC	6,763			6,763	7,093			7,093
SGC	1,995			1,995	2,122			2,122
B&NES		193		193		148		148
BCC		275		275		232		232
SGC		134		134		122		122
B&NES			379	379			379	379
BCC			874	874			874	874
SGC			437	437			437	437
Total	12,290	602	1,690	14,582	12,565	502	1,690	14,757



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 14

19 JUNE 2020

REPORT SUMMARY SHEET

TREASURY MANAGEMENT OUTTURN REPORT 2019/20

Purpose

The CIPFA Treasury Management in the Public Services: Code of Practice requires the Authority to approve a Treasury Management Strategy before the start of each financial year, review performance during the year, and approve an annual report after the end of each financial year. This report provides a review of performance to 31st March 2020.

Summary

The Authority's investment position as at 31st March 2020 is detailed in **Appendix 2**. This shows a change in Investment Balances to £178.8m at 31st March 2020 from £212.8m at 30th September 2019, which reflects a net reduction due to project spend

Gross interest earned on all investments for April 2019 to March 2020 was £2,590k. Interest earned for RIF and LGF is ringfenced to those funds, giving rise to an income outturn for WECA activities of £2,060k. **Appendix 3** details the investment performance, showing the average rate of interest earned over this period being 1.24%, which was 0.72% above the benchmark rate.

Performance throughout the year was fully compliant with the prudential indicators as set, and approved, in the 2019/20 Treasury Management Strategy.

In order to assist West of England Unitary Authorities with cashflow challenges as a result of Covid, WECA will be implementing a 'short term loan facility', within the parameters of the approved Treasury Management Strategy, as detailed in **Appendix 8**.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- Paragraph 2.10 of the report sets out the impact on pooled funds;
- Narrative in Appendix 4 explains impact on cashflow and borrowing;
- Economic and Market Review in Appendix 5.

Recommendations

Members of the Combined Authority Committee are asked to:

1. Note the Treasury Management Report to 31st March 2020, prepared in accordance with the CIPFA Treasury Code of Practice.
2. Note the Treasury Management Indicators to 31st March 2020.
3. Note that in order to assist West of England Unitary Authorities with cashflow challenges as a result of Covid-19, WECA will be implementing a 'short term loan facility', within the parameters of the approved Treasury Management Strategy, as detailed in Appendix 8.

Contact officer: Malcolm Coe

Position: Director of Investment and Corporate Services

Email: Malcolm.Coe@westofengland-ca.gov.uk

REPORT TO: WECA COMMITTEE

DATE: 19 JUNE 2020

**REPORT TITLE: TREASURY MANAGEMENT OUTTURN REPORT
2019/20**

**DIRECTOR: MALCOLM COE, DIRECTOR OF INVESTMENT AND
CORPORATE SERVICES**

AUTHOR: MALCOLM COE

Purpose of Report

1 The CIPFA Treasury Management in the Public Services: Code of Practice requires the Authority to approve a Treasury Management Strategy before the start of each financial year, review performance during the year, and approve an annual report after the end of each financial year. This report provides a review of performance to 31st March 2020.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- Paragraph 2.10 of the report sets out the impact on pooled funds;
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- Economic and Market Review in Appendix 5.

Recommendations

The WECA Committee is required to:

- a) Note the Treasury Management Report to 31st March 2020, prepared in accordance with the CIPFA Treasury Code of Practice.
- b) Note the Treasury Management Indicators to 31st March 2020.
- c) Note that in order to assist West of England Unitary Authorities with cashflow challenges as a result of Covid-19, WECA will be implementing a 'short term loan facility', within the parameters of the approved Treasury Management Strategy, as detailed in Appendix 8.

Background / Issues for Consideration

- 2 The CIPFA Code of Practice requires that the WECA Committee considers the treasury management outturn report after the end of each financial year.

Summary

- 2.1 The average rate of investment return for 2019/20 was 1.24%, which is 0.72% above the benchmark rate.
- 2.2 The Authority's Prudential Indicators for 2019/20 were agreed by the Authority at its meeting on 21st February 2019 and performance against the key indicators is shown in **Appendix 1**. All indicators are within target levels.

Summary of Returns

- 2.3 The Authority's investment position as at 31st March 2020 is detailed in **Appendix 2**. This shows a change in Investment Balances to £178.8m at 31st March 2020 from £212.8m at 30th September 2019, which reflects a net reduction due to project spend.
- 2.4 The Authority is the Accountable Body for the West of England Revolving Investment Fund, (RIF), a role previously undertaken by B&NES who received grant funding of £57 million at the end of the 2011/12 financial year. The balance at 31st March 2020 was £9.9m and this sum, prior to distribution, is being invested in line with the Authority's Treasury Management Strategy, with the interest earmarked to the RIF.
- 2.5 The Authority also acts as Accountable Body for the West of England Local Enterprise Partnership, (LEP). In 2019/20 £14.1m of Local Growth Fund (LGF) grant was received from Central Government, along with the remaining sums, provided a balance at 31st March 2020 of £24m. This sum, prior to distribution, is being invested in line with the Authority's Treasury Management Strategy with interest being credited to the Local Enterprise Partnership revenue budget (as set out in the approved budget).
- 2.6 Gross interest earned on all investments for April to March 2019/20 was £2,590k. Interest earned for RIF and LGF is ringfenced to those funds, giving rise to an income outturn for WECA activities of £2,060k. **Appendix 3** details the investment performance, showing the average rate of interest earned over this period being 1.24%, which was 0.72% above the benchmark rate of average 7 day LIBID +0.05% (0.52%).

Summary of Borrowings

- 2.7 The Authority does not currently have any underlying need to borrow long term to fund capital expenditure. As part of its approach to liquidity management, the Authority may borrow short term loans to cover any unplanned cash flow shortages as they arrive. At 31st March 2020 the Authority held £15m of short-term loans, an increase of £15m from 31st March 2019. Outstanding loans on 31st March are summarised in **Appendix 4**.

Strategic & Tactical Decisions

- 2.8 As shown in the charts at **Appendix 2**, the investment portfolio has been diversified across UK Banks and Building Societies and Local Authorities, which totalled £178.8m. The Authority also uses AAA rated Money Market funds to maintain very short-term liquidity with £6.8m invested in Money Market Funds as at 31st March 2020.
- 2.9 The Authority retains units invested in the CCLA Property Fund of £9.9m and have added to our pooled fund's portfolio, with an investment of £7m with Investec and £7m with Kames. These investments seek to enhance yields, provide diversification and is intended to be held for higher returns over a long period of time.
- 2.10 Since the outbreak of the COVID-19 pandemic, the global economic fallout was sharp and large. Market reaction was extreme with large falls in equities, corporate bonds and real estate. The falls in the capital values of the Authorities pooled funds were reflected in the 31st March fund valuations, with every fund registering negative capital returns, with unrealised losses of 11.1%. Because these funds have no defined maturity date, but are available for withdrawal after a notice period, their performance and continued suitability in meeting the Authority's investment objectives is regularly reviewed. These investments are made in the knowledge that capital values will move both up and down on months and quarters, but with the confidence that over a three to five-year period, total returns will exceed interest rates. They provide regular revenue income and in 2019-20 provided an average total return of 3.56%. In light of their performance over the medium-long term, investment in these funds have been maintained.
- 2.11 The Authority does not hold any direct investments with banks in countries within the Eurozone reflecting both on the underlying debt issues in some Eurozone countries and the low levels of interest rates. The Authority's investment counterparty list does not currently include any banks from Portugal, Ireland, Greece, Spain and Italy.
- 2.12 The Authority is in the process of opening a Green Deposit account with Barclays where deposits will be earmarked against projects including energy efficiency, green transport, greenhouse gas emission reduction, agriculture and forestry. The Authority has also registered interest to its treasury advisors for the 'Environmental Social and Governance', (ESG), and responsible investment service.

Future Strategic & Tactical Issues

- 2.13 The Authority's treasury management advisors have provided an economic and market review for 2019/20 – attached at **Appendix 5**.
- 2.14 The Bank of England, which had held policy rates steady at 0.75% through most of 2019/20, moved in March to cut rates to 0.25% from 0.75% and then swiftly thereafter brought them down further to the record low of 0.1%. In conjunction with these cuts, the UK government introduced a number of measures to help businesses and households impacted by a series of ever-tightening social restrictions, culminating in pretty much the entire lockdown of the UK.
- 2.15 The West of England Unitary Authorities, like many others across the country, are facing significant financial challenges and short term issues with cashflow over the coming months as a result of Covid. In order to assist, WECA will be implementing a 'short term loan facility', within the parameters of the approved Treasury Management Strategy, as detailed in **Appendix 8**.

Consultation

- 3 Consultation has been carried out with the Chief Executives, S151 Officers across the region and the Monitoring Officer.

Other Options Considered

- 4 None.

Risk Management/Assessment

- 5 The Authority's lending & borrowing list is regularly reviewed, and credit ratings are monitored throughout the year. All lending/borrowing transactions are within approved limits, with approved institutions. Investment and Borrowing advice is provided by our Treasury Management consultants Arlingclose.

The CIPFA Treasury Management in the Public Services: Code of Practice requires the Authority nominate a committee to be responsible for ensuring effective scrutiny of the Treasury Management Strategy and policies. The WECA Audit Committee carries out this role.

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 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.

Finance Implications, including economic impact assessment where appropriate:

- 7 A breakdown of the revenue budget that was set for interest income and the year-end outturn position is included in **Appendix 6**. There are no Economic Impacts arising as a result of this report.

Advice given by: Malcolm Coe, Director of Investment & Corporate Services

Legal Implications:

- 8 The Prudential Code and CIPFA's Code of Practice on Treasury Management requires regular monitoring and reporting of Treasury Management activities.

Advice given by: Shahzia Daya, Director of Legal Services

Appendices & Background papers:

Appendix 1 – Performance Against Prudential Indicators

Appendix 2 – The Authority's Investment Position at 31 March 2020

Appendix 3 – Average monthly rate of return for 2019/20

Appendix 4 – The Authority's External Borrowing Position at 31 March 2020

Appendix 5 – Arlingclose's Economic & Market Review for 2019/20

Appendix 6 – Interest & Capital Financing Budget Monitoring 2019/20

Appendix 7 – Summary Guide to Credit Ratings

Appendix 8 – Short term loan facility for West of England Unitary Authorities

Background Papers : Treasury Management Strategy Statement & Investment Strategy 2019/20

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

Performance against Treasury Management Indicators (as approved in the Treasury Management Strategy Statement)

The Authority measures and manages its exposure to treasury management risks using the following indicators.

1. Security

The Authority has adopted a voluntary measure of its exposure to credit risk by monitoring the value-weighted average credit rating of its investment portfolio. This is calculated by applying a score to each investment (AAA=1, AA+=2, etc.) and taking the arithmetic average, weighted by the size of each investment.

Credit risk indicator	Target	Actual
Minimum portfolio average credit rating	A-	AAA-

2. Liquidity

The Authority has adopted a voluntary measure of its exposure to liquidity risk by monitoring the amount it can borrow each quarter without giving prior notice.

Liquidity risk indicator	Target	Actual
Total sum borrowed in past 3 months without prior notice	£30m	£15m

3. Interest Rate Exposure

This indicator is set to control the Authority's exposure to interest rate risk. The upper limits on the one-year revenue impact of a 1% rise or fall in interest rates will be:

Interest rate risk indicator	Limit	Actual
Upper limit on one-year revenue impact of a 1% <u>fall</u> in interest rates	£900k	£2k

The impact of a change in interest rates is calculated on the assumption that maturing loans and investments will be replaced at current rates. The interest rate fall at the end of March 2020 had little impact on our investment accounts. However, there is a potential risk that this interest rate drop will reduce 2020/21 income returns. We will keep this risk under regular review and diversify our investments, where feasible, accordingly.

4. Principal sums invested for periods longer than a year:

The purpose of this indicator is to control the Authority's exposure to the risk of incurring losses by seeking early repayment of its investments. The limits on the long-term principal sum invested to final maturities beyond the period end will be:

Price risk indicator	2020/21	Actual	2021/22	Actual
Limit on principal invested beyond year end	£100m	£23.9m	£75m	£23.9m

APPENDIX 2

The Authority's Investment position at 31st March 2020.

The term of investments are as follows:

	Balance at 31st March 2020 £000s
Notice (instant access funds)	6,840
Up to 1 month	0
1 month to 3 months	50,000
4 to 6 months	45,000
6 to 12 months	53,000
More than 12 months	0
Pooled Funds	23,957
Total	178,797

The Authority had a total average net positive balance of £205.7m during the period April 2019 to March 2020

Chart 1 : WECA Investments by Funding Source (£178.8m) at 31st March 2020

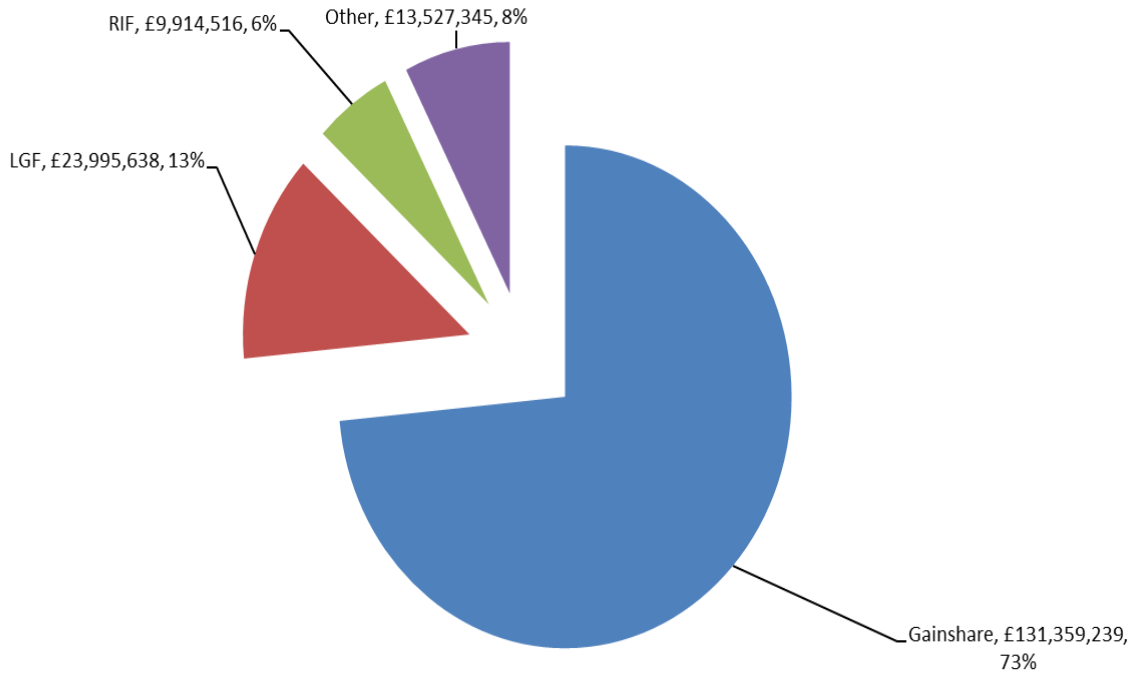


Chart 2 : WECA Investments by Funding Source (£212.8m) at 30th September 2019

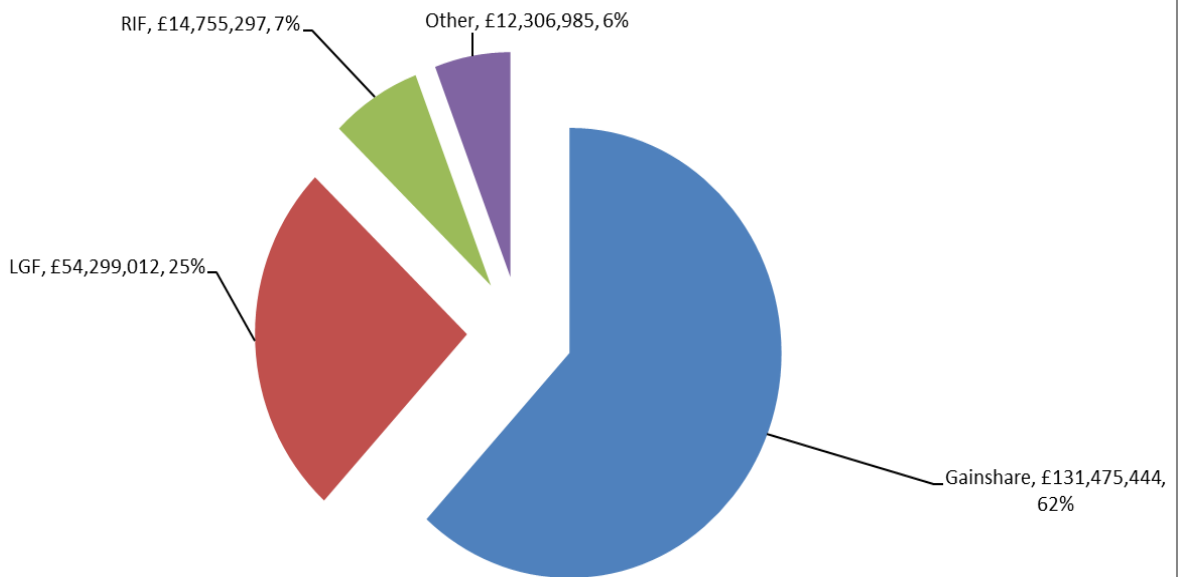


Chart 3: WECA Investments by Type (178.8m) as at 31st March 2020

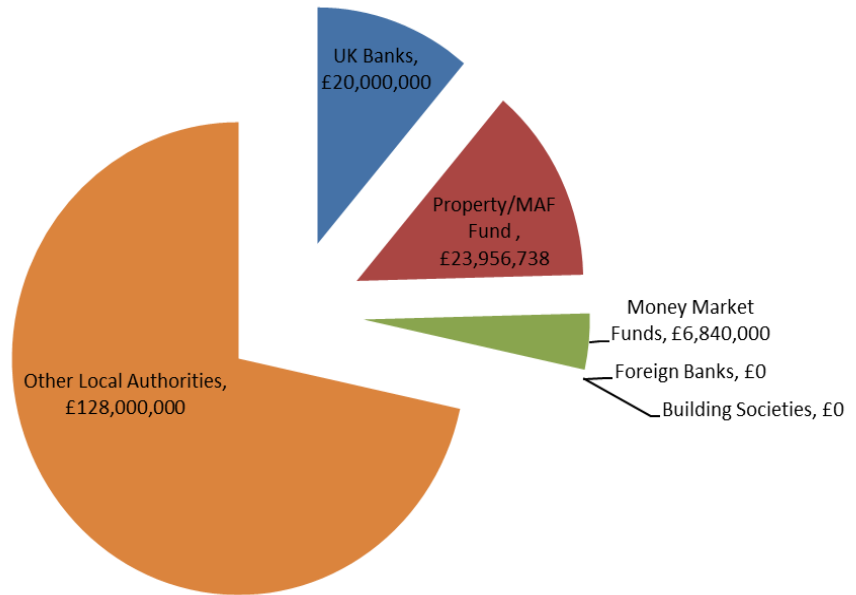


Chart 4: WECA Investments by Type (212.8m) as at 30th September 2019

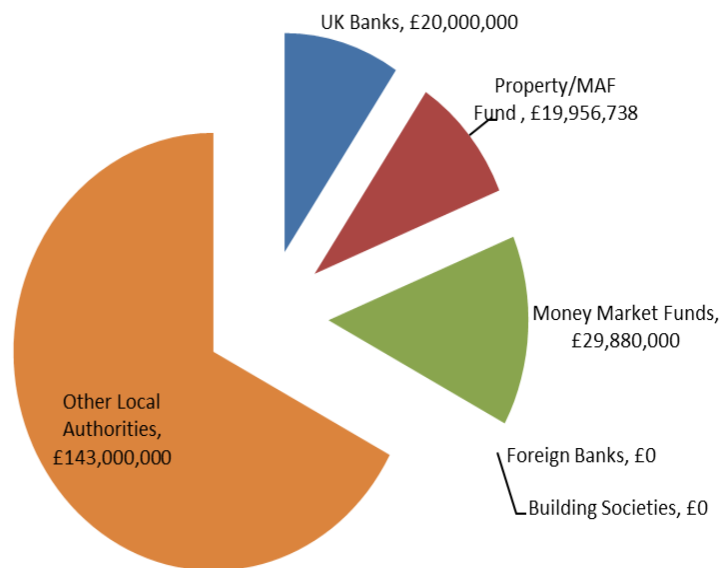


Chart 5: WECA Investments per lowest equivalent Long Term credit rating (£178.8m) at 31st March 2020

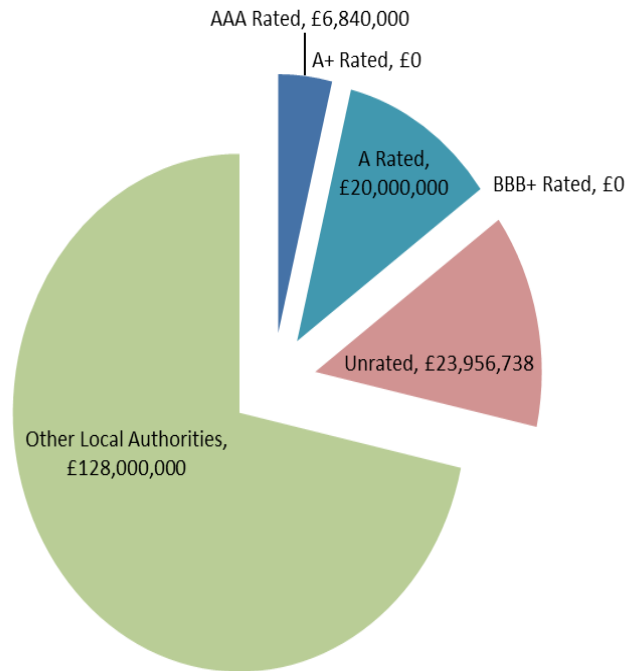
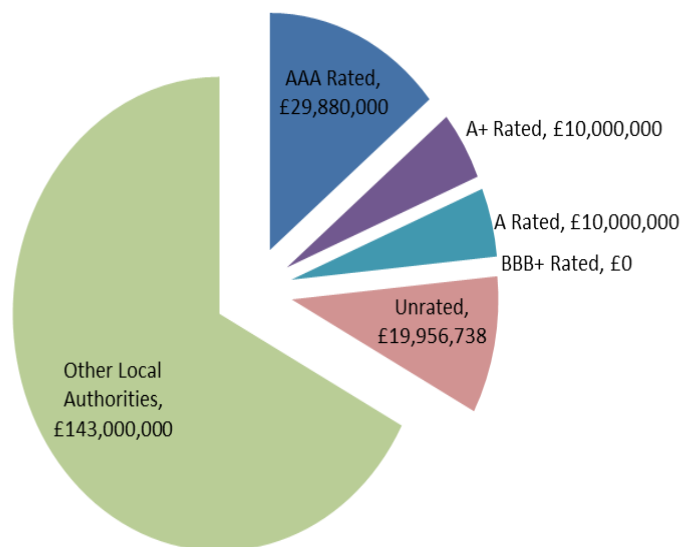


Chart 6: WECA Investments per lowest equivalent Long Term credit rating (£212.8m) at 30th September 2019



APPENDIX 3

Average rate of return on investments for 2019/20

	Apr %	May %	Jun %	Jul	Aug	Sep
Average rate of interest earned	0.90	1.03	1.08	1.24	1.26	1.29
Benchmark = Average 7 Day LIBID rate +0.05% (source: Arlingclose)	0.63	0.63	0.61	0.61	0.61	0.62
Difference from Benchmark %	+0.27	+0.40	+0.47	+0.63	+0.65	+0.67

	Oct %	Nov %	Dec %	Jan	Feb	Mar	Average %
Average rate of interest earned	1.31	1.36	1.39	1.37	1.41	1.40	1.24
Benchmark = Average 7 Day LIBID rate +0.05% (source: Arlingclose)	0.61	0.61	0.62	0.61	0.61	0.06	0.52
Difference from Benchmark %	+0.70	+0.75	+0.77	+0.73	+0.80	+1.34	+0.72

APPENDIX 4

Authorities External Borrowing at 31st March 2020

	Balance at 31st March 2020 £000s
Public Works Loan Board	0
Banks (LOBO)	0
Banks (Fixed Term)	0
Local Authorities (Long Term)	0
Local Authorities (Short Term)	15,000
Total	15,000

As part of its approach to liquidity management, the Authority may borrow short term loans to cover any unplanned cash flow shortages as they arrive.

Covid-19 has had a detrimental effect on cashflow like any other Local Authority in the country and, together with receipt of funding from Government being difficult to forecast, this has led the Authority to approach the short term LA loan market at the end of March 2020. Rates in this market were exceptionally high at the time and above 2%, due to both the high volume of Local Authorities needing to borrow and very few willing to lend with short-term liquidity needing to be retained during the Coronavirus pandemic.

The market has now settled, and we are seeing rates at a more normal level, at or under 1%.

Economic and Market Review for 2019/20

Economic background: The UK's exit from the European Union and future trading arrangements, had remained one of major influences on the UK economy and sentiment during 2019/20. The 29th March 2019 Brexit deadline was extended to 12th April, then to 31st October and finally to 31st January 2020. Politics played a major role in financial markets over the period as the UK's tenuous progress negotiating its exit from the European Union together with its future trading arrangements drove volatility, particularly in foreign exchange markets. The outcome of December's General Election removed a lot of the uncertainty and looked set to provide a 'bounce' to confidence and activity.

The headline rate of UK Consumer Price Inflation UK Consumer Price Inflation fell to 1.7% y/y in February, below the Bank of England's target of 2%. Labour market data remained positive. The ILO unemployment rate was 3.9% in the three months to January 2020 while the employment rate hit a record high of 76.5%. The average annual growth rate for pay excluding bonuses was 3.1% in January 2020 and the same when bonuses were included, providing some evidence that a shortage of labour had been supporting wages.

GDP growth in Q4 2019 was reported as flat by the Office for National Statistics and service sector growth slowed and production and construction activity contracted on the back of what at the time were concerns over the impact of global trade tensions on economic activity. The annual rate of GDP growth remained below-trend at 1.1%.

Then coronavirus swiftly changed everything. COVID-19, which had first appeared in China in December 2019, started spreading across the globe causing plummeting sentiment and falls in financial markets not seen since the Global Financial Crisis as part of a flight to quality into sovereign debt and other perceived 'safe' assets.

In response to the spread of the virus and sharp increase in those infected, the government enforced lockdowns, central banks and governments around the world cut interest rates and introduced massive stimulus packages in an attempt to reduce some of the negative economic impact to domestic and global growth.

The Bank of England, which had held policy rates steady at 0.75% through most of 2019/20, moved in March to cut rates to 0.25% from 0.75% and then swiftly thereafter brought them down further to the record low of 0.1%. In conjunction with these cuts, the UK government introduced a number of measures to help businesses and households impacted by a series of ever-tightening social restrictions, culminating in pretty much the entire lockdown of the UK.

The US economy grew at an annualised rate of 2.1% in Q4 2019. After escalating trade wars and a protracted standoff, the signing of Phase 1 of the trade agreement between the US and China in January was initially positive for both economies, but COVID-19 severely impacted sentiment and production in both countries. Against a

slowing economic outlook, the US Federal Reserve began cutting rates in August. Following a series of five cuts, the largest of which were in March 2020, the Fed Funds rate fell from of 2.5% to range of 0% - 0.25%. The US government also unleashed a raft of COVID-19 related measures and support for its economy including a \$2 trillion fiscal stimulus package. With interest rates already on (or below) the floor, the European Central Bank held its base rate at 0% and deposit rate at -0.5%.

Financial markets: Financial markets sold off sharply as the impact from the coronavirus worsened. After starting positively in 2020, the FTSE 100 fell over 30% at its worst point with stock markets in other countries seeing similar huge falls. In March sterling touch its lowest level against the dollar since 1985. The measures implemented by central banks and governments helped restore some confidence and financial markets have rebounded in recent weeks but remain extremely volatile. The flight to quality caused gilts yields to fall substantially. The 5-year benchmark falling from 0.75% in April 2019 to 0.26% on 31st March. The 10-year benchmark yield fell from 1% to 0.4%, the 20-year benchmark yield from 1.47% to 0.76% over the same period. 1-month, 3-month and 12-month bid rates averaged 0.61%, 0.72% and 0.88% respectively over the period.

Since the start of the calendar 2020, the yield on 2-year US treasuries had fallen from 1.573% to 0.20% and from 1.877% to 0.61% for 10-year treasuries. German bund yields remain negative.

Credit background: In Q4 2019 Fitch affirmed the UK's AA sovereign rating, removed it from Rating Watch Negative (RWN) and assigned a negative outlook. Fitch then affirmed UK banks' long-term ratings, removed the RWN and assigned a stable outlook. Standard & Poor's also affirmed the UK sovereign AA rating and revised the outlook to stable from negative. The Bank of England announced its latest stress tests results for the main seven UK banking groups. All seven passed on both a common equity Tier 1 (CET1) ratio and a leverage ratio basis. Under the test scenario the banks' aggregate level of CET1 capital would remain twice their level before the 2008 financial crisis.

After remaining flat in January and February and between a range of 30-55bps, Credit Default Swap spreads rose sharply in March as the potential impact of the coronavirus on bank balance sheets gave cause for concern. Spreads declined in late March and through to mid-April but remain above their initial 2020 levels. NatWest Markets Plc (non-ringfenced) remains the highest at 128bps and National Westminster Bank Plc (ringfenced) still the lowest at 56bps. The other main UK banks are between 65bps and 123bps, with the latter being the thinly traded and volatile Santander UK CDS.

While the UK and Non-UK banks on the Arlingclose counterparty list remain in a strong and well-capitalised position, the duration advice on all these banks was cut to 35 days in mid-March.

Fitch downgraded the UK sovereign rating to AA- in March which was followed by a number of actions on UK and Non-UK banks. This included revising the outlook on all

banks on the counterparty list to negative, with the exception of Barclays Bank, Rabobank, Handelsbanken and Nordea Bank which were placed on Rating Watch Negative, as well as cutting Close Brothers long-term rating to A-. Having revised their outlooks to negative, Fitch upgraded the long-term ratings on Canadian and German banks but downgraded the long-term ratings for Australian banks. HSBC Bank and HSBC UK Bank, however, had their long-term ratings increased by Fitch to AA-.

APPENDIX 6

Interest & Capital Financing Costs – Outturn Position for 2019/20

April 2019 to March 2020	YEAR END FORECAST			ADV/FAV
	Budgeted (Income)	Outturn (Income)	Forecast over or (under) spend	
	£'000	£'000	£'000	
Interest & Capital Financing				
- Debt Costs	0	-4	-4	ADV
- Interest on Balances				
WECA	820	2,060	1,240	FAV
RIF	109	115	6	FAV
LEP	400	415	15	FAV
Total - Interest & Capital Financing	1,329	2,586	1,257	FAV

Summary Guide to Credit Ratings

Rating	Details
AAA	Highest credit quality – lowest expectation of default, which is unlikely to be adversely affected by foreseeable events.
AA	Very high credit quality - expectation of very low default risk, which is not likely to be significantly vulnerable to foreseeable events.
A	High credit quality - expectations of low default risk which may be more vulnerable to adverse business or economic conditions than is the case for higher ratings.
BBB	Good credit quality - expectations of default risk are currently low but adverse business or economic conditions are more likely to impair this capacity.
BB	Speculative - indicates an elevated vulnerability to default risk, particularly in the event of adverse changes in business or economic conditions over time.
B	Highly speculative - indicates that material default risk is present, but a limited margin of safety remains. Capacity for continued payment is vulnerable to deterioration in the business and economic environment.
CCC	Substantial credit risk - default is a real possibility.
CC	Very high levels of credit risk - default of some kind appears probable.
C	Exceptionally high levels of credit risk - default is imminent or inevitable.
RD	Restricted default - indicates an issuer that has experienced payment default on a bond, loan or other material financial obligation but which has not entered into bankruptcy filings, administration, receivership, liquidation or other formal winding-up procedure, and which has not otherwise ceased operating.
D	Default - indicate san issuer that has entered into bankruptcy filings, administration, receivership, liquidation or other formal winding-up procedure, or which has otherwise ceased business.

WECA – Short term loan facility for West of England Unitary Authorities

Purpose

To outline a proposition where WECA, consistent with their Treasury Management Strategy, can offer short term loans to assist BANES, Bristol and South Gloucestershire Unitary Authorities where required.

Proposal

In unprecedented financial times for public sector finances, the West of England Unitary Authorities, (like all others across the country), will undoubtedly face cashflow challenges over the coming months. The need to continue spending on organisational staffing and front line services will not always correlate with the receipt of emergency government funding to cover identified budget shortfalls.

WECA will offer short term loans to assist in the cashflow of the region's UA's, where feasible. Any loans offered will be dependent on WECA's own cashflow availability, be consistent with its Treasury Management Strategy and be pragmatic in terms of administrative processing.

- **Period of Application**

WECA will consider short term borrowing requests from the West of England Unitary Authorities on a monthly basis commencing on 1st July 2020 running to 1st December 2020 initially. In order to manage overall cashflow needs across the region, the window of application will be for one week, from the first of the relevant month.

- **Duration of Loan**

WECA will be flexible in offering loans for periods ranging from 2 weeks to 3 months where cashflow allows with the start and end dates being mutually agreed by both WECA and the relevant Unitary Authority.

- **Borrowing Limit**

Remaining within its approved Treasury Management Strategy, currently the maximum that will be lent to any one organisation, at any given time, will be £10m with any extension to this limit to be reviewed by the WECA audit committee.

- **Interest Rates**

Interest rates will be linked to the Local Authority loan market and will be determined based on the rates available at the point of borrowing. The loan period, and set interest rate, will be agreed, in advance, by the WECA Section 73 Officer and the UA Section 151 Officer. As a guide, based on prices as at 1st June 2020, any approved loans of up to three months would be at a rate of below 0.5%

- **Repayment arrangements**

The Unitary Authority, in negotiation with WECA, will have the option to extend any loan upon maturity for, up to, a further three month period subject to: (a) availability of WECA cashflow and (b) not exceeding an overall loan limit of £10m with WECA.



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 15

19 JUNE 2020

REPORT SUMMARY SHEET

INVESTMENT FUND

Purpose

To seek approval for Investment Fund headroom reallocations; feasibility, development and delivery funding, and for change requests for schemes within the current approved programme.

Summary

This report includes the following key information:

- The report outlines the headroom identified from a review of the current £350m Investment Fund programme to 22/23 and the proposed:
 - allocation of £5m to the support Covid-19 economic recovery advised by the Economic Recovery Taskforce.
 - award of £2m to develop the Spatial Development Strategy/Local Transport Plan Evidence Base.
 - allocation of £300k to develop Green Infrastructure proposals.
- A package of measures to support walking and cycling through:
 - allocating £3m from the Opportunities and Challenges allocation to underwrite DfT Emergency Active Travel Funding to be repaid on receipt of these funds.
 - an allocation of £10m from the Investment Fund for walking and cycling infrastructure.
- Following previous award for the masterplanning of the Yate Urban Living Opportunity Area, the North Fringe of Bristol and South West Bristol, an award of £250k is now proposed for North Keynsham Strategic Masterplanning.
- An Outline Business Case has been produced for the I-START project which would see the development of a new facility on Bath College's City Centre Campus.
- A Full Business Case has been produced to continue and extend the Careers Hub and Enterprise Adviser Network in the 20/21 academic year.
- A delegation for grant giving is sought for the Research and Innovation Challenge Fund
- Approval is sought for a number of change requests for scheme within the current programme as set out in Appendix 2.

- The report presents the capital programme.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- Paragraphs 9-14 of the report sets out the proposed allocation of £5m of funding to drive Covid-19 economic recovery.
- More generally supporting clean and inclusive economic growth is a key driver for the Investment Fund and all the projects within the programme will make a positive contribution to assisting the economic recovery.
- WECA will continue to review the deliverability, and priority, of its investment programme in response to Covid-19. Further updates will be provided through each committee cycle.

Recommendations

The Committee is asked to:

1. Allocate £5m to support West of England businesses during the 2020 early phase of economic recovery advised by the Covid-19 Economic Recovery Taskforce and, where there is urgency, to delegate the approval of the business case(s) to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.
2. Approve Feasibility and Development Funding Application for Spatial Development Strategy/Local Transport Plan Evidence Base and award of £2m and delegate the award of contracts to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.
3. To delegate the approval of a Feasibility and Development Funding Application for £300k for the development of Green Infrastructure projects to the WECA Chief Executive in consultation with the Chief Executives of the Constituent Councils
4. To allocate £3m from the Opportunities and Challenges allocation to underwrite DfT Emergency Active Travel Funding to be repaid on receipt of these funds.
5. To allocate £10m for walking and cycling infrastructure and to delegate approval of Feasibility and Development Funding Applications up to £1m to the WECA Chief Executive in consultation with the Chief Executives of the constituent councils.
6. Approve the Feasibility and Development Funding Application for North Keynsham Masterplanning and the award of £250k.

7. Conditionally approve the I-START Outline Business Case and the award of £300k through the current Feasibility and Development Funding Application to continue to progress the design and development.
8. To approve the Careers Hub and Enterprise Adviser Network Full Business Case and award of £174k subject to the conditions set out in paragraph 32 of the report.
9. To delegate grant award decisions for the Research and Innovation Challenge Fund to the WECA Chief Executive in consultation with the West of England UA Chief Executives.
10. Approve the change requests for schemes within the current programme as set out in Appendix 2.
11. To amend the approved capital programme for individual project approvals agreed at the March Committee and within this report.

Contact officer: Malcolm Coe

Position: Director of Investment and Corporate Services

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ITEM 15

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY

DATE: 19 June 2020

REPORT TITLE: INVESTMENT FUND

AUTHOR: MALCOLM COE, DIRECTOR OF INVESTMENT AND CORPORATE SERVICES

Purpose of Report

1. To seek approval for Investment Fund headroom reallocations; feasibility, development and delivery funding, and for change requests for schemes within the current approved programme.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- Paragraphs 9-14 of the report sets out the proposed allocation of £5m of funding to drive Covid-19 economic recovery.
- Activity in several of the business and skills projects is being refocused to help support recovery post Covid-19. For example, the Research and Innovation Challenge Fund as detailed in paragraphs 33 to 35.
- More generally supporting clean and inclusive economic growth is a key driver for the Investment Fund and all the projects within the programme will make a positive contribution to assisting the economic recovery.
- WECA will continue to review the deliverability, and priority, of its investment programme in response to Covid-19. Further updates will be provided through each committee cycle.

Recommendations:

The Committee is asked to:

1. **Allocate £5m to support West of England businesses during the 2020 early phase of economic recovery advised by the Covid-19 Economic Recovery Taskforce and, where there is urgency, to delegate the approval of the business case(s) to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.**

- 2. Approve Feasibility and Development Funding Application for Spatial Development Strategy/Local Transport Plan Evidence Base and award of £2m and delegate the award of contracts to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.**
- 3. To delegate the approval of a Feasibility and Development Funding Application for £300k for the development of Green Infrastructure projects to the WECA Chief Executive in consultation with the Chief Executives of the Constituent Councils**
- 4. To allocate £3m from the Opportunities and Challenges allocation to underwrite DfT Emergency Active Travel Funding to be repaid on receipt of these funds.**
- 5. To allocate £10m for walking and cycling infrastructure and to delegate approval of Feasibility and Development Funding Applications up to £1m to the WECA Chief Executive in consultation with the Chief Executives of the constituent councils.**
- 6. Approve the Feasibility and Development Funding Application for North Keynsham Masterplanning and the award of £250k.**
- 7. Conditionally approve the I-START Outline Business Case and the award of £300k through the current Feasibility and Development Funding Application to continue to progress the design and development.**
- 8. To approve the Careers Hub and Enterprise Adviser Network Full Business Case and award of £174k subject to the conditions set out in paragraph 32 of the report.**
- 9. To delegate grant award decisions for the Research and Innovation Challenge Fund to the WECA Chief Executive in consultation with the West of England UA Chief Executives.**
- 10. Approve the change requests for schemes within the current programme as set out in Appendix 2.**
- 11. To amend the approved capital programme for individual project approvals agreed at the March Committee and within this report.**

Background

- 2. In July the Committee considered a £350m investment programme to March 2023 spanning the Investment Fund/Transforming Cities Fund. This sits within the frame of the Capital Strategy report, approved in February 2019, which set out the planned approach for establishing a thematic 20-year programme aligned with regional priority outcomes and objectives as detailed within the published WECA Operating Framework.**
- 3. The funding available through the Investment Fund and Transforming Cities Fund over the period to 22/23 totals £350m which includes a level of structured over programming. For each allocation and award, an allowance needs to be accounted for in terms of the subsequent costs for final delivery of the full scheme, referred to as the 'tail' which is based upon the current opinion of the most likely level of spend that will be incurred over the next four years.**

4. A summary of all of the approved and allocated funding across the Investment Fund and Transforming Cities Fund (TCF) is shown in Appendix 1 and is summarised in Figure 1. An update on the projects seeking funding is set out by theme in the sections below.

Review of Investment Fund Headroom

5. When the £350m programme was approved in July 2019 it was recognised that this would need to be kept under review to see if changes within the programme provided headroom for the inclusion of new projects or the upscaling of existing project allocations. A review of progress across the programme has been undertaken, including seeking confirmation of the deliverability of approved projects and the 'tails' for schemes currently in development. This review has identified headroom of **£9.8m** of funding which is available for reallocation to schemes in the period to 22/23.
6. In some cases, this headroom has arisen from spend being carried forward into the 23/24 financial year which will need to be taken into consideration when prioritising the next medium-term financial planning period. This equates to £6.3m against the current funding allocation of £30m for that year. The £200k previously awarded to underwrite a growth and exceptions pot for the Adult Education Budget is now not required as owing to Covid-19 providers will be paid to profile.

Figure 1: Summary of Investment Programme to 2023 by Priority Theme

	Funding Awards and Allocations £000s	
	Mar 2020	Jun 2020
Transport Infrastructure		
Approved Awards and Allocations	72,099	73,940
Associated 'tail' required to deliver all projects up to March 2023	67,491	68,877
Total Investment in Transport Infrastructure	139,590	142,817
Housing, High Streets and Green Infrastructure		
Approved Awards and Allocations	60,320	62,620
Associated 'tail' required to deliver all projects up to March 2023	24,500	26,000
Total Investment in Housing Infrastructure	84,820	88,620
Business and Skills		
Approved Awards and Allocations	74,890	77,219
Associated 'tail' required to deliver all projects up to March 2023	22,804	21,544
Total Investment in Business and Skills Infrastructure	97,694	98,773
Opportunities and Challenges / Other		
Funding put aside to respond to opportunities and challenges	20,000	12,000
Approved WECA set up, operating costs and elections up to 2023	7,818	7,818
Total Investment Programme up to March 2023	350,000	350,000

7. It is recognised that the Investment Fund programme will need to be kept under review and that more fundamental reallocations may be required in response to Covid-19 once the impacts and actions required to support economic recovery, including gaps in national programmes, are better understood.
8. A number of options have been considered for the reallocation of the current headroom and the following changes are proposed:

1) Driving the Covid-19 Economic Recovery

9. The Covid-19 pandemic has created an unprecedented challenge for the businesses, residents and public services across the West of England. WECA, the Local Enterprise Partnership (LEP) and the local Councils have been working to support businesses and residents through this crisis period and seeking to ensuring the support and infrastructure is in place to prepare for recovery. Further details of the specific actions taken and planned are set out elsewhere on this agenda.
10. It is proposed to set aside £5m for a very broad range of regional enabled measures to help businesses through the difficult times ahead, through a package of largely sector-agnostic interventions. These are planned to centre on innovation-led changes in business processes and behaviours, and have a strong focus on decarbonised, inclusive and digitally-connected recovery. The envisaged objective would be a marked increase in businesses' resilience to major disruption, including the potential scenario of start and stop of pandemic lockdown over an extended period of time.
11. Interventions are envisaged to provide a mixture of focussed grant support direct to business to carry out a range of useful activities, for example mission-based research and development, capital investment and training, alongside other mechanisms such as programmes to assist with digitisation of processes and to encourage broader business resilience, both economically and environmentally. These measures are to work alongside enhanced Growth Hub capacity by developing the interventions which respond to business need, and to complement existing recovery-relevant measures, including those led by WECA, such as Workforce for the Future, the Research and Innovation Challenge Fund and the Creative Scale-Up programme.
12. A Regional Economic Recovery Taskforce has been established bringing together WECA, the LEP, business, universities and the region's councils. The purpose of the Taskforce is to drive the region's economic recovery and to feed in to the Government's national recovery planning.
13. This Taskforce will provide the evidence base for the design and delivery of such interventions, also determining to what extent sector-specific measures are suitable to secure the region's continued competitiveness in its economic strengths to date. The Local Industrial Strategy continues to provide longer-term strategic direction for design and evaluation, confirming and accelerating a cross-sectoral challenge-based approach within the current crisis: Covid19 as an overarching acute challenge, amplifying all four grand challenges (AI/Data; Mobility; Healthy Ageing/Social Care; Climate Emergency/Decarbonisation), to be addressed by mission-oriented interventions.
14. In terms of the climate emergency specifically, an initial allocation of £250k from the Investment Fund has previously been approved to undertake further research to better understand priority areas for investment. It is proposed that when the Climate Emergency Action Plan is produced, the Investment Fund programme is reviewed to establish any gaps

in the current programme and the priority areas for investment. At this time appropriate awards or allocations from the Investment Fund can be considered drawing on this headroom.

Recommendation to allocate £5m to support West of England businesses during the 2020 early phase of economic recovery advised by the Covid-19 Economic Recovery Taskforce and, where there is urgency, to delegate the approval of the business case(s) to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.

2) Spatial Development Strategy/Local Transport Plan Evidence Base

15. It is proposed that funding is awarded for the development of the Spatial Development Strategy (SDS) /Local Transport Plan Evidence Base. The West of England Authorities and WECA are required to keep the strategic planning evidence base under review and to update it as necessary so that it may appropriately inform plan-making and enable future growth and development to be delivered to best effect. A report on strategic planning is to be considered on the Joint Committee agenda. To start the next round of strategic plan making, significant technical evidence base work will be needed, alongside work on engagement and consultation. The strategic evidence base commissioned for the Joint Spatial Plan now requires renewing because some of it is dated and national policy and other circumstances have changed since it was prepared. In parallel work is required to develop the technical transport work in support of strategic plan making and Local Transport Plan.
16. Funding of £250k has already been awarded to undertake preliminary work and a [Feasibility and Development Funding Application](#) for an additional £2m to progress the required evidence base on which to inform the SDS, including procurement of a new transport model for the sub-region has been submitted for consideration by the Committee. The award of contracts for the SDS work through this award is delegated to the CEOs.

Recommendation to approve Feasibility and Development Funding Application for Spatial Development Strategy/Local Transport Plan Evidence Base and award of £2m and delegate the award of contracts to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.

3) Green Infrastructure

17. The West of England Joint Green Infrastructure Strategy (JGIS), the endorsement of which is proposed elsewhere on this agenda, provides a framework for delivering a strategically planned and managed green infrastructure network. It is recommended that £300k is allocated from the headroom for the development of several green infrastructure proposals to Outline Business Case that fit the Investment Fund criteria and align with the wider infrastructure programme in the West of England.

Recommendation to delegate the approval of a Feasibility and Development Funding Application for £300k for the development of Green Infrastructure projects to the WECA Chief Executive in consultation with the Chief Executives of the Constituent Councils

Thematic Update

Transport

Emergency Active Travel Fund

18. As part of the £2 billion package announced to support walking, cycling and public transport, the Government has allocated £250m to an Emergency Active Travel Fund focused on

measures which could be implemented swiftly and would help ease the pressure on public transport. These could include temporary measures like pop up cycle lanes, widened pavements or junction improvements to be implemented by August 2020. The indicative share of the Fund to be received by WECA is £3.7m, however the confirmed phase 1 allocation, as at June 2020, is only £741k. To enable work to progress at pace it is proposed that £3m is underwritten by the Investment Fund Opportunities and Challenges allocation to be repaid by the DfT grant when this is received.

19. In the event that £3m is fully committed and in the unlikely event that the expected funding is not received from DfT or subject to conditions that cannot be met, some measures would need to be considered under the wider Investment Fund criteria and process, including an assessment of impact. Provided that the temporary measures being developed have the potential to become permanent and be extended to become integrated parts of the public realm and transport network, then they would lend themselves to this funding stream and the link with the proposed capital allocation set out below.

Recommendation to allocate £3m from the Opportunities and Challenges allocation to underwrite DfT Emergency Active Travel Funding to be repaid on receipt of these funds.

Funding for Walking and Cycling

20. In addition to the funding to support immediate changes to support active travel, it is planned to bring forward a package of permanent walking and cycling improvements to support Covid-19 recovery. It is proposed to allocate £10m of the Investment Fund for these measures utilising £5m already earmarked for walking and cycling within the programme and a further £5m from the Opportunities and Challenges allocation.
21. To enable to work to swiftly progress, is proposed that up to £1m is allocated to develop these packages of improvements within the three Councils to Full Business Case, and that approval of Feasibility and Development Funding Applications up this value is delegated to the WECA Chief Executive in consultation with the Chief Executives of the constituent councils. This builds upon the £100k of funding to develop options already awarded to WECA.
22. The packages will focus on schemes which are deliverable, present a strong value for money case, align with the Joint Local Transport Plan and where appropriate the Local Cycling and Walking Infrastructure Plan (seeking approval elsewhere on this agenda) and support our transition to zero carbon and inclusive growth. Given that the funding is expected to be used to develop scalable packages of measures, it is proposed that the £10m is allocated based upon a mix of geographical spread, together with an element related to best alignment with the criteria above and scope for impact.
23. It is expected that further funding will be forthcoming from the £1.75bn DfT Walking and Cycling Funding Capital pot and this could significantly extend the funding available beyond this initial allocation.

Recommendation to allocate £10m for walking and cycling infrastructure and to delegate approval of Feasibility and Development Funding Applications up to £1m to the WECA Chief Executive in consultation with the Chief Executives of the constituent councils.

Other Transport Projects

24. There are no further transport funding decisions required at this time. However, the Bus Infrastructure Investment report on this agenda outlines progress with previous funding awards to develop Mass Transit, bus infrastructure proposals and the recommendation to focus the previously allocated Housing Infrastructure Fund match funding on the Bristol to

Bath Strategic Corridor. The Strategic Rail Investment report sets out proposals related to bringing forward MetroWest Phases 1 and 2, the Bristol Temple Meads Eastern Entrance and the Access for All station improvements which all benefit from the Investment Fund.

Housing, High Streets and Green Infrastructure

Scheme in Development

North Keynsham Strategic Masterplanning

25. A [Feasibility and Development Funding Application](#) has been submitted by Bath & North East Somerset Council for the masterplanning of North Keynsham. The funding would be used to deliver an updated North Keynsham Strategic Planning Framework in November and a Masterplan Report in June 2021. This builds upon previous Investment Fund awards for the masterplanning of the Yate Urban Living Opportunity Area, the North Fringe of Bristol and South West Bristol. The application seeks £250k which can be accommodated through the remaining allocation for masterplanning within the agreed programme.

Recommendation to approve the Feasibility and Development Funding Application for North Keynsham Masterplanning and the award of £250k.

Schemes in Delivery

Land Acquisition Fund

26. A Land Acquisition Fund (LAF) was approved by the WECA Committee in November 2018 aimed at accelerating and influencing housing development with an added intention of attracting further external funding and investment into the region. Following the award of £8.3m to B&NES for the acquisition of Bath Riverside, a balance of £7.88m remains in the Land Acquisition Fund in the current programme to 22/23.
27. It was previously agreed that B&NES would have first call on these funds this year, and the Council are exploring several options. These options include WECA co-promoting an acquisition and working alongside B&NES to bring forward the site and the delivery of homes, sharing the risk and any uplift in value secured
28. The WECA Committee in February 2019 agreed that where there was urgency, to delegate the approval of the business case and award of funding to the WECA Chief Executive in consultation with the constituent Council Chief Executives. Should approval be required outside of the Committee cycle this delegation will be utilised and a report be brought back to the next Committee.

Business and Skills

Schemes in Development

I-START

29. An Outline Business Case has been submitted by B&NES for the I-START project which would see the development of a new facility on Bath College's City Centre Campus, providing a home for the SETsquared University of Bath Innovation Centre; a new, disruptive adult Skills offer (learning levels 4-7) developed/delivered by all partners; and a collaborative University of Bath/ Bath Spa University research presence in the City. The Business Case will be developed further, including a review in light of Covid-19 and firming up the funding strategy.

30. It is recommended the Business Case is conditionally approved and further funding of £300k is awarded through the current Feasibility and Development Funding Application to progress this development and design which can be accommodated within the agreed Business and Skills allocation. This work is to be undertaken in collaboration with WECA officers to ensure alignment with both the Local Industrial Strategy and the new Regional Economic Recovery Taskforce, to maximise synergies with other regional activity, and fit with local economic renewal activity.
31. The Outline Business Case is to be reported back to a future meeting of the WECA Committee for full approval and to release the balance of the funding sought to develop the Full Business Case.

Recommendation to conditionally approve the I-START Outline Business Case and the award of £300k through the current Feasibility and Development Funding Application to continue to progress the design and development.

Schemes in Delivery

Careers Hub and Enterprise Adviser Network

32. The Careers Hub collaborates with partners in the business, public, education and voluntary sectors to ensure young people have the skills, information and inspiration they need to have high expectations, make well informed decisions about their future and improve career outcomes. The Enterprise Adviser Network supports the work of the careers hub and is made up of a group of volunteers from local employers who help schools and colleges with their career's programmes. A Full Business Case has been submitted by WECA seeking £174k to extend and develop the Careers Hub and Enterprise Adviser Network for the 20/21 academic year which aligns with the WECA Employment and Skills Plan. These funds will be match funded by £281k from the Careers Enterprise Company. The funding can be drawn from the allocation to business and skills within the agreed programme. The Scheme Assessment Summary Table is shown in Appendix 4 and the Full Business case is published on the WECA [website](#)

Recommendation to approve the Full Business Case for the Careers Hub and Enterprise Adviser Network and the award of £174k subject to:

- 1) *Securing the Careers Enterprise Company match funding.*
- 2) *Confirming the target for improvement in the Gatsby benchmarks against the non-intervention baseline.*
- 3) *That any further funding award should be supported by an economic appraisal that establishes outcomes and impacts, learning from this pilot where possible.*

Research and Innovation Challenge Fund

33. The Research and Innovation Challenge Fund (RICF) is a £3.29m (£1.45m European Regional Development Fund (ERDF); £242k Investment Fund; £1.6m company contributions) programme that will provide grant funding up to £50k to companies progressing Research and Development (R&D) projects leading to the creation of new products and services. Managed by WECA, it will be available across the West of England region and the programme will launch in summer 2020.
34. The programme has already undergone some re-profiling to widen its scope to ensure it is an important part of the region's Covid-19 recovery package. Whilst continuing to emphasise the importance of the advanced engineering and digital sectors for the West of England, the RICF

is now able to support business projects from other sectors that are developing innovative and ambitious ideas to address the needs of society or industry resulting from coronavirus and any future major global disruption. It has also been ensured that the RICF complements the range of existing national business support initiatives.

35. The launch will signal the commencement of the first RICF grant application window, of which there will be three over 2020-2023, during which interested companies can submit their project proposals. Proposals will be appraised by an internal officer review panel, drawing on specialist advice and support where required, against i) gateway/eligibility criteria, and for business that pass this stage, ii) a full project assessment against set scoring criteria, for example strategic fit and value for money. Following this, recommendations on which proposals to support will be presented for consideration by the WECA Chief Executive in consultation with the West of England UA Chief Executives.

Recommendation to delegate grant award decisions for the Research and Innovation Challenge Fund to the WECA Chief Executive in consultation with the West of England UA Chief Executives.

Changes to Schemes within the Current Programme

36. The WECA Committee agreed to delegate approval of changes within stated tolerances for schemes within the approved Investment Fund programme to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils. The changes which fall outside of these tolerances and require a Committee decision are set out in Appendix 3.

Recommendation to approve the change requests for schemes within the current programme set out in Appendix 2.

Capital Monitor

37. Appendix 4 summarises the capital budget forecast for the 2019/20 and 2020/21 financial years. The changes are summarised in Figure 2.

Recommendation to amend the approved capital programme for individual project approvals agreed at the March Committee and within this report.

Figure 2: Movements within the Approved Capital Programme

WECA & Mayoral Capital Budget	2019/20 £000	2020/21 + £000
Original Budget Approved Feb 2019	19,593	23,572
Slippage from 2018/19	1,705	
Month 2 Amendments		
Bristol Temple Meads Station Eastern Entrance FBC	1,250	1,250
Somer Valley Enterprise Zone FBC	746	
Bath River Line FBC	150	
Metro West Phase 2 FBC	1,760	1,759
Charfield Station FBC	900	
Cribbs Patchway Metrobus Extension	1,900	20,000
CPPN Cycle Links	3,125	
Pothole Action Fund	662	
Month 2 Revised Budget	31,791	46,581
Month 4 Amendments		
Local Cycling & Walking FBC	100	
On Bus Contactless Payment	418	
Cribbs Patchway Metrobus Extension addition	300	
Cribbs Patchway Metrobus Extension re-phasing	11,947	(11,947)
Metrowest Ph 1 adjusted budget		(140)
Month 4 Revised Budget	44,556	34,494
Month 6 Amendments		
Housing Land Acquisition Fund (Bath Riverside)	9,000	
Great Stoke Roundabout Improvements		2,360
Month 6 Revised Budget	53,556	36,854
Month 8 Amendments		
Project Re-phasing	(3,945)	3,945
Month 8 Revised Budget	49,611	40,799
Month 9-12 Amendments		
Somer Valley Enterprise Zone FBC	(302)	302
CPPN Cycle Links £20k cost saving and £15 reprofiled from 18/19	(5)	
Unlocking Lockleaze Development cost increase	64	
Great Stoke Roundabout Improvements	325	(304)
Hicks Gate Roundabout	(113)	113
Wraxall Roundabout Signal Scheme FBC reprofiling and budget correction	(953)	1,063
Metrowest phase 2 (construction) IF confirmed	(1,608)	3,214
Metrowest phase 2 (operation) IF confirmed		5,938
Charfield Station reprofiled incl. 18/19	(95)	375
Local Walking and Cycling Infrastructure	(75)	75
CPPN Cycle Links (post FBC/ Delivery)	369	(369)
On Bus Contactless Payment	(99)	97
Bristol Temple Meads Station Eastern Entrance	(780)	780
Housing Land Acquisition Fund (Bath Riverside) final cost revision	(703)	
Month 12 Revised Budget	45,636	52,083

Consultation

38. Engagement has taken place with officers in the West of England Combined Authority Constituent Unitary Authorities. Section 151 Officers across the region have been fully engaged as have the Chief Executive Officers in helping to inform the prioritised projects for investment.

Other Options Considered

39. All Business Case and Change Requests are required to set out in detail the full range of options considered and the reason the preferred option has been identified.

Risk Management/Assessment

40. Specific risk assessments will be carried out as part of any feasibility studies for projects in development and business cases are required to set out the way that risks will be managed and a risk register. All projects underway will maintain a specific risk register as part of the project management and monitoring arrangements.
41. Financial risks are managed through the process for considering cost increases set out in the WECA Investment Strategy and the overall Investment Fund and Transforming Cities Fund programme will be regularly reviewed.

Public Sector Equality Duties

42. 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.
43. 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.
44. 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.
45. For projects seeking funding through the Investment Fund scheme promoters are required to include as part of their Full Business Case, an equality and diversity assessment and plan. These assessments are published as part of the Business Case on the WECA website.

Finance Implications, including economic impact assessment where appropriate

46. The financial implications for each proposal are set out in the body of the report. The Investment Fund allocations and awards are accommodated within the overall spending limit of £350m available up to March 2023.
47. The WECA statutory finance officer will determine the appropriate use and apportionment of funding between the Transforming Cities Fund and Investment Fund within the overall funding available.
48. Supporting economic growth is central to this funding stream, and promoters are required to include an economic case within the FBC for each scheme which sets out how the project will create jobs and GVA growth as well as delivering wider benefits. In line with agreed processes these FBCs are published on the WECA website at the point of decision making.

Advice given by: Malcolm Coe, Director of Investment and Corporate Resources

Legal Implications

49. There are no additional legal implications arising from this report. Legality will be verified for individual projects through relevant due diligence prior to approving formal allocations.

Advice given by: Shahzia Daya, Monitoring Officer, WECA

Climate Change Implications

50. On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?
- * Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/ consideration as necessary as part of their detailed project-specific management arrangements.

51. Each business case coming forward for decision on inclusion in the Investment Fund programme includes consideration of environmental sustainability which sets out how sustainability is being considered in the development of the project as well as during its operational stage.

Land /Property Implications

52. All land and property implications are set out within the specific business cases and dealt with by scheme promoters.

Advice given by: Malcolm Coe, Director of Investment and Corporate Resources

Human Resources Implications

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

Appendices

Appendix 1: Investment Fund Programme

Appendix 2: Change Requests for Schemes within the Current Programme

Appendix 3: Careers Enterprise Hub Extension Assessment Summary Table

Appendix 4: Capital budget Forecast for 2019/20 and 2020/21

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email:

democratic.services@westofengland-ca.gov.uk

Appendix 1**Transport Infrastructure Projects – Awards and Allocations (£000s)**

	Mar 2020	Jun 2020
Feasibility Studies		
Southern Orbital	155	155
Mass Transit Options	276	276
East of Bath Strategic Link	50	50
A420 to Bath Highway Improvements	200	200
Bristol Temple Meads Masterplan	2,000	2,000
Greater Bristol Area Rail Feasibility Study	100	100
Winterbourne/Frampton Cotterell Bypass and Coalpit Heath/Westerleigh Bypass Study	413	413
Regional Operations Capability – Phase 1	75	75
Strategic Rail Investment	250	250
Improving Access to Bath from the East	200	200
Business Case Development		
WECA Housing Growth Mitigation Outline Business Cases	1,600	1,600
Hicks Gate Roundabout	460	460
MetroWest Phase 2	11,063	9,252#
Charfield Station	1,200	1,200
Yate Park and Ride	300	300
Strategic Park & Ride	500	500
MetroWest Phase 1	5,860	5,860
Mass Transit	1,500	1,500
Integrated Smart Ticketing	300	300
Local Cycling & Walking Infrastructure	100	1,100
Future Mobility Zone	3,900	3,900
Metrobus Consolidation	300	300
Manvers Street Regeneration	250	250
Bus Strategy Infrastructure Programme	1,700	1,700
West of England Station Enhancements Project	552	552
Schemes in Delivery		
Real Time Information System Upgrade	559	559
Cribbs Patchway Cycle Links	3,325	3,325
Cribbs Patchway MetroBus Extension	22,151	22,151
Integrated Transport Authority Functions	1,000	1,000
Short term Bus Enhancements – 2018/19 only	1,200	1,200
On-Bus Contactless Bank Card Payment	416	416
Great Stoke Roundabout Improvements	2,909	2,909

Wraxall Road Roundabout Improvements	6,887	6,887
Emergency Active Travel Fund	-	3,000
Total of all Awards and Allocations:	72,099	73,940
Associated 'Tail' for Approved Schemes in Development	67,491	68,877
Total	139,590	142,817

Schemes where awards and allocations run into 23/24 not shown on this table

**Housing, High Streets and Green Infrastructure Projects – Awards and Allocations
(£000s)**

	Mar 20	Jun 20
Feasibility Studies		
B&NES Pilot High Streets Programme	280	280
Bedminster High Street Improvement	275	275
Kingswood High Street Improvements	268	268
Modern Methods of Construction Pilots/Trials	150	150
Strategic Planning Shared Evidence Base	250	2,250
Business Case Development		
HIF OBC – Bristol Temple Meads to Keynsham	2,700	2,700
Bristol Temple Meads Eastern Entrance	2,500	2,500
Hengrove - Housing Enabling Infrastructure	800	800
Masterplanning: Yate Urban Living Opportunity Area	500	500
Masterplanning: business case development	275	275
Masterplanning: North Fringe of Bristol	500	500
Masterplanning: South West Bristol	500	500
Strategic Masterplanning and associated delivery	250	-
Green Infrastructure	-	300
Masterplanning: Brislington and North Keynsham	-	250
Schemes in Delivery		
Bath Riverside	8,297	8,297
Lockleaze Sustainable Transport Improvements	3,915	3,915
Whitfield Tabernacle Stabilisation Works	682	682
Allocations		
Love Our High Streets	8,495	8,495
Land Acquisition Fund	7,883	7,883
Bristol to Bath A4 Strategic Corridor	21,800	21,800
Total of all Awards and Allocations:	60,320	62,620
Associated 'Tail' for Approved Schemes in Development	24,500	26,000
Total	84,840	88,620

Business and Skills Projects – Awards and Allocations (£000s)

	Mar 20	Jun 20
Feasibility Studies		
Talent Institutes	100	100
Visitor Economy/Regional Tourism	100	100
Cultural Strategy	50	50
CEIAG Research and Improvement Project	50	50
Building Employment and Enterprise Skills	20	20
Local CEIAG Action Research Activities	20	20
Apprenticeship Levy Maximisation	100	100
Business Case Development		
Hospitality & Catering Education Centre	195	195
Digital & Creative Innovation Centre	401	401
STEAM Centre SGS WISE	590	590
Somer Valley Enterprise Zone and Infrastructure	1,026	1,026
Bath Riverline	150	150
Quantum Technologies Innovation Centre+	34,974	33,974 [#]
Energy Strategy Action Planning / Climate Change Planning	250	250
I-START	50	350
Driving the Covid-19 Economic Recovery	-	5,000
Schemes in Delivery		
Realising Our Talent	500	500
South West Institute of Future Technology	500	500
Research & Innovation Challenge Fund	242	226 [#]
Workforce for the Future	4,000	3,600 [#]
WE Work for Everyone	1,300	1,300
Future Bright Plus	3,600	2,700 [#]
South Bristol Enterprise Support	483	483
Adult Education Budget Growth and Exceptions	200	0
Centre for Digital Engineering Technology & Innovation	5,000	5,000
LIS Productivity Challenge Delivery Programme	2,737	2,737
Careers Hub and Enterprise Adviser Network	-	174
Allocations		
Business and Skills allocation to be programmed up to 2023	18,257	17,784

Total of all Awards and Allocations:	74,890	77,219
Associated Tail for Schemes in Development	22,804	21,554
Total	97,694	98,773

Schemes where awards and allocations run into 23/24 not shown on this table

Appendix 2

Change Requests for Schemes within the Current Programme

- **Digital Engineering Technology and Innovation (DETI)**

Scope: some of the jobs and private sector income are expected to be in the form of industrial secondments and safeguarded jobs in partner organisations. Overall FTE years reduced from 86 to a minimum of 77. The Digital Catapult is a new delivery partner. All Work Packages remain but some have changed in scope, timing and deliverables. The skills outputs are unchanged.

Milestones: project start date revised from May to July 2020, with consequent effect on other milestones.

Cost: reprofiling of funding to reflect later start and higher proportion of funding in year 1 [Revised profile £1.83m 20/21, £2.72m 21/22 and £435k 22/23]. Increase in capital cost element to £600k. Committed match funding has fallen from £10.175m to £8.85m but this excludes £1.65m of deferred commitments which would bring the total to £10.5m if committed.

Approval subject to defining the split of jobs (new, safeguarded and secondees), finalising the Work Packages and the Monitoring and Evaluation Plan.
- **Bath River Line**

Scope: The Bath River Line will now incorporate the eastern side of the city from Pulteney Weir to the villages of Batheaston and Bathampton, effectively doubling the size of the project area.

Milestones: Reprogramming of timeframes and milestones to include additional design and associated studies for the extended project area. The Full Business Case will now be submitted in Apr 21.

Cost: Reprofiling £150k from 19/20 to 20/21 and further funding of £200k from B&NES Council [Revised profile £903k 19/20 and £300k 20/21].
- **HIF (Bristol to Bath Strategic Growth Corridor)**

Milestones: these have been revised following the announcement of the unsuccessful HIF bid to focus on a delivery strategy for the corridor including identification of funding and the programme for delivery.

Cost: reprofiling £100k from 19/20 to 20/21 [Revised profile £545k 19/20 and £1,375 20/21].
- **Winterbourne, Frampton Cotterell Bypass & Coalpit Heath Westerleigh Bypass** - reprofiling £78,673 from 19/20 to 20/21 [Revised profile £153,327 19/20 and £258,673 20/21].
- **Yate Park & Ride** - reprofiling £138,074 from 20/21 to 19/20 [Revised profile £300k 19/20].
- **Research and Innovation Challenge Fund (RICF)**

Milestones: a number of milestones have been pushed back by up to six months, as a result of the increased length of time required to secure the ERDF funding. Three further milestones have been added to provide a higher level of detail including around the individual grant windows.

Cost: reprofiling of £11,487 from 19/20 to 2020-2024 [Revised profile £86k 20/21, £107k 21/22, £34k 22/23 and £16k 23/24].

- **CPNN Cycle Links**

Milestones: start on site date for the A4018 element of this project delayed from Feb 20 to Jan 21, resulting in a delay to the finish on site from May 20 to Jun 21, and a delay in the completion of this scheme and the programme to Nov 21.

Cost: reprofiling of £460k from 19/20 & 20/21 to 21/22 [Revised profile £344k 19/20, £2.321m 20/21 and £460k 21/22].

- **Workforce for the Future**

Milestones: 4 month delay across the programme due to Covid-19.

Cost: reprofiling forward the entire budget to reflect the programme delay [Revised profile £133k 19/20, £1.167m 20/21, £1.3m 21/22, £1m 22/23 and £400k 23/24, total £4m].

- **Integrated Ticketing** – reprofiling of £40k in 19/20 to 20/21 [Revised profile £30k 19/20 and £270k 20/21].

- **Kingswood High Street** - reprofiling of £98k from 19/20 to 20/21 [Revised profile £120k 19/20 and £148k 20/21].

- **West of England Institute of Technology**

Milestones: delays of 6-7 months for IoT Licence and Grant Approval by DfE delayed, Joint Venture in place and Governance Partnership Board meetings, Digital Infrastructure installation starts delayed by 2 months and Finalised capital design designs in place delayed by 7 months.

Cost: reprofiling of £152,870 from 19/20 to 20/21 [Revised profile £75,036 19/20 and £262,500 20/21].

- **Charfield Station**

Milestones: Completion of on site surveys delayed by 13 months, Network Rail Feasibility report complete by 11 months and Construction drawings complete by 3 months to Jun 21.

Cost: reprofiling £213k from 19/20 to 20/21 & 21/22. [Revised profile £142k 19/20, £986k 20/21 and £72k 21/22].

- **Whitfield Tabernacle Stabilisation** - reprofiling of £320k from 21/22 to 20/21. [Revised profile £345k 20/21 and £337k 21/22].

- **Keynsham Town Centre Improvement – High Street**

Spend: Match funding increased by £160k due to additional CIL monies (new total £450k) which have been allocated to the project, reduction of £160k in Love Our High Street funding [new total £425K].

Milestones: 5 months delay to start on site (to Aug 20) and 9 months for practical completion (to Aug 21).

- **Development of Temple Meads Masterplan**

Spend: Reprofiling of £166k from 19/20 to 20/21 [Revised profile £584k to 19/20 and £1.416m 20/21, total £2m]. £50k reallocated from external contractors to internal staff costs.

Milestones: Completion of feasibility study delayed by 3 months to June 2020.

Appendix 3 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Careers Hub and Enterprise Adviser Extension	Strategic Case	<p>The Careers Hub collaborates with partners in the business, public, education and voluntary sectors to ensure young people have the skills, information and inspiration they need to have high expectations, make well informed decisions about their future and improve career outcomes.</p> <p>The Enterprise Adviser Network supports the work of the Careers Hub and is made up of a group of volunteers from local employers who help schools and colleges with their career's programmes.</p> <p>The project will continue the operation of the Careers Hub and Enterprise Adviser Network for the 20/21 academic year and extend the scope to all 95 schools, colleges and pupil referral units in the West of England.</p> <p>The project shows good alignment with the Local Industrial Strategy and the Employment and Skills Plan.</p> <p>The project aims to support the institutions in progressing towards attainment of 8 measures of effective careers guidance (Gatsby benchmarks).</p>	Funding Source(s)	Investment Fund
Scheme Promoter	WECA	State Aid	The project does not constitute economic activity	Approval Requested	Full Business Case


Date of Submission	22/4/20	Economic Case and Value for Money	The economic case refers to a study by PwC which estimates the economic benefit of implementing each Gatsby benchmark although it is not possible to link this research to this intervention and provide any quantified impacts.	Grant Award	£173,618
Funding Requested	£173,618 (profiled £107k 20/21 and £67k 21/22)		At minimum, the target for improvement in the Gatsby benchmarks against a non-intervention baseline should be established in order that success can be measured. Any future funding award should be supported by an economic appraisal that establishes outcomes and impacts, learning from this pilot where possible. This will provide a better understanding of the benefit of this intervention against its cost. A letter has been provided by WECA's Director of Business and Skills confirming approval of the business case including the value for money statement.		
Total Scheme Cost	£549,189 (Staff costs £454k; grants £95k)	Risk	Match funding of £375,571 is identified from the Careers Enterprise Company (CEC) but this is yet to be confirmed. The project includes staff costs and £95k for grants, that being £1k for each institution. No risk or contingency budget is identified. A risk register with 7 key risks has been provided. It is reported that risk management has been effective in the previous phases.	Grant Recipient	WECA
Match Funding %	68%	Delivery	The programme will draw on the staff resources in place within WECA with planned recruitment of an additional Enterprise Coordinator. The project is therefore well placed to begin the delivery of support in September. Institutions in North Somerset will only benefit from the CEC funding support, with the WECA schools/colleges receiving a more intensive level of engagement through the additional funding. The Monitoring and Evaluation Plan should be developed to provide a better understanding of the actual outputs (for this phase) and impacts of this project.	Payment Basis	N/A

ITEM 15

<i>Scheme Description</i>	<i>Recommendation to WECA Committee</i>	Conditional approval of the Full Business Case
<p>This funding will extend the Careers Hub and Enterprise Adviser Network to all 95 secondary schools, colleges and pupil referral units in the West of England for the 20/21 academic year (from the 76 schools and colleges supported in 19/20).</p> <p>The project will support these institutions in progressing against the eight Gatsby Benchmarks, used nationally by schools to underpin their careers education, information, advice and guidance (CEIAG) provision. The CEC's role is to support schools and colleges to achieve the goals of the Government's Careers Strategy in partnership with LEP's and Combined Authorities.</p>	<i>Conditions of Approval</i>	<p>1) Securing the Careers Enterprise Company match funding</p> <p>2) Confirming the target for improvement in the Gatsby benchmarks against the non-intervention baseline</p> <p>3) That any further funding award should be supported by an economic appraisal that establishes outcomes and impacts, learning from this pilot where possible.</p>

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Record of Approval

<i>WECA S151 Officer</i>		<i>WECA Committee</i>	
<i>Name</i>	Malcolm Coe	<i>Date of Meeting</i>	19 June 2020
<i>Date</i>	5 June 2020	<i>Decision</i>	
<i>Signature</i>			

Appendix 4

Capital budget Forecast for 2019/20 and 2020/21

WECA & Mayoral Capital Programme Monitor	2017/18 & 2018/19	2019/20 Revised Budget	2020/21+ Indicative	Total	Budget Funding			
	Outturn £000	£000	£000	£000	Investment Fund £000	Grant £000	RCCO £000	Total £000
WECA Capital								
Infrastructure								
Business Case Development	1,885	2,105	13,796	17,786	17,786			17,786
Real Time Information	465	94	0	559	559			559
Metrowest phase 1			5,860	5,860	5,860			5,860
Cribbs Patchway MetroBus Extension		14,147	8,053	22,200	22,200			22,200
CPPN Cycle Links (post FBC/ Delivery)		494	2,631	3,125	3,125			3,125
On Bus Contactless Payment		319	97	416	416			416
Bristol Temple Meads Station Eastern Entrance		470	2,030	2,500	2,500			2,500
Housing Land Acquisition Fund (Bath Riverside)		8,297	0	8,297	8,297			8,297
Great Stoke Roundabout Improvements		316	2,044	2,360	2,360			2,360
	2,350	26,242	34,511	63,103	63,103	0	0	63,103
Business & Skills								
5G Smart Tourism	4,125	875		5,000		5,000		5,000
	4,125	875	0	5,000	0	5,000	0	5,000
Corporate Services								
Economic Model & Scheme Prioritisation	115	285	0	400	400			400
IT & Building alterations	523			523	418		105	523
	638	285	0	923	818	0	105	923
Mayoral Capital								
Highways & Transport Grants	38,047	17,572	17,572	73,191		20,475	52,716	73,191
Pothole Action Grant	2,751	662		3,413		3,413		3,413
	40,798	18,234	17,572	76,604	0	23,888	52,716	76,604
Grand Total	47,911	45,636	52,083	145,630	63,921	28,888	52,821	145,630



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 16

19 JUNE 2020

REPORT SUMMARY SHEET

COVID-19 BUS NETWORK RECOVERY

Purpose

To present the current position on bus network recovery following a relaxation of the Covid-19 lockdown restrictions and the steps required to deliver this over the coming months.

Summary

This report refers to and updates on the following key issues:

- Funding sources for bus issues.
- Concessionary travel re-imburement.
- Community transport.
- The impact of social distancing on bus capacity.
- Bus network re-start and recovery.
- Longer term planning.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

On 11 May, the Government launched its Covid-19 Recovery Strategy comprising measured steps towards the gradual easing of lockdown restrictions with core messages including an encouragement to return to work for those who cannot work from home and to use walking, cycling and the car to travel around instead of using public transport if possible. The steps include school reopening for some year groups from 1 June and the large-scale reopening of shops from 15 June. Despite the messaging, the increase in activity is likely to put more pressure on the limited public transport services available.

Given the uncertainty around the pace and extent of any release from lockdown restrictions, a plan to recover the bus network is therefore inevitably a work in progress. Nevertheless, this report sets out the key issues, the steps being taken and prospects for seeing any significant recovery of bus use over the coming months and years. Further reports will be brought to WECA Committee via the Transport Board as appropriate.

Recommendations

The Combined Authority Committee is asked:

1. To note the current position on bus network recovery.
2. To approve the continuation of concessionary fare reimbursement payments to bus operators at pre-Covid levels for a further 3 months to the end of September 2020.

Contact officer: David Carter

Position: Director of Infrastructure

Email: David.Carter@westofengland-ca.gov.uk

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
DATE: 19 JUNE 2020
TITLE: COVID-19 BUS NETWORK RECOVERY
DIRECTOR: DAVID CARTER – DIRECTOR OF INFRASTRUCTURE
AUTHOR: PETER MANN – HEAD OF STRATEGIC TRANSPORT INTEGRATION

Purpose of report

To present the current position on bus network recovery following a relaxation of the Covid-19 lockdown restrictions and the steps required to deliver this over the coming months.

Recommendations

1. To note the current position on bus network recovery.
2. To approve the continuation of concessionary fare reimbursement payments to bus operators at pre-Covid levels for a further 3 months to the end of September 2020.

Background

1. Since mid-March when the Prime Minister first proposed people work from home if at all possible and then announced the full lockdown with the closure of schools, shops, leisure facilities, bars and restaurants, the number of people travelling by bus in the UK has dramatically fallen. Figures from bus operators suggest that the number of bus passengers during April were around 9% of normal levels. In response, due to the drop in farebox revenue, bus operators cut back their services to below 40% of normal frequencies and furloughed large numbers of drivers and other staff.
2. At a cost of £167m to cover a 12-week period from 17 March, the Government launched its Covid-19 Bus Service Support Grant (CBSSG) enabling operators of commercial services to claim for the mileage they did continue to operate up to 50% of normal levels and enabling Local Transport Authorities (LTAs) to offset lost revenue from contracted services in order to keep these services running where possible. Coupled with a Government commitment to maintain Bus Service Operators Grant (BSOG) and LTAs continuing concessionary fare reimbursement and payments against tendered contracts, this closed the revenue gap, sustaining operators through the immediate collapse in passenger numbers.
3. As the country begins to emerge from the lockdown and the economy restarts, the demand to travel by all forms of transport will rise. However, the likelihood of an on-going requirement for social distancing and the inevitable lack of public confidence in travelling by mass public transport, makes it impossible that bus services will generate sufficient revenues to become commercial for the foreseeable future. A plan is therefore required to enable a bus network

to be provided for those who do need or wish to use it whilst social distancing continues and to recover passenger numbers over time back towards pre-Covid levels.

4. On 11 May the Government launched its Covid-19 Recovery Strategy comprising measured steps towards the gradual easing of lockdown restrictions with core messages including an encouragement to return to work for those who cannot work from home and to use walking, cycling and the car to travel around instead of using public transport if possible. The steps include school reopening for some year groups from 1 June and the large-scale reopening of shops from 15 June. Despite the messaging, the increase in activity is likely to put more pressure on the limited public transport services available.
5. Given the uncertainty around the pace and extent of any release from lockdown restrictions, a plan to recover the bus network is therefore inevitably a work in progress. Nevertheless, this report sets out the key issues, the steps being taken and prospects for seeing any significant recovery of bus use over the coming months and years. Further reports will be brought to WECA Committee via the Transport Board as appropriate.

Issues for consideration

Funding

6. As referred to in the background section above, there are a number of sources of funding for bus services in the region whilst little farebox revenue is available to cover operators' costs. This funding has enabled services to be maintained through the early months of lockdown and, in many cases, operators to survive and be in a position to scale up services in the recovery phase. In some combination this funding may enable a gradual return to pre-Covid frequencies. In summary, the funding sources for bus services are as follows:

Funding via the Transport Authority

- Transport Levy – this provides the Concessionary Travel, Community Transport and Supported Services budgets and has continued to be paid out to operators at pre-Covid levels (initial commitment up to end June 2020)
- Devolved BSOG – Government has confirmed payment to WECA for 2020/21 which provides £1.148m of expected funding into the Supported Services budget
- Supported Services Fund - £736k for 2020/21 (part of £30m identified through the Better Deal for Bus Users funding announced by Government in February 2020) – conditions on use of this funding have been relaxed to support Covid recovery
- LTA CBSSG – for supported services – WECA was allocated a 1st tranche of £528k to early June 2020 to offset lost revenue on its supported services
- 2nd tranche of LTA CBSSG has yet to be confirmed and is dependent on an evaluation of the use of the 1st tranche during June
- S106 developer contributions – this remains with councils and is tied to particular services (whilst funding exists)

Funding via Government

- Commercial CBSSG (1st tranche for 12 weeks from 17 March) claimable by operators to cover costs for up to 50% of normal service levels being provided
- 2nd tranche of commercial CBSSG has been announced by Government and is being reviewed on a rolling 4-week cycle with the expectation that services will be scaled up to 100% within a few weeks
- Coronavirus Job Retention Scheme – covering 80% of pay for staff on furlough

Concessionary travel

7. Concessionary fare reimbursement is being paid to operators for the months of April, May and June irrespective of the number of pass holders using the network. Whilst this has been an important financial lifeline for some bus operators, at no additional cost to WECA or its constituent authorities, it has been very much an emergency measure. Approximately £3.2m has been committed in this way and it is right to consider the effectiveness of this payment and the appropriateness of it continuing into the 2nd quarter of 2020/21.
8. For smaller bus operators, concessionary travel forms a very significant proportion of passengers carried. The reimbursement, through the statutory English National Concessionary Travel Scheme, can be an equally significant element of their overall income, albeit provided to ensure operators are no better or no worse off for carrying these passengers, once fixed and variable costs have been taken into consideration. In some cases, for example where operators run infrequent rural shopper services, this can be more than 75% of their revenue received which could be the difference between business survival and collapse.
9. During lockdown, travel using concessionary passes is at an all-time low with take-up in April less than 8% of what would normally be expected at this time of year. Given the demographic profile of pass holders it is likely that, whilst social distancing remains, there will not be a significant increase in concessionary travel for some time. Whilst the DfT has not made it a condition of receiving the next tranche of LTA CBSSG, Transport Authorities have been urged to continue concessionary fare payments at pre-Covid levels in order to provide the industry with certainty of income during the restart/recovery period. This, along with the potential disastrous effect of withdrawing this funding source from operators, especially those smaller more vulnerable businesses, suggests that an extension to the payment arrangement should be made. It is therefore recommended that this be confirmed for the 2nd quarter of 2020/21, until 30 September. During this period a review will be undertaken of the basis of the concessionary travel payments in the light of passenger numbers through the summer and overall funding available to support the bus network.

Community Transport

10. In March 2020 WECA confirmed continued grant payments were to be made to Community Transport providers until 30 June. These providers have, for the most part, continued to operate, albeit providing in some cases quite different services to their users, including supporting vulnerable people with collection of shopping and medication. WECA has maintained contact with the Community Transport Network as well as individual organisations and it is appropriate to reconfirm the continuation of their budgeted grant payments on the condition that over the coming three months providers work with WECA to plan for how they propose to deliver their services in the future.

Impact of social distancing on capacity

11. The current social distancing guidance has held down overall bus network capacity as each bus is unable to carry more than around 25% of a full passenger load. First West of England has marked out each of its buses with designated seats, providing 20 seats per double-decker and 10 per single decker vehicle. During the first months of lockdown from mid-March, the focus of the bus network has been to provide services to key workers and those who have no alternative means of travel. The funding available provided for around 40% of the pre-Covid network. No significant overloading issues have been experienced during this period and First have added in a bus to duplicate journeys on the occasions that this has been required.

12. However, a return to conventional routes may cause the unintended consequence of inbound services to urban areas being consistently 'full' with their new maximum capacity well before the inner parts of the route, making it impossible to serve parts of the urban area. Similarly, for outbound evening services it will be impossible to differentiate between passengers looking to travel a short distance and those needing to travel to the end of the route. Services will therefore need to be tailored appropriately and not merely replicate what existed pre-Covid.
13. In order to manage the number of people using buses whilst social distancing is in place, consideration has been given to how this is done on bus and off bus. First has decided to mark up each bus with tape, signs etc and clear notices reminding people of the need to keep their distance. WECA has coordinated with the Highway Authorities how information and signage on street can assist passengers queuing for bus services and measures have been put in place.
14. The recent announcement that face coverings must be worn by passengers from 15 June could have the effect of increasing confidence and therefore patronage on public transport. Both this and any review of the 2m social distance down to 1.5m or even 1m to align with other countries have implications for bus capacity and passenger waiting arrangements, which will need to be assessed and implemented if and when they are confirmed.

Network restart and recovery

15. In recent weeks the Department for Transport has provided more information and guidance to bus operators and Local Transport Authorities over the expectations for the "restart and recovery" of the bus network, as well as greater clarity over the funding situation. This came alongside progressive statements by the Government on releasing lockdown restrictions, including stated dates for schools and non-essential shops to reopen. Whilst some uncertainty still exists due to the introduction of a 4-weekly funding review cycle, the re-establishment of services closer to normal levels has been possible, albeit with significantly reduced capacity due to social distancing measures being in place.
16. In assessing the bus network restart and recovery proposals put to the LTAs by First and other operators, the following assumptions were made:
 - a. The lockdown will be lifted gradually and will probably vary for different categories of the population/purposes at different times, such as schools, retail, work, leisure etc;
 - b. Some form of social distancing will be retained for a considerable period, probably beyond the end of 2020, which will apply to travelling on public transport;
 - c. Employees are likely to continue to work from home to a significant extent and where people do need to go to the workplace employers may be asked/choose to stagger work times to enable social distancing; this could be extended to schools where different classes/years could be in on certain days of the week;
 - d. Funding will be made available by Government to close the gap between the huge costs of running a full network and the loss of passenger revenue forced by social distancing and then a slow return to regular public transport use by the public.
17. The restart phase from early June has seen a significant increase in the provision of bus services across the region with up to 80% of normal Monday–Friday 07.00–19.00 service frequencies. This comprises services provided "commercially" by First and those tendered services provided by First and other operators. In the early stages of restart and recovery these services have predominantly been focused on urban routes to support key workers and where the greatest demand exists. Passenger levels have been rising very slowly with around 13% in the first week of June. The expectation that demand will increase with

relaxation of lockdown restrictions has led the Government to request bus operators to ramp up services significantly from early June towards 100% by early July.

18. First is exploring a new app-based journey booking service utilizing expertise from elsewhere within its wider Bus Division and has proposed a pilot to commence in late July where passengers can pre-book a seat on a particular timed bus journey. This would be a specific journey within the timetable not available to other passengers and will help to tailor demand to the availability of the limited number of seats on buses at certain times of the day and week. Subject to the effectiveness of the pilot, the project has the potential to expand onto other routes across the network where demand is expected to be at its highest and capacity at a premium.

Communications and messaging

19. A communications plan has been developed by WECA Comms team in consultation with the Communications teams from each of the authorities in order to ensure consistent messages have been provided to stakeholders and the travelling public. These messages have been in line with the latest Government advice on travel, including to avoid using public transport if possible.
20. Notices to be displayed at bus stops and shelters summarizing these messages have been provided and are being distributed in advance of the anticipated increase in travel demand from 15 June. These are complemented by measures such as signing and pavement marking to assist bus users in maintaining social distancing while they are travelling.
21. WECA Comms team is working closely with First's communications advisors on press releases and other information provision, again to provide consistency. As new information emerges from Government, such as the mandatory wearing of face coverings on public transport, then this is incorporated into the messaging.
22. The Transport Operations team has worked closely with First and other operators to ensure bus timetable changes are incorporated into the Real Time Information system so that the travelling public have access to live bus journeys on the network. The Travelwest website has been kept up to date with the latest travel advice and information, including a checklist for safe travel, journey planning and advice on walking and cycling. Links are provided to First and Stagecoach West websites to access information on live services.

Longer term planning

23. It cannot be over-emphasised just how significant an impact the Covid-19 crisis has had on the long-term prospects of a commercially successful bus network in the West of England. Whilst to a large extent the Government funding, through CBSSG and importantly the Coronavirus Job Retention Scheme, has allowed many businesses to survive, such support may not continue indefinitely. The role of LTAs may change depending on how the Government responds to the longer-term funding challenge. Either way, it will be important for LTAs to ensure that local needs are given priority in the overall network planning. Inevitably the operator focus has to be on getting people to work in the short-term, but this may be at the expense of wide geographical network coverage which may have to follow once the funding situation is clearer.
24. The huge loss of core customer base upon which significant investment has been built over recent years is likely to take many more years to re-establish and operators are likely to incur sustained losses unless they cut back their network to reduce costs and/or increase fares. Both of these actions will reduce the attraction of travelling by bus and risk generating a vicious circle which the authorities in the West of England have worked so hard to break

out of in recent years. This could be further exacerbated if there is a significant switch to car travel as an alternative to bus as people tentatively return to normal life. Whilst wholesale car use is not likely as many do not have that option, a swift return to the pre-Covid levels of bus passengers cannot be expected. The focus of the Bus Strategy on infrastructure investment to emphasise and lock-in further bus priority will need to be complemented by a concerted investment in communications and marketing to rebuild confidence in bus travel.

25. The reliance on public sector funding provides an opportunity to shape the network to meet expectations and aspirations set out in the Bus Strategy, as well as progressing multi-operator ticketing, bus priority measures and improvement of interchanges. For the foreseeable future the bus system is likely to need to work on the basis of co-ordination, co-operation and partnership rather than competition. The funding arrangements set out by the Government through the Covid-19 restart and recovery period are unlikely to be fit for purpose for the long term. Consideration is already being given to how national aspirations for growth both back to and then beyond pre-Covid levels can be delivered. Initially this is being done through a National Bus Strategy but will ultimately need to be reflected in the Transport Authority context.

Consultation

Members, CEOs, Directors and officers of constituent authorities

Risk Management/Assessment

The nature of the coronavirus pandemic is such that decisions need to be taken in the light of the day to day advice and announcements from Government related to the risk of virus reproduction. WECA is in daily contact with First as the principal operator in order to interpret and act on the advice that comes from Government.

Public Sector Equality Duties

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.*

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.*

Securing a comprehensive network of bus services and promoting their use is key to enabling those most reliant on public transport to access jobs and other opportunities. This includes people from protected groups.

Finance Implications, including economic impact assessment where appropriate:

Finance issues are set out in the funding section of the report.

Legal Implications:

Legal advice has been sought throughout this process in tandem with the other Combined Authority legal and transport teams.

There is on-going discussion with the Department of Transport on how to ensure lawfulness and value for money issues are addressed in any actions taken. This report accords with the advice received to date.

Shahzia Daya, Director of Legal and Democratic Services

Climate Change Implications:

Securing a comprehensive network of bus services and promoting their use is key to achieving climate change objectives. This report sets out the steps taken to restart and recover the bus network following the Covid-19 crisis.

Land/property Implications:

None

Human Resources Implications:

None

Appendices:

None

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email:

democratic.services@estofengland-ca.gov.uk



**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
& WEST OF ENGLAND JOINT COMMITTEE**

ITEM 17

19 JUNE 2020

REPORT SUMMARY SHEET

WEST OF ENGLAND BUS STRATEGY

Purpose

To present a West of England Bus Strategy for adoption.

Summary

The Bus Strategy is a key document that builds on public transport delivery options to meet the aims of the Joint Local Transport Plan 4 (JLTP4). The Bus Strategy work-stream has been in progress over the last 18 months and was the subject of public consultation between February and March 2020.

Given the changing landscape within which bus services operate at present and in the foreseeable future, it is proposed to review the adopted strategy within 18 months in order to ensure its alignment with the expected current and future operating landscape at that stage.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

Covid-19 has created a fundamental change in the landscape associated with bus and public transport operations nationally. Significant work is being progressed across the West of England authorities to assess and manage the impact and continue to provide a critical bus network for essential journeys and key workers.

A separate report on this agenda considers the need to jointly develop a Bus Recovery Plan to support the recovery of the network and tackle legacy issues as the country emerges from lockdown and more is understood about levels of usage. The Bus Strategy needs to take account of the Bus Recovery Plan and the interim environment within which bus services are operating, and reflect the opportunities presented by the current situation in encouraging more sustainable travel patterns upon emergence from lockdown.

It is expected that recovery back to pre-lockdown levels is likely to be measured in years rather than months. This is in part due to the ongoing need for social distancing and staff and passenger protection, and its impact on network capacity including on vehicles and at stops. Much is still uncertain but passenger growth, and network expansion, is likely to take place in a phased manner through gradual relaxation of restrictions and service restoration facilitated by dialogue between the authorities, operators and the Department for Transport. As demand rises, more vehicles and drivers will be required against the backdrop of social distancing constraining network capacity, requiring a carefully managed, iterative approach to ensure network capacity is aligned with passenger demand.

However, it is considered that the key, longer term principles of the Bus Strategy remain irrespective of the current extent of the network and current level of journeys. Up to 2036, the authorities will be aiming to deliver a significant reduction in car dependency as part of their key, complementary commitments to achieve carbon neutrality in the transport sector, and growing bus passenger numbers will have a major role to play in realizing this vision.

Given the changing landscape within which bus services operate at present and in the foreseeable future, it is proposed to review the adopted strategy within 18 months in order to ensure its alignment with the expected current and future operating landscape at that stage.

Recommendations

The **Joint Committee** is asked:

1. To agree the West of England Bus Strategy for adoption.
2. To note the summary of feedback from public consultation.
3. To note linkages with the programme of bus infrastructure (see separate report on the agenda).
4. To note linkages with, and impacts of, the COVID-19 lockdown on bus operations and strategy delivery and alignment to the bus recovery report (see separate report on the agenda).
5. To delegate the agreement of any subsequent minor changes to the adopted Bus Strategy to WECA Director of Infrastructure.

The **Combined Authority Committee** is asked to note the report.

Contact officer: David Carter

Position: Director of Infrastructure

Email: David.Carter@westofengland-ca.gov.uk

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE AND JOINT COMMITTEE**

DATE: 19 JUNE 2020

REPORT TITLE: WEST OF ENGLAND BUS STRATEGY

DIRECTOR: DAVID CARTER – DIRECTOR OF INFRASTRUCTURE

AUTHOR: JASON HUMM – HEAD OF TRANSPORT

Purpose of Report

1. To present a West of England Bus Strategy for adoption, including supporting consultation report.

Recommendations

The **Joint Committee** is asked:

- To agree the West of England Bus Strategy for adoption
- To note the summary of feedback from public consultation
- To note linkages with the programme of bus infrastructure (see separate report on the agenda)
- To note linkages with, and impacts of, the COVID-19 lockdown on bus operations and strategy delivery and alignment to the bus recovery report (see separate report on the agenda)
- To delegate the agreement of any subsequent minor changes to the adopted Bus Strategy to WECA Director of Infrastructure.

The **Combined Authority Committee** is asked to note the report.

Background / Issues for Consideration

- 1.1. The Bus Strategy is a key document that builds on public transport delivery options to meet the aims of the Joint Local Transport Plan 4 (JLTP4). The Bus Strategy work-stream has been in progress over the last 18 months and was the subject of public consultation between February and March 2020. The consultation document set out

a number of key themes including the following:

- A target to double bus passenger journeys by 2036 (from a 2011 baseline), delivered by:
 - A shift towards an interchange-based network to open new journey opportunities for bus passengers, including the reintroduction of cross-city, orbital services new interchanges and the promotion of an integrated network; and
 - A further, significant reallocation in road-space to enable faster and more reliable bus services, using new bus lanes and other bus priority infrastructure; and
- 1.2. It is recognised that to deliver our objectives we will need to invest in and deliver both infrastructure (including new bus lanes and other priority measures) and behavioral change programmes, using our investments to leverage complementary fleet investment, progressively incorporate network interchange principles and increase service frequency from regional bus operators, alongside the delivery of our ticketing strategy.
- 1.3. Given the changing landscape within which bus services operate at present and in the foreseeable future, it is proposed to review the adopted strategy within 18 months in order to ensure its alignment with the expected current and future operating landscape at that stage.

2. Covid-19

- 2.1. Covid-19 has created a fundamental change in the landscape associated with bus and public transport operations nationally. Joint Committee members will be aware that significant work is being progressed across the West of England authorities to assess and manage the impact and continue to provide a critical bus network for essential journeys and key workers.
- 2.2. The Bus Recovery Report (see separate report on the agenda) sets out the steps to support the recovery of the network and tackle legacy issues as the country emerges from lockdown and more is understood about levels of usage. The Bus Strategy needs to take account of the Bus Recovery Report and the interim environment within which bus services are operating, and reflect the opportunities presented by the current situation in encouraging more sustainable travel patterns upon emergence from lockdown.
- 2.3. Bus passenger numbers in the West of England in April 2020 were approximately 10% of those levels before the Covid 19 lockdown. An emergency network has been structured to better reflect usage, social distancing and essential users and is currently around 80% of its pre-lockdown level (in terms of routes and frequencies). Whilst social distancing on vehicles has also severely restricted vehicle capacity (to around 30%), operating costs remain substantially in excess of farebox revenues and central government has underwritten the cost of the reduced network, a situation which is likely to remain for a considerable time, and investment for matters such as fleet renewal is not available.

- 2.4. It is expected that recovery back to pre-lockdown levels is likely to be measured in years rather than months. This is in part due to the ongoing need for social distancing and staff and passenger protection, and its impact on network capacity including on vehicle and at stops. Much is still uncertain but passenger growth, and network expansion, is likely to take place in a phased manner through gradual relaxation of restrictions and service restoration facilitated by dialogue between the authorities, operators and the Department for Transport. As demand rises, more vehicles and drivers will be required against the backdrop of social distancing constraining network capacity, requiring a carefully managed, iterative approach to ensure network capacity is aligned with passenger demand.
- 2.5. A further challenge will be passengers' likely reluctance to use public transport for fear of infection and the current guidance to wear face masks, as such there will be a need for the authorities and operators to offer reassurance to passengers, alongside complementary policy interventions to ensure that car dependency is minimized as demand to travel begins to grow again. As things stand, public transport patronage will take a long time to recover as people continue to work from home or choose to travel by car. A mass return to public transport will not be possible for as long as social distancing is in place.
- 2.6. Inevitably it is difficult to speculate the levels of usage of public transport; the constraints that networks and usage will be operated under as emergence progresses; and the impact that this will have on people's perception regarding using (or re-establishing their use of) public transport. The timings for how quickly usage re-establishes over time and to what level this re-establishes to (or plateaus at) in the medium term, as a comparator to pre-Covid-19 levels, are similarly subject to a multitude of variables.
- 2.7. A number of surveys have suggested that the number of people using public transport in Britain's cities could be 20% lower than previously after the end of lockdown. It may therefore be reasonable to assume that the area will recover around 80% of original boarding levels over a one to two year period assuming social distancing is sufficiently relaxed by then (it should be borne in mind that this is still significantly higher than boarding numbers were in 2012).
- 2.8. However, it is considered that the key, longer term principles of the Bus Strategy remain irrespective of the current extent of the network and current level of journeys. Up to 2036, the authorities will be aiming to deliver a significant reduction in car dependency as part of their key, complementary commitments to achieve carbon neutrality in the transport sector, and growing bus passenger numbers will have a major role to play in realizing this vision.
- 2.9. In addition the key principles for investment in bus priority corridors and Park & Ride also remain sound as the provision of this infrastructure will continue to underpin the delivery of the Bus Strategy's network principles and the region's wider transport objectives, irrespective of the baseline starting point that bus operations and bus patronage will be in as we emerge from Covid-19. As such whilst legacy and recovery issues associated with Covid-19 need to be considered alongside these plans it is still

critical that investment in our bus infrastructure is continued.

- 2.10. The Bus Recovery Plan may also provide some opportunity to adjust the focus of bus operations to help develop a future network better aligned with the radial, orbital and interchange model that is proposed in the Bus Strategy document.

3. Bus Strategy Key Principles

- 3.1. The bus strategy is a supporting document to JLTP4 adopted in March 2020. A bus strategy consultation document was published in early February for a six-week consultation period and was focused around a number of key themes intended to substantially increase bus passenger numbers. These themes included:

- The opportunities provided by a shift in the structure of the network to promote the role of interchange between different services, including the reintroduction of cross-city routes, stronger orbital services and the promotion of the network as an integrated entity to boost bus trips for a wider range of journeys currently undertaken by car. The assessment supporting the strategy has concluded that the operating cost of such a network would be broadly similar to the pre-Covid level but would itself raise passenger trips by potentially up to 25%.
- A substantial increase in the extent of road space allocated to bus priority measures, alongside reductions in through traffic movements on key public transport corridors, to deliver significant improvements in bus network reliability.
- The exploration of alternative means of providing rural services whereby infrequent direct services could be replaced by more frequent shuttle services to interchange hubs.

- 3.2. A Bus Strategy for adoption is attached as Appendix 1, and a supporting Consultation Key Findings Report is attached at Appendix 2. Around 1,900 responses were received as part of the public consultation on the draft strategy across the wide extent of the West of England area. This is considered to be very encouraging, and the strategy for adoption has taken account of these responses. Specifically:

- There was clear, majority support for the key themes in the strategy around an interchange-based network and reallocation of road space;
- There was clear, majority support for opportunities for a more flexible approach to the provision of rural services;
- Respondents were strongly supportive of the need for new, high quality vehicles and integrated ticketing; but
- Respondents were, overall, not supportive of the proposal that passengers could walk further to access a higher frequency service. As the interchange-based network is progressively delivered over the next few years, walking distances will need to be considered carefully and network proposals adapted to reflect this concern.

- 3.3. The strategy for adoption also includes contextual commentary on the current Covid-19 situation, as well in commentary on how elements of the strategy will be delivered and indicative timescales. Delivery will need to be considered carefully against a

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backdrop of legal framework opportunities. The authorities currently envisage that an Enhanced Partnership Scheme (EPS) is the most appropriate delivery framework, locking in operator commitments around investment, radial and orbital service provision and integration. Should dialogue with operators demonstrate that an EPS framework will not deliver these commitments, alternative framework options will be considered. Of course, timings for this remain subject to a commercially operational network being re-established in the region post Covid-19.

- 3.4. The consultants supporting the bus strategy workstream have produced a range of technical notes. These are referred to in the Bus Strategy and it is intended to place these in the public domain as supporting documents to the strategy. It should be emphasized that the remodeling of the network will be reliant on significant, additional bus priority infrastructure (which would also be a key component of the EPS) to justify the operator investment.
- 3.5. Delivery of route changes will go hand in hand with infrastructure, in a carefully phased manner, to provide reliable journey times, particularly on key radials to ensure that cross-city corridors can be delivered. This is likely to require challenging decisions around road space allocation, and investment covered within the Bus Infrastructure Investment paper (elsewhere on the agenda). This considers the corridors and their phasing and funding in more detail. Next steps will also include refinement of the network suggestions and modelling undertaken to date, as described in more detail in the supporting technical notes to be published alongside the adopted strategy.

4. Priority Corridors

- 4.1. To support a regional delivery plan, it was agreed by the West of England Committee in July 2019 for bus infrastructure to be centrally co-ordinated. This allows infrastructure schemes to better complement each other across authority boundaries and for the infrastructure to better align with the bus strategy and integrated ticketing programme. The Bus Infrastructure Working Group, made up of nominated officers from each UA and WECA, has undertaken a prioritisation exercise based on:
 - Alignment with JLTP / bus strategy
 - Readiness (deliverability) of schemes
 - Data availability.
- 4.2. As part of the route assessment, Officers reviewed corridors, making assessments against the above criteria; as well as evidence from Operator feedback; passenger numbers; alignment with other investment and Park and Ride sites; and UA priorities for interventions. This has identified the corridors as detailed in the Bus Infrastructure investment paper (elsewhere on this agenda).

5. Operator Agreements

- 5.1. In principle, this significant opportunity for investment in bus infrastructure across the region provides a basis for discussion and subsequent agreement with Bus Operators within the region through the provisions set out in the Bus Services Act 2017, to work

together to deliver our objectives through providing:

- Vehicles that support our clean air and low carbon aspirations
- Increased frequencies to support our modal shift, and target for increased passenger numbers.
- A commitment to operate enhanced services to promote patronage growth.

5.2. Clearly operator agreements would need to take account of the legacy and recovery issues currently and post Covid-19. At present it is not feasible for operators to commit to a level of commercial services when the bus network is likely to remain uncommercial for some time and any recovery to a pre-Covid level remains in question. Next steps in relation to operator agreements are proposed in the Bus Infrastructure Investment report (elsewhere on this agenda).

5.3. As such detailed individual agreements could not be progressed under the current circumstances. However, whilst any overarching agreement (or Memorandum of Understanding) is not able to be specific on what operators can provide commercially, there may be some principles and objectives that may remain consistent and could be explored to progress agreements in a more phased approach.

6. Next Steps

6.1 Next steps are heavily reliant upon the recovery of the wider network and on the range of issues detailed in the Bus Recovery Report. It is critical that bus recovery elements; route and network assessments; and infrastructure investment are closely aligned going forward and complement ongoing operator engagement. This will need to feature significantly not only in relation to recovery but also as their views will need to be considered around issues such as route reliability and funding sources. In addition, interchanges to enable the route suggestions to be progressed will need to be better understood in the light of recovery and to consider any future design and marketing aspects that would be needed in the future.

7. Consultation

7.1 A full public consultation exercise was undertaken during February and March 2020 and the results are summarised in Appendix 2 'Consultation Key Findings Report'.

7.2 In addition feedback from specific key stakeholders has been analysed and follow up meetings undertaken, after the consultation process with both First Group and Stagecoach to discuss their feedback, consultation findings and the draft strategy.

8. Risk Management/Assessment

8.1 Not adopting a Bus Strategy would be contrary to commitments within JLTP4; contrary to devolution requirements placed on the Combined Authority; and restricts the ability for an established strategy to help guide longer-term recovery and investment issues.

8.2 Not having an adopted strategy document puts the region at a disadvantage as DfT funding potentially comes forward as part of any public transport recovery and investment package in support of Covid-19 recovery issues. This would also be the case in relation to DfT's previous (pre-Covid) announcements regarding wider public transport investment nationally.

9. Public Sector Equality Duties

9.1 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.

9.2 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.

9.3 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.

9.4 It is vital that our plans for Bus Infrastructure, and Operator agreements/schemes, consider our vision to create a bus network that is accessible for all. Our equality duty will always be considered with designing and delivering our services, and accessibility across our proposed network enhancements and development will be continually reviewed.

10. Finance Implications, including economic impact assessment where appropriate:

10.1 There are no financial implications as part of the adoption of the bus strategy. The strategy does link to the priority associated with the delivery of bus infrastructure, detailed elsewhere on the agenda.

11. Legal Implications:

- 11.1 The creation of a bus strategy is a devolution requirement on the Combined Authority.
- 11.2 As transport authority WECA has powers to enter into a formalised partnership agreement with bus operators, consistent with 2017 Bus Services Act legislation. Any agreement would also require commitment from Constituent Council's as Highway Authorities, with responsibility for the implementation of infrastructure changes to the highway network.

Advice given by: Shahzia Daya

12. Climate Change Implications

- 12.1 On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision-making process.
- 12.2 Supporting a modal shift away from private cars is a global imperative to deliver low carbon transport in the future. Our Bus Strategy and Bus Infrastructure Delivery Planning is important in supporting modal shift to public transport.
- 12.3 Managing car dependency and shifting people from the car to more sustainable modes such public transport, cycling and walking is expected to represent a significant contribution to the region's climate initiatives.
- 12.4 The shift away from private vehicles to more sustainable modes will have direct significant positive impacts on air quality as public transport generates significantly less particulate matter or NOx per passenger journey than private vehicle travel and modes such as cycling, and walking have no emissions.
- 12.5 The active travel element associated with any modal shift to public transport (where typically active travel becomes part of the total journey) supports the local and national health agendas.
- 12.6 Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements.
- 12.7 All interventions will take into account support of walking and cycling infrastructure.
- 12.8 All designs will consider implications for embodied carbon, with improvements that can be made without new infrastructure being preferred, where possible. Resilience of the infrastructure to climate change will also be considered, with implications for

infrastructure and users associated with: higher summer temperatures including the Urban Heat Island effect, and more extreme weather events, including drainage. The most applicable guidance from the Environment Agency, and DfT (including updated DMRB guidance in relation to sustainability) will be built into our design requirements.

13. Land/property Implications

13.1 None. Individual impact from any proposed schemes will be dealt with as part of the scheme design process.

14. Human Resources Implications:

14.1 Recruitment is underway for a Public Transport Programme Manager (Bus Infrastructure) to drive the efficient and effective delivery of the Bus Infrastructure Delivery Plans.

Appendices:

Appendix 1 – Bus Strategy for adoption

Appendix 2 – Consultation key findings report

Background papers:

Bus Infrastructure Investment report (elsewhere on this agenda). Bus Recovery Report (elsewhere on this agenda).

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

West of England Bus Strategy

Adopted June 2020



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Buses matter

The West of England is one of the UK's most successful, innovative and desirable places to live and work. But our successes bring challenges. Our population is growing at a faster rate than other city-regions, and so the strain on our transport network is growing. And some of our residents and communities are disconnected from the broader success of the region.

We undertook a public consultation on this bus strategy in February and March 2020.

Since the Bus Strategy consultation, the Covid-19 pandemic has changed how people move around the region and think about public transport. We will consider how travel patterns have changed as a result of Covid-19, what that means for the future, and how to reflect this in the final Bus Strategy.

We are also facing a climate change emergency, and we need to urgently reduce carbon emissions, tackle traffic congestion and improve air quality. But, over time, our dependency on the private car to make many of our journeys has grown substantially and, whilst the real cost of driving has remained broadly the same, the cost of catching the bus has increased.

The transport sector is the largest single source of carbon emissions contributing to climate change in the south

west. All four local authorities and WECA have now declared climate emergencies. We need to work towards ensuring that transport is carbon neutral by 2030. To do this vehicle use has to fall substantially. The answer therefore involves all of us using more sustainable, types of transport in the future, by walking and cycling more and using public transport.

Promoting zero carbon transport will mean rethinking how we use our existing transport corridors including reallocating road space to buses, pedestrians and cyclists.

We need to transform public transport by making it more user friendly, affordable, convenient, safe and attractive, linking key destinations to make sure that everyone can use it.

We want the West of England to be a leader in public transport provision. Buses carry more people with less demand on road space. To ensure buses are not caught in congestion we need to provide new infrastructure. It is essential that we make progress in the reallocation of road space to more efficient travel choices, ensuring that people can travel around the network safely, efficiently and sustainably.

The West of England Bus Strategy has been prepared by the West of England Combined Authority, working with its constituent councils of Bath & North East Somerset, Bristol and

South Gloucestershire, as well as neighbouring North Somerset Council. It looks at how bus services could help us to tackle traffic congestion and reduce carbon emissions at a regional level.

We want to create a bus network that people want, and are able to use, so that, as we emerge from the Covid-19 pandemic, we see a doubling of bus passenger journeys by 2036.

Based on passenger research, we propose to do this by improving the quality and reliability of bus services, so that people can get to more destinations quickly and comfortably.

This strategy sets out some principles that can help us increase passenger numbers; as well as a headline programme for how we plan to achieve it.

Implementing this strategy will require some difficult choices to be made, both in terms of where investment is made and changes to how roads are used. It will also require additional funding, from both central government and through our councils to make the vision a reality. We also need to work closely with operators to make this happen.

The Strategy will be reviewed every 18 months years, to reflect changing circumstances and ensure that objectives and targets remain appropriate and ambitious.

Setting the scene

Since 1986, bus operators choose which services to run and how frequently they operate (Transport Act 1985). Local Authorities can pay bus operators to run additional services on routes that are not commercially viable but are considered a priority for public funding.

In 2017, the West of England Combined Authority (WECA) was formed to champion the region and drive clean and inclusive economic growth.

In the West of England, bus services are provided by operators on a commercial basis. The councils provide infrastructure such as bus stops and shelters, timetable displays, bus priority measures and real time information screens. Services that are not commercially viable, but socially necessary, can be funded by the councils.

WECA now has a number of transport functions including information on bus services, the administration of the English national concessionary travel scheme, co-ordination of community transport and paying bus operators to provide non-commercial bus services (this duty is shared with its constituent councils).

The West of England Mayor has additional powers, including stronger operator partnership arrangements and the ability

to assume control of the bus network, under certain conditions, through a franchising scheme.

WECA in partnership with North Somerset Council has already consulted on a new Joint Local Transport Plan (JLTP4). This Bus Strategy is a supporting document to JLTP4 and reflects a shared ambition to reduce carbon emissions and provide a sustainable transport network.

We've already taken some very positive steps to support bus services in the West of England. Over £300m in the last 10 years has been invested in bus infrastructure; our councils launched the high quality, highly successful metrobus service; our councils reallocated road space on some of our key routes to buses; we've introduced wider residents' parking zones to encourage commuters out of their cars, and we've worked with the bus operators to ensure that they are investing in the quality and environmental aspects of their services.

In the West of England, prior to the Covid-19 travel restrictions, we bucked the national trend of decline in the use of buses. They are the most used form of public transport and over 70 million bus passenger journeys were made in the West of England in 2018/19.

This was an increase of nearly 40% since 2011/12, compared to equivalent city regions and represents a significant achievement and a growing market. However, before travel restrictions were imposed, only about 9% of workers commute by bus in our area which is still significantly lower than other core city regions. In addition, whilst passenger numbers have grown, operating costs have also increased.

On 25 March the Coronavirus Act 2020 led to travel restrictions that have dramatically reduced bus passenger journeys. The ensuing travel restrictions have dramatically reduced bus passenger journeys and reduced the size of the network, and the government has effectively underwritten the cost of operating a core network.

The West of England authorities are working with bus operators to formulate a recovery plan for the bus network once travel restrictions and social distancing are relaxed. At the time of writing (May 2020), the recovery plan is work in progress, but is likely to feature a phased re-introduction of services as passenger levels start to grow again. However, the longer term vision, objectives and themes in the bus strategy are considered to remain valid, particularly in the context of the need to achieve carbon neutrality in the transport sector and the critical part that bus services will play in reducing car dependency.

We still need to improve our bus network and address some key challenges if we are going to make taking the bus a more practical option get more people onto the bus:

- Bus services do not provide a practical option for many journeys within the region, either because the destination is not served by bus, services have a low frequency and hence are unattractive, different services are not co-ordinated and hence transfer between services is not practical, or that services are slow and unreliable, and are perceived as not providing value for money.
- The attractiveness of bus travel is also undermined in many cases by poor information, difficult-to-understand networks (with services from different operators not always shown on maps and timetable information), complex ticket 'offers' which passengers generally cannot use on all buses in their area, and variable standard of the quality of buses and bus stop/ waiting facilities.

Passenger satisfaction, which is measured independently by Transport Focus has varied year to year. Delivering sustained improvement, based on passenger priorities is therefore central to our bus strategy. In the West of England passengers priorities for improvement include; punctuality, improving the frequency and routes served, and the design, comfort and condition of the buses. 86% of bus users answering the survey were satisfied with bus services in the region. This is in contrast with the 2019 JLTP4 consultation, where residents overall felt that bus services were not reliable, easy to plan or good value for money.

What is WECA?

The West of England Combined Authority (WECA) works to drive clean economic growth that benefits all residents. This means supporting our residents to have better skills, more job opportunities and a better standard of living. As a result of devolution, significant powers and funding have been transferred to our region through WECA and the West of England Mayor. Working with our councils, Bath & North East Somerset, Bristol City and South Gloucestershire, we are making decisions about transport, homes, jobs and skills here in our region, decisions previously made by central Government. Although not part of WECA, North Somerset Council is recognised as a key partner in meeting the West of England's transport and housing challenges and is also included in this plan. By working together as a region, we can achieve so much more.

Our Vision

Our vision is for bus services people can depend on, are quick and reliable, combine to form a simple to understand and easy to use network, are accessible for everyone, are safe and comfortable, and offer value for money to passengers and to the public purse.

We aim to create a connected region, fit for the future, which will promote active and sustainable travel, improve community health and reduce private vehicle journeys.

Success in delivering this vision will mean more travel by bus, less reliance on car travel, which is essential to achieving the West of England's economic, environmental and quality of life ambitions.

To realise our vision this Strategy seeks to achieve the following:

- A comprehensive and joined-up bus network which maximises the range of journeys able to be made by bus, thereby improving access to key employment, health and leisure destinations for everyone.
- A doubling in bus passenger numbers by 2036.

- For rural areas, whilst the bus mode share will remain relatively low, an improved and easy-to-understand network will provide a practical alternative to the car for many journeys and a reliable means to accessing services for those without access to a car.
- To maximise bus service reliability and reduce journey times.
- To provide simplified ticketing which allows all bus users to travel on a single ticket (on one or more buses), with fares capped to a daily maximum.
- Accessible passenger waiting facilities and vehicles, and better integration with other modes.
- Address congestion and delays due to car travel by attracting car users to use buses for some or all of their journeys.
- Continue to improve passengers satisfaction with bus services and their value for money.

85.2%
agreed with
our strategy
objectives

76%
agreed with the
concept of an
interchange-based
network

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- Reduce overall emissions due to general road traffic by persuading car drivers to travel by bus, and by improving the bus fleet to low or zero emission buses. Maximise service quality, in terms of vehicle comfort and ease of boarding and alighting, reliable and real-time information, and an attractive, safe and accessible bus stop environment.
- Improve the public domain through the reduction in car traffic and transfer of highway space to buses, bicycles and pedestrians.
- Better access to places for public transport, and better design for bus services in new developments.
- To increase the proportion of bus passengers satisfied or very satisfied with bus services overall.

Achieving these outcomes will require the delivery of some key improvements, many of which will require challenging decisions.

Bus Strategy

A well-designed network that is simple, coherent and efficient across the region

Autumn 2019

Prior to the Covid-19 pandemic the West of England bus network covered a wide area with urban, inter-urban and rural services. Many of the main bus routes in the urban areas had service frequencies of at least every ten minutes throughout the day. The key inter-urban corridors generally had service frequencies of at least every half-hour in the daytime. However, there are gaps in the coverage of the network, which can make it difficult to travel by bus to more outlying employment and retail centres. Also, bus services to rural areas tend to be infrequent and indirect because of the need to serve a dispersed population.

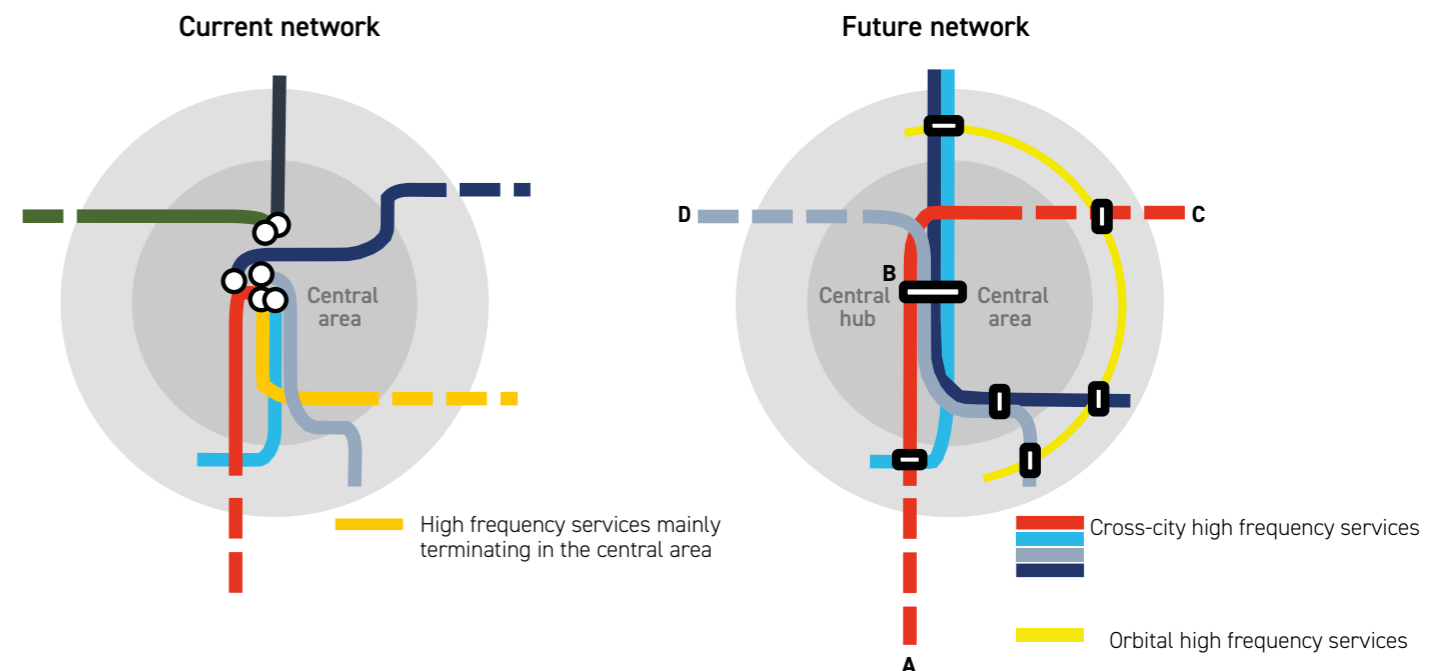
A high proportion of travellers use the bus on our core corridors, comparable with other equivalent city regions.

However, journey times and reliability are severely affected by traffic congestion, and as a consequence most routes in Bristol and Bath terminate in the city centres rather than cross the city, to mitigate the impact of traffic congestion on either side of the centres. Despite recent progress, bus lanes can be discontinuous or not practical in some places where they are needed. Also, there are competing demands for limited road space on many key radial roads (such as parking and loading for adjacent shops). Bus priorities and parking restrictions also require effective enforcement.

Future network design

There is potential to change how the network is provided to enable new journey opportunities for passengers and make the

network more efficient. Core urban routes would reduce in number but could operate at high frequencies of every 5-6 minutes, and where possible run as cross-city services to increase the range of direct destinations. Establishing a small number of frequent orbital services (by rationalising and combining existing services) would effectively provide a better integrated network of radial and orbital routes. Well-designed neighbourhood bus interchanges would then provide safe and easy-to-use transfer locations for journeys which require use of more than one bus. Rationalising the number of services could result in some passengers needing to walk further to their nearest stop. The scale and impact will need to be carefully considered in any network redesign.



48%
would be prepared to walk further to a better, more reliable bus service

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Better interchange

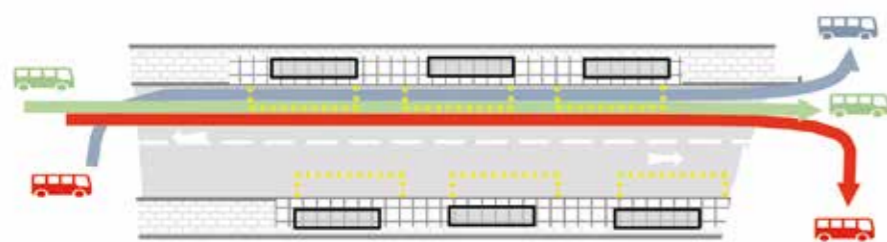
A co-ordinated and unified bus network would significantly increase the range of different places which people could travel to by bus.

This principle has been followed in a number of European cities and particular features of a network structured around interchange could include:

- The co-ordination of services to function together as a network - including the reintroduction of cross-city service operation and a 'cross-subsidised' network approach (where routes that cover their costs would help support those that don't).
- Upgrade to the quality of the facilities, information and branding.
- The new network to be used by passengers as a network, via interchange.
- Careful consideration of city centre's bus routes and bus stopping arrangements.

Most interchanges would be accommodated on existing roads, by moving bus stops closer together, providing good walking routes between them and better signing and information.

An interchange-based approach will require a major improvement in bus service reliability for cross-city services to function effectively. At present, bus operators strike a balance between the operational efficiency of cross-city operation (which removes the need for layover and use of road space for bus stands) and the risk of transferring delays occurring on one side of a city centre to bus routes on the other side. Effective operation of an efficient cross-city bus network will be reliant on new bus lanes and other bus priority measures along the route corridors and in the city centres. This is likely to require further, substantial transfer of road space to bus services with some sensitive decisions to be made around parking/loading provision and general traffic access on key radial routes.



Central area or interchange

Park & Ride

New and existing Park & Ride services will be reviewed in the context of their role in the wider network, considering low frequency stopping patterns on route, similar to the rapid transit principles adopted by the metrobus network. Providing Park & Ride services remain a key element of the transport strategy for the region, closely linked to the management and pricing of parking spaces within our key centres. Bus based Park & Ride will be the core of this provision, with a high frequency offer on key radial routes into our towns and cities. Existing sites will be expanded and new sites provided. These sites will be designed to fit the emerging strategic network, and operate as transfer locations for connecting bus services and key interchanges between other transport modes. Historically, bus based Park & Ride has provided non-stop journeys from the sites to the City Centres.

School services

The strategy will include the investigation of the opportunity to extend concessionary travel to those in education or training. A comprehensive network needs to ensure that it considers the requirements of travel to education and training. An interchange based network will by its nature provide increased opportunity for travel but it should be designed to reflect the

importance of access for school age people, whose options may be otherwise limited. The long terms benefits of getting young people familiar with the bus network is both good for building independence and a society where sustainable travel options are the norm.

Longer distance bus and coach travel

The strategy is to improve the connectivity of these services as part of our wider network. The growth of scheduled inter urban bus and coach travel has seen significant growth in the last 10 years, and they play an important role in reducing longer car journeys, as well as making connections to other major transport hubs, such as Bristol Airport. These services require their own stopping facilities, that have good connections with the local bus networks to ensure that coherent and simple end to end journeys can be provided.

metrobus

Through the JLTP4 we propose to expand the metrobus network. Metrobus will continue to be promoted as a separate arm of the bus network, but will be closely integrated with background bus services including shared ticketing and dual use of certain stops and interchanges. In 2019, as part of a £235 million infrastructure investment, the West of England authorities completed the first

stages of a bus-based rapid transit network, known as metrobus. Metrobus offers faster, limited stop journeys, with an emphasis on quality and reliability including where possible the provision of segregated operation.

Mass transit

The West of England Combined Authority has also commenced the assessment of a proposed Mass Transit network for the city region. Covering four corridors from Bristol city centre to Bath, Bristol Airport, and Bristol's North and East Fringes, the routes will feature a high capacity, limited stop, and physically-segregated public transport mode, of a bus-based, tram or metro specification, for completion over the next twenty years. The network will integrate with the background bus network which will be adjusted to fully integrate with the new network.

Bath

Bus passenger journeys in Bath grew rapidly from 2012 to 2019 and per capita bus use in Bath and North East Somerset is in the top ten of places in the UK.

However, the combination of limited radial corridors, narrow roads and pinch points means that relatively minor incidents on the highway can give rise

to significant traffic congestion and so bus services are prone to unpredictable and lengthy delays. Bus punctuality in Bath remains stubbornly below the target set by the Traffic Commissioner – despite the introduction of various bus priority measures and access controls. More bus priority measures will be needed on the radial corridors and in Bath city centre to recreate the conditions under which bus operators can meet the punctuality target consistently and re-establish cross-city links with confidence. Installing new bus priority measures may not be easy or uncontroversial though. Bath Bus Station, and Dorchester Street alongside it, are the focus of the majority of bus services in Bath and interchange with train services at Bath Spa station is very good. Where we have intensive operation of bus services, such as in Dorchester Street, we need to ensure that these spaces are well designed to cater for larger numbers of pedestrian movement to and through the areas between the Bus and Rail Stations to the city centre and shopping areas. There is scope for creating interchanges at termini on the end of the city centre.

Transformational Opportunities

Funding for bus operation has historically been limited, coming largely from ticket sales revenue.

To meet our targets for bus use and provide services which are a more practical “turn up and go” travel option would require significant extra funding from the West of England authorities.

If funding were to be available, this would enable a more transformational network to be provided, combining principles around interchange and integration with higher frequencies. It would also enable a more comprehensive route network to be provided in those urban areas away from the main roads and in rural areas. WECA and its constituent Councils will investigate the funding opportunities and sources that could support a more transformational network.



Delivery

The changes to the network will be delivered over the coming years, to ensure that it continues to deliver for existing passengers. The effectiveness of the network will depend on the delivery of measures that can promote service punctuality. Bus Priority measures, as well as other policy decisions will be delivered along public transport corridors through a jointly managed infrastructure programme.

Stages for delivery are:

- Discuss and refine network design with operators
- Complementary policy implementation
- Identify and design bus priority measures
- Identify and upgrade a phased hierarchy of interchange locations
- Production of operating framework documentation
- Engagement and consultation
- Phased construction
- Phased introduction of new network

Bus Strategy

Better services for people in rural areas

Accessibility for rural communities is critical, including the provision of bus services to enable access to jobs and education, as well as leisure and retail destinations.

Consistent with the national picture, services to rural areas have been reliant on funding from councils because operators are generally unable to operate them on a commercial basis.

Pressure on council budgets continues to increase which affects their ability to keep these services going with taxpayers' money.

Rural and inter-urban services will inevitably have much less frequency than urban services and hence attracting passengers to use these services will require measures which rely less on frequency and more on providing an easy-to-understand and consistent network. We need to get rural services to operate more effectively, whilst increasing the number of destinations available to passengers. Options include:

- Some rationalisation of services to provide more consistent routes, consistent start and end points, and easy-to-understand clock-face departure time - to aid passenger understanding i.e. a service always operates the same route and leaves a bus stop at the same time past each hour (or every half

hour, or every 2 or 3 hours – according to the service demand).

- Build interchange into the way the inter-urban bus services are arranged: The number of destinations available via inter-urban bus services will be significantly increased if interchange opportunities with other bus services and rail services are encouraged. The timetables of services should thus be specifically designed to ensure that passengers are able to transfer to other services.
- ‘Transfer Hubs’: inter-urban services should connect with a small number of key interchanges/transfer hubs en-route to the central areas of Bristol and Bath – such as peripheral shopping centres, Park & Ride sites, and other major public destination points. Peripheral transfer hubs will also serve as locations where low-frequency rural services can operate as feeders into longer-distance inter-urban services.
- Inter-urban and other rural services should aim for operating hours which align well with other urban services they connect to – to ensure that, for example, passengers are not left ‘high and dry’ at a transfer hub in late evening.

80%
agreed that rural communities could be better served by connections to transfer hubs

82%
agreed that we should explore other transport solutions to serve rural communities rather than conventional bus services

Bus Strategy

Giving passengers more reliable and faster buses through priority infrastructure and wider policy

With a network of inter-urban services between peripheral towns and Bristol or Bath, and with well-defined transfer hubs, it will be feasible to operate lower frequency rural services which meet with other services at these hubs – to allow rural services to maximise their frequency without needing to enter congested central areas. A rural/inter-urban network with a small number of ‘hubs’ in towns and other destination points, could also be connected by demand responsive and community transport services (discussed further on in this document). These transfer trips would offer a means for rural and village inhabitants to reach key services such as hospitals and shopping centres by bus.

Inter-urban services could be operated as a mix of ‘express’ and ‘local stop’ services along similar routes. Local stop services would divert from main roads into local communities, and selected local services could operate to and from Park and Ride sites on the edge of Bristol or Bath – allowing these services to operate at higher frequency than they could if they travelled into the central area, and also allowing passengers to be able to take advantage of frequent ‘bus priority’ Park & Ride services into the city centre.



The availability of transfer opportunities should be highlighted through improved information/mapping e.g. on- shelter signage, on-board automated announcements, and waiting facilities (e.g. shelter) should be provided at all interchange points, to maximise the convenience and comfort of transferring passengers.

The network options need to include a detailed assessment of their impact on rural communities. This may include recommendations on more rural services and funding opportunities.

Delivery

Changes to the rural bus network will need to be undertaken carefully and, due to the interdependencies with the wider network, this will need to be brought forward as relevant changes are made to radial or inter urban services. Any potential changes will involve local community engagement.

Identify suitable locations for transfer hubs and discuss the concept further with bus operators over the next two years.

Existing rural bus services already funded by the authorities will also be reviewed as part of this approach to improve their accessibility for passengers and value for money.

Delivering punctual bus services that make the bus an option that passengers can rely on is at the heart of this strategy. Improved bus priority measures, such as bus lanes and bus-only roads, will play a critical role in the successful remodelling of the network and improving reliability. In particular, the provision of cross-city services will be dependent on a package of new, effective and well-enforced bus priorities to operate punctually.

We plan to invest heavily in such measures. In some places this will require challenging decisions around parking, loading and through traffic movement (such as reserving part of a corridor for buses and cyclists, and diverting through-traffic onto an alternative route).

Delivery of schemes on the highway can impact on bus operation during their construction. These works, and any other highway works, need to be carefully managed by the local authorities to ensure that bus services are not negatively impacted during the construction period.

Wider transport and planning policies will continue to have a significant influence on bus passenger numbers. In particular, the management and pricing of parking provision will directly impact on people's tendency to use the bus and our ability to grow passenger

numbers. Our councils will review policies on car parks and on-street parking, to encourage use of alternative modes to the car as well as improving bus service reliability.

Going further, our JLTP has already highlighted that the delivery of traffic restraint mechanisms such as congestion charging and a workplace parking levy would increase the number of people taking the bus or train, or cycling as well as greatly assisting in the funding of more frequent services and bus priority infrastructure.

New housing estates also need to be carefully designed to ensure that bus routes are fully accessible and prioritised over general traffic. Key routes need to be wide enough for two buses to pass without disruption and unencumbered by parked vehicles. Public transport information should be promoted to maximise bus mode share, and where possible routes provided at an early stage of the development to encourage sustainable travel habits.

The adoption of this Bus Strategy containing key principles and our vision for the region, helps to support the role of the local planning authorities in challenging developers to bring forward these types of solutions.

84%
agree with the re-allocation of road space in favour of buses to ensure services run punctually

76%
agree with diverting traffic away from certain public transport corridors

The provision of a comprehensive network, and the infrastructure required to support its operation will still require significant financial support from the West of England authorities. Raising additional local income will involve some joined up thinking and maybe a change in priorities in some parts of the West of England in terms of the way that we view our highway and public transport networks.

Our Joint Local Transport Plan provides more detail about potential local funding options and steps that could help to support and encourage public transport usage.

Delivery

The delivery of bus priority infrastructure will be undertaken in a phased manner, with initial identification and design to be undertaken over the next two years. This will include systematic review of each bus corridor to identify existing congestion hot spots, and refine measures for segregation or priority of buses.

This will be followed by the identification and allocation of funding for the delivery of bus priority schemes and their phased rollout of infrastructure packages up to 2026/27.

Alongside this, the authorities will review parking policy across the area to clarify its impacts on bus passenger numbers and where appropriate amend restrictions to encourage sustainable travel patterns. The planning authorities will also further embed good working practices and standards in the outline design of new housing and employment developments to improve public transport accessibility and reliability to and through these areas.

The Joint Local Transport Plan also highlights the need to consider traffic constraint measures that could generate funding for investment into bus services and other sustainable transport interventions.

81%
agreed that buses should have extra 'green time' at traffic signals to help services run punctually

Bus Strategy

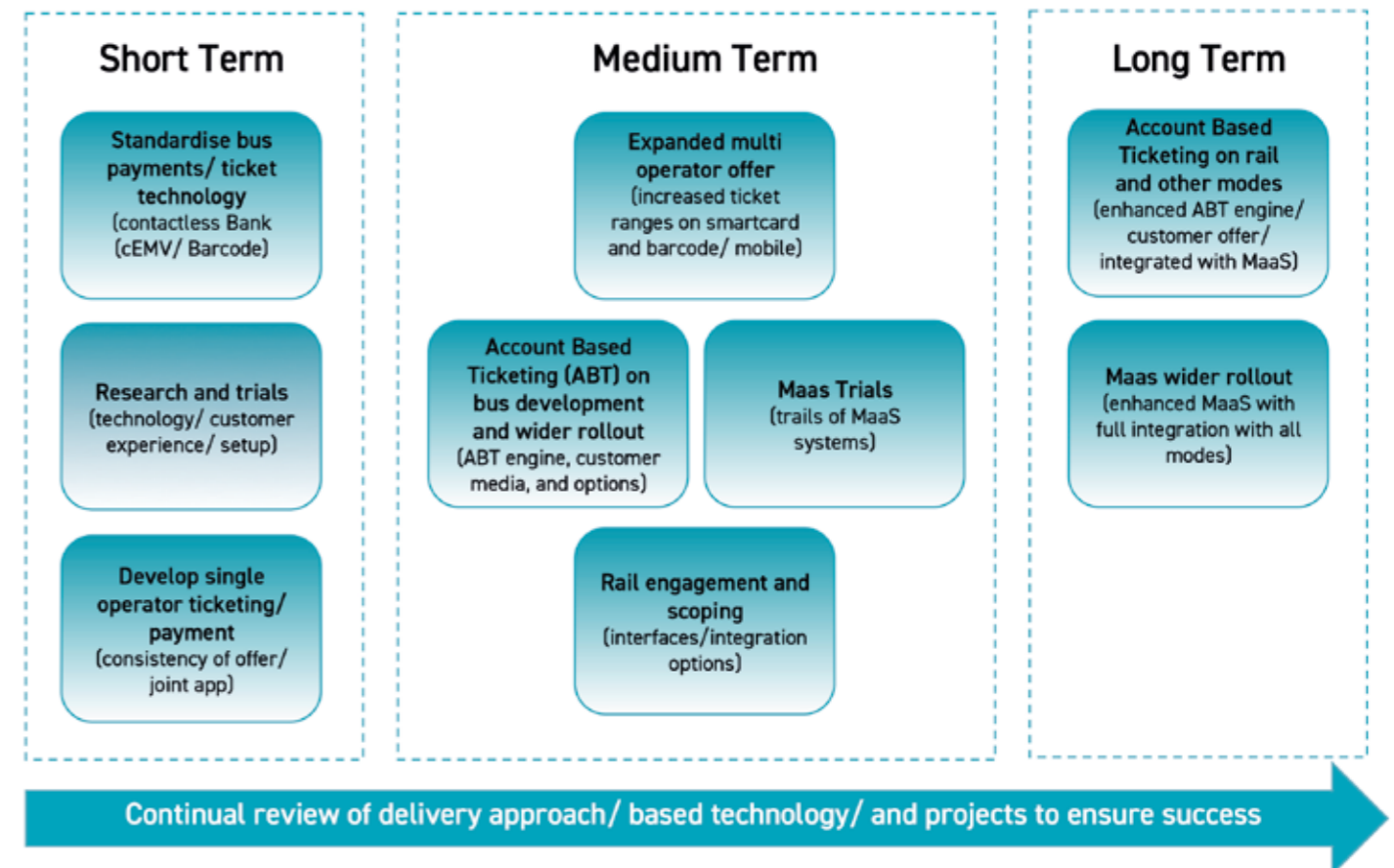
Simple, smart and convenient ticketing

Improving value for money is key for both passengers and those that don't currently choose to use the bus. Smart payments and ticketing that can automatically choose the best value fare will play a crucial role in improving the passenger experience and growing bus passenger numbers. Convenient ticketing arrangements can reduce bus boarding times, speed up journeys and increase access to public transport in the area and is already the norm in many urban areas.

The large growth in the availability of smart phones and development of contactless payments has transformed the wider retail sector and are driving changes in fare payments. Whilst this has already begun to move the sector away from on-bus cash payments there is no consistent cashless payment or mobile ticket offer across bus operators resulting in the continued need for cash and different apps for different bus operators.

Integration of payments and ticketing across bus operators will be essential to ensure the seamless operation of the network. Whilst there are some integrated tickets, they are limited in both their range and attractiveness. The strategy is to develop smarter payments and ticketing options. This will provide a consistent customer offer across all buses. that is easily available and well promoted. It could also ensure that passengers are not unfairly impacted by using the proposed 'interchange' network.

Smarter payments and ticketing roadmap



The simplicity of ticketing and payments in areas such as London, where customers do not need to purchase a ticket before travel and are charged the best value fare based on the journeys they are made, are often viewed as the ideal that should be aspired to.

While the London model would be challenging to replicate in a deregulated bus market, the West of England will work with other city regions to learn from and share best practice.

The West of England's aspiration for ticketing and payments is to provide a consistent, high quality, and coherent offer where customers have convenient purchasing opportunities and and it is trusted to charge the best value fares.

As a principle smart payments and ticketing should include:

- Tickets and payments using the latest contactless technology.
- The same experience on all buses.
- A Pay-As-You-Go system automatically charging the best fare available with daily and weekly caps.

82%
agree with our
ticketing principles

- Customers only needing 1 account/1 app for bus tickets, payment, journey planning, and real time information across the area.
- The ability for customers without contactless bank cards or smart phones to be able to access the same benefits (e.g. children and people without a bank account).
- Integrated with public transport modes (e.g. Rail/ Ferry) to enable seamless travel.

Bus Strategy

High quality, consistent and easily understood information

People need clear and accessible service information to give them confidence in using bus services.

Providing a single accessible place for clear, comprehensive and reliable information on travel options is essential for achieving seamless door-to-door journeys. It provides people with the confidence to travel by public transport and active travel modes, particularly for journeys made less regularly. It will also help to overcome misconceptions relating to service frequency, fares and journey times by public transport, bicycle or foot. We will further use our existing Travelwest website as the foundation for public transport information across the West of England.

Information needs to be available in advance of the journey, as well as being updated regularly 'on the move'.

We will prepare a Bus Information Strategy to develop proposals in more detail but will be based on the following principles:

- Customers are able to easily access high quality, accurate and impartial information which is simple to use.
- Bus information meets the needs of existing passengers as well as encouraging new passengers to use bus services.

- Customers should be able to access information anywhere and personalise it to meet their needs.
- To provide real-time information on services and alerts on disruption and service changes.
- To use customer insight and information to improve performance and reliability of information systems and bus services.
- To improve access to passenger transport information by making data openly available in formats that can be utilised by third parties.
- To develop with bus operators the value and scope of social media in public transport information

Delivery

The authorities will develop a specific Bus Information strategy for the West of England and continue to maintain and develop Travelwest as the foundation for public transport information.

Bus Strategy

A safe, pleasant and comfortable customer experience

We have worked closely with Transport Focus, the independent passenger group, on this strategy.

The group's annual survey looks at passenger satisfaction and priorities, comparing bus services across the country.

The 2019 survey shows that 86% of current bus users are satisfied with services, as illustrated below. The key areas for improvement in the West of England are: bus service punctuality; journey time and value for money.

The survey also shows that other factors such as on-bus environment and comfort; the bus driver, and the timeliness of the journey, are important to passengers in our region.

In some cases, the perception of bus travel is poor. Of those who don't currently use buses, particularly young adults, issues around feeling uncomfortable in a possibly unwelcoming environment may put them off.

Improving trust with the bus companies, value for money and offering facilities such as WiFi can greatly improve young people's perception and capture a future market that will use buses in years to come.

In some parts of our region, the survey reports a lower standard of passenger experience than others, due to varying facilities at bus stops and the quality of the buses on some routes.

We recognise the views of passengers represented in this annual survey and we have been working hard with bus operators to make changes. This has led to some significant improvements, raising standards and expectations.

We know that there is still room for improvement, and will continue to work with operators on ways of improving a passenger's whole journey.

The strategy will aim to focus on improving various aspects of the end to end passenger journey, including the following:

- Passenger safety both at the bus stop and on bus through provision of CCTV.
- Driver training – we recognise from Transport Focus surveys that a good bus journey can significantly affect overall passenger satisfaction. We propose to work with operators to build on the quality and success we've seen from schemes like metrobus and look to develop a gold standard for drivers in the West of England.
- Enhanced facilities such as Wi- Fi and USB charging.
- Accessibility to and from bus stops - improving the direct walking routes.
- Well laid out stopping facilities with generous weather protection, lighting and information.

The continuing development and delivery of the strategy will seek to reflect the ongoing results and passenger priorities evidenced

in the Transport Focus Bus Passenger Survey.

Delivery

- Upgrade of bus stop infrastructure
- Develop a gold standard for drivers in the West of England with all bus operators
- Identify and develop plans for improved accessibility to bus stops
- Annual review of Transport Focus Bus Passenger Survey to identify areas for improvement



Bus Strategy

Modern, clean and accessible buses that contribute to reducing transport's harmful emissions

Buses can carry many more people than a single car reducing the number of cars being used to go into city centres and polluted urban areas. But it is important to reinforce their role as part of the solution to air quality issues by ensuring buses have as near as possible zero tailpipe emissions in the West of England.

Investment in high quality buses will play a crucial role in the successful delivery of the Bus Strategy. Modern, clean vehicles help increase passenger numbers through a more pleasant and comfortable journey experience, as well as the provision of on board facilities like WiFi and USB charging points. Although there is significant upfront investment, they can also reduce operator costs through better fuel efficiency, and assist with the promotion of the network.

The changes to the West of England bus network being considered as part of this strategy may require an increase in the overall fleet size, driver numbers and depot capacity. It will be important to make this change a positive one for air quality in the West of England and to provide a positive contribution to the strategy objectives.

Increased passenger numbers, bus lanes and other infrastructure will play a key role in supporting the commercial

case for bringing forward fleet investment.

It should be emphasised that buses, by their very nature, are part of the solution in tackling congestion and reducing car dependency, thereby improving air quality.

Also, new buses emit far lower tailpipe emissions than those they replace. In the West of England we have made significant progress in reducing vehicle emissions, such as through the use of biofuel for the metrobus and East Bristol fleets and hybrid vehicles on Bath Park & Ride services.

Fleet investment will therefore play a significant role in improving air quality and meeting the air quality thresholds with in Bath and Bristol city centres as part of the Clean Air Zones.



61%
feel that modern vehicles are important to the passenger experience

Delivery

Operators will progressively bring forward fleet investment alongside the infrastructure investment which will help support the commercial case for the new vehicles. The authorities will also work with operators to clarify funding opportunities to further reduce tailpipe emissions and progress bio-gas and electric fleet investment.

The councils are separately progressing Clean Air Zones in Bath and Bristol. Depot capacity will be increased with the councils assessing potential new locations for depots, including potential new facilities at park and ride sites.

However, it should be noted that vehicle investment will be very much dependent on the speed of recovery from the current Covid-19 crisis.

Bus Strategy

A network complemented by Community and Demand Responsive Transport

Community transport encompasses a range of transport services - such as 'Dial-a-Ride', community-owned buses, group minibus hire schemes and voluntary car schemes - that supplement commercial public transport services. Most community transport is demand-responsive and offers door-to-door transport for people who have signed up to be members of the schemes. It relies heavily on volunteers and is predominantly focused on local communities. Most schemes were set up as local initiatives to meet local transport needs.

There is no legal duty on local authorities to support community transport, but it is widely recognised that the sector plays a vital role in helping people to live independently and play an active part in community life - particularly those who find it difficult to access mainstream public transport. Local authorities provide guidance, assistance and funding to schemes, but administration and service delivery are carried out by the schemes themselves. Local and central government can also make grants available occasionally for new vehicles.

In addition, community-owned buses can operate scheduled bus services within the scope of regulations that protect commercial operations.

Community transport operations in rural areas are faced with the same dilemma that rural bus operators face, i.e. the sparsity of population and dispersed nature of settlements give rise to higher operating costs and lower revenue than urban operations.

Another well-established form of demand-responsive transport is a shared taxi scheme, under which travel in specific areas can be co-ordinated and tailored more to specific needs than is possible with a fixed bus route. The growth in app-based taxi booking creates tremendous opportunities for expanding the role of shared taxi services in urban and rural areas - although trials so far have not generated the volume necessary for a sustainable commercial operation.

We will continue to support and encourage community and demand-responsive transport schemes, working with providers and the voluntary sector to improve information and facilities, and to co-ordinate service provision. Subject to funding, we will support new initiatives that make use of emerging technologies to develop community and demand-responsive transport.

66%
are open to using a shared taxi/mini bus to connect to the wider network

Delivery

The authorities will develop a specific Community and Demand Responsive transport strategy. This will explore innovation in delivery of Demand Responsive Transport and develop the role of this sector to complement the bus network. The authorities will work with providers to develop and coordinate services, and identify funding opportunities to develop access to transfer hubs and interchanges.

Operational framework

Bus services in the West of England, as for the rest of Great Britain outside London, are largely provided by operators on a commercial basis. To date, we have used existing legislation to improve the quality of bus services, through formal and informal partnership approaches. Initiatives such as the metrobus Quality Partnership Scheme (QPS) where maximum fares and minimum frequencies can be specified by the councils, and where a very high quality bar was set for the vehicle specification.

Subsequent legislation (the 2017 Bus Services Act) has provided further opportunities to increase the Councils' influence on local bus service operation standards.

An area-based, statutory partnership, where the councils would invest in improved facilities along bus routes, as well as other measures such as increasing parking charges. The scope of required operator contribution can increase further to include (for example) smart ticketing. An AQPS would last for at least five years.

An Enhanced Partnership Scheme goes further by not requiring local authorities to provide further facilities. Councils can also prescribe further requirements around information, branding and ticketing.

The West of England Mayor and North Somerset Council have new powers to franchise local bus services. Franchising effectively means that the authorities would specify routes, frequencies and ticketing arrangements, and invite tenders from operators to provide them. Franchising can take a number of forms in relation to bus and could be used to address specific issues or focus on particular areas. The experience to date of some authorities considering franchising is that it presents a number of challenges including cost which would have to be evaluated before initiating this strategy.

This would be similar to the way bus services are provided in London, and would have to be subject to an appraisal, and a consultation, demonstrating that this would be the best way to deliver improvements to the network.

It is important to emphasise that franchising, of itself, will not generate new services, lower fares or greater reliability. These issues are delivered through investment in the bus network. Franchising could, however, lead to greater network stability, although this may require more subsidy and the need to raise additional funding. In other words, it is important to be clear what the problem is that we are trying to solve before deciding that franchising is the best way to solve it.

The highest ranked priorities for supported bus services are access to employment, hospitals and education.

But with or without franchising a network, the need to subsidise some bus services will remain. These are services which don't make a profit but are considered socially necessary.

We are considering what services need to be provided in the future, against a backdrop of limited funding. This has historically included a mix of the following:

- Park and Ride services; which have the ability to intercept large numbers of car journeys.
- Demand Responsive and Community Transport; which have the ability to support accessibility issues for individuals at comparatively lower costs.
- Local shopping services; which can support local communities and help individuals to support themselves in their homes.
- Rural services; which improve accessibility and reduce rural isolation.
- Access to education; reducing the need to travel by car or providing support to younger adults who would otherwise struggle to access higher education.
- Evening and Sunday services; which increase access to entertainment and leisure opportunities or can support weekend or shift workers.

Delivery and prioritisation

Delivery

Since the Bus Strategy consultation, the Covid-19 pandemic has changed how people move around the region and think about public transport. We will consider how travel patterns have changed as a result of Covid-19, what that means for the future, and how to reflect this in the final Bus Strategy.

In determining which services to financially support we will consider we will prioritise services based on a range of criteria including:

- Supports new and existing employment, especially in Enterprise Areas
- Supports new housing (occupied in the last 3 years), especially affordable housing
- Seek to maintain a core strategic public transport network linking residential areas with employment sites and local services
- Enable disadvantage groups and communities to access employment sites and key local services.

- Reduction in traffic congestion
- Offers significant interchange opportunities onto bus and/or rail network including major transport hubs
- No, or little, alternative to travel by sustainable means
- Access for disabled persons

Prioritisation

Respond to the emerging circumstances of bus travel arising from Covid 19, and utilising public funding to achieve the sustained recovery of the bus industry:

- Review and retender supported services
- Develop prioritisation methodology
- Shape supported network to complement phased network review
- Further investigation into additional funding sources
- Develop partnership approach for furthering strategy aims and objectives
- Access to employment opportunities; which can help particularly in areas of high unemployment or where travel is highlighted as a particular barrier to employment.

Delivery Programme

The delivery of the themes set out in this strategy will be undertaken in a carefully phased manner, integrating the delivery of infrastructure with progressive and complementary changes to routes and frequencies. A strategic programme is shown below.

Close engagement with, and investment by, bus operators will be a key feature of the programme, alongside an initial recovery plan to get back to passenger levels experienced before the Covid-19 lockdown, which itself may take some time.

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	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Recovery Plan and achieve pre-lockdown passenger levels	█	█	█	--->				
Discuss and refine network designs with operators, for both urban and rural areas	█	█						
Complementary policy development and implementation	█	█	█	█	█			
Identify and design bus priority measures	█	█						
Identify and upgrade a phased hierarchy of Interchange locations	█	█	█					
Production of operating framework documentation		█	█	█				
Phased construction			█	█	█	█	█	
Confirm and prioritise revenue funding sources and revenue raising opportunities		█	█	█	█			
Vehicle investment by operators			█	█	█	█	█	
Identify new / expanded depot capacity		█	█	█				
Community and Demand Responsive Transport Strategy	█	█	█	█	█			
Phased introduction of new network						█	█	█



WEST OF ENGLAND BUS STRATEGY



CONSULTATION REPORT
9 JUNE
2020

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Introduction

Welcome to the consultation report on the West of England Bus Strategy consultation. We published the draft Bus Strategy as part of a public consultation between 3 February and 15 March 2020 - receiving nearly 2,000 responses from across the region. This document looks at the feedback we received, sets out what people in the region think, and looks at next steps.

Thank you to everyone who responded. We appreciate the time people took to respond, and the wide range of views expressed. Your views will help ensure that a stronger and more collaborative Bus Strategy emerges as a result.

Since the Bus Strategy consultation, the Covid-19 pandemic has changed how people move around the region and think about public transport. We will consider how travel patterns have changed as a result of Covid-19, what that means for the future, and how to reflect this in the final Bus Strategy.

What is the Bus Strategy?

The West of England Bus Strategy has been prepared by the West of England Combined Authority, working with its constituent councils of Bath & North East Somerset, Bristol and South Gloucestershire, as well as neighbouring North Somerset Council. It looks at how bus services can help us to tackle traffic congestion and reduce carbon emissions at a regional level. We want to create a bus network that people want, and are able, to use.

Based on passenger research, we propose to do this by improving the quality and reliability of bus services, so that people can get to more destinations quickly and comfortably. This strategy sets out some principles that can help us increase passenger numbers; it will be followed by more detailed delivery plans from 2020.

In order to help inform the emerging document, a six-week public consultation was held earlier this year.

This document is the consultation report, which summarises the survey results and will accompany the final Bus Strategy to be considered by our West of England Joint Committee later in the year.

What you said

The objectives set out in the strategy include: developing a comprehensive and joined-up bus network; maximising bus service reliability and reducing journey times; providing simplified ticketing; addressing congestion; developing accessible passenger waiting facilities and continuing to improve passenger satisfaction.

Over 85% of respondents agreed with these objectives, and two thirds said our target to double passenger numbers is sufficiently ambitious (p.7-8).

You agreed with the concept of an interchange-based network, as well as exploring other transport solutions to serve rural communities other than conventional bus services (p.10).

There's clear support for providing buses extra "green time" at traffic signals (p.12). Alongside the support for road space reallocation and diverting traffic away from public transport corridors.

We also asked you to rank what type of services and facilities served should be provided through the supported bus network to help us gauge people's priorities (p.18). The top priorities for supported bus services were access to employment, hospitals and education facilities (in order of preference).

All your feedback will be considered within the final Bus Strategy – further details are in the 'Next steps' chapter (p.23). The final Bus Strategy will need to consider responses in the context of the region, post COVID-19, as well as any changes since the draft strategy.

Methodology

A total of 1,920 responses were received over the consultation period, of which 1,855 were through the online questionnaire tool, with 65 written responses also received.

The online questionnaire, available on the Travelwest website, allowed for people to view the document and then provide comments via a structured questionnaire.

The questionnaire was structured as follows:

- Name, postcode, email address, and contact preferences if individuals wanted to be informed of future consultations.
- 16 questions on the bus strategy itself, with an additional "further comments" section at the end of the survey.
- A section to capture demographic & equalities data at the end of the survey.

The next section provides a breakdown of the core questions regarding the bus consultation.

For most of the questions, the following has been provided:

- A headline summary of the question findings.
- Summary of how the question was presented in the survey.
- A bar chart or pie chart of the results, plus accompanying table with percentage figures.
- Summary of the findings.
- How this will impact on the final bus strategy document.

Note: Where percentages have been provided throughout the report, these have been provided to the nearest tenth-decimal place, and therefore rounding errors may occur within percentages.

Summary of the key headlines

	Question Text (in order of survey)	Result Headline
Ref.	Text	Text
1	How often do you travel by bus in the West of England? (Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire)	15% of people travelled on a bus at least once a day. 60% of people travelled on a bus at least once a week.
2	How far do you agree with our objectives?	85% of people either strongly agreed, agreed or somewhat agreed with the objectives.
3	Do you think our target to double passenger numbers is sufficiently ambitious?	Over two-thirds of responses agreed with the proposed target.
3a	If no, please explain why	Mode share was viewed as a better target by people who responded "no" to this question.
4	Would you be prepared to walk further to a better, more reliable bus service?	There was a clear split of views on this question, with marginally more people not prepared to walk further to a bus stop for a more reliable service.
4a	If no, please explain why	Current accessibility and walking distance to bus services were viewed as being too far by "no" responses.
5	How far do you agree with the concept of an interchange-based network?	76% of people strongly agreed, agreed or somewhat agreed with the concept of an interchange-based network for the West of England.
6	Do you agree that rural communities could be better served by connections to transfer hubs?	Nearly four out of five (79.8%) people either strongly agreed or agreed that rural communities would be better served by connections to transfer hubs.
7	Do you think that we should explore other transport solutions to serve rural communities rather than conventional bus services?	Over four out of five (82%) people agreed that other transport solutions should be explored to serve rural areas instead of conventional buses.
7a	If no, please explain why	Bus services were preferred by "no" respondents instead of other transport solutions within rural areas.
8	How far do you agree with the re-allocation of road space in favour of buses to ensure bus services run punctually?	A significant majority (84.3%) agreed to the re-allocation of road space to prioritise buses, with over half of all people "strongly agreeing".
9	How far do you agree with diverting traffic away from certain public transport corridors?	Just over three-quarters (76.4%) of responses strongly agreed or agreed in diverting general traffic away from public transport corridors.

10	Do you agree with buses having extra 'green time' at traffic signal to help services run punctually?	A significant majority (81.2%) strongly agreed or agreed that buses should have extra "green time" at traffic signals.
11	How far do you agree with our ticketing principles?	A significant majority of responses (82.2%) strongly agreed, agreed or somewhat agreed with the ticketing principles.
12	Are there any other improvements to the provision of bus information that would you like to see?	Improvements in Real Time Information was wanted for bus services.
13	How important are modern vehicles to your passenger experience?	Whilst viewed as important, there was an even split in terms of level of importance weighted by people.
14	Would you be open to using a shared taxi/mini bus to connect to the wider bus network?	Two-thirds of people stated they would use a shared taxi/minibus.
14a	If no, please explain why	Concerns over bus priority, cost and ticketing were the main issues from people who responded "no" to this question.
15a	How do you think councils should spend their budget for supported bus services? (Park and Ride services)	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.
15b	How do you think councils should spend their budget for supported bus services? (Demand responsive and Community Transport (supports accessibility issues for individuals at lower costs))	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.
15c	How do you think councils should spend their budget for supported bus services? (Local shopping services (helps individuals to support themselves in their homes))	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.
15d	How do you think councils should spend their budget for supported bus services? (Rural services)	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.
15e	How do you think councils should spend their budget for supported bus services? (Access to education)	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.
15f	How do you think councils should spend their budget for supported bus services? (Evening and Sunday services)	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.
15g	How do you think councils should spend their budget for supported bus services? (Services to hospitals)	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.

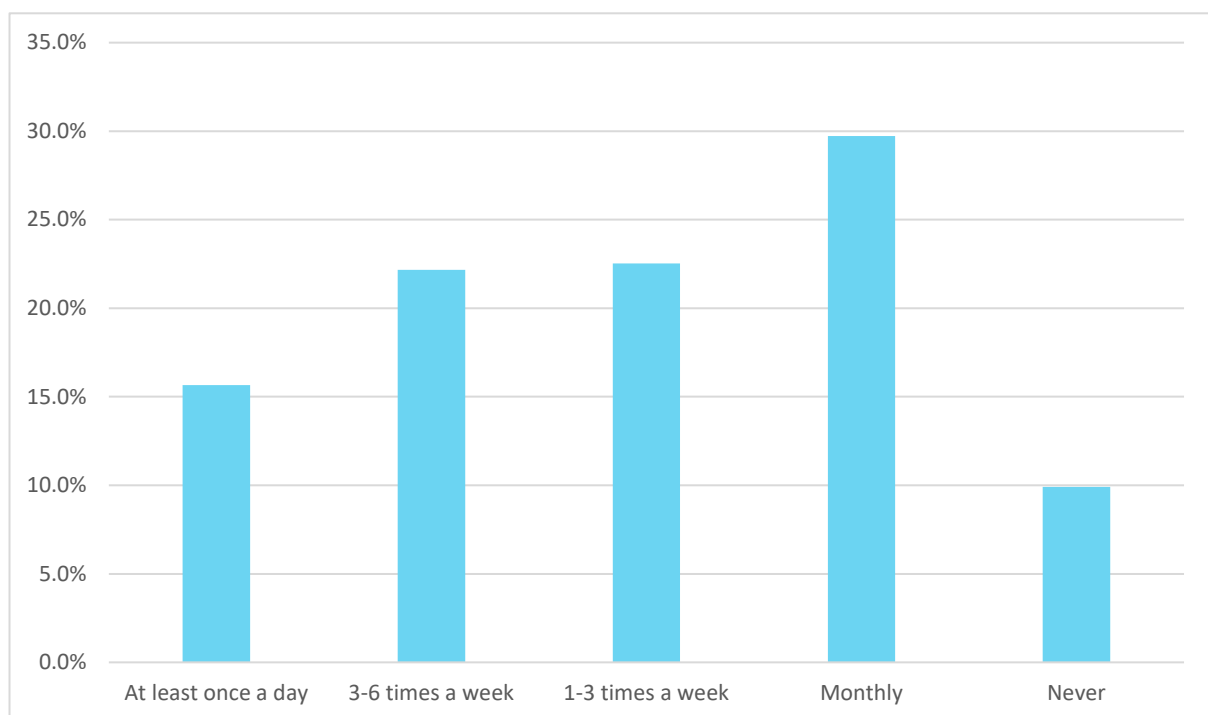
15h	How do you think councils should spend their budget for supported bus services? (Access to employment)	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.
16a	Which of the Bus Strategy's themes would you prioritise? (A well-designed network that is simple, coherent and efficient across the region)	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
16b	Which of the Bus Strategy's themes would you prioritise? (Better services for people in rural areas)	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
16c	Which of the Bus Strategy's themes would you prioritise? (Giving passengers more reliable and faster buses through priority infrastructure and wider policy)	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
16d	Which of the Bus Strategy's themes would you prioritise? (Simple, smart and convenient ticketing)	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
16e	Which of the Bus Strategy's themes would you prioritise? (High quality, consistent and easily understood information)	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
16f	Which of the Bus Strategy's themes would you prioritise? (A safe, pleasant and comfortable customer experience)	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
16g	Which of the Bus Strategy's themes would you prioritise? (Modern, clean and accessible buses that contribute to reducing transport's harmful emissions)	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
16h	Which of the Bus Strategy's themes would you prioritise? (A network complemented by Community and Demand Responsive Transport)	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
17	Do you have additional comments on the Bus Strategy?	There was a overall positive response towards changes to the bus network infrastructure, with bus cost (being too expensive) being a concern.

Results

1: How often do you travel by bus in the West of England? (Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire)

Headline:	15% of people travelled on a bus at least once a day. 60% of people travelled on a bus at least once a week.
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This question was a context question, to gauge how often individuals responding to the consultation used bus services within the region.



Response rate: 77.8%

	At least once a day	3-6 times a week	1-3 times a week	Monthly	Never
%	15.6%	22.2%	22.5%	29.7%	9.9%
Grouped	60.4%			39.6%	

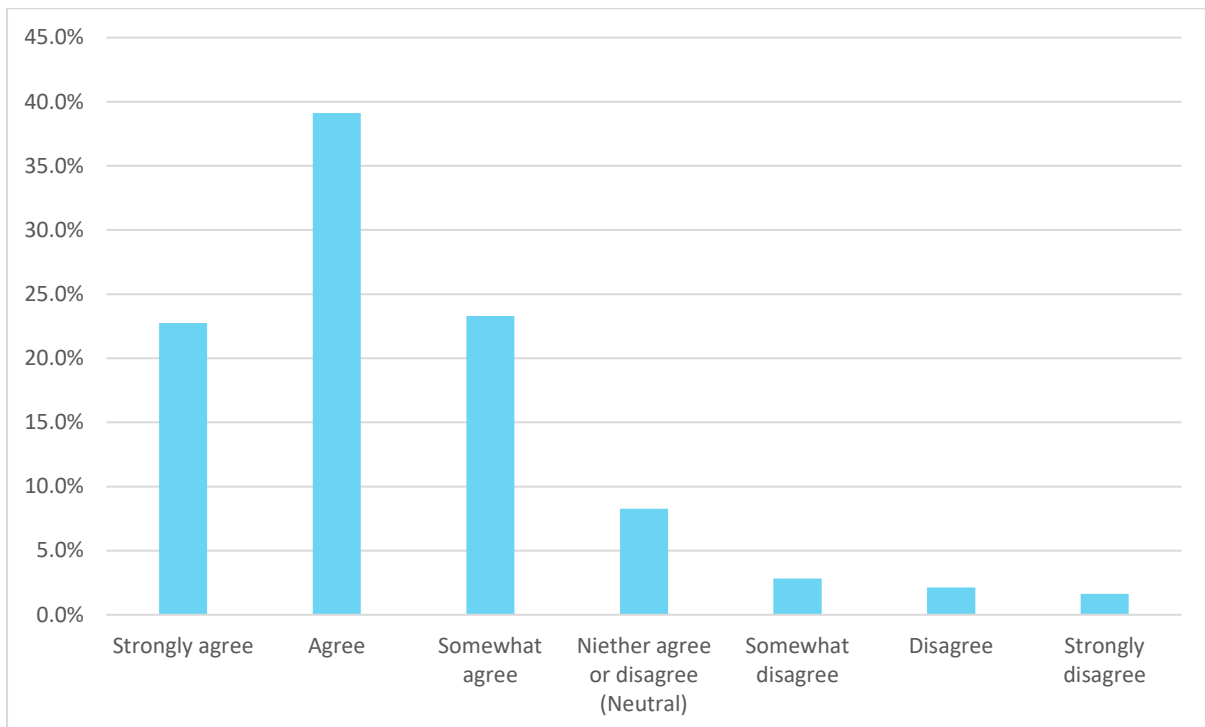
Whilst the highest number of individual responses indicated that they used buses relatively infrequently, the majority of people (60%) used the bus services at least once per week. A total of 10% indicated that they did not use the bus at all.

2: How far do you agree with our objectives?

Headline:	85% of people either strongly agreed, agreed or somewhat agreed with the objectives.
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This question was presented as a drop-down menu across seven categories. The question asked to what extent individuals agreed with the following objectives:

- A comprehensive and joined up bus network.
- Doubling passenger numbers by 2036.
- An improved and easy to understand rural network.
- Maximise bus service reliability and reduce journey times
- To provide simplified ticketing.
- Accessible passenger waiting facilities.
- Address congestion and delays.
- Continue to improve passenger satisfaction.



Response rate: 76.3%

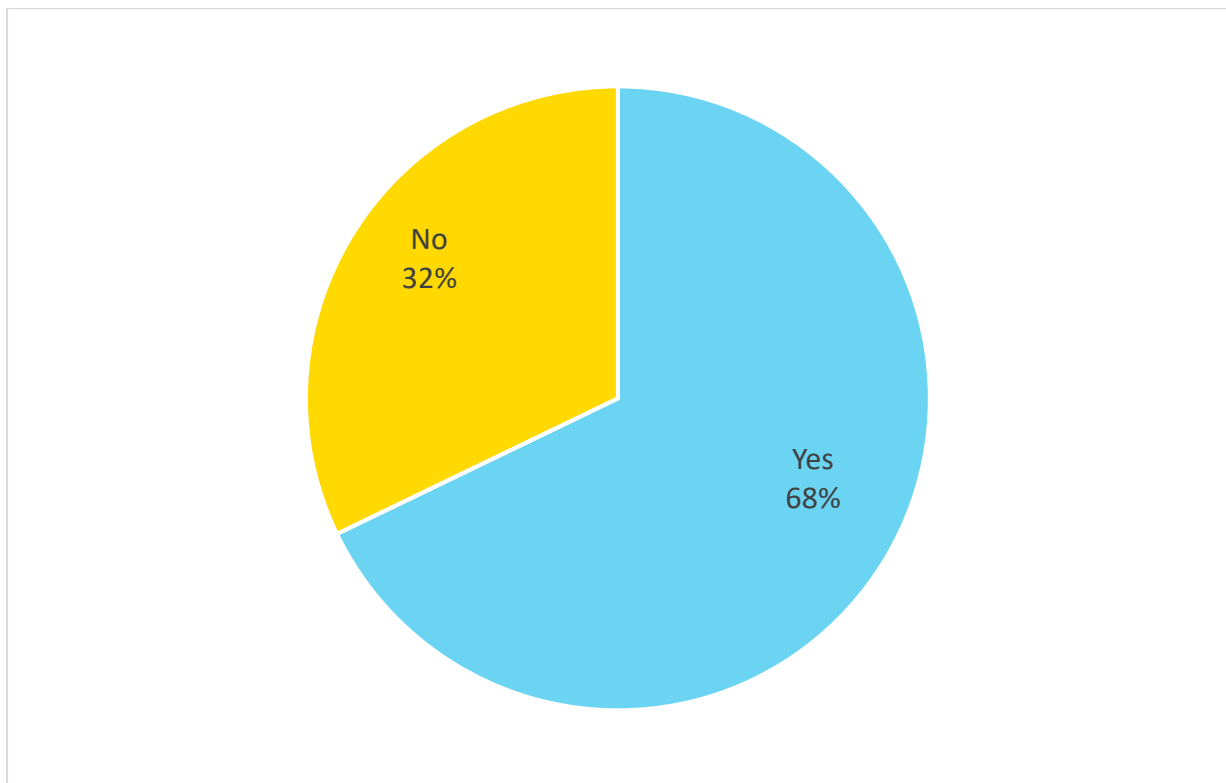
	Strongly agree	Agree	Somewhat agree	Neither agree or disagree	Somewhat disagree	Disagree	Strongly disagree
%	22.7%	39.1%	23.3%	8.3%	2.8%	2.1%	1.6%
Grouped	85.2%			8.3%	6.5%		

Most people either strongly agreed, agreed or somewhat agreed with the objectives, with only a small number of people disagreeing. The most popular response was “agree” with nearly 40% of people selecting this category.

3: Do you think our target to double passenger numbers is sufficiently ambitious?

Headline:	<p>Over two-thirds of responses agreed with the proposed target.</p> <p>Mode share was viewed as a better target by people who responded “no” to this question.</p>
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This question was presented as a simple yes/no question to the headline target of doubling bus passenger numbers by 2036. A text box was provided if they disagreed with the proposed target.

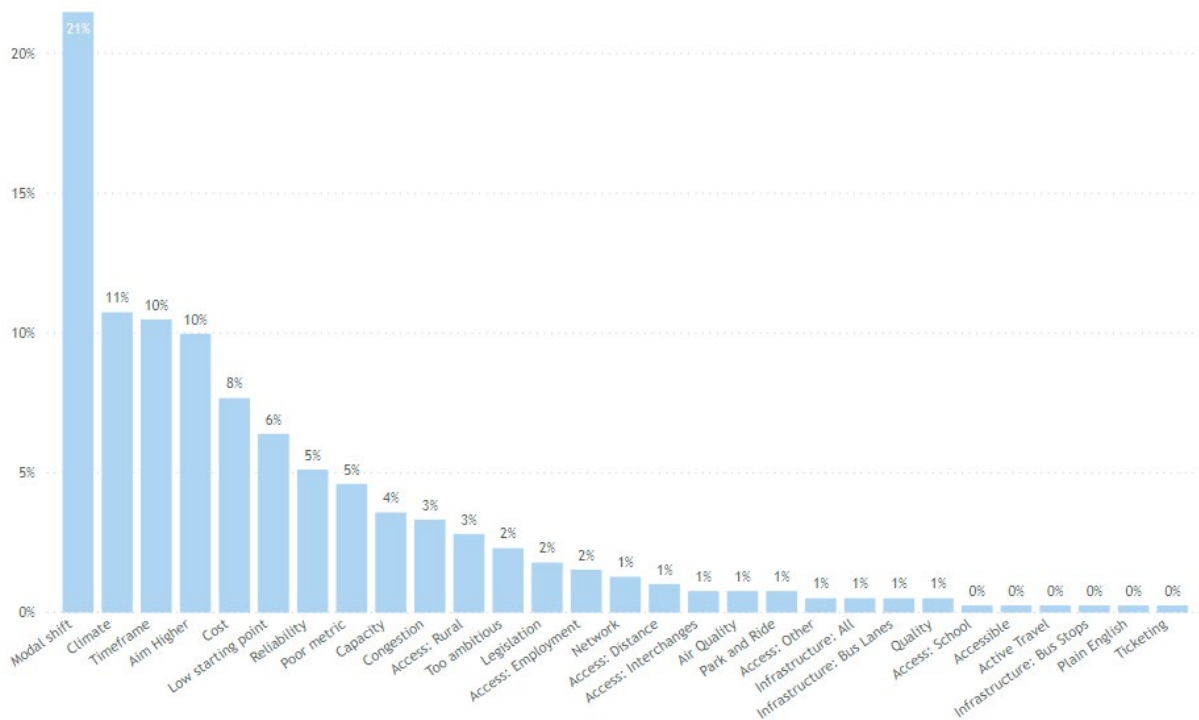


Response rate: 76.1%

	Yes	No
%	67.8%	32.2%

Over two-thirds of all responses agreed with the target of doubling bus passenger numbers by 2036. One third of people disagreed with this target.

A total of 431 text responses were received. The below chart summarises the text responses received after being grouped together by main reason.



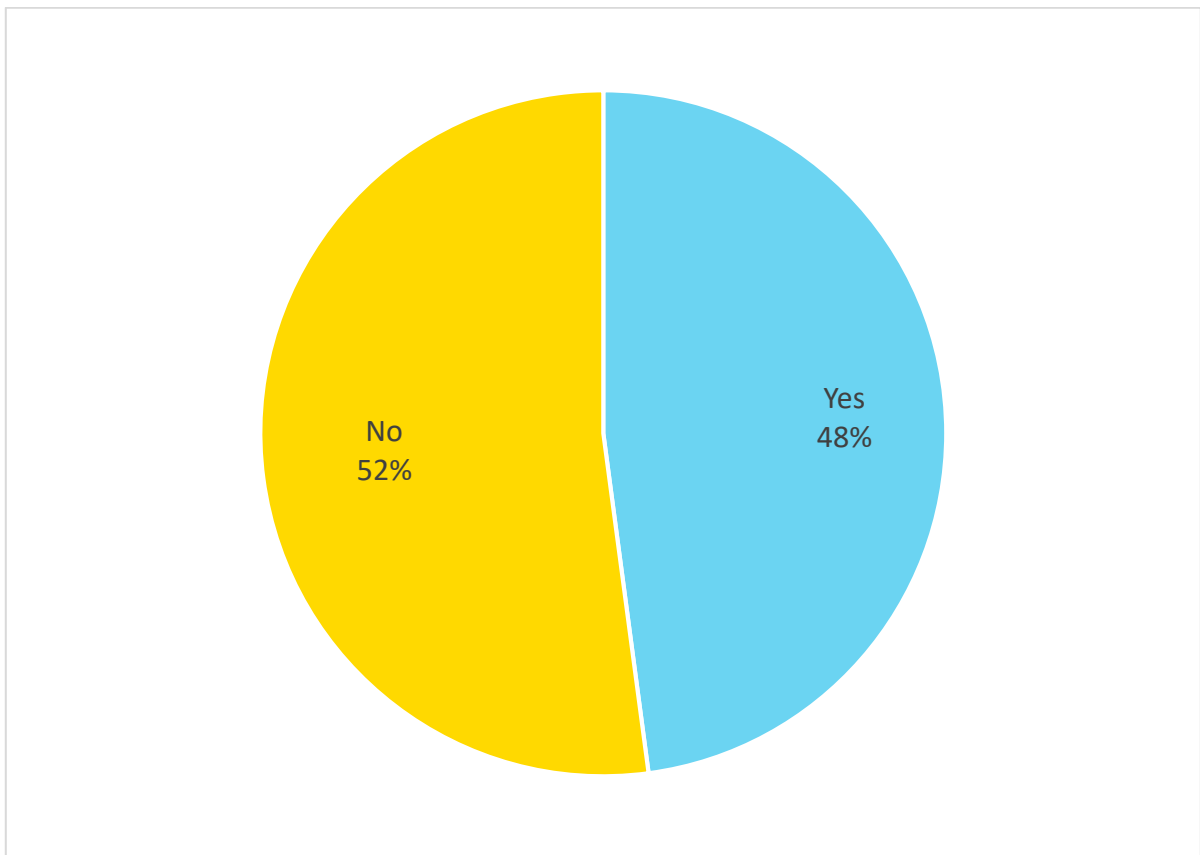
(Percentages rounded to nearest whole number)

The main reason that responses answered “no” to this question related to mode share as a target being preferred, instead of the proposed target. This response was twice that of the next common responses of the Climate Emergency, the timeframe that the document covers, or aspirations for the document to aim higher.

4: Would you be prepared to walk further to a better, more reliable bus service?

Headline:	<p>There was a clear split of views on this question, with marginally more people not prepared to walk further to a bus stop for a more reliable service.</p> <p>Current accessibility and walking distances to bus services were viewed as being too far by “no” responses.</p>
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This question was presented as a simple yes/no question. However, individuals were also provided with a text box inviting them to provide comments if they disagreed with this statement.

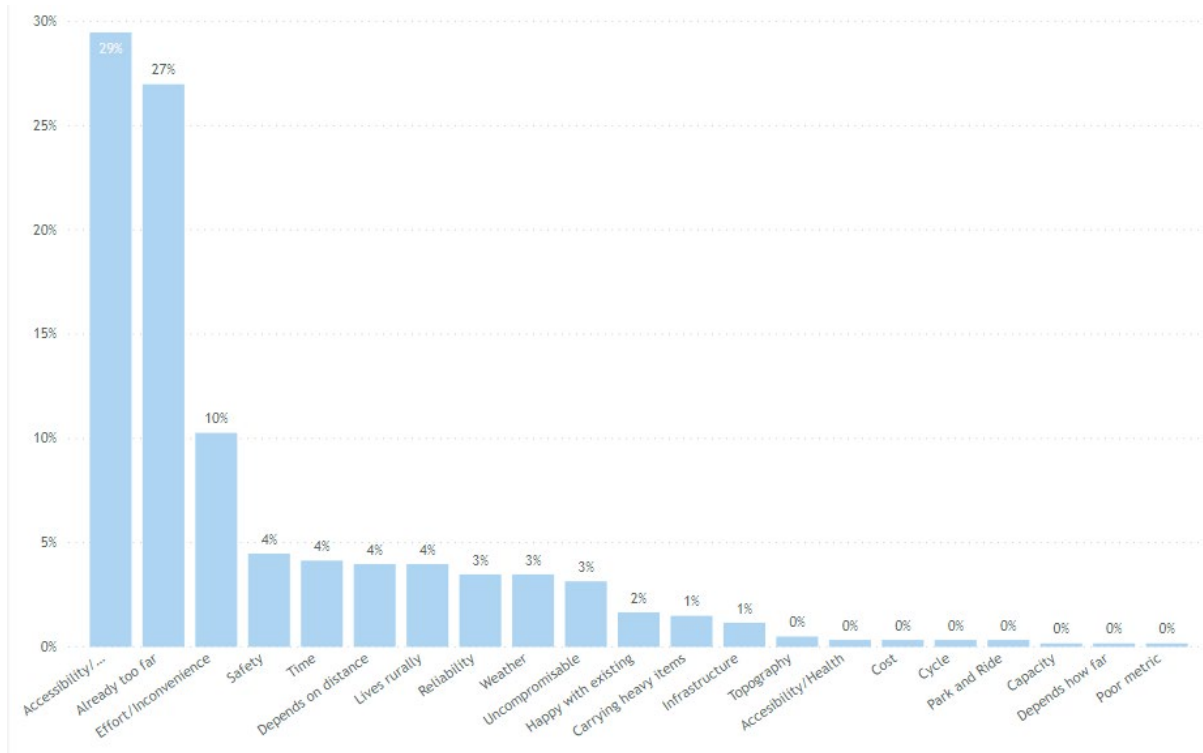


Response rate: 76.6%

	Yes	No
%	47.9%	52.1%

There was a very clear split on responses to this question, with slightly more individuals stating that they would not be prepared to walk further to a bus stop for a more reliable service.

A total of 666 text responses were received. The below chart summarises the text responses received after being grouped together by main reason.



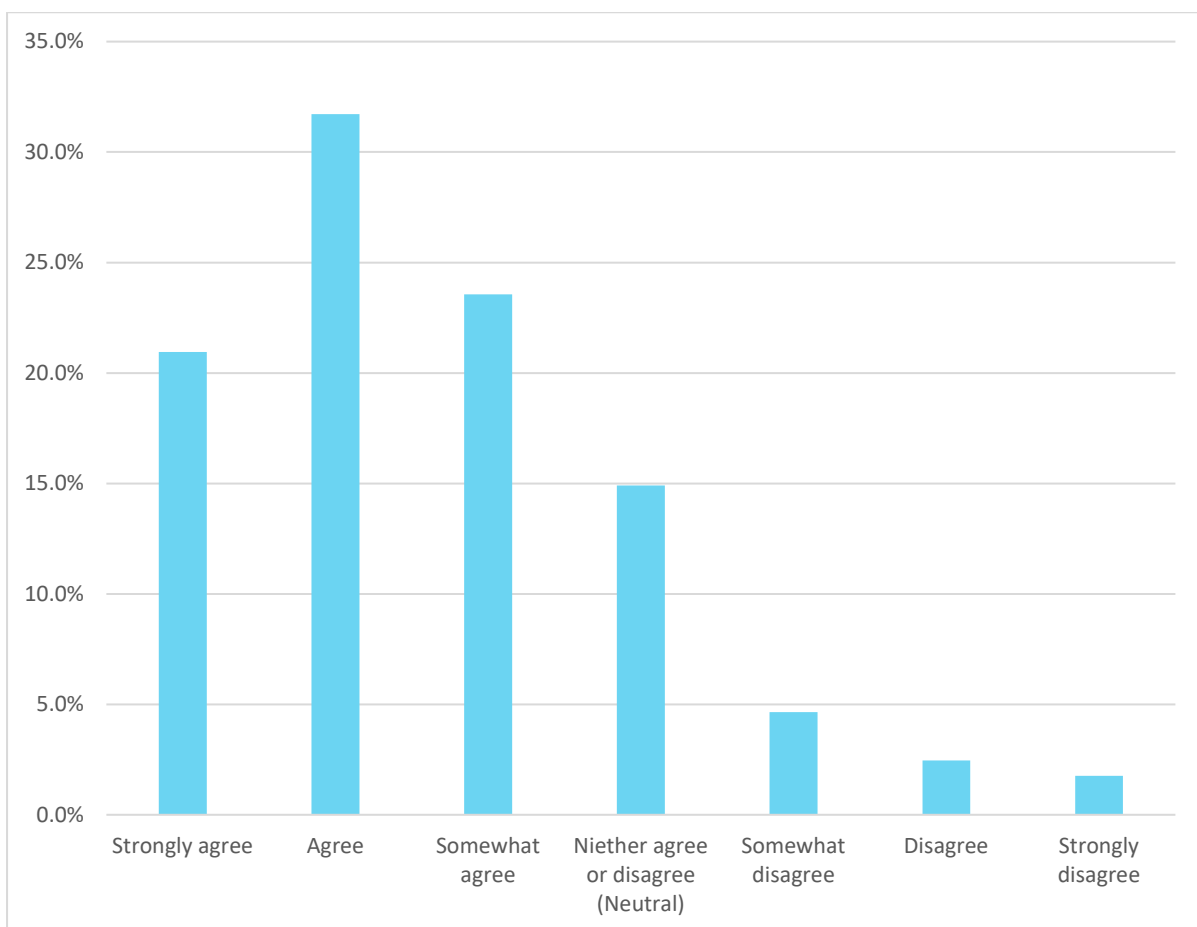
(Percentages rounded to nearest whole number)

The main reason that responses answered no to this question related to accessibility to the current network, or that walking distances were already too far to access services.

5: How far do you agree with the concept of an interchange-based network?

Headline:	76% of people strongly agreed, agreed or somewhat agreed with the concept of an interchange-based network for the West of England.
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This question was presented as a drop-down menu across seven categories. The question proposed the principles of revising the bus network into an interchange-based network across the West of England, with cross city and orbital routes with interchange/transfer facilities between these routes.



Response rate: 76.6%

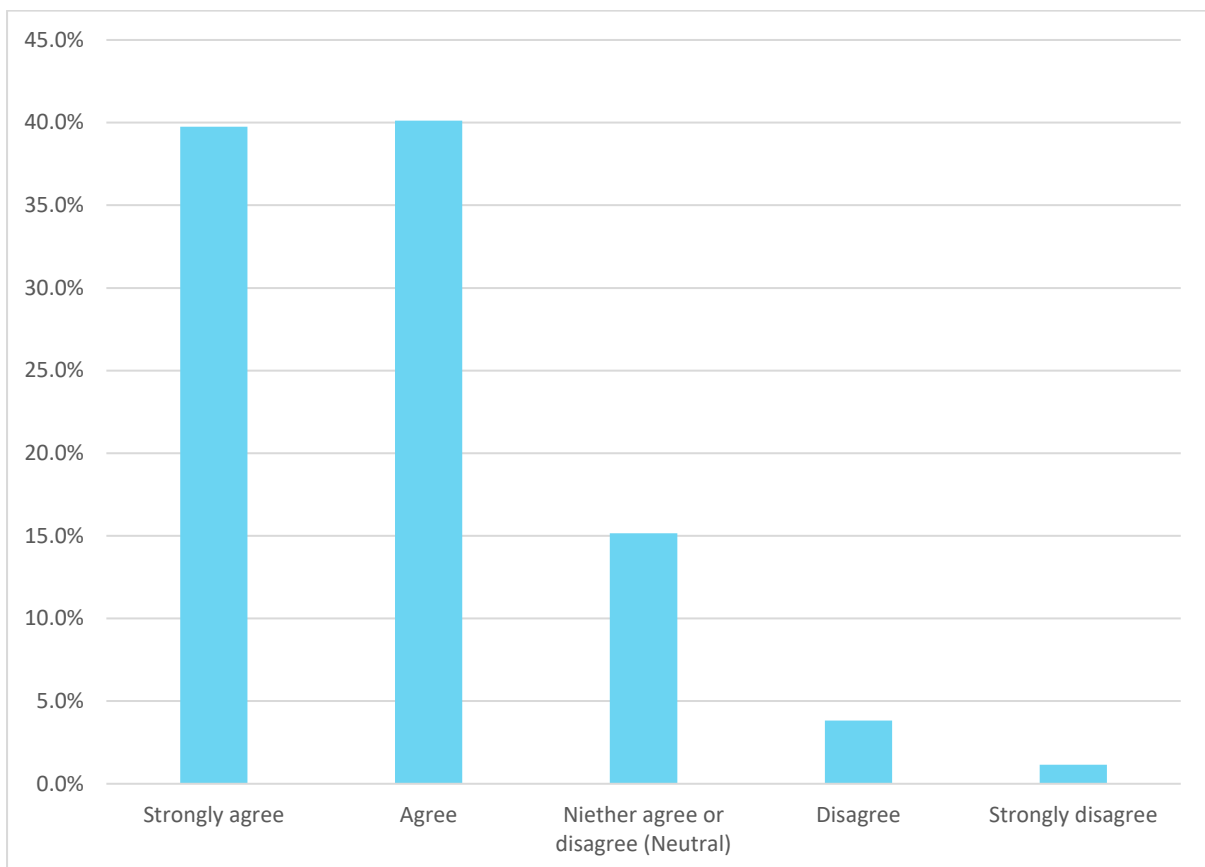
	Strongly agree	Agree	Somewhat agree	Neither agree or disagree	Somewhat disagree	Disagree	Strongly disagree
%	21%	31.7%	23.6%	14.9%	4.6%	2.5%	1.8%
Grouped	76.3%			14.9%	8.9%		

Most people either strongly agreed, agreed or somewhat agreed with the objectives, with only a small number of people disagreeing. The spread across categories was broadly similar to the question regarding objectives, but with a higher proportion of the “neither agree or disagree” category. The most popular response was “agree” with nearly 31.7% of people selecting this category.

6: Do you agree that rural communities could be better served by connections to transfer hubs?

Headline:	Nearly four out of five (79.8%) people either strongly agreed or agreed that rural communities would be better served by connections to transfer hubs.
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This question was presented as a drop-down menu across five categories. The question was specific in how to best serve rural areas, and whether rural areas would be better served by rural services connecting to transfer hubs.



Response rate: 74.7%

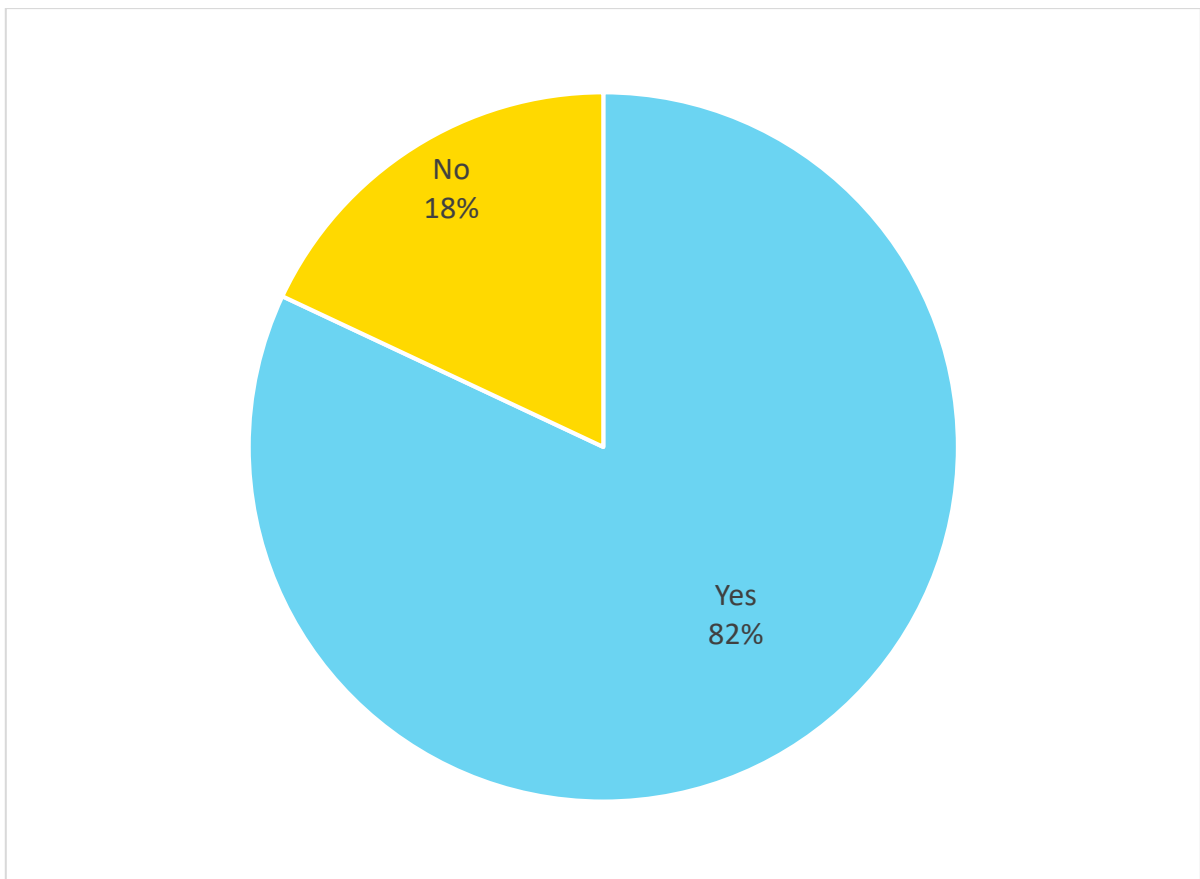
	Strongly Agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
%	39.8%	40.1%	15.2%	3.8%	1.2%
Grouped	79.8%		15.2%	5%	

The vast majority (79.8%) either strongly agreed or agreed with this question, with only a small number (5%) of people disagreeing. Both the “strongly agree” and “agree” selections had similar response rates

7: Do you think that we should explore other transport solutions to serve rural communities rather than conventional bus services?

Headline:	<p>Over four out of five (82%) people agreed that other transport solutions should be explored to serve rural areas instead of conventional buses.</p> <p>Bus services were preferred by “no” respondents instead of other transport solutions within rural areas.</p>
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This question was presented as a simple yes/no question. However, individuals were also provided with a text box inviting them to provide comments if they disagreed with this statement.

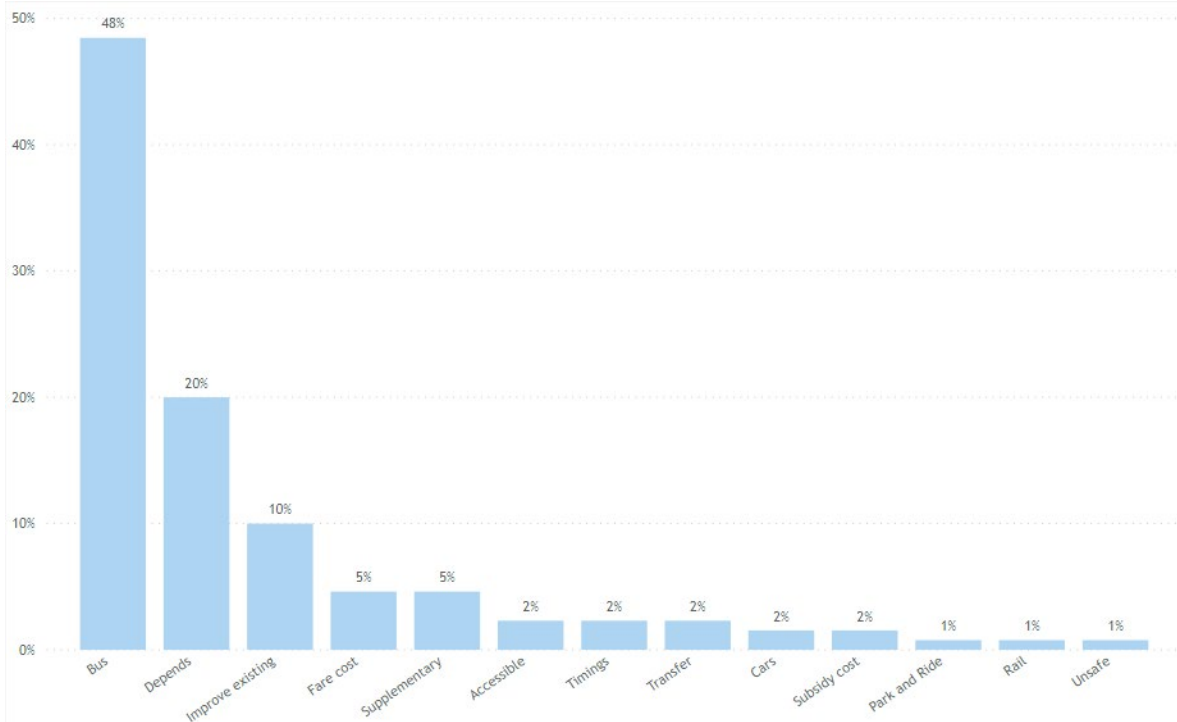


Response rate: 73.3%

	Yes	No
%	82%	18%

The vast majority (82%) agreed with this question, with a small number of people (18%) disagreeing.

A total of 258 text responses were received. The below chart summarises the text responses received after being grouped together by main reason.



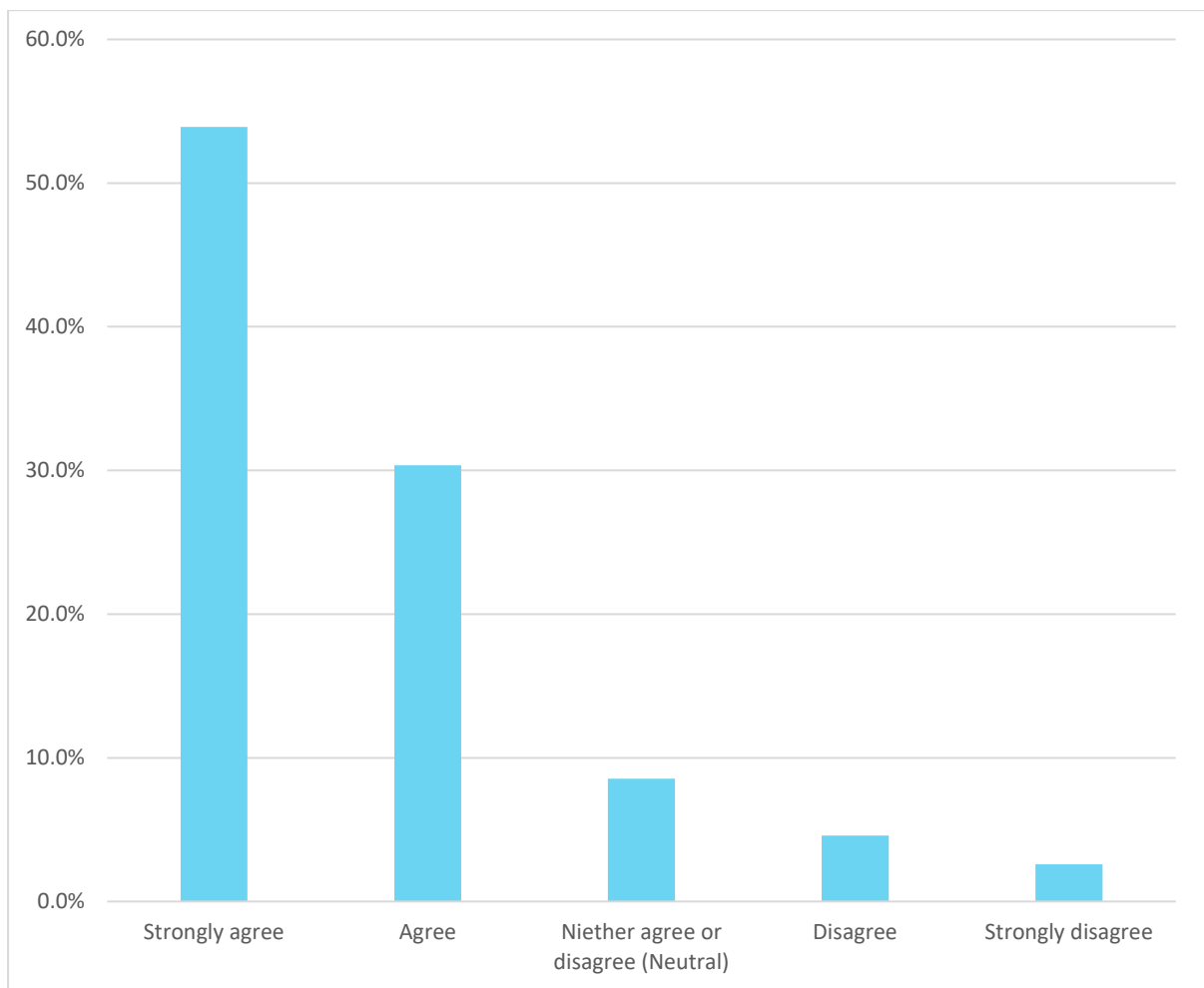
(Percentages rounded to nearest whole number)

The main reason that responses answered no to this question was that respondents preferred buses over other types of transport solutions in rural areas. There was also a significant response indicating that it would depend on the type of transport solution provided.

8: How far do you agree with the re-allocation of road space in favour of buses to ensure bus services run punctually?

Headline:	A significant majority (84.3%) agreed to the reallocation of road space to prioritise buses, with over half of all people “strongly agreeing”.
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This question was presented as a drop-down menu across five categories. The question considered the principal of reallocation of road space to favour buses in order to improve punctuality.



Response rate: 75.1%

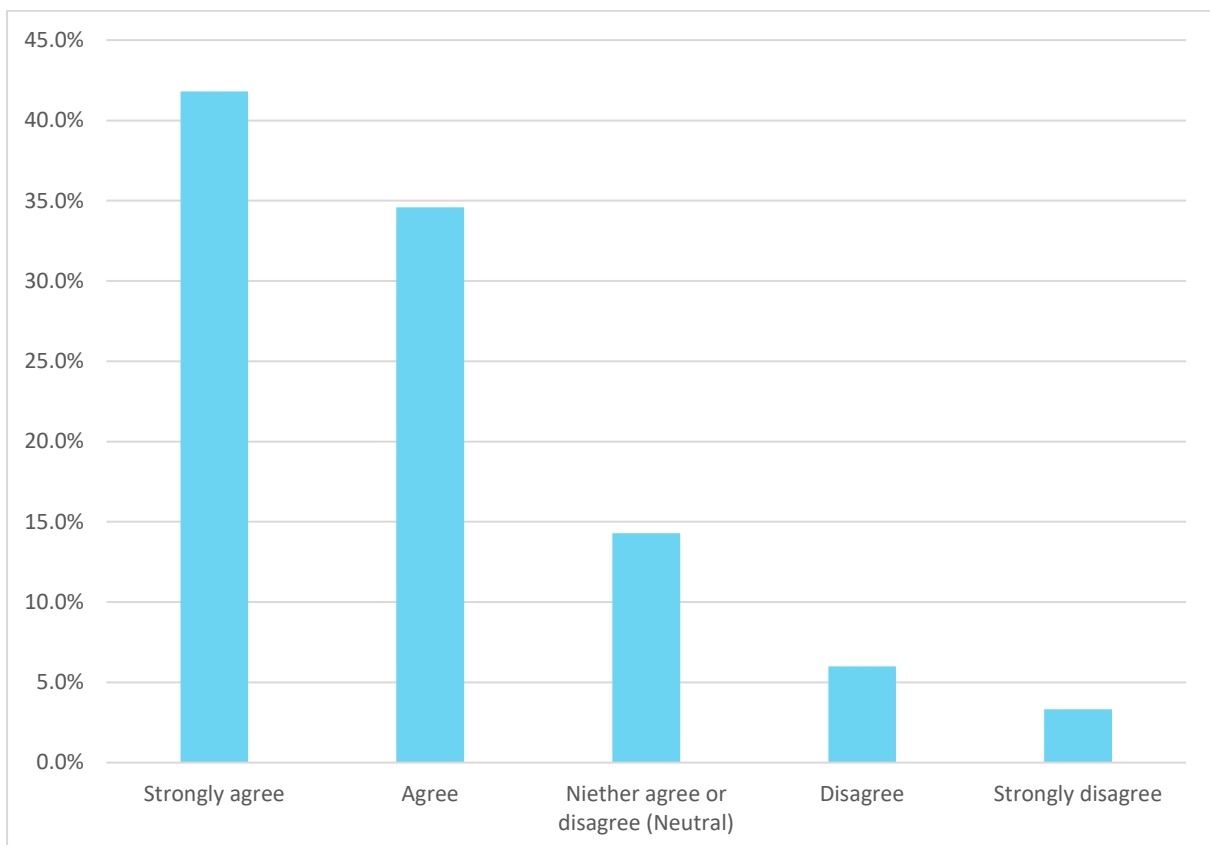
	Strongly Agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
%	53.9%	30.4%	8.5%	4.6%	2.6%
Grouped	84.3%		8.5%	7.2%	

The vast majority (84.3%) either strongly agreed or agreed with this question, with only a small number (7.2%) of people disagreeing or strongly disagreeing. The highest response to this question was the “strongly agree” category, with over half of people selecting this category. This is the highest single response to a category within the bus consultation survey.

9: How far do you agree with diverting traffic away from certain public transport corridors?

Headline:	Just over three-quarters (76.4%) of responses strongly agreed or agreed in diverting general traffic away from public transport corridors.
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This question was presented as a drop-down menu across five categories. The question considered the principal of diverting general road traffic away from certain public transport corridors in order to improve bus reliability.



Response rate: 74.7%

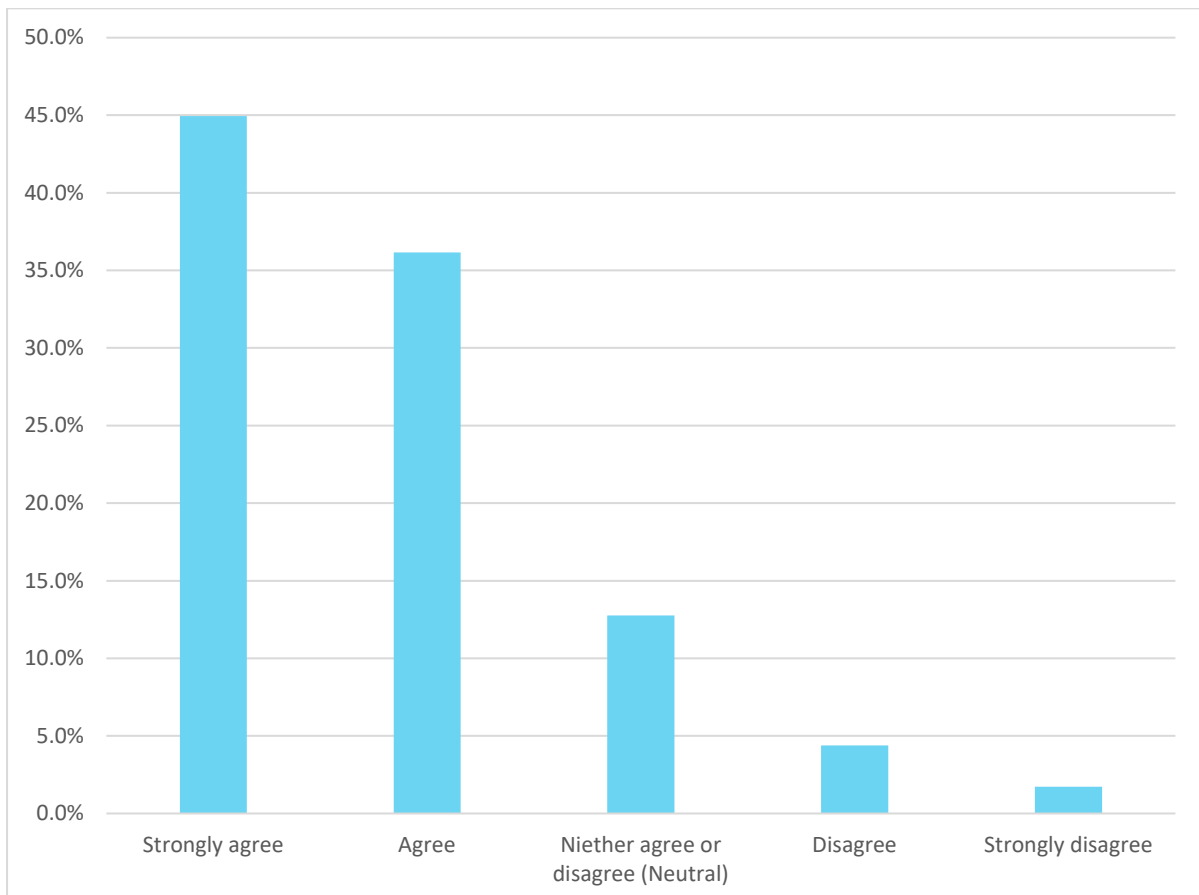
	Strongly Agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
%	41.8%	34.6%	14.3%	6%	3.3%
Grouped	76.4%		14.3%	9.3%	

Just over three-quarters (76.4%) either strongly agreed or agreed with this question, with only a small number (9.3%) of people disagreeing or strongly disagreeing. The highest response to this question was the “strongly agree” category, with 41.8% people selecting this category. The response to this question is similar in terms of response as the road space reallocation question.

10: Do you agree with buses having extra 'green time' at traffic signal to help services run punctually?

Headline:	A significant majority (81.2%) strongly agreed or agreed that buses should have extra “green time” at traffic signals.
-----------	--

This question was presented as a drop-down menu across five categories. The question considered “green time” (bus priority) at traffic signalled junctions.



Response rate: 74.8%

	Strongly Agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
%	45%	36.2%	12.8%	4.4%	1.7%
Grouped	81.2%		12.8%	6.1%	

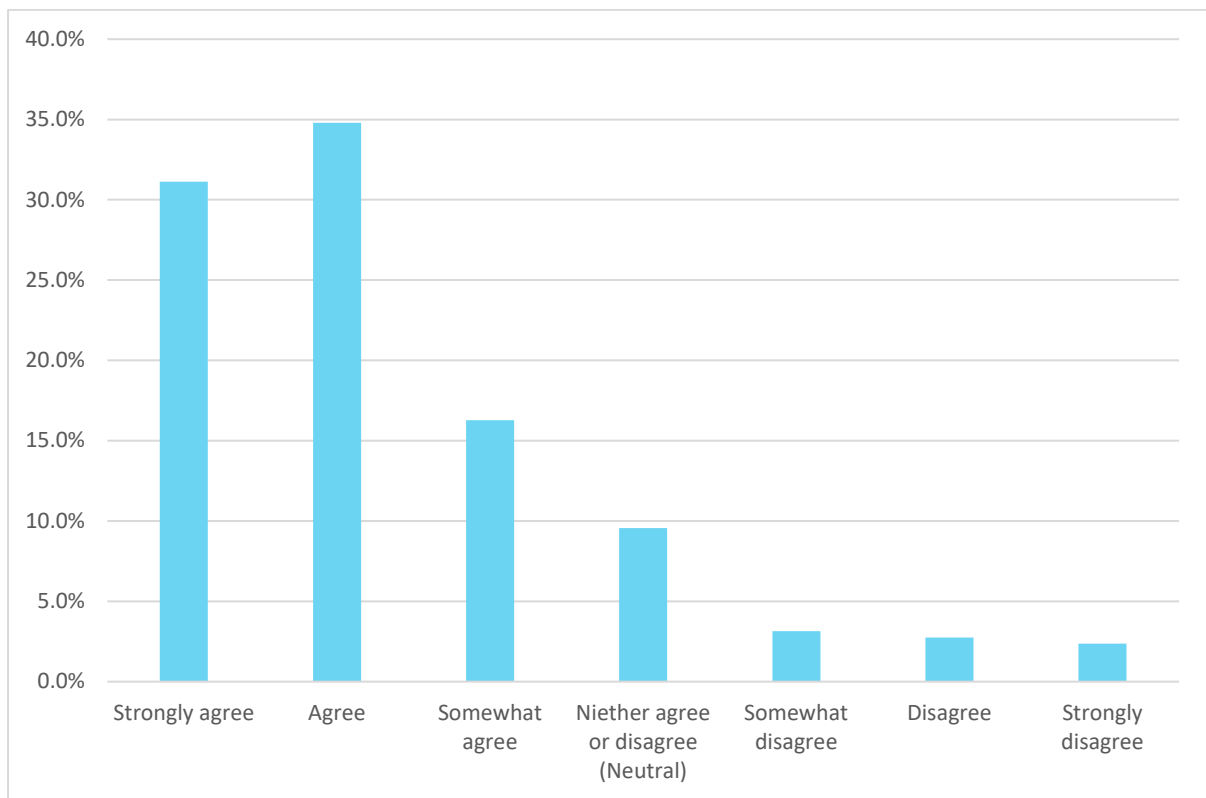
The vast majority (81.2%) either strongly agreed or agreed with this question, with only a small number (6.1%) of people disagreeing or strongly disagreeing. The highest response to this question was the “strongly agree” category, with 45% of people selecting this category. The response to this question is similar in terms of response as the road space reallocation and traffic diversion questions.

11: How far do you agree with our ticketing principles?

Headline:	A significant majority of responses (82.2%) strongly agreed, agreed or somewhat agreed with the ticketing principles.
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This question was presented as a drop-down menu across seven categories. The question proposed the following ticketing principles:

- Tickets and payments using the latest contactless payments
- Same experience on all buses
- A Pay-as-you-go system with daily and weekly capping
- Customers requiring one account/app for tickets, payment journey planning and information.
- Those without contactless bank cards being able to access the same benefits
- Integrated with other transport modes.



Response rate: 70.5%

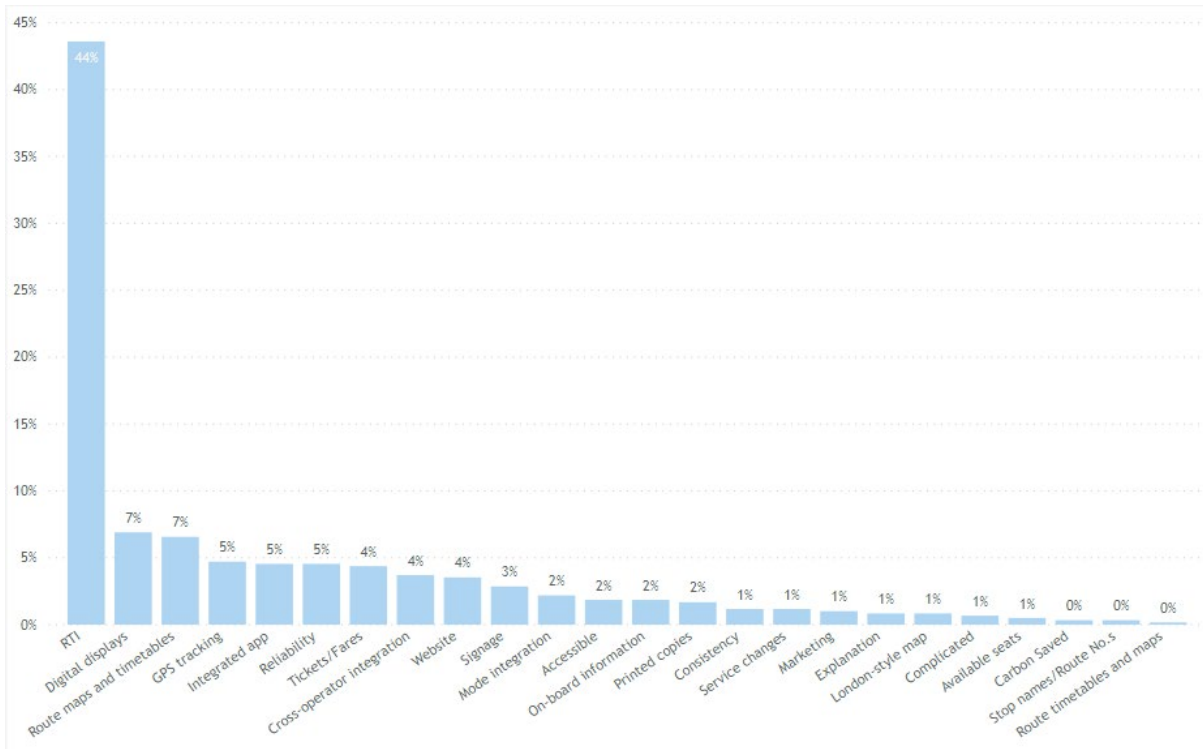
	Strongly agree	Agree	Somewhat agree	Neither agree or disagree	Somewhat disagree	Disagree	Strongly disagree
%	31.1%	34.8%	16.3%	9.6%	3.1%	2.8%	2.4%
Grouped	82.2%			9.6%	8.3%		

The vast majority (82.2%) either strongly agreed, agreed or somewhat agreed with the ticketing principles, with only a small number (8.3%) of people somewhat disagreeing, disagreeing or strongly disagreeing. The highest response to this question was the “agree” category, although this was only by 3.7% ahead of the second highest category; “strongly agree”.

12: Are there any other improvements to the provision of bus information that would you like to see?

Headline:	Improvements in Real Time Information was wanted for bus services.
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A total of 762 text responses were received. The below chart summarises the text responses received after being grouped together by main reason.



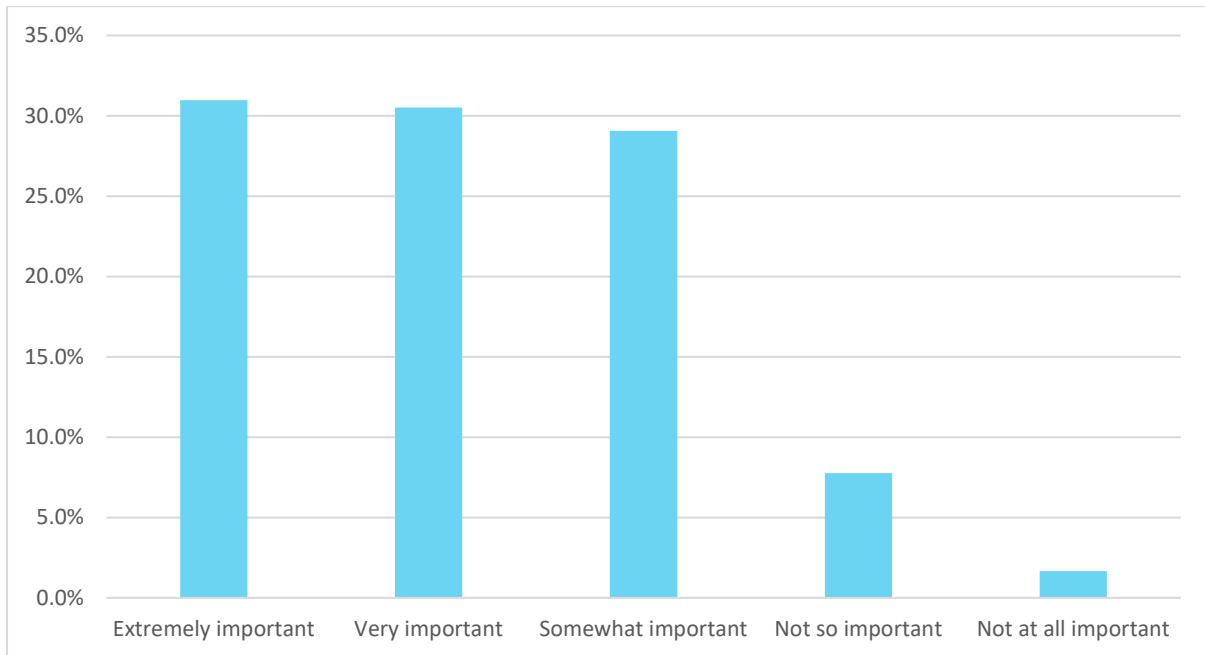
(Percentages rounded to nearest whole number)

A very large proportion of responses to this question wanted to see further Real Time Information (RTI) being provided, with the next largest response being similar, being digital displays being provided at key interchanges/on buses.

13: How important are modern vehicles to your passenger experience?

Headline:	Whilst viewed as important, there was an even split in terms of level of importance weighted by people.
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This question was presented as a ranking of importance across five categories. The question gauged the level of importance people had for modern bus vehicles being provided.



Response rate: 70.8%

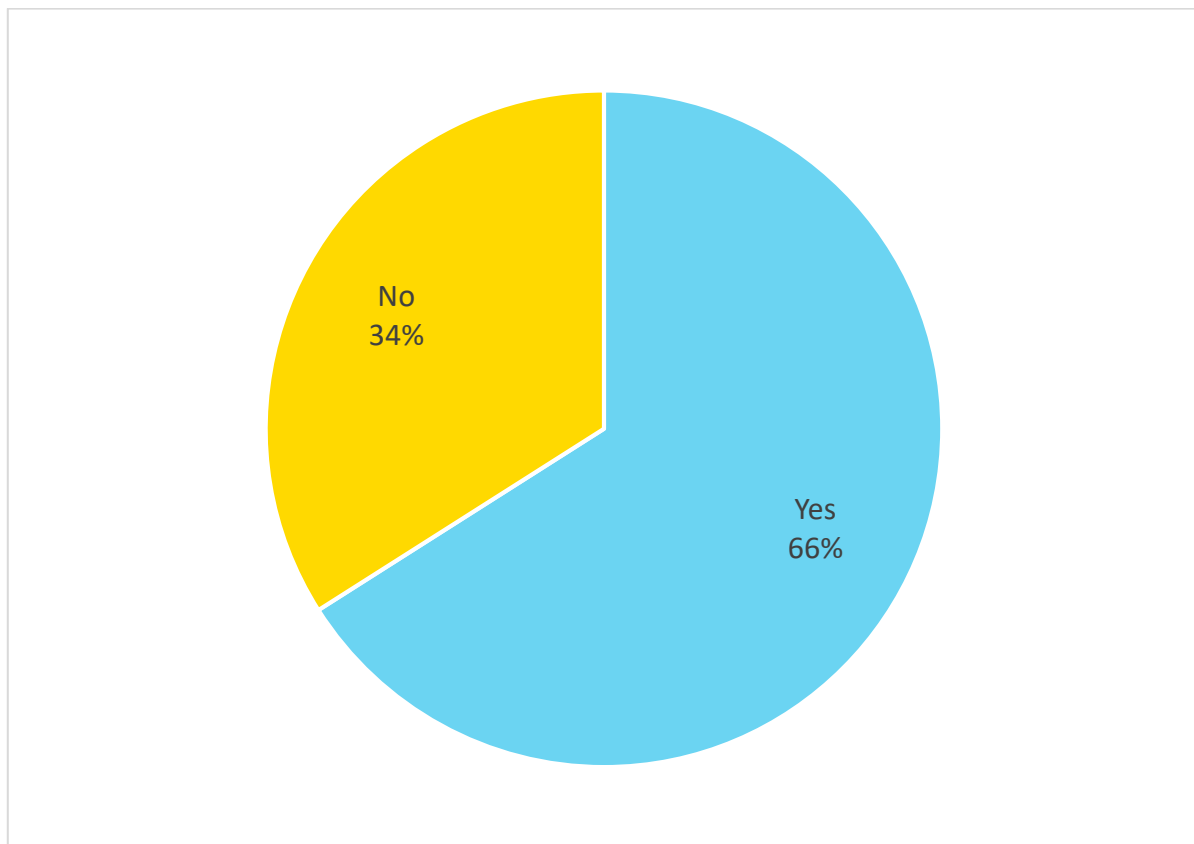
	Extremely important	Very important	Somewhat important	Not so important	Not at all important
%	31%	30.5%	29.1%	7.8%	1.7%
Grouped	61.5%		29.1%	9.5%	

Option was split relatively evenly across the “Extremely important”, “Very important” and “Somewhat important” categories, each attracting approximately 30% of responses, with 10% towards the not as important categories.

14: Would you be open to using a shared taxi/mini bus to connect to the wider bus network?

Headline:	<p>Two-thirds of people stated they would use a shared taxi/minibus.</p> <p>Concerns over bus priority, cost and ticketing were the main issues from people who responded “no” to this question.</p>
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This question was presented as a simple yes/no question. A text box was provided so individuals could explain their reasons for not wanting to use a shared taxi/minibus.

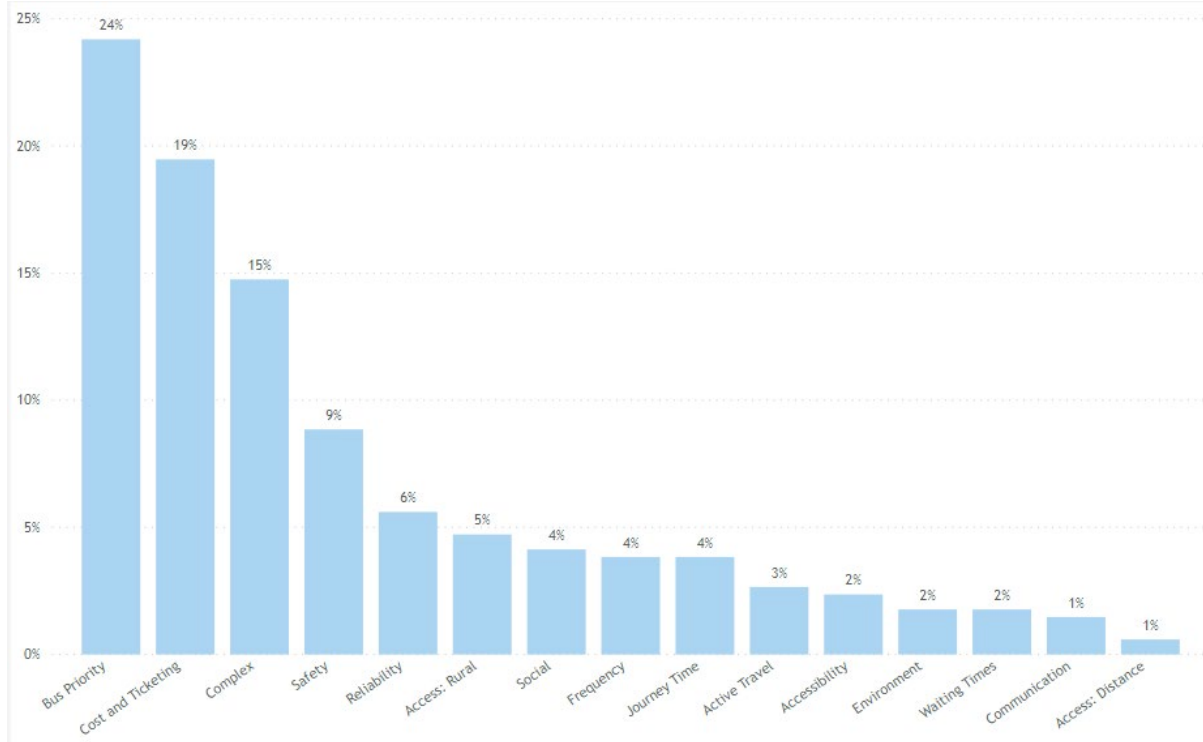


Response rate: 69.7%

	Yes	No
%	66%	34%

Two thirds of responses indicated that they would use a shared taxi or minibus in order to connect to the wider bus network. However, one third of people stated they would not.

A total of 368 text responses were received. The below chart summarises the text responses received after being grouped together by main reason for not wanting to use a shared taxi/minibus.



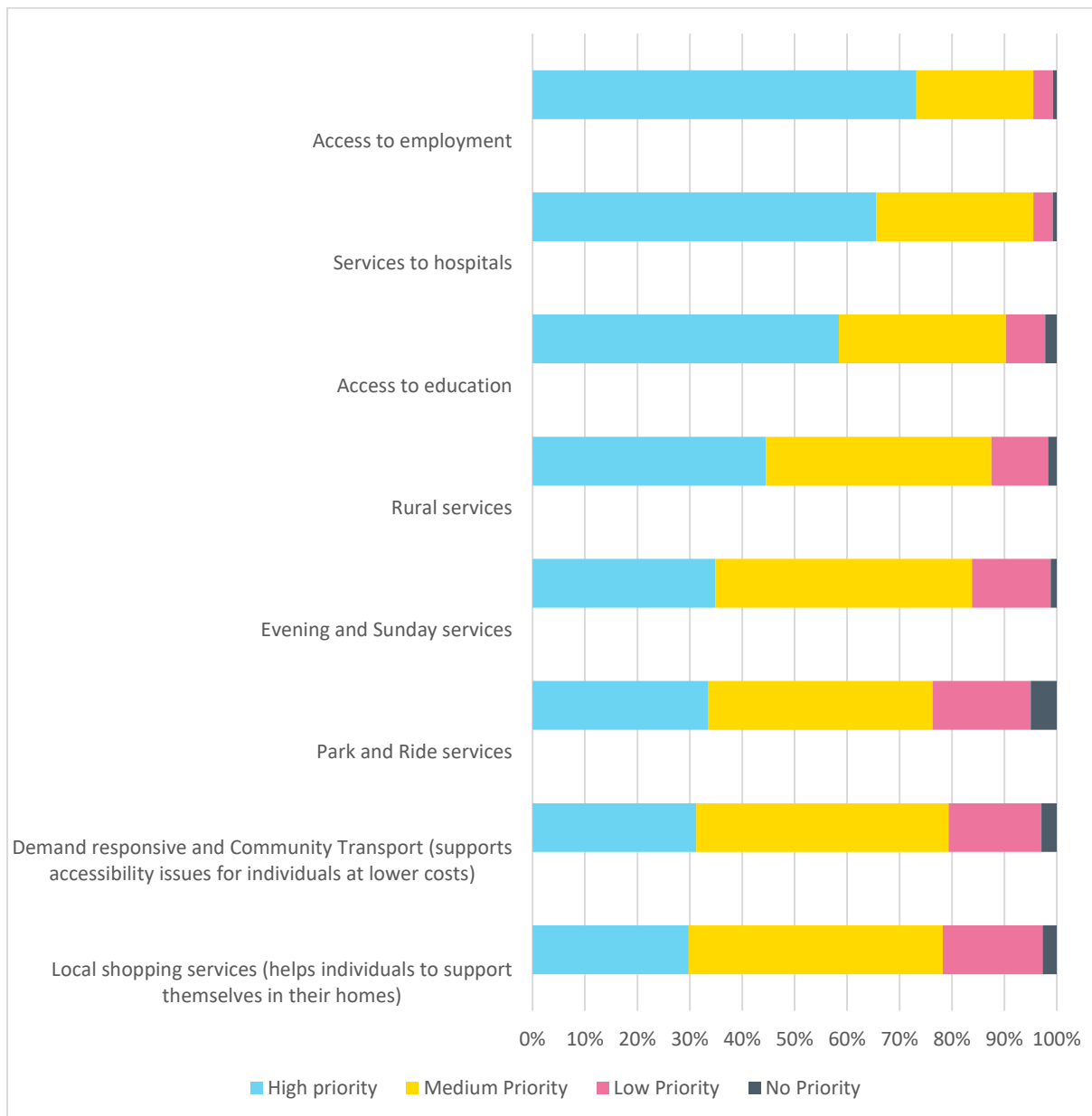
(Percentages rounded to nearest whole number)

The main concerns raised were bus priority, followed by the cost and ticketing, and that the system would be too complex. Safety and reliability were also significant concerns.

15: How do you think councils should spend their budget for supported bus services?

Headline:	The highest ranked priorities for supported bus services were access to employment, hospitals and education facilities.
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This question was presented as a ranking of each of eight themes, based on the types of services/access to facilities across four levels of priority. Individuals were not restricted in ranking these themes in order of importance. The question gauged what type of services and facilities served should be provided through the supported bus network.



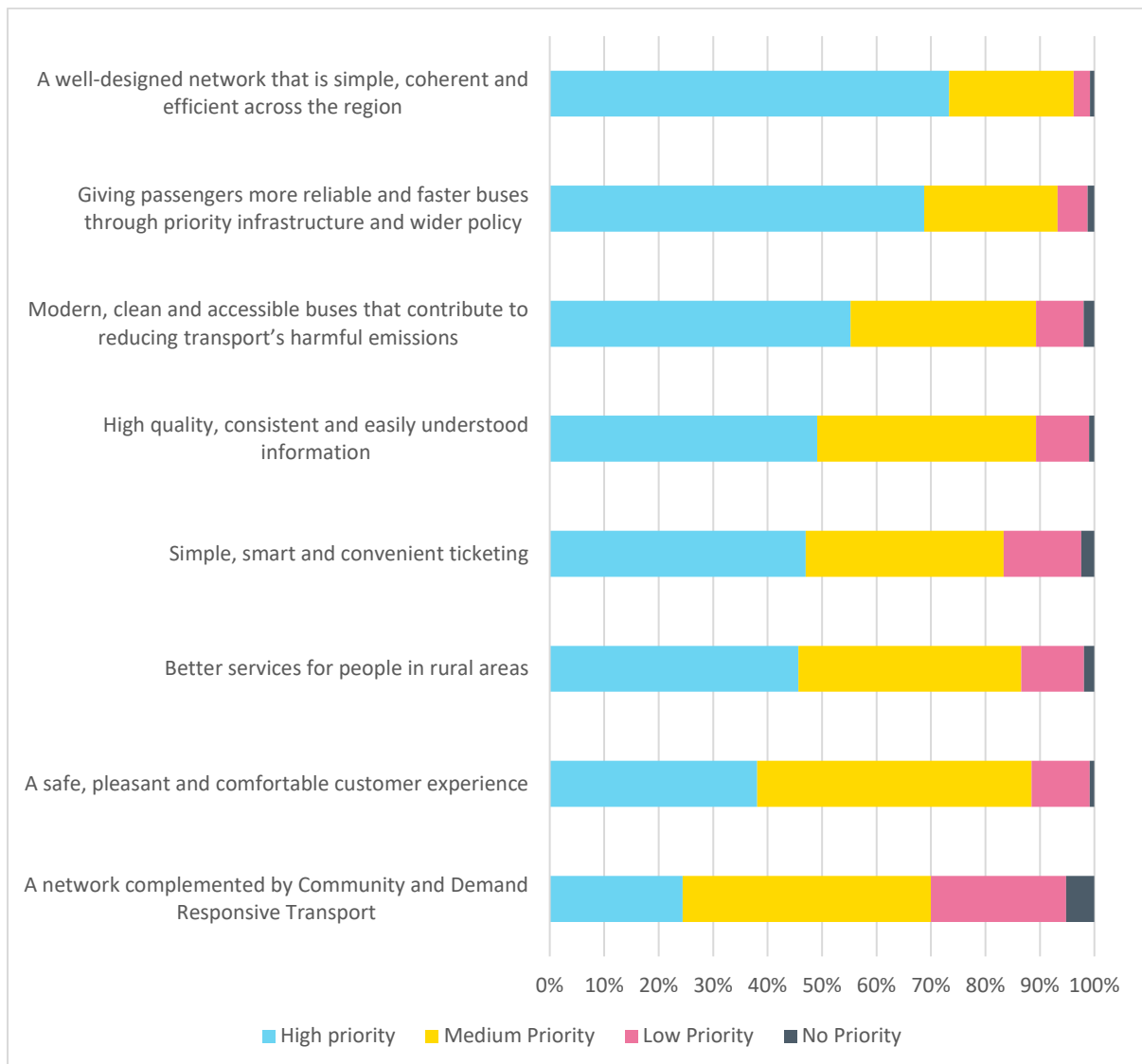
Theme	High priority	Medium Priority	Low Priority	No Priority
Access to employment	73.3%	22.3%	3.8%	0.7%
Services to hospitals	65.6%	30.0%	3.7%	0.8%
Access to education	58.5%	31.8%	7.5%	2.2%
Rural services	44.5%	43.0%	10.8%	1.7%
Evening and Sunday services	34.9%	48.9%	15.0%	1.2%
Park and Ride services	33.4%	42.9%	18.7%	5.0%
Demand responsive and Community Transport	31.2%	48.1%	17.7%	2.9%
Local shopping services	29.8%	48.5%	19.0%	2.7%

Two thirds of responses indicated that they would use a shared taxi or minibus in order to connect to the wider bus network. However, one third of people stated they would not.

16: Which of the Bus Strategy’s themes would you prioritise?

Headline:	The highest ranked bus strategy themes were a well-designed bus network, reliable and faster bus services and modern, clean accessible buses.
-----------	---

This question was presented as a ranking of each of eight themes across four levels of priority. Individuals were not restricted in ranking these themes in order of importance. The question asked people what level of prioritisation each of the Bus Strategy themes should have.



	High priority	Medium Priority	Low Priority	No Priority
A well-designed network that is simple, coherent and efficient across the region	73.3%	22.9%	3.0%	0.8%
Giving passengers more reliable and faster buses through priority infrastructure and wider policy	68.7%	24.5%	5.5%	1.2%
Modern, clean and accessible buses that contribute to reducing transport's harmful emissions	55.2%	34.1%	8.8%	2.0%
High quality, consistent and easily understood information	49.1%	40.2%	9.7%	1.0%
Simple, smart and convenient ticketing	47.0%	36.3%	14.2%	2.4%
Better services for people in rural areas	45.7%	40.9%	11.5%	1.9%
A safe, pleasant and comfortable customer experience	38.1%	50.4%	10.7%	0.9%
A network complemented by Community and Demand Responsive Transport	24.4%	45.6%	24.8%	5.2%

Out of the themes ranked high priority; Access to employment opportunities, Access to hospitals, and Access to education was considered the most important in terms of supported bus services.

The themes that attracted lower levels of high priority included Access to local shopping facilities, Demand responsive transport and Park and ride services. These three themes also attracted higher responses to the "low priority" or "no priority" categories compared with other responses.

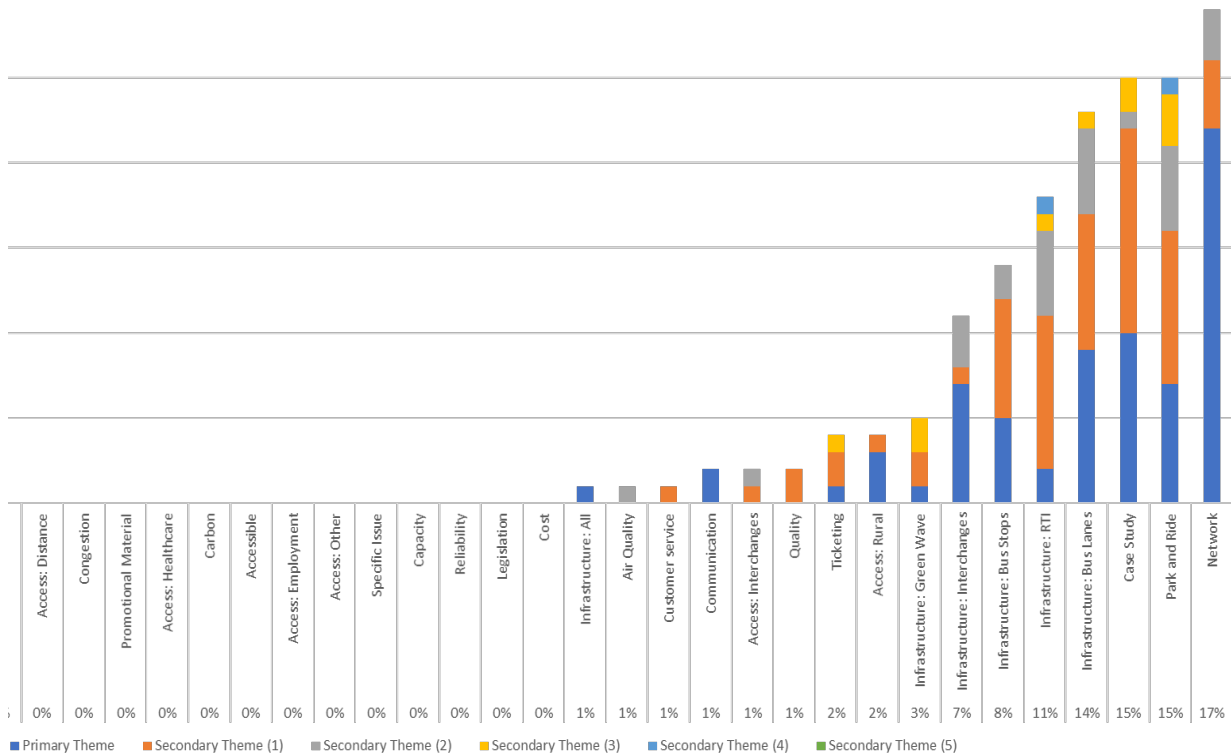
17: Do you have additional comments on the Bus Strategy?

Headline:	There was an overall positive response towards changes to the bus network infrastructure, with bus cost (being too expensive) being a concern.
-----------	--

A total of 768 text responses were received through the e-questionnaire, along with the 65 text responses. The comments in this section was wide ranging, with respondents covering multiple topics within their response. Responses were broken down into the main primary theme, alongside secondary themes that were raised. Each theme was also classified as either a positive, neutral or negative response.

Positive Responses

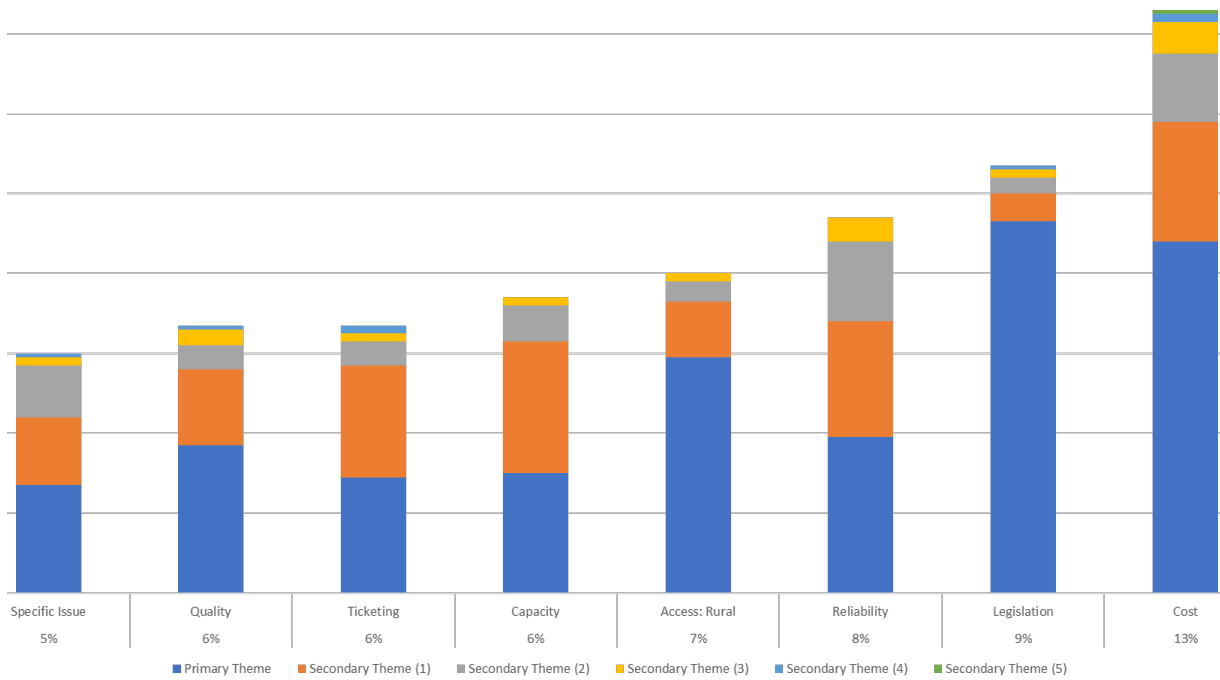
These responses were broadly supportive of the strategy or encouraging specific issues.



Out of this collection of responses, the main these was were support for network changes and more park and ride sites. There were several responses also referring to case studies of other locations and cities which should be replicated within the West of England area. There was also strong support for more infrastructure for buses, including bus lanes and real time information.

Neutral Responses

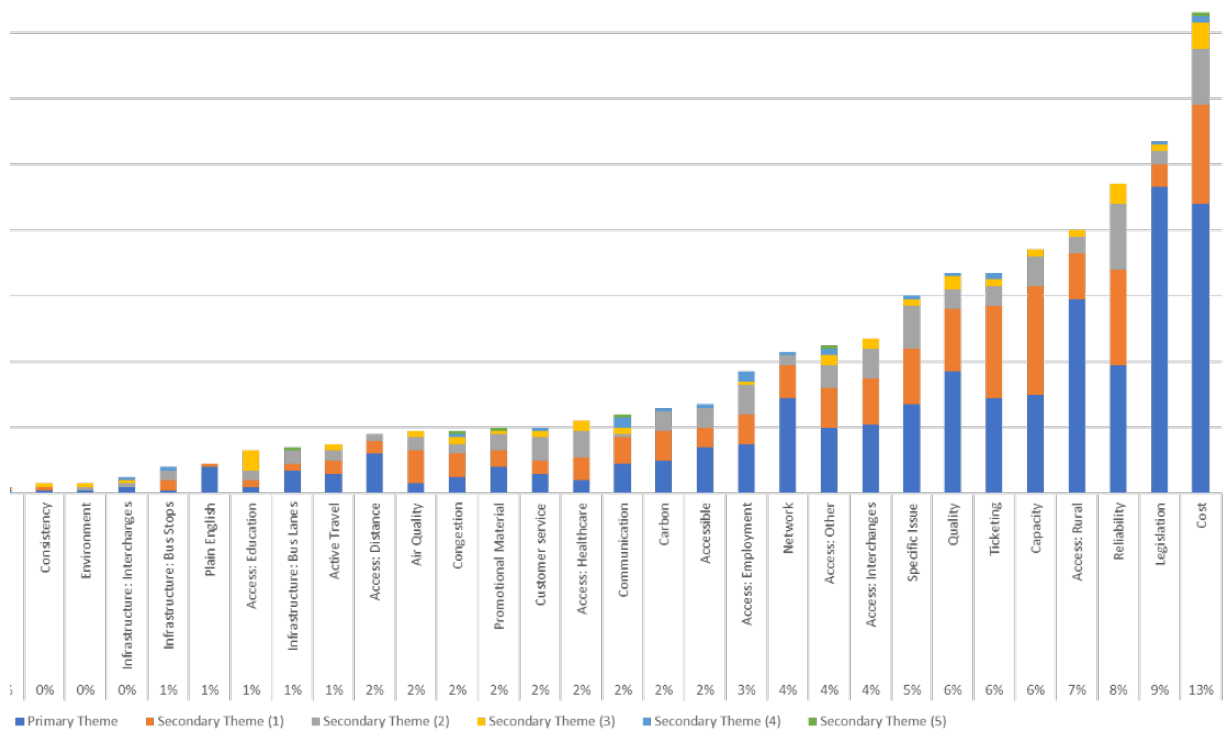
These responses were statements or changes to that specific topic or issue, but with no preference in either a positive or negative way towards that topic.



Out of this collection of responses, references to cost of travelling were highlighted, as well as a view that changes to legislation would be needed.

Negative responses

These responses were negative towards the topic or issue.



Out of this collection of responses, references to cost (being too expensive) of travelling by bus was the largest response. Issues relating to legislation, reliability of bus services, access to rural areas, and capacity (overcrowding) of bus services were also raised as main issues.

Next steps

We wish to thank all people for taking the time to respond to the consultation. These findings will now be reviewed and considered for incorporation into the final version of the Bus Strategy.

Following on from what you told us:

- We will consider the inclusion of the objectives within the final bus strategy. *85.2% of people agree with the objectives.*
- Whilst a significant proportion of people felt the target to double passenger numbers is sufficiently ambitious, it is noted that around 450 responses did not agree with this target. Further analysis will be undertaken within the final consultation report, along with any changes or additional targets recommended.
- Along with further consultation with bus operators, we will consider the development of an interchange-based network. *76.3% agree with the concept of an interchange-based network*
- As part of the consultation questionnaire you provided postcode data. This will allow us to have a better understanding of any differences in views across both rural and urban areas and carefully consider the responses across the region. These will be evaluated in the final consultation report.
- There is a very clear positive response to providing buses extra “green time” at signals. Alongside the support for road space reallocation, and diverting traffic away from public transport corridors, we will consider measures within the final bus strategy. *74.8% of people agree with buses having extra 'green time' at traffic signal to help services run punctually.*
- We will further consider the level of priority given to modern vehicles improving the passenger experience within the final Bus Strategy. *Opinion was split on whether modern vehicles are somewhat, very, or extremely important to their passenger experiences.*
- We recognise that there may be differing views on the type of ticketing offer that is finally provided, and we will need to consider this further as part of developing the ticket officer for passengers. *82.2% agree with our ticketing principles.*
- It's clear that most people are not prepared to walk further to a better, more reliable bus service. We will consider making changes to the bus strategy to consider travel distance to bus stops based on the text responses received. *52.2% of people would not walk further to a better, more reliable bus service.*
- We are keen to understand the main barriers that may put people off from using shared taxi or minibuses and other demand responsive style services, to ensure maximum benefit. We will review the free text responses to understand the potential barriers for using other transport solutions and we will carefully consider these in developing such services.
- We will use the outputs from the consultation of this data, including using postcode data to provide a breakdown into local areas to work out whether use of buses is affected by location.

For further details regarding the survey results, please contact: info@westofengland-ca.gov.uk

Appendices:

Demographic & equalities data

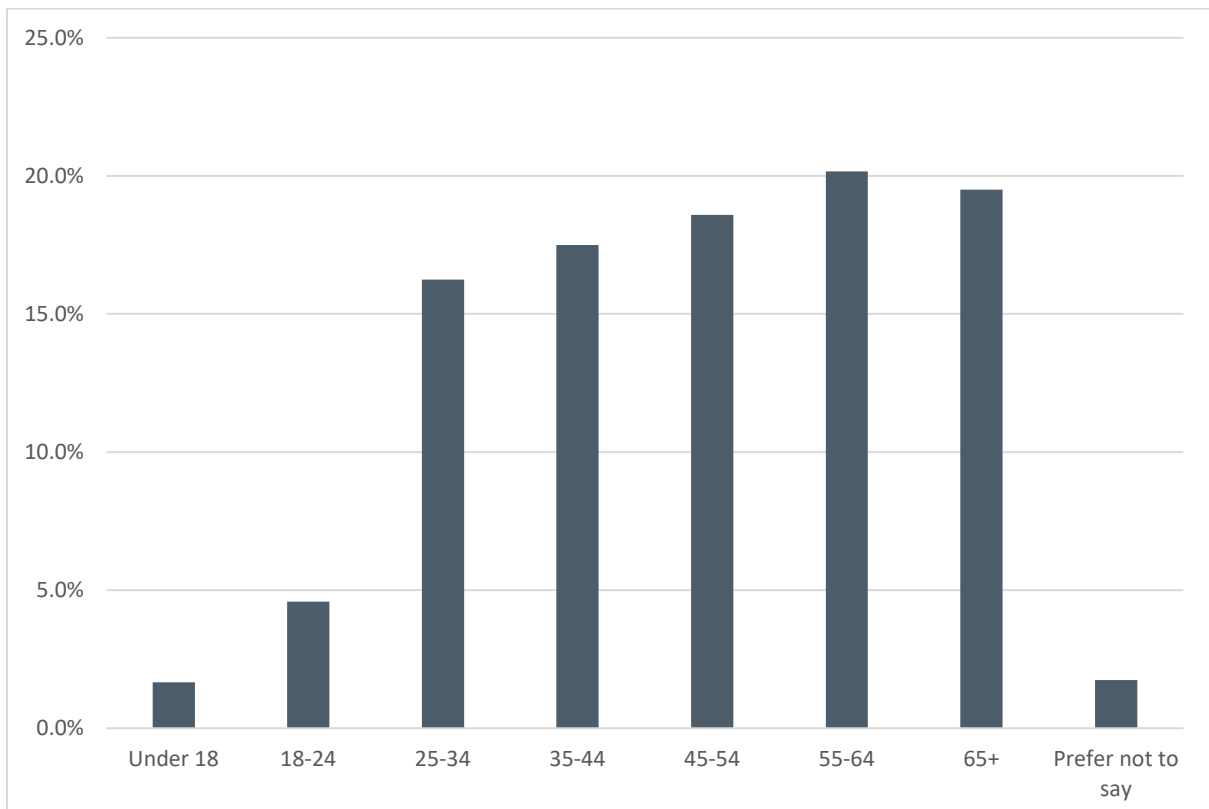
Demographic & equalities Questions:

- What is your age?
- What is your gender?
- What is your ethnicity?
- What is your religion?
- What is your sexual orientation?
- Do you have a disability?

These questions were asked as part of requirements to ensure that the survey has been responded to by a representative sample of the population. This data will also be used in conjunction with some of the other survey data to identify any trends on the types of responses.

Age

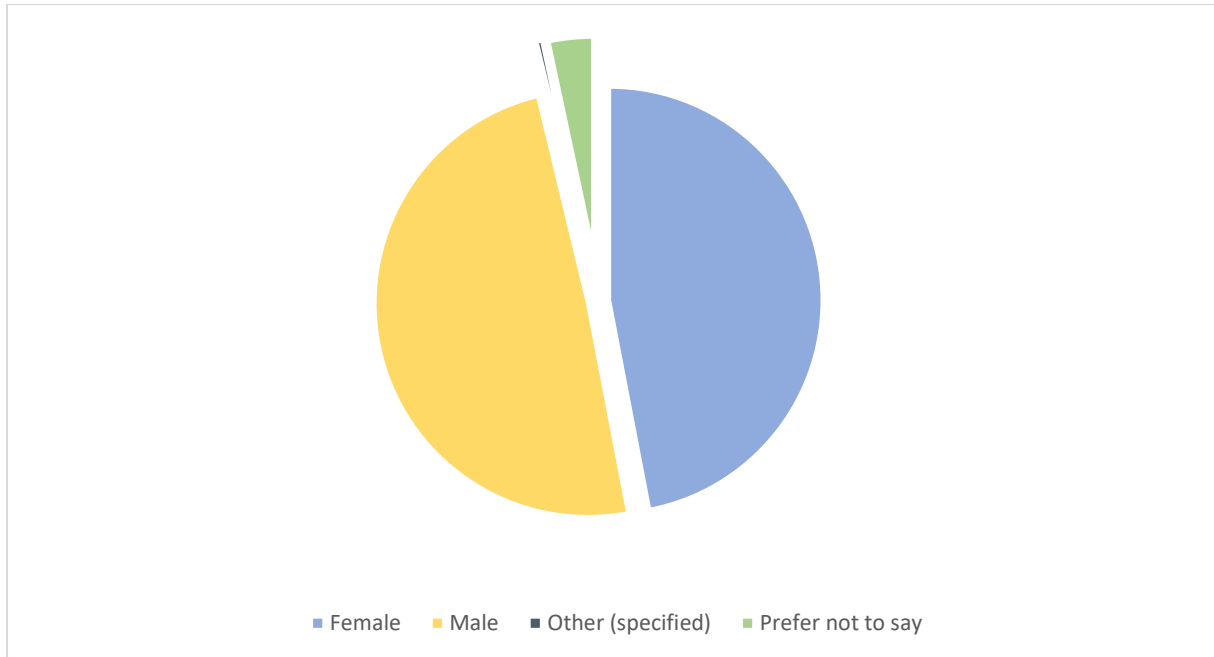
This asked individuals to specify an age range. Individuals could select a “prefer not to say” if they did not wish to disclose this.



Under 18	18-24	25-34	35-44	45-54	55-64	65+	Prefer not to say
1.7%	4.6%	16.2%	17.5%	18.6%	20.2%	19.5%	1.7%

Gender

This asked individuals to specify gender. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

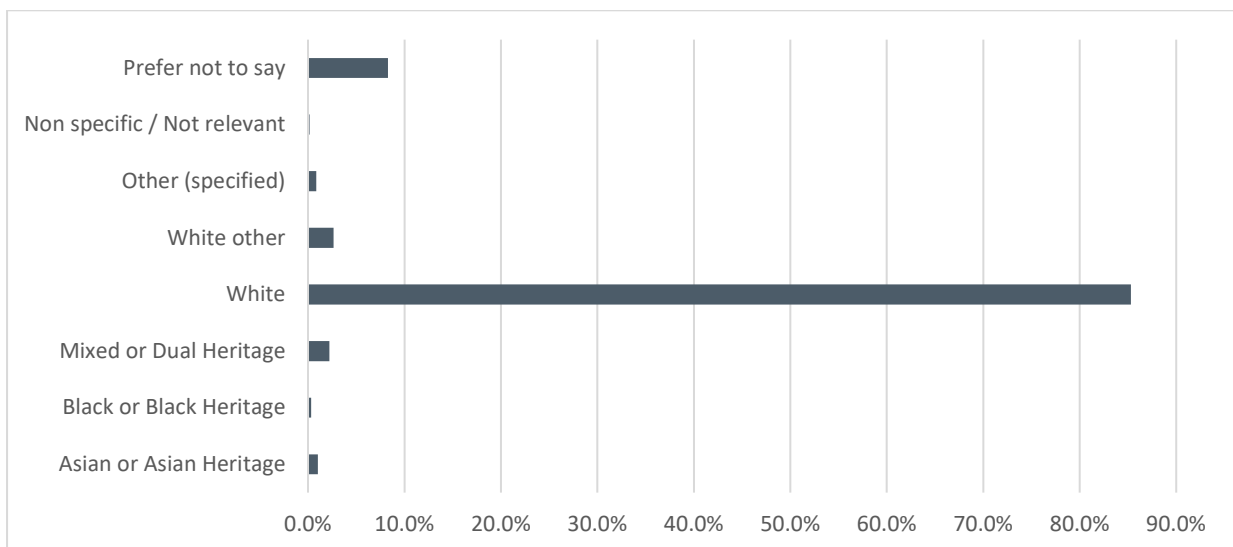


	%
Male	47.0%
Female	49.2%
Other (specified)*	0.4%
Prefer not to say	3.4%

*Multiple responses have been grouped together

Ethnicity

This asked individuals to specify ethnicity. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

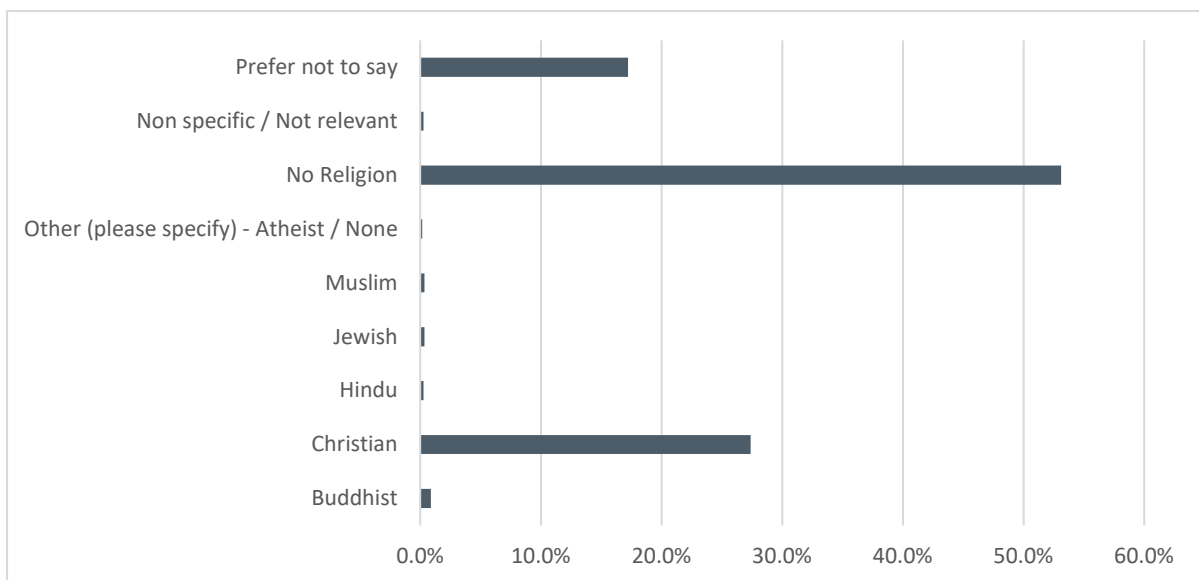


Ethnicity	%
Asian or Asian Heritage	1%
Black or Black Heritage	0.3%
Mixed or Dual Heritage	2.2%
White	84.6%
White other	3.1%
Other (specified)*	0.3%
Prefer not to say*	8.4%

*Multiple responses have been grouped together

Religion

This asked individuals to specify religious beliefs. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

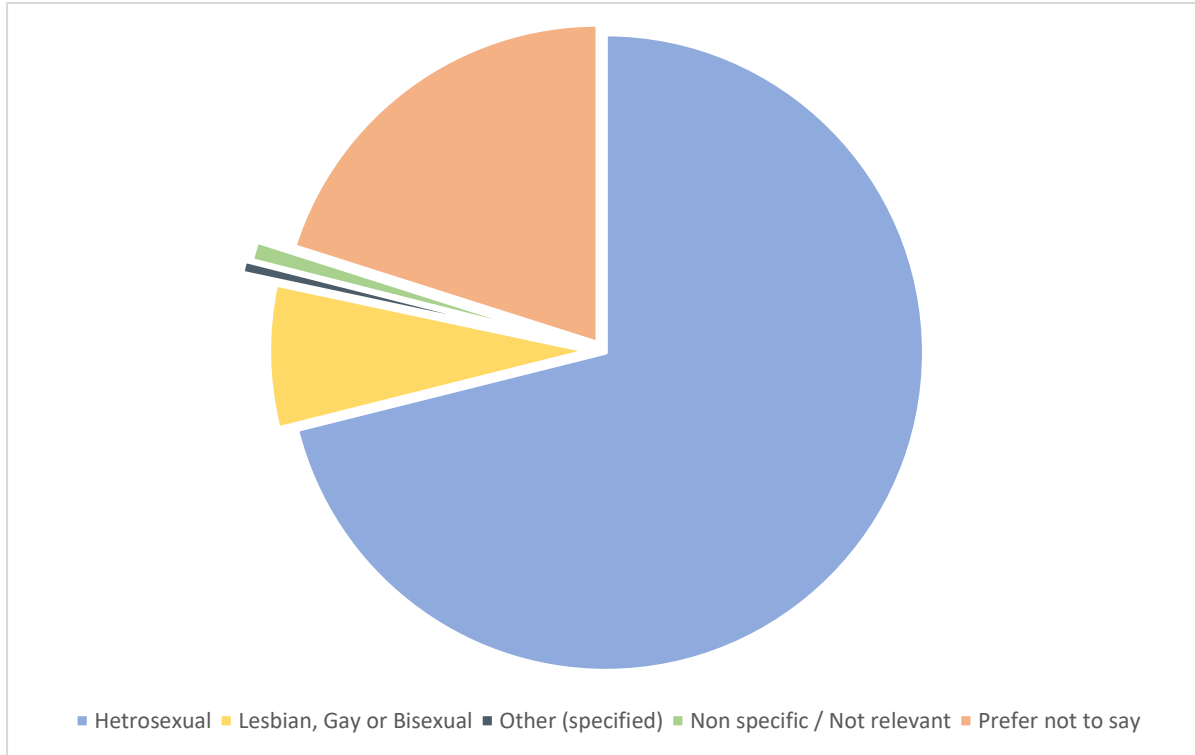


	%
Buddhist	0.7%
Christian	27%
Hindu	0.4%
Jewish	0.4%
Muslim	0.4%
Other (specified)*	1.4%
No Religion	52.4%
Prefer not to say*	17.3%

*Multiple responses have been grouped together

Sexual Orientation

This asked individuals to specify their sexual orientation. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

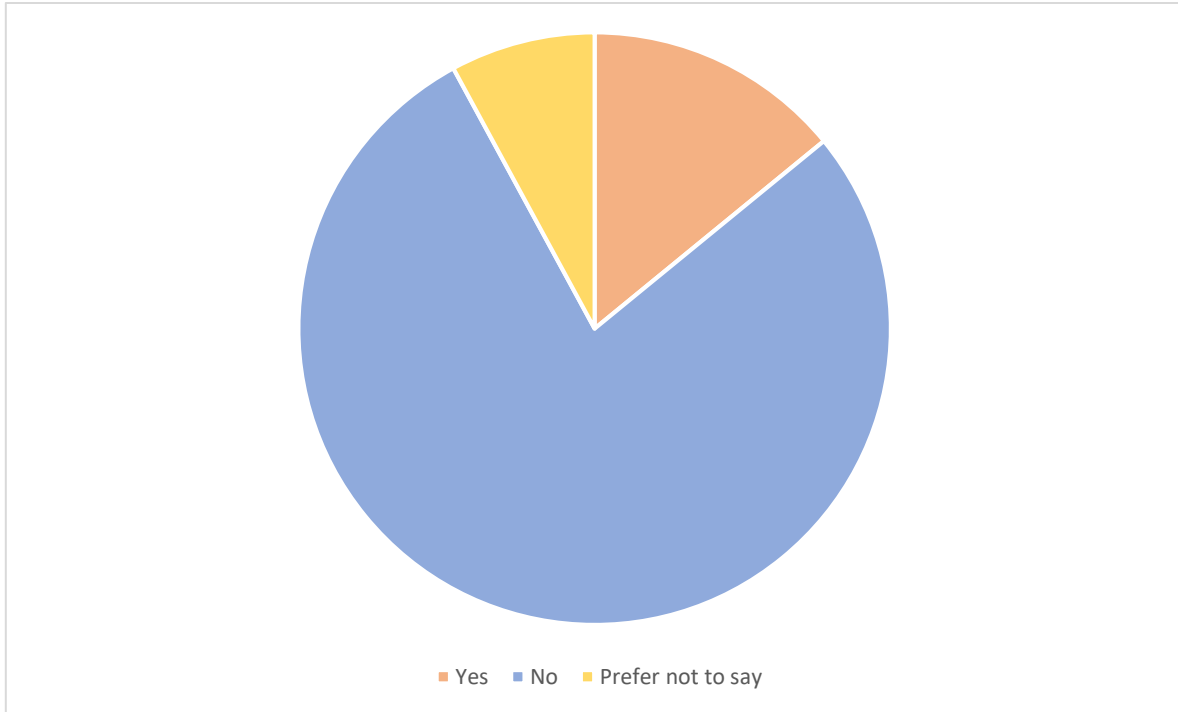


	%
Heterosexual	71.1%
Lesbian, Gay or Bisexual	7.2%
Other (specified)*	0.6%
Prefer not to say	21.1%

*Multiple responses have been grouped together

Disability

This asked individuals to specify whether they consider themselves having a disability or not. This was on the form of a “yes/no/prefer not to say” response only.



Disability	%
Yes	14%
No	78%
Prefer not to say	8%



**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
& WEST OF ENGLAND JOINT COMMITTEE**

ITEM 18

19 JUNE 2020

REPORT SUMMARY SHEET

BUS INFRASTRUCTURE INVESTMENT

Purpose

To agree proposals for further investment in bus infrastructure.

Summary

The report provides an update on Bus Infrastructure, specifically in relation to:

- Potential changes arising from the impact of Covid-19.
- Its relationship to the Bus Strategy
- Funding opportunities
- Priority corridors
- Prioritisation criteria
- Phase One Delivery Plan (including Metrobus consolidation)
- Phase Two Delivery Plan

The report also provides an update on the following key projects:

- Mass Transit progress and finance
- Modelling progress and finance
- Bath Transport Study progress and finance
- Bristol to Bath Strategic Corridor programme and delivery approaches

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

1. Covid-19 has created a significant change for bus and public transport operations nationally. Members will be aware that significant work has been, and is being, progressed across the West of England Authorities to manage the impact and continue to provide a critical bus network for essential journeys and key workers.
2. WECA continues to be in close dialogue with operators, and the Department for Transport, and work continues with other bodies such as the Urban Transport Group to understand ongoing funding, legacy and recovery issues.
3. The Bus Strategy adoption paper (see separate report on the agenda) details the proposed Bus Strategy. This paper also notes the need to develop an understanding of the steps towards bus network recovery both in the short-term and in tackling legacy issues as

the country emerges from lockdown. This will enable more to be understood with regard to the levels of usage and the environment within which bus services are operating.

4. Whilst the previously proposed Bus Operator Agreements clearly require further consideration post Covid-19, the key principles of the Bus Strategy remain irrespective of the specific bus operator environment.

5. The principles for investment in bus priority corridors and Park & Ride also remain sound. The provision of bus priority measures, and Park & Ride facilities, will continue to underpin the delivery of the Region's wider transport objectives, irrespective of the starting point that bus operations and bus patronage will be in as we emerge from Covid-19. Whilst recovery and legacy issues must be considered alongside these plans, it is still critical that investment in our bus infrastructure is continued to ensure we can deliver efficient, low carbon services into the future.

6. Whilst the Bus Network Recovery report (see separate report on this agenda) steers the short-term support for bus operations and the network, this report builds on those aspects, guiding the development of the bus infrastructure programme beyond the current crisis. This recognises the importance of managing the current situation as well as the criticality of an effective long-term public transport system for the region. This paper focuses on the plans for infrastructure delivery in order to:

- progress the infrastructure to unlock the network principles set out in the Bus Strategy and consistent with any Covid-19 recovery and legacy issues;
- support our complementary plans for Strategic Park & Ride; and
- review the approach to Operator Agreements once recovery and legacy issues are better understood.

Recommendations

The **Combined Authority Committee** is asked:

- 1) To agree the strategic criteria for initial prioritisation.
- 2) To agree the prioritised corridors.
- 3) To agree to the principles set out in Section 7 for progressing Operator Agreements.
- 4) To note progress on the Mass Transit project and Bath Transport Study.
- 5) To agree to the creation and funding of the Bristol to Bath Strategic Corridor programme and agree the suggested delivery approach.

The **Joint Committee** is asked to note this update report.

Contact officer: David Carter

Position: Director of Infrastructure

Email: David.Carter@westofengland-ca.gov.uk

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE AND JOINT COMMITTEE**

DATE: 19 JUNE 2020

REPORT TITLE: BUS INFRASTRUCTURE INVESTMENT

**DIRECTOR: DAVID CARTER – DIRECTOR OF
INFRASTRUCTURE**

**AUTHOR: KATHRYN VOWLES – HEAD OF CAPITAL
DELIVERY JASON HUMM – HEAD OF TRANSPORT**

Purpose of Report

1. To update the committee on Bus Infrastructure, and specifically in relation to:
 - Potential changes arising from the impact of Covid-19.
 - Its relationship to the Bus Strategy
 - Funding Opportunities
 - Priority Corridors
 - Prioritisation Criteria
 - Phase One Delivery Plan (including metrobus consolidation)
 - Phase Two Delivery Plan
2. To update the committee on the following key projects:
 - Mass Transit progress and finance
 - Modelling progress and finance
 - Bath Transport Study progress and finance
 - Bristol to Bath Strategic Corridor programme and delivery approaches

Recommendations

The WECA Committee is asked to:

- 1) To agree the strategic criteria for initial prioritisation
- 2) To agree the prioritised corridors
- 3) To agree to the principles set out in Section 7 for progressing Operator Agreements
- 4) To note progress on the Mass Transit project and Bath Transport Study
- 5) To agree to the creation and funding of the Bristol to Bath Strategic Corridor programme and agree the suggested delivery approach.

The Joint Committee is asked to note the report.

Background / Issues for Consideration

2. Covid-19

- 2.1. Covid-19 has created a significant change for Bus and Public transport operations nationally. Joint Committee will be aware that significant work has been, and is being, progressed across the West of England Authorities to manage the impact and continue to provide a critical bus network for essential journeys and key workers.
- 2.2. WECA continues to be in close dialogue with operators, and the Department for Transport, and work continues with other bodies such as the Urban Transport Group to understand ongoing funding, legacy and recovery issues.
- 2.3. The Bus Strategy adoption paper (see separate report on the agenda) details the proposed Bus Strategy. This paper also notes the need to develop an understanding of the steps towards bus network recovery both in the short-term and in tackling legacy issues as the Country emerges from lockdown. This will enable more to be understood with regard to the levels of usage and the environment within which bus services are operating.
- 2.4. Whilst the previously proposed Bus Operators Agreements clearly require further consideration post Covid-19, the key principles of the Bus Strategy remain irrespective of the specific bus operator environment.
- 2.5. The principles for investment in bus priority corridors and Park & Ride, also remain sound. The provision of bus priority measures, and Park & Ride facilities, will continue to underpin the delivery of the Region's wider transport objectives, irrespective of the starting point that bus operations and bus patronage will be in as we emerge from Covid-19. Whilst recovery and legacy issues must be considered alongside these plans, it is still critical that investment in our bus infrastructure is continued to ensure we can deliver efficient, low carbon services into the future.
- 2.6. Whilst the Bus Network Recovery report (see separate report on this agenda) steers the short-term support for bus operations and the network, this report builds on those aspects, guiding the development of the bus infrastructure programme beyond the current crisis. This recognises the importance of managing the current situation as well as the criticality of an effective long-term public transport system for the region. This paper focuses on the plans for infrastructure delivery in order to:
 - progress the infrastructure to unlock the network principles set out in the Bus Strategy and consistent with any Covid-19 recovery and legacy issues;
 - support our complementary plans for Strategic Park & Ride; and
 - review the approach to Operator Agreements once recovery and legacy issues are better understood.

3. Bus Strategy Adoption

- 3.1. The Bus Strategy is a key document that builds on public transport delivery options to meet the aims of the Joint Local Transport Plan 4 (JLTP4). The Bus Strategy work-stream has been in progress over the last 18 months and has recently undergone public consultation and the completion of the final draft document. The proposed adoption of the bus strategy forms a separate report to this committee (see separate report on this agenda). The document emphasises a number of key principles including the following:

- A target to double bus passenger journeys by 2036, delivered by;
- A further, significant reallocation in road-space to enable faster and more reliable bus services, using new bus lanes and other bus priority infrastructure; and
- A shift towards an interchange-based network to open new journey opportunities for bus passengers, including the reintroduction of cross-city and orbital services.

3.2. As noted above it is recognised that to deliver our objectives we will need to invest in and deliver both infrastructure (including new bus lanes and other priority measures) and behavioral change programmes, using our investments to leverage complementary fleet investment, progressively incorporate network interchange principles and increase service frequency from regional bus operators, alongside the delivery of our ticketing strategy.

4. Funding Opportunities

4.1. To deliver our regional bus infrastructure plans, we need to maximise our access to all possible sources of funding. Our aspiration is well in excess of existing funding sources. There are existing bids underway alongside Investment Fund allocations. On 6 February 2020, the Department for Transport announced four main funding streams for bus services, however over recent weeks, due to the impact of Covid-19 the bid processes for these have been amended.

4.2. **Funding for Supported Services 2020/21:** The landscape for short- and medium-term funding is in a state of flux at present. The original intention of the £736,397 funding allocation was to support the existing 'steady state' network. However, the current critical bus network continues to require financial support and revenue funding is expected to be required to support and promote recovery issues post Covid-19.

4.3. Government have indicated appropriate flexibility in the use of this funding, and it will be considered alongside wider bus operator recovery issues.

4.4. **Superbus Fund:** This funding stream has been removed by Government in light of the operational financial support packages that are being provided.

4.5. **All Electric Bus Fund:** The region was not eligible for this fund.

4.6. **Rural Mobility Fund:** This fund is only available to lower tier authorities that have not seen spend from Transforming Cities Fund. The deadline for the submission of Expressions of Interest has recently been extended by DfT to 3rd July 2020. Both SGC and B&NES are considering Expressions of Interest subject to eligibility confirmation from DfT. NSC is also currently preparing one or two EoI's with some input from WECA.

4.7. There is £20m allocated to this fund. Bids are expected to range between £0.5m and £1.5m each. As this is a pilot area, monitoring and evaluation will be required. Feeder services to commercial bus services or Park & Ride sites will be eligible. Eligible areas will need to demonstrate poor connectivity from these rural areas to employment areas or urban areas, and that the current transport offer is unable to meet the needs of local residents.

5. Bus Infrastructure - Update

- 5.1. Considerable work has already progressed, to collate progress against any Park & Ride related work across the region. This has been followed by an initial sifting of the schemes to allow priorities to be agreed against the previously approved £500k funding.
- 5.2. M32 corridor study has been progressed over the last 6 months and following some recent resourcing delays related to Highways England and Covid-19 impact, is due to report in summer 2020. This will provide options and outline costs related to M32 corridor improvements and revisit the potential for an M32 Park & Ride site.
- 5.3. Proposals for bus priority in Bristol City Centre and the potential bus only use of Bristol Bridge have received some positive initial support and further funding to develop Bristol City Centre proposals forms part of this report to committee.
- 5.4. Cribbs Patchway metrobus extension infrastructure is continuing to be delivered and will provide further bus priority infrastructure linking Bristol Parkway, the YLT Arena Development and Cribbs Patchway New Neighborhood.
- 5.5. Feedback on the existing operation and bus priority related to current metrobus routes has been ongoing, and whilst Covid-19 has impacted on metrobus operations it is anticipated that work to develop solutions to consolidate the existing metrobus routes could continue and has funding secured to progress the work.
- 5.6. Updates on Mass Transit and Bath Transport Study are described below.

6. Establishing Priority Corridors

- 6.1. To support a regional delivery plan, it was agreed by West of England Committee in July 2019 for bus infrastructure to be centrally co-ordinated. This allows infrastructure schemes to better complement each other across authority boundaries and for the infrastructure to better align with the bus strategy and integrated ticketing programme. The Bus Infrastructure Working Group, made up of nominated officers from each UA and WECA, has undertaken a prioritisation exercise based on:
 - Alignment with JLTP4 / Bus Strategy
 - Readiness (deliverability) of schemes
 - Data availability
 - Initial assessment of Value for Money
- 6.2. As part of the route assessment, officers reviewed corridors making assessments against the above criteria as well as evidence from operator feedback; passenger numbers; alignment with other investment and Park & Ride sites; and UA priorities for interventions. This has identified the corridors as detailed below. Priorities have been split into two phases based on the deliverability of interventions.

○ Phase One

Scheme	Development cost (estimate)	Progress / stage
A4 Bath Road (Bristol to Bath Strategic Corridor)	N/A	Options Assessment Report complete. Development funding to

		Outline Business Case (OBC).
A4018/A37 (First Route 2, and Bristol City Centre)	£1.2m	To develop Strategic Outline Business Case. Funding to include OBC.
A38 North (Bristol City Centre to Thornbury)	£900k estimate (assumes 5%)	5% would typically take scheme through to completed OBC.
Bristol City Centre	£4m (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
Bristol City wide bus lanes and bus stop upgrades	N/A	Included in above
A4174 Ring Road / A432 to Yate	£300k A4174 Ring Road £2.31m estimate A432 (Assumes 5%)	To develop Strategic Outline Business Case. Funding to include OBC.
A37 (S) – Bristol to Midsomer Norton	£1.17m (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
Metrobus consolidation	£150k estimate (assumes 5%)	5% would typically take scheme through to completed OBC. Funded from metrobus consolidation

6.3. It is the intent to take all routes through to Outline Business Case (OBC), however the current progress on each corridor varies and as such the level of analysis around options and costs; and therefore the associated timescales for development of the OBC; will vary.

6.4. Prioritisation approach, route analysis and prioritisation narrative is detailed in Appendix 1.

6.5. Phase 2 prioritisation

Scheme	Development cost	Progress / stage
A38 (S)	£700k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
A4 (Portway) - Inc Hotwell Road	£60k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
Bath Park & Ride	£245k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
A367 Bath to Midsomer Norton	£850k estimate (assumes 5%)	Early concept 5% would typically take scheme

		through to completed OBC.
A4 London Road	£75k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
M32	£50k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
A370	£520k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
A36 Lower Bristol Road	£225k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
Bath urban area	£105k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
B&NES Other places	£2k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
North West Area (NW of A4018)	£150k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
Northern orbital route	£100k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
B4465/Speedwell Road	£900k estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.
A420/A431	£1.8m estimate (assumes 5%)	Early concept 5% would typically take scheme through to completed OBC.

Recommendation 1: To agree the strategic criteria for initial prioritisation

Recommendation 2: To agree the prioritised corridors

Programme and Funding Considerations:

6.6. From the identification of the Phase One priority corridors, a programme of specific interventions has been identified. The total anticipated cost of delivering all interventions on all strategic corridors is estimated at £291m, excluding those schemes from alternative funding such as metrobus consolidation.

6.7. The level of detail within the cost estimates for these schemes varies. Where plans are more advanced, such as the A4 corridor; more analysis has been undertaken of potential costs and therefore more confidence exists in cost estimates. Each scheme is required to demonstrate an initial Value for Money (VfM) assessment (Cost and Benefit) based on analysis of demand and data. The level of granularity

will vary according to how early in the design process the scheme is. However, applying this approach to all stages ensures that development funding is not invested abortively in schemes that have little likelihood of meeting the Benefit Cost Ratio (BCR) threshold of 2.0, later in the design stages.

6.8. In addition, schemes are also required to demonstrate a qualitative assessment of benefits applicable to the scheme; applicable across complimentary modes; and/or applicable to an integrated approach along a particular transport corridor. For example, Town Centre improvements in Bristol would benefit a range of services; improvements identified within the M32 Corridor study could benefit both the metrobus M1 and future Park & Ride services. Where already identified Park & Ride schemes align with corridor packages, this has been recognised in the qualitative prioritisation approach. The prioritised corridors are shown in appendix 2.

6.9. Throughout the development of the OBC, more detailed costs estimates will be required on each scheme and corridor programme and this aligns with WECA's gateway approvals related to Feasibility and Design funding. At these later stages each scheme or corridor package will be required to demonstrate a Benefit Cost ratio of at least 2.0 substantiated by modelling outputs, the level of detail of which is consistent with the size of the scheme and the level of cost confidence appropriate for the stage of development that the scheme is at.

6.10. Initial work and scheme / corridor assessment has also considered the range of funding options and where a co-ordinated approach can add value across funding packages and where an integrated solution for transport modes along a corridor could be taken. The following funding packages exist:

- Metrobus Consolidation (£3m)
- Local Pinch Point Funding bids (approx. £15m)
- Developer Funding Allocations (as secured)
- Investment Fund priorities for Strategic Park & Ride

6.11. The delivery of our Bus Infrastructure Delivery Plan will not be a static programme. Whilst an initial programme of work around the key corridors has been identified as Phase 1, we need to continually review to identify:

- Gaps in identified interventions within our priority corridors,
- Dependencies / interaction with other investment programmes such as Strategic Park & Ride, Mass Transit etc.
- Interdependency with and development of the early proposals identified in the Phase 2 programme

6.12. As work progresses on Phase 1 and our initial priorities, the Bus Infrastructure Working Group will establish a more detailed programme for the Phase Two Delivery Plan. This is likely to require some initial investment to develop solutions, costs, potential timescales and BCR's.

7. Operator Agreements

7.1. In principle, this significant opportunity for investment in bus infrastructure across the region provides a basis for discussion and subsequent agreement with Bus Operators within the region through the provisions set out in the Bus Services Act 2017 to work together to deliver our objectives through providing:

- Vehicles that support our clean air and low carbon aspirations
 - Increased frequencies to support our modal shift, and target for increased passenger numbers.
 - A commitment to operate enhanced services to promote patronage growth.
- 7.2. Clearly operator agreements would need to take account of the legacy and recovery issues currently and post Covid-19. At present it is not feasible for operators to commit to a level of commercial services when the bus network is likely to remain uncommercial for some time and any recovery to a pre-Covid level remains in question.
- 7.3. As such detailed individual agreements could not be progressed under the current circumstances. However, whilst any overarching agreement (or Memorandum of Understanding) is not able to be specific on what operators can provide commercially – there may be some principles and objectives that may remain consistent and could be explored to progress agreements in a more phased approach.
- 7.4. **Next Steps** – It is proposed that as part of the governance arrangements for the development of the Phase 1 and Phase 2 schemes that a non-statutory overarching agreement will be signed by the West of England Mayor in consultation with UA Leaders and Local Bus Operators, which will set out the broad principles under which individual agreements (consistent with 2017 Bus Services Act legislation) could be progressed.

Recommendation 3: To agree to the principles set out in Section 7 for progressing Operator Agreements

8. Mass Transit Progress

8.1 A tender to progress the Mass Transit project commenced in January 2020 through the Professional Services Framework. Bids were received from all 3 providers in early March and following a thorough scoring process a preferred supplier has been identified and contract awarded. The cost and programme from the preferred supplier are within the tolerances expected for this project. Progress on phase 1 (Gap Analysis) has commenced and the commission will complete up to Options Appraisal Report (OAR) / Appraisal Specifications Report (ASR) stage. An option to extend the contract to completion of a Strategic Outline Business Case (SOBC) is also included based on performance and acceptable cost.

Recommendation 4: To note progress on the Mass Transit project

9. Bath Transport Study

9.1 A Transport Delivery Plan for Bath is required that provides a holistic approach for meeting the CO₂ targets and provide a step change in public transport. This will include an evidence-based study for a Mass Transit system within the city and linking to the main Mass Transit work being undertaken. The Bath Transport Study is being undertaken by B&NES and supported where required by WECA. A procurement process is underway, with tenders previously returned and scored. WECA have

assisting in getting the project to contract award which occurred during May 2020. The costs put forward are affordable and within the proposed overall Mass Transit approved budget.

Recommendation 4: To note progress for the Bath Transport Study

10. Bristol to Bath Strategic Corridor

- 10.1 In February 2019 the WECA committee agreed to deliver the Bristol to Bath Strategic corridor as a programme approach as part of a Housing Infrastructure Fund bid, to maximise the potential to unlock housing. Our proposal is to continue with that programme led approach to ensure maximum return. The Bristol to Bath Strategic Corridor (BBSC) is a regional priority and substantial work has been completed on the corridor which should not be lost.
- 10.2 It is therefore requested that the remaining Investment Fund (£1.7m approx.) that was allocated to the Housing Infrastructure Fund (HIF) programme be utilised to progress the programme of works to deliver the Bristol to Bath Strategic Corridor. This programme of works will have a delivery strategy which will include the identification of alternative funding options. This work already includes the submission of a new bid (at the request of Homes England) for part of the original HIF bid, namely Bristol Temple Quarter which is discussed in more detail in the Strategic Rail Paper (elsewhere on this agenda).
- 10.3 The BBSC programme will progress all the required infrastructure, and work towards the identification of funding to progress the full corridor. The programme will establish a full strategy for delivery and progress those elements of the corridor that, to date, have had little investment as well as those with more detail. The elements of the corridor include but are not limited to: Bristol Temple Meads, A4 corridor from Bristol City to Emery Road (Metrobus Phase 1), Emery Road to Hicks Gate, Hicks Gate roundabout, Hicks Gate Park and Ride, Hicks Gate to Keynsham, Keynsham to outskirts of Bath, Newbridge P&R, Corston/Saltford to Bath. The funding allocated will also fund progress towards OAR stage for all elements and if funding allows to OBC where appropriate.
- 10.4 It is important to ensure that we are ready to produce robust business cases to government for investment. This can only be done through the readiness of strategic, financial and economic narrative and justification. To do this all elements must be coordinated. We know that finance can enable housing (HIF), but also that transport infrastructure delivery can inform housing location and provision. It is therefore essential to have a coordinated approach.
- 10.5 It is also important to note that the team are actively managing the interface between the Strategic Corridor and the Mass Transit programme to ensure we are establishing strong, coherent and cost-effective programmes for the region.
- 10.6 As part of the HIF programme, a provisional allocation of £21.8m of Investment Fund was assigned as match funding. It is therefore also recommended that these funds be utilised in the most efficient way possible to progress the corridor to delivery. Any specific projects identified to utilise this funding from the BBSC programme will need to go through the Local Growth Assurance Framework in the usual way.

Recommendation 5: To agree to the creation and funding of the Bristol to Bath Strategic Corridor and agree the suggested delivery approach.

11. Consultation

11.1 Consultation would be undertaken as part of the development of any schemes associated with phase 1 and 2.

12. Risk Management/Assessment

12.1 Whilst the prioritisation approach for bus infrastructure schemes has been identified, schemes are still required to meet WECA's Evaluation Assessment and a minimum BCR requirement of 2.0. This could mean that schemes initially identified and approved as part of the corridor assessment (within this report) fail to meet the required threshold when more detailed assessment is undertaken.

13. Public Sector Equality Duties

13.1 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.

13.2 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.

13.3 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.

13.4 It is vital that our plans for Bus Infrastructure, and our Operator Deals, consider our vision to create a bus network that is accessible for all. Our equality duty will always be considered when designing and delivering our services, and accessibility across our proposed network enhancements and development will be continually reviewed.

14. Finance Implications, including economic impact assessment where appropriate:

14.1 Bus Infrastructure work is supported by existing funding allocations.

Advice given by: Malcom Coe, Director of Investment and Corporate Services

15. Legal Implications:

15.1 The creation of a bus strategy is a devolution requirement on the Combined Authority.

15.2 As transport authority WECA has powers to enter into a formalised partnership agreement with bus operators, consistent with 2017 Bus Services Act legislation. Any agreement would also require commitment from Constituent Council's as Highway Authorities, with responsibility for the implantation of infrastructure changes to the highway network.

Advice given by: Shahzia Daya, Director of Legal Services

16. Climate Change Implications

16.1 On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognizing the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision-making process.

16.2 Supporting a modal shift away from private cars is a global imperative to deliver a low carbon transport in the future. Our Bus Infrastructure Delivery Planning is important in supporting modal shift to public transport.

16.3 Managing car dependency and shifting people from the car to more sustainable modes such public transport, cycling and walking is expected to represent a significant contribution to the region's climate initiatives.

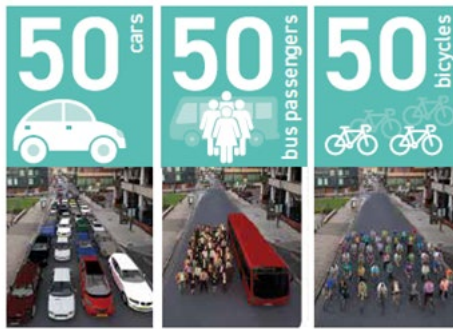
16.4 The shift away from private vehicles to more sustainable modes will have direct significant positive impacts on air quality as public transport generates significantly less particulate matter or NOx per passenger journey than private vehicle travel and modes such as cycling, and walking have no emissions.

16.5 The active travel element associated with any modal shift to public transport (where typically active travel becomes part of the total journey) supports the local and national health agendas.

16.6 Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements.

16.7 All interventions will take into account support of walking and cycling infrastructure.

16.8 All designs will consider implications for embodied carbon, with improvements that can be made without new infrastructure being preferred, where possible. Resilience of the infrastructure to climate change will also be considered, with implications for infrastructure and users associated with: higher summer temperatures including the Urban Heat Island effect, and more extreme weather events, including drainage. The most applicable guidance from the Environment Agency, and DfT (including updated DMRB guidance in relation to sustainability) will be built into our design requirements.



17. Land/property Implications:

17.1 None. Individual impact from any proposed schemes will be dealt with as part of the scheme design process.

18. Human Resources Implications:

18.1 Recruitment is underway for a Public Transport Programme Manager (Bus Infrastructure) to drive the efficient and effective delivery of the Bus Infrastructure Delivery Plans.

Appendices:

Appendix 1 – Bus Infrastructure Investment Narrative

Appendix 2 – Bus Priority Corridors - Map

Background papers:

Bus Strategy Report and Bus Recovery Report detailed elsewhere on the agenda.

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

Appendix 1 – Bus Infrastructure Investment - Background Work to feed into Development Programme

There are a significant number of identified bus infrastructure projects across the region. These have been collated from detailed discussions with officers across the UA's to identify schemes ranging from schemes with existing early feasibility development, to aspirational schemes with only very high-level assessments of benefits and costs.

Over £500m worth of schemes are currently proposed by the UA's, however these have been distilled down to priorities for Phase 1 and Phase 2. We have sought to prioritise work against the key corridors, with these corridors subject to largely qualitative assessment jointly by WECA and UA officers taking into account:

- Alignment with JLTP4 and the Bus Strategy,
- Readiness (deliverability),
- Data availability,
- Operator feedback,
- Passenger numbers,
- Alignment with other investment and Park & Ride sites; and
- UA priorities for interventions.

Improving the consistency and quality of initial VfM assessments for early stage feasibility work will continue to be a requirement of the scheme assessment process. The criteria used have been developed to provide information across a broad range of measures. For example, over the past 18 months, all UAs have declared a climate emergency. Although not specifically referenced in the criteria, the requirements and targets to meet the emergency are captured within the alignment with regional policy, including the recently launched JLTP4.

Carbon Emissions

It is anticipated that metrics for the contribution to climate change and carbon reduction will also be developed nationally as part of the review and improvements to Treasury's Greenbook guidance and WebTAG. However, with no assurance regarding the timescales or approach to be followed nationally, and with the likelihood that Covid-19 could further impact on the development and agreement of a national approach, the regional measure will be used until DfT have stipulated a new measure through WebTAG. Whilst some project work needs to be progressed in advance of these developments, approval of any subsequent funding for later design stages such as OBC and FBC and construction costs would be subject to any amended assessment criteria as this came forward.

Review of WECA Assurance Framework

Following publication of the Local Growth Assurance Framework in April 2019, WECA have also requested that consultants prepare an advisory note regarding the interpretation and application of proportionality for transport schemes whilst ensuring that mandatory requirements in respect of modelling and appraisal in accordance with Transport Appraisal Guidance (TAG) and assessment of value for money are met. This has identified some specific issues associated with bus-based scheme assessment:

For bus schemes generally, a proportionate approach will be acceptable if the scheme does not result in either a change to service provision or highway operation and capacity:

- In these cases, the appraisal is likely to focus on the costs and user benefits (including benefits resulting from journey time and passenger facility quality improvements);
- User benefit calculations should be informed by observed data for existing users.

- Assumptions applied regarding future demand with and without the scheme and the rationale for the appraisal period used should be clearly set out and take into account the lifetime of new assets, renewal cycles and costs.
- Benefits for existing and any forecast new users should be reported separately, and sensitivity testing undertaken to demonstrate confidence in the BCR and value for money assessment. Schemes that are likely to result in a change to bus service provision or are dependent on this to realise benefits should include a robust assessment of the commercial viability of the proposed service changes including forecasts of demand, revenue and operating costs relating to the new or changed services and any other public transport services that may be impacted.
- Appraisal should consider user impacts on other modes where the scheme is likely to result in material changes such as changes to the highway network or potentially abstraction from other modes.

Schemes

To progress the delivery of these infrastructure improvements across the region, it is recognised there is a need for a long-term programme. This allows the infrastructure schemes to better complement each other and be delivered on a regional basis against the agreed objectives of the Bus Strategy, that demonstrably span administrative boundaries and provides opportunities to co-ordinate the infrastructure with other schemes or objectives, and also identify funding requirements.

Whilst it is recognised that further work is required in each scheme and each corridor to refine the approach to a more quantitative approach, some initial work is required to develop these elements and no funding can be allocated without application through WECA Development and Feasibility Application funding and subsequent gateways for SOBC and OBC funding commitments. The required level of justification and quantitative data required must be appropriate to the level of the gateway approach needed.

The scope of the schemes range from addressing current transport challenges, to supporting the delivery of long-term regional growth proposals.

To capitalise and build upon this success, additional bus infrastructure packages have been identified through the comprehensive regional transport evidence base to inform Joint Local Transport Plan 4 (JLTP4) and other regional transport plans.

- Metrobus Consolidation
- GBBN2
- Strategic Development Location (SDL) supporting infrastructure
- Housing Investment Fund (HIF) supporting infrastructure
- Bristol City Council City Centre Framework
- Bath Area Bus Network Infrastructure Schemes (BABNIS)

Two additional qualitative based infrastructure packages have been identified by operators and by LA officers to complement the initial packages.

- First Bus Vision
- Additional strategic corridors

These eight packages contain a substantial amount of proposed infrastructure required across the region up to 2036. A phasing exercise has been undertaken with the objective of

identifying schemes to be progressed initially which provide the greatest amount of regional benefit in the next 5-10 years.

The proposals within the infrastructure packages are currently at varying levels of detail and development. To ensure the packages have been assessed consistently, a high-level quantitative bus infrastructure prioritisation exercise has been undertaken. The process has been developed to be light-touch, objective-led and evidence-based, broadly following the principles set out in DfT Transport Appraisal Guidance ¹.

Three prioritisation criteria have been used:

1. REGIONAL POLICY FIT – Package alignment with JLTP4 / and draft regional bus strategy objectives
2. EVIDENCED NEED - Data availability to provide evidence for issues, e.g. traffic count data, computer models etc. FirstBus have also undertaken detailed exercise looking at data analysis delays / congestion / pinch points are
3. DELIVERABILITY – Readiness of schemes

Table 1 – Criteria Scoring

Criteria	Scoring				
JLTP / Bus Strategy Alignment	Direct Alignment = 1.	2	3	4	No Alignment = 5
Readiness	One or more schemes are ready, awaiting funding = 1	2	3	4	Schemes for corridor are primarily aspiration / concept = 5
Data availability	Information on delay, pax numbers etc available = 1	2	3	4	No data available on corridor= 5

Following initial scoring by Officers within each UA, this provided initial scoring for each bus infrastructure package within their authority, using the scoring criteria set out in Table 1.

The UA scoring has been centrally collated by WECA and a further quantitative prioritisation criteria added to the combined dataset, ‘alignment with existing or proposed P&R sites’ across the region. Corridors with existing P&R sites are scored the highest, as they have the ability to provide additional benefits to existing public transport services.

The outcome of the phasing exercise is shown in Table 2 below. A lower score denotes a higher priority. In summary, the phasing exercise has identified two phases:

1. First Phase - High Priority Projects
All projects are shown to be well aligned with the assessment criteria; providing regional benefit, either on cross boundary corridors or central area upgrades, high alignment with policy; evidenced need; identified deliverability and alignment with P&R strategy
2. Second Phase -
The highest priority corridors are shown to be aligned with the assessment criteria, providing local benefit, alignment with policy, evidenced need and identified

¹ Para 1.1.3

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/712965/webtag-transport-appraisal-process-may-2018.pdf

deliverability. The lower priority corridors are not aligned with one or more of the assessment criteria.

Table 2 – Regional Bus Infrastructure Phasing

1st Phase Cross Boundary Corridors	UA Scores				P&R			OVERALL score inc. P&R
	BCC TOTAL	SGC TOTAL	BANES TOTAL	SUB TOTAL	Existing P&R on corridor? (1)	Planned P&R on corridor? (2)	No P&R (3)	
(High scoring cross boundary corridors)								
A38 (N) - Bristol to Thornbury	4	3		7		2		9
A4 - Bristol to Bath	4		6	10	1			11
A432 / A4174	7	3		10	1			11
A37 (S) - Bristol to MSN	4		6	10		2		12
A37 / A4018	3	8		11		2		13
1 st Phase Central Area Projects	UA Scores				P&R			OVERALL score inc. P&R
	BCC TOTAL	SGC TOTAL		SUB TOTAL	Existing P&R on corridor? (1)	Planned P&R on corridor? (2)	No P&R (3)	
Bristol City Centre	4			4			3	7
Bristol City wide bus stop upgrades	4			4			3	7

2nd Phase Projects	UA Scores				P&R			OVERALL score inc. P&R
	BCC TOTAL	SGC TOTAL	BANES TOTAL	SUB TOTAL	Existing P&R on corridor? (1)	Planned P&R on corridor? (2)	No P&R (3)	
(High scoring single UA corridors / low scoring cross boundary corridors)								
A38 (S)	4			4		2		6
A4 (Portway) - Inc Hotwell Road	5			5	1			6
Bath Park & Ride			6	6	1			7
A367 Bath to Midsomer Norton			6	6	1			7
A4 London Road			5.5	5.5		2		7.5
Bristol Citywide bus lane review	5			5			3	8
M32	6			6		2		8
A370	7			7	1			8
A36 Lower Bristol Road			5.5	5.5			3	8.5
Bath urban area			6	6			3	9
B&NES Other places			7	7			3	10
North West Area (NW of A4018)	8			8			3	11
Northern orbital route		8		8			3	11
B4465/Speedwell Road	9			9			3	12

A420/A431	7	7	14	2	16
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Phase 1 - Route analysis and prioritisation narrative

- A4 Bath Road (Bristol to Bath Strategic Corridor and Bath City Centre) - the A4 corridor is the key priority and was identified as a key regional intervention as part of the Housing Infrastructure Fund bid in 2019. Considerable feasibility work has been developed along this corridor and there is further development as part of the Mass Transit SOBC. The Saltford end of the corridor is also covered by the current Local Pinch Point Fund bid as submitted January 2020. It is recognised that for the effective operation of this route and its overall accessibility for all, the interface with the Bath City Centre area is critical. BANES are establishing their strategic plan for development of place in support of addressing climate change, air quality and economic development. Work will be commissioned off the back of that work to address the bus infrastructure interventions required.
- A4018/A37 (First Route 2,) – this is a core, urban bus corridor with high passenger numbers and significant potential for growth. First have already worked closely with BCC and SGC officers on the clarification of reliability issues along the corridor and remedial measures. The corridor serves The Mall at Cribbs Causeway, passes a potential Park and Ride/rail interchange at Henbury before serving several key district centres and Bristol City Centre.
- Bristol City Centre - The aim of the city centre framework is to provide enhanced priority for all sustainable transport modes, including buses, walking, cycling and associated public realm upgrades. All forms of transport will be considered on a scheme by scheme basis, but where there is conflict; priority will be given to sustainable transport.
- Ring Road / Route to Yate – The Ring Road is a core corridor with both radial and orbital characteristics and is the route for the m3 metrobus service from Emerson’s Green to UWE and Bristol City Centre. It also serves the Y1 service between Bristol and Yate, which then routes via the A432 to serve Coalpit Heath and a planned Park and Ride site at Nibley.
- A38 (N) Bristol to Thornbury. The A38 (N) corridor is a core corridor providing inter-urban connectivity from the City Centre to the key existing and planned housing and employment in the North Fringe, and intra-urban connectivity to Thornbury. Considerable feasibility work has been undertaken north of Aztec West to support a Local Pinch Point Fund application and other feasibility work has been undertaken within the Bristol City boundary up to Filton.
- metrobus Consolidation – the metrobus network has been running in full since January 2019. Day to day experience has highlighted the need for further infrastructure interventions to address reliability issues and lock in the benefits of this high-profile investment. Officers have worked closely with the two metrobus operators to identify potential interventions along the metrobus routes which feature in this separate package, alongside complementary measures being brought forward through the Ring Road corridor above and a bid for Pinch Point funding for Bedminster Bridges in Bristol City Centre.

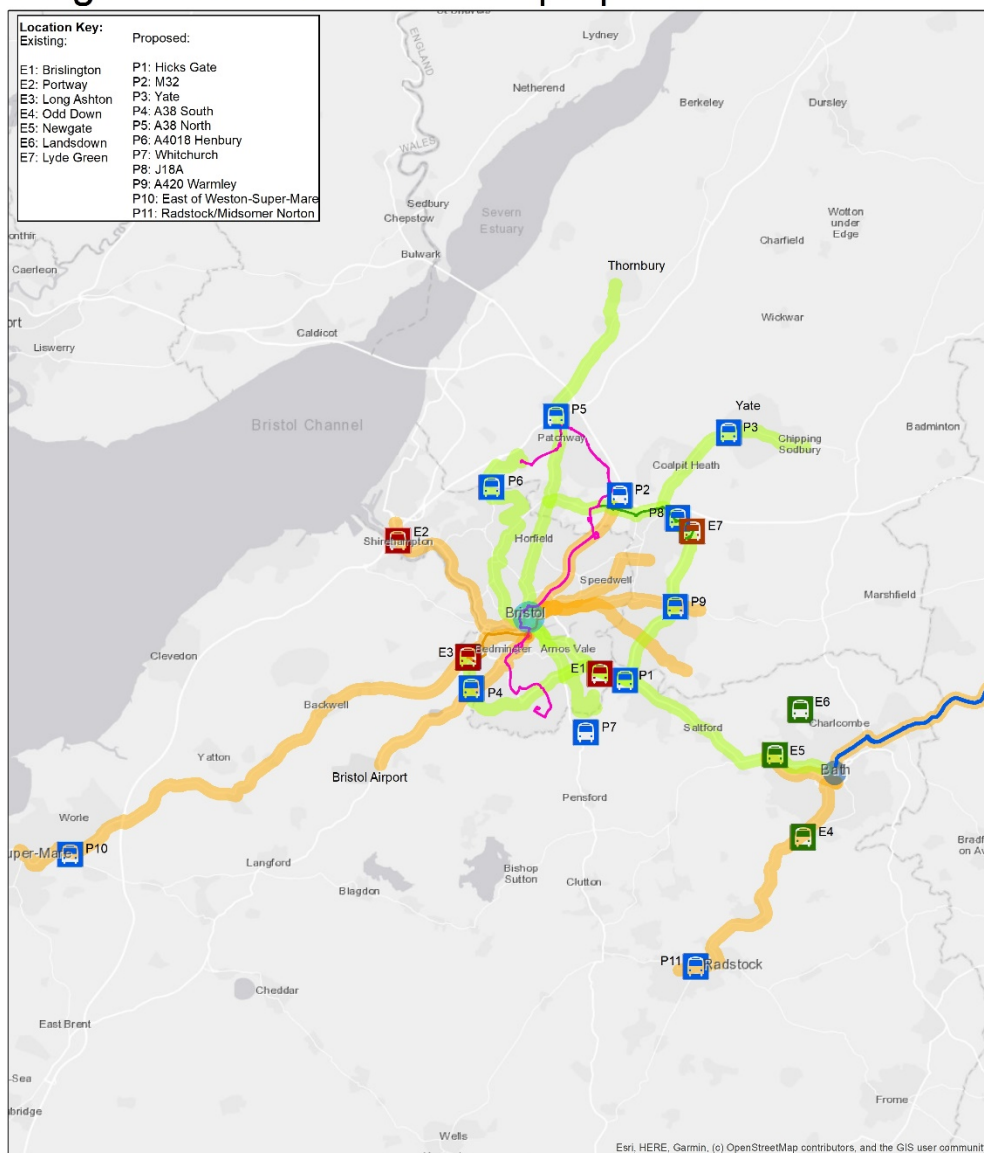
Appendix 2 – Regional Bus Infrastructure Proposals 2020 - 2036

The figure below provides an overview of the regional bus infrastructure proposals discussed within the body of the report.













The Phase 1 corridors focus on improved connectivity between the key urban centres within region, as well as supporting and enabling regional strategic P&R sites.

The Phase 2 corridors develop the network, building upon the Phase 1 infrastructure and improving connectivity into the conurbations, and supporting the later P&R sites.

Regional bus infrastructure proposals 2020-2036



Key

-  Existing P&R sites
-  Proposed P&R sites
-  Existing P&R with expansion proposals
-  Potential A4 "Whippet" corridor
-  Bedminster Bridges Pinch Point
-  Bath City Centre infrastructure improvements
-  Bristol City Centre infrastructure improvements
-  Metrobus M1
-  Metrobus M2
-  Metrobus M3
-  Phase 1 corridors (A4, A38, A37/A4018 & A4174/A432)
-  Phase 2 future corridors



**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
& WEST OF ENGLAND JOINT COMMITTEE**

ITEM 19

19 JUNE 2020

REPORT SUMMARY SHEET

WEST OF ENGLAND LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Purpose

To present a West of England Local Cycling and Walking Infrastructure Plan for adoption.

Summary

The Local Cycling and Walking Infrastructure Plan is a sub-regional plan which identifies priority walking and cycling routes for investment and proposes improvements to walking and cycling infrastructure along these routes.

It has been created following a defined methodology set out by the Department for Transport. The Local Cycling and Walking Infrastructure Plan is a technical document and is not a walking and cycling strategy and doesn't constitute the totality of the region's approach to cycling and walking. The key principles within the Joint Local Transport Plan remain, of which the Cycling and Walking Infrastructure Plan is a sub-document.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

WECA has been allocated initial funding from Tranche 1 of the DfT's Emergency Active Travel fund. North Somerset Council has separately been allocated an amount.

The current funding is being applied to a programme of measures across the region to promote walking and cycling and to enable passengers to access and egress bus and rail services as safely as possible within social distancing guidelines. Many of the proposed schemes align with or compliment Local Cycling and Walking Infrastructure Plan schemes and the existence of and alignment to the Local Cycling and Walking Infrastructure Plan is specifically referenced in the DfT's Emergency Active Travel guidelines and funding.

Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. None of the DfT's suggested measures or suggested approaches are new – they are interventions that are a standard part of the traffic management toolkit, but a step-change in their roll-out is needed to ensure a green restart

The Investment Fund Report (see separate report on the agenda) proposes the creation of a

£10m capital funding pot to build on the Emergency Measures as well as delivering additional high value active travel measures in the region in line with Local Cycling and Walking Infrastructure Plan proposals and cycling and walking initiatives within JLTP4.

Recommendations

The **Joint Committee** is asked:

1. To agree the West of England Local Cycling and Walking Infrastructure Plan for adoption.
2. To note the summary of feedback from public consultation
3. To note linkages with, and impacts of, the COVID-19 lockdown on cycling and walking strategy and delivery.
4. To delegate the agreement of any subsequent minor changes to the adopted Local Cycling and Walking Infrastructure Plan to WECA Director of Infrastructure.
5. To agree the delegation of decisions on the final content of route plans for the Local Cycling and Walking Infrastructure Plan document to WECA Director of Infrastructure in consultation with the relevant Directors of the West of England Councils.

The **Combined Authority Committee** is asked to note the report.

Contact officer: David Carter

Position: Director of Infrastructure

Email: David.Carter@westofengland-ca.gov.uk

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE & JOINT COMMITTEE**

DATE: 19 JUNE 2020

**REPORT TITLE: WEST OF ENGLAND LOCAL CYCLING AND
WALKING INFRASTRUCTURE PLAN**

DIRECTOR: DAVID CARTER – DIRECTOR OF INFRASTRUCTURE

AUTHOR: JASON HUMM – HEAD OF TRANSPORT

Purpose of Report

1. To present a West of England Local Cycling and Walking Infrastructure Plan for adoption, including supporting consultation report.

Recommendations

The **Joint Committee** is asked:

- To agree the West of England Local Cycling and Walking Infrastructure Plan for adoption
- To note the summary of feedback from public consultation
- To note linkages with, and impacts of, the COVID-19 lockdown on cycling and walking strategy and delivery.
- To delegate the agreement of any subsequent minor changes to the adopted Local Cycling and Walking Infrastructure Plan to WECA Director of Infrastructure.
- To agree the delegation of decisions on the final content of route plans for the Local Cycling and Walking Infrastructure Plan document to WECA Director of Infrastructure in consultation with the relevant Directors of the West of England Councils.

The **Combined Authority Committee** is asked to note the report.

Background / Issues for Consideration

2.1 The Local Cycling and Walking Infrastructure Plan is a sub-regional plan which identifies priority walking and cycling routes for investment and proposes improvements to walking and cycling infrastructure along these routes.

2.2 The West of England Local Cycling and Walking Infrastructure Plan has been created following a defined methodology set out by the Department for Transport. The Local Cycling and Walking Infrastructure Plan is a technical document and is not a walking and cycling strategy (covered by the Joint Local Transport Plan and local mode specific strategies).

2.3 The preparation of the Local Cycling and Walking Infrastructure Plan is not compulsory, but DfT has advised that authorities with Local Cycling and Walking Infrastructure Plans will be '*well placed to make the case for future investment*'. (LCWIP technical guidance document, 2017).

2.4 JLTP4 commits the West of England to producing a Local Cycling and Walking Infrastructure Plan.

- 2.5 The draft Local Cycling and Walking Infrastructure Plan document was developed for initial submission to DfT in October 2019. Following this submission, and in line with DfT guidance consultation on the document was carried out in February 2020. Unlike the Bus Strategy consultation, the Local Cycling and Walking Infrastructure Plan consultation was carried out on a 'well developed' draft document, having already submitted it to DfT previously. The proposed Local Cycling and Walking Infrastructure Plan proposed for adoption is given in Appendix 1.
- 2.6 The draft Local Cycling and Walking Infrastructure Plan public consultation closed on the 15th March. In total over 1,800 responses were received which is a positive result and the feedback ranged from broad support on the principles of the plan to detailed commentary on individual routes and infrastructure improvement.
- 2.7 Analysis of the consultation results relating to the main questions and principles of the strategy has been undertaken and there is good support from the consultation regarding a number of main principles, such as promoting and supporting cycling and walking within the region; support for reallocation of road space in favour of cycling and walking; an aspiration to see more investment in cycling and walking across the region etc. A summary of the key consultation findings is contained within an appendix to the main Local Cycling and Walking Infrastructure Plan (see Appendix 1).
- 2.8 Detailed comments related to the route details / layouts / improvements has also been received and requires more detailed checks or site visit to assess some of the suggestions which have not been possible due to Covid-19. Whilst the feedback is invaluable to the route layouts going forward, these are not considered as critical to the adoption of the plan as the layouts themselves are by necessity live documents that will continue to be refined as projects are developed and designs carried out in more detail.
- 2.9 This allows an opportunity to incorporate the received changes / comments relating to the layouts when future design work progresses and this task, subject to Committee approval, would be undertaken through delegation to the WECA Director of infrastructure in consultation with Directors of the other West of England Councils. The ability to make route-based changes will also allow the plan to reflect any complimentary and longer-term schemes which might be introduced as part of the current Emergency Active Travel measures.
- 2.10 In addition, work on the prioritisation of schemes within the plan continues with the aim of producing an internal prioritised list for investment should DfT funding for Local Cycling and Walking Infrastructure Plan's be progressed in the short to medium term.
- 2.11 The schemes and improvements detailed in the route plans will be subject to further design and technical work, consultation and funding approvals, and will be designed in line with the DfT's current and future design guidance.
- 2.12 The document has been developed against the DfT Guidelines for Local Cycling and Walking Implementation Plans, however this (and the document) doesn't constitute the totality of the regions approach to cycling and walking. The key principles within the Joint Local Transport Plan remain, of which the Cycling and Walking Infrastructure Plan is a sub-document. This was a key question raised as part of the consultation and as such has been made clearer in the Local Cycling and Walking Infrastructure Plan document.

3. Covid-19

£250 million Emergency Active Travel Fund

- 3.1 WECA has been allocated initial funding of £741k from Tranche 1 of the DfT's Emergency Active Travel fund. North Somerset Council has separately been allocated £95k. DfT have indicated that the remaining balance of the fund will be considered as Tranche 2 later in the summer. The current funding is being applied to a programme of measures across the region to promote walking and cycling and to enable passengers to access and egress bus and rail services as safely as possible within social distancing guidelines.
- 3.2 Many of the proposed schemes align with or compliment Local Cycling and Walking Infrastructure Plan schemes and the existence of and alignment to the Local Cycling and Walking Infrastructure Plan is specifically referenced in the DfT's Emergency Active Travel guidelines and funding.
- 3.3 Initial funding is yet to be received from DfT however immediately after the Government's announcements over the weekend of 9th & 10th May, Transport Officers from WECA and our Constituent Authorities started working on proposals to consider what measures could be taken under the three broad headings:
1. Emergency Active Travel Measures to harness current behaviours and provide for social distancing on busy active travel routes.
 2. Social Distancing Measures for Public Transport.
 3. Communications Engagement to support Emergency Measures.

These headings have formed the basis of the current programme of work related to the Emergency Active Travel Fund.

- 3.4 Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. None of the DfT's suggested measures or suggested approaches are new – they are interventions that are a standard part of the traffic management toolkit, but a step-change in their roll-out is needed to ensure a green restart
- 3.5 The Investment Fund Report (see separate report on the agenda) proposes the creation of a £10m capital funding pot to build on the Emergency Measures as well as delivering additional high value active travel measures in the region in line with Local Cycling and Walking Infrastructure Plan proposals and cycling and walking initiatives within JLTP4.

£1.75bn for longer term cycling and walking measures.

- 3.6 Over the next few months it is anticipated that DfT will announce potential funding and associated guidelines for accessing the previously announced £1.75bn national funding for cycling and walking measures. At the time of writing there is very little information on this, other than it is possible that WECA will get a devolved sum (potentially circa £30m), with some light touch requirements to fund Walking and Cycling Projects from LCWIP. The adoption of the LCWIP would therefore also support our position with DfT related to securing funding for schemes and streamlining their implementation.

3.7 From a longer-term perspective, it is considered that the key, longer-term principles of the Local Cycling and Walking Infrastructure Plan remain irrespective of the current impact on travel and possible impact on future journeys. Up to 2036, the authorities will be aiming to deliver a significant reduction in car dependency as part of their key, complementary commitments to achieve carbon neutrality in the transport sector, and growing cycling and walking will continue to have a major role to play in realising this vision.

4. Risk Management/Assessment

4.1 Not adopting a Local Cycling and Walking Infrastructure Plan would be contrary to commitments within JLTP4 and would be against the commitment given to the DfT to develop a Local Cycling and Walking Infrastructure Plan and the receipt of previous funding to develop a plan.

4.2 Not having an adopted document puts the region at a disadvantage as DfT funding comes forward. This funding is likely to be ringfenced to walking and cycling measures and likely to have some element specific to authorities with Local Cycling and Walking Infrastructure Plan schemes and those authorities who have progressed to adopting a plan.

5. Public Sector Equality Duties

5.1 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.

5.2 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.

5.3 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.

5.4 The Local Cycling and Walking Infrastructure Plan directly addresses current transport inequalities as it focusses on improvements for vulnerable road users such as pedestrians and cyclists, including those with disabilities. The West of England authorities engaged closely with user/interest groups to ensure that proposed interventions in the Local Cycling and Walking Infrastructure Plan reflect needs of vulnerable users. The approach within the Local Cycling and Walking Infrastructure

Plan aligns with the Cycling and Walking approach within the JLTP and also aligns with current DfT guidance.

6. Climate Change Implications

6.1 On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision-making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?
- * Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements

6.2 The delivery of the Local Cycling and Walking Infrastructure Plan will have direct positive effects on climate change and directly eliminate polluting journeys.

6.3 Safe and attractive walking and cycling infrastructure is delivered with the overt intention of attracting people to walking and cycling, away from private car use.

6.4 It is well documented that the key factors which facilitate mode shift from car to foot/bike are:

- Comprehensiveness of the network (i.e. can all of the day's journeys be made by foot/bike)
- How safe is the network and how safe is it perceived (i.e. greater segregation from motorised traffic is perceived as safer, and will therefore attract more users)
- Attractiveness and ease of use.

6.5 The safer, the more attractive, and more comprehensive the walking and cycling network is, the greater the mode shift that will be seen, and the greater the reduction in transport-based emissions.

6.6 The shift away from private vehicle to walking and cycling will have direct significant positive impacts on air quality as walking and cycling do not emit particulate matter or NOx.

6.7 The active travel element associated with any promoted cycling and walking schemes and strategies and modal shift away from the car also supports the local and national health agendas.

7. Finance Implications, including economic impact assessment where appropriate

7.1 £741k was allocated to WECA and £95k to North Somerset Council, as part of the DfT's announcements on 27th May 2020 relating to Tranche 1 of the Emergency Active Travel Funding. Further announcements relating to Tranche 2 are expected over the coming weeks.

7.2 Although beyond the scope of this paper, the June Investment Fund report (see separate report on the agenda) will propose the creation of a £10m capital funding pot to build on the Emergency Measures as well as delivering additional high value active travel measures in the region.

7.3 At the time of writing there is very little information regarding the announced £1.75bn for longer term cycling and walking measures. It is probable that WECA will get a devolved sum as would NSC, with some light touch requirements to fund Walking and Cycling Projects from LCWIP.

Advice given by: Malcolm Coe, Director of Investment and Corporate Resources

8. Legal Implications

The creation of a Local Cycling and Walking Infrastructure Plan for the region would remain a guidance document and would not in itself create any commitment or statutory requirement on the Authorities.

Advice given by: Shahzia Daya, Director of Legal Services

9. Land/Property Implications

None. Any schemes proposed through the Local Cycling and Walking Infrastructure Plan process would remain subject to the existing consultation, planning and land acquisition requirements.

10. Human Resources Implications

None. Staffing resource related to the Local Cycling and Walking Infrastructure Plan and implementation of any projects will be considered and funded as part of any inclusive scheme costs.

Appendices:

Appendix 1 – Local Cycling and Walking Infrastructure Plan, including maps and consultation report.

Appendix 2 – Cycling and Walking prioritisation narrative

West of England Local Cycling and Walking Infrastructure Plan 2020-2036



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Response to the consultation

The West of England Local Cycling and Walking Infrastructure Plan was publicly consulted on between 3 February and 15 March 2020, attracting over 1,800 responses.

To be eligible for anticipated Department for Transport funding we adopted this plan quickly, and have prioritised analysing the questions and comments which centred on the general principles. The route and area specific comments will be analysed separately by the respective local authorities, and these responses will feed in to further developing the routes and schemes. The LCWIP was adopted in June 2020 by the West of England Joint Committee, with route and area specific comments being incorporated into the document with delegated Executive Director approval later in 2020..

The consultation report for the questions and comments relating to general principles can be found in Appendix 2.

I know so many people who want to cycle but have to drive because they are scared. Let's make our towns and cities safe enough so even kids and older people can get around independently.

Male, 18-24, Bristol

I live in Easton and should be able to cycle everywhere. It is not safe with small kids and it should be. Amsterdam wasn't always a cycle city but with a long term vision it managed to become one. Cycling shouldn't just be for commuting. It should be the main mode of transport for those people and families living within a 2 mile radius of the centre.

Female, 35-44, Bristol

We have declared a climate emergency. One of the responses to this must be bold, committed and large-scale implementation of actual improvements to cycling and walking and public transport.

Male, 45-54, Thornbury

Introduction

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a significant and exciting first step towards transforming active travel in the region. The Plan proposes capital investment of £411m by 2036, and is the result of a collaborative effort between the West of England councils, the West of England Combined Authority, and local stakeholder groups.

The Government has encouraged local authorities to produce Local Cycling and Walking Infrastructure Plans using a methodology set out by the Department for Transport (DfT)¹. This set methodology prioritises improvements which will bring about the greatest increases in walking and cycling, which tend to be in urban areas.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel routes. These ambitions are embedded within the Joint Local Transport Plan 4, and also in the respective local authorities' existing and emerging active travel strategies and plans (listed on page 9), which include plans to deliver rural routes (both short distance within villages and longer routes) as well as additional urban routes.

New schemes will continue to be developed and delivered alongside the aforementioned schemes as a matter of urgency, particularly in light of the authorities' respective climate emergency commitments, as an important element in improving air quality, and as part of our Covid-19 recovery plan.

The DfT has explicitly stated that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding which is why this Plan has been produced.

This Plan proposes improvements to the walking environment focussing on 30 local high streets (totalling £105 million), as well as improvements along 55 continuous cycle routes (totalling £306 million), with the aim of providing high quality infrastructure to support our transition to a region where walking and cycling are the preferred choice for shorter trips and to access public transport.

What is WECA?

The West of England Combined Authority (WECA) works to drive clean economic growth that benefits all residents. This means supporting our residents to have better skills, more job opportunities and a better standard of living. As a result of devolution, significant powers and funding have been transferred to our region through WECA and the West of England Mayor. Working with our councils, Bath & North East Somerset, Bristol City and South Gloucestershire, we are making decisions about transport, homes, jobs and skills here in our region, decisions previously made by central Government. Although not part of WECA, North Somerset Council is recognised as a key partner in meeting the West of England's transport and housing challenges and is also included in this plan. By working together as a region, we can achieve so much more.

¹ DfT (2017) *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/883082/cycling-walking-infrastructure-technical-guidance.pdf

Introduction continued

Our journey so far

The West of England authorities have a strong track record of working together to deliver walking and cycling schemes, and our levels of cycling and walking compare favourably at a national level. The region saw an increase in rates of cycling to work from 6.7% in 2007 to 9.8% in 2010, and this has continued to grow steadily. The region has strong health and active travel agendas, but despite our strengths, we are not complacent and want to use the Local Cycling and Walking Infrastructure Plan to deliver further improvements for our region.

In 2008, Bristol was the first city in the UK to gain Cycling City status, which brought £11.4m of investment from the Department of Transport, which was matched by the local authorities to bring the total investment to £23m. Over the following few years, Bristol and South Gloucestershire councils embarked on a major programme to increase the numbers of people cycling through the creation of dedicated cycle lanes, better cycling facilities, and more cycle training for children.

In 2010, the IPSOS/MORI National Highways Satisfaction Survey (2010) ranked Bristol top in two categories – cycle route information, and cycle facilities at place of work.

After the success of Cycling City, the West of England authorities then won a £30m grant from the Local Sustainable Transport Fund (LSTF) which attracted a further £20m of match funding. The West of England's LSTF programme funded dedicated officers to work directly with employers, schools, universities, and community groups to encourage and support people living, working and studying in the West of England to travel in more sustainable ways, whilst simultaneously supporting economic growth.

The Cycle Ambition Fund ran from 2015 to 2018 and used £19m of central government funding to deliver a series of walking and cycling infrastructure projects including: the upgrading of 2.2km of towpath between Bath and Bathampton; Hengrove Family Cycling Centre; and Easton Safer Streets - a scheme developed by the local community in partnership with Bristol City Council in order to make streets feel safer and more attractive to walk and cycle in; the development and enhancement of several radial cycle routes including the Malago Greenway and Filwood Quietway; the introduction of lighting along several routes in South Gloucestershire, and

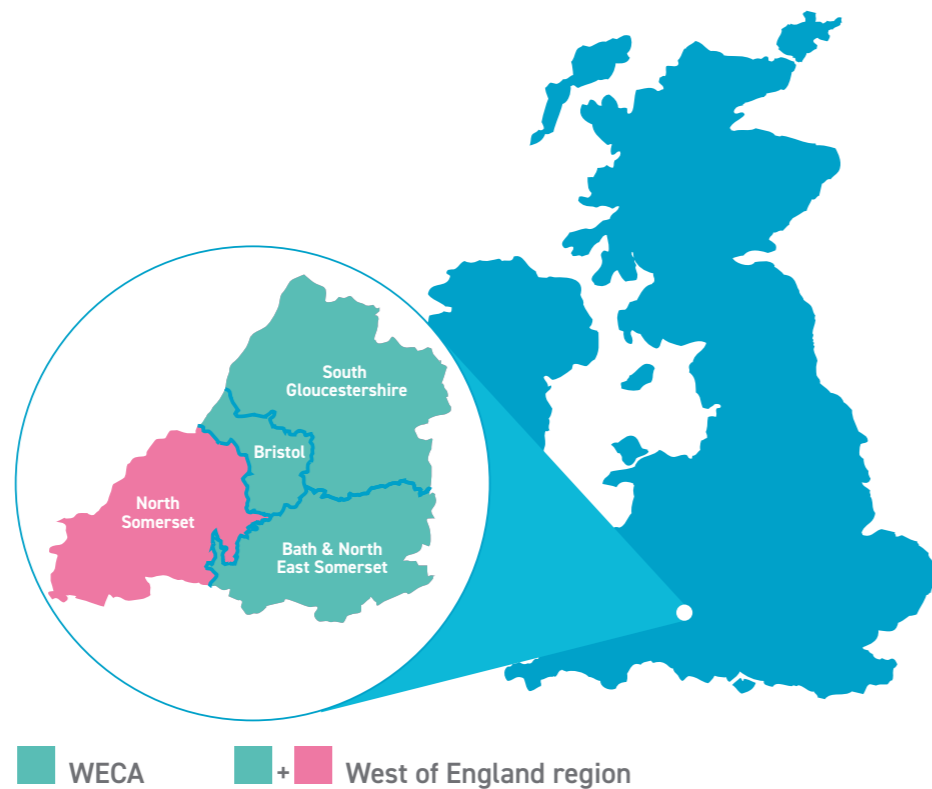
the installation of on-street bike hangars which hold 6 bicycles securely.

Bristol's bus rapid transit scheme, metrobus, was completed in 2019, bringing with it funding for walking and cycling improvements. This included the re-configuration and redesign of the centre of Bristol to improve the walking and cycling experience; a new off-road walking and cycling path from Long Ashton Park & Ride to Bristol Harbourside which follows the route of the m2 metrobus service; and another route along the new South Bristol Link. metrobus also enabled improvements to the existing cycle path between Bromley Heath and Wick Wick roundabouts in South Gloucestershire, and delivered cycle stands at every bus stop on the metrobus network.

The Local Cycling and Walking Infrastructure Plan is the next step in the West of England's ambitious plans to improve the walking and cycling environment across the region, making it accessible for all users, including those using mobility aids, kick-scooters, and adapted cycles, whilst simultaneously future proofing for new modes such as electric scooters and other forms of sustainable, individual transport modes.

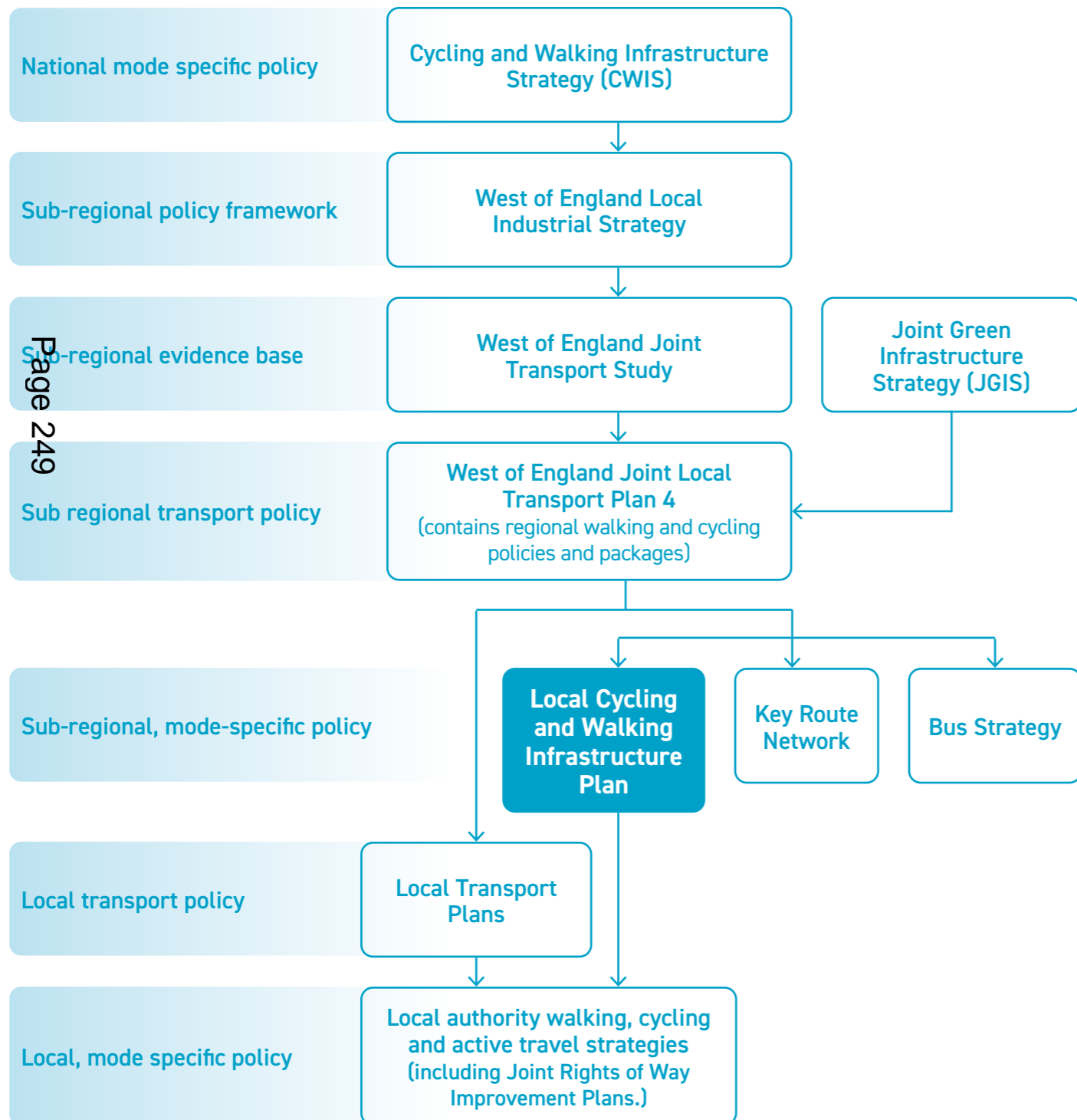
Investment of £411 million by 2036.

Improvements to walking routes serving 30 local high streets and 55 continuous cycle routes creating a West of England wide network.



Policy context

Relationship of the Local Cycling and Walking Infrastructure Plan to other plans and key documents



Page 249

In 2017, government published a national Cycling and Walking Infrastructure Strategy (CWIS) in response to the decline in walking and cycling which has been observed over the last decades. The CWIS aims to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey, as well as to double national levels of cycling by 2025, and to reduce the rate of cyclists killed or seriously injured in England each year.

In order to meet these targets cycling and walking need to be normal, safe, and enjoyable ways to travel, and also perceived in this way. The West of England Local Cycling and Walking Infrastructure Plan is a network planning and prioritisation tool for use at local authority and regional level through which government can deliver infrastructure changes.

The West of England Local Industrial Strategy looks at how we need to work together to secure clean growth to benefit all residents. It was developed by WECA and the Local Enterprise Partnership, working with regional businesses and organisations, as well as central government, and launched in summer 2019. One of the four key priorities identified in the Local Industrial Strategy, and reflected in the West of England Local Cycling and Walking Infrastructure Plan is to invest in infrastructure that reduces

energy demand, lowers carbon emissions and is resilient to the impacts of climate change.

The Joint Local Transport Plan 4 (JLTP4) is the overarching transport plan for the West of England area, setting out the region’s vision for travel and transport to 2036. It recognises the pressing need to improve walking and cycling provision and that meeting this challenge will help to achieve some of the JLTP4’s key objectives of better health, wellbeing, safety and security. The CWIS’s ambition to make cycling and walking the preferred choice is echoed in the JLTP4’s strategy for connectivity, which also includes an ambition to reallocate highway capacity to sustainable and active modes of transport, which will support the delivery of our Local Cycling and Walking Infrastructure Plan. The Local Cycling and Walking Infrastructure Plan is incorporated into policy and supported through principles in the JLTP4.

Local sustainable travel plans and strategies

At a local level, individual councils have responsibility for their local transport plans as well as a range of other location and mode specific plans and strategies such as Rights of Way Improvement Plans, behaviour change interventions, and other infrastructure packages.

These include:

Bath and North East Somerset Council

Emerging Bath Transport Delivery Plan

Emerging Bath and North East Somerset Cycle Master Plan

Bath and North East Somerset Core Strategy and Placemaking Plan, adopted 2017

bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Placemaking-Plan/cs_pmp_vol_1_district-wide.pdf

Getting around Bath: supporting document, October 2014

bathnes.gov.uk/sites/default/files/supporting_strategy_report_final.pdf

Getting around Keynsham Transport Strategy, July 2016

bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/getting_around_keynsham_-_final_version.pdf

Chew Valley Transport Strategy, draft report, October 2017

bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/final_draft_chew_valley_transport_strategy_-_supporting_document_oct_17.pdf

Somer Valley Transport Strategy, draft report, October 2017

bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/final_draft_somer_valley_transport_strategy_-_supporting_document_oct_17.pdf

Bristol City Council**Bristol Transport Strategy, 2019**

bristol.gov.uk/documents/20182/3641895/Bristol+Transport+Strategy+-+adopted+2019.pdf/383a996e-2219-dbbb-dc75-3a270bfce26c

North Somerset Council

North Somerset Active Travel Strategy, due for adoption September 2020

North Somerset Rights of Way Improvement Plan 2007-2017 (Revised 2010)

n-somerset.gov.uk/wp-content/uploads/2015/11/rights-of-way-improvement-plan.pdf

South Gloucestershire Council**South Gloucestershire Council Cycle Strategy, May 2016**

https://edocs.southglos.gov.uk/download/cyclestrategy_531.pdf

Joint Rights of Way Improvement Plan**Draft Joint Rights of Way Improvement Plan, 2018 - 2026**

bathnes.gov.uk/sites/default/files/sitedocuments/Streets-and-Highway-Maintenance/FootpathsandPublicrightsofway/draft_rowip_2018-2026.pdf

Joint Green Infrastructure Strategy

The West of England Joint Green Infrastructure (JGIS) complements the West of England Local Cycling and Walking Plan through shared aims and outcomes. Green Infrastructure (GI) is a strategically planned and managed network of natural and semi-natural areas delivering multiple benefits for people, wildlife and the environment.

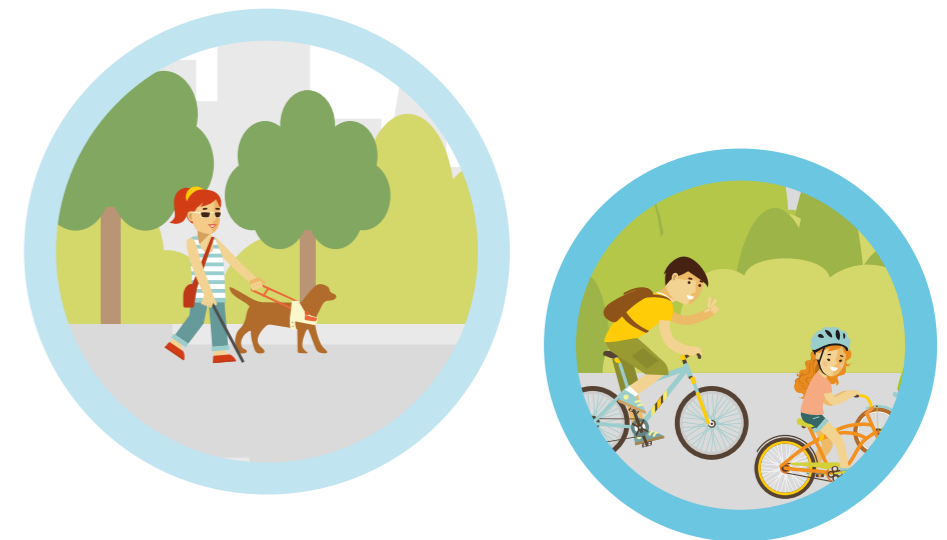
The JGIS provides an evidence base for Local Plan developments as well as other plans and strategies; tools to enable a consistent approach to GI across the West of England authorities; and identifies opportunities for enhancement of GI including its integration as part of new and improved cycling and walking infrastructure.

Bus Strategy

The delivery of bus infrastructure through the West of England Bus Strategy will provide opportunities to fund and co-deliver 'whole corridor' improvements which will enhance sustainable transport options to help us meet the ambitious targets set out in the JLTP4. This will sometimes require trade-offs and compromises between different mode users

The Bus Strategy sets out how bus services will help us tackle traffic congestion and reduce carbon emissions in the region. To do this it proposes an ambitious aim for a doubling of bus passenger journeys by 2036.

The national Cycling and Walking Infrastructure Strategy aims to make cycling and walking the natural choice for shorter journeys, and to double national levels of cycling by 2025.²



² DfT (2017), *Cycling and Walking Investment Strategy (CWIS)* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/874708/cycling-walking-investment-strategy.pdf

How investing in cycling and walking supports our transport vision

Our transport vision, as set out in the Joint Local Transport Plan 4, is to **'Connect people and places for a vibrant, inclusive and carbon neutral West of England'**.

The JLTP4 identified five objectives, based on the aspirations of the West of England authorities, each of which has a role to play in achieving our vision.

The five JLTP objectives are shown on this page, against examples of how investment in cycling and walking can help deliver those objectives.

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Accessibility

JLTP Objective: Enable equality and improve accessibility

- Inaccessible infrastructure is the biggest barrier preventing disabled people from cycling.³
- Three quarters of disabled cyclists use their cycle as a mobility aid.⁴
- The proportion of disabled Londoners who sometimes use a cycle to get around (15%) is only slightly less than for non-disabled Londoners (18%), demonstrating that cycling is an important mode of transport for everyone⁵.
- People with reduced mobility such as wheelchair users or those using walking aids; people with push-chairs or those with sight issues, as well as those with young children, will find it much easier to use a footway that provides plenty of space⁶.
- 25% of people with disabilities report difficulties with any type of trip, compared with 10% of people without disabilities.⁷

Health

JLTP Objective: Contribute to better health, wellbeing, safety and security

- 4 in 10 women and 1 in 3 men in England are not active enough for good health. This costs the NHS more than £450 million a year, equating to £8.17 per person.⁸
- Employees who cycle regularly take 1.3 fewer sick days than those who don't: worth £128m to the economy.⁹



Air quality and climate change

JLTP Objective: Take action against climate change and address poor air quality

- Meeting the Government's CWIS targets (doubling cycling and increasing walking) would lead to annual savings of £567m due to improved air quality and prevent 8300 premature deaths each year.¹⁰
- Transport is responsible for 29% of carbon dioxide (CO2) emissions in the West of England, compared to 26% nationally. All of the West of England authorities (including WECA) declared climate emergencies during 2019.¹¹



Economy

JLTP Objective: Support sustainable and inclusive economic growth

- Over a month, people who walk to high streets spend up to 40% more than people who drive to the high street.¹²
- 83% of Business Improvement Districts say that walking and cycling improvements attract more customers.¹³
- Nationally every £1 spent on walking and cycling returns £13 of benefits to the economy.¹⁴
- Cycle parking delivers 5 times the retail spend per square metre than the same area of car parking.¹⁵
- Cycling contributes £5.4bn to the economy each year - that's more than 3 times the contribution of the UK steel industry.¹⁶

Place making

JLTP Objective: Create better places

A study in Bristol, which has been replicated in many other cities, found that retailers on a local high street overestimated the proportion of shoppers arriving by car by almost double at 41% compared with the actual proportion of 22%. The retailers also underestimated how far pedestrians had travelled to get to the high street; over 60% lived within 1 mile. As well as the benefit of improved public realm, the study showed that pedestrians generally visited more shops than those arriving by car. This study has been replicated for many different high streets, each producing similar results.¹⁷

3 Wheels for Wellbeing (2019) *A Guide to inclusive Cycling*

4 Wheels for Wellbeing (2019) *A Guide to inclusive Cycling*

5 Wheels for Wellbeing (2017) *Guide to Inclusive Cycling*

6 Cambridgeshire County Council (2020) <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/walking-improvements> Accessed 19 May 2020.

7 DfT (2017) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/647703/disabled-peoples-travel-behaviour-and-attitudes-to-travel.pdf

8 Public Health England (2018) *Cycling and walking for individual and population health benefits*

9 Grous, A. (2011) *The British Cycling Economy: 'gross cycling product' report*.

10 Public Health England (2018) *Cycling and walking for individual and population health benefits*

11 West of England (2019) *Draft Joint Local Transport Plan 4*

12 Transport for London (2013) *Town Centres 2013*

13 Aldred, R. and Sharkey, R. (2018) *Healthy Streets: a business view*.

University of Westminster for Transport for London.

14 Department for Transport (2015) *Investing in cycling and walking - The economic case for action*

15 Raju, F. and Saffrey, A. University of Birmingham and Phil Jones Associates for Department for Transport (2016) *The value of cycling*

16 Newson, C. and Sloman, L. *Transport for Quality of Life for the Bicycle Association (2018) The value of the Cycling Sector to the British Economy: A Scoping Study*.

17 Sustrans (2006) *Shoppers and how they travel*. Information Sheet LN02.

How investing in cycling and walking supports our transport vision continued

The role of this Plan in achieving our vision

We want walking and cycling to be the preferred ways of travelling for shorter journeys or as part of a longer journey for everyone living, working or studying in or visiting the West of England.

Our vision is that the West of England walking and cycling network is the most coherent, accessible and comprehensive in the UK. It is well evidenced in both academic literature and real-world case studies that investment in active travel has a pivotal role to play in boosting local economies, helping us meet our environmental challenges, and creating healthier and happier people.

At its heart, this Plan is about improving how our streets look and feel, respecting their multifunctional purpose as transport corridors, areas of residence and destinations in their own right.

As part of this, the Plan will specifically support the delivery of the following interventions which are set out in the JLTP4.

- to provide an attractive, safe and usable walking and cycling network;
- to support those without a private car to access the services they require;
- to improve the quality of streets and public spaces, and to provide clear wayfinding and signage;
- to work with residents and communities to identify barriers to accessibility including crossings, and speed reduction;
- to consider the needs of all road users in the design of transport and highway schemes, particularly vulnerable road users;
- to improve the quality of streets and public realm;
- to integrate walking, cycling and public transport into new developments;
- to provide clear wayfinding and signage;
- to improve and maintain Public Rights of Way;

- to work with residents and communities to identify barriers to accessibility;
- to support the provision of safe crossings and speed reduction in appropriate locations;
- to improve actual and perceived personal security.

Transport mode share targets are set out in the JLTP4 (page 140).

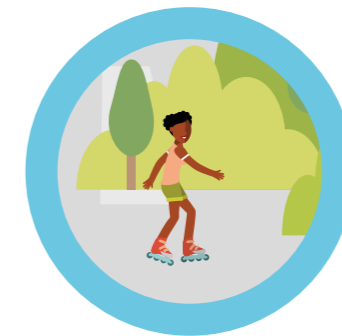
Accessibility

Accessibility will be at the heart of delivering this plan and initial engagement with stakeholders has shaped our approach to developing the improvements cited in the technical maps. We recognise that users of cycles of all types, as well as wheelchairs and mobility scooters, and those with differing hearing, visual and other sensory needs have differing requirements from the transport network. We will continue to engage with relevant stakeholder groups to progress scheme designs to ensure that investment in infrastructure delivers the best possible out-comes for all users.

Behaviour change

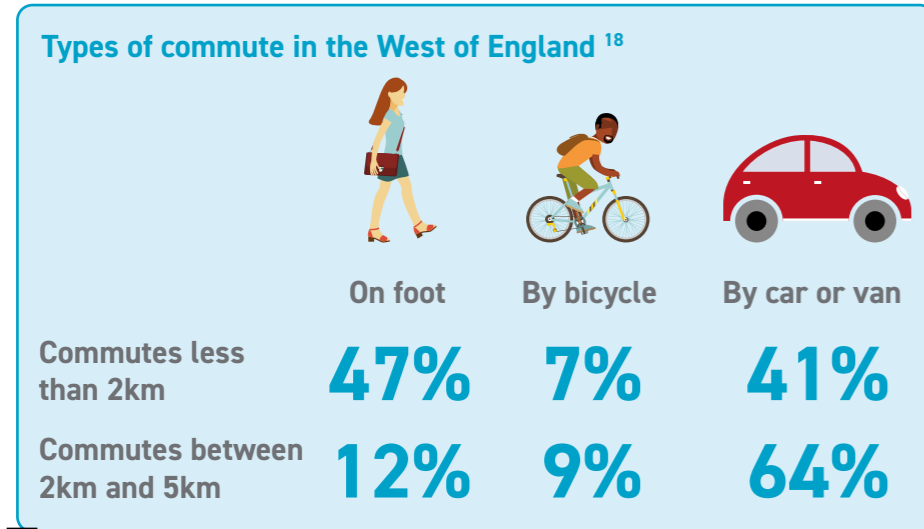
This plan is only part of the picture. We will continue to work in partnership with external organisations to support and encourage a step-change in the uptake of active travel, as set out in the JLTP4. The need to respond to changes in mobility needs post Covid-19, and the ever-increasing importance of responding to our climate emergency declarations make a greater case for investing in behaviour change programmes alongside the delivery of active travel infrastructure.

We recognise that users of cycles of all types, as well as wheelchairs and mobility scooters, and those with differing hearing, visual and other sensory needs have differing requirements from the transport network.



Challenges and opportunities

Key challenges



Public opinion

Evidence from regional engagement and consultation shows that there is a high level of public support for walking and cycling improvements. The West of England's JLTP4 consulted on a range of transport options.

The most popular transport interventions were:

- Creating a comprehensive and safe network, so active travel is the preferred choice for shorter trips and accessing public transport
- Rail station enhancements
- Reallocate highways space to public transport, walking and cycling where appropriate

Covid-19

WECA and the four local authorities have responded to the challenges brought about by Covid-19 by installing temporary infrastructure measures to support greater levels of walking and cycling and facilitate safe social distancing in line with guidance. Given the dramatic short-term impact on public transport capacity, WECA and the four authorities will continue to work together to identify how elements of this Plan can be accelerated to ensure that walking and cycling infrastructure is a viable alternative to those who cannot travel by bus while social distancing is still in place. As much as Covid-19 is a serious global crisis, it is important that the sub-region works to enhance the opportunities that arise from 'the new normal', one of which is the potential for increased walking and cycling trips and the aforementioned benefits that this change could bring to our health, the economy and the environment.

Climate change

We recognise the very real challenge of climate change, the emergency we face and its impact on the health, safety and wellbeing of our residents and people around the world. The United Nations Intergovernmental Panel on Climate Change (IPCC) has warned that a rise in temperatures of just 1.5 degrees could lead to ecological, environmental and humanitarian disaster. The Panel concludes we will require rapid, far reaching and unprecedented changes in all aspects of society to avoid this. This is especially true for the transport sector which, at 32%, is the largest single source of carbon emissions in the South West. For the West of England transport CO2 emissions will rise by a further 22% by 2036 if we don't act - increasing the risk of droughts, floods and extreme heat not just globally but also for the South West region. Consequently, all four local authorities and the West of England Combined Authority have now declared climate emergencies.

Delivering the Local Cycling and Walking Infrastructure Plan, alongside our other active and sustainable transport schemes will play a crucial role in allowing us to meet these targets.

Air quality

Poor air quality has significant impacts on human health as well as damaging the natural environment and negatively impacting on the prosperity, quality and perceived quality of the region. There is increasing scientific evidence and public recognition that air pollution is associated with adverse health impacts throughout the human life cycle, contributing to heart disease, stroke, chronic obstructive pulmonary disease and lung cancer. Particulates are known to have negative health impacts, even at very low concentrations.

Every car journey which is replaced by a walking or cycling trip directly reduces harmful emissions, and therefore enabling people to walk and cycle plays a key role in tackling poor air quality.

Page 259
25%
 Forecast increase in trips by 2036¹⁹



Over **300** premature deaths a year linked to NO₂²⁰



Transport is the largest contributor to greenhouse gases and CO₂ emissions²¹

50%
 of commutes are less than **5km** or mainly work from home²²

68%
 of commutes are less than **10km** or mainly work from home²³

18 Census data (for West of England) (2011)
 19 West of England (2019) Draft Joint Local Transport Plan 4
 20 West of England (2019) Draft Joint Local Transport Plan 4
 21 West of England (2019) Draft Joint Local Transport Plan 4
 22 Census data (for West of England) (2011)
 23 Census data (for West of England) (2011)

Prioritisation and funding

This is an ambitious plan calling for £411m of funding to improve the walking and cycling network until 2036. Harnessing investment from a range of funding sources and working across disciplines to achieve shared goals will be critical to deliver the improvements outlined in this Plan.

Prioritisation

This Plan was created using a methodology set out by the DfT²⁴ which enabled routes to be selected, scored, and prioritised.

The West of England Combined Authority is currently establishing a 5-year infrastructure delivery plan which will incorporate these Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes, including other cycling and walking schemes.

Cycling and Walking Early Assessment Sifting Tool

All cycling and walking schemes will be prioritised for further development and delivery against the vision, aims, objectives and policies set out in the Joint Local Transport Plan 4, as well as other regional priorities, including but not limited to: responding to Covid-19 recovery; climate

change; air quality challenges; and the opportunity to co-deliver active travel schemes alongside other transport schemes. Schemes will be filtered for eligibility, according to the funding body's criteria, against the following factors:

- Delivery timescale
 - Current status
 - Whether co-funding or co-delivery opportunities are present (e.g. Bus Deal, Mass Transit)
 - Any other criteria as required by the funder (e.g. must be in area of high IMD, must target AQMA, minor improvement)
- The WECA Investment Fund will be available for
- the capital delivery of schemes in the short to medium term
 - minor improvements
 - the development of medium to longer-term schemes
 - partnership schemes with third parties

We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when seeking funding for the delivery stage.

Where possible we will ensure schemes / investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation, although it is expected that these schemes will score highly in the initial scoring.

While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding.

Any remaining schemes should fill regional geographical gaps.

All schemes must meet the design standards set out in the Government's updated DfT's Local Transport Note.

These prioritisation principles and the resulting dynamic prioritised list will be made publicly available.

The Local Cycling and Walking Infrastructure Plan will be reviewed on a regular basis as per the DfT's recommendation, which is currently every 4-5 years.

The primary sources of funding that the councils will seek to utilise to realise the ambitions in this Plan include:

Government grant funding

Government frequently announces funding competitions to which local authorities can submit bids. The aims and objectives of these competitions vary from one funding competition to another.

The challenge for local authorities is to write a compelling case for funding within a short time frame. Local priorities will not always align exactly with the grant priorities, so local authorities need to be flexible in the order in which they put forward schemes for funding. Successful schemes often need to be delivered within one or two years, which can present delivery challenges for larger or more complex schemes.

Integrated Transport Block (ITB)

The ITB is an annual allowance set by the DfT and administered for Bath and North East Somerset, Bristol City, and South Gloucestershire councils; by the relevant transport authorities, e.g. WECA, and North Somerset Council. Totalling between £6-7m across the four West of England councils, it is a relatively modest amount of

funding in the context of the cost of transport infrastructure. The ITB is often spread across multiple priority areas including rail, public transport, walking and cycling improvements, flood and drainage projects, and road safety schemes.

Devolved funding

In early 2017, Bath and North East Somerset Council, Bristol City Council, and South Gloucestershire Council came together to create the West of England Combined Authority (WECA). Together with the transfer of several new powers and responsibilities from government to the sub-region, the deal provided £1 billion in devolved funding over a 30-year period. In summer 2019 the WECA Committee agreed nominal allocations between Transport, Housing and Business and Skills for the first four years of funding. Together with additional funding from the Transforming Cities Fund (which government awarded to some of the largest city regions in 2017 with the aim of driving productivity and prosperity through investment in public and sustainable transport), transport has been allocated £144m up to 2023. Many of the schemes within this funding allocation require further development work before they are fully defined, but they will ultimately contribute to: reducing congestion; improving

the sustainable transport offer across walking, cycling and public transport; improving access to jobs and housing; and contributing to the West of England's climate change and air quality objectives.

Developer funding

Local authorities are able to levy funding from developers to mitigate the impact of new developments. For instance, Section 106 payments can be required from developers to provide transport infrastructure such as a cycle paths, junctions, or crossing improvements if it can be evidenced that the development would place a strain on existing capacity. Section 106 funding must be spent within the immediate vicinity of the new development and the timing of the funding is dependent on when development comes forward. Local authorities can also collect payments from developers in the form of the Community Infrastructure Levy (CIL). The CIL allows authorities to define more strategic infrastructure improvements required as development comes forward, and request developer contributions for these. The process for defining CIL schemes is much more rigorous than Section 106 schemes, with the criteria set at local authority level and requiring community support.

²⁴ DfT (2017) *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/883082/cycling-walking-infrastructure-technical-guidance.pdf

Case studies

Case Study: Bromley Heath Viaduct shared path

The previous shared use cycle and pedestrian pathway on Bromley Heath Viaduct was narrow (approx. 2m), with no barrier between cyclists and the A4174 carriageway,

presenting a significant deterrent to potential users. In its place, we have built a highly innovative new pathway as an extension to the viaduct

in the form of a 3.5-metre cantilever composite bridge.

This new pathway is made from robust Fibre

Reinforced Polymer (FPR) which requires minimal maintenance

and is extremely lightweight,

meaning there was no need for further strengthening of the viaduct. It has significantly improved the walking and cycling provision on a busy route. We delivered the scheme alongside essential maintenance on the viaduct to help minimise the work programme and share construction costs and resources, as well as reducing the impact and duration of work to residents, commuters and businesses.



Case Study: Baldwin Street

Completed in Autumn 2018, Bristol's showcase segregated cycling route along Baldwin Street connects with the city centre and Castle Park providing an important strategic link for cyclists travelling into the city from the Bristol and Bath Railway Path. The bi-directional cycle

route has proven to be a major success story with the number of cycle trips increasing from 890 (pre-scheme) to nearly 3,000 cycle trips per day in 2019.



Case Study: Kennet and Avon towpath upgrade

The Kennet and Avon towpath links Bath City Centre with Bathampton on the eastern edge of Bath and is popular with leisure users as well as commuters and school children. The path was widened and resurfaced along 2.2km to provide an all-weather path suitable for all users, and a 300m path to Grosvenor River Bridge Road linking to the residential area of Larkhall was also improved.

The project was funded through the Cycle City Ambition Fund and carried out in partnership between Bath & North East Somerset Council and the Canal & River Trust.

Case Study: Brean Down Way

North Somerset Council opened the first leg of its flagship Coastal Towns Cycle Route in July 2017. The three-mile Uphill to Brean section has been an exemplary example of working with a wide range of partners, volunteers and funding sources, and the determination to make a long-held ambition happen. It was jointly led by North Somerset Council and national cycling charity, Greenways and Cycleroutes Ltd. It also involved the Environment Agency, Wessex Water, Natural England, Somerset County Council, Sedgemoor District Council and their contractors, Brean Parish Council, the National Trust and landowners.

The route won the Highway Partnership Award at the Institute of Highway Engineers (IHE) South Western awards in 2018.

The route continues for three-miles to the tip of Brean Down. This means that residents and holiday makers can now avoid the long, circuitous, and busy Accommodation Road, and their trip is shortened by three miles.

During 2018 the route carried at least 44,000 cycle and 30,000 pedestrian trips. Almost all the active travel journeys are new leisure trips, which were not possible or desirable before.

Case Study: Whitehouse Street

Although initially conceived as a cycling scheme, the Whitehouse Street project has been a major success story in increasing pedestrian numbers along a previously lightly traversed route. Reducing the width of junction mouths, introducing raised tables, planting (with drainage benefits), traffic calming (through the removal of the centre line), improved quality of materials and the introduction of a new segregated cycle route resulted in an increase in pedestrian footfall from 859 trips (pre-scheme) to 1628 trips post-scheme.



How we created this plan

To create this Plan the West of England authorities followed the methodology as set out in the government's 'Local Cycling and Walking Infrastructure Plan's technical guidance' (2017). The guidance note has been used by other

local authorities across the country to ensure consistency in how walking and cycling networks are planned. In line with the guidance, the West of England Local Cycling and Walking Infrastructure Plan was created using the following steps:

1

Determining scope

- Identifying the geographical area the plan would cover
- Identifying a project team to deliver the plan
- Identifying teams and stakeholders who would need to be involved in creating the plan
- Agreeing timescales

2

Gathering information

- Reviewing local policies and strategies to understand linkages
- Collecting information on existing walking and cycling trips across the network
- Identifying trip origins and destinations

3 4

Network planning for walking and cycling

- Identifying key desire lines for cycling using available data, predictive tools and local weighting factors (such as routes connecting to areas of deprivation, jobs, schools etc)
- Identifying Core Walking Zones for improvement
- Auditing all of our cycling and walking routes to understand the quality of the existing provision, and identifying areas for improvement.
- Engaging with internal teams and stakeholders to suggest a list of improvements to bring walking and cycling routes up to the best possible standard.

5

Prioritising improvements

- Costing improvements
- Establishing a timeframe for delivery

6

Integration and application

- Integrating the Local Cycling and Walking Infrastructure Plan into other plans and strategies
- Using the Local Cycling and Walking Infrastructure Plan to bid for funding
- Reviewing and updating the Local Cycling and Walking Infrastructure Plan

More details of the methodology for this Plan can be found in Appendix 1.

Types of improvements

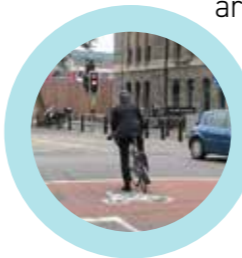
All walking and cycling infrastructure schemes will need to optimise usability and safety, while focussing on user needs and the opportunity to improve the built environment. All schemes will adhere to the latest best practice design standards, which will be set out in the Government's Local Transport Note and is expected to have a greater emphasis on segregation between modes.

Cycle parking, including secure on-street resident cycle parking, will be considered as part of all schemes during the scheme development phase.

Note: Some references are taken from the London Cycling Design Standards manual.

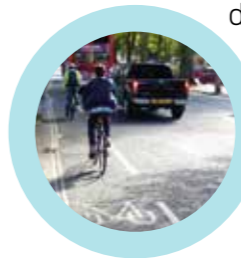
Advanced stop line

A stop line for cyclists at traffic signals ahead of the stop line for general traffic, with a waiting area marked with a large cycle symbol and extending across some or all of the traffic lanes



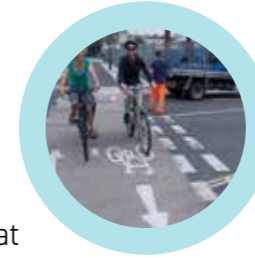
Advisory cycle lane

A dashed white line marking an area of the carriageway designated for the use of cyclists. Motor vehicles may need to cross the markings but generally should not enter the lane unless it is unavoidable



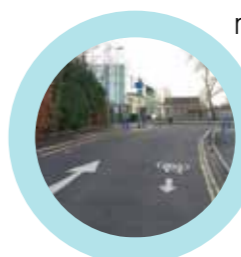
Continuous footway

A method of asserting pedestrian priority over vehicle turning movements at side junctions by continuing the footway material across the access mouth of the junction. This also provides strong visual priority to the pedestrian. A 'continuous cycleway' can be added in a similar way if a cycle lane is present



Contraflow cycle route

A facility allowing cyclists to travel in the opposite direction to one-way motor traffic and can be implemented using lane markings, which



may or may not have some other form of physical protection, or by using signing only

Cycle bypass

A form of physical separation for cycles enabling them to avoid a controlled feature for other road users – e.g. traffic signals



Cycle parking

The number, quality and range of types of cycle parking spaces must keep pace with the growing use of cycles in the West of England, but needs to also cater for the predicted future growth set out in the draft JLTP4. Cycle parking should be fit-for-purpose, secure, and well located, and take an inclusive approach to ensure all cycle



users are catered for. We will consider cycle parking requirements as part of all proposed schemes.



Delineating

A physical feature that separates space used by cyclists and pedestrians, such as a kerb and a change surface material



Photography: Bristol City Council, Chris Bahn; Department for Transport; North Somerset Council; Street View data ©2020 Google; Streets Reimagined Ltd.

Types of improvements continued

Dropped kerb

A feature to facilitate non-stepped access, usually between the footway and carriageway. Must be flush to ensure level access



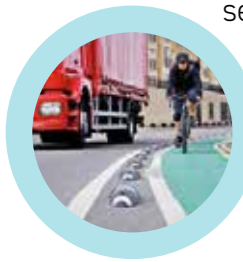
Footway

A part of public space used by pedestrians. Where a footway runs alongside a road, it is commonly referred to as pavement.



Light segregation

The use of intermittently placed objects, such as bollards, to separate and protect a cycle facility (usually a marked cycle lane) from motorised traffic



Low traffic neighbourhood

An area of residential streets where through traffic is removed or reduced to provide a better, more liveable neighbourhood which supports walking and cycling.



Mandatory cycle lane

A section of the carriageway marked by a solid white line that is designated for the exclusive use of cyclists during the advertised hours of operation



Parallel crossing

A crossing similar to a zebra crossing, which accommodates cyclists as well as pedestrians



Parklets

A small seating area or green space created as a public amenity on or alongside a footway, and usually in a former on-road parking space



Footway buildout/Reduce junction width

A widening of the footway into the carriageway to provide a shorter crossing distance, and to improve visibility.



Pedestrian refuge island

An island in the carriage to support pedestrian and cycle crossing movements, as well as cycle right-turns



Public realm improvements

Measures that enhance the visual aesthetic and feel of an area which can include improvements like tree planting, street art, seating and other features to make public spaces more attractive



Quietway

Quietways are strategic walking and cycling routes using less heavily trafficked local streets and new or existing crossing facilities at major barriers



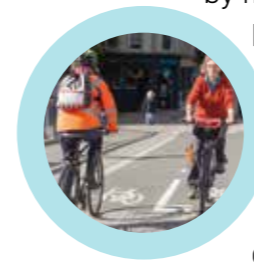
Raised table

A raised section of the carriageway, used to slow traffic and improve pedestrian crossing facilities



Segregated cycle path

A cycle facility, physically separated from the areas used by motorists and pedestrians. It may be next to, or completely away from the carriageway



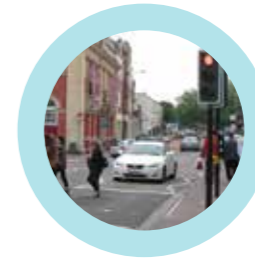
Shared use path

A route, path, or part of any public space which pedestrians and cyclists share but where motorised vehicles are not permitted. Specific permissions must be granted for cycles to use these spaces, and they are identified by the shared use sign – a blue circle containing white symbols of a pedestrian and cycle. In these spaces pedestrians have priority.



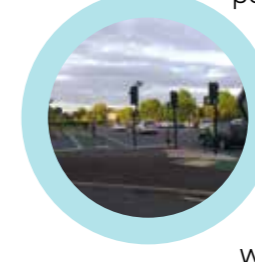
Signal controlled crossing

A traffic light controlled crossing which can be used by pedestrians, and in some cases also cyclists



Single stage crossing

A crossing point where pedestrians and cyclists are able to cross a road or junction in one movement without having to wait at a pedestrian refuge island



Tactile paving

Paving that helps people with sight impairments to read the street environment by using changes in texture or colour



Traffic calming

Features which physically or psychologically slow traffic



Wayfinding

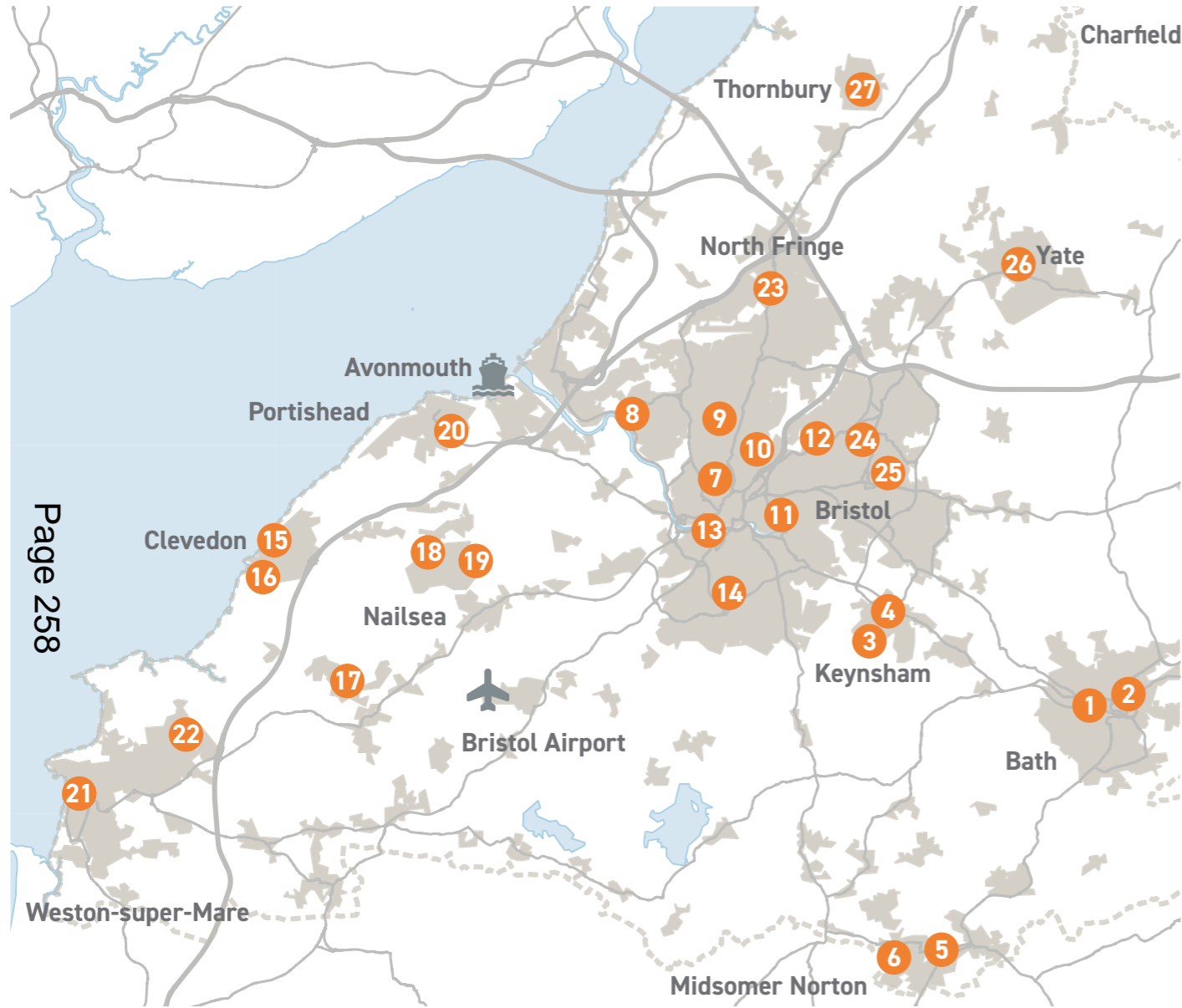
Encompasses all of the ways in which people orient themselves and navigate from place to place



Photography: Bristol City Council, Chris Bahn; Department for Transport; North Somerset Council; Street View data ©2020 Google; Streets Reimagined Ltd.

Photography: Bristol City Council, Chris Bahn; Department for Transport; North Somerset Council; Street View data ©2020 Google; Streets Reimagined Ltd.

Walking routes map index



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About the maps

The following improvements to walking and cycling routes in the area have been identified by officers working in each of the councils.

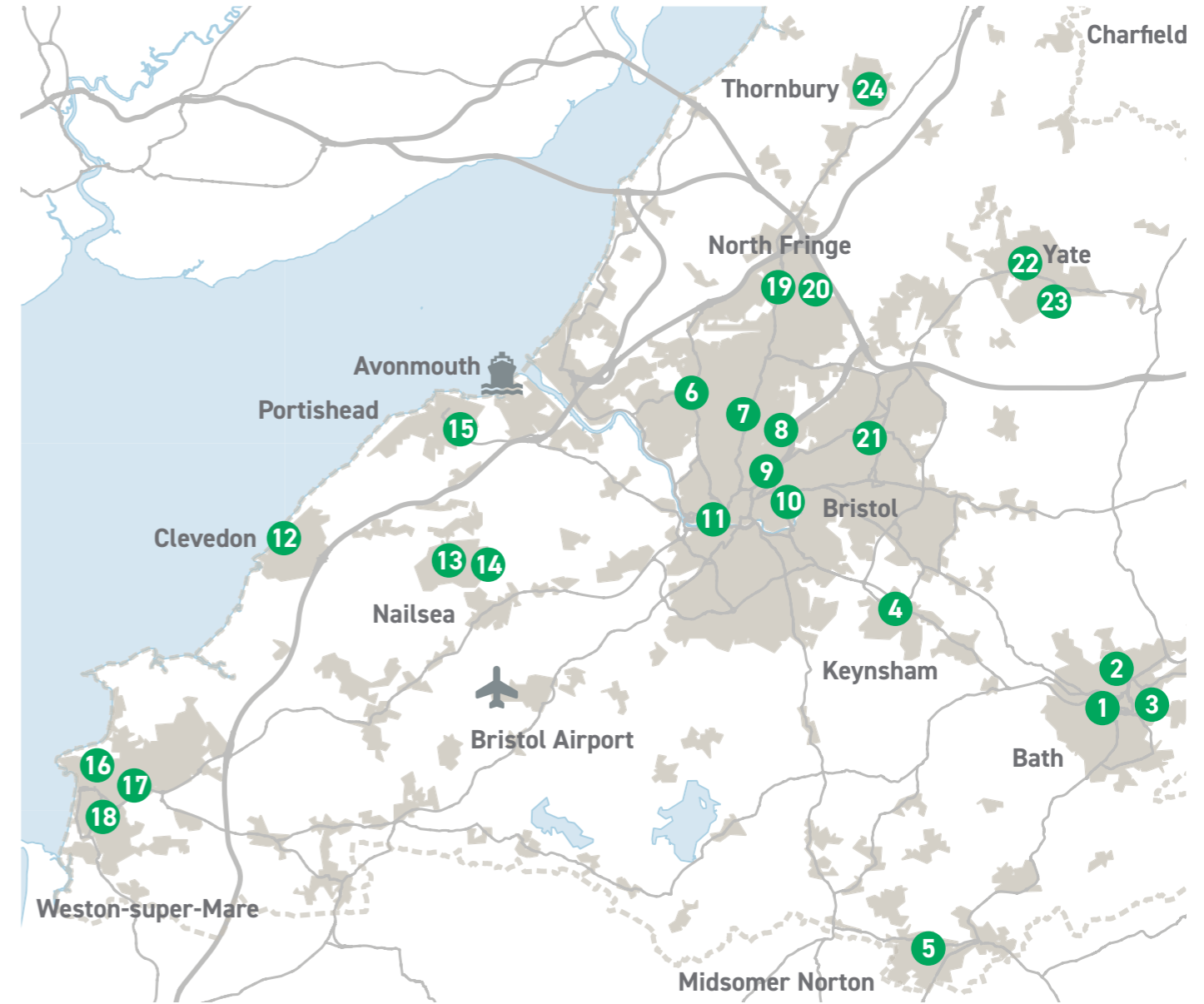
Walking and cycling projects often take 2-3 years from

inception to completion and usually require a minimum of 6 months of detailed design work and several more months of consultation before they can be considered for funding. Planning improvements at this scale and within government deadlines

presents challenges in that there isn't the time and or funding to fully design and consult on each route separately before it is presented here.

Therefore it is important to see these improvements as a

Cycling routes map index

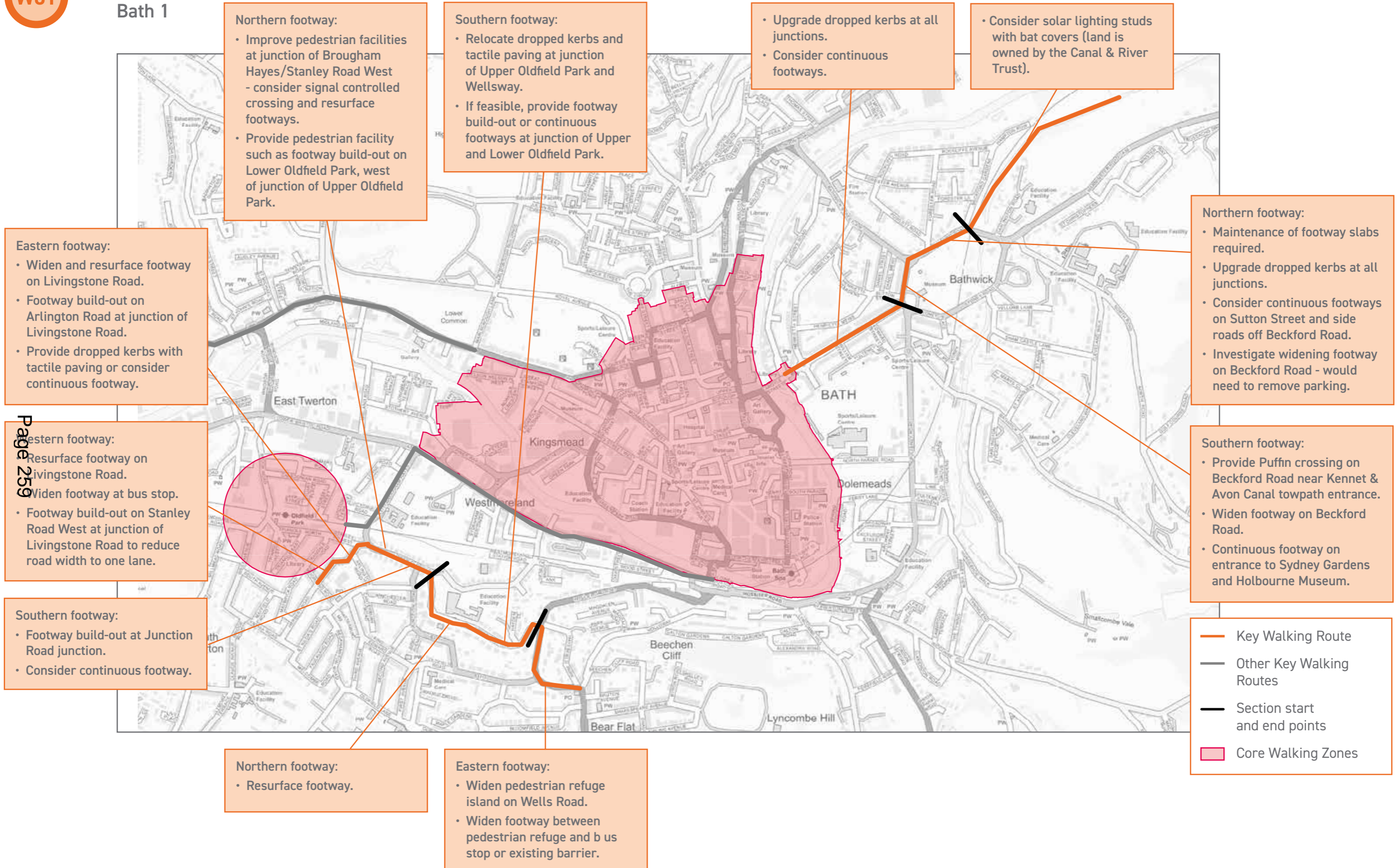


starting point in how we want the walking and cycling network to evolve over the next 16 years. All of these schemes are subject to further modelling, feasibility and design work and consultation with local communities. The sub-region is ever-changing and

larger initiatives and projects may require us to adapt our plans accordingly sometimes allowing us to be more ambitious and sometimes requiring compromises. You can view the West of England's existing cycle network at:

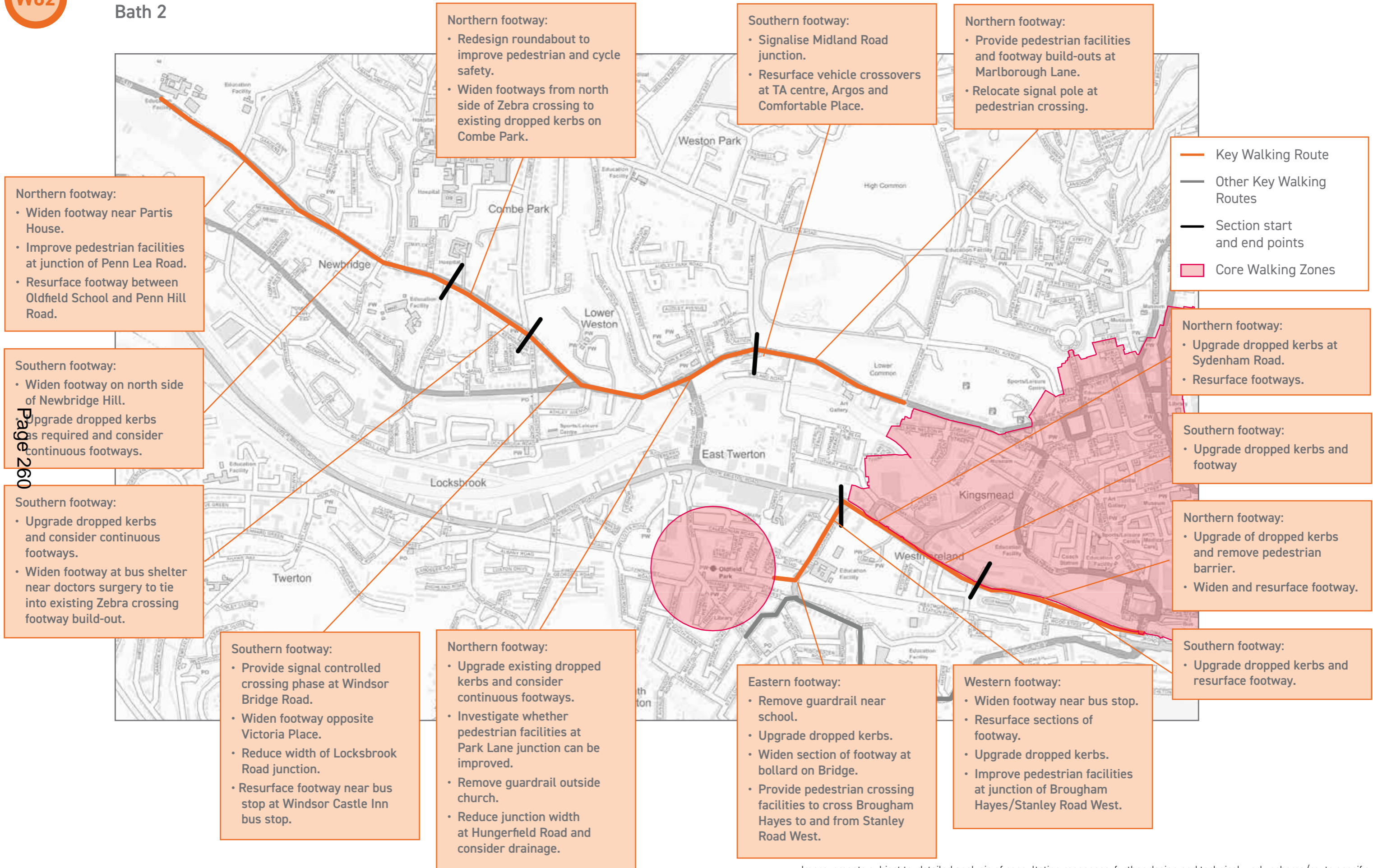
betterbybike.info/maps-and-rides/regional-cycle-maps

Bath 1



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bath 2



Northern footway:

- Widen footway near Partis House.
- Improve pedestrian facilities at junction of Penn Lea Road.
- Resurface footway between Oldfield School and Penn Hill Road.

Southern footway:

- Widen footway on north side of Newbridge Hill.
- Upgrade dropped kerbs as required and consider continuous footways.

Southern footway:

- Upgrade dropped kerbs and consider continuous footways.
- Widen footway at bus shelter near doctors surgery to tie into existing Zebra crossing footway build-out.

Southern footway:

- Provide signal controlled crossing phase at Windsor Bridge Road.
- Widen footway opposite Victoria Place.
- Reduce width of Locksbrook Road junction.
- Resurface footway near bus stop at Windsor Castle Inn bus stop.

Northern footway:

- Upgrade existing dropped kerbs and consider continuous footways.
- Investigate whether pedestrian facilities at Park Lane junction can be improved.
- Remove guardrail outside church.
- Reduce junction width at Hungerfield Road and consider drainage.

Northern footway:

- Redesign roundabout to improve pedestrian and cycle safety.
- Widen footways from north side of Zebra crossing to existing dropped kerbs on Combe Park.

Eastern footway:

- Remove guardrail near school.
- Upgrade dropped kerbs.
- Widen section of footway at bollard on Bridge.
- Provide pedestrian crossing facilities to cross Brougham Hayes to and from Stanley Road West.

Southern footway:

- Signalise Midland Road junction.
- Resurface vehicle crossovers at TA centre, Argos and Comfortable Place.

Western footway:

- Widen footway near bus stop.
- Resurface sections of footway.
- Upgrade dropped kerbs.
- Improve pedestrian facilities at junction of Brougham Hayes/Stanley Road West.

Northern footway:

- Provide pedestrian facilities and footway build-outs at Marlborough Lane.
- Relocate signal pole at pedestrian crossing.

— Key Walking Route
 — Other Key Walking Routes
 — Section start and end points
 ■ Core Walking Zones

Northern footway:

- Upgrade dropped kerbs at Sydenham Road.
- Resurface footways.

Southern footway:

- Upgrade dropped kerbs and footway

Northern footway:

- Upgrade of dropped kerbs and remove pedestrian barrier.
- Widen and resurface footway.

Southern footway:

- Upgrade dropped kerbs and resurface footway.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Keynsham 1

- Reconstruct and widen footway to reduce slope towards road on St Margaret's Close.
- Link between St Anne's Avenue and St Francis Road - remove barriers and widen footway.
- Cut back hedge encroaching onto footway.
- Investigate options to improve pedestrian environment around school entrance.

- Western footway:**
- Provide/upgrade dropped kerbs at junction of St Anne's Avenue/St Margaret's Close near path leading to School and junction of St Anne's Avenue/St George's Road.

- Northern footway:**
- Improve existing pedestrian refuge on B3116 near Wellsway School entrance to provide pedestrian facility to get to north side of B3116.
 - Relocate bus stop near Talbot Inn to widen footway.

- Northern footway:**
- Provide Puffin crossing on A4 east side of Broadmead roundabout.
 - Widen and resurface footway on A4 where required.

- Eastern footway:**
- Provide/upgrade dropped kerbs or continuous footway at junction of St Anne's Avenue/St George's Road and across St Anne's Avenue near St Margaret's Close.

- Provide/upgrade dropped kerbs across St George's Road and consider continuous footways at junction of Selworthy Road/St George's Road.

- Western footway:**
- Provide/upgrade dropped kerb and consider continuous footways at junctions of Holcombe Road/Charlton Road and Holcombe Grove/Selworthy Close.

- Southern footway:**
- Upgrade pedestrian facility at Copse Road and Grange Road (i.e. tactile paving or continuous footway).

— Key Walking Route

— Other Key Walking Routes

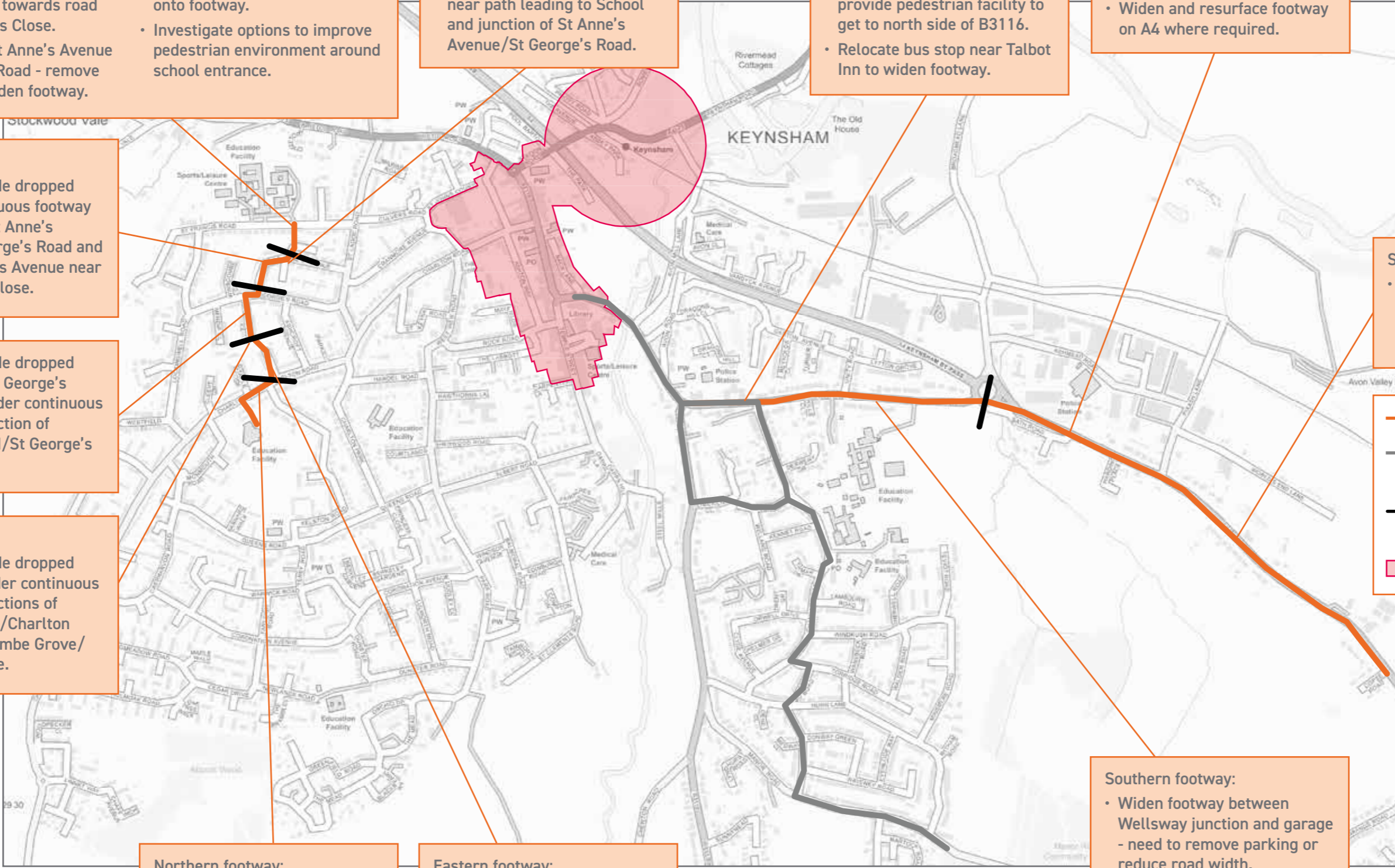
— Section start and end points

■ Core Walking Zones

- Northern footway:**
- Widen and resurface lower level footway on Charlton Road.
 - Upgrade dropped kerbs, provide tactile paving and consider continuous footway at Staple Grove.

- Eastern footway:**
- Provide/upgrade dropped kerbs between Holcombe Drive and Selworthy Close.

- Southern footway:**
- Widen footway between Wellsway junction and garage - need to remove parking or reduce road width.
 - Relocate bus shelter.
 - Provide footway build-out at junction of Chandag Road.



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Keynsham 2

Eastern footway:

- Upgrade dropped kerbs and widen pedestrian refuge islands or provide footway build-outs at junctions.
- Consider continuous footways.

- Investigate improvement of pedestrian facilities at roundabout.

Southern footway:

- Widen footway between Wellsway junction and garage.

Southern footway:

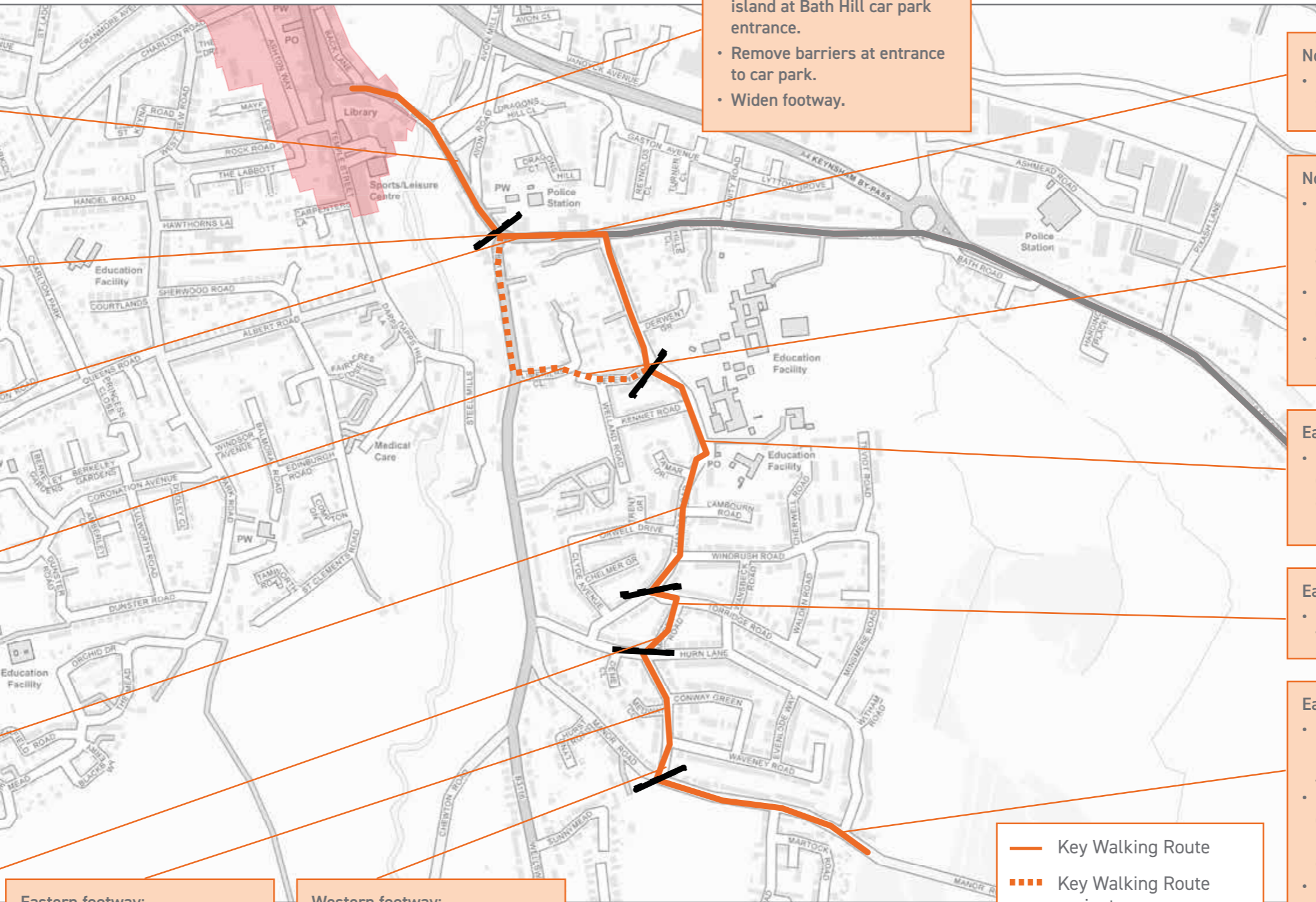
- Provide dropped kerbs or continuous footway across Severn Way at west end near disused doctors surgery.
- Cut back hedge.

Western footway:

- Provide dropped kerbs on Chandag Road to access Torridge Road - one possible location is outside no. 96 or 109.

Western footway:

- Provide dropped kerbs at junction of Marden Road/Torridge Road, and Hurn Lane each side of junction with Marden Road.
- Cut back overgrown hedge on Torridge Road.



Western footway:

- Improve pedestrian refuge island at Bath Hill car park entrance.
- Remove barriers at entrance to car park.
- Widen footway.

Northern footway:

- Investigate relocation of bus stop near Talbot Inn.

Northern footway:

- Upgrade dropped kerbs at Limekilns Close and provide at junction of Severn Way and Welland Road.
- Remove barriers at Limekilns Close.
- Consider continuous footways.

Eastern footway:

- Upgrade dropped kerbs or continuous footway at Windrush Road and Lambourn Road.

Eastern footway:

- Provide dropped kerbs on Torridge Road

Eastern footway:

- Provide pedestrian refuge island on Medway Road at junction of Manor Road.
- Provide dropped kerbs or continuous footway at Hurn Lane/Manor Road junction and footway build out.
- Provide dropped kerbs across Manor Road to link to Lytes Cary Road.

Eastern footway:

- Provide dropped kerbs or continuous footways at junction of Waveney Road and Conway Garden.

Western footway:

- Cutback vegetation on Medway Road.

- Key Walking Route
- - - Key Walking Route variant
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Somer Valley 1

Southern footway:

- Footway build-outs at junction.
- Enhance footway provision along one or both sides of road.
- Install/standardise tactile paving.
- Consider continuous footways.

Northern footway:

- Address sections in poor condition.
- Relocate street furniture obstructing footway where possible.

• Enhance footway provision a long one or both sides of road.

- Install/standardise tactile paving.
- Consider continuous footways.

Eastern footway:

- Install/standardise tactile paving and improve pedestrian crossing facilities at side roads.
- Consider continuous footways.
- Address sections in poor condition.

Northern footway:

- Widen footway.
- Address sections in poor condition.
- Reconfigure Paulton Road/Redfield Road/Clapton Road/Chilcompton Road crossroads layout to enable safer pedestrian movements.
- Consider measures to prevent vehicles parking on the footway.
- Install/standardise tactile paving.
- Consider continuous footways.

Footway:

- Enhance footway provision, where space permits.
- Install/standardise tactile paving.
- Consider continuous footways.
- Address sections in poor condition.

Southern footway:

- Introducing a footway would be likely to require single way working on the carriageway, so on balance it may be more appropriate to concentrate on improving northern footway.

Northern footway:

- Widen footway.
- Address sections in poor condition.
- Introduce/standardise tactile paving.
- Consider continuous footways.

Western footway:

- Introduce footway for section south of Park Way, if space permits.
- Install/standardise tactile paving.
- Consider continuous footways.

Southern footway:

- Improve side road crossing facilities.
- Widen footway where space permits.
- Address sections in poor condition.
- Install/standardise tactile paving.
- Consider continuous footways.

— Key Walking Route

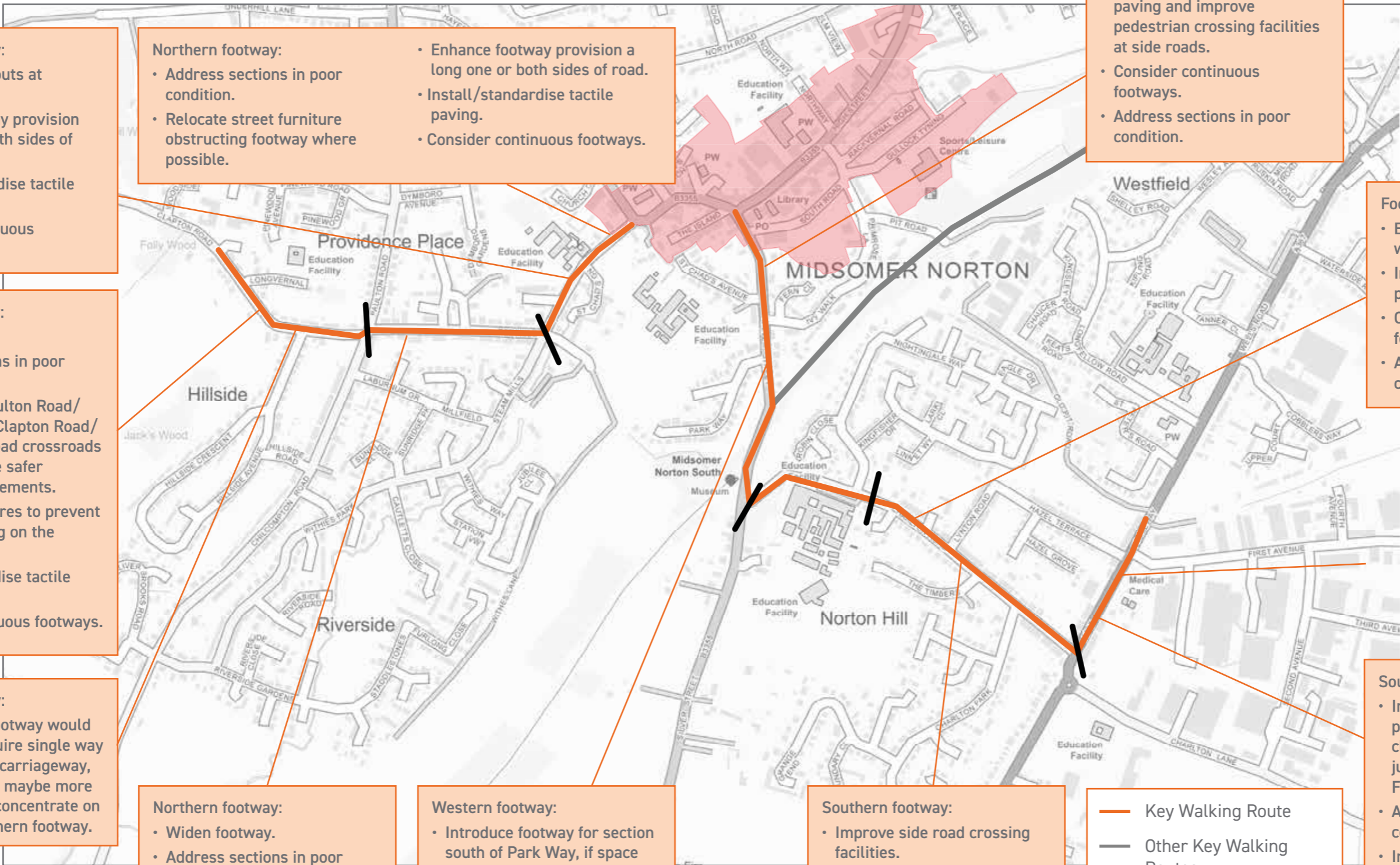
— Other Key Walking Routes

— Section start and end points

■ Core Walking Zones

Southern footway:

- Investigate possibility of pedestrian crossing facilities closer to desire line at junction of Charlton Road/Fosseway.
- Address sections in poor condition.
- Increase width on existing pedestrian refuge island if possible.
- Install/standardise tactile paving.
- Consider continuous footways.



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Somer Valley 2

• Consider installing lighting and CCTV cameras.

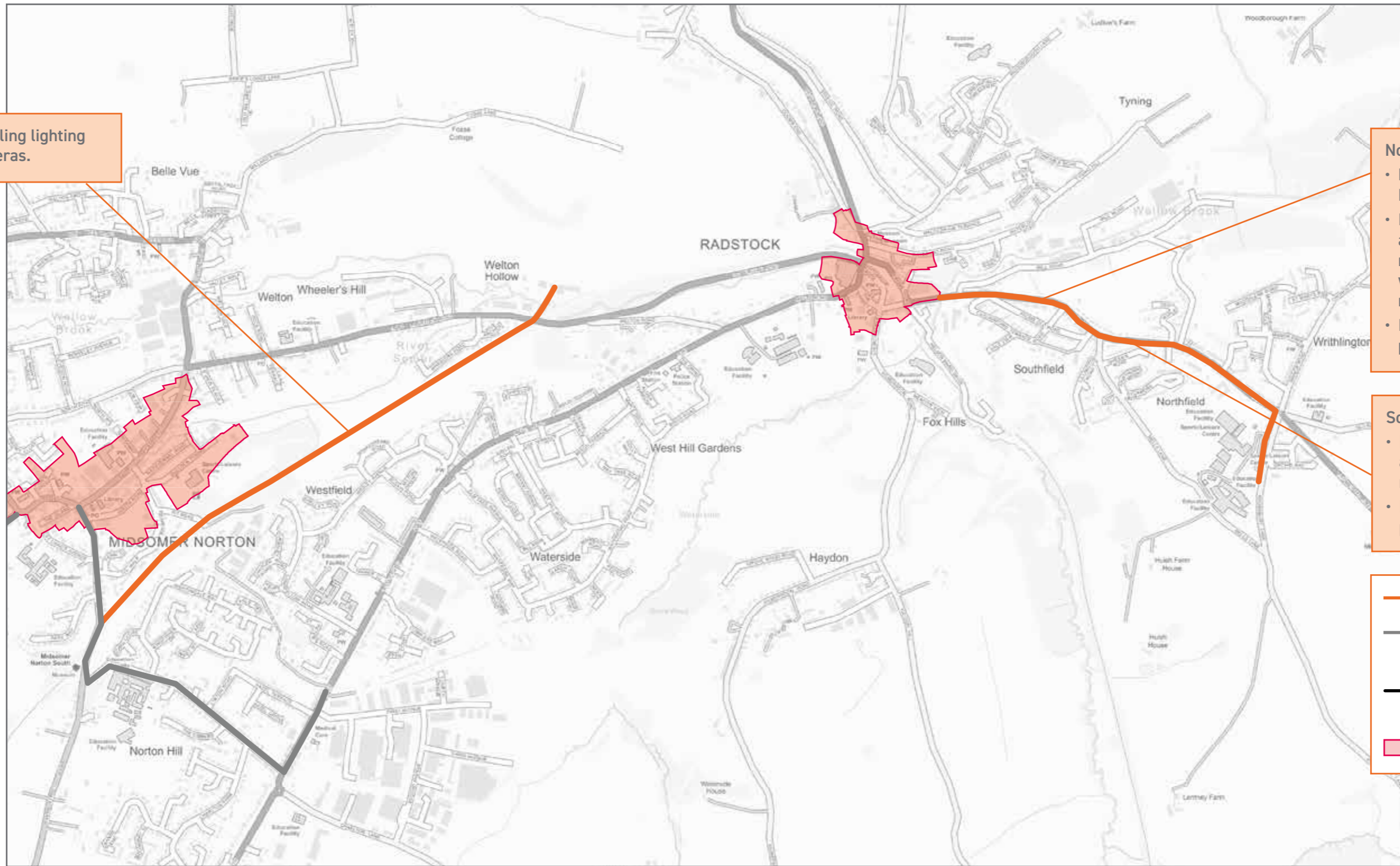
Northern footway:

- Footway build-out at Mill Road junction.
- Improve footway provision along one or both sides of road, including locations where carriageway can be narrowed.
- Install/standardise tactile paving.

Southern footway:

- Improve footway provision along one or both sides of road, as space permits.
- Install/standardise tactile paving.

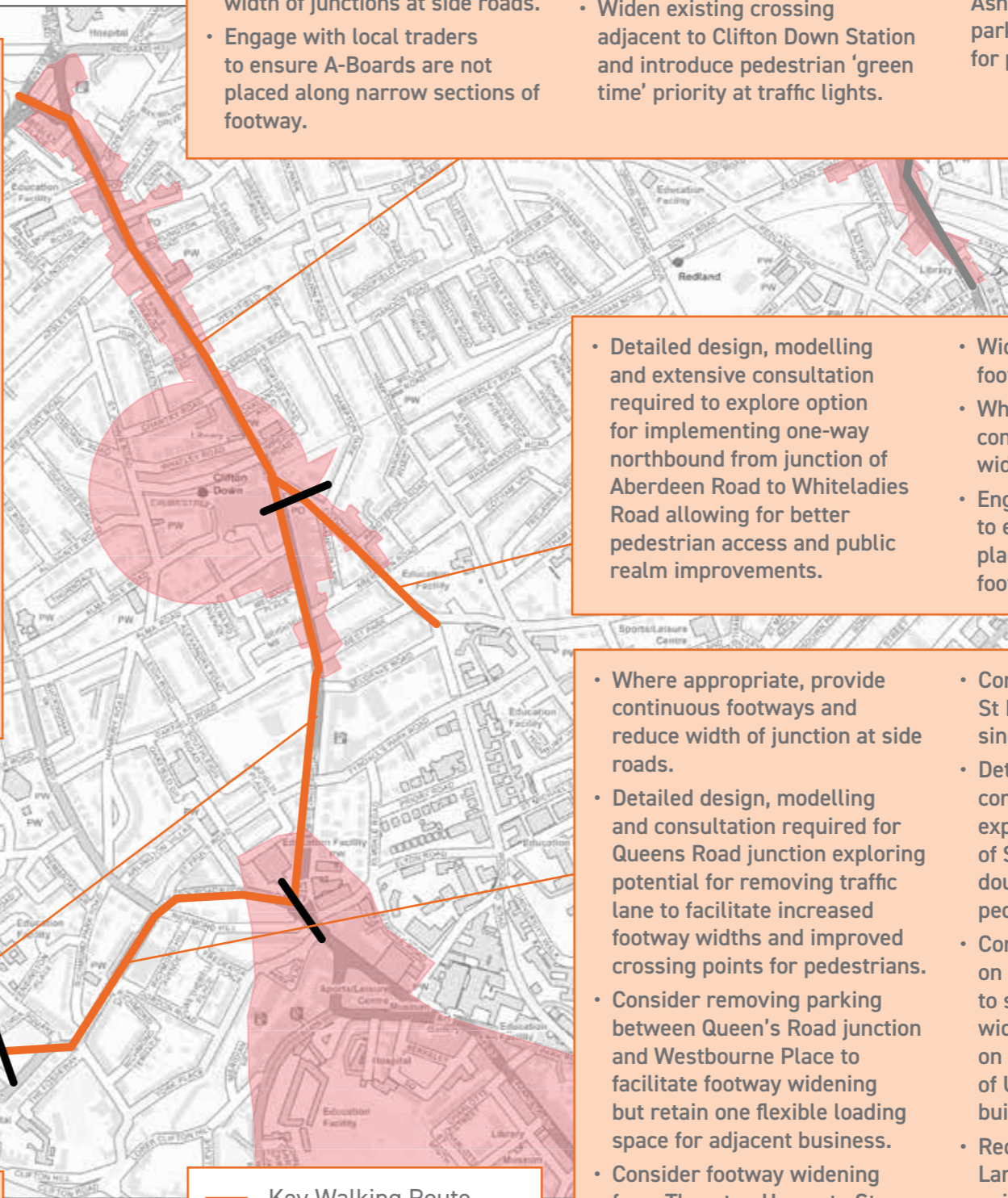
— Key Walking Route
 — Other Key Walking Routes
 — Section start and end points
 ■ Core Walking Zones



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Clifton Village and Whiteladies Road

- Where appropriate, provide continuous footway and reduce width of junction at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Investigate option of installing a Zebra (or alternative improved) crossing to replace informal crossing into Victoria Square Park - retain pedestrian priority but reconfigure bollards to ensure easier access for mobility impaired users.
- Extensive consultation with local traders and community to redesign Boyce's Avenue/King's Road, providing public realm enhancements that reflects high pedestrian dwell time while improving access for mobility and visually impaired users.
- Footway build-out on Zebra crossing on Regents Street to accommodate high pedestrian flow across this crossing.
- Potential large-scale co-design process to redesign Princess Victoria Street and the Mall allowing for the removal of parking to facilitate increased footway widths and therefore better pedestrian access throughout - current environment is very restricted inhibiting access for mobility and visually impaired users in particular. A minimal approach would be to reduce parking by 25% and install footway build-outs to consolidate street clutter and bin storage.
- Explore option of introducing raised table across the Mall/Princess Victoria Street.
- Remove parking adjacent to Clifton Club to provide footway along eastern edge of park .
- Potential removal of parking between West Mall and Portland Street (western side) to provide better footway width.
- Explore option for introducing informal crossing between Gloucester Street and Gloucester Row to ensure mobility impaired users have the option to avoid the stepped access along the Gloucester Row.
- Widen footway opposite Gloucester Row by cutting into verge.
- Explore opportunities to widen section of footway (north and south) from Sion Hill junction to the Toll Gate.



- Where appropriate, provide continuous footways and reduce width of junctions at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Improve wayfinding to Clifton Down Station.
- Widen existing crossing adjacent to Clifton Down Station and introduce pedestrian 'green time' priority at traffic lights.
- Convert existing parking between Westfield Park and Ashgrove Road to parallel parking and use freed up space for public realm improvements.

- Detailed design, modelling and extensive consultation required to explore option for implementing one-way northbound from junction of Aberdeen Road to Whiteladies Road allowing for better pedestrian access and public realm improvements.
- Widen both sides of the footway.
- Where appropriate, provide continuous footways and reduce width of junctions at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.

- Where appropriate, provide continuous footways and reduce width of junction at side roads.
- Detailed design, modelling and consultation required for Queens Road junction exploring potential for removing traffic lane to facilitate increased footway widths and improved crossing points for pedestrians.
- Consider removing parking between Queen's Road junction and Westbourne Place to facilitate footway widening but retain one flexible loading space for adjacent business.
- Consider footway widening from Thornton House to St Paul's/Pembroke Road double roundabout.
- Convert existing parking adjacent to Queen's Court in front of businesses to parallel parking to facilitate footway widening.
- Convert Zebra crossing before St Paul's Road roundabout to single stage crossing.
- Detailed design and consultation required to explore options for redesign of St Paul's/Pembroke Road double roundabout to improve pedestrian and cycle safety.
- Convert existing Zebra crossing on southern arm of roundabout to single stage crossing and widen short section of footway on eastern edge until the start of University of Bristol Union building.
- Reduce width of Richmond Lane/Gordon Road crossing point.
- Remove small amount of parking along Richmond Terrace to provide footway build out around the two sets of steps.



- Continuous footways and reduce width of junction at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway and that seating for cafés and restaurants are not over-spilling onto footway.
- Extend high quality paving across entrance of Victoria Rooms.
- Prioritise pedestrian movements at Whiteladies Road/Tyndall's Park Road junction and explore option of introducing signalised crossing on S t Paul's Road arm of junction.
- Explore removal of parking on eastern side of Whiteladies Road between Cotham Hill and Alma Road in consultation with traders.
- Freed up space from parking removal would allow for more effective bin storage, cycle stands and public realm improvements.

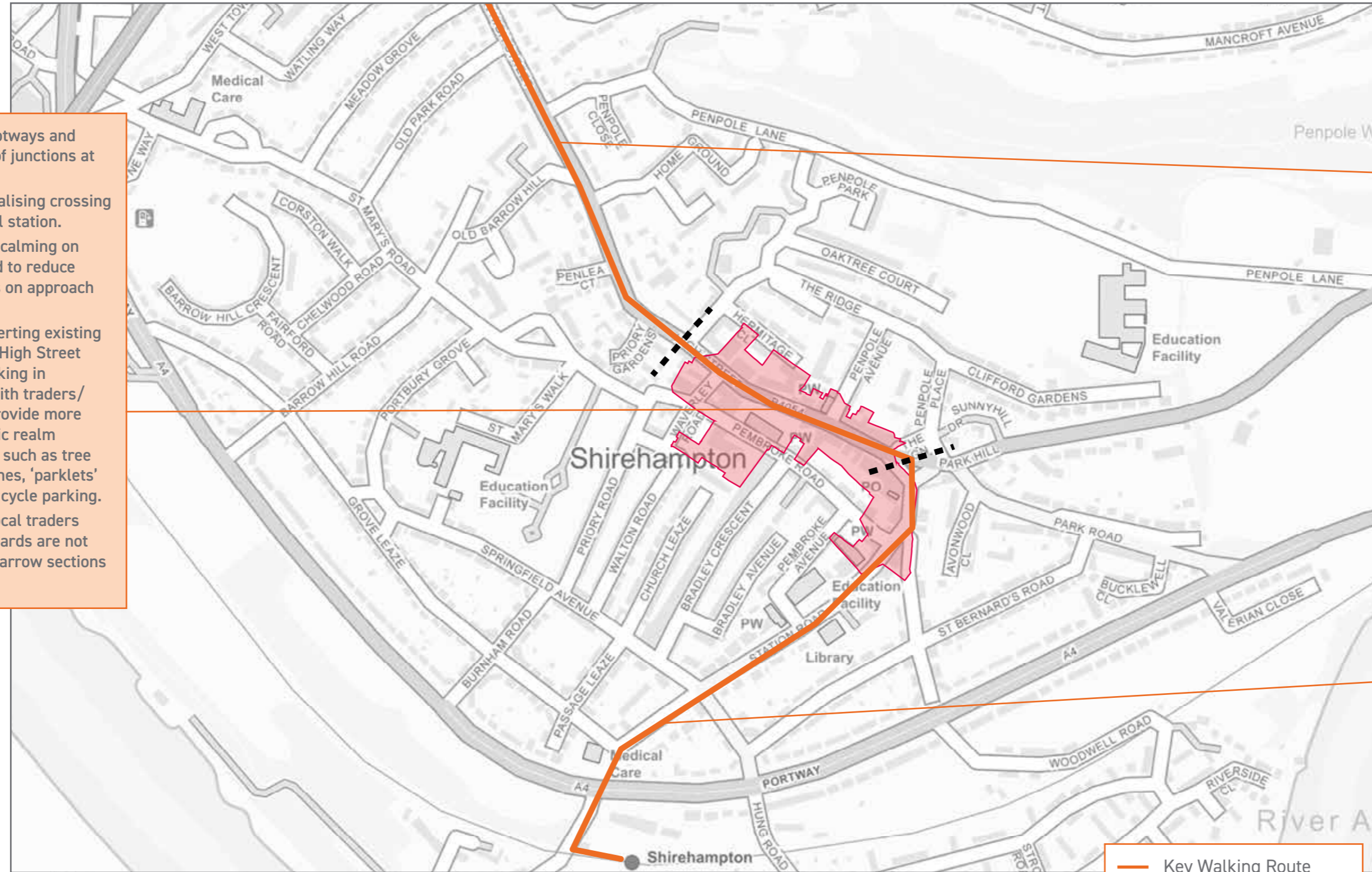
- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Shirehampton

- Continuous footways and reduce width of junctions at side roads.
- Consider formalising crossing opposite petrol station.
- Explore traffic calming on Waverley Road to reduce vehicle speeds on approach to High Street.
- Consider converting existing parking along High Street to parallel parking in consultation with traders/residents to provide more space for public realm improvements such as tree planting, benches, 'parklets' and additional cycle parking.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.

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- Key Walking Route
- - - Section start and end points
- Core Walking Zones

- Continuous footways and reduce width of junctions at side roads.
- Tree planting to discourage footway parking along western edge of Lower High Street.
- Consider installation of Zebra crossing between Old Park Road and Penpole Lane to facilitate better access to bus stop and improve access to public footpath leading to Beachley Walk.
- Replace single white lines opposite Old Barrow Hill with enforceable double yellows.

- Consider redesigning junction of High Street, Park Hill and Station Road in consultation with local traders/residents to improve pedestrian and cycle safety.
- Potential options include: reducing width of junction to provide better footway width for pedestrians; introducing a one-way system on The Green to reduce the need for additional traffic lanes and finding opportunities to make more of a feature of green and heritage features.
- Continuous footways and reduce widths of junctions at side roads.
- Install raised table at junction of Station Road and Hung Road.
- Consider whether a local interchange with cycle parking/hire could be installed where Station Road meets the A4 Portway.
- Improve wayfinding to the station and consider options for removal of current footbridge with a step-free crossing.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

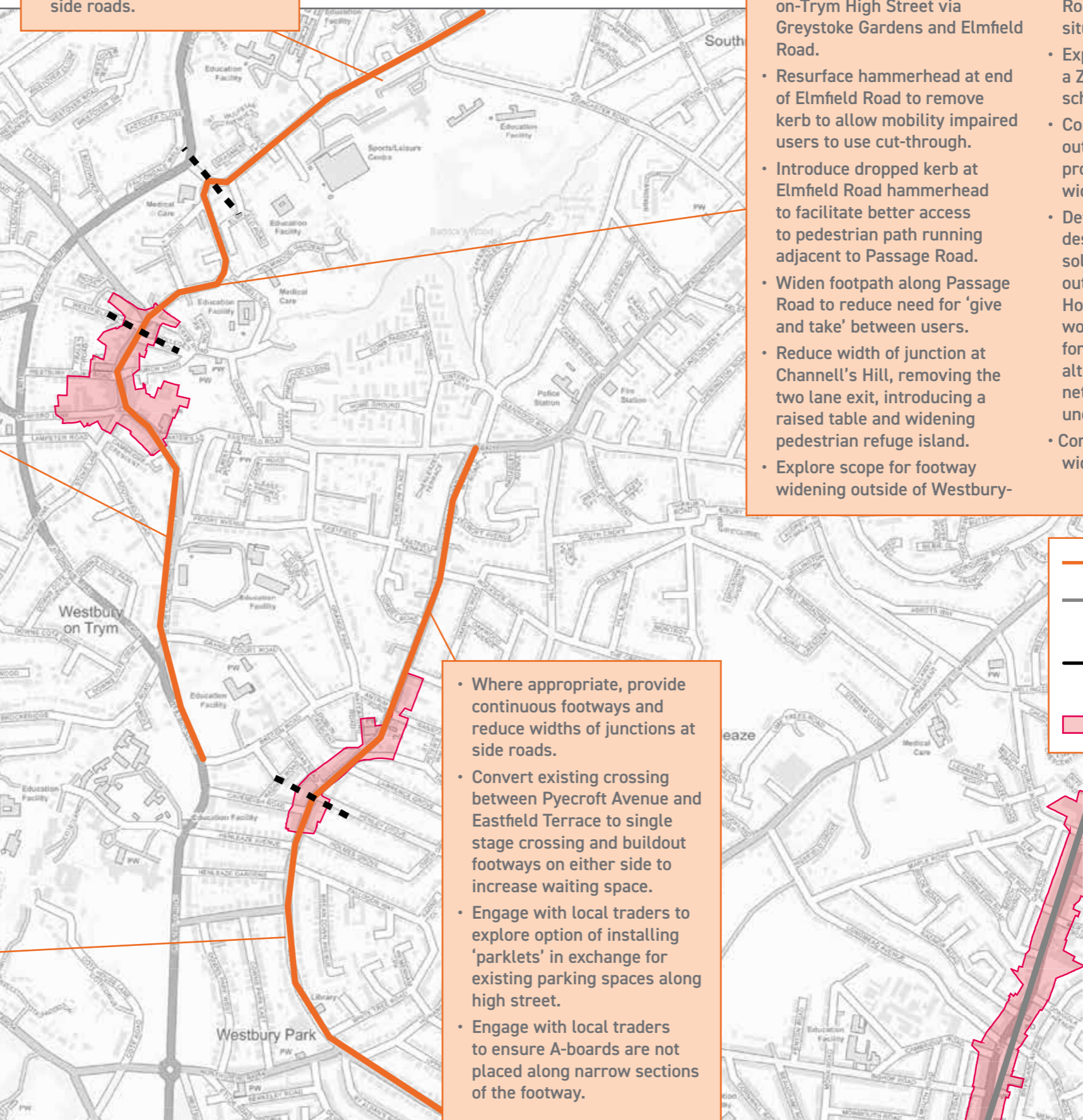
Westbury-on-Trym and Henleaze

- Detailed design and consultation with local community to shape proposed walking improvements in this area.
- Continuous footways and reduce width of junction at side roads.
- Explore removal of parking from Trym Road to Church Road in consultation with local traders/residents to allow for increased footway width along this section.
- Footway widening from Westbury Court Road to unit no. 49.
- Consider option to widen footway on eastern edge of footway approaching the memorial from existing bus stop.
- Investigate whether southbound approach to Memorial Roundabout could be reduced to 1 lane.
- Ensure that footway widths are increased around perimeter of Memorial Roundabout.
- Consider minor footway build-outs on south eastern arm of Memorial Roundabout and utilise a small section of land from car park on Westbury Hill to widen footway at pinchpoint.
- Explore options for improving pedestrian crossing at Water's Lane and removal of guard rails while noting it is an existing bus route.
- Widen footway on eastern edge of Westbury Hill from Water's Lane until end of existing footway and introduce Zebra crossing along this section.

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- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Engage with local traders to explore option of installing 'parklets' in exchange for existing parking spaces along high street.
- Consider public realm improvements along eastern edge of Henleaze Road between Henley Road and Cavendish Road such as tree planting, benches, 'parklets' and additional cycle parking.
- Explore conversion of existing bus stop (on eastern edge of Henleaze Road before Holmes Grove) to an 'on-carriageway' stop to improve waiting environment for passengers and improve usable footway space.
- Redesign Henbury Road/ Northumbria Drive roundabout to improve pedestrian and cycle safety and introduce Zebra crossings on arms to provide better crossing environment for pedestrians.
- Consider providing set back Zebra crossing on North View.
- Regular maintenance of Lime Trees on Linden Road to improve usable footway space.
- Explore footway widening from Coldharbour Road to Howard Road to increase width around existing Lime Trees.

- Continuous footways and junction tightening at minor side roads.



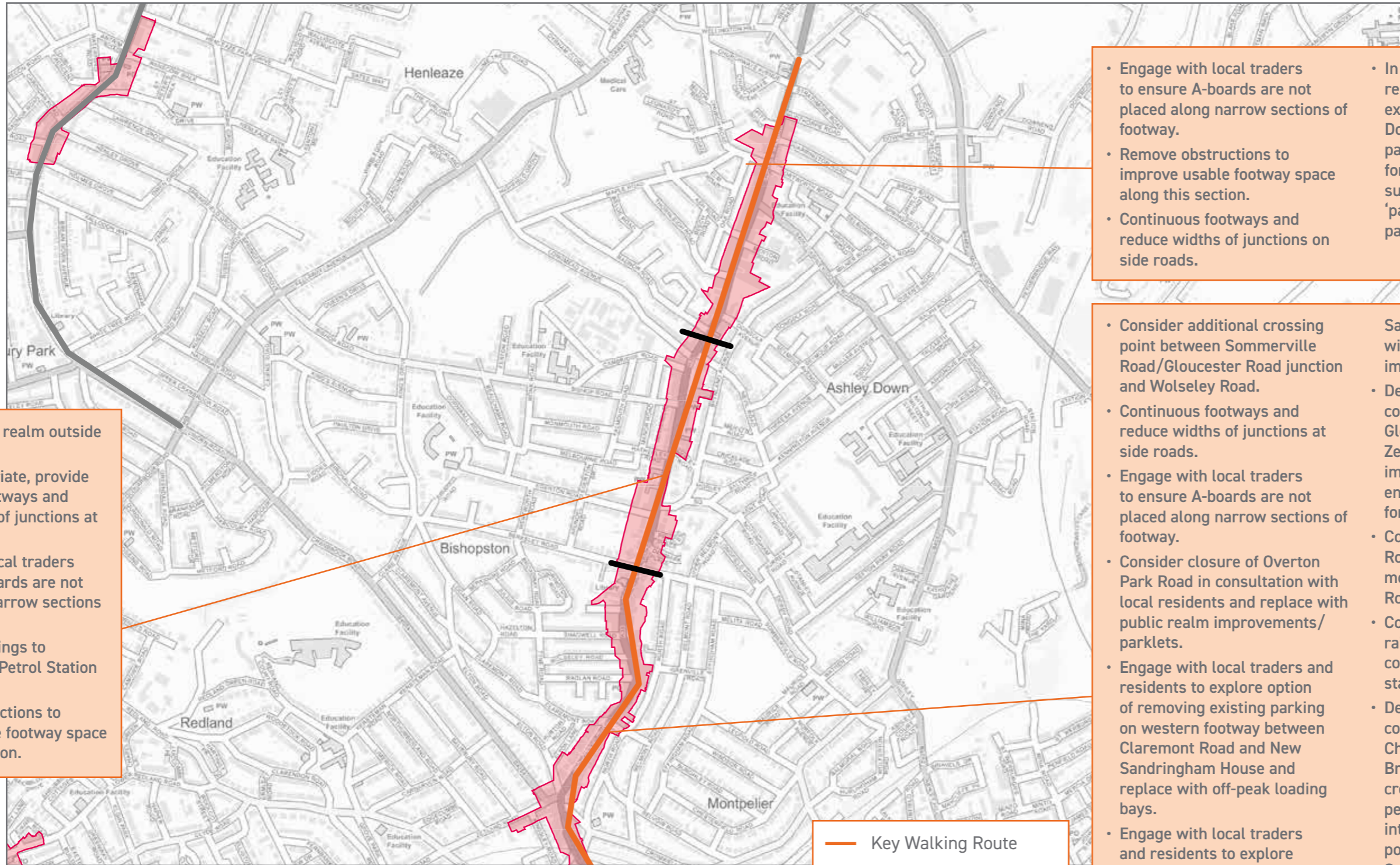
- Improve wayfinding from Greystoke Avenue to Westbury-on-Trym High Street via Greystoke Gardens and Elmfield Road.
- Resurface hammerhead at end of Elmfield Road to remove kerb to allow mobility impaired users to use cut-through.
- Introduce dropped kerb at Elmfield Road hammerhead to facilitate better access to pedestrian path running adjacent to Passage Road.
- Widen footpath along Passage Road to reduce need for 'give and take' between users.
- Reduce width of junction at Channell's Hill, removing the two lane exit, introducing a raised table and widening pedestrian refuge island.
- Explore scope for footway widening outside of Westbury-on-Trym Church of England Primary School along Passage Road, although existing situation already constricted.
- Explore option of introducing a Zebra crossing in vicinity of school.
- Consider removal of parking outside of Grange Court to provide space for footway widening.
- Detailed consultation and design work required to find a solution to very narrow footway outside of the White Lion Public House. Could include shuttle working which would allow for increased footway width, although detailed work on network impact needs to be undertaken.
- Continuous footway and reduce width of junction at side roads.

- Key Walking Route
- Other Key Walking Routes
- - - Section start and end points
- Core Walking Zones

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Convert existing crossing between Pycroft Avenue and Eastfield Terrace to single stage crossing and buildout footways on either side to increase waiting space.
- Engage with local traders to explore option of installing 'parklets' in exchange for existing parking spaces along high street.
- Engage with local traders to ensure A-boards are not placed along narrow sections of the footway.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Gloucester Road



- Improve public realm outside of Sainsburys.
- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Give way markings to pedestrians at Petrol Station entrance.
- Remove obstructions to improve usable footway space along this section.

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- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Remove obstructions to improve usable footway space along this section.
- Continuous footways and reduce widths of junctions on side roads.
- In consultation with traders and residents, explore replacing existing parking opposite Dongola avenue with parallel parking to provide more space for public realm improvements such as tree planting, benches, 'parklets' and additional cycle parking.

- Consider additional crossing point between Sommerville Road/Gloucester Road junction and Wolseley Road.
- Continuous footways and reduce widths of junctions at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Consider closure of Overton Park Road in consultation with local residents and replace with public realm improvements/parklets.
- Engage with local traders and residents to explore option of removing existing parking on western footway between Claremont Road and New Sandringham House and replace with off-peak loading bays.
- Engage with local traders and residents to explore removal of parking in front of Sainsburys to allow for footway widening and public realm improvements.
- Detailed design and consultation required for Gloucester Road/Elton Road/Zetland Road junction to improve pedestrian crossing environment and identify areas for footway widening.
- Consider closure of Elton Road and banning of right turn movements into Cromwell Road.
- Consider removal of guard rails across Cotham Brow and conversion of crossing to single stage.
- Detailed design and consultation required for Cheltenham Road/Cotham Brow junction to improve crossing environment for pedestrians as well as potential introduction of new crossing point at southern arm to Station Road.

- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Knowle and Totterdown

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Convert existing crossing south of Redcatch Road junction to a single stage crossing.
- Public realm improvements (such as tree planting) between Talbot Road and Greenmore Road.
- Remove parking bay (currently double yellow) between Greenmore and Marstone Road.

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- Where appropriate, provide continuous footway and reduce width of junction on side roads.
- Zebra crossing on left turn filter lane adjacent to Broad Walk shopping centre.
- Review pedestrian all green phase.
- Tree planting adjacent to shops.
- Replacing existing signal crossing with Zebra crossing.



- Key Walking Route
- Section start and end points
- Core Walking Zones

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Possibility of dual purpose loading (for Co-op) and widened pedestrian footway space.
- Engage with local traders to ensure A-boards are not placed a long narrow sections of footway.

- Where appropriate, provide continuous footways and reduce widths of junctions on minor side roads.
- Investigate opportunity for Zebra crossing between Queen's Road and Jubilee Road.
- Localised widening where possible between Leighton Road and Priory Road junction.

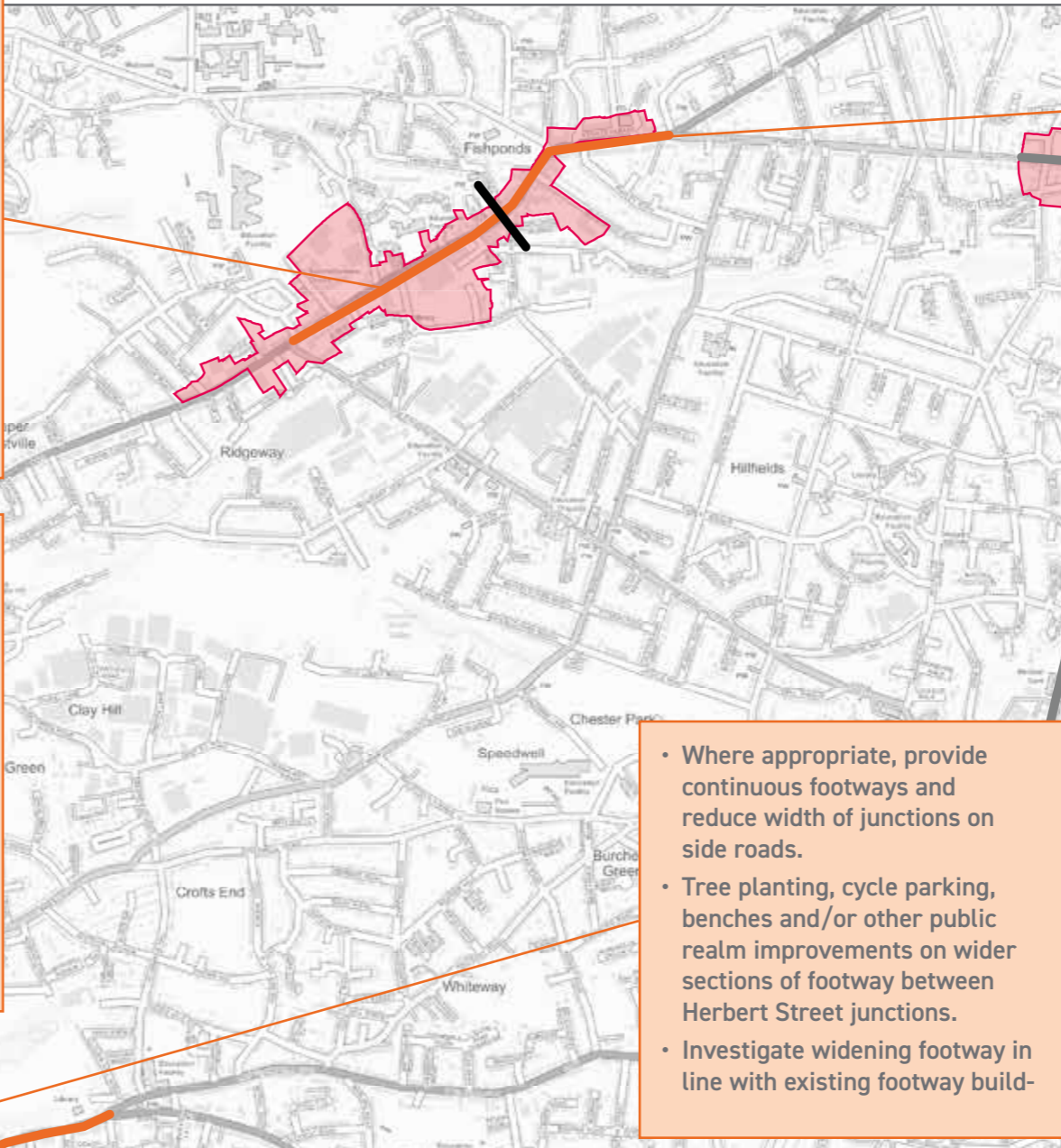
- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Investigate footway widening to overcome pinchpoint from informal crossing adjacent to Broadfield Road to start of bus lane.
- Footway widening where possible from St Martin's Road to Priory Road junction.
- Parking and widen footway opposite Knowle Lawn Tennis Club.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Fishponds and Church Road

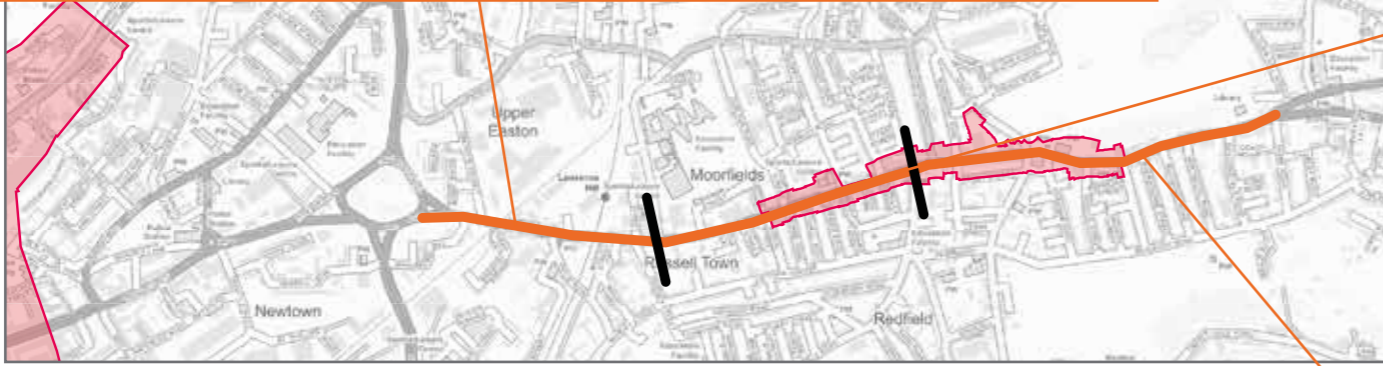
- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
 - Removal of parking between Guinea Lane and Hinton Road to facilitate footway widening and tree planting.
 - Footway-level loading bay outside Watkins Solicitors.
 - In consultation with traders explore opportunity for removal of parking spaces for between Hinton Road and Elmdale
- Gardens to facilitate footway build-out for tree planting and cycle parking.
 - Explore whether bus stop outside Morrison's can be relocated to remove footway pinchpoint.
 - Reduce Station Avenue South to one lane to increase scope for walking and cycling improvements along this section.
 - Remove stepped entrance to Lidl to improve access for
- mobility impaired users.
 - Engage with local traders to ensure A-boards are not placed a long narrow sections of footway.
 - In consultation with local traders explore reallocating a proportion of parking opposite lodge house for tree planting, bin storage and cycle parking.
 - Investigate widening crossing island opposite Beacon Tower.

- Where appropriate, provide continuous footways and reduce junction width on side roads.
 - Remove railing and formalise/improve informal footpath leading through park adjacent to Cobden Street.
 - Remove small traffic island just east of Croydon Street to facilitate widening on corner of Croydon Street.
 - Investigate raised table and Zebra crossing across Croydon Street.
- Remove guard rails on both sides of rail bridge.
 - Investigate traffic light phasing to improve pedestrian priority at Earl Russell Way junction.
 - Maintain consistent footway width between Earl Russell Way junction and rail bridge.
 - Improve wayfinding to station entrance.
 - In consultation with local traders investigate removal of parking between Jane Street
- and Rail Bridge to facilitate footway widening and tree planting.
 - Tree planting between Russell Town Avenue and Jane Street.
 - Consider removing pedestrian island on Russell Town Avenue as well as pedestrian island crossing on Church Road adjacent to park and convert these to single stage crossings.



- Public realm improvements along Straits Parade in consultation with traders.
- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Investigate redesigning Manor Road/Fishponds Road junction to improve pedestrian and cycle safety, widen crossing islands and reduce junction widths where possible.
- Removal of two parking spaces to facilitate footway build-out to promote park entrance.
- Explore tree planting on footway on opposite side of road to Old Post Office building.

- Where appropriate, provide continuous footways and reduce width of junctions on side roads.
 - Tree planting, cycle parking, benches and/or other public realm improvements on wider sections of footway between Herbert Street junctions.
 - Investigate widening footway in line with existing footway build-
- out between Edward Street and Brook Street.
 - Limited scope for widening between Weight Road and Avondale Road but engage with local traders to ensure A boards are not placed along narrow sections of footway, and reposition street furniture to ensure consistent as possible width throughout this section.



- Where appropriate, provide continuous footway and reduce width of junction on side roads.
 - Engage with local traders to ensure A-boards are not placed a long narrow sections of footway.
 - Remove parking, widen footway and introduce minor public realm improvements such as tree planting between Barnes Street and Avondale Road but retain inter-peak loading
- constructed at footway level.
 - Negotiate with Aldi to remove ramp and bollards which create a pinchpoint next to the bus stop.
 - Improvements to all arms of Chalks Road junction to provide safer pedestrian waiting space and reduced crossing stages.
 - Widen footway on northern side from Chalks Road junction to Co-op.
- In consultation with traders consider removal of parking between Salisbury and Sherbourne Street on both sides of the road to provide greater footway width and storage space for refuse collection.
 - Widen footway between Richmond Road and Northcote Road.

— Key Walking Route

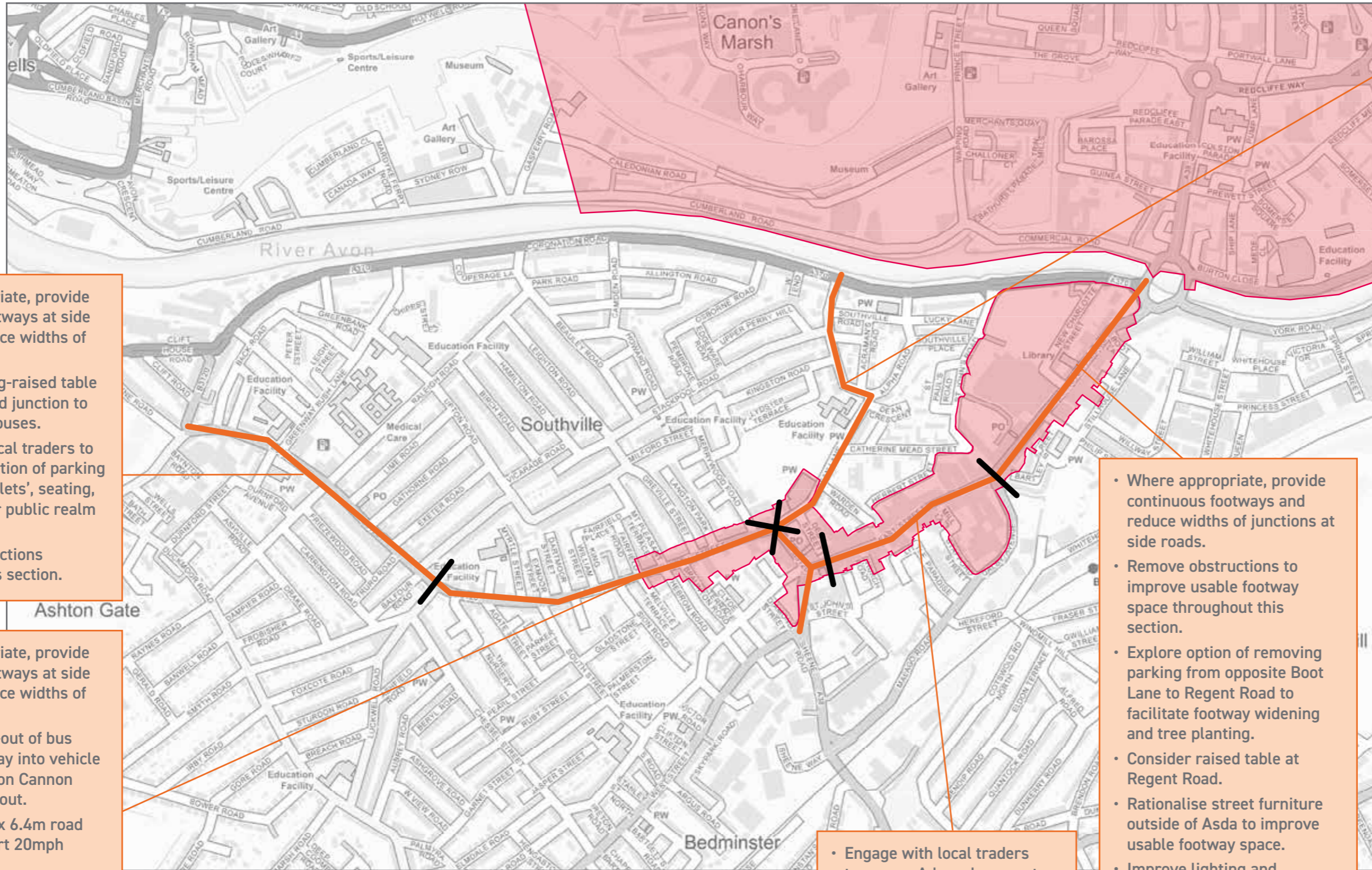
— Other Key Walking Routes

— Section start and end points

■ Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bedminster and Southville



- Where appropriate, provide continuous footways at side roads and reduce widths of junctions.
- Investigate long-raised table on Raleigh Road junction to accommodate buses.
- Engage with local traders to allocate proportion of parking spaces to 'parklets', seating, trees and other public realm improvements.
- Remove obstructions throughout this section.

- Where appropriate, provide continuous footways at side roads and reduce widths of junctions.
- Consider build-out of bus stop and footway into vehicle approach lane on Cannon Street roundabout.
- Investigate max 6.4m road width to support 20mph speed limit.
- Investigate reducing width of junction footway build-out on Smyth Road/Luckwell Road roundabout where possible to increase footway width and reduce crossing distance.

- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Remove obstructions to improve usable footway space along this section.

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Remove obstructions to improve usable footway space throughout this section.
- Explore option of removing parking from opposite Boot Lane to Regent Road to facilitate footway widening and tree planting.
- Consider raised table at Regent Road.
- Rationalise street furniture outside of Asda to improve usable footway space.
- Improve lighting and maintenance regime along length of Imperial Arcade.
- Consider public realm improvements along closed section of Lombard Street.

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Consider implementing low traffic neighbourhood to reduce through traffic in this area.
- In consultation with residents explore option of removing parking on western edge of Dean Lane to facilitate footway widening from opposite school entrance to Coronation Road, and on eastern edge between Dean Crescent and Catherine Mead street to facilitate footway widening and tree planting.
- Explore moving back retaining wall in park opposite public house to provide additional footway width for pedestrians.
- Investigate option for footway widening opposite South Bristol Baths and eastern edge of Dean Lane from Cannon Street roundabout to public house.

— Key Walking Route

— Section start and end points

■ Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Hartcliffe and Hengrove Park

- Consider continuous footways and reduce widths of junctions on minor side roads.
- Investigate redesign of Harelive Road/Bishport Avenue to improve crossing environment for pedestrians and simplify movements for other road users.
- Widen shared path opposite Urmston House.
- Widen shared path between Hollister's Drive and Sampson's Road.
- Investigate pedestrian improvements on all arms of Silcox Road junction to improve pedestrian waiting space and reduce crossing stages.
- Consider public realm improvements at bus interchange opposite Hayleigh House, including tree planting, cycle parking and benches.

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• Walking improvements to be defined by Hengrove Park development.

• Walking improvements to be defined by development immediately adjacent to William Jessops Way.

- Key Walking Route
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

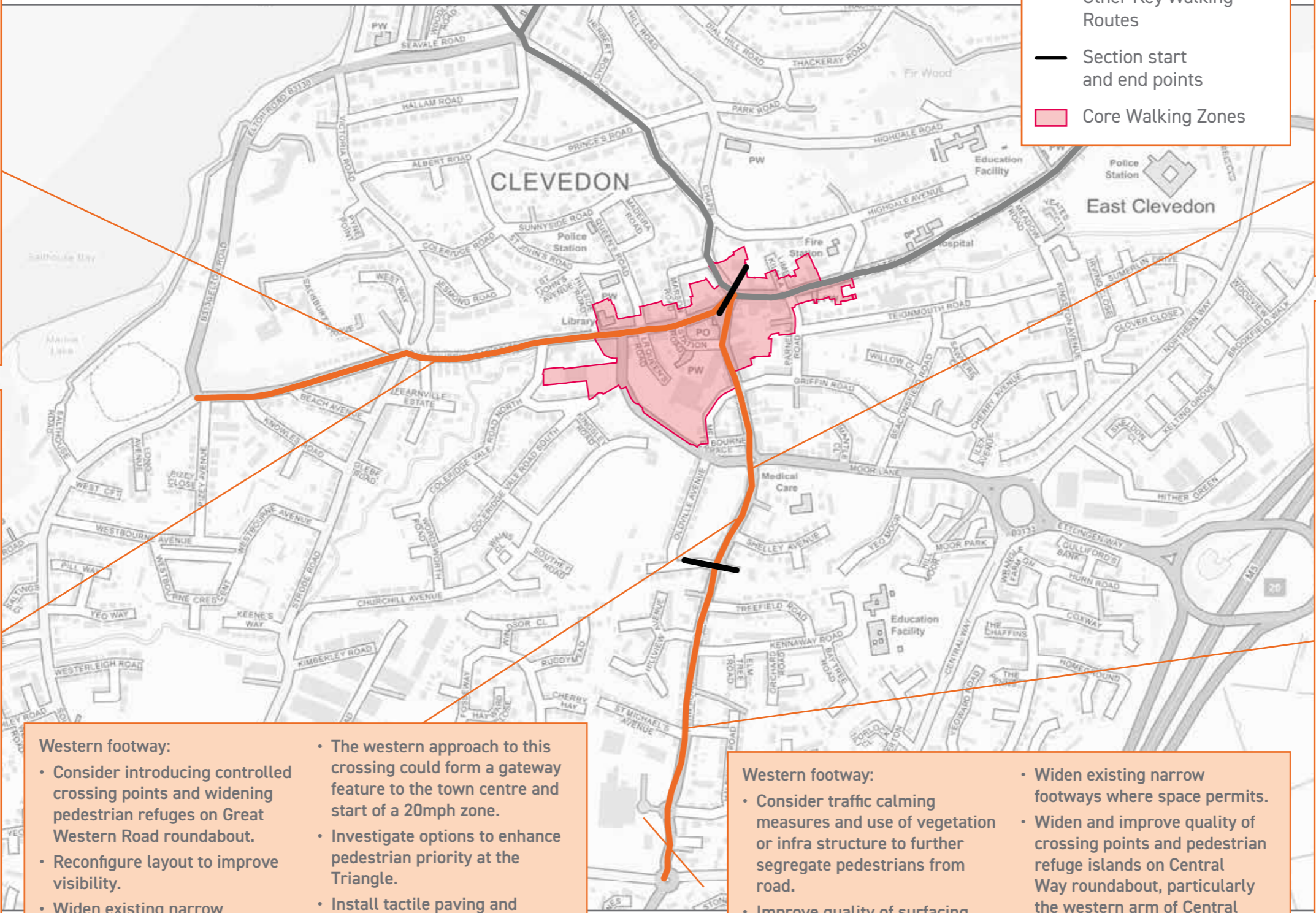
Clevedon 1

Northern footway:

- Consider traffic calming measures.
- Explore options to improve crossing provision along Old Church Road and at Old Church Road/Elton Road junction and consider relocation of the bus stop to improve pedestrian safety.
- Reduce junction widths on Victoria Road and West Way.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Southern footway:

- Consider traffic calming measures and 20mph speed limit along route.
- Widen existing narrow footways where space permits.
- Explore options to improve crossing provision along Old Church Road and at Old Church Road/Elton Road junction to improve pedestrian safety.
- Reduce junction widths at Pizey Avenue, Knowles Road, Beach Avenue, Victoria Road (reduce exit to single lane), West Way, Strode Road, and Coleridge Vale Road North.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.



- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Eastern footway:

- Consider relocation of bollards/street furniture at Kenn Road/Station Road.
- Widen existing narrow footways where space permits.
- Great Western Road Roundabout - consider introducing controlled crossing points and reconfigure layout to improve visibility. Widen pedestrian refuges.

Eastern footway:

- Remove overgrown vegetation to open up the footway.
- Introduce traffic calming measures and use of vegetation or infrastructure to further segregate pedestrians from road.
- Widen footway using some of the existing verge where narrow e.g. near Shelley Avenue.
- Maintain/cut back hedges a long eastern side of Kenn Road on approach to Tesco Roundabout.
- Widen and improve quality of crossing points and pedestrian refuge islands at Central Way roundabout or otherwise reconfigure roundabout to improve pedestrian safety - consider signalisation.
- Address footway defects in immediate surroundings.
- Improve priority crossing provision a long route section.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Western footway:

- Consider introducing controlled crossing points and widening pedestrian refuges on Great Western Road roundabout.
- Reconfigure layout to improve visibility.
- Widen existing narrow footways where space permits.
- Footway build-out at junction with Melbourne Terrace and provide crossing point (in conjunction with cycling proposals).
- The western approach to this crossing could form a gateway feature to the town centre and start of a 20mph zone.
- Investigate options to enhance pedestrian priority at the Triangle.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Western footway:

- Consider traffic calming measures and use of vegetation or infrastructure to further segregate pedestrians from road.
- Improve quality of surfacing near junction with Kennaway Road.
- Reinstate kerbs and upgrade condition of junction with the access road to north of Kenn Road/Halswell Road.
- Widen existing narrow footways where space permits.
- Widen and improve quality of crossing points and pedestrian refuge islands on Central Way roundabout, particularly the western arm of Central Way - consider reconfiguring roundabout to improve pedestrian safety, adhere to desire lines and potentially introduce signalisation.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Clevedon 2

Western footway:

- Widen existing narrow footways where space permits.
- Provide Zebra crossing to serve Hill Road shops desire line.
- Consider 20mph speed limit.

Eastern footway:

- Widen footways where space permits along eastern side of Marine Hill Road.
- Provide Zebra crossing to serve Hill Road shops desire line.
- Provide tactile paving at Hill Road/Copse Road junction in line with current standards.

Eastern footway:

- Widen footways to 2m where space permits along Lower Linden Road, and Linden Road.
- Add handrails to Chapel Hill Road to aid mobility where gradient is particularly steep.
- Reconfigure Lindon Road roundabout, consider reducing junction widths - consider adding controlled crossings at the roundabout or approach.
- Reduce junction width to improve safety at Princes Road.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Eastern footway:

- Widen existing narrow footways where space permits.
- Reduce width of Hill Road/Copse Road junction to improve pedestrian safety. Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Western footway:

- Reduce width of Woodland Road junction to improve pedestrian safety.
- Install tactile paving and dropped kerbs at Alexandra Road and Woodland Road in accordance with guidance.
- Consider 20mph speed limit.

Western footway:

- Widen footways to 2m where space permits along Lower Linden Road, and Linden Road.
- Add handrails to Chapel Hill Road to aid mobility where gradient is particularly steep.
- Consider use of tactile paving to designate that footpath ends and lower the kerb to help crossing to the other side.

Northern footway:

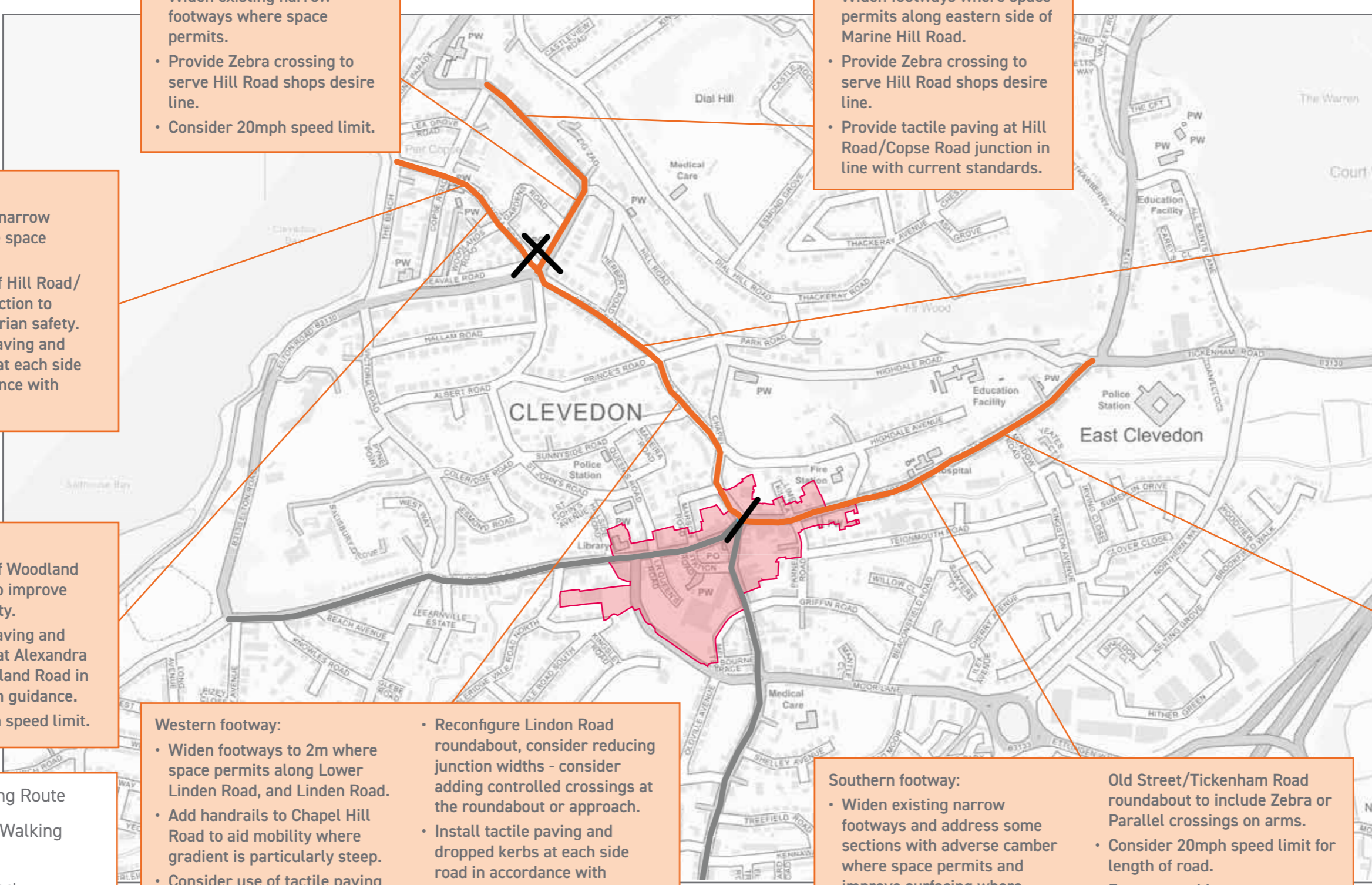
- Improve surfacing.
- Widen existing footways where space permits.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.
- Consider controlled pedestrian crossings, or widening the footway to improve visibility at Chapel Hill Road.
- Pedestrian refuge islands could be improved at roundabout with Highdale Road.
- Explore options to improve junction layout to improve safe crossing provision at Avon Fire & Rescue Roundabout.
- It is recognised that crossing provision may not be able to be rectified due to fire appliances needing a wide access/egress point here.

Southern footway:

- Widen existing narrow footways and address some sections with adverse camber where space permits and improve surfacing where considered necessary.
- Proposed cycle improvements from Meadow Road to Tickenham Road roundabout may provide joint opportunity to widen footways and reconfigure

Old Street/Tickenham Road roundabout:

- Old Street/Tickenham Road roundabout to include Zebra or Parallel crossings on arms.
- Consider 20mph speed limit for length of road.
- Footway parking can sometimes be an issue by newsagent and closer to town centre - this could be addressed with bollards.



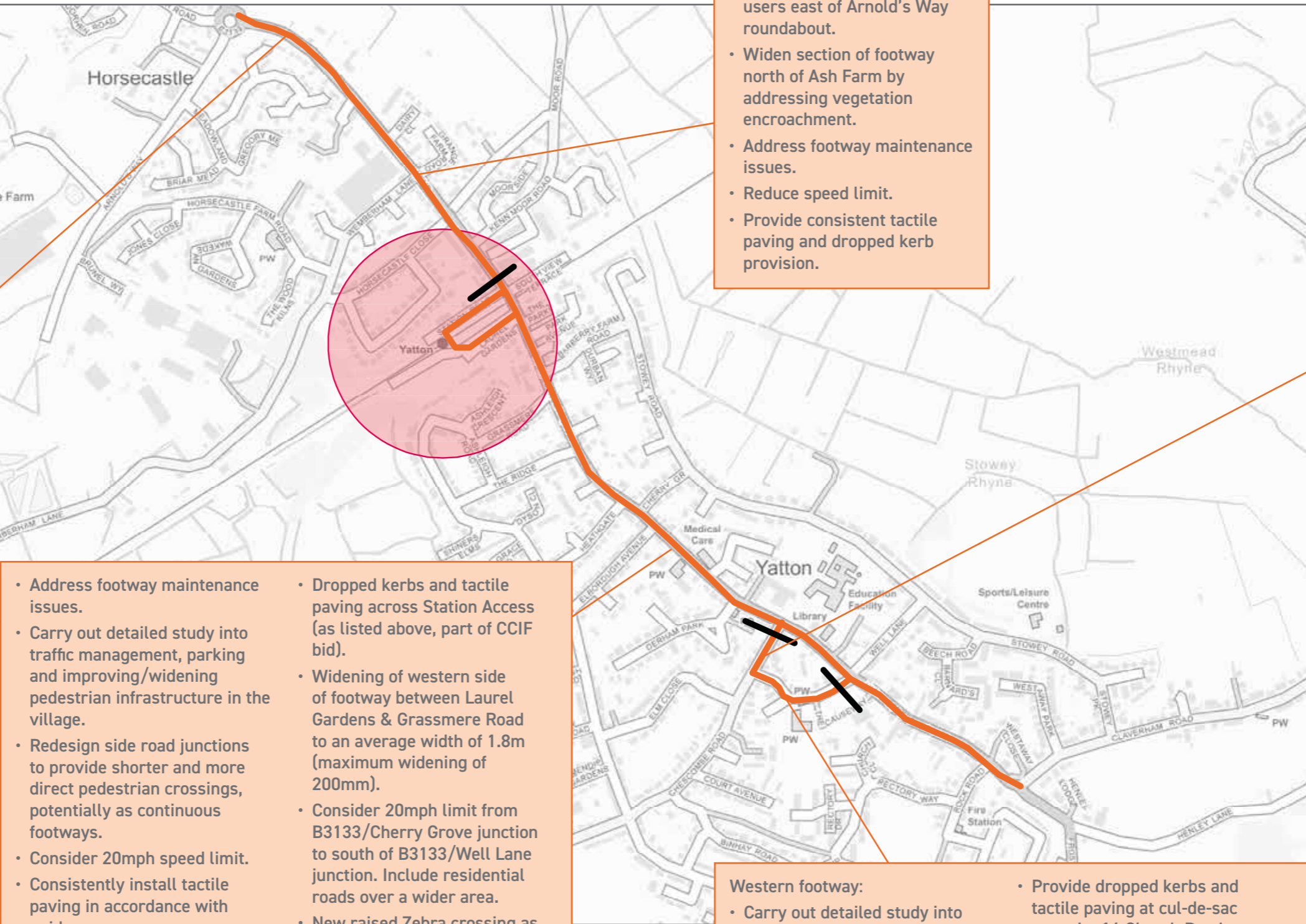
- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Yatton

Western footway:

- Address footway maintenance issues.
- Reduce speed limit.
- Introduce consistent tactile paving and dropped kerb provision.
- Continue detailed study into traffic management and improving pedestrian infrastructure in the village - work identified to date by the Yatton Steering Group which is expected to be developer funded includes the following:
- Extension of 30mph speed limit (from 40mph) from the village (Arnold's Way roundabout) to the B3133 North End Road's junction with Lampley Road.
- Traffic calming measures (such as speed cushions) - this will facilitate the planned signalised crossing between the Bloor Homes and Curo sites (west and east of B3133 North End Road, just north of Arnold's Way roundabout).
- NSC has also submitted a bid to Great Western Railway's Customer & Communities Fund (CCIF) to widen the footway on the western side of B3133 North End Road on the corner of the junction with Station Road (from 0.7m to 1.3m).



Eastern footway:

- Upgrade lighting for footway users east of Arnold's Way roundabout.
- Widen section of footway north of Ash Farm by addressing vegetation encroachment.
- Address footway maintenance issues.
- Reduce speed limit.
- Provide consistent tactile paving and dropped kerb provision.

Eastern footway:

- Address footway defects, slopes and overhanging vegetation.
- Carry out detailed study into traffic management, parking/loading and improving/widening pedestrian infrastructure in the village.
- Carry out targeted footway widening close to rear wall of 26 Church Road.
- Yatton High Street Package (more detail above) identifies the following improvements:
- New tactile paving at Zebra crossing just north of B3133/Church Road junction - raising of Zebra crossing as part of gateway feature to 20mph limit in the village centre.
- Reduce width of B3133/Well Lane bellmouth to reduce pedestrian crossing distance and vehicle speeds.

— Key Walking Route

— Section start and end points

□ Core Walking Zones

- Address footway maintenance issues.
- Carry out detailed study into traffic management, parking and improving/widening pedestrian infrastructure in the village.
- Redesign side road junctions to provide shorter and more direct pedestrian crossings, potentially as continuous footways.
- Consider 20mph speed limit.
- Consistently install tactile paving in accordance with guidance.
- The Yatton High Street Improvements Package, with some elements to be delivered in 2020/21 and some in 2021/22 and 2022/23, proposes a number of measures to traffic calm and provide pedestrian and cycling improvements:
- Dropped kerbs and tactile paving across Station Access (as listed above, part of CCIF bid).
- Widening of western side of footway between Laurel Gardens & Grassmere Road to an average width of 1.8m (maximum widening of 200mm).
- Consider 20mph limit from B3133/Cherry Grove junction to south of B3133/Well Lane junction. Include residential roads over a wider area.
- New raised Zebra crossing as gateway feature to 20mph limit at Cherry Grove, to improve crossing facilities between the cluster of shops there
- Reduce width of junction at Chescombe Road junction with B3133 to slow vehicle speeds and increase footway space.

Western footway:

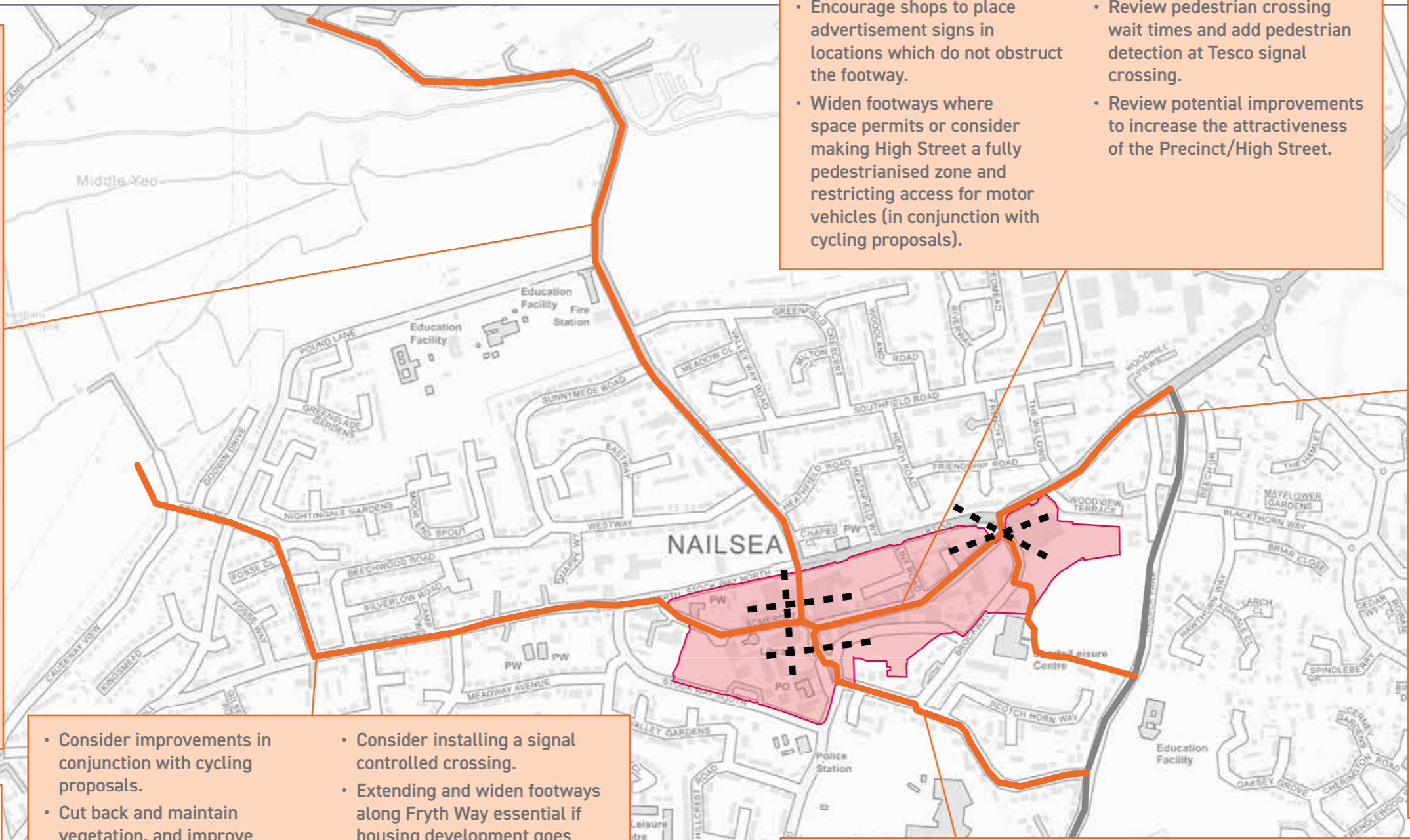
- Carry out detailed study into traffic management, parking/loading and improving/widening pedestrian infrastructure in the village.
- Redesign Chescombe/Church Road junction to enable more direct and shorter pedestrian crossings.
- Provide dropped kerbs and tactile paving at cul-de-sac opposite 14 Church Road.
- Yatton High Street Package (more detail above) identifies the following improvements:
- New tactile paving at Zebra crossing just north of B3133/Church Road junction - raising of Zebra crossing as part of gateway feature to 20mph limit in the village centre.
- Reduce width of B3133/Church Road junction to reduce pedestrian crossing distance and vehicle speeds.
- Consider 20mph speed limit.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Nailsea 1

- Create more prominent pedestrian route across frontage of Motor Vision.
- Repair damaged footway.
- At Stock Way North/Clevedon Road signal junction, clean graffiti, enhance lighting, cut back vegetation, remove subway and consider extending 'green man' time or convert staggered crossing into single phase crossing.
- Consider traffic calming measures.
- Widen footway on eastern side of Clevedon Road between junctions with Heathfield Road and Southfield Road, and create more waiting space at bus stop.
- Reduce side junction widths and consider converting into continuous footways.
- Widen crossing points to 2m where space permits.
- Install tactile paving where absent.

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- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

- Consider improvements in conjunction with cycling proposals.
- Cut back and maintain vegetation, and improve lighting and footway surface on Fosse Lane.
- Review placing of street furniture near Christchurch Close.
- Widen footways on Silver Street to a consistent standard and consider traffic calming measures.
- Consider enforcing 'no parking' /double yellow lines for the section between Whitesfield Road and Moorfields Road side junctions.
- Consider installing a signal controlled crossing.
- Extending and widen footways along Fryth Way essential if housing development goes ahead, along with further footway widening and improvements along Fosse Lane towards Silver Street.
- Reduce junction width at Fryth Way, Pound Lane, Godwin Drive, Fosse Barton, Whitesfield Road and Moorfields Road and widen footway to increase visibility.
- Install consistent dropped kerbs and tactile paving, including at Beechwood Road and Camp View Road junctions.
- Consider 20mph speed limit.

- Clean white paint spill west of Link Road junction.
- Encourage shops to place advertisement signs in locations which do not obstruct the footway.
- Widen footways where space permits or consider making High Street a fully pedestrianised zone and restricting access for motor vehicles (in conjunction with cycling proposals).
- Reduce and rationalise use of bollards.
- Review pedestrian crossing wait times and add pedestrian detection at Tesco signal crossing.
- Review potential improvements to increase the attractiveness of the Precinct/High Street.

- Carry out footway maintenance/resurfacing where tree roots create uneven surfaces and where there is footway damage along High Street.
- Consider measures to slow traffic a long High Street.
- Widen footways and narrow the carriageway where space permits and consider traffic calming measures.
- Consider setting back hedges or narrowing the carriageway, to provide continuous footway, subject to land ownership/negotiation on the High Street between The Willows and Southfield Road - alternatively construct suitable crossing points.
- Extend the footway on the southern side of High Street near house no.13.
- Reduce width of The Willows/High Street and Nailsea Park/High Street junctions.
- Cut and clear overgrown vegetation on the northern footway near house no.62.
- Install dropped kerbs and tactile paving, upgrade kerbs and construct a priority crossing for access to bus stop at Southfield Road/High Street junction.

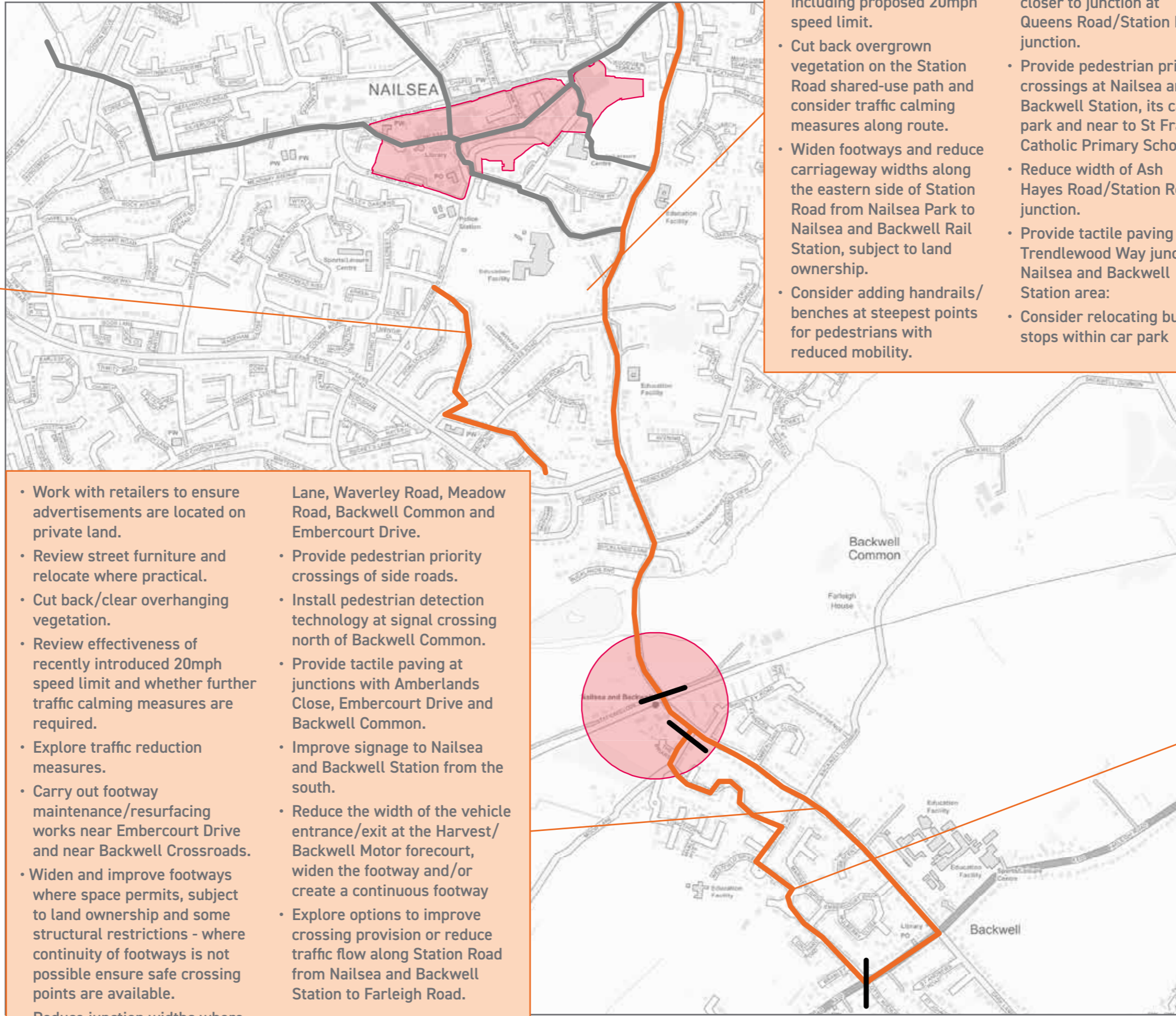
- In conjunction with cycling proposals, explore 20mph speed limit traffic calming measures between the Precinct and Station Road and consider formal crossing point where Station Road meets Brockway junction.
- Review placing of bollards.
- Improve northern footway surface on Station Road between Mizzymead Road roundabout and Brockway.
- Widen northern footway where space permits on Station Road between Brockway and Nailsea Park.
- Improve crossing from the Precinct to Station Road to ensure pedestrian desire lines are well catered for, eg. through provision of Zebra crossing on eastern arm of the Mizzymead/Station Road roundabout.
- Consider footway alongside car park.
- Improve pedestrian crossings at Station Road/Laurel Drive and Station Road/Nailsea Park junctions, providing dropped kerbs and tactile paving as per guidance.
- Add signs and traffic calming measures on approach to footpath connecting Station Road to Nailsea School.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

- Cut back overgrown vegetation at Westfield Close/Westfield Road junction.
- Improve area on approach to underpass for pedestrians and cyclists at northern end of Ash Hayes Drive.
- Cut back overhanging vegetation and consider additional lighting.
- Carry out footway maintenance/resurfacing works from Farler's End to Ash Hayes Drive.
- Widen footways where space permits, subject to land ownership and some structural restrictions.
- Improve wayfinding signage.
- Reduce width of junctions Little Meadow End/Ash Hayes Road, Ash Hayes Drive/Ash Hayes Road junction and Rickford Road/Farler's End junctions).
- Improvements to Mizzymead Road to be carried out as part of cycling proposals.
- Install dropped kerbs and tactile paving where missing at crossing points.

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- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones



- Work with retailers to ensure advertisements are located on private land.
- Review street furniture and relocate where practical.
- Cut back/clear overhanging vegetation.
- Review effectiveness of recently introduced 20mph speed limit and whether further traffic calming measures are required.
- Explore traffic reduction measures.
- Carry out footway maintenance/resurfacing works near Embercourt Drive and near Backwell Crossroads.
- Widen and improve footways where space permits, subject to land ownership and some structural restrictions - where continuity of footways is not possible ensure safe crossing points are available.
- Reduce junction widths where Station Road meets Moor Lane, Waverley Road, Meadow Road, Backwell Common and Embercourt Drive.
- Provide pedestrian priority crossings of side roads.
- Install pedestrian detection technology at signal crossing north of Backwell Common.
- Provide tactile paving at junctions with Amberlands Close, Embercourt Drive and Backwell Common.
- Improve signage to Nailsea and Backwell Station from the south.
- Reduce the width of the vehicle entrance/exit at the Harvest/Backwell Motor forecourt, widen the footway and/or create a continuous footway
- Explore options to improve crossing provision or reduce traffic flow along Station Road from Nailsea and Backwell Station to Farleigh Road.

- Improvements to be considered in conjunction with cycling proposals, including proposed 20mph speed limit.
- Cut back overgrown vegetation on the Station Road shared-use path and consider traffic calming measures along route.
- Widen footways and reduce carriageway widths along the eastern side of Station Road from Nailsea Park to Nailsea and Backwell Rail Station, subject to land ownership.
- Consider adding handrails/benches at steepest points for pedestrians with reduced mobility.
- Reduce width of junction, widen pedestrian refuge and bring crossing point closer to junction at Queens Road/Station Road junction.
- Provide pedestrian priority crossings at Nailsea and Backwell Station, its car park and near to St Francis Catholic Primary School.
- Reduce width of Ash Hayes Road/Station Road junction.
- Provide tactile paving at Trendlewood Way junction. Nailsea and Backwell Station area:
- Consider relocating bus stops within car park grounds to improve waiting facilities and provide larger waiting area away from footway.
- If the above is not feasible, consider east-west crossing facility to access southbound bus stop.
- Provide pedestrian priority crossings across station access and car park entrance
- Identify options to enhance access to the westbound rail platform for less mobile disabled travellers, such as with a lift or ramps.

- Work with retailers to place advertisement signs closer to frontages.
- Improve street lighting along Rodney Road where appropriate
- Widen footway where space permits at junctions with Westfield Road.
- Carry out footway maintenance/patching resurfacing works.
- Reduce width of junctions and improve pedestrian crossing points
- Install wayfinding signs.
- Reduce speed limit to 20mph if appropriate, ideally as part of wider Backwell scheme, extending the existing Station Road scheme.
- Install dropped kerbs and tactile paving on Moorfield Road.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Northern footway:

- Manage overhanging vegetation.
- Address footway maintenance issues.
- Consider widening footways where space permits.
- Consider keeping clear markings/double yellow lines at Quantock Road junction.
- Consider pedestrian crossing of West Hill between Avon Way and Mendip Road.
- Consistently install tactile paving.

Southern footway:

- Address footway maintenance issues.
- Consider widening footways where space permits.
- Consider pedestrian crossing of West Hill between Avon Way and Mendip Road.
- Consistently install tactile paving.

Northern footway:

- Address footway maintenance issues.
- Widen footway between Mendip Road and Down Road whilst retaining parking.
- Align dropped kerbs with pedestrian desire lines and install tactile paving.

Southern footway:

- Address footway maintenance issues.
- Consider whether there is scope for limited footway widening along Down Road.
- Redesign Lower Down Road junction to enable safer pedestrian crossing movements on desire line.
- Redesign The Downs side road junction to reduce width with dropped kerbs aligned with pedestrian desire lines and upgraded tactile paving.

Northern footway:

- Address footway maintenance issues.
- Consider widening footway where space permits.
- Manage overhanging vegetation.
- Redesign side road junctions to reduce width, dropped kerbs on the pedestrian desire line and tactile paving.

Western footway:

- Address footway maintenance issues.
- Review and where possible remove or relocate footway clutter.
- Amend design of Cabstand/ Station Road junction to enable pedestrian crossing on desire lines (consider in conjunction with cycling proposals).

Eastern footway:

- Address footway maintenance issues.
- Redesign school access to provide for pedestrian crossings on desire line.

Western footway:

- Cut back overgrown vegetation.
- Redesign junction with Beach Road East to enable direct pedestrian crossings.
- Install dropped kerbs and tactile paving at Beach Road East in accordance with guidance.

Northern footway:

- Remove bollards and widen footway between Station Road and Parish Wharf Leisure Centre.
- Reconsider existing shared use of footway in conjunction with cycling proposals,
- Redesign junction to enable more direct pedestrian crossings and slower speeds of turning vehicles.

- Footway could be widened using some of the existing verge and bollards considered to stop footway parking.
- Upgrade tactile paving to current standards.

Southern footway:

- Widen footway between Sainsbury's footpath and Majestic Wine access.
- Consider completing missing section of footway linking Harbour Road and Station Road if feasible and appropriate.
- Consider smaller roundabout at Quays Ave/Harbour Road to minimise pedestrian deviation from desire lines (in conjunction with Portishead Station proposals).
- Upgrade tactile paving at Waitrose access.

Eastern footway:

- Address footway defects (caused by footway parking)
- Identify opportunities to widen narrow footway including in conjunction with cycling proposals and possible one-way system (south of Brampton Way) to gain sufficient footway space.
- Explore potential to narrow or remove bus layby to enable widened pavement.
- Redesign Brampton Way mini-roundabout junction to enable more direct pedestrian crossing.
- Consistently install tactile paving.
- Consider extending existing 20mph speed limit.

— Key Walking Route
 — Section start and end points
 ■ Core Walking Zones

Western footway:

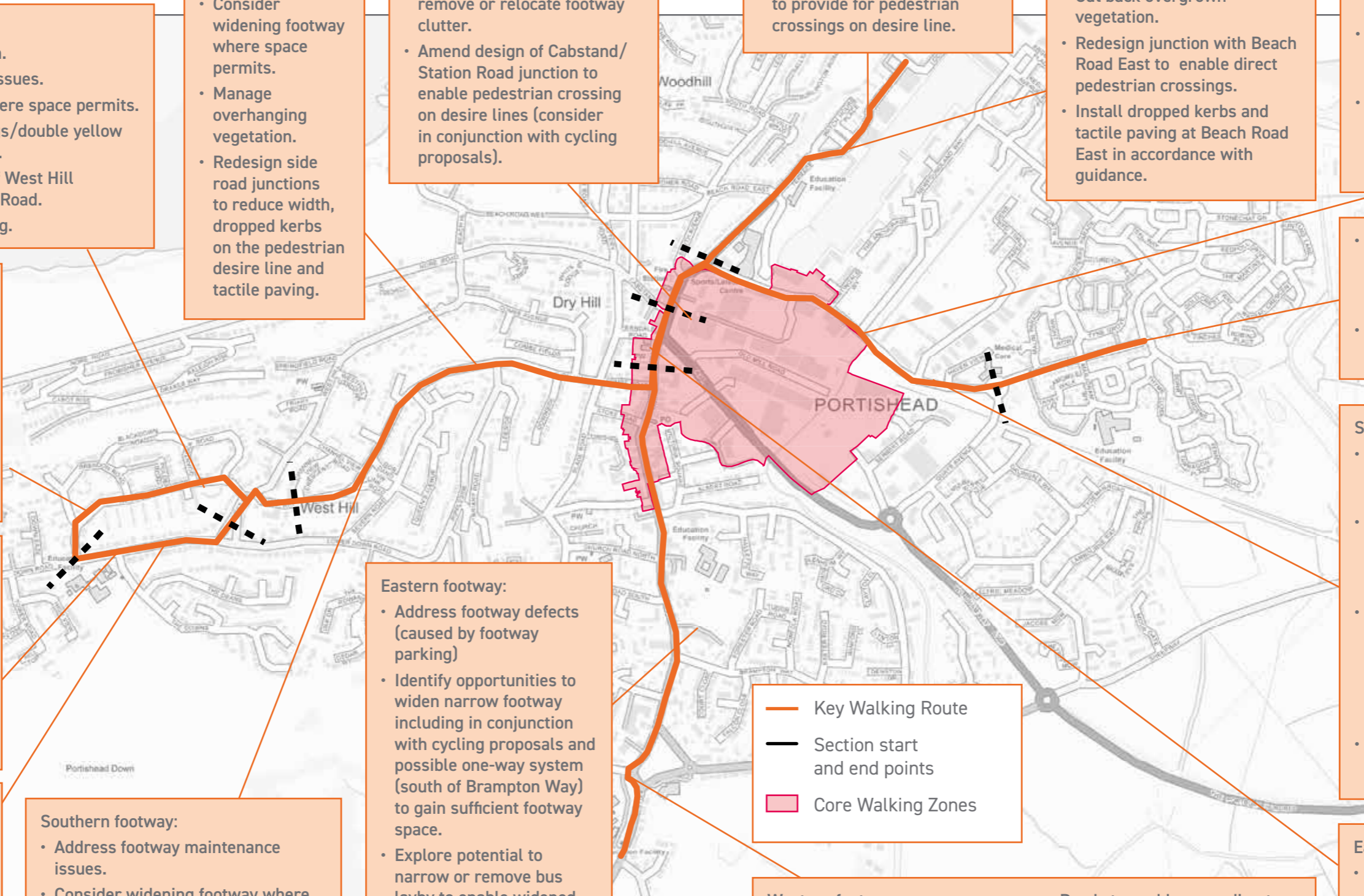
- Address footway defects.
- Identify opportunities to widen narrow footways.
- Consider options to rationalise street furniture locations.
- Redesign side road junctions with St Peter's and St Mary's

Roads to enable more direct pedestrian crossings:

- Redesign junctions with Church Road North and South to enable shorter distance pedestrian crossings.
- Consistently install tactile paving.

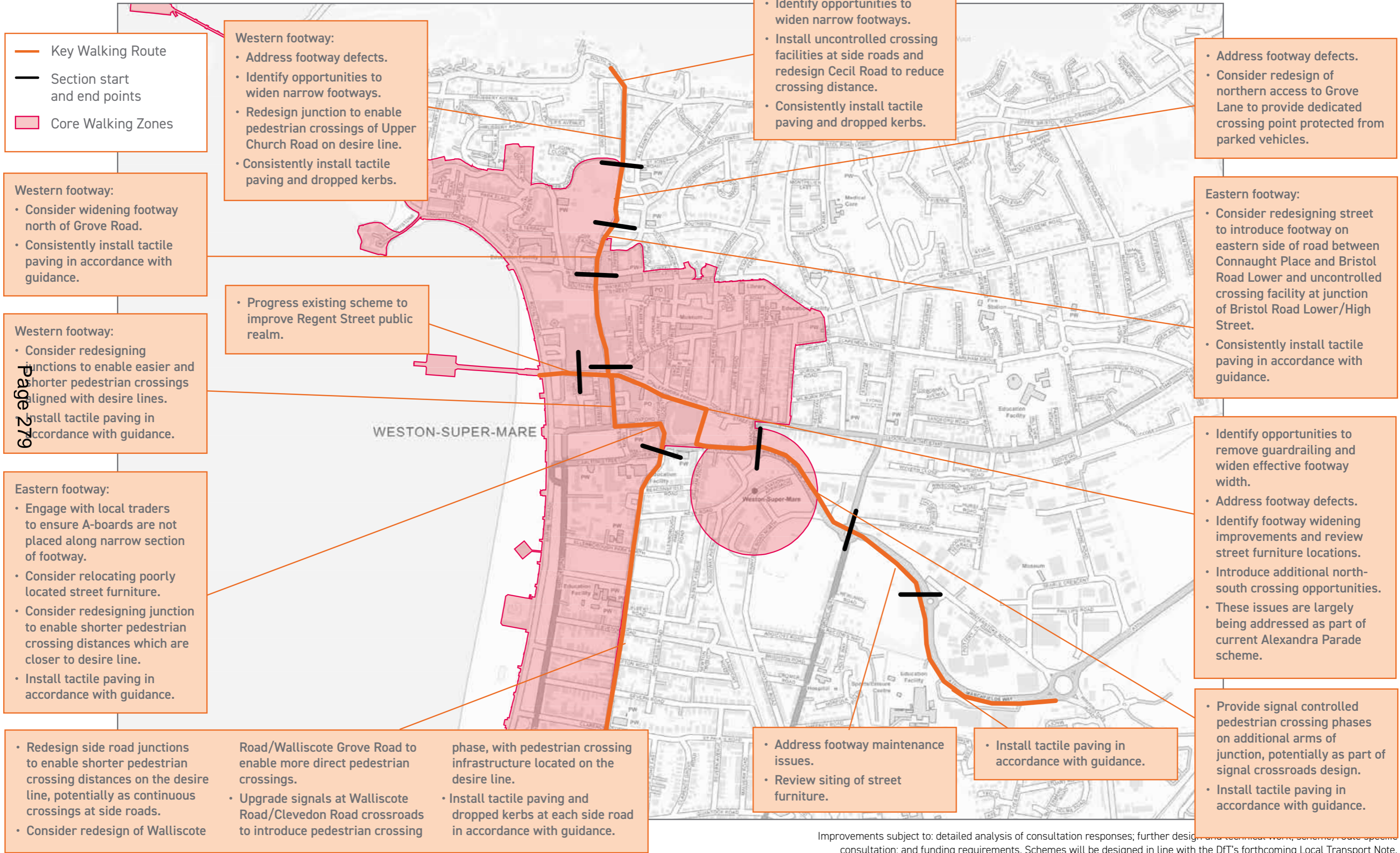
Eastern footway:

- Address multiple changes in footway level.
- Amend design of High Street/ Wyndham Way junction to enable pedestrian crossings on desire lines and widen footway on High Street/Wyndham Way corner.
- Upgrade tactile paving.



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 1



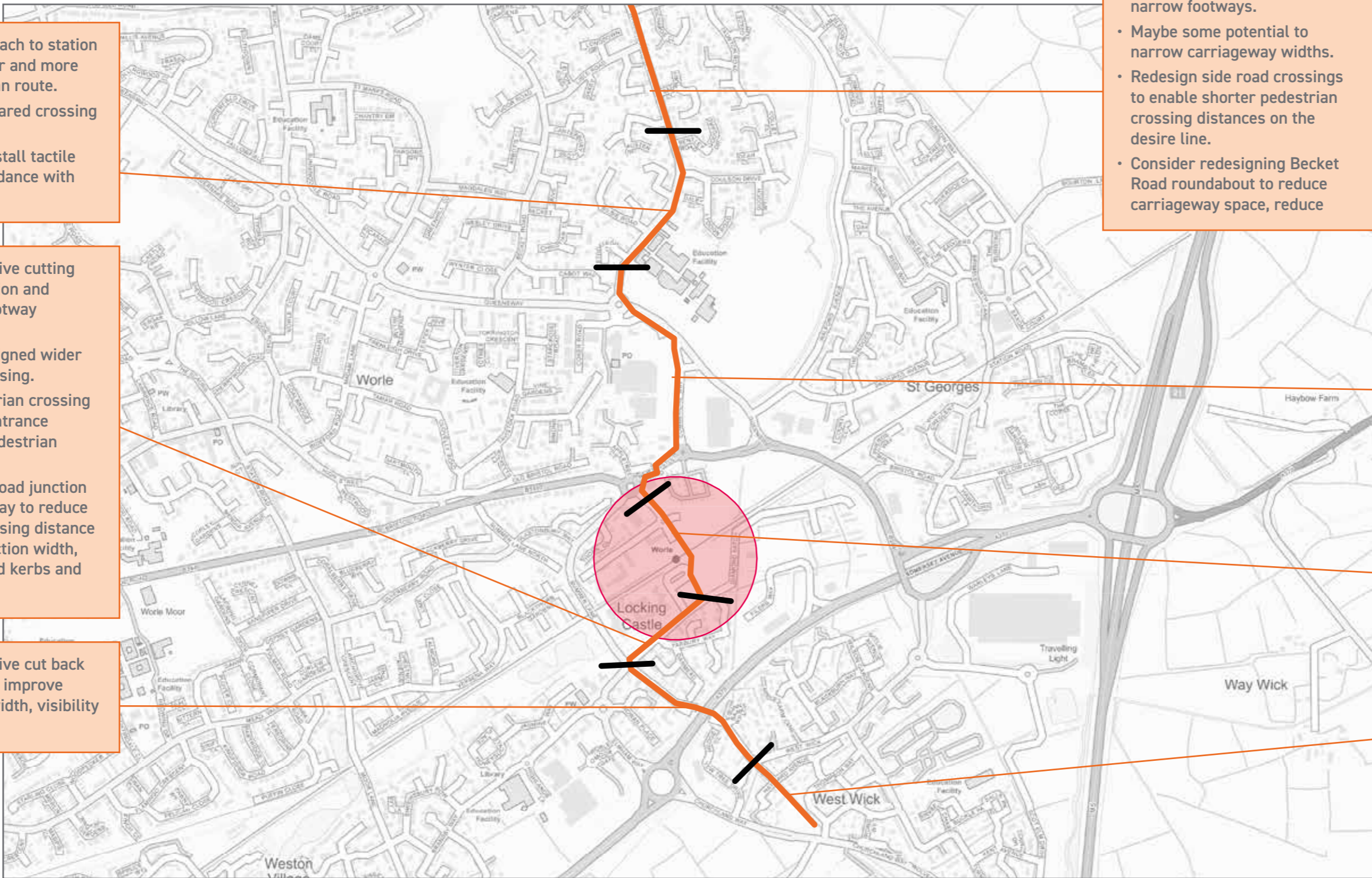
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/ route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 2

- Redesign approach to station to provide wider and more direct pedestrian route.
- Address wide flared crossing points.
- Consistently install tactile paving in accordance with guidance.

- Consider selective cutting back of vegetation and potential for footway widening.
- Consider redesigned wider pedestrian crossing.
- Provide pedestrian crossing at care home entrance aligned with pedestrian desire line.
- Redesign side road junction with Yarbury Way to reduce pedestrian crossing distance and reduce junction width, provide dropped kerbs and tactile paving.

- Consider selective cut back of vegetation to improve footway/path width, visibility and lighting.



- Address footway defects.
- Identify opportunities to widen narrow footways.
- Maybe some potential to narrow carriageway widths.
- Redesign side road crossings to enable shorter pedestrian crossing distances on the desire line.
- Consider redesigning Becket Road roundabout to reduce carriageway space, reduce

- traffic speeds and provide for direct and short pedestrian crossings.
- Consistently install tactile paving in accordance with guidance.
- Introduce dropped kerbs at roundabout by Observatory public house, potentially as part of wider junction redesign.

- Increase pedestrian refuge island width.
- Construct additional footway along southern and northern sides of Queensway with crossing facilities at Wansbrough Road and District Centre arms of roundabout.
- Install tactile paving in accordance with guidance.

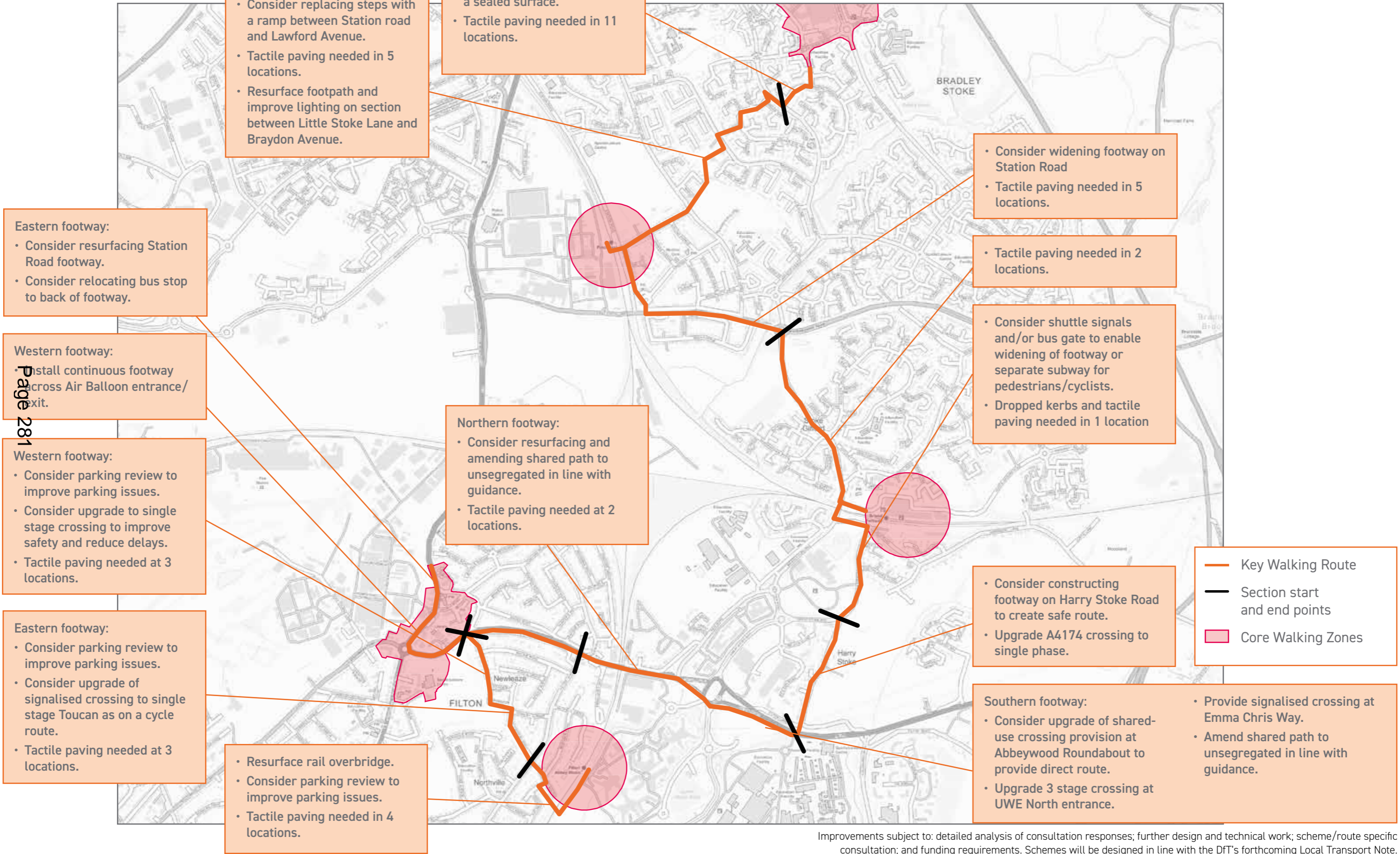
- Review number and positioning of bollards immediately north of Diamond Batch.

- Consider installation of lighting.
- Install tactile paving in accordance with guidance.

- Key Walking Route
- Section start and end points
- Core Walking Zones

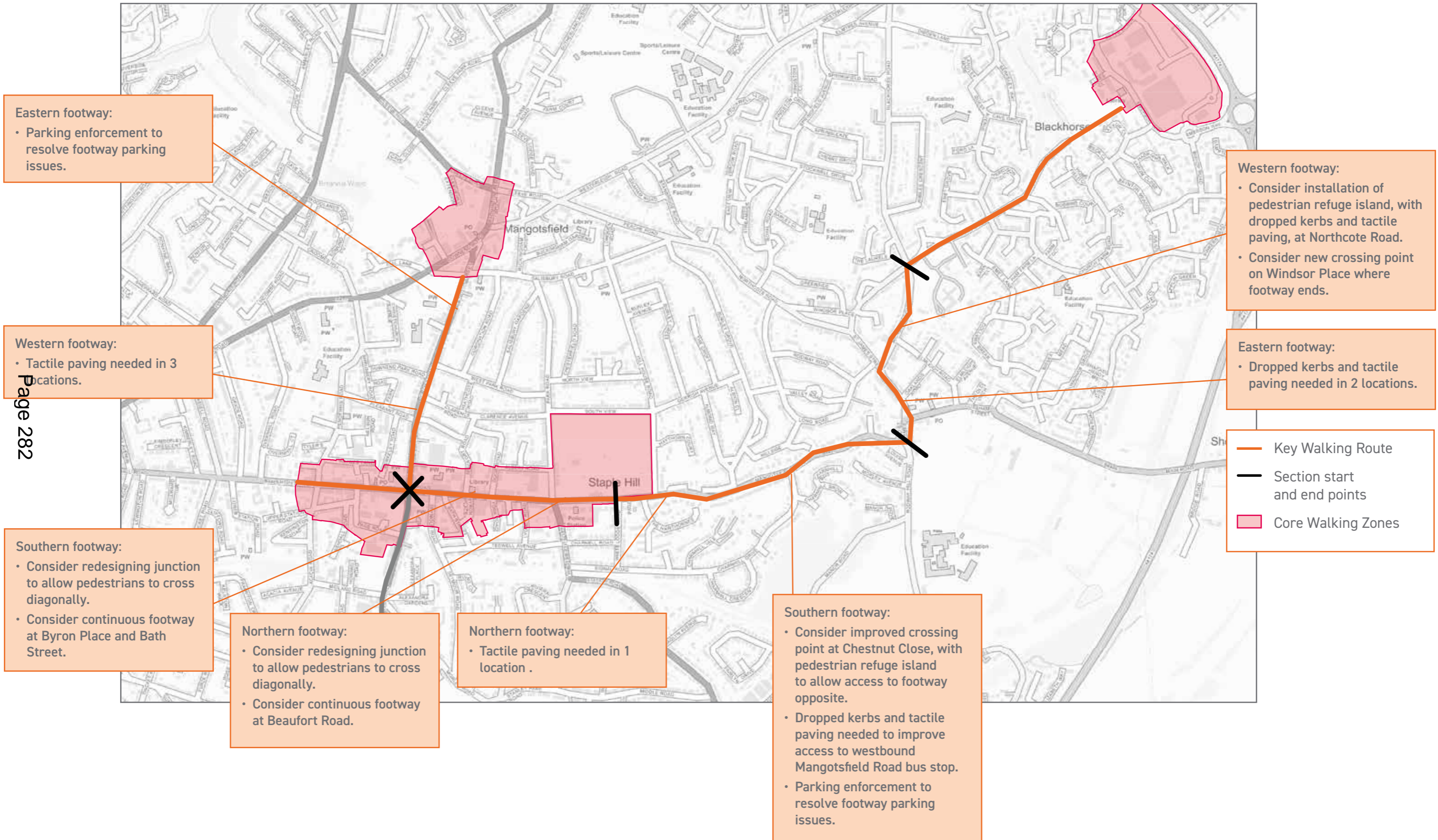
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol North Fringe



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol East Fringe 1



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Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol East Fringe 2

Western footway:

- Consider widening of footway to remove pinchpoints.
- Parking enforcement to resolve footway parking issues.

Western footway:

- Tactile paving needed in 3 locations.

Southern footway:

- Consider moving bus stop location to Moravian Road and removal of existing shelter to reduce impact on footway width.
- Consider continuous footways at Moravian Road and South Road.

Northern footway:

- Consider moving bus shelter to reduce impact on footway width.
- Consider continuous footways at London Street and Park Road.

Western footway:

- Dropped kerbs and tactile paving required in 1 location.

Northern footway:

- Redesign Chapel Street junction to improve safety and provide for pedestrian movement on desire line.
- Consider continuous footways at Tabernacle Road, Lower Hanham Road and Lower Chapel Road.

Southern footway:

- Consider continuous footways at Hanham Library, community centre, Martins Road and Ansteys Road.

Eastern footway:

- Consider relocation of bus shelter and localised widening of footway to remove pinchpoints.

Eastern footway:

- Tactile paving needed in 4 locations.
- Parking enforcement to resolve footway parking issues.

Eastern footway:

- Consider resurfacing and widening footway to remove pinchpoints.
- Dropped kerbs and tactile paving needed in 3 locations.

Northern footway:

- Install continuous footway across Church Road.

Southern footway:

- Consider localised widening footway past the church to minimum 1.8m if width allows.

Eastern footway:

- Dropped kerbs and tactile paving needed in 2 locations.

— Key Walking Route
 — Other Key Walking Routes
 — Section start and end points
 ■ Core Walking Zones

Eastern footway:

- Undertake parking enforcement to tackle frequent footway parking on Hanham Road.

Western footway:

- Consider widening footway and/or relocating poles for power lines
- Consider re-designing forest road junction to improve pedestrian safety
- Dropped kerbs and tactile paving needed in 2 locations

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Yate and Chipping Sodbury

Western footway:

- Tactile paving needed in 4 locations.

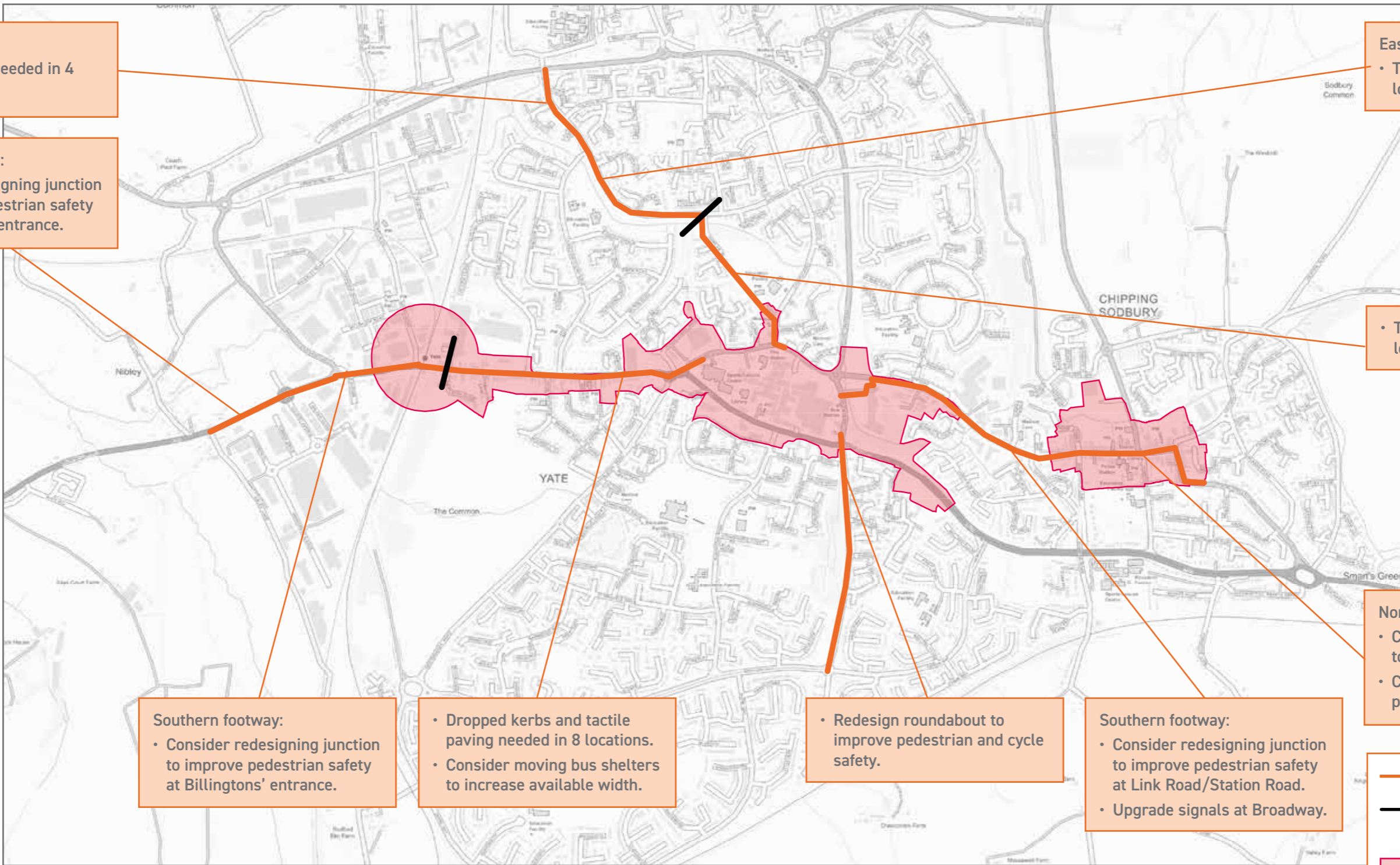
Northern footway:

- Consider redesigning junction to improve pedestrian safety at Yate Station entrance.

Eastern footway:

- Tactile paving needed in 3 locations.

• Tactile paving needed in 1 location.



Southern footway:

- Consider redesigning junction to improve pedestrian safety at Billingtons' entrance.

- Dropped kerbs and tactile paving needed in 8 locations.
- Consider moving bus shelters to increase available width.

- Redesign roundabout to improve pedestrian and cycle safety.

Southern footway:

- Consider redesigning junction to improve pedestrian safety at Link Road/Station Road.
- Upgrade signals at Broadway.

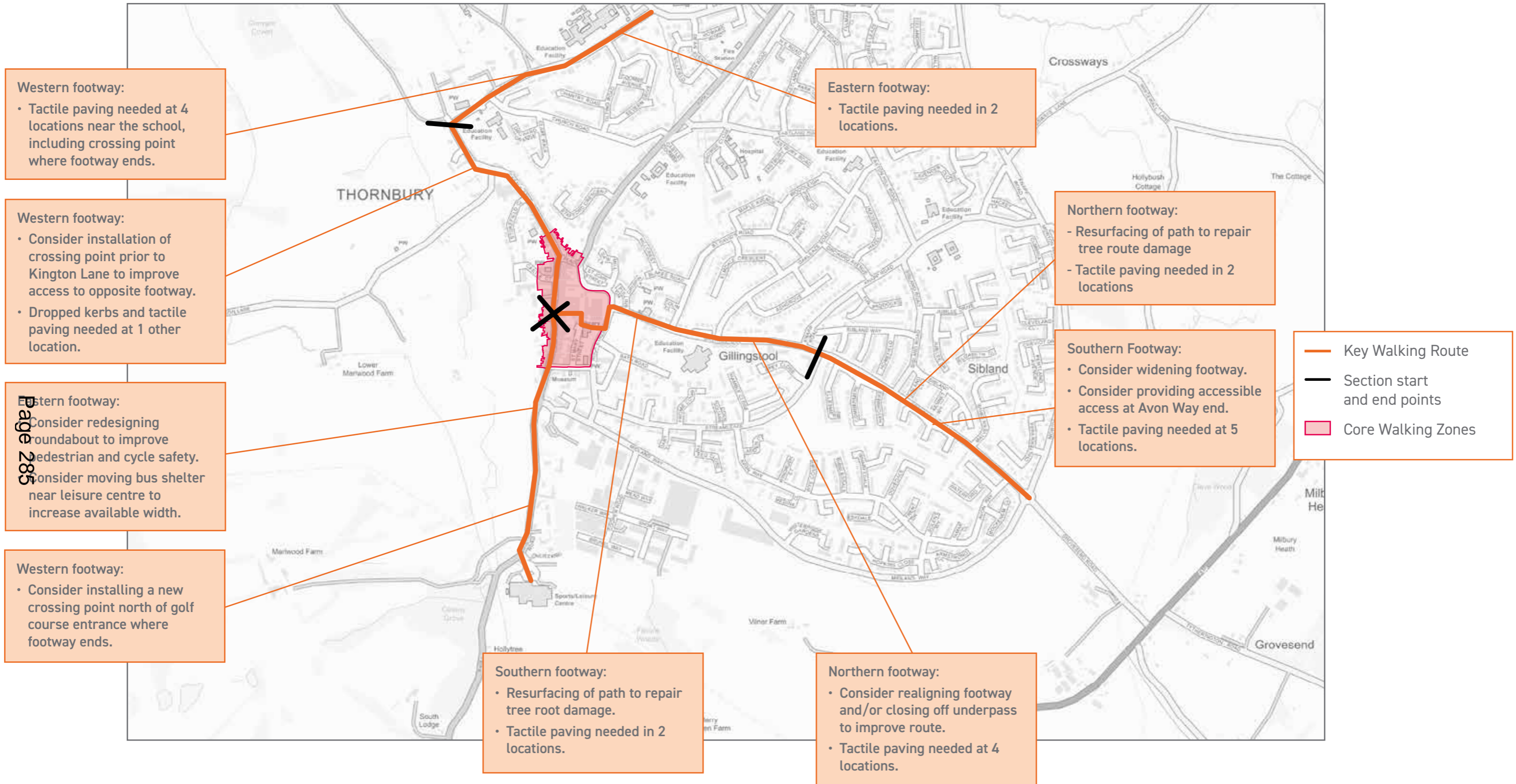
Northern footway:

- Consider redesigning junction to improve pedestrian safety.
- Consider installing tactile paving at 2 locations.

— Key Walking Route
 — Section start and end points
 ■ Core Walking Zones

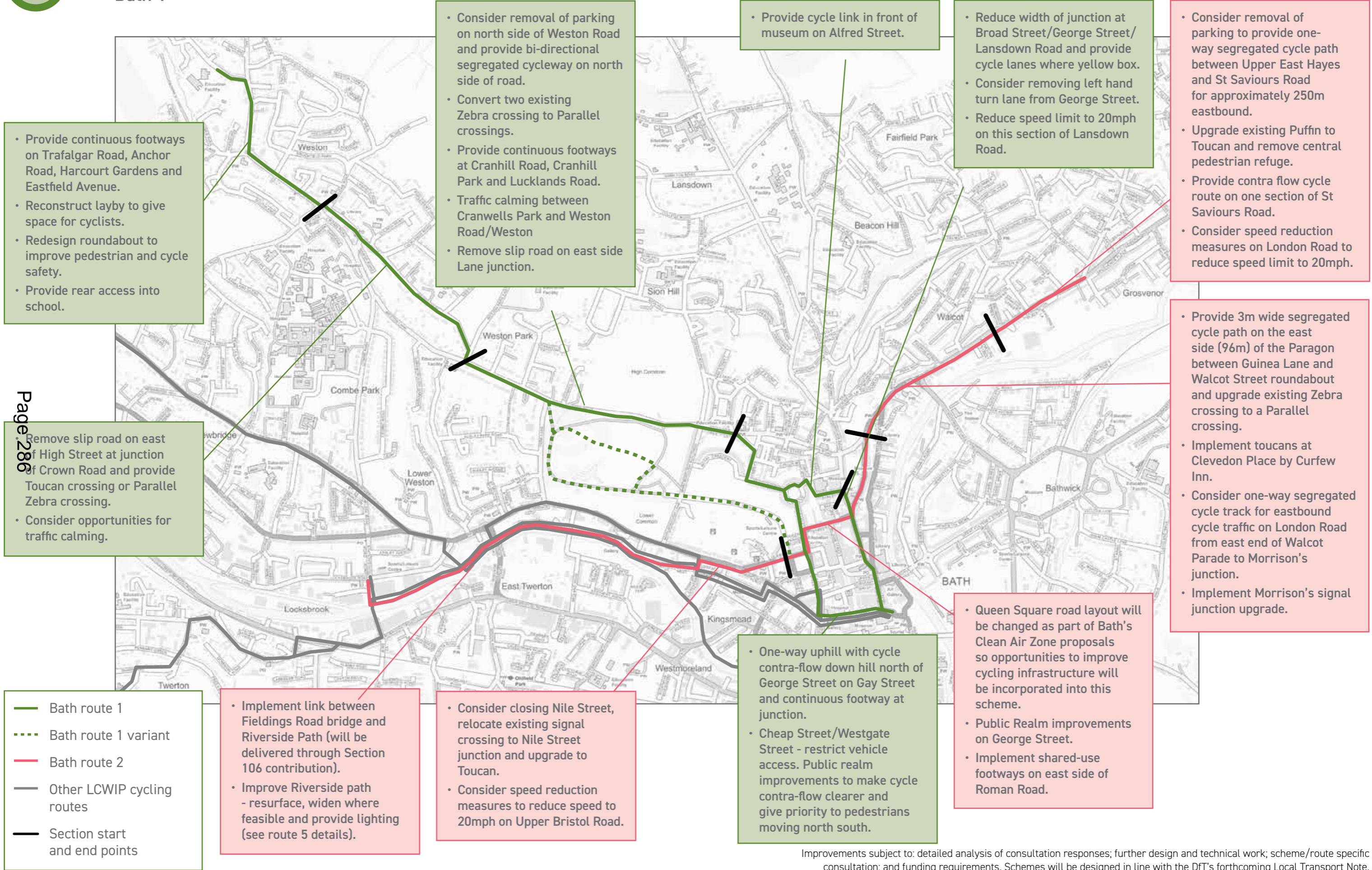
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Thornbury



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bath 1



- Provide continuous footways on Trafalgar Road, Anchor Road, Harcourt Gardens and Eastfield Avenue.
- Reconstruct layby to give space for cyclists.
- Redesign roundabout to improve pedestrian and cycle safety.
- Provide rear access into school.

- Consider removal of parking on north side of Weston Road and provide bi-directional segregated cycleway on north side of road.
- Convert two existing Zebra crossing to Parallel crossings.
- Provide continuous footways at Cranhill Road, Cranhill Park and Lucklands Road.
- Traffic calming between Cranwells Park and Weston Road/Weston
- Remove slip road on east side Lane junction.

- Provide cycle link in front of museum on Alfred Street.

- Reduce width of junction at Broad Street/George Street/Lansdown Road and provide cycle lanes where yellow box.
- Consider removing left hand turn lane from George Street.
- Reduce speed limit to 20mph on this section of Lansdown Road.

- Consider removal of parking to provide one-way segregated cycle path between Upper East Hayes and St Saviours Road for approximately 250m eastbound.
- Upgrade existing Puffin to Toucan and remove central pedestrian refuge.
- Provide contra flow cycle route on one section of St Saviours Road.
- Consider speed reduction measures on London Road to reduce speed limit to 20mph.

- Remove slip road on east of High Street at junction of Crown Road and provide Toucan crossing or Parallel Zebra crossing.
- Consider opportunities for traffic calming.

- Provide 3m wide segregated cycle path on the east side (96m) of the Paragon between Guinea Lane and Walcot Street roundabout and upgrade existing Zebra crossing to a Parallel crossing.
- Implement toucans at Clevedon Place by Curfew Inn.
- Consider one-way segregated cycle track for eastbound cycle traffic on London Road from east end of Walcot Parade to Morrison's junction.
- Implement Morrison's signal junction upgrade.

- Implement link between Fieldings Road bridge and Riverside Path (will be delivered through Section 106 contribution).
- Improve Riverside path - resurface, widen where feasible and provide lighting (see route 5 details).

- Consider closing Nile Street, relocate existing signal crossing to Nile Street junction and upgrade to Toucan.
- Consider speed reduction measures to reduce speed to 20mph on Upper Bristol Road.

- One-way uphill with cycle contra-flow down hill north of George Street on Gay Street and continuous footway at junction.
- Cheap Street/Westgate Street - restrict vehicle access. Public realm improvements to make cycle contra-flow clearer and give priority to pedestrians moving north south.

- Queen Square road layout will be changed as part of Bath's Clean Air Zone proposals so opportunities to improve cycling infrastructure will be incorporated into this scheme.
- Public Realm improvements on George Street.
- Implement shared-use footways on east side of Roman Road.

- Bath route 1
- - - Bath route 1 variant
- Bath route 2
- Other LCWIP cycling routes
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bath 2

- Segregated cycle path west bound between Pen Hill Road and Oldfield School.
- Provide east bound cycle lane between no.6 Kelston Road and Pen Hill Road.
- Provide segregated cycle path east bound.
- Continuous footway/cycleway across Pen Hill Road junction with pavement buildout.
- Upgrade existing Puffin to Toucan outside Oldfield School.

- Consider new signal controlled junction/crossing or pedestrian/cycle refuge island west or east of Locksbrook Road.
- Provide footway build-out across Locksbrook Road to provide continuous footway/cycleway at junction.
- Provide two-way segregated cycle path to link to signalised junction providing continuity of route east to west along the corridor on Newbridge Hill between Locksbrook Road and Combe Park.
- Improve cycle/pedestrian safety at Newbridge Hill/Combe Park roundabout.
- Consider removal of on-road parking to provide uphill cycle lane or on road cycle symbols where lanes not feasible on Newbridge Hill between Combe Park and 6 Kelston Road.

- Provide link between Fieldings Road bridge and riverside path (to be delivered through Section 106 contribution).
- Widen narrow 30m Riverside path at 1-8 Windsor Court.
- Resurface, widen where feasible and provide lighting.
- Widen riverside path under Locksbrook Bridge at pinchpoint for approximately 70m.
- Improve access at Windsor Bridge Road.

- Resurface, widen where feasible and provide lighting.
- Consider providing new access at Comfortable Place.
- Upgrade existing ramp to Midland Bridge Road.

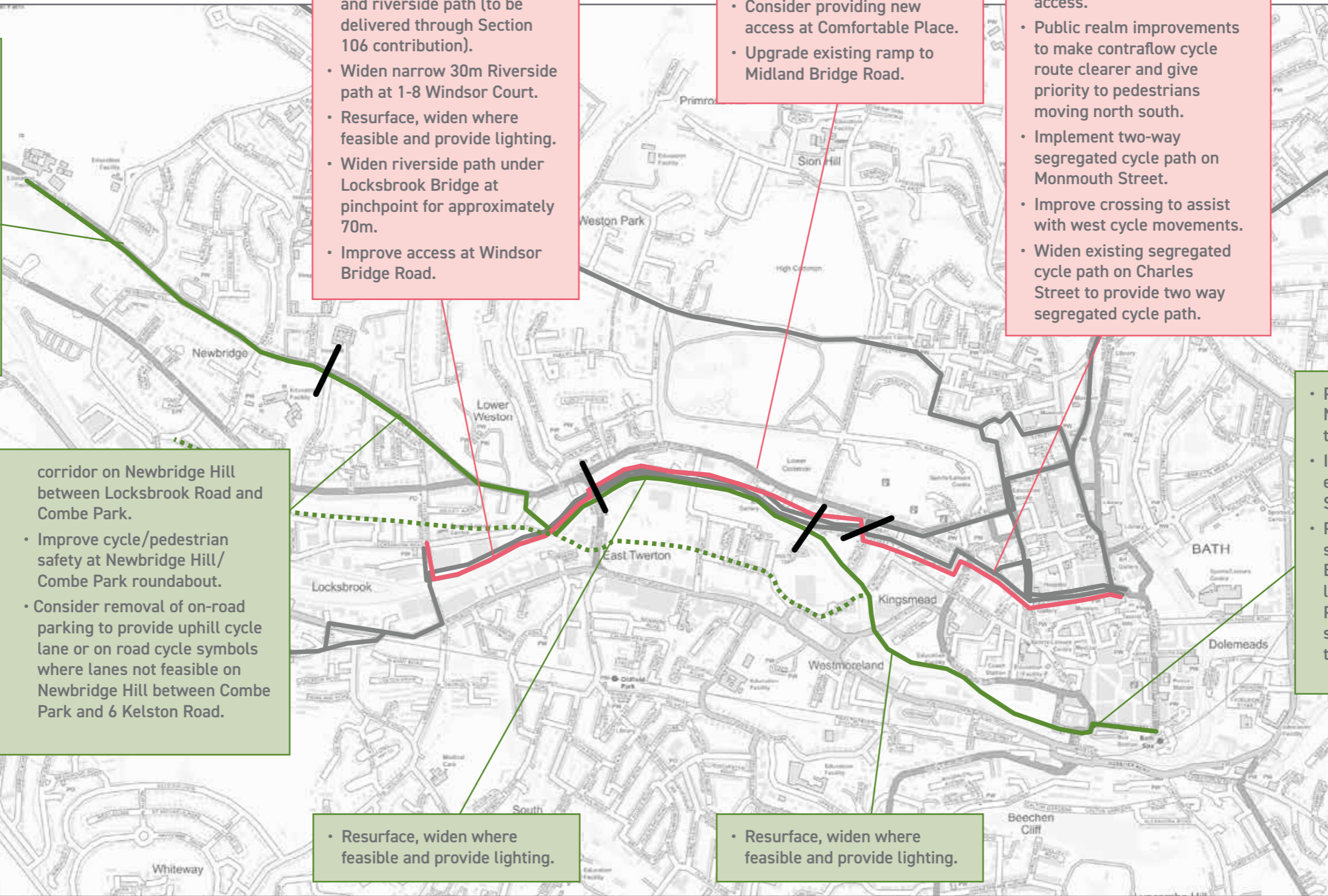
- Cheap Street/Westgate Street - restrict vehicle access.
- Public realm improvements to make contraflow cycle route clearer and give priority to pedestrians moving north south.
- Implement two-way segregated cycle path on Monmouth Street.
- Improve crossing to assist with west cycle movements.
- Widen existing segregated cycle path on Charles Street to provide two way segregated cycle path.

- Provide eastbound link from North Quays with Toucans on the Ambury and A367.
- Improved cycle/pedestrian environment and ramp on Somerset Street.
- Provide westbound segregated cycle path on Broad Quay (existing layby) to link to upgraded Zebra with Parallel crossing and new segregated cycle path linking to riverside path.

- Resurface, widen where feasible and provide lighting.

- Resurface, widen where feasible and provide lighting.

— Bath route 3
 - - - Bath route 3 variant
 — Bath route 4
 — Other LCWIP cycling routes
 — Section start and end points



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bath 3

- Pedestrian/cycle crossing where footpath to rear of Shaws Way crosses Poolemead Road.
- New path to rear of Shaws Way between Poolemead Road and to rear of Twerton Infants School.
- Consider change of status of 2.5m wide footpath to cycle/pedestrian route and upgrade access in to rear of school.
- Improve pedestrian/cycling facilities outside school.

- Public Realm improvements.

- Widen narrow 30m Riverside path at 1-8 Windsor Court.
- Resurface, widen where feasible and provide lighting.
- Widen riverside path under Locksbrook Bridge at pinchpoint blind corner for approximately 70m.
- Improve access at Windsor Bridge Road.

- Resurface, widen where feasible and provide lighting.
- Provide new access at Comfortable Place.
- Upgrade existing ramp to Midland Bridge Road.

- Widen existing segregated cycle path on Charles Street.

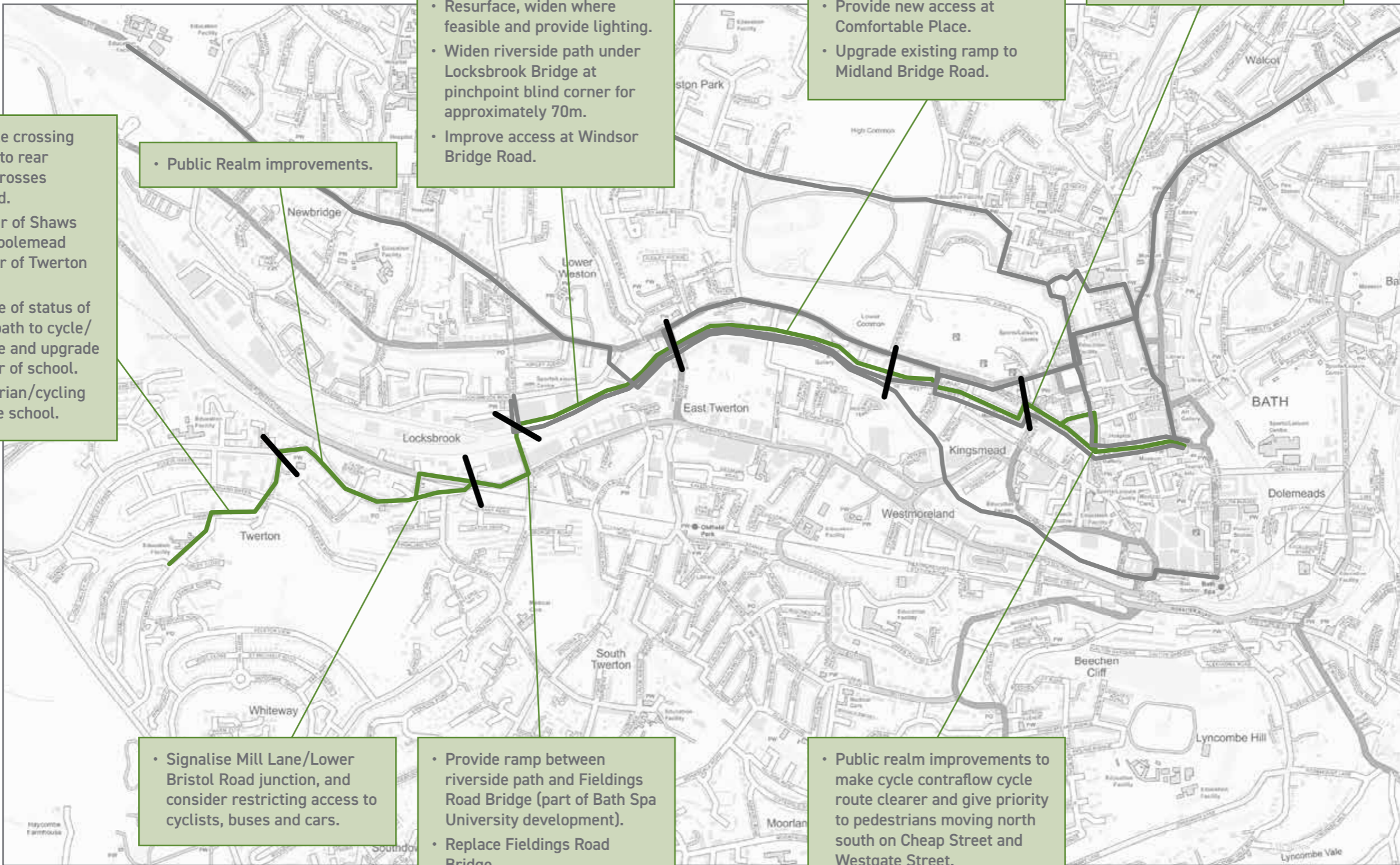
- Signalise Mill Lane/Lower Bristol Road junction, and consider restricting access to cyclists, buses and cars.

- Provide ramp between riverside path and Fieldings Road Bridge (part of Bath Spa University development).
- Replace Fieldings Road Bridge.
- Provide cycle/pedestrian raised table at entrance to Lidl.

- Public realm improvements to make cycle contraflow cycle route clearer and give priority to pedestrians moving north south on Cheap Street and Westgate Street.
- Implement two-way segregated cycle path on Monmouth Street.
- Improve crossing to assist with west cycle movements on Monmouth Street and Charles Street.

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— Bath route 5
 — Other LCWIP cycling routes
 — Section start and end points



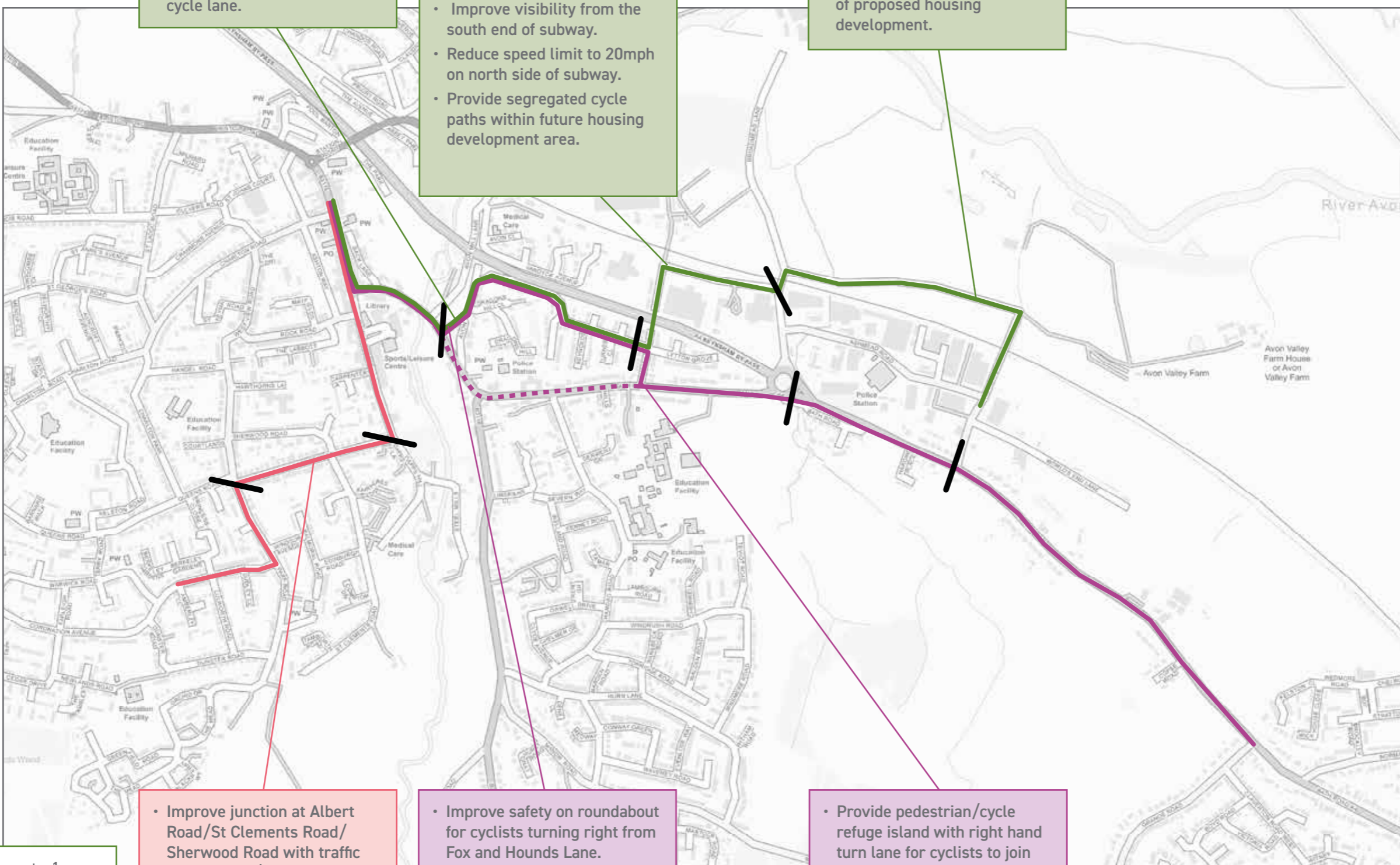
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Keynsham

- Improve by removing parking on hill and install mandatory cycle lane.

- Remove vegetation at subway.
- Improve visibility from the south end of subway.
- Reduce speed limit to 20mph on north side of subway.
- Provide segregated cycle paths within future housing development area.

- Construct new segregated cycle paths as part of proposed housing development.



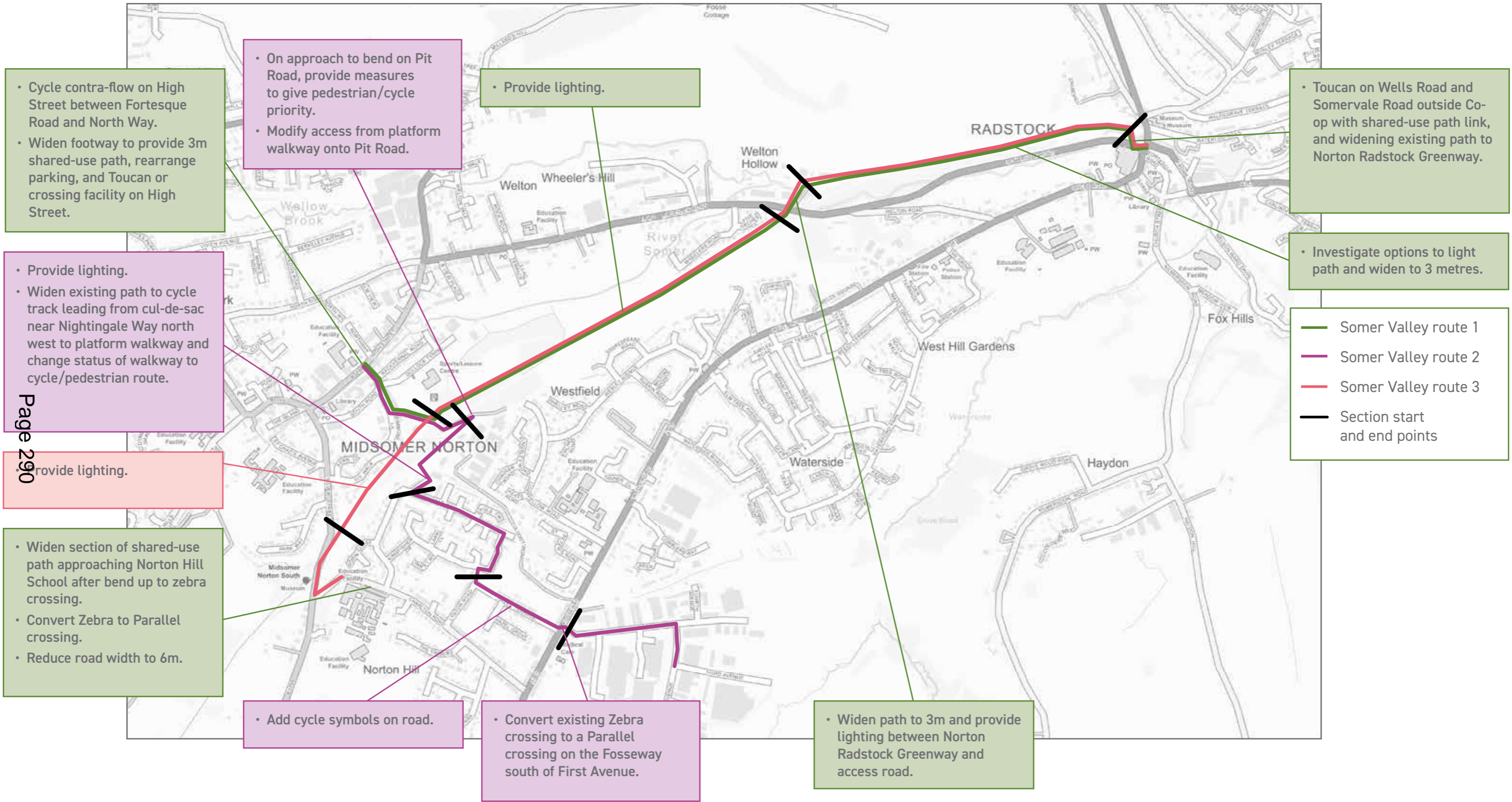
- Improve junction at Albert Road/St Clements Road/Sherwood Road with traffic calming and/or pedestrian crossing as pedestrian desire line crosses Albert Road, with cycle signage on road.
- Consider raised table at crossroads with Albert Road.
- Potential for road closure at southern entrance to Sherwood Road.

- Improve safety on roundabout for cyclists turning right from Fox and Hounds Lane.

- Provide pedestrian/cycle refuge island with right hand turn lane for cyclists to join shared-use path east of Unity Road so cyclists can avoid roundabout.

- Keynsham route 1
- Keynsham route 2
- Keynsham route 3
- - - Keynsham route 3 variant
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.



- Cycle contra-flow on High Street between Fortesque Road and North Way.
- Widen footway to provide 3m shared-use path, rearrange parking, and Toucan or crossing facility on High Street.

- On approach to bend on Pit Road, provide measures to give pedestrian/cycle priority.
- Modify access from platform walkway onto Pit Road.

- Provide lighting.

- Toucan on Wells Road and Somervale Road outside Co-op with shared-use path link, and widening existing path to Norton Radstock Greenway.

- Provide lighting.
- Widen existing path to cycle track leading from cul-de-sac near Nightingale Way north west to platform walkway and change status of walkway to cycle/pedestrian route.

- Investigate options to light path and widen to 3 metres.

- Somer Valley route 1
- Somer Valley route 2
- Somer Valley route 3
- Section start and end points

- Provide lighting.

- Widen section of shared-use path approaching Norton Hill School after bend up to zebra crossing.
- Convert Zebra to Parallel crossing.
- Reduce road width to 6m.

- Add cycle symbols on road.

- Convert existing Zebra crossing to a Parallel crossing on the Fosseway south of First Avenue.

- Widen path to 3m and provide lighting between Norton Radstock Greenway and access road.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

- Two-way segregated cycle path to Crow Lane Roundabout.
- Widen footways where possible beyond roundabout to improve shared-use path provision.

- Provide two-way segregated cycle path to Brentry Lane.
- Protect and prioritise cyclists and pedestrians at side roads and Henbury Road Junction.

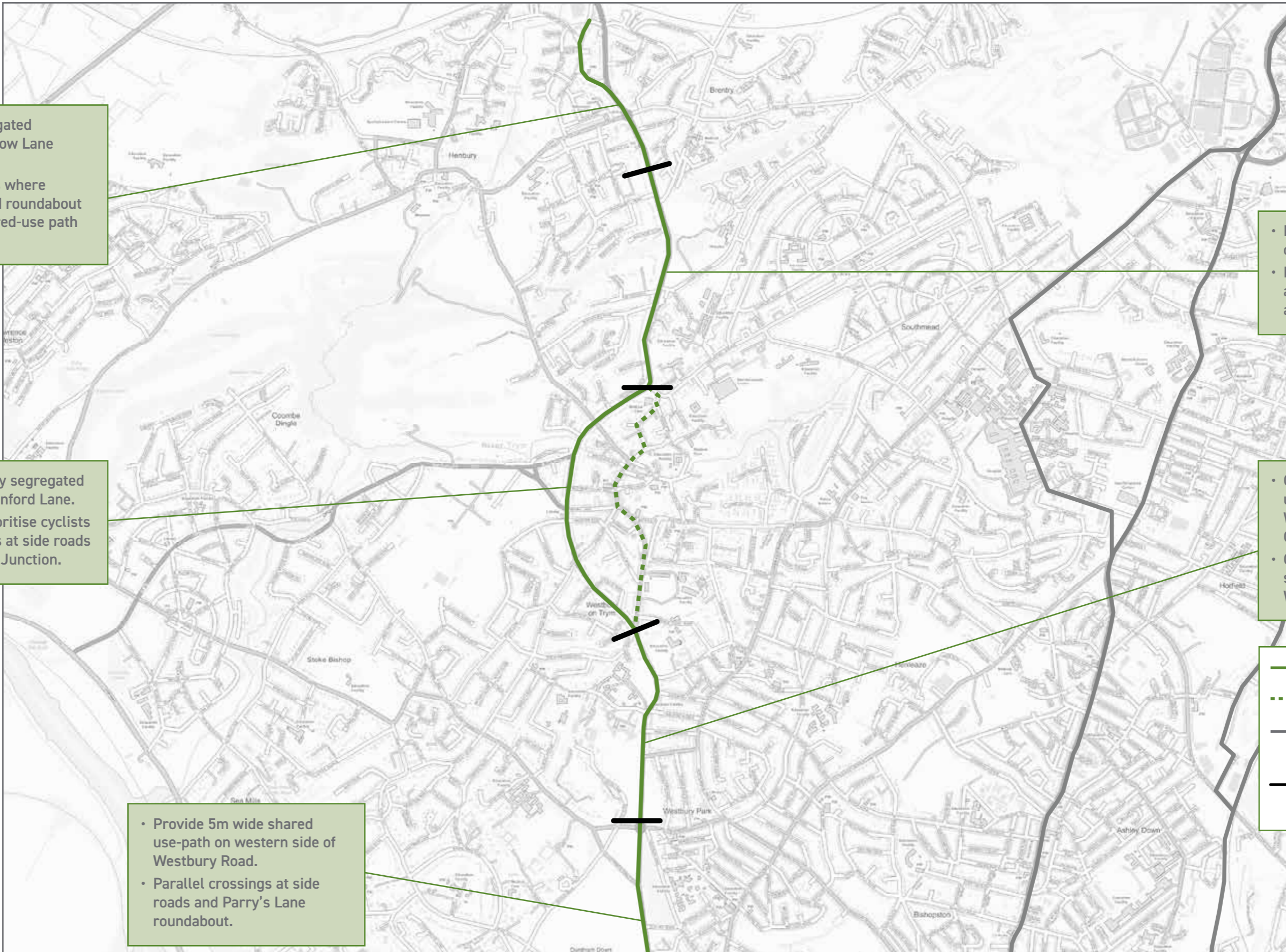
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- Provide two-way segregated cycle path to Canford Lane.
- Protect and prioritise cyclists and pedestrians at side roads and Stoke Lane Junction.

- Continue 5m wide shared-use path on western side of Westbury Road to Henleaze Gardens.
- Consider segregated or shared-use path route to Westbury Road Junction.

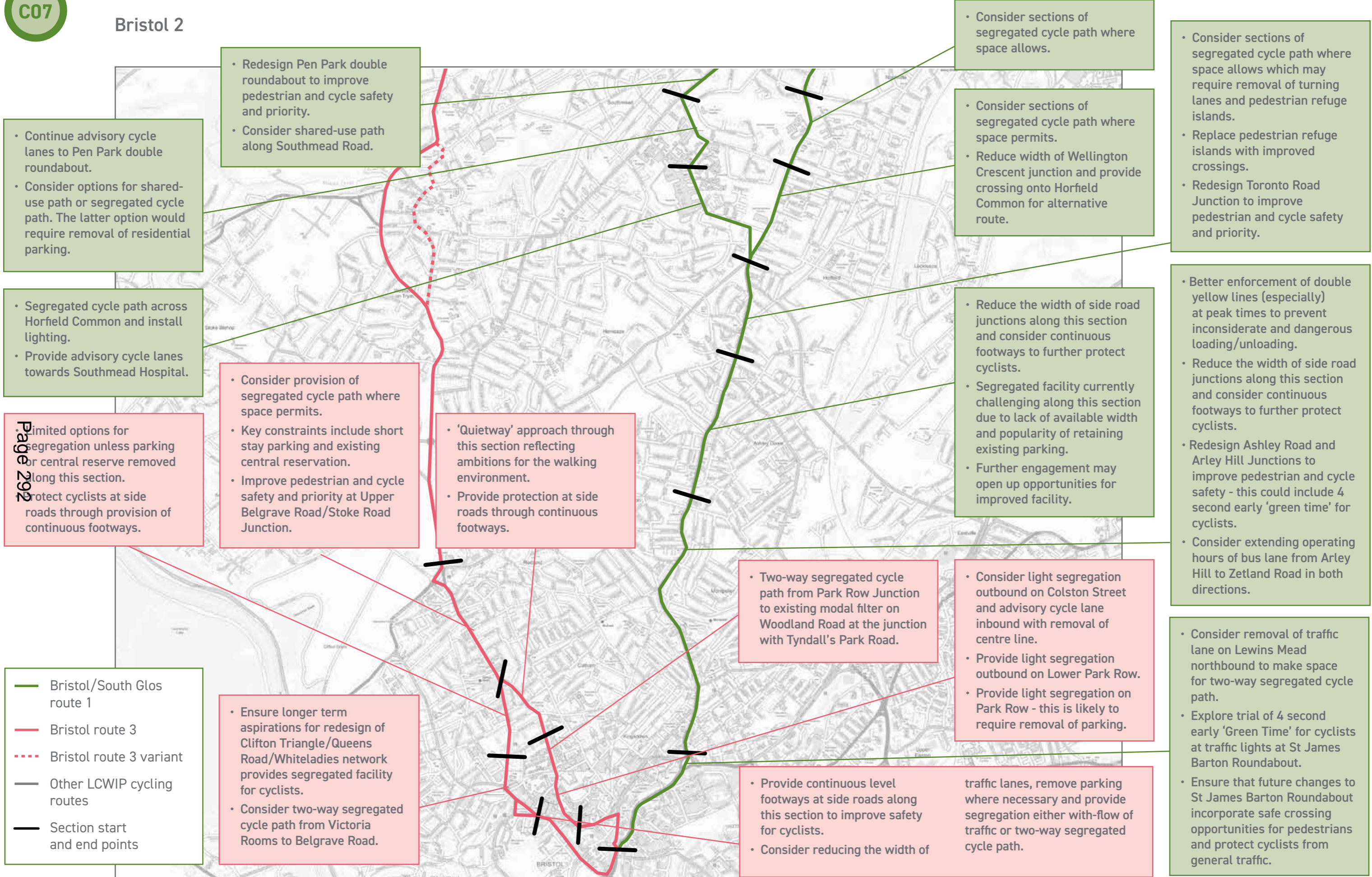
- Provide 5m wide shared use-path on western side of Westbury Road.
- Parallel crossings at side roads and Parry's Lane roundabout.

- Bristol route 3
- - - Bristol route 3 variant
- Other LCWIP cycling routes
- Section start and end points



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 2



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 3

- Potential to widen existing path which would require land purchase from the allotment site and reducing existing gradient. Improve gradient at Ashley Down Station and provide a solution to existing conflict point.
- Provide Parallel crossing over Muller Road towards new Concorde Way alignment.

- Widen path to 3.5m segregated.
- Provide lighting along the route and install Parallel crossing at Constable Road.

- Widen cycle path to provide segregation where possible.
- Provide footway build-outs and Parallel crossing on Bonnington Walk.

- Provide new two-way segregated cycle path and lighting to run parallel to the rail line.

- Explore low traffic neighbourhood in this area in consultation with local community to improve pedestrian and cycle priority and safety along Mina Road.
- Create two-way segregated route underneath railway bridge.
- Consider parking restrictions around junctions and protection at side roads.

- Consider delineating between cyclists and pedestrians towards Champion Square.
- Upgrade Toucan crossing on Wade Street to a Parallel Crossing.
- Provide two-way segregated cycle path on Wellington road towards Riverside Park as vehicle flows likely to increase as part of redevelopment in the area.

- Limited options for segregation alongside the river path due to earth works and mature trees.
- Explore widening existing north western path.
- Localised widening of existing paths in J3 roundabout and improved legibility.
- In the longer-term, explore options for widening underpasses in negotiation with Highways England.

- In the longer-term, consider widening route through Castle Park as demand increases.
- Provide two-way segregated cycle path on Castle Street on approach to Old Market Roundabout.

- Implement segregated cycle path across Old Market Roundabout and link up with Bond Street two-way segregated cycle path.
- Upgrade crossings on Lamb Street and Trinity Street.
- Implement mandatory cycle lane on Braggs Lane.

- Continue segregated cycle path along short stretch of Church Road.
- Explore making Ducie Road one-way and segregate cycle lane over bridge.
- Redesign Morely Street junction to better integrate segregation path from Ducie Road.

- Consider banning left turn at Marsh Street to simplify junction and improve safety.
- Upgrade existing crossing on Queens Street to a Parallel crossing.

- Maintain Quietways approach.
- Keep no entry on Queens Road, but exempt cycles.

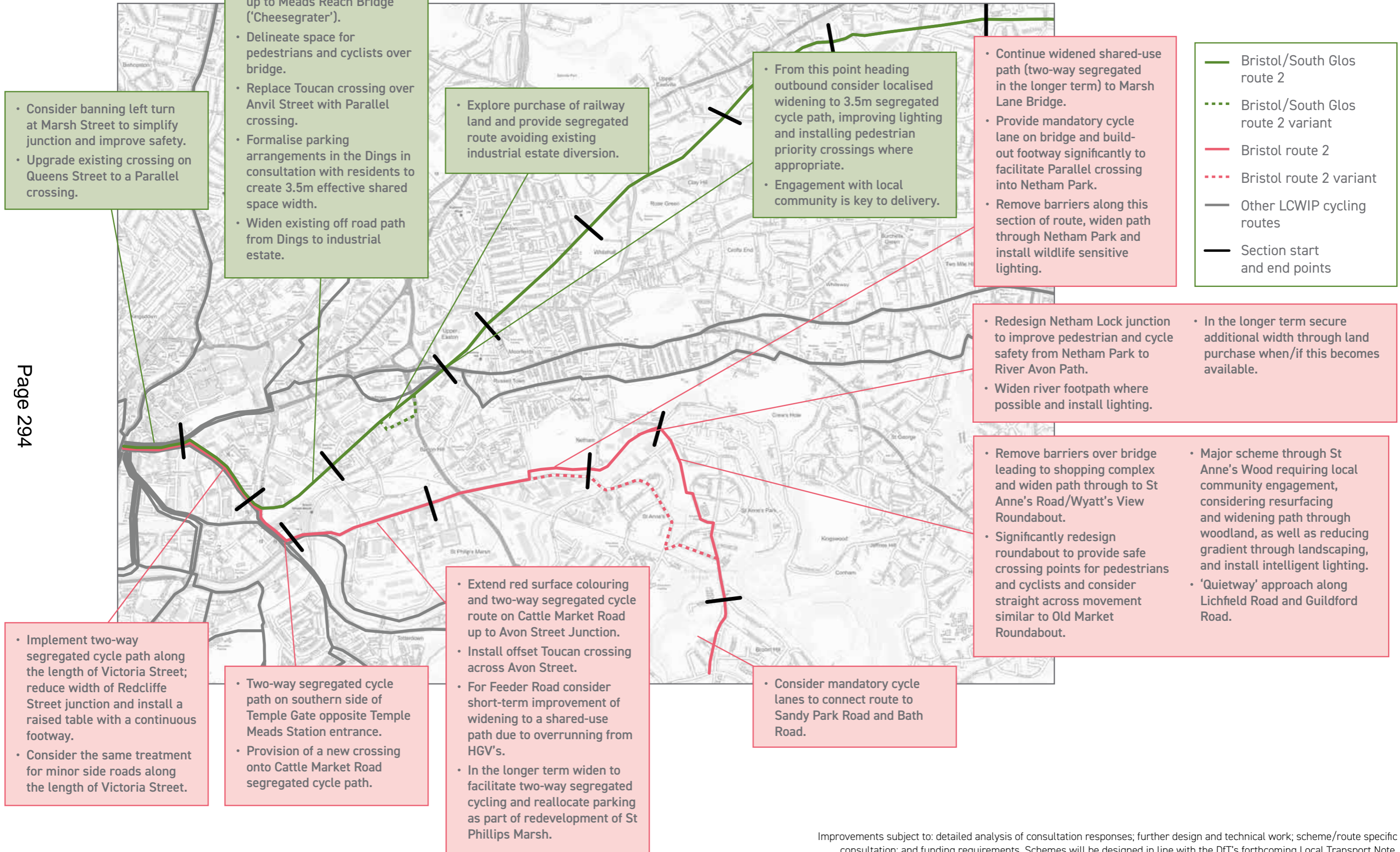
- Bristol/South Glos route 3
- - - Bristol/South Glos route 3 variant
- Bristol route 5
- - - Bristol route 5 variant
- Other LCWIP cycling routes
- Section start and end points

- Consider two-way segregated cycle route along Clarence Road toward Lawrence Hill Roundabout.
 - Lawrence Hill improvements to be secured as part of wider redesign of junction.
- Explore introduction of modal filter on Victoria Avenue to reduce through traffic and adopt Quietways approach.
- Introduce Parallel crossing and raised table to improve connection from Victoria Avenue to Pilemarsh.
 - Introduce light segregation on existing Pilemarsh contraflow cycle route.
 - Provide raised table and Parallel crossing at Blackswarth Road junction.
 - Explore 'no access for motor vehicles'/one-way on Beaufort Road to reduce through traffic and adopt Quietways approach.

- Provide segregated cycle route on Summerhill Road from Summerhill Terrace Junction to Hillside Road Junction.
- Investigate segregation or traffic calming on Hillside Road but likely to require reallocation of parking.
- Provide either Parallel or Toucan crossing over Kingsway Road.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 4



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

- Consider options for improving current shared path layout on southern perimeter of Queens Square reflecting high pedestrian and cycle flows.
- Upgrade existing informal crossing across Welshback to a

- Parallel crossing.
- Ensure that segregated cycle facilities are incorporated into the redevelopment of Redcliffe Roundabout and adjacent car park.

- Implement two-way segregated cycle path on western side of Redcliffe Hill which requires the underpasses to be filled in.
- Ensure any future improvements to Bedminster Bridges incorporates walking and cycling priority and safety.
- Consider provision of a new pedestrian and cycle bridge linking Clarence Road to the segregated cycle path on Whitehouse Street.

- In the long-term consider removal of parking along Wedmore Vale to provide continuous two-way segregated cycle up to Northern Slopes.

- 1**
- Implement two-way segregated cycle path along Redcliffe Way (to Temple Gate Junction) delivered through planned redevelopment of Redcliffe Roundabout and adjacent car park.
 - Two-way segregated cycle path on southern side of Temple Gate opposite Temple Meads Station entrance.
 - Limited options for widening across Bath Bridges without removal of bus lane.
 - Explore options for a Cantilever Path off of Bath Bridges and Railway Bridge.

- 'Quietway' approach with traffic calming and junction safety improvements from Northern Slopes.
- Consider two-way segregated cycle path through Filwood Broadway.

- Investigate potential for segregated route through Filwood Green development.
- Segregated cycling through the Hengrove Park site.

- Continue two-way segregated cycle path along these sections.

See previous map for details

- Continue two-way segregated cycle path up to Spark Evans Bridge.

- Delineate route between pedestrians and cyclists over Sparke Evans Bridge.
- Consider widening route access lane toward Edward Road and introducing lighting.
- Explore options for a safe crossing point to southern side of Bath Road with widened shared-use path to Sandy Park junction.

- Construct two-way segregated cycle path by rationalising traffic lanes and acquiring land in selected locations - where physical constraints limit space, construct short sections of shared-use path.

- 2**
- Improvements at Three Lamps Junction to improve cycle and pedestrian safety.
 - Seek opportunities to widen existing shared-use path alongside planned bus improvements.
 - Improve safety and crossing opportunities at St John's Lane Junction.
 - Adopt 'Quietway' approach with side road protection/priority along Winton, Knowle and Batham Roads.

- Construct segregated cycle path by reallocating road space and removing parking. Where physical constraints limit space, construct short sections of shared-use path.

- Implement two-way segregated cycle path where space permits.
- Short-term options include localised widening of shared-use path.

- 3**
- Short sections of unavoidable steep gradient along this section.
 - Adopt 'Quietway' approach along Bayham Road.
 - Redesign of entrance to Redcatch Park with Parallel crossing for access.

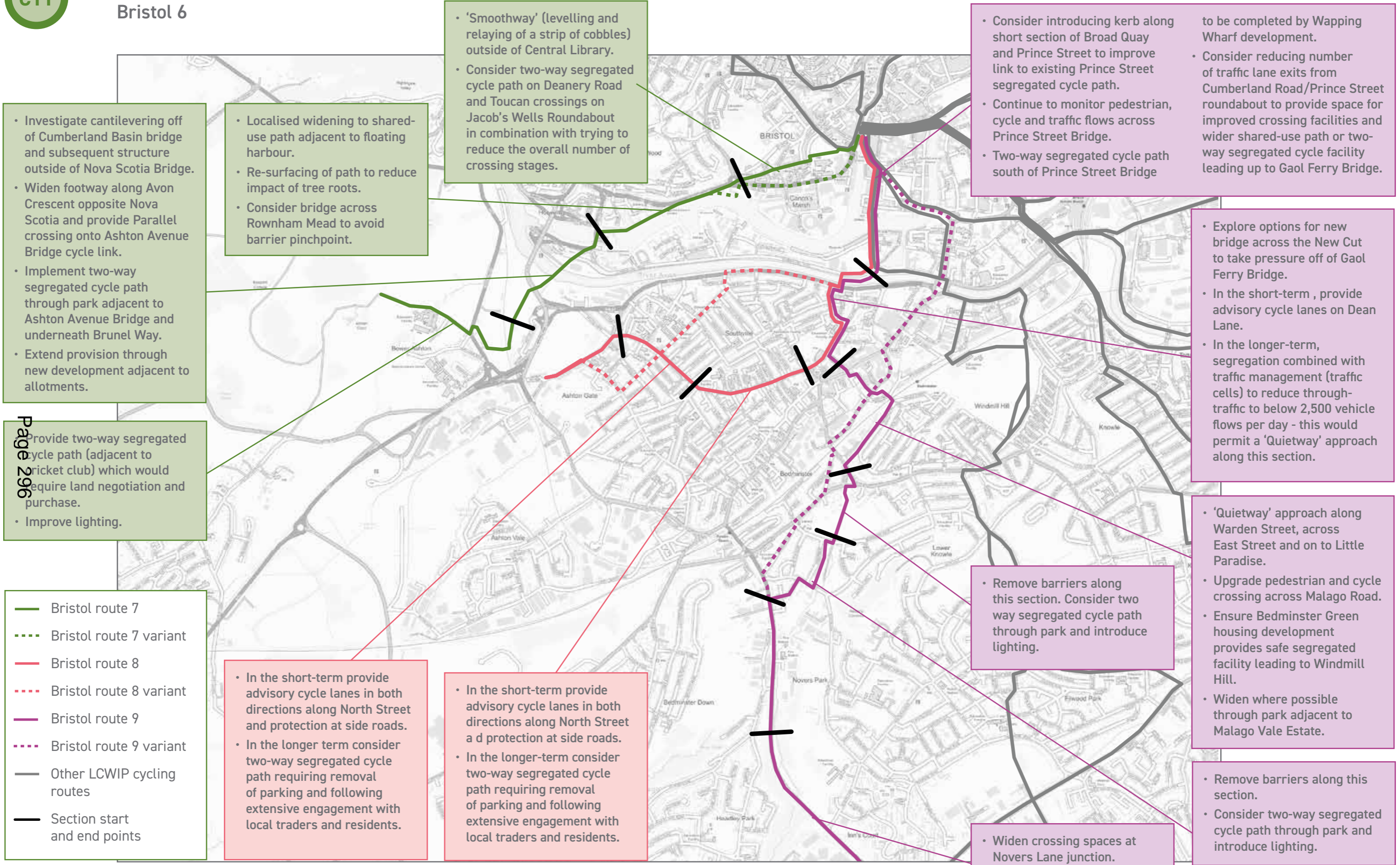
- Provision of a new crossing on to Cattle Market road segregated cycle path.
- Consider widening of the riverside path to two-way segregated cycle path and install lighting - these works to be delivered through the redevelopment of St Philips Marsh.

- Bristol route 1
- - - Bristol route 1 variant
- Bristol route 4
- - - Bristol route 4 variant
- Bristol route 5
- - - Bristol route 5 variant
- Other LCWIP cycling routes
- Section start and end points

- 4**
- Consider improved crossing facility over Broad Walk into Wellgarth Road and removal of mini-roundabout.
 - Adopt 'Quietway' approach along this section
- 5**
- Adopt 'Quietway' approach along this section and remove barriers to access from Airport Road.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 6

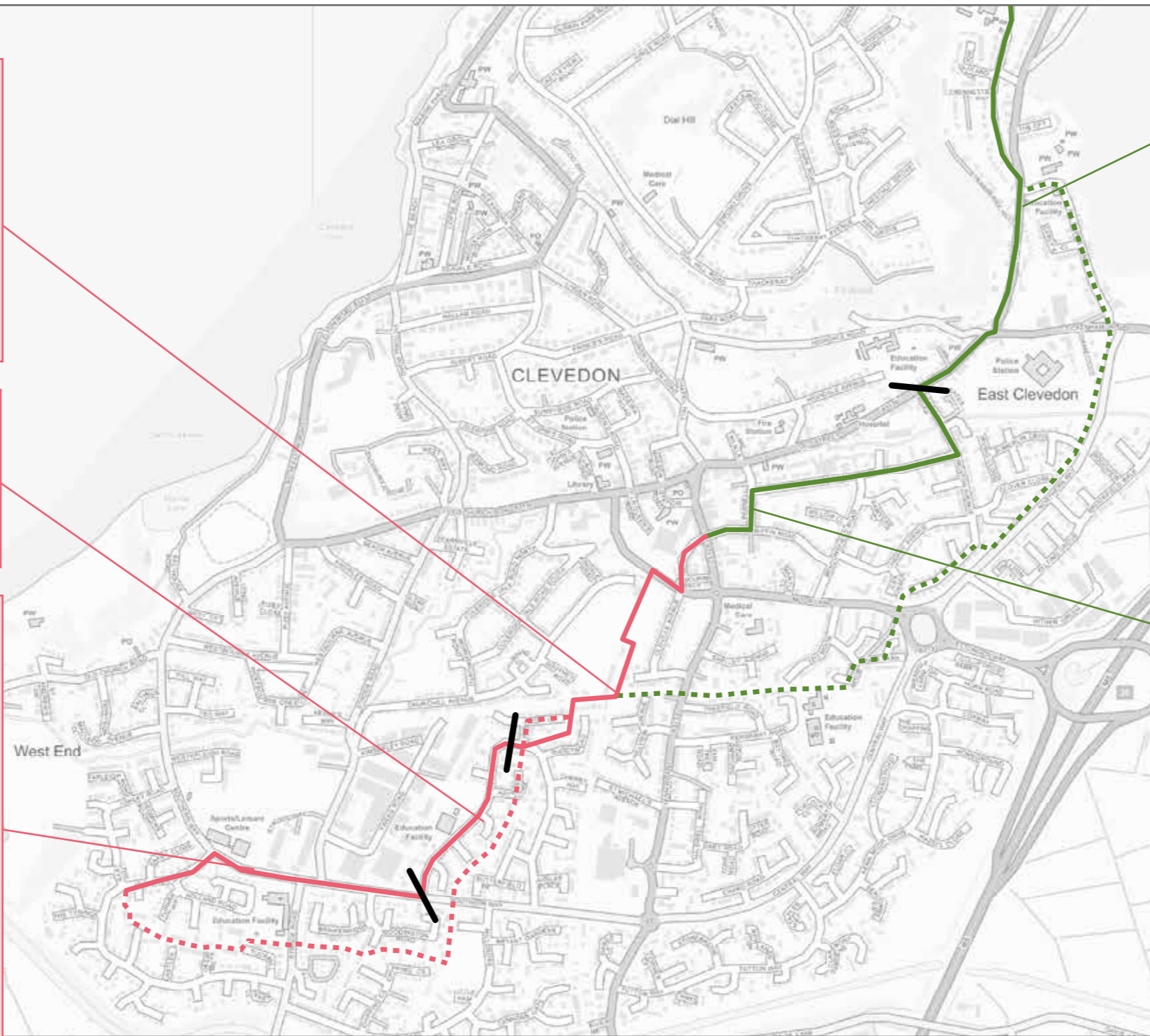


Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

- Improve lighting on approach to and alongside rugby ground.
- Shared-use path surface requires improvement in places, due to tree root damage etc.
- Approaches to Great Western Road existing Pelican crossing require delineation and crossing upgraded to Toucan.

- Safe transition point between Southern Way shared-use path and Fosse Way.
- 20mph limit as part of wider 'culture changing' Clevedon zone.

- Signalised controlled crossing required or other means to reach existing refuge, and reduce width of Yeolands Drive/Southern Way junction.
- Reduce width of Southern Way/Strode Road junction and reduce southbound Strode Road to single lane, ideally providing priority cycle crossing over junction.
- Provide off-carriageway shared-use path - ample room on northern verge.
- Carriageway could be narrowed to provide additional space and reduce traffic speeds.



- Consider removal of centre line on Old Street and Walton Road, and 20mph speed limit to Woodland Glade (school access) or ideally to Clevedon Lane for connectivity with NCN410, forming gateway feature to town.
- Provide Zebra crossings to all arms of roundabout - parallel crossings should be considered for some movements if conflict with pedestrians can be avoided.
- Repair Valley Road (subject to landowner agreement, as not adopted highway) and improve lighting.

- Melbourne Terrace/Kenn Road/Griffin Road requires build-out to increase visibility and signalised controlled crossing. This would also increase connectivity to shops etc. for pedestrians and could form a 'gateway' feature to the shopping area. Consider 20mph speed limit.
- Continue 20mph zone into residential roads.
- Consider traffic calming on Teignmouth Road and reduction in junction width.

Legend for the map:

- Clevedon route 1
- - - Clevedon route 1 variant
- Clevedon route 2
- - - Clevedon route 2 variant
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Nailsea 1

- Consider shared-use path on east (school) side of Mizzymead to High Street.
- Construct a route to avoid the roundabout.
- Reduce width of junctions.
- Provide refuge or parallel crossing and transition points.
- Ensure connectivity with Route 1.

- 20mph speed limit as part of wider residential street scheme may be helpful.

- Reduce width of Link Road/ Stock Way North junction.
- Consider 20mph speed limit for Link Road.
- Reduce width of Link Road car park entrance.
- Consider removing motor traffic from High Street except deliveries, or provide contraflow cycle lane.
- Parallel crossing or transition points required to access new path alongside car park to Station Road new shared-use provision (Highway/NSC owns land required).
- Provide crossing point to Link Road, and/or consider permitting cycling through Clevedon Walk/Somerset Square.

- Consider 20mph speed limit as part of wider residential street scheme.

- Provide shared-use path on north of Station Road to Brockway junction and provide parallel crossing to closed part of Station Road.

- Consider 20mph speed limit.
- Reduce junction widths where Station Road meets Queens Road and Trendlewood Way (in conjunction with walking improvements).
- Consider removing centre white line.

- Consider 20mph speed limit with physical measures to slow traffic - other measures likely to be too complicated and expensive (for example, removing east side footway to widening and converting west side footway to shared-use path).
- This may work in conjunction with proposed south Nailsea link road with a combined aim to reduce through traffic.

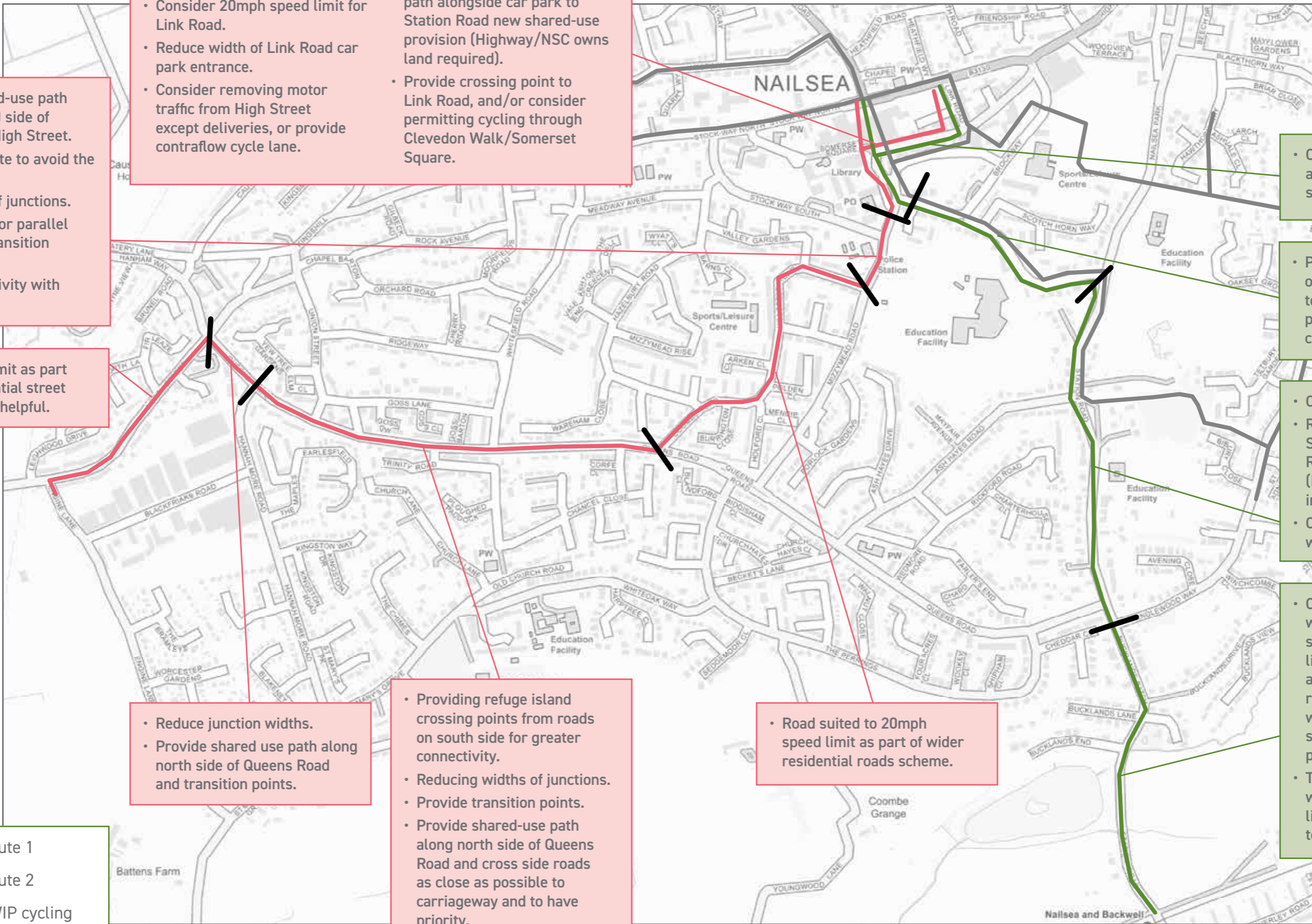
- Reduce junction widths.
- Provide shared use path along north side of Queens Road and transition points.

- Providing refuge island crossing points from roads on south side for greater connectivity.
- Reducing widths of junctions.
- Provide transition points.
- Provide shared-use path along north side of Queens Road and cross side roads as close as possible to carriageway and to have priority.
- Consider narrowing carriageway and reducing speed limit to 30mph.

- Road suited to 20mph speed limit as part of wider residential roads scheme.

Legend:

- Nailsea route 1
- Nailsea route 2
- Other LCWIP cycling routes
- Section start and end points



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Nailsea 2

- Convert existing wide footway on north side of Stock Way North to shared-use and widen into carriageway as required to ideally provide segregated cycle path.
- Remove redundant subway to provide additional space for cycling.
- Convert existing controlled crossing at Clevedon Road to Toucan.
- Provide crossing point to Link Road and/or consider permitting cycling through Clevedon Walk/Somerset Square.

- Link Road/Stock Way North junction requires reduction in width.
- Consider 20mph speed limit for Link Road and reduce car park entrance width.
- Consider removing motor traffic from High Street, except deliveries, or provide contra-flow cycle lane.

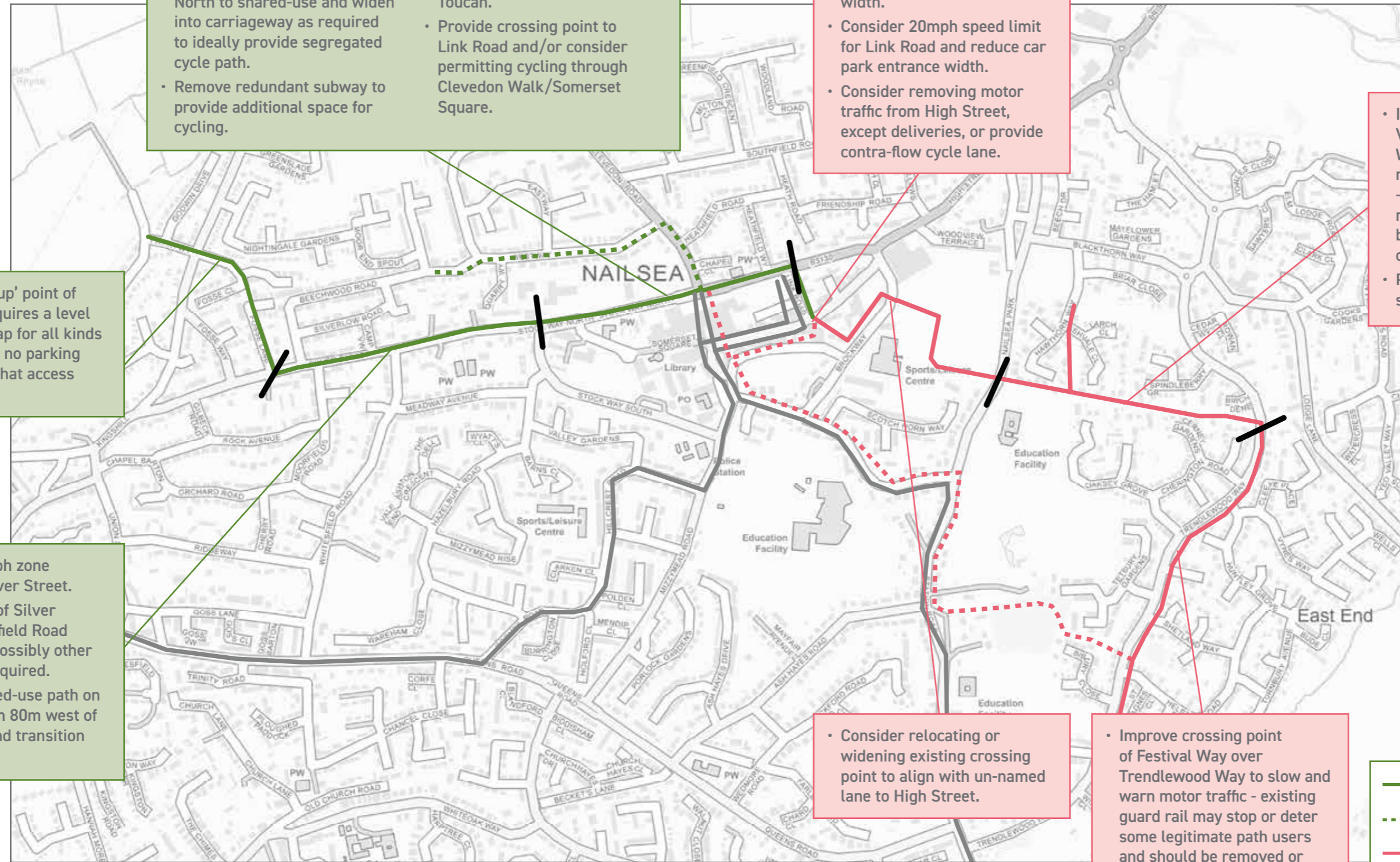
- Improve surface of Golden Valley bridleway/Festival Way/NCN33 as this is not suited to commuters - consider use of Ultitrec recycled tarmac which has been used successfully on other bridleways.
- Path is also too narrow and should be widened to 3m.

- Existing 'stop-up' point of Fosse Lane requires a level and suitable gap for all kinds of cycles and a no parking restriction so that access remains clear.

- Consider 20mph zone gateway to Silver Street.
- Reduce width of Silver Street/Whitesfield Road junction, and possibly other junctions as required.
- Consider shared-use path on north side from 80m west of roundabout, and transition points.

- Consider relocating or widening existing crossing point to align with un-named lane to High Street.

- Improve crossing point of Festival Way over Trendlewood Way to slow and warn motor traffic - existing guard rail may stop or deter some legitimate path users and should be removed or adjusted as necessary.
- Reduce speed limit to 20mph including some physical features.
- Side road junction widths should be reduced, also to benefit pedestrians.



- Nailsea route 3
- - - Nailsea route 3 variant
- Nailsea route 4
- - - Nailsea route 4 variant
- Other LCWIP cycling routes
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Portishead

- Subject to landowner agreement, replace Harbour Road Zebra crossing with parallel crossing and route cyclists across the shopping precinct square by Waitrose and past Horatio House to Station Road/Cabstand.
- Provide suitable transition point such as replacing Station Road Zebra crossing with parallel crossing.

- Provide segregated cycle path, clearly delineated along Harbour Road.
- Reduce width of side junctions and provide priority crossing points for pedestrians and cyclists.

- Consider extending existing town centre 20mph limit.
- Consider providing alternative to using roundabout by utilising NSC-owned adjacent land and provide parallel crossings, which will also aid pedestrian movements.
- Alternatively, redesign roundabout to reduce speeds.

- Consider widening existing shared-use path.

- Provide segregated cycle path delineated through the area on either/both sides of Phoenix Way.
- Continuous route across side junctions.
- Smooth transition between Phoenix Way and Quays Avenue.

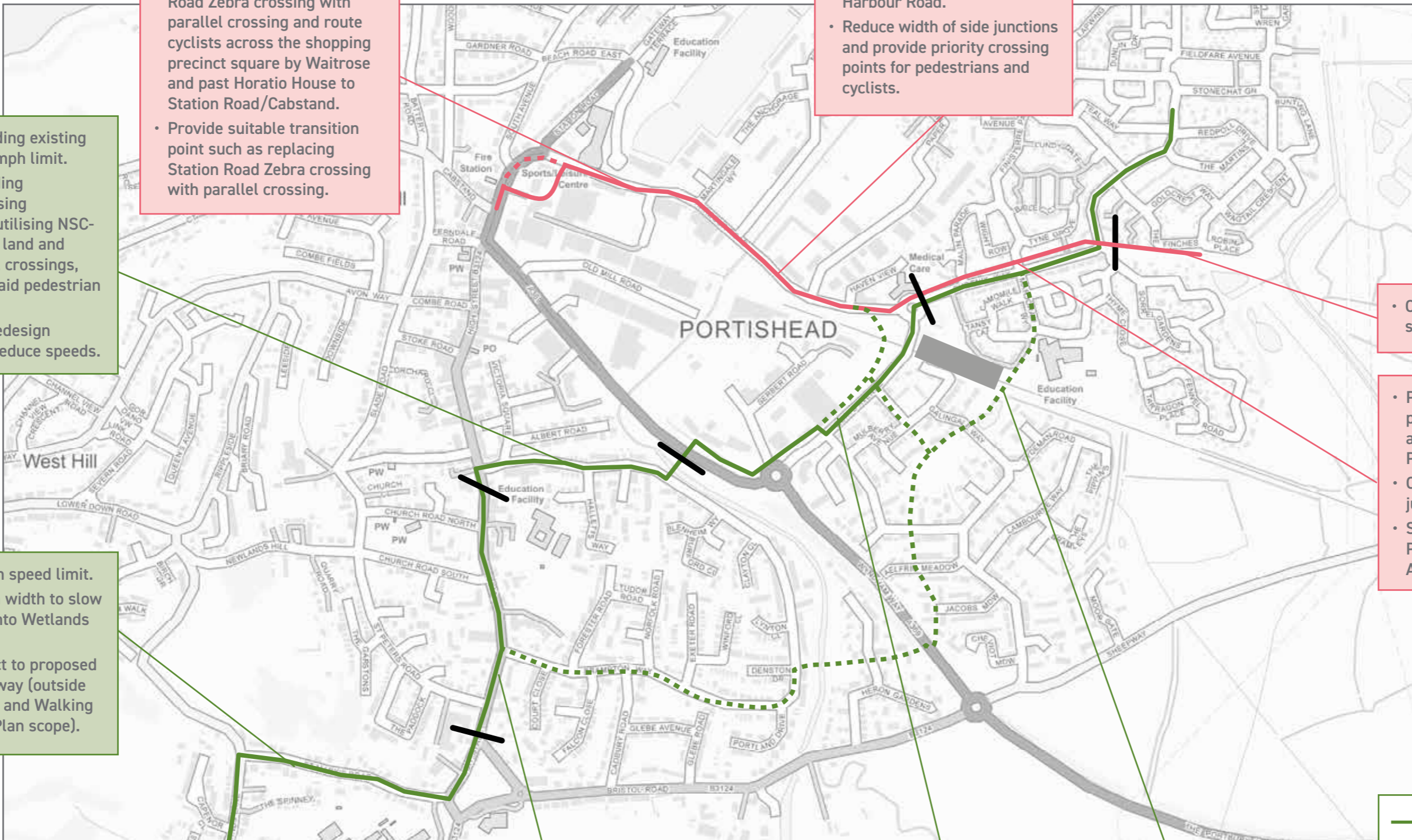
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- Consider 20mph speed limit.
- Reduce junction width to slow traffic turning into Wetlands Lane.
- Route to connect to proposed Gordano Greenway (outside of Local Cycling and Walking Infrastructure Plan scope).

- Consider one-way system and 20mph speed limit to reduce dominance of motor traffic near Gordano and St Joseph's Schools and on High Street, providing segregated cycle paths.
- This requires a feasibility study and full consultation to fully understand the potential benefits and implications to make walking and cycling around Portishead much more pleasant while retaining access by motor vehicle.
- This could involve removing motor traffic from the lower end of High Street (existing one-way section north from Gordano School) and one-way traffic from Bristol Road to the Brampton Road North junction.
- Bus routes and bus stops will need consideration.
- Consider replacement of High Street/St Peters Road roundabout with T-junction.

- Widen narrow sections of shared-use path to provide minimum 3m width continuous path.
- Avoid need to cross Quays Avenue by providing continuous shared-use path on both sides if possible, north of Conference Avenue.
- Both routes need to be carried out and considered in conjunction with proposed Portishead Railway works which also plan improvements for cyclists in the station area.

- Portishead route 1
- - - Portishead route 1 variant
- Portishead route 2
- - - Portishead route 2 variant
- Section start and end points



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 1

- Cycling on High Street and at Town Square to be reviewed and ideally permitted on a trial basis, with appropriate signing to advise cyclists to ride with care and pedestrians to have priority.
- South Parade/Knightstone Road (including critical junction) is part of delayed enhancements for pedestrians and cyclists.

- Consider 20mph speed limit.
- Consider removing centre white line.
- Resurface as required.

- Study to investigate connectivity to east (e.g. Clevedon Road and Ellenborough Park North, which is a signed NCN 33 route to station) such as widened paths across Beach Lawns, marked crossing points across Marine Parade, Toucans to cross Beach Road etc.
- Promenade/Regent Street direct connection uses heavily

used pedestrian crossing opposite Pier - a connection via the Oxford Street Pelican crossing (upgraded to Toucan) and a cross Princess Royal Square could be the signed route.

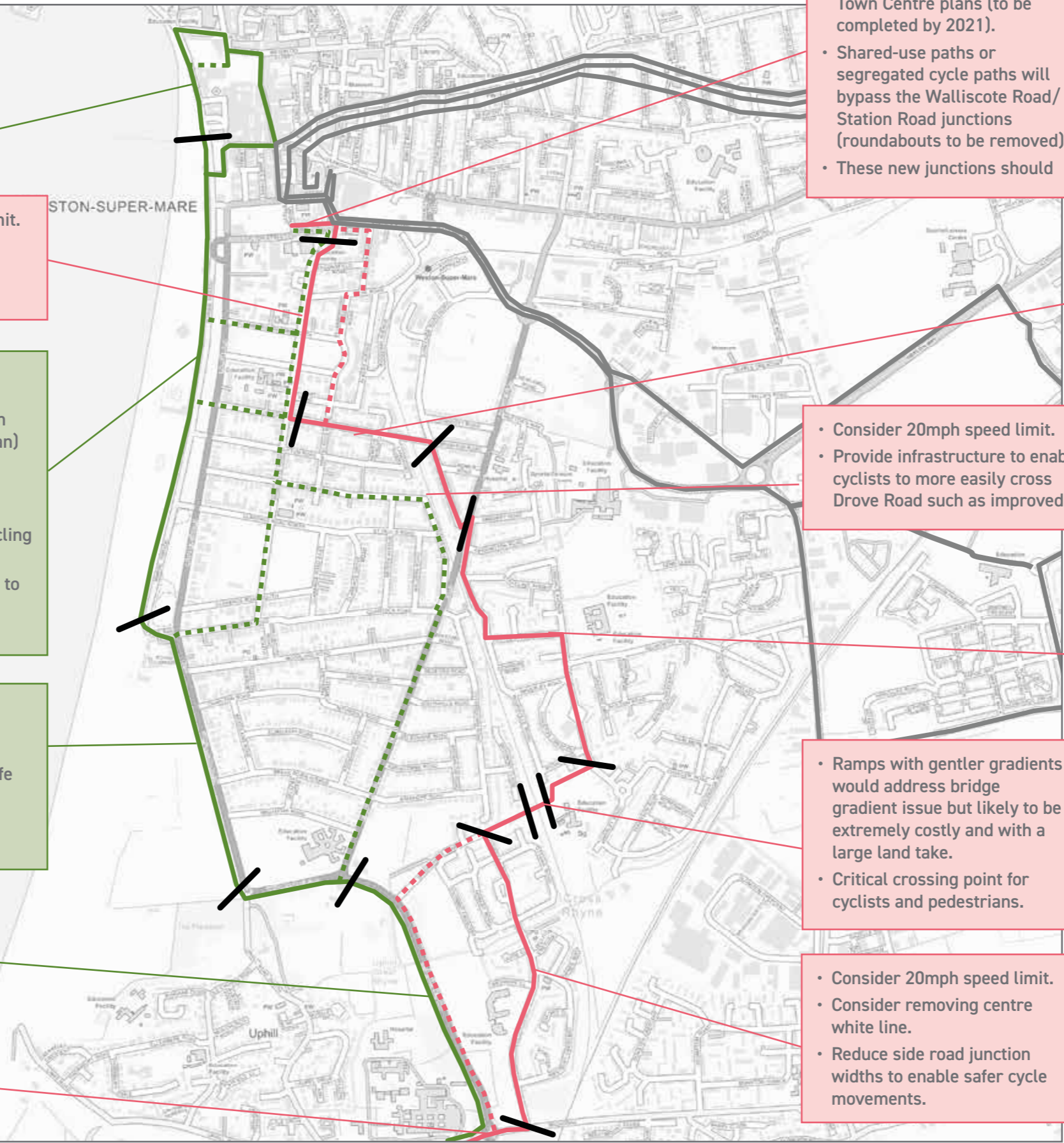
- Amend bylaw to legalise cycling on the Promenade.
- High Street to Regent Street to become traffic-free.

- Provide shared-use path on golf course side of carriageway (scheme due to be completed by 2020).
- Investigate redesigning Uphill Road North/Uphill Road South junction.

- Reconfigure Beach Road/ Marine Parade/Promenade section and crossing to Quantock Road to enable safe cycle movements.

- Investigate widening existing shared-use path at pinchpoints.

- Consider widening shared-use footway/cycleway on approach to Bridgwater Road crossing.



- Most through traffic is being removed from Oxford Street to Station Road as part of Weston Town Centre plans (to be completed by 2021).
- Shared-use paths or segregated cycle paths will bypass the Walliscote Road/ Station Road junctions (roundabouts to be removed).
- These new junctions should be reduced in width to enable safer cycle movements and slow traffic .
- Consider extending 20mph speed limit.
- Consider removing centre white line.
- Walliscote Road West/ Walliscote Road roundabout due to be replaced by priority junction.

- Consider 20mph speed limit.
- Consider removing centre white line.
- Review in conjunction with existing poor pedestrian provision over railway bridge.

- Consider 20mph speed limit.
- Provide infrastructure to enable cyclists to more easily cross Drove Road such as improved ramps leading to existing pedestrian crossing (and conversion to Toucan).

- Consider 20mph speed limit.
- Consider removing centre white line.
- Reduce side road junction widths to enable safer cycle movements.

- Ramps with gentler gradients would address bridge gradient issue but likely to be extremely costly and with a large land take.
- Critical crossing point for cyclists and pedestrians.

- Consider 20mph speed limit.
- Consider removing centre white line.
- Reduce side road junction widths to enable safer cycle movements.

- Weston-super-Mare route 2
- - - Weston-super-Mare route 2 variant
- Weston-super-Mare route 5
- - - Weston-super-Mare route 5 variant
- Other LCWIP cycling routes
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

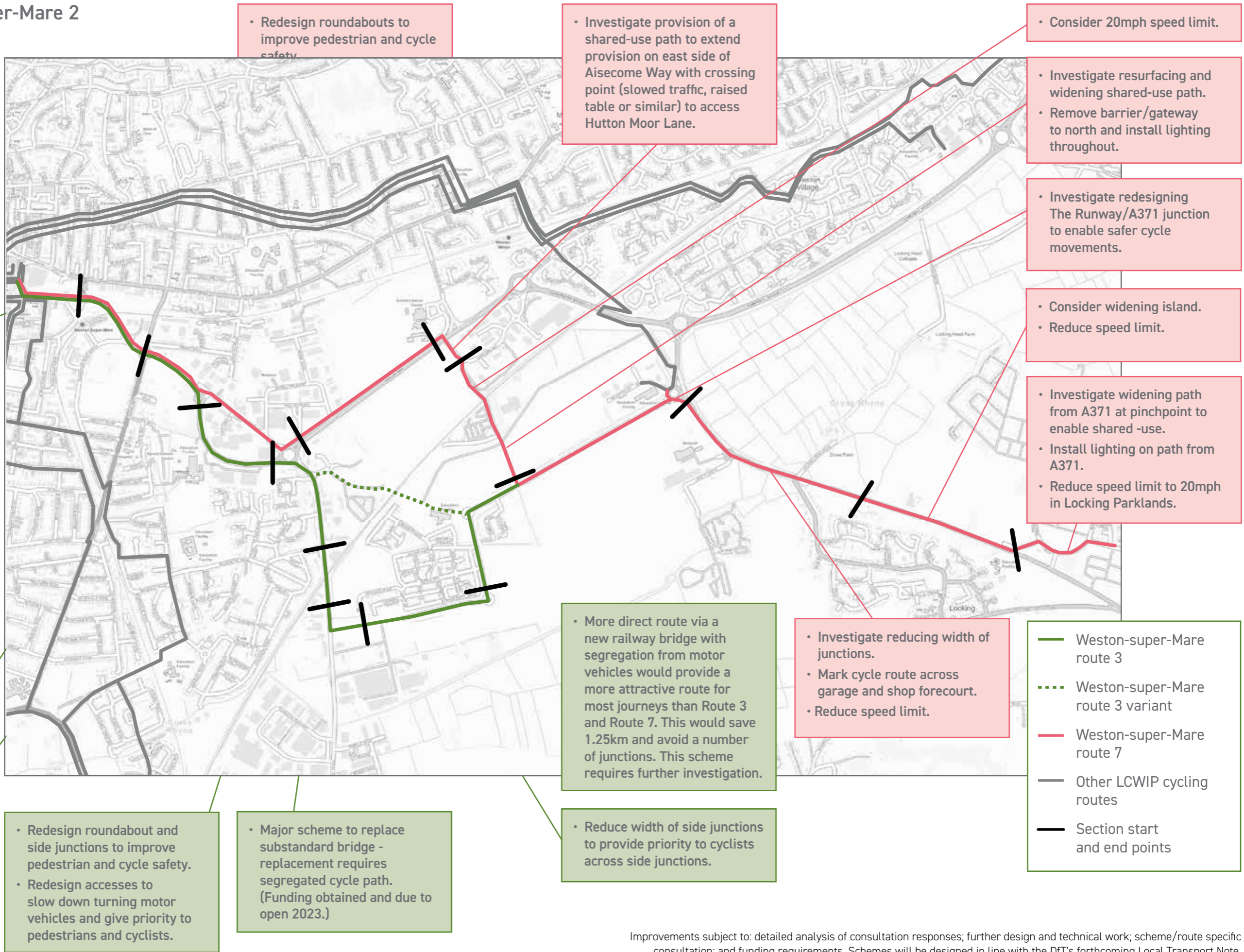
Weston-super-Mare 2

- Most through traffic is being removed from Oxford Street to Station Road as part of Weston Town Centre plans (to be completed by 2021).
- Shared-use paths or segregated cycle paths will bypass the Walliscote Road/Station Road junctions (roundabouts to be removed).
- These new junctions should have reduced widths to enable safer cycle movements and slow traffic.
- Consider extending 20mph speed limit.
- Consider removing centre white line.
- Walliscote Road West/ Walliscote Road roundabout due to be replaced by priority junction.
- Consider right turn refuges or off-carriageway provision at junctions.
- Investigate segregated cycle paths on one of both sides of the Station Road (Weston Town Centre scheme currently underway to provide provision on south side).

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- Increase shared-use path width at pinchpoints.
- Investigate redesigning junctions to enable safer cycle movements.

- Redesign side junctions to improve pedestrian and cycle safety.



- Redesign roundabouts to improve pedestrian and cycle safety.

- Investigate provision of a shared-use path to extend provision on east side of Aisecome Way with crossing point (slowed traffic, raised table or similar) to access Hutton Moor Lane.

- Consider 20mph speed limit.

- Investigate resurfacing and widening shared-use path.
- Remove barrier/gateway to north and install lighting throughout.

- Investigate redesigning The Runway/A371 junction to enable safer cycle movements.

- Consider widening island.
- Reduce speed limit.

- Investigate widening path from A371 at pinchpoint to enable shared -use.
- Install lighting on path from A371.
- Reduce speed limit to 20mph in Locking Parklands.

- More direct route via a new railway bridge with segregation from motor vehicles would provide a more attractive route for most journeys than Route 3 and Route 7. This would save 1.25km and avoid a number of junctions. This scheme requires further investigation.

- Investigate reducing width of junctions.
- Mark cycle route across garage and shop forecourt.
- Reduce speed limit.

- Redesign roundabout and side junctions to improve pedestrian and cycle safety.
- Redesign accesses to slow down turning motor vehicles and give priority to pedestrians and cyclists.

- Major scheme to replace substandard bridge - replacement requires segregated cycle path. (Funding obtained and due to open 2023.)

- Reduce width of side junctions to provide priority to cyclists across side junctions.

- Weston-super-Mare route 3
- ... Weston-super-Mare route 3 variant
- Weston-super-Mare route 7
- Other LCWIP cycling routes
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 3

- Introduce 'quiet-streets' as per Weston Town Centre Regeneration SPD - this requires contra-flow cycling.
- Ideally parking should be removed at intervals to allow passing/refuges.
- Extend 20mph zone to at least Milton Road/Baker Street junction.
- Provide Mandatory Cycle Lanes as required to Ashcombe Road junction on Milton Road.
- Redesign of Milton Road/ Ashcombe Road junction to improve cyclists' safety, ensuring phasing of signals avoids delays and allows all cyclists sufficient time to clear junction.
- Consider single lane to avoid need to use right turning lane when travelling east - provide filter mandatory cycle lane and re-mark faded ASL.

- Investigate segregated cycle paths or shared-use paths from motor traffic on one or both sides of Locking Road, to avoid traffic flows/critical junctions.
- Redesign Borough Arms junction to enable safe cycle movements.

- Investigate closure of bridge to motor traffic .
- Provide transition point to NCN 33 for southbound cyclists.

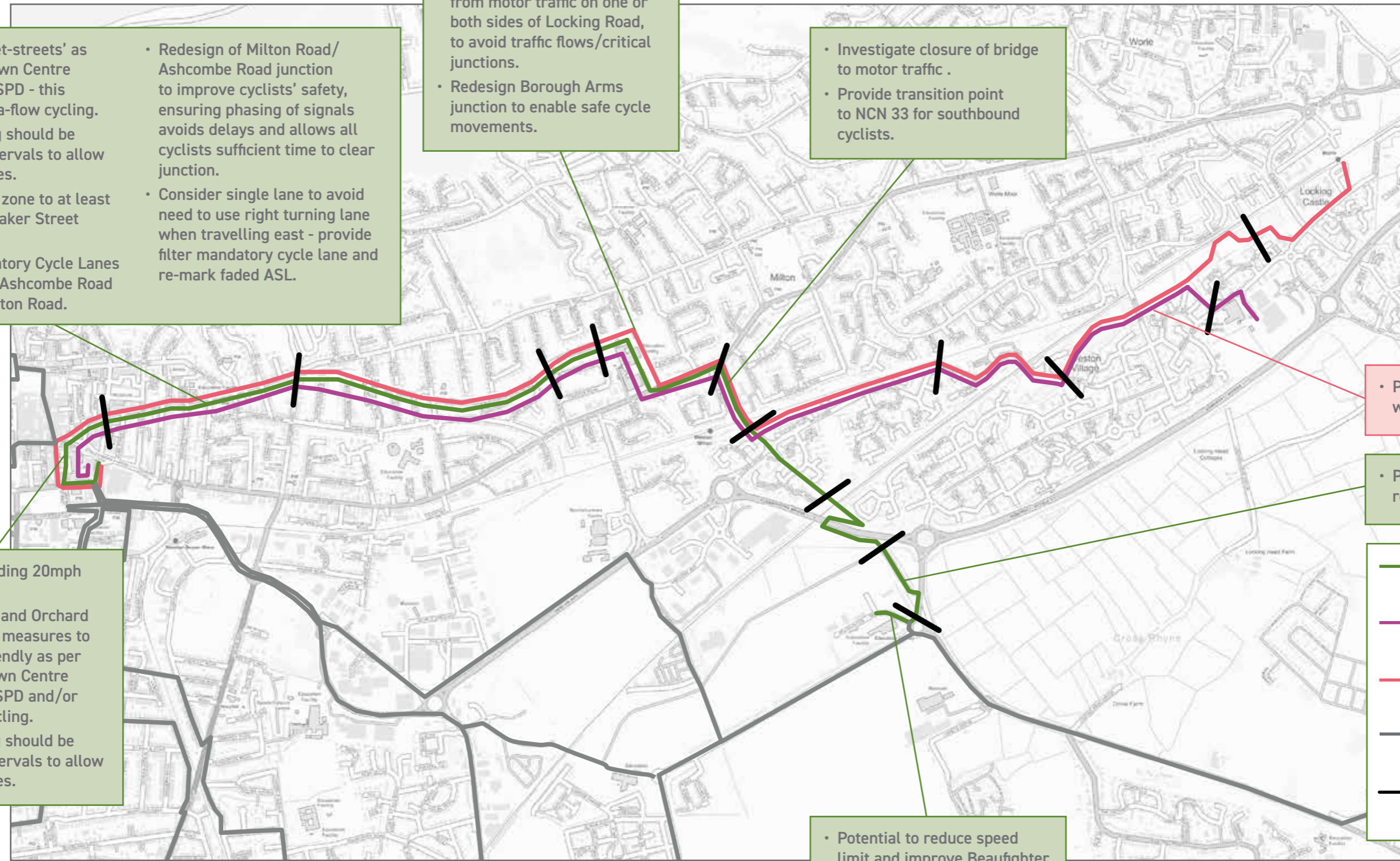
- Potential to install lighting where not currently provided.

- Potential to de-clutter path/ remove obstructions.

- Weston-super-Mare route 1
- Weston-super-Mare route 4
- Weston-super-Mare route 6
- Other LCWIP cycling routes
- Section start and end points

- Consider extending 20mph speed limit.
- Orchard Street and Orchard Place requires measures to make cycle friendly as per the Weston Town Centre Regeneration SPD and/or contra-flow cycling.
- Ideally parking should be removed at intervals to allow passing/refuges.

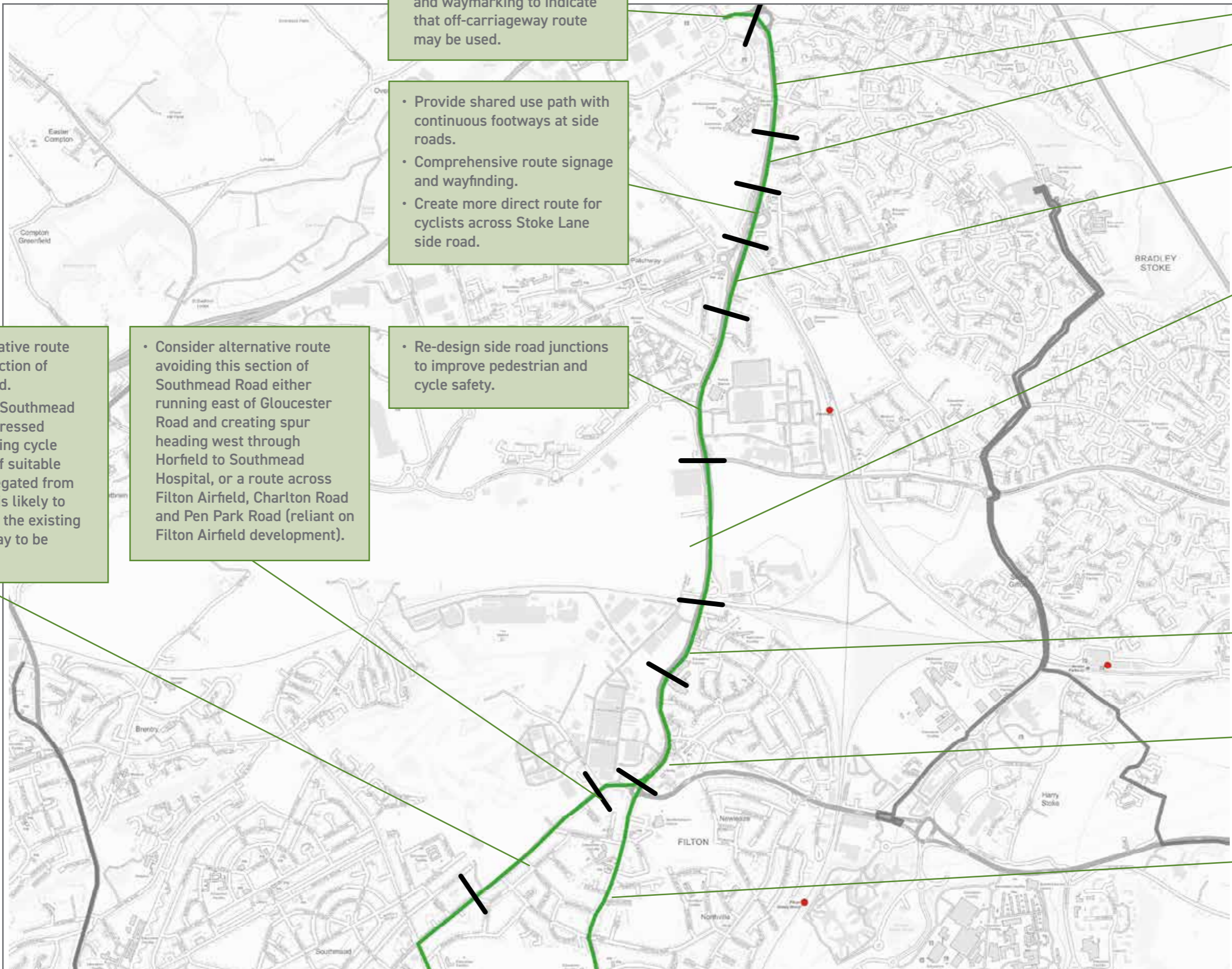
- Potential to reduce speed limit and improve Beaufighter Road arm of roundabout for cyclists exiting/joining the shared-use path.



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Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol North Fringe 1



- Consider alternative route avoiding this section of Southmead Road.
- If a route along Southmead Road were progressed when implementing cycle infrastructure of suitable width and segregated from motor vehicles is likely to require some of the existing wide carriageway to be reallocated.

- Consider alternative route avoiding this section of Southmead Road either running east of Gloucester Road and creating spur heading west through Horfield to Southmead Hospital, or a route across Filton Airfield, Charlton Road and Pen Park Road (reliant on Filton Airfield development).

- Implement proposed comprehensive route signage and waymarking to indicate that off-carriageway route may be used.

- Provide shared use path with continuous footways at side roads.
- Comprehensive route signage and wayfinding.
- Create more direct route for cyclists across Stoke Lane side road.

- Re-design side road junctions to improve pedestrian and cycle safety.

- Provide shared use path with continuous footways at side roads.
- Comprehensive signage and wayfinding.

- Investigate widening existing shared use path.

- Provide shared use path with continuous footways and wayfinding.
- Investigate providing wider central refuge.

- Bristol/South Glos route 1
- Other LCWIP cycling routes
- Section start and end points

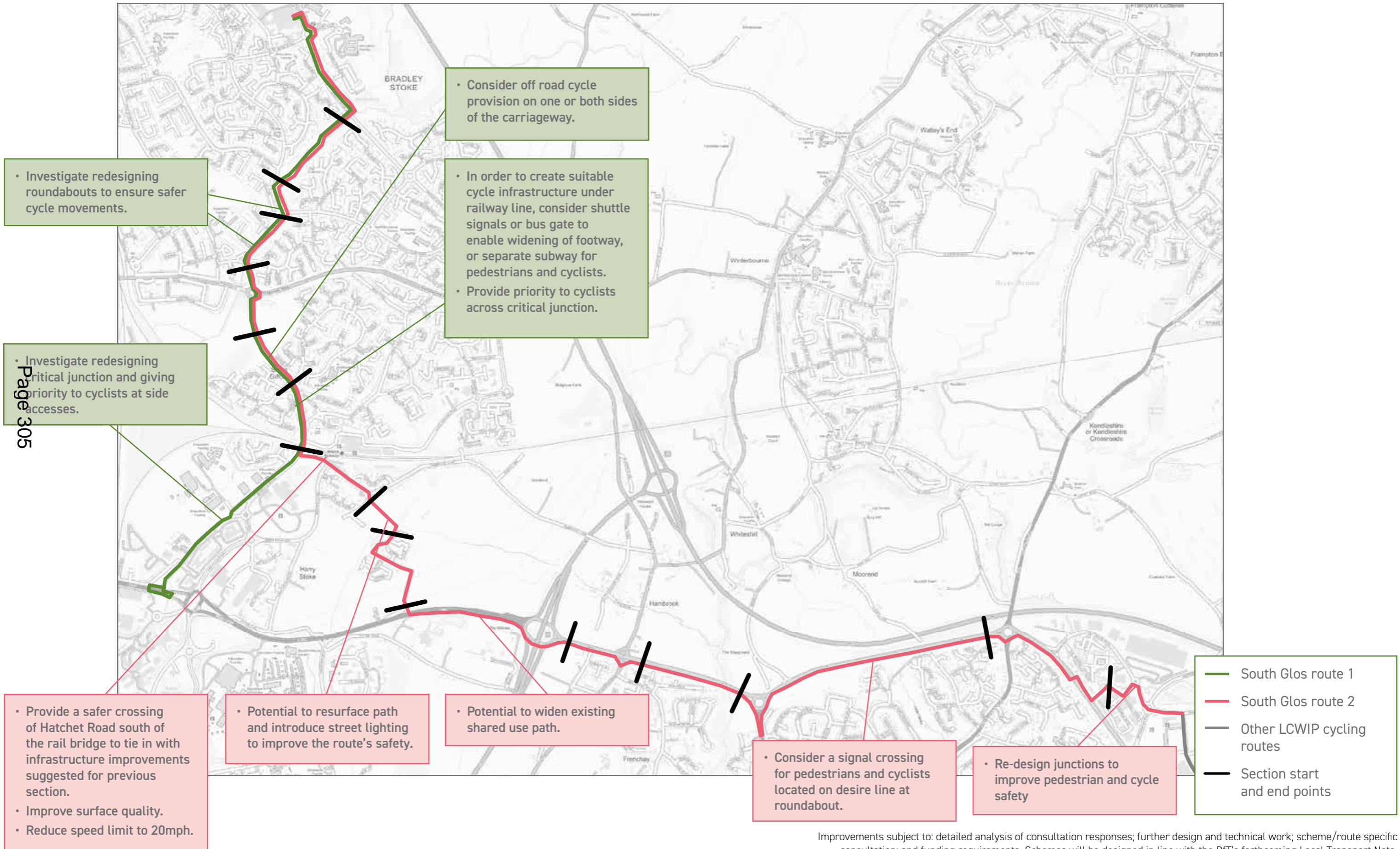
- Resurface existing path to improve surface quality

- Consider alternative route to the east of Gloucester Road to deal with gradient issue.

- Consider alternative route to the east of Gloucester Road as in sufficient width to provide physically separated cycle infrastructure.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol North Fringe 2

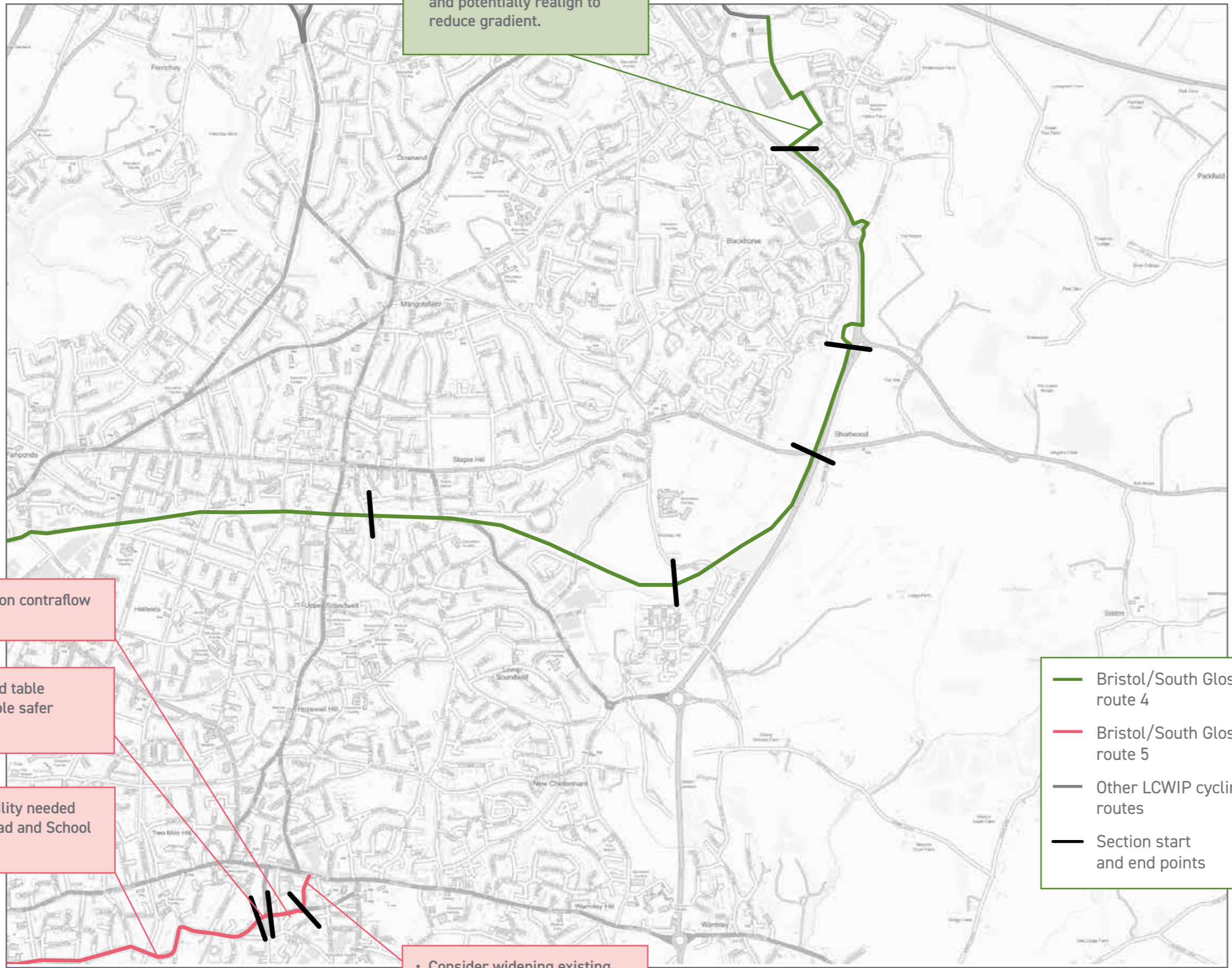


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Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol East Fringe

• Resurface link to ring road from Lyde Green development and potentially realign to reduce gradient.



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• Add protection on contraflow cycle lane

• Construct raised table junction to enable safer crossing

• Improved legibility needed on Britannia road and School road

• Consider widening existing footway to allow shared use path.

- Bristol/South Glos route 4
- Bristol/South Glos route 5
- Other LCWIP cycling routes
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Yate and Chipping Sodbury 1

- Consider segregated cycle path on western side of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

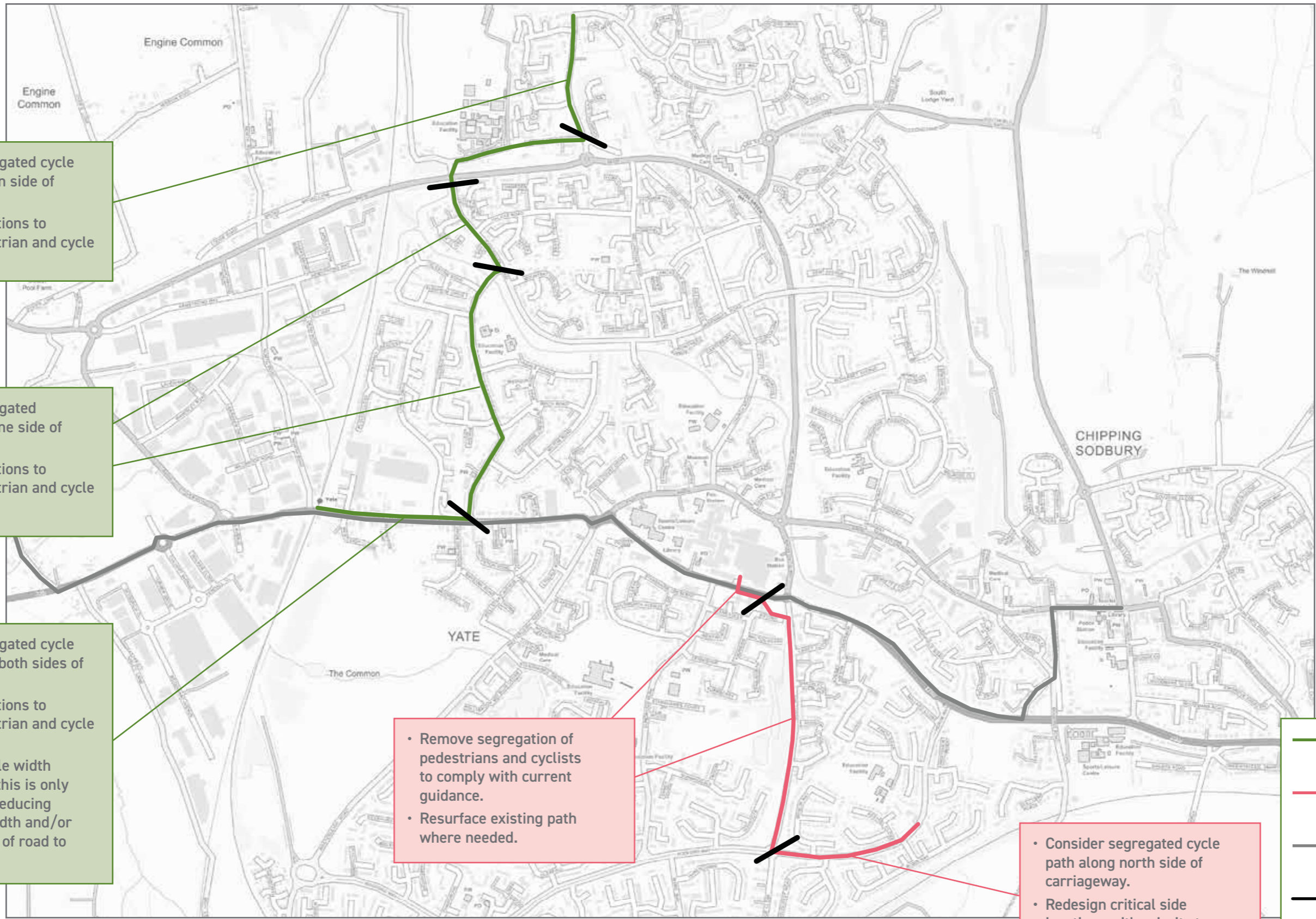
- Consider segregated cycle path on one side of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

- Consider segregated cycle path on one or both sides of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.
- Lack of available width likely to mean this is only achievable by reducing carriageway width and/or reclassification of road to reduce usage

- Remove segregation of pedestrians and cyclists to comply with current guidance.
- Resurface existing path where needed.

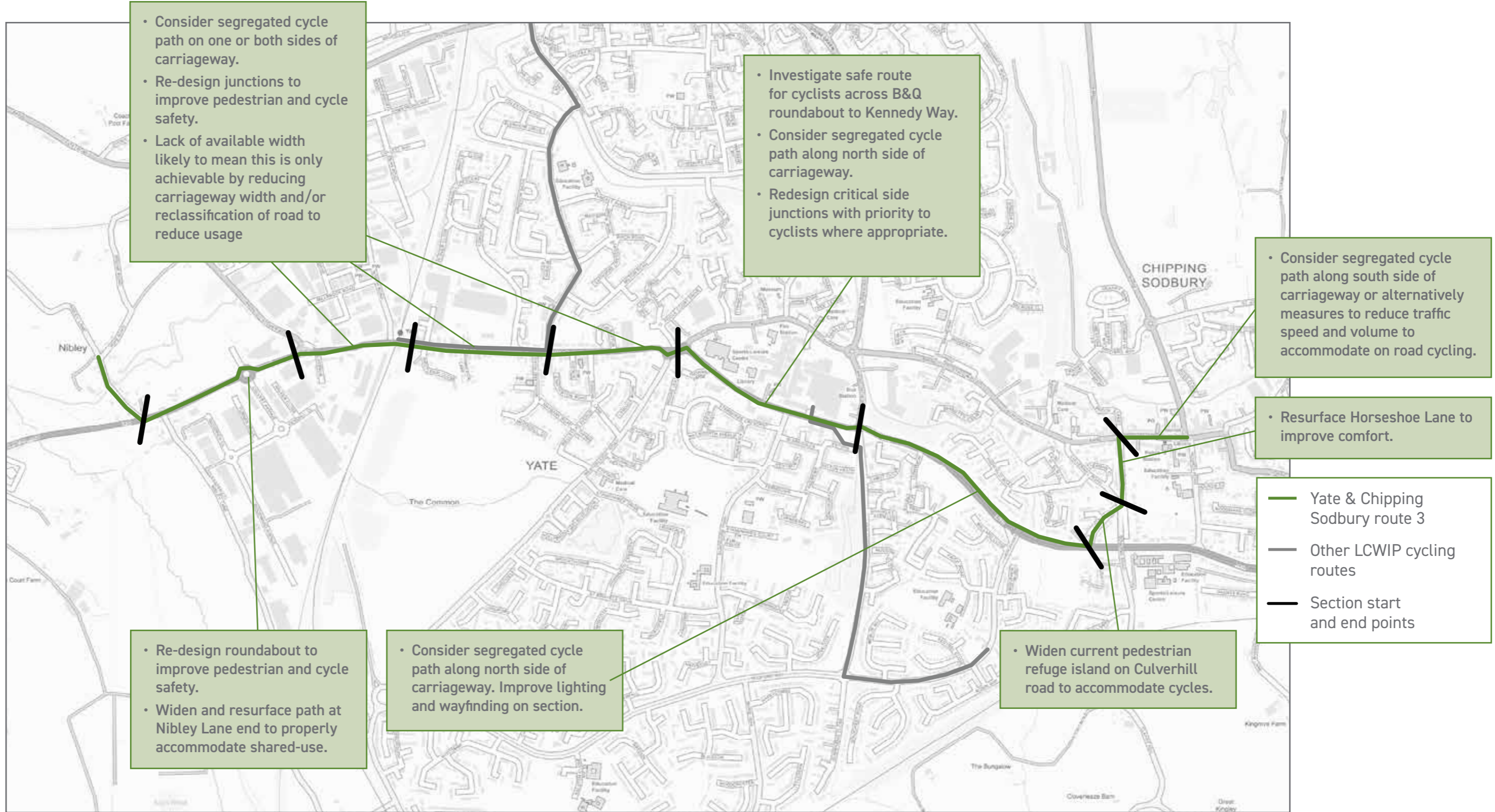
- Consider segregated cycle path along north side of carriageway.
- Redesign critical side junctions with priority to cyclists.

- Yate & Chipping Sodbury route 1
- Yate & Chipping Sodbury route 2
- Other LCWIP cycling routes
- Section start and end points



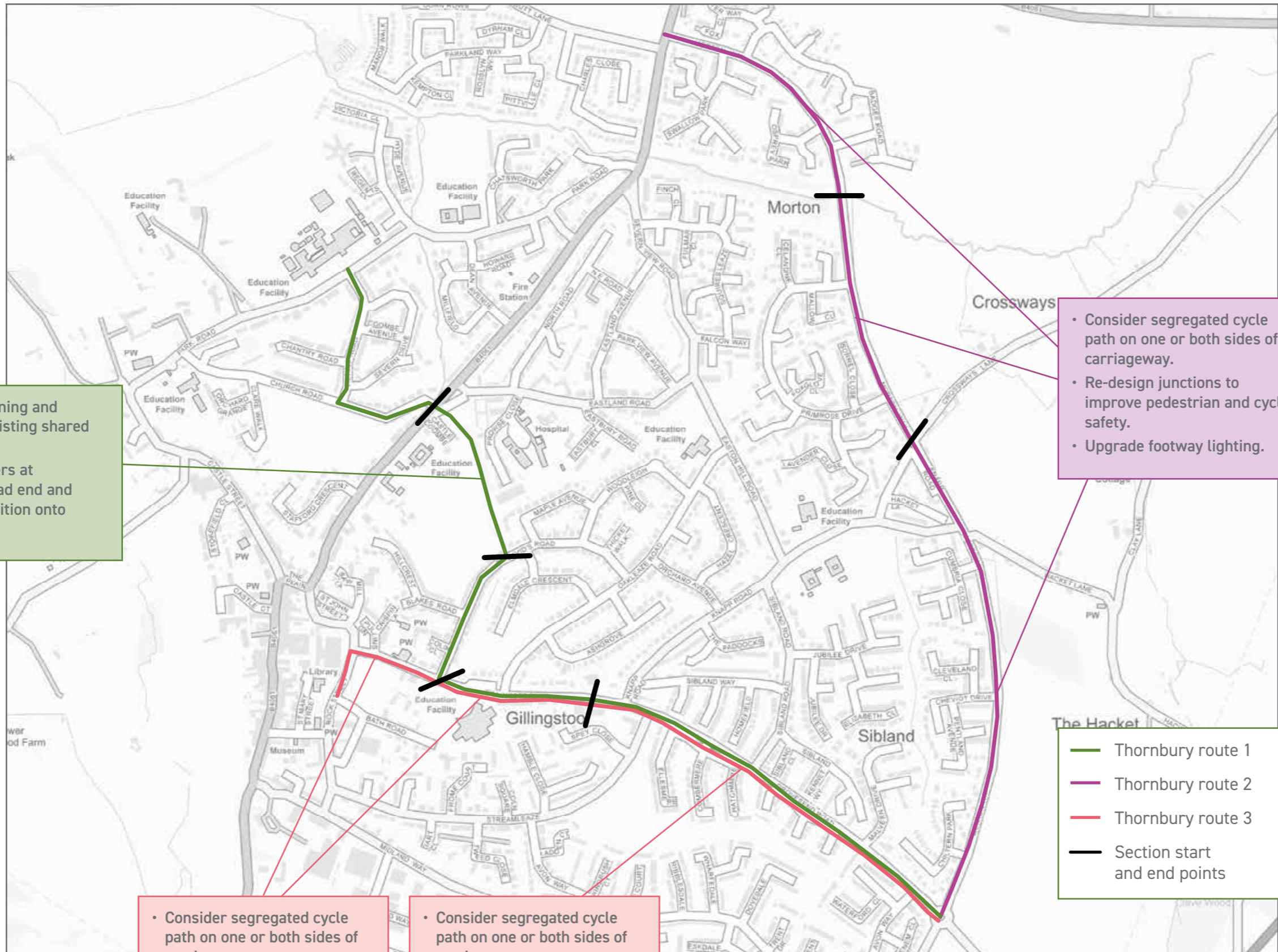
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Yate and Chipping Sodbury 2



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Thornbury



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Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Appendix 1

Planning the strategic cycle network

a) Identify journey origins and destinations

Origins

To understand where people in the West of England start and end their journeys, regardless of travel mode, a network of points was plotted on maps to represent journey origins from: established residential neighbourhoods at the time of 2011 census; major housing developments since 2011; and proposed major housing growth areas.

Destinations

The LCWIP aims to enable cycle journeys which can reach a wide range of destinations.

The DfT's technical guidance suggested that for large geographical areas (such as the West of England) it may be appropriate to only use the most significant trip generators. Destination categories and specific destinations were selected based on their likely trip generation potential. Since the LCWIP is strategic in nature, some types of destination were omitted for the larger urban areas (Bath, Bristol and Weston-super-Mare). The destination categories used to plan the cycle network are listed below.

Destination categories	Large urban areas (Bath, Bristol. Weston-super-Mare)	Other Plan areas
City centre/town centres/district centres	City and town centres (Bristol and Bath); Town and district centres (Weston-super-Mare)	Town centres District/local centres (North Somerset only)
Key employment areas – current and future (additional to above destination)s	Selected strategic employment locations only	✓
Major out-of-centre retail	Selected major out-of-centre retail parks only	Supermarkets and out-of-centre retail parks only
Major education facilities	Colleges and universities	Colleges and secondary schools
Hospitals	Major hospitals	All hospitals
Selected major visitor attractions	✓	✗
Transport interchanges) additional to the above destinations	Rail stations and bus stations	Rail stations
Strategic greenspace	✓	✗

✓ Included in methodology ✗ Not included in methodology

b) Connect origins to destinations

Three methods were used to identify strategic cycle corridors which would connect origins with destinations.

- analysis of corridors with the highest forecast future cycle commuting flows using the DfT's web-based analysis tool, the Propensity to Cycle Tool ;
- analysis of corridors likely to have significant travel demand for short-distance trips to a range of destinations. Each origin point was connected to strategic destinations referred to above within 5km and trends identified from the resultant maps; and
- a review to ensure a coherent strategic network for the full plan area. Additional strategic corridors may be identified in subsequent iterations of the LCWIP.

As directness is an important factor in the suitability of cycle routes, the origin-destination connections were shown as straight-line corridors.

c) Run prioritisation process to choose corridors for initial development

An early sifting exercise was developed to produce more manageable number of routes to be progressed to the route selection and route audit stage. A range of criteria were used to determine priority routes and included data on deprivation, student numbers at education sites, future jobs and dwellings, recorded road collisions, existing cycle trips using the corridor, the potential growth in cycling trips in the corridor and likely sub-regional benefits.

Top-scoring corridors from each area were chosen to ensure balanced coverage across the West of England. The intention is for the other corridors to be progressed as funding allows.

d) Map strategic cycle corridors to most direct existing routes (route selection)

The LCWIP technical guidance highlights that the clear preference will usually be the most direct route between the origin and destination. Local knowledge and online cycle route planning tools were used to map desire lines to existing routes. In some locations a significant deviation was required to reach the nearest road, railway or river crossing; the potential for new crossings was also noted.

e) Undertake cycle route audits

Route audits were undertaken to assess the broad suitability of each prioritised strategic cycle routes and considered how suitable routes currently are for cycling, and to consider possible improvements. The auditing process followed the process outlined in the technical guidance and used the tools developed by the DfT for the purpose. Routes were divided into sections with similar characteristics and scored against five design criteria (directness, gradient, safety, connectivity and comfort). These were given a score out of 5 (where 0 represented least suitable routes and 5 represented most suitable). Junctions which were considered to have characteristics hazardous to cycling were also identified (described as 'critical junctions').

f) Define cycle routes for development and identify key improvements required

The LCWIP technical guidance outlines that the aim is to identify cycle routes which score 3 or above against each design criteria (or could be improved to score 3 or above), ideally with no critical junctions. Improvements were identified for poor scoring sections, or in some cases alternative routes recommended which would achieve higher scores.

Road space is shared between different transport modes and uses. Catering for these different demands can be particularly challenging in dense urban environments. In some locations achieving a

Appendix 1 continued

cycle route audit score of 3 or above would only be possible if protected cycle tracks were constructed using road space currently given to other uses (e.g. bus lanes). In certain instances it was considered that such a reallocation of space may not be deliverable. However, determining an appropriate balance between space for different transport modes is a decision for elected members taking into account stakeholder views.

Planning the strategic walking network

a) Define Core Walking Zones and Identify Key Walking Routes

The DfT's technical guidance states that, in planning for walking, local authorities should identify Core Walking Zones and Key Walking Routes. In the West of England, the Core Walking Zones were largely based on town and district centres to give balanced coverage across each urban area. Key Walking Routes were identified within a 1km radius of each Core Walking Zone.

The West of England's two city centres (Bath and Bristol) have received significant investment to upgrade pedestrian infrastructure, and strategies are either in place or being developed to continue this delivery. As a result, these areas are designated as Core Walking Zones but have not been audited.

b) Choose Key Walking Routes for initial development

A selected number of routes serving each Core Walking Zone were chosen to ensure a manageable audit workload. The intention is for the remaining corridors will be progressed as funding allows.

c) Undertake walking route audits

Audits were undertaken to assess the broad suitability of each prioritised Key Walking Route. The audits ascertained whether routes are currently suitable for cycling, and if not, what needs

to be improved. The auditing process followed the process outlined in the technical guidance and used the DfT's Route Selection. Routes were divided into sections with similar characteristics and scored against the twenty criteria grouped into five themes (attractiveness, comfort, directness, safety and coherence). These were given a score on a 3-point scale (where 0 represented poor provision and 2 represented good quality provision).

d) Identify key improvements required

The LCWIP technical guidance outlines that a score of 70% (28 out of 40 points) should normally be regarded as minimum provision. For every prioritised Key Walking Route, the audit results were used as a prompt to consider interventions which would improve the quality of pedestrian infrastructure.

Activities common to cycle and walking network planning

After planning the strategic walking and cycling networks, cost estimations for the proposed improvements, and prioritising these improvements took place.

Estimate the cost of improvements

High-level construction costs were estimated for each improvement to understand the broad scale of funding required to deliver all of the priority routes. Pricing estimates were derived from local case studies and recognised UK sources (including publications by Transport for Greater Manchester and Transport for London). The construction cost estimates allowed for whole route costs to be estimated. The estimates relate to construction costs only and do not include allowances for the cost of design, utilities, inflation, risk/contingency, optimism bias and any third-party land purchase (if required). All potential improvements are subject to further study, feasibility and consultation.

Prioritise the improvements

It is anticipated that a range of funds will be used to deliver the LCWIP improvements. The scope and objective of the funding stream will determine which improvements are prioritised and delivered in the short, medium and long term.

WEST OF ENGLAND CYCLING AND WALKING CONSULTATION



CONSULTATION REPORT
9 JUNE
2020

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Introduction

Welcome to consultation report on the West of England Cycling and Walking consultation. We published the draft Local Cycling and Walking Infrastructure Plan as part of a public consultation between 3 February and 15 March 2020 - receiving nearly 2,000 responses from across the region. This document looks at the feedback we received, sets out what people in the region think, and looks at next steps.

Thank you to everyone who responded. We appreciate the time people took to respond, and the wide range of views expressed. Your views will help ensure that a stronger and more collaborative LCWIP emerges as a result.

Since the Cycling & Walking consultation, the Covid-19 pandemic has changed how people move around the region. We will consider how travel patterns have changed as a result of Covid-19 and build on the unprecedented levels of cycling and walking we've seen in recent weeks.

[What is the Local Cycling and Walking Infrastructure Plan?](#)

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a significant and exiting first step towards transforming active travel in the region. The Plan proposes capital investment of £411m over the next 16 years and is the result of a collaborative effort between the West of England councils, the West of England Combined Authority, and local stakeholder groups.

The Government has encouraged local authorities to produce Local Cycling and Walking Infrastructure Plans using a methodology set out by the Department for Transport (DfT). This set methodology prioritises improvements which will bring about the greatest increases in walking and cycling, which tend to be in urban areas.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel routes. These wider ambitions are embedded within packages in the Joint Local Transport Plan 4, and also in the respective local authorities' existing and emerging active travel strategies and plans, which include plans to deliver rural routes (both short distance within villages and longer routes) as well as additional urban routes.

Furthermore, new schemes will continue to be developed and delivered alongside the aforementioned schemes as a matter of urgency, particularly in light of the authorities' respective climate emergency commitments, as an important element in improving air quality, and as part of our Covid-19 recovery plan to ensure that those living, working and studying in the region, including those in rural areas, are able to move around the region safely, efficiently, and sustainably.

The DfT has explicitly said that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding which is why this Plan has been produced separately.

To help inform the emerging document, a six-week public consultation was held earlier this year.

This document is the consultation report contains analysis of the results and will accompany the final Local Cycling & Walking Infrastructure Plan to be considered by our West of England Joint Committee later in the year. We prioritised analysing the questions and comments which centered on the general principles of the plan. The route and area specific comments will be analysed separately by the respective councils, and these responses will feed in to further developing the routes and schemes.

What you said

Most people said the improvements proposed in the Plan would encourage them to walk more and nearly 1 in 10 people would be encouraged to take up cycling altogether.

You said that the West of England would be a better place to live and work if more people walked and cycled.

We also asked people about their current travel behaviours. Most people stated, when they choose not to cycle for a trip, they drive a car.

All your feedback will be considered within the LCWIP – further details of free text comments are in the table below, and question responses from p.10-35. The final plan will need to consider responses in the context of the region, post COVID-19, as well as any changes since the draft document.

You said	We did
Consider changes to the technical walking and cycling maps in response to consultation feedback.	We have worked with council partners to see what amendments to routes are technically achievable and can be reasonably incorporated into the final plan.
A clear walking and cycling strategy for the region is needed.	Councils in the West of England are developing individual walking and cycling strategies and plans which will supplement the findings of the LCWIP. One of the immediate transport policy priorities for WECA is to review the JLTP4 and it will include commentary on the wider walking and cycling strategy and its contribution to the 2030 carbon neutral target. The LCWIP will be changed to make clear its scope as a plan and not a strategy or policy covering all aspects of walking and cycling in the region.
A network map is required showing the regional walking and cycling network in its entirety.	This will be included in the final document.
Maps/routes need to make clear how they connect with transport interchanges more generally.	This will be included in the final document.
The Plan needs to explain how routes have been prioritised.	This will be made clearer in the text
The Plan needs commitment to standards for design.	WECA and the four authorities anticipate the release of the DfT's updated Local Transport Note which will propose new cycling infrastructure standards. The text in the LCWIP will be amended to incorporate reference to the updated Local Transport Note which we

	understand will be published shortly. The text will also be strengthened to ensure we are building to the highest standard achievable.
More information on transport behaviour change.	In line with DfT guidance the plan focusses on infrastructure improvements as opposed to transport measures such behaviour change. The importance of supporting behaviour change measures will be highlighted in the text, but the Plan will not provide a focus on this theme. The JLTP4 already provides commitments on behaviour change that look more holistically at promoting sustainable transport in the round. We will to consider how travel patterns have changed as a result of Covid-19 and build on the unprecedented levels of cycling and walking we've seen in recent weeks.
No reference to a strategy for broadening participation in cycling	In line with DfT guidance the Plan focusses on infrastructure delivery rather than establishing new policy or delivering a strategy for the region. Broadening participation in active modes is highlighted in JLTP4. The Plan will be amended to provide clearer links to the JLTP4 walking and cycling policy commitments.
More clarity on how walking zones have been selected	Text will be amended to be text could be made clearer and we will set a longer-term plan for how other important Walking Zones will be considered in the future
Questioned use of language such as 'consider' or 'explore' when describing improvements	As stated in the plans, improvements are at concept stage and require further technical design work and consultation. Terms like 'consider' and 'explore' are deemed to be more appropriate in the context of the plan where many ideas need to be developed in detail. The plan will be reviewed to understand where we might be able to strengthen the text.
Level of ambition could be higher	The total cost of the LCWIP is over £400m and represents a step change in the level of ambition and funding required to ensure the walking and cycling network is greatly improved. It is important to stress that LCWIP does not represent all walking and cycling plans in the region but rather investment required along our priority routes. Opportunities to be more ambitious will be sought through the scheme design process but the Plan attempts to balance the need to improve walking and cycling provision together with sub-regional aspirations for public transport provision, freight and access for essential services.
My local route has not been included	The routes identified in the plan were selected in line with guidance provided by the DfT. The process did not allow WECA and the West of England councils to select routes based on a qualitative analysis alone with the emphasis being on a data-led evidence. Routes that are not identified as an LCWIP route, but still considered important, will be incorporated into a comprehensive network map to ensure they are not omitted from the wider walking and cycling network.
Include more Liveable Neighbourhood type of schemes	The Plan includes several locations where a liveable neighbourhood-style scheme is recommended to support priority along one or more of the routes. Individual local authorities are drawing up plans to expand and deliver liveable neighbourhood schemes. The LCWIP document supports this approach and provide a high-level overview of where liveable neighbourhoods may be applicable, subject to further design and consultation.
The Plan emphasises improvements to existing routes	The Plan's cycle routes were identified in line with DfT guidance. This resulted in the creation of new strategic routes but also highlighted the importance of improving existing corridors to raise them to the

rather than proposing new ones (e.g. Victoria Park)	highest possible standard. Comments regarding routing through parks will be taken on board in reviewing the technical maps.
Identify more cross boundary routes.	This will be reflected in an updated network map.
Emphasise the need for walking and cycling as a response to the climate emergency.	This theme will be strengthened in the plan.
Reduce repetition of measures in technical maps (e.g. continuous footway).	This will be remedied in technical maps review.
Provide indication of how schemes will be prioritised.	Text on the prioritisation process will be incorporated.
Clearly define the plan's scope.	This will be clarified in the plan.
Accessibility sections could use more examples of mobility aids	This will be incorporated.
Clearer crossovers between walking and cycling routes	Where cycling improvements might interact with suggested walking improvements, a cross reference will be provided.
More information on the principles that define small improvement (e.g. cut back vegetation) and large improvement (e.g. build a bridge).	This will be incorporated into a review of the technical maps. We need to set overarching principles in the 'improvements section' that focus on large scale improvements.
Walking routes in the city centres not included.	The rationale is that the central areas already have well established spatial frameworks/plans and strategies covering walking routes. The decision was taken to focus on areas where there has historically been less investment and planning focus.
The Plan focuses heavily on urban routes.	In line with DfT guidance, the focus of the LCWIP was to identify priority routes for investment based on their likelihood to encourage more walking and cycling. We recognise that longer distance routes connecting settlements are also important to encourage more cycling trips in rural areas. We will be including the Joint Local Transport Plan 4 routes in a revised network map to show how these longer distance routes complement the findings of LCWIP.
Could interactive maps be made available alongside the LCWIP document?	We will explore the feasibility of this for post-Joint Committee changes.

Methodology

A total of 1,820 responses was received over the consultation period, of which 1,818 was through the online questionnaire tool, with 2 paper responses also received (their responses were manually added to the dataset).

The online questionnaire, available on the Travelwest website, allowed for people to view the document and then provide comments via a structured questionnaire.

The questionnaire was structured as follows:

- Name, Postcode, Email address, and contact preferences if individuals wanted to be informed of future consultations.
- 16 questions on the plan itself, with an additional “further comments” section at the end of the survey.
- A section to capture demographic & equalities data at the end of the survey.

The next section provides a breakdown of the core questions regarding the Local Cycling and Walking Infrastructure Plan. This report summarises the 1,820 responses received. Route specific responses have been excluded from the key findings report but are included within the final consultation report.

For most of the questions, the following has been provided:

- A bar chart of the results, plus accompanying table with percentage figures.
- Summary of the findings.
- How this will impact on the final plan.

Note: Where percentages have been provided throughout the report, these have been provided to the percentage, and therefore rounding errors may occur.

Summary of the key headlines

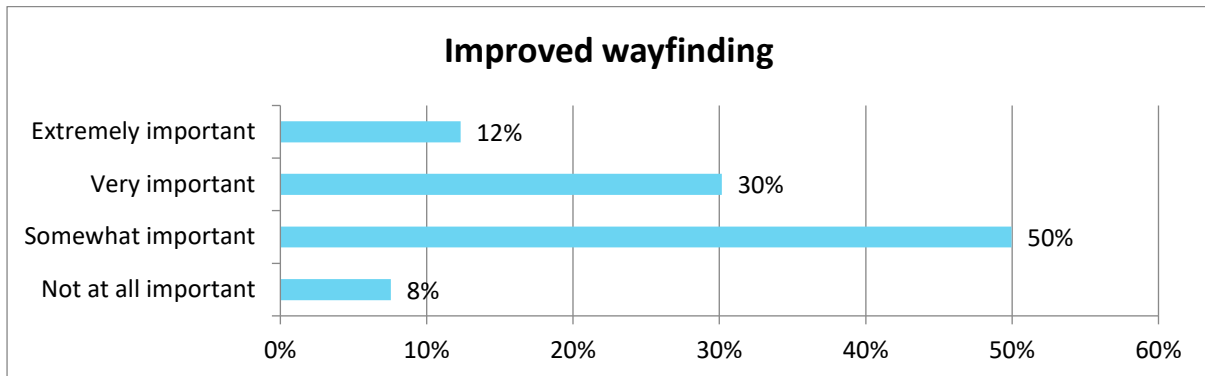
	Question Text (in order of survey)	Result Headline
No.	Text	Text
Walking questions		
1	The measures below have all been suggested in the plan. How important do you think each of these types of measures are for walking?	79% of people thought that the most important measure for cycling in the plan are junctions and crossings where pedestrians have priority or are partially or fully separated.
2	To what extent do each of the issues listed below prevent you from walking at all, or from walking more frequently?	82% of people have said that public safety has either completely, regularly, or sometimes prevented them from walking.
3	How satisfied are you with the walking network in the West of England?	Nearly half of people are neither satisfied nor dissatisfied with the walking network in the region at 46%.
4	If you choose not to walk for some trips, which are a short enough distance for you to comfortably walk, which type of transport are you most likely to use instead?	Most people stated, when they choose not to walk for a trip, they cycle or drive a car (43% and 35%).
5	Do you think the types of improvements proposed in the West of England Cycling and Walking Plan would encourage you to walk more often?	Majority of people think the improvements proposed in the Plan would encourage them to walk more (63%).
6	Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.
Cycling questions		
7	Do you walk in the West of England for any of the following types of journeys?	Both shopping and commuting have the highest levels of walking trips. 80% never walk to their place of education.
8	The measures below have all been suggested in the plan. How important do you think each of these types of measures are to cycling?	82% of people thought junctions and crossings where cyclists have priority, or are partially or fully separated from motorised traffic, was either extremely or very important
9	To what extent do each of the issues listed below prevent you from cycling at all, or from cycling more frequently?	Busy roads are the biggest issue preventing people from walking in the region with 89% saying it either completely, regularly or sometimes preventing them.

10	How satisfied are you with the cycle network in the West of England?	39% are dissatisfied with the cycle network. This is followed by those who are neither satisfied nor dissatisfied at 28%.
11	If you choose not to cycle for some trips, which are a short enough distance for you to comfortably cycle, which type of transport are you most likely to use instead?	Most people stated, when they choose not to cycle for a trip, they drive a car (47%).
12	Do you think the types of improvements proposed in this plan would encourage you to cycle more often?	61% would be encouraged to cycle more often by the improvements proposed in the plan. Nearly 1 in 10 people would be encouraged to take up cycling altogether.
13	Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.
14	Do you cycle in the West of England for any of the following types of journeys?	Commuting is by far the most popular type of cycle trip with 45% stating that they cycle to work on multiple times a week.
Cycling and walking questions		
15	Do you think that the West of England would be a better place to live and work if more people walked and cycled?	Majority of people think that the West of England would be a better place to live and work if more people walked and cycled.
16	Would you like to see more money spent on cycling and walking in the West of England?	Majority of people think that the West of England would like to see more money spent on cycling and walking in the West of England.
17	In built-up areas it can be difficult to build high-quality, continuous cycling and walking infrastructure due to competing demands on road space. Would you support walking and cycling improvements, even when this could mean less space for other road traffic?	Majority of people would support walking and cycling improvements, even when this could mean less space for other road traffic.
18	Do you have any further comments	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

Walking questions:

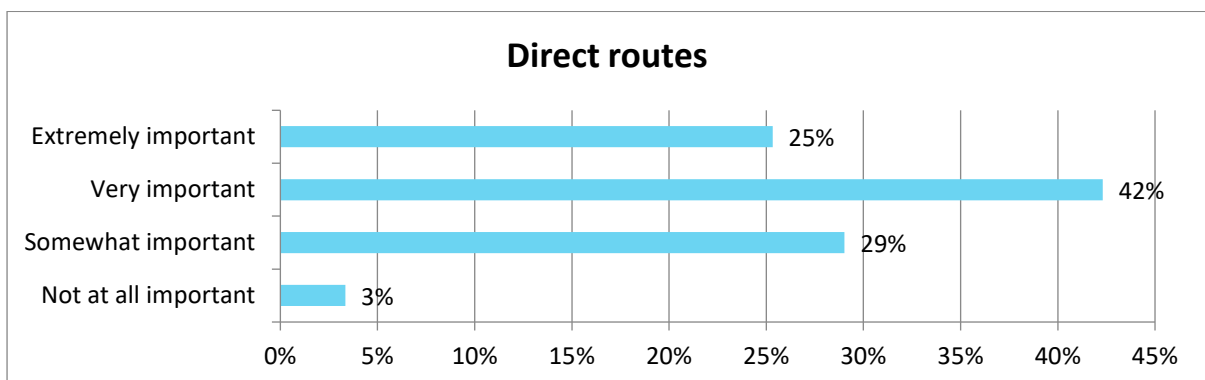
1: The measures below have all been suggested in the plan. How important do you think each of these types of measures are for walking?

A). Improved wayfinding



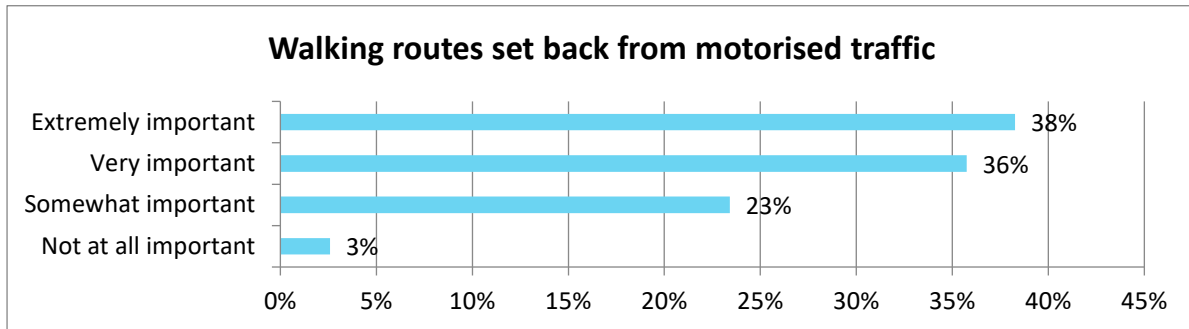
	Extremely important	Very important	Somewhat important	Not at all important
%	12%	30%	50%	8%
Grouped	32%		58%	

B). Direct routes



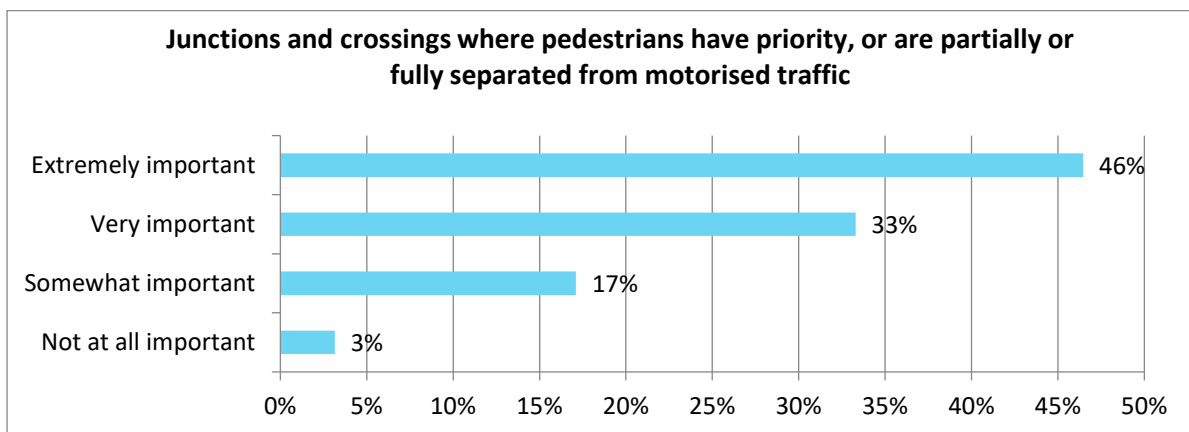
	Extremely important	Very important	Somewhat important	Not at all important
%	25%	42%	29%	3%
Grouped	67%		32%	

C). Walking routes set back from motorised traffic



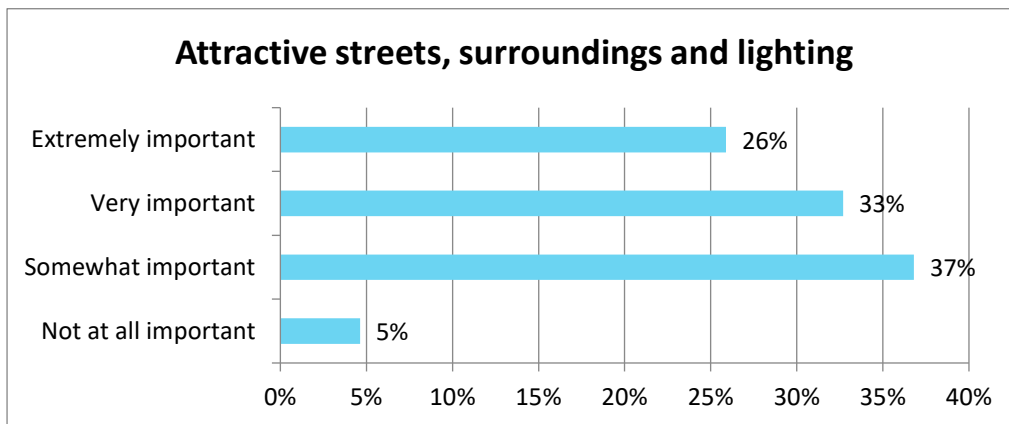
	Extremely important	Very important	Somewhat important	Not at all important
%	38%	36%	23%	3%
Grouped	74%		26%	

D). Junction and crossings where pedestrians have priority, or are partially or fully separated from motorised traffic



	Extremely important	Very important	Somewhat important	Not at all important
%	46%	33%	17%	3%
Grouped	79%		20%	

E). Attractive streets, surroundings and lighting

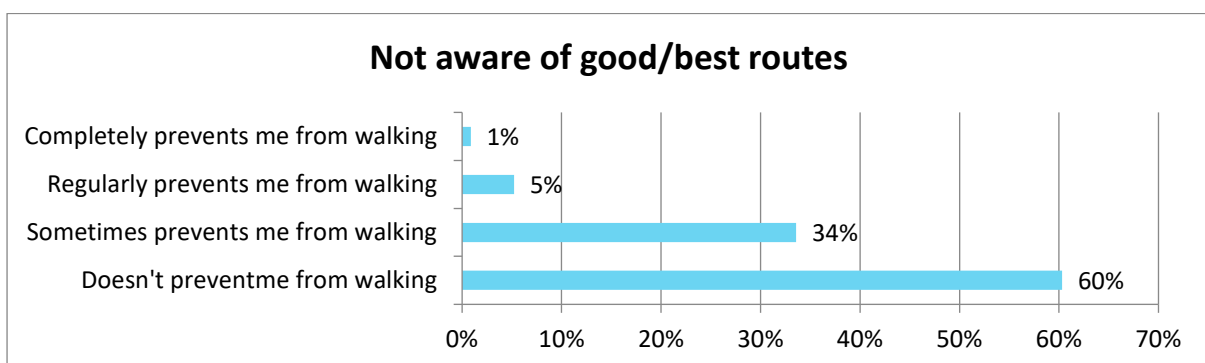


	Extremely important	Very important	Somewhat important	Not at all important
%	26%	33%	37%	5%
Grouped	59%		42%	

The highest number of responses indicated that most important measure was ‘junctions and crossings where pedestrians have priority or are partially or fully separated from motorised traffic’ (79% said extremely or very important). Improved wayfinding was the least important measure with 58% thinking it is somewhat or not at all important.

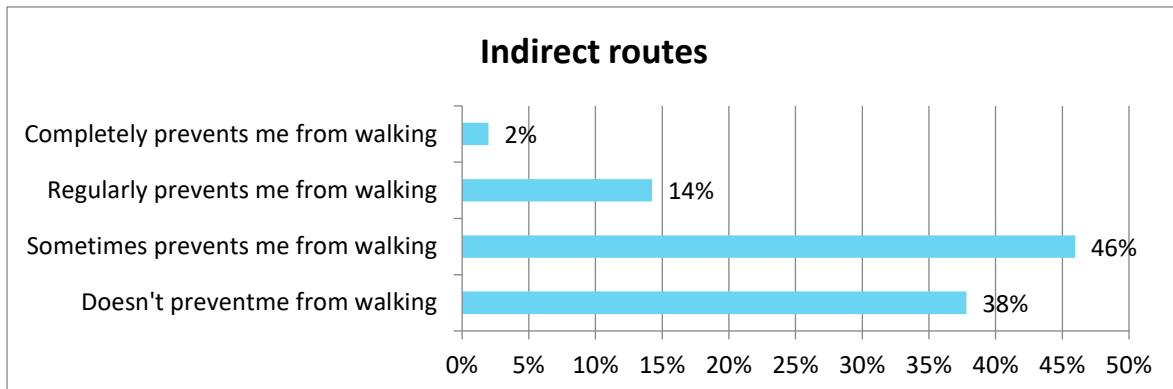
2: To what extent do each of the issues listed below prevent you from walking at all, or from walking more frequently?

A). Not aware of good/best routes



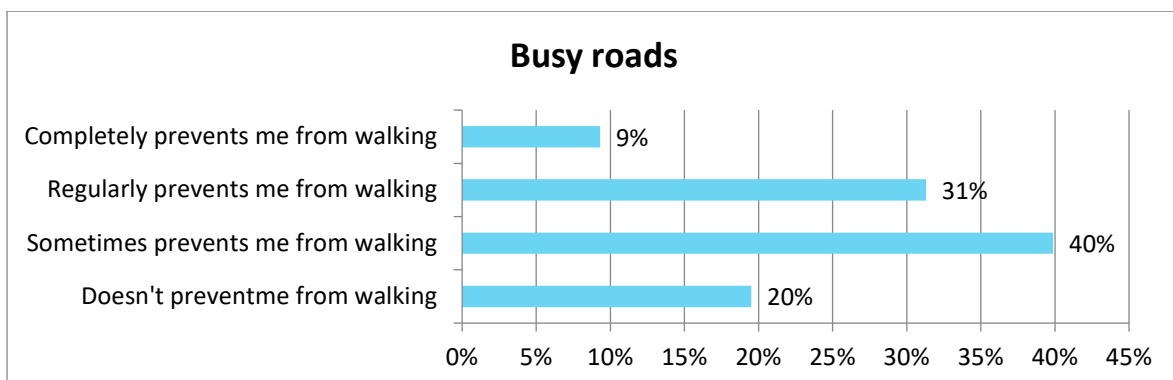
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	1%	5%	34%	60%
Grouped	40%			60%

B). Indirect routes



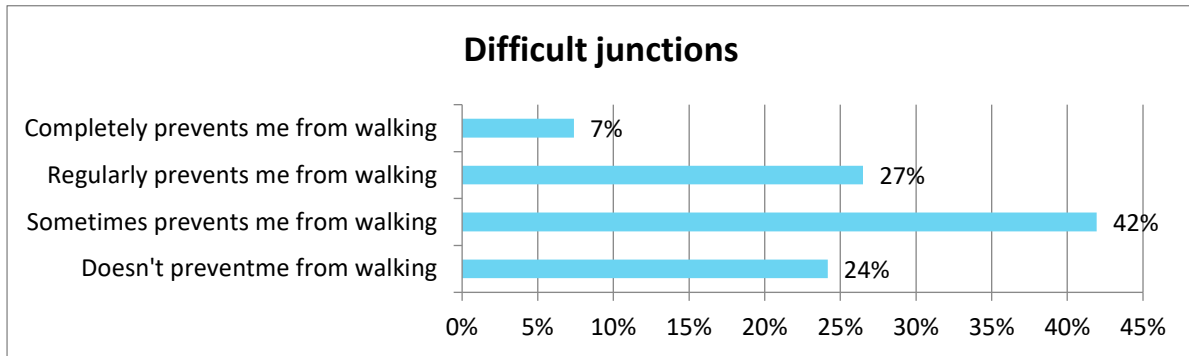
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	2%	14%	46%	38%
Grouped	62%			38%

C). Busy roads



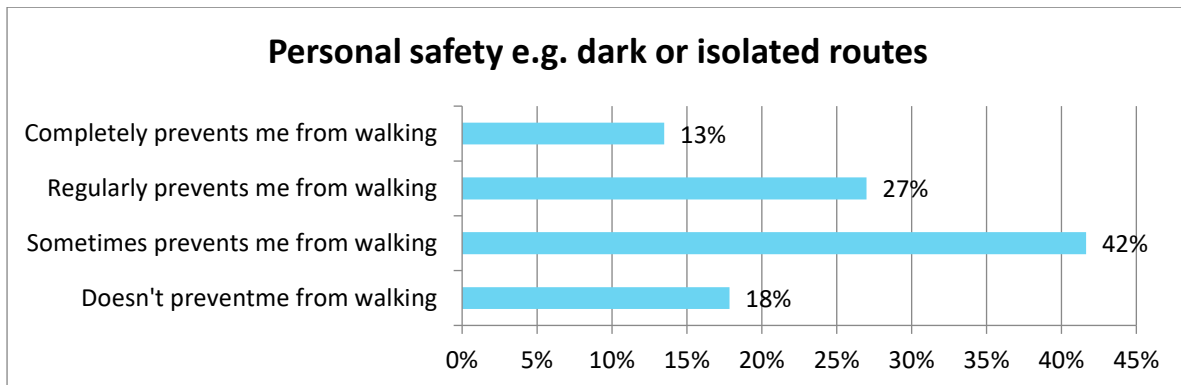
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	9%	31%	40%	20%
Grouped	80%			20%

D). Difficult junctions



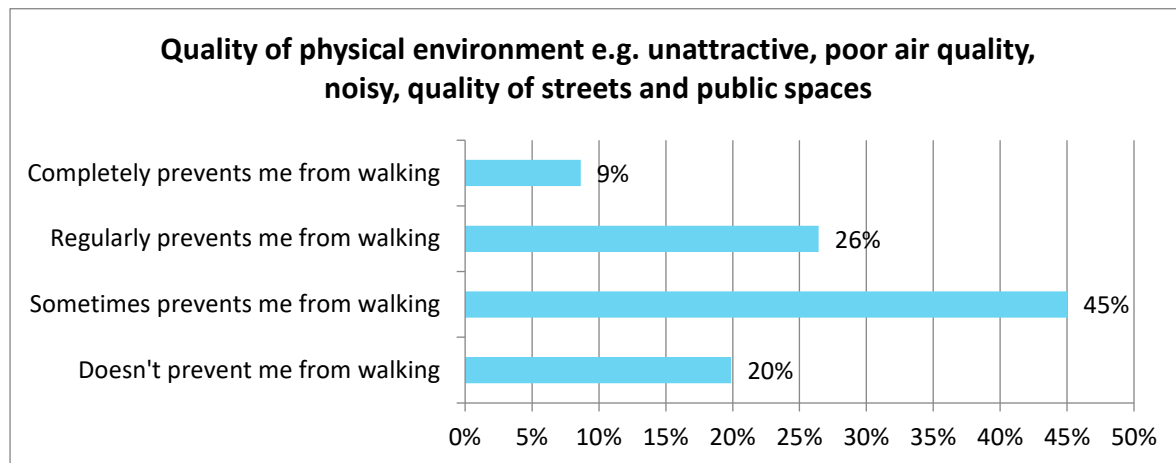
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	7%	27%	42%	24%
Grouped	76%			24%

E). Personal safety



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	13%	27%	42%	18%
Grouped	82%			17%

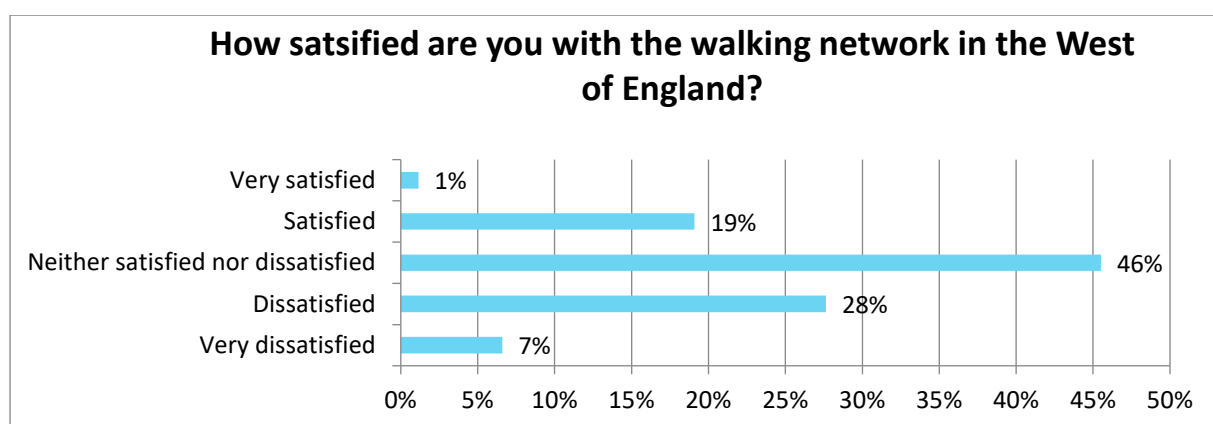
F). Quality of physical environment



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	9%	26%	45%	20%
Grouped	80%			20%

Personal safety is the biggest issue preventing people from walking in the region. 82% said it either completely, regularly or sometimes prevent them from walking. This was narrowly followed by bus roads and quality of physical environment (both 80%).

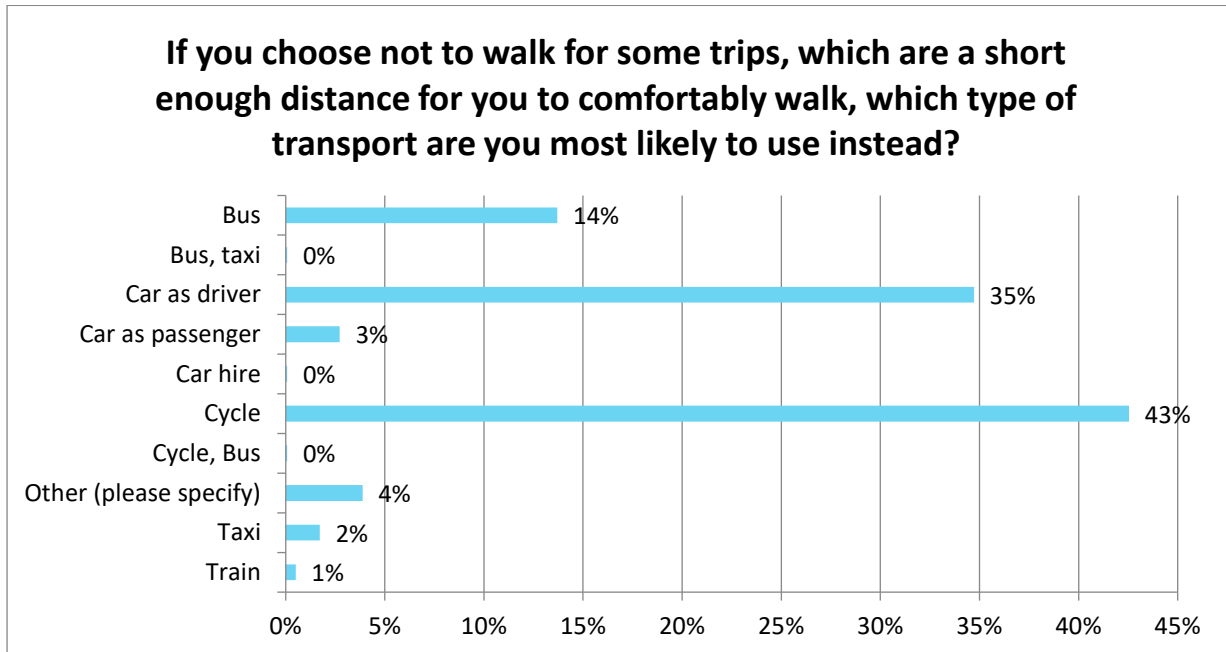
3: How satisfied are you with the walking network in the West of England?



	Very satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
%	1%	19%	46%	28%	7%
Grouped	20%		46%	35%	

Nearly half of people are neither satisfied nor dissatisfied with the walking network in the region at 46%. However, more people are very dissatisfied than very satisfied (7% to 1% respectively).

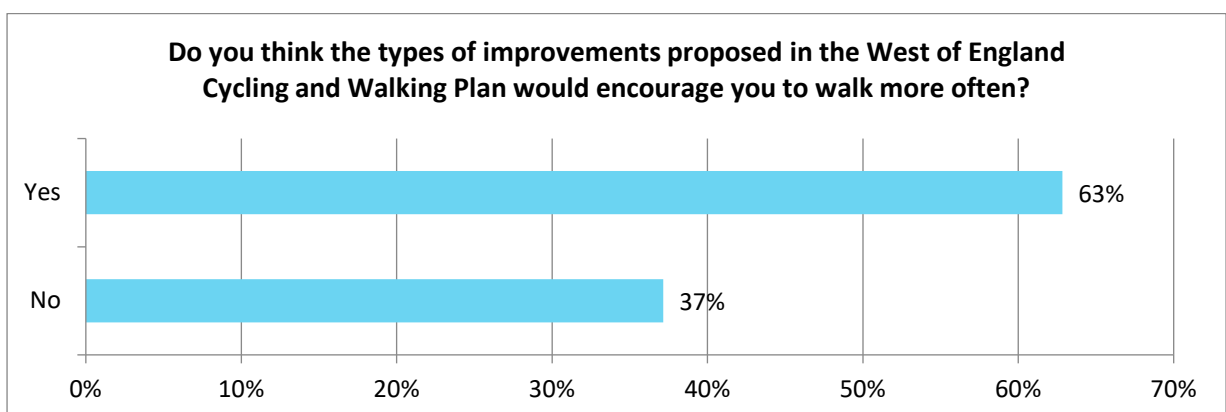
4. If you choose not to walk for some trips, which are a short enough distance for you to comfortably walk, which type of transport are you most likely to use instead?



	Bus	Car as driver	Car as passenger	Cycle	Other	Tax	Train
%	14%	35%	3%	43%	7%	2%	1%

Most people stated, when they choose not to walk for a trip, they cycle or drive a car (35% and 43%). The third highest scoring was bus travel at 14%.

5. Do you think the types of improvements proposed in the West of England Cycling and Walking Plan would encourage you to walk more often?



	Yes	No
%	63%	37%

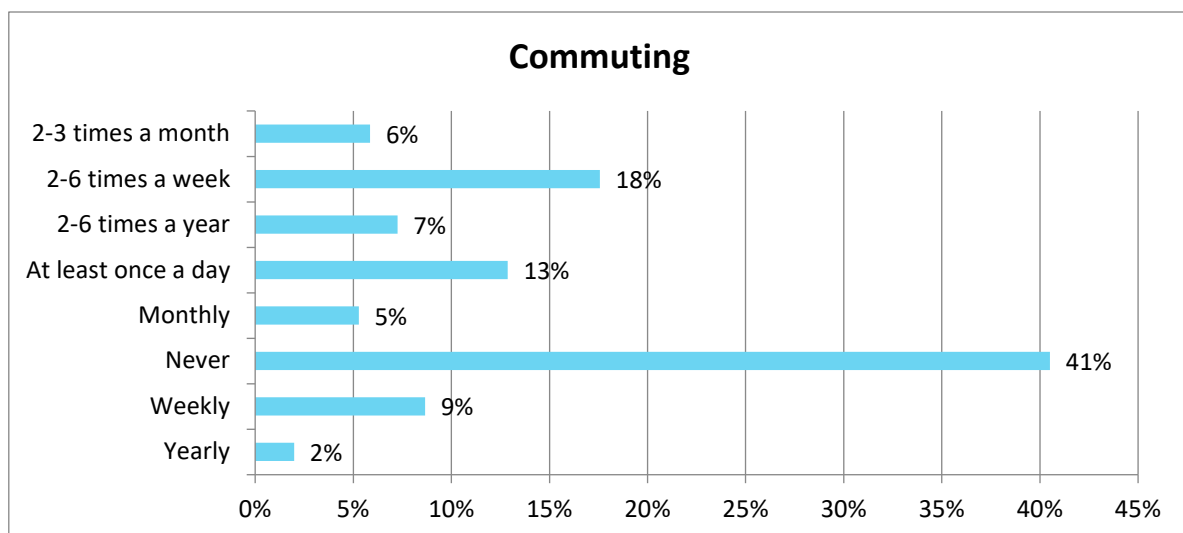
Nearly twice the percentage of people think the improvements proposed in the Plan would encourage them to walk more than those who do not (63% to 37%).

6. Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)

Please see the [‘What you said’ section](#) (pages 5-7) for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

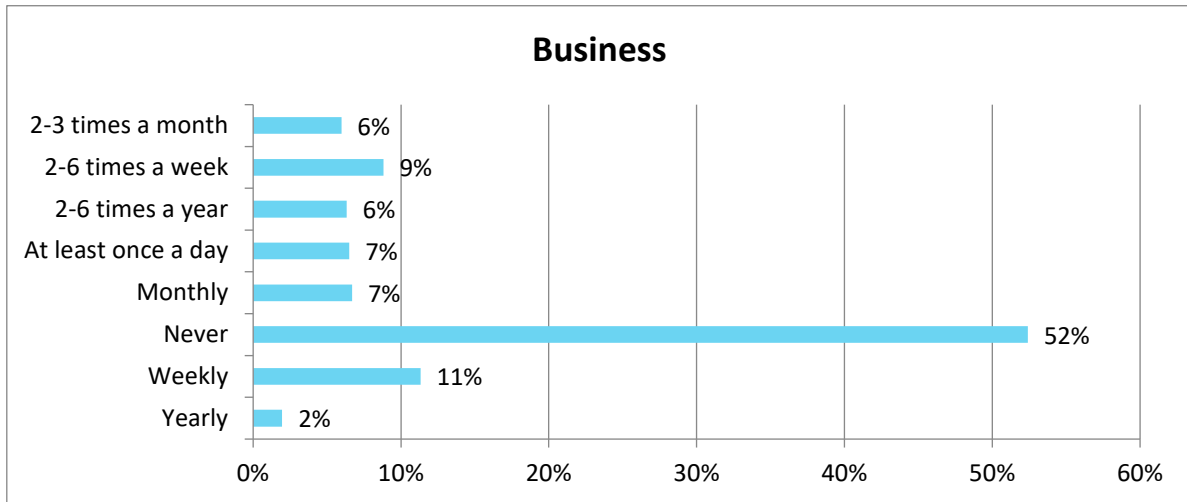
7. Do you walk in the West of England for any of the following types of journeys?

A). Commuting



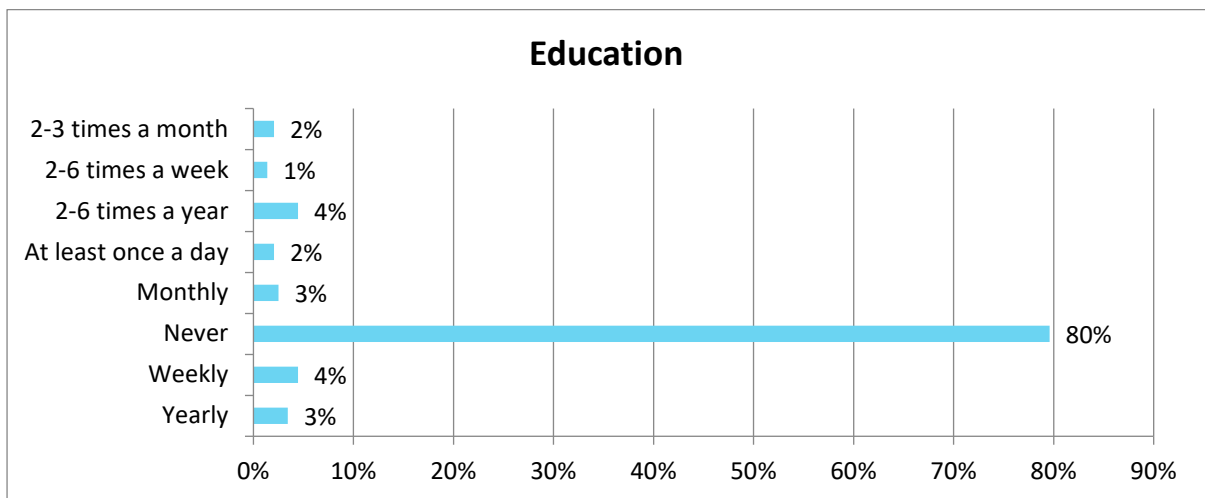
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	13%	18%	9%	6%	5%	7%	2%	41%

B). Business



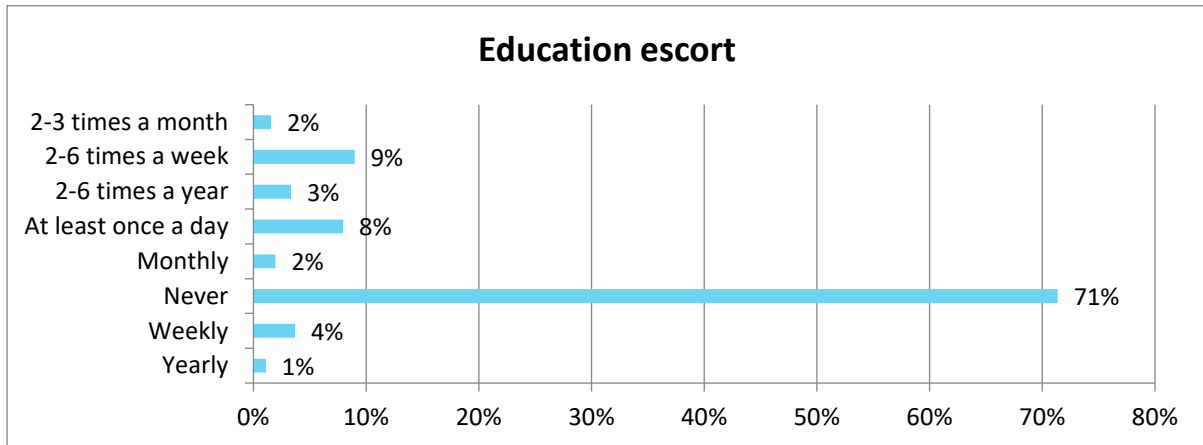
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	7%	9%	11%	6%	7%	6%	2%	52%

C). Education



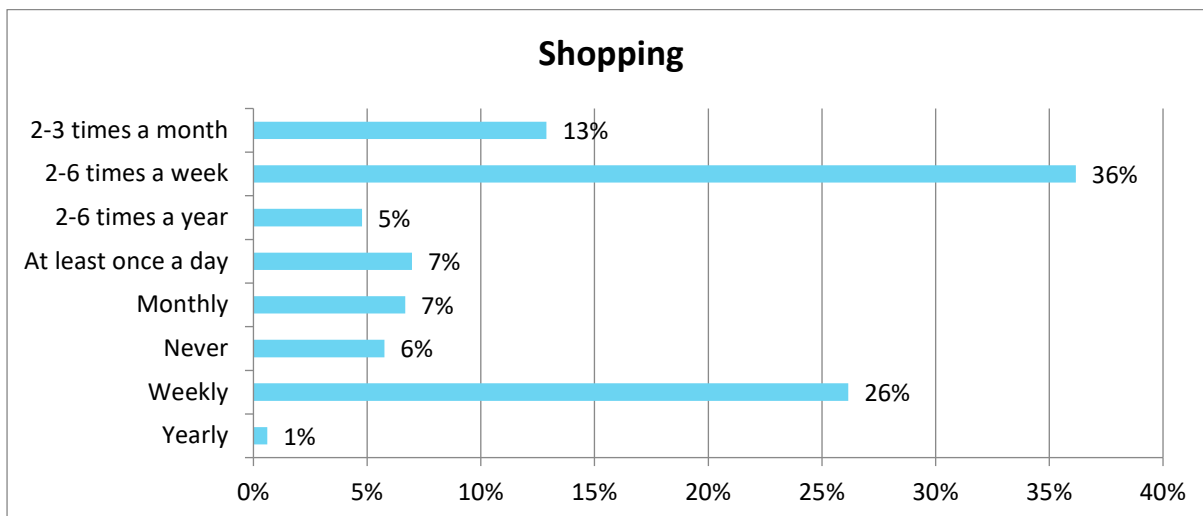
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	1%	4%	2%	3%	3%	3%	80%

D). Education escort



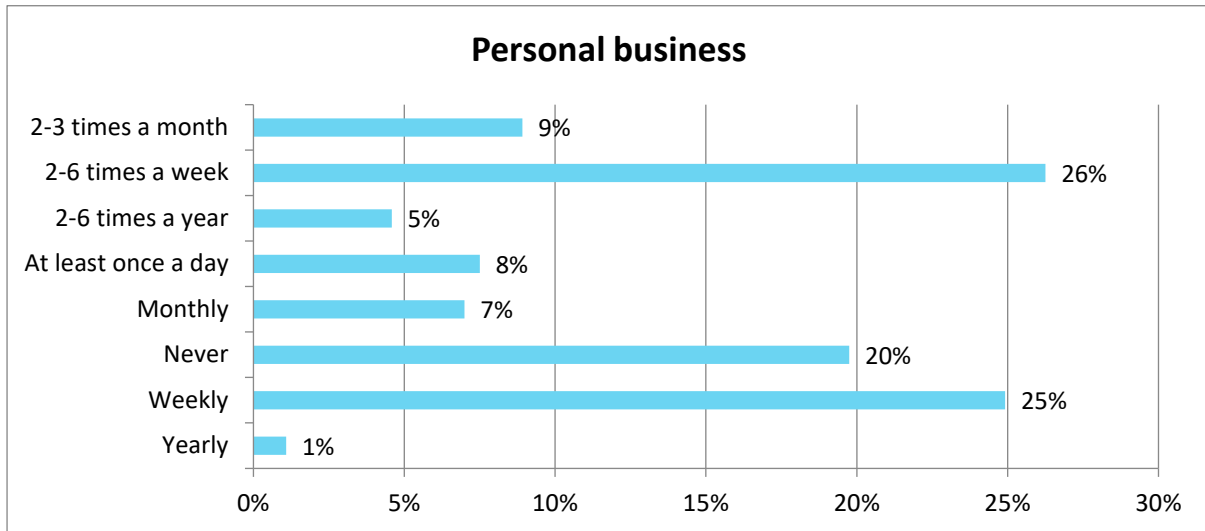
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	8%	9%	4%	2%	2%	3%	1%	71%

E). Shopping



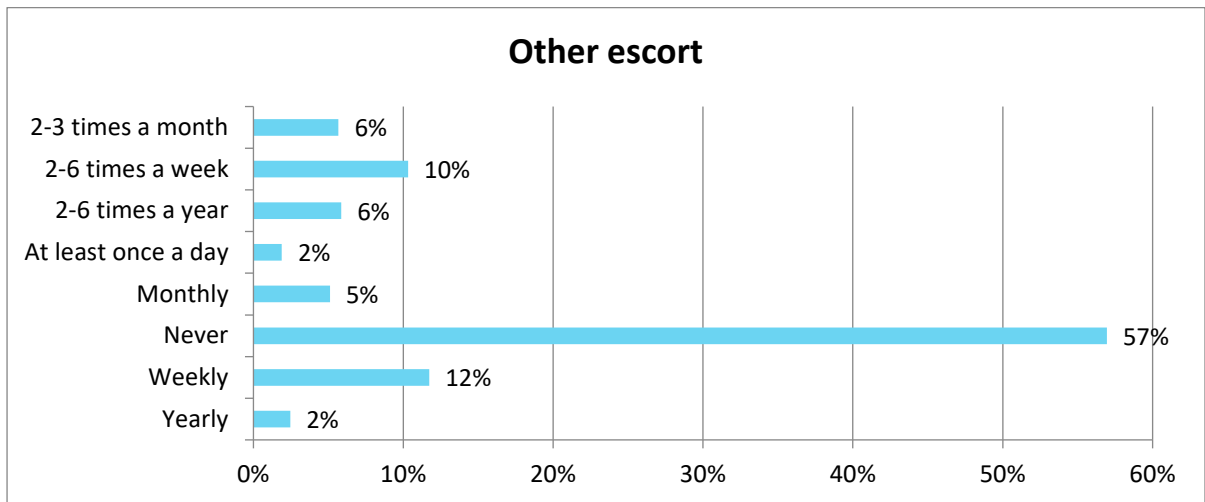
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	7%	36%	26%	13%	7%	5%	1%	6%

F). Personal business



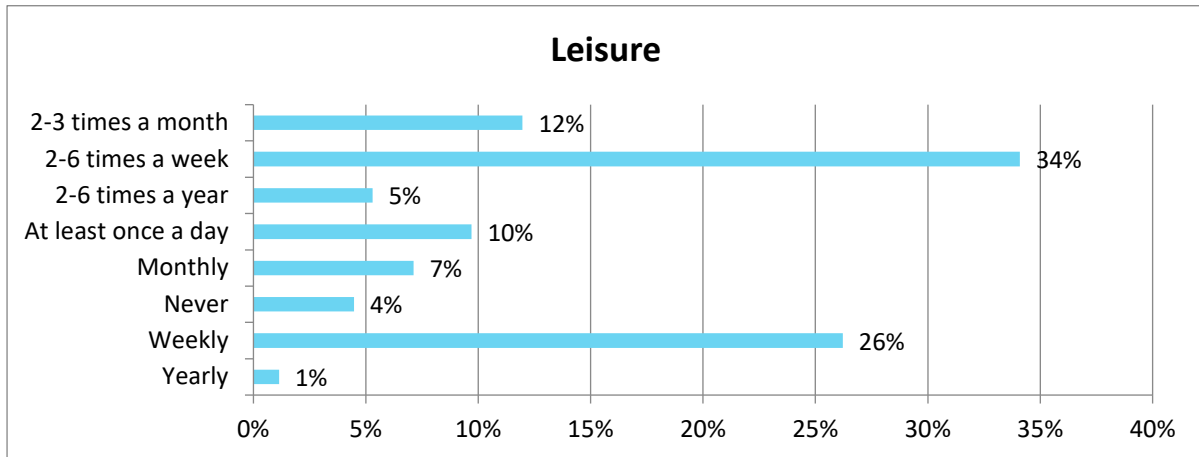
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	8%	26%	25%	9%	7%	5%	1%	20%

G). Other escort



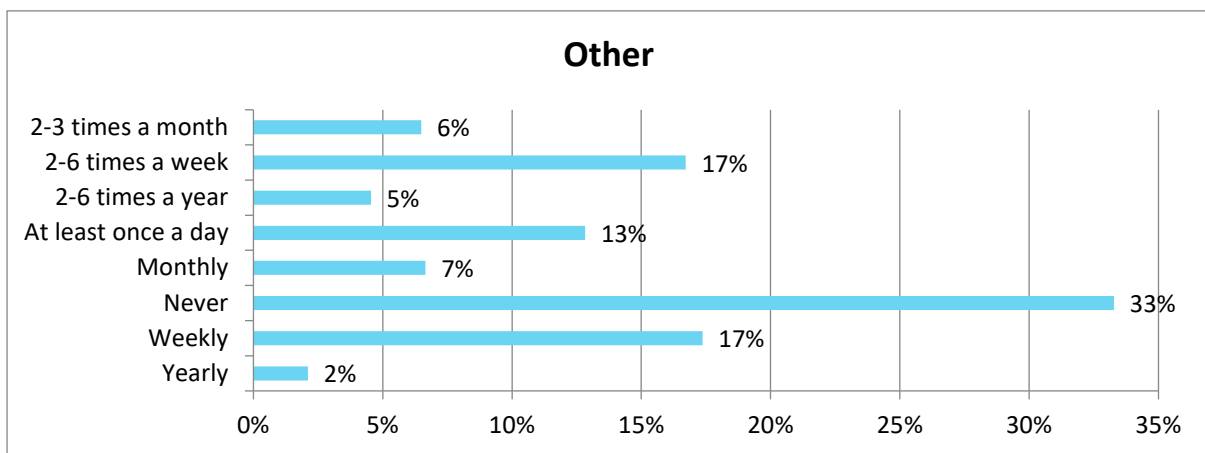
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	10%	12%	6%	5%	6%	2%	57%

H). Leisure



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	10%	34%	26%	6%	7%	5%	1%	4%

I). Other



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	13%	17%	17%	6%	7%	5%	2%	33%

Both shopping and commuting have the highest levels of walking trips.

- 43% choose to walk to the shops multiple times a week.
- 31% choose to walk for their commute multiple times a week.

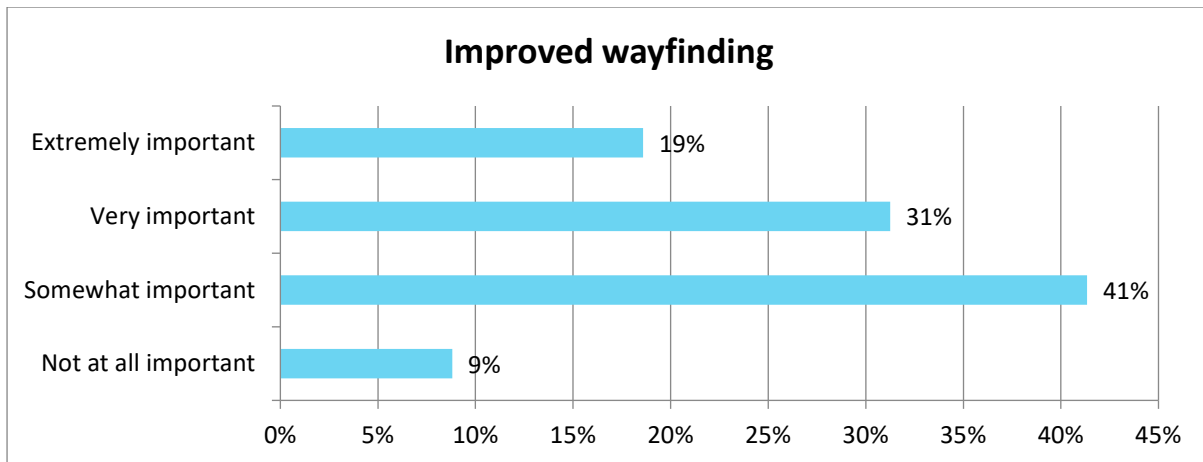
The lowest levels of walking are seen in trips to places of education at 80%. However, this consultation takes the views of people across the region including those not in education.

Cycling questions:

8. The measures below have all been suggested in the plan.

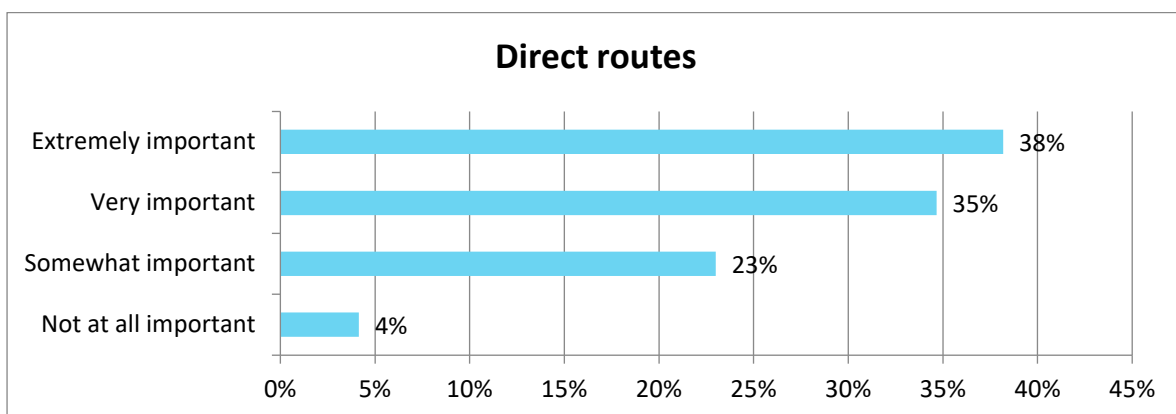
How important do you think each of these types of measures are to cycling?

A). Improved wayfinding



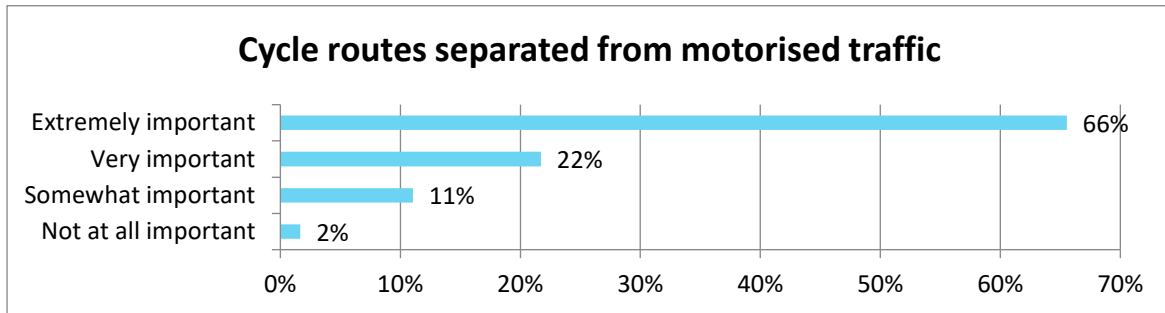
	Extremely important	Very important	Somewhat important	Not at all important
%	19%	31%	41%	9%
Grouped	50%		50%	

B). Direct routes



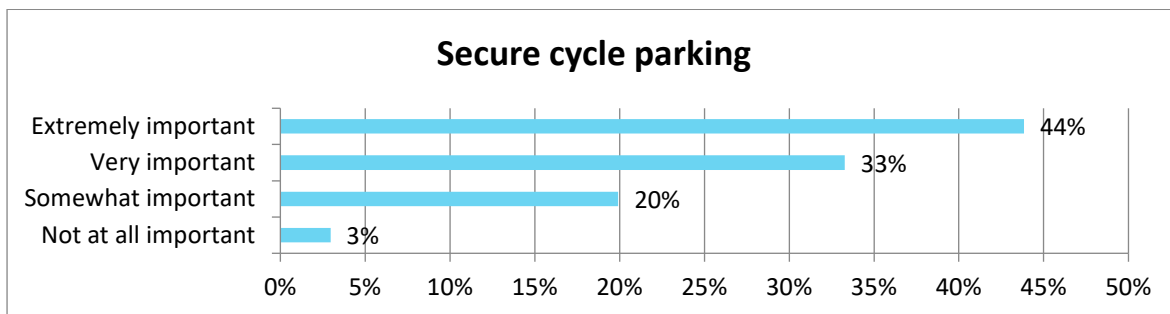
	Extremely important	Very important	Somewhat important	Not at all important
%	38%	35%	23%	4%
Grouped	73%		27%	

C). Cycle routes separated from motorised traffic



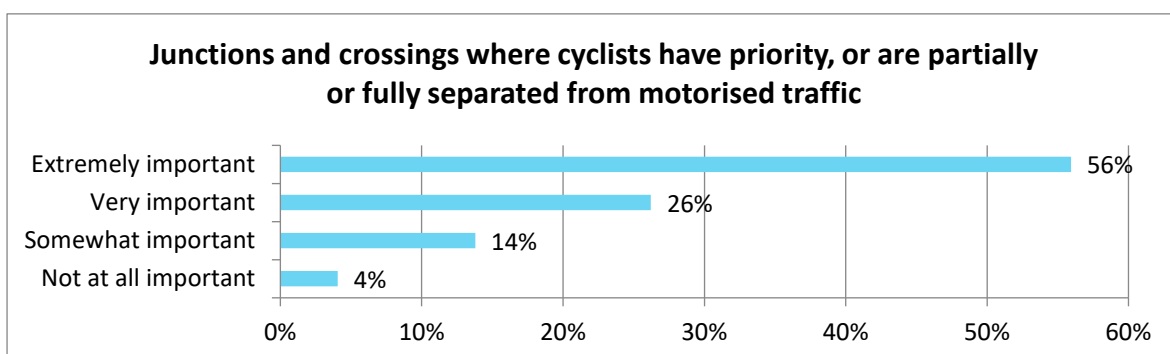
	Extremely important	Very important	Somewhat important	Not at all important
%	66%	22%	11%	2%
Grouped	88%		13%	

D). Secure cycle parking



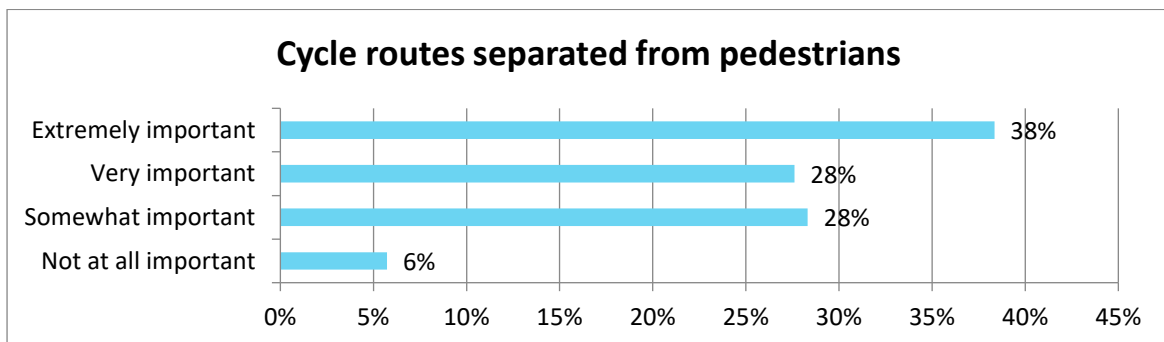
	Extremely important	Very important	Somewhat important	Not at all important
%	44%	33%	20%	3%
Grouped	77%		23%	

E). Junctions and crossings where cyclists have priority, or are partially or fully separated from motorised traffic



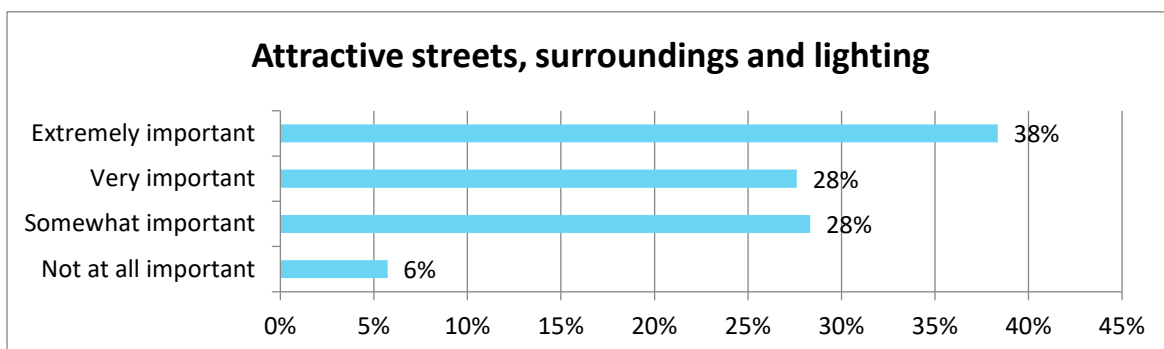
	Extremely important	Very important	Somewhat important	Not at all important
%	56%	26%	14%	4%
Grouped	82%		18%	

F. Cycle routes separated from pedestrians



	Extremely important	Very important	Somewhat important	Not at all important
%	38%	28%	28%	6%
Grouped	66%		34%	

G). Attractive streets, surroundings and lighting

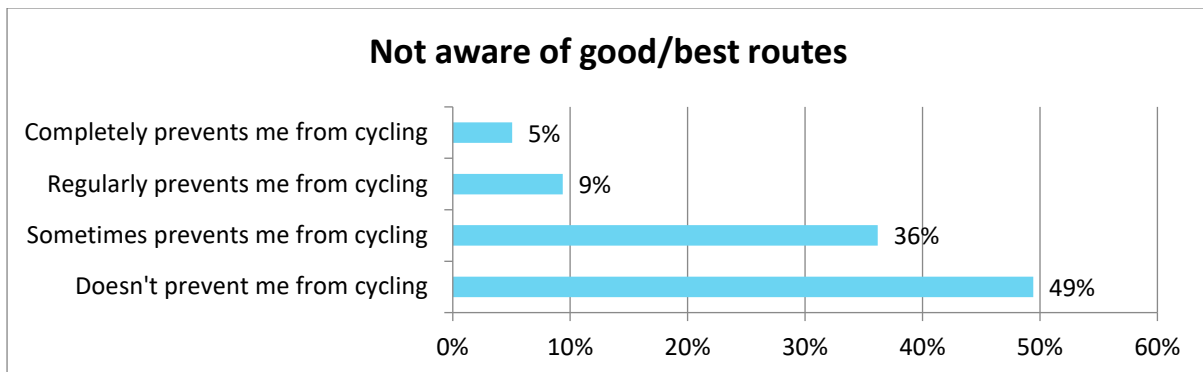


	Extremely important	Very important	Somewhat important	Not at all important
%	38%	28%	28%	6%
Grouped	66%		34%	

The highest number of responses indicated that most important measure was ‘junctions and crossings where cyclists have priority or are partially or fully separated from motorised traffic’ (82% said extremely or very important). Improved wayfinding was the least important measure with 50% thinking it is somewhat or not at all important.

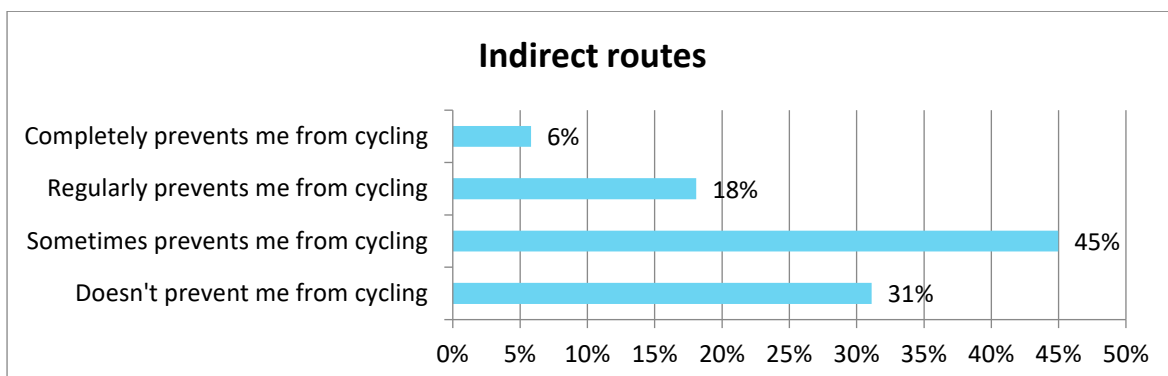
9. To what extent do each of the issues listed below prevent you from cycling at all, or from cycling more frequently?

A). Not aware of good/best routes



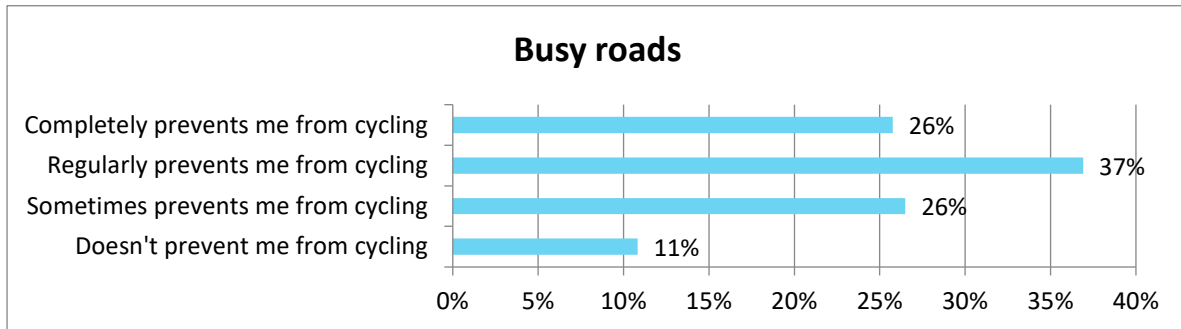
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	5%	9%	36%	49%
Grouped	50%			49%

B). Indirect routes



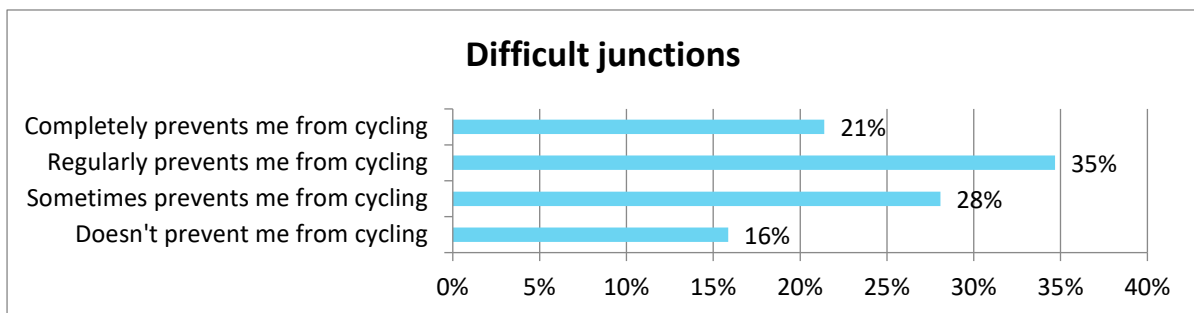
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	6%	18%	45%	31%
Grouped	69%			31%

C). Busy roads



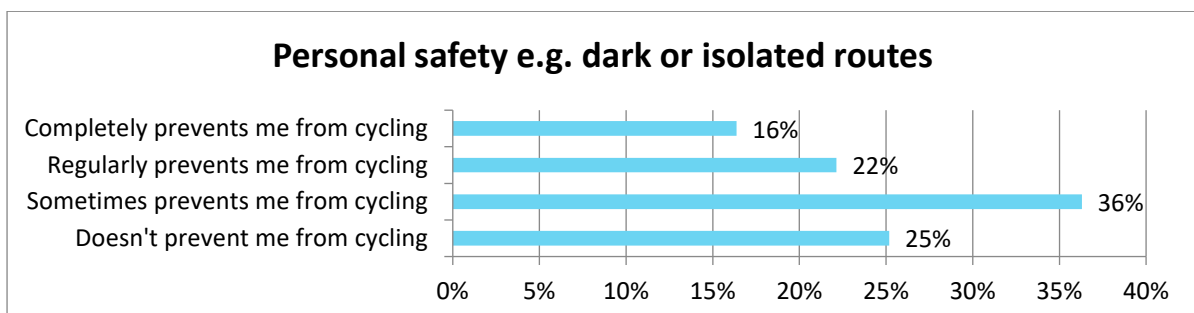
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	26%	37%	26%	11%
Grouped	89%			11%

D). Difficult junctions



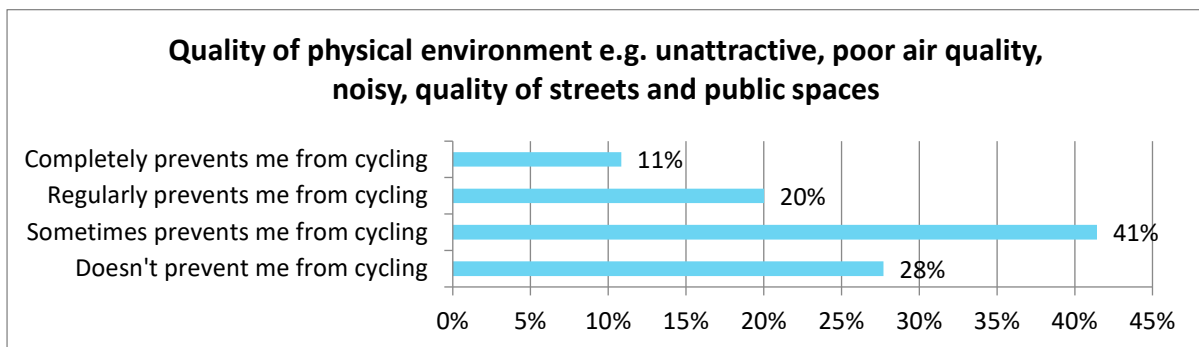
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	21%	35%	28%	16%
Grouped	84%			16%

E). Personal safety e.g. dark or isolated routes



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	16%	22%	36%	25%
Grouped	74%			25%

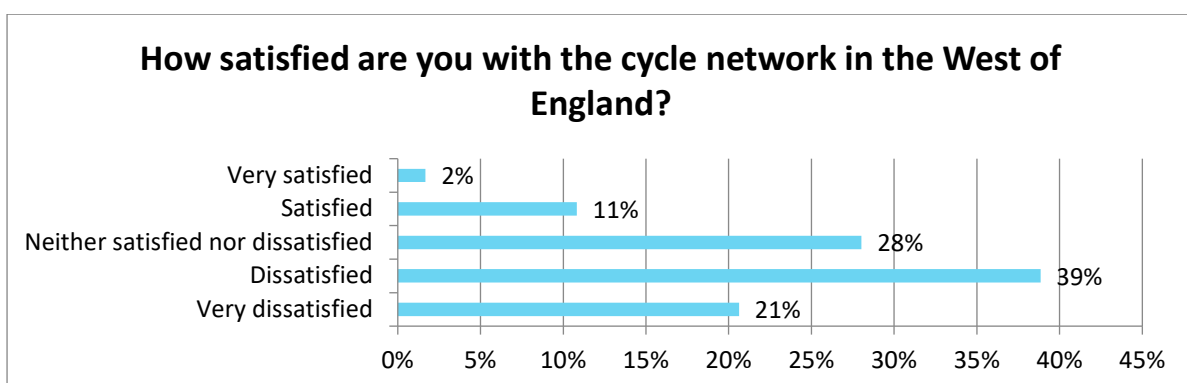
F). Quality of physical environment e.g. unattractive, poor air quality, noisy, quality of streets and public spaces



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	11%	20%	41%	28%
Grouped	72%			28%

Busy roads are the biggest issue preventing people from walking in the region with 89% saying it either completely, regularly or sometimes preventing them. This was narrowly followed by difficult junctions (84%).

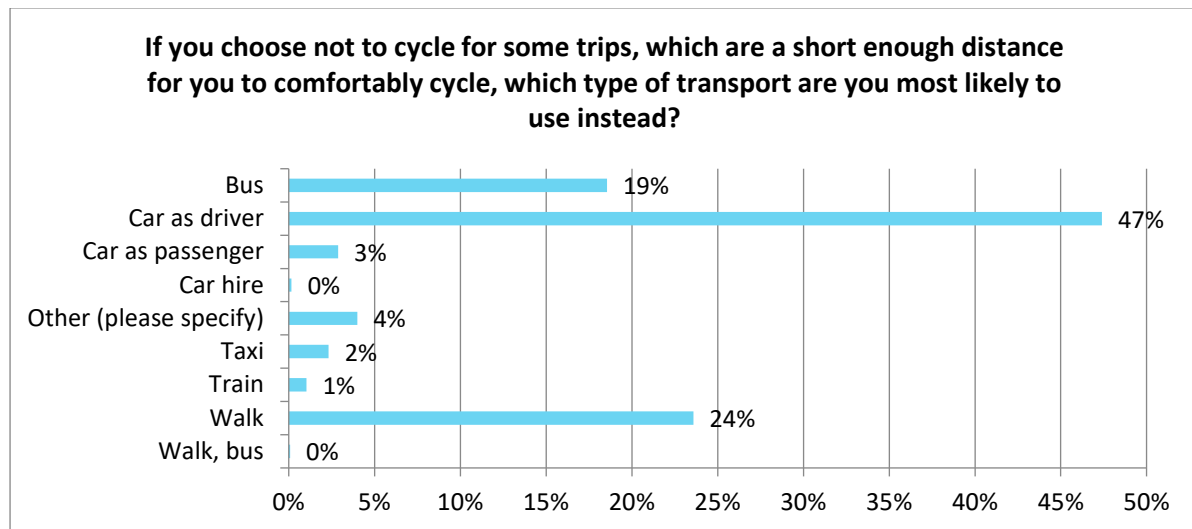
10. How satisfied are you with the cycle network in the West of England?



	Very satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
%	2%	11%	28%	39%	21%
Grouped	13%		28%	60%	

Most people are dissatisfied with the cycle network at 39%. This is followed by those who are neither satisfied nor dissatisfied at 28%.

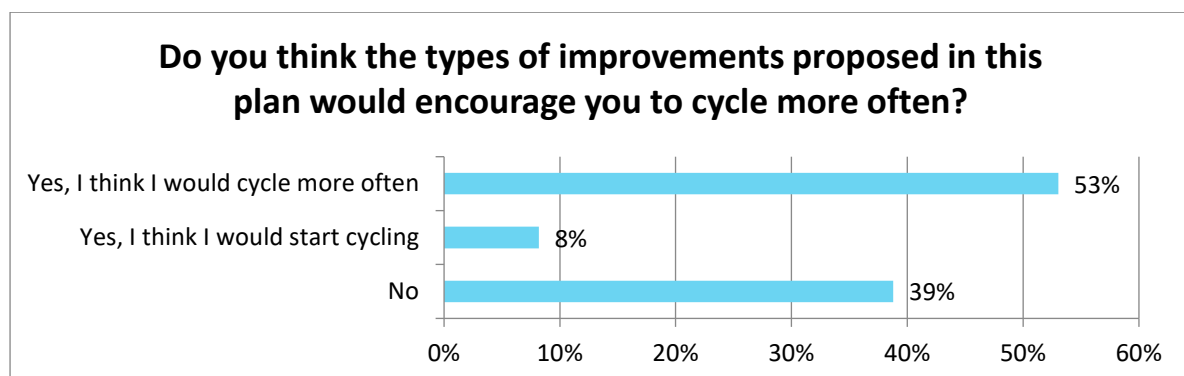
11. If you choose not to cycle for some trips, which are a short enough distance for you to comfortably cycle, which type of transport are you most likely to use instead?



	Bus	Car as driver	Car as passenger	Walk	Other	Taxi	Train
%	19%	35%	3%	24%	4%	2%	1%

Most people stated, when they choose not to cycle for a trip, they drive a car (47%). Walking and bus travel are popular alternatives (24% and 19%) but other options receive negligible response.

12. Do you think the types of improvements proposed in this plan would encourage you to cycle more often?



	Yes, cycling more often	Yes, start cycling	No
%	53%	8%	39%
Grouped	61		39

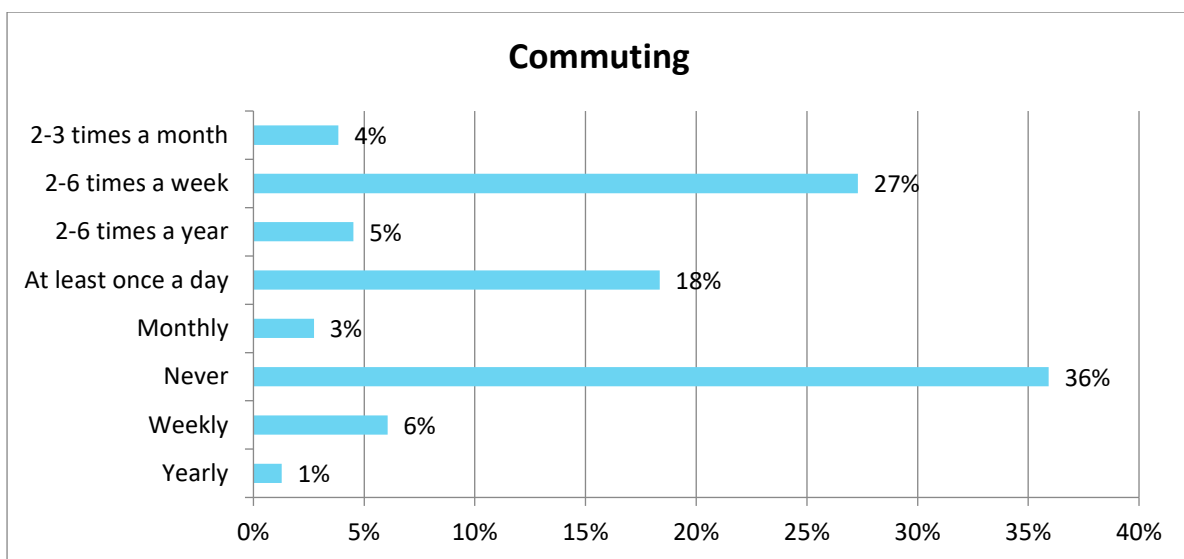
Most people would be encouraged by the improvements proposed in the plan to cycle more often (61%). Nearly 1 in 10 people would be encouraged to take up cycling altogether.

13. Would you like to comment on any of the cycling routes proposed? (please select the route and then add your comment below)

Please see [‘What you said’ section](#) on pages 5-7 for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

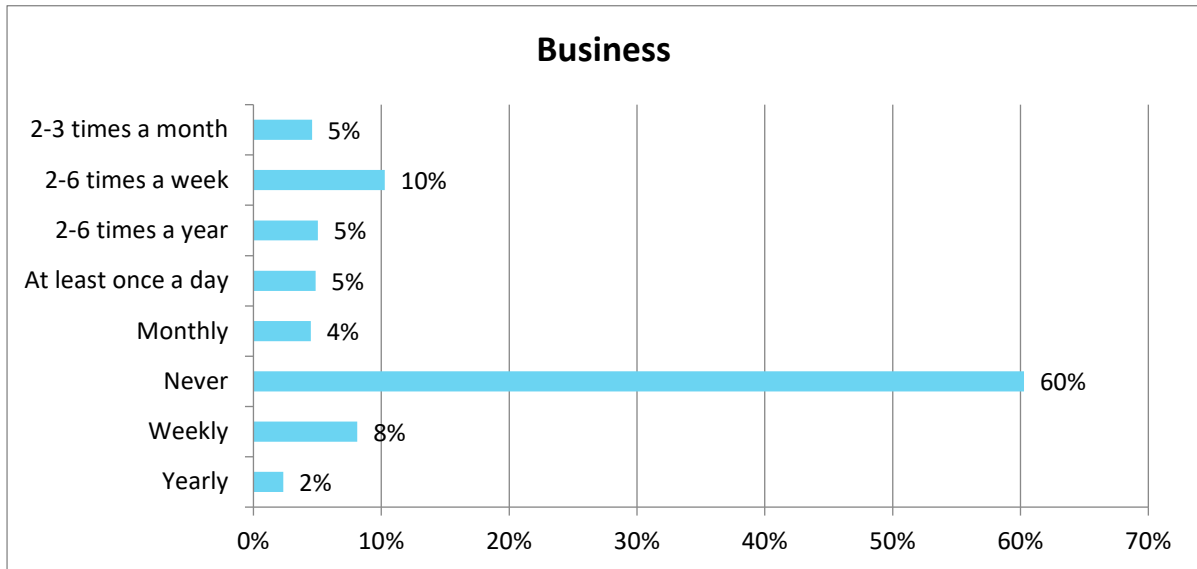
14. Do you cycle in the West of England for any of the following types of journeys?

A). Commuting



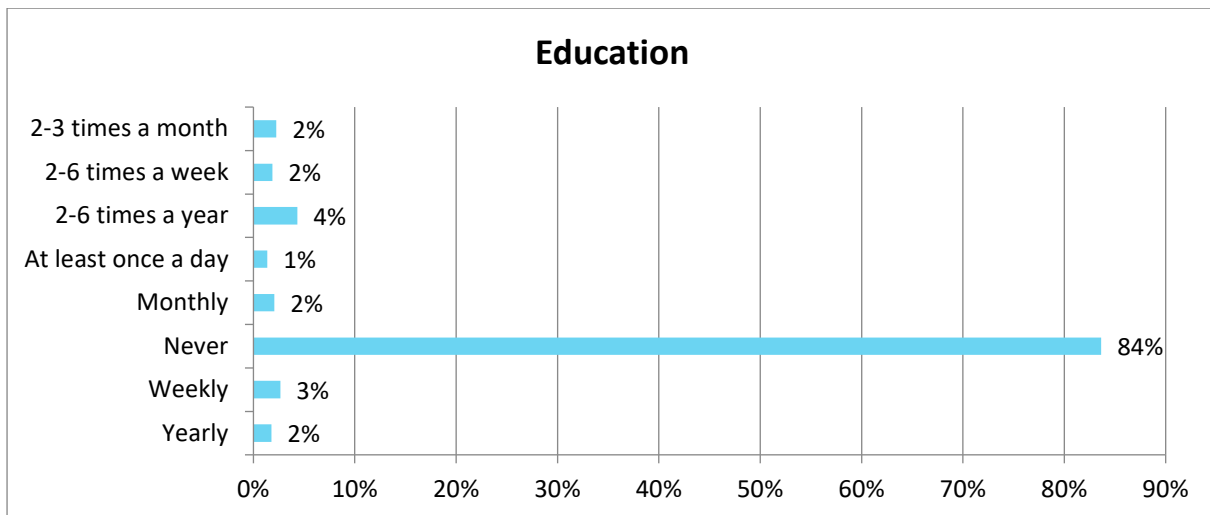
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	18%	27%	6%	4%	3%	5%	1%	36%

B). Business



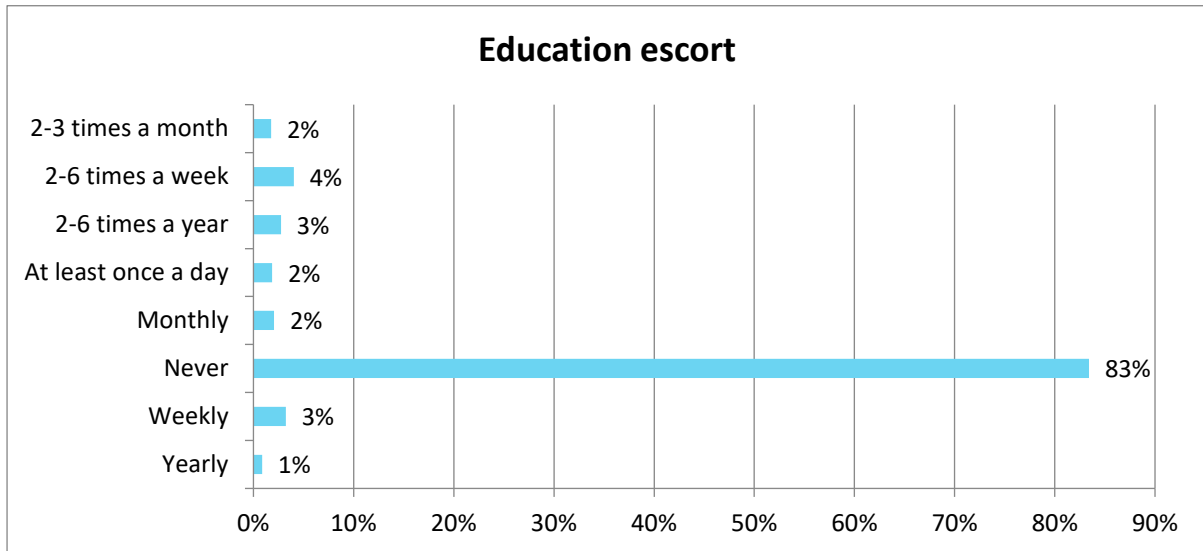
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	5%	10%	8%	5%	4%	5%	2%	60%

C). Education



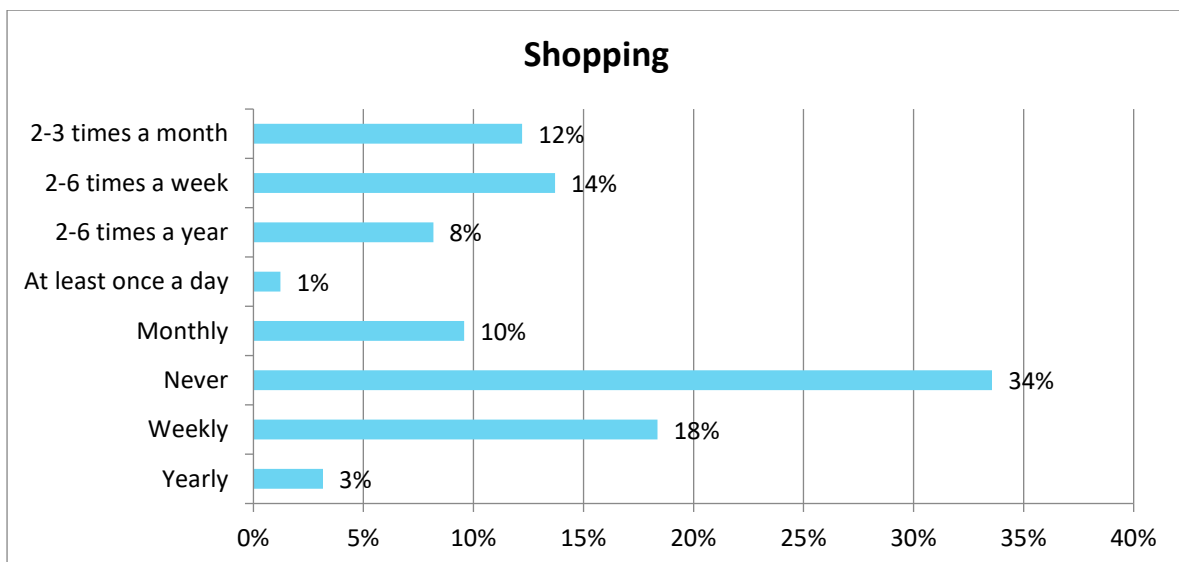
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	2%	3%	2%	2%	4%	2%	84%

D). Education escort (ie. accompanying someone else)



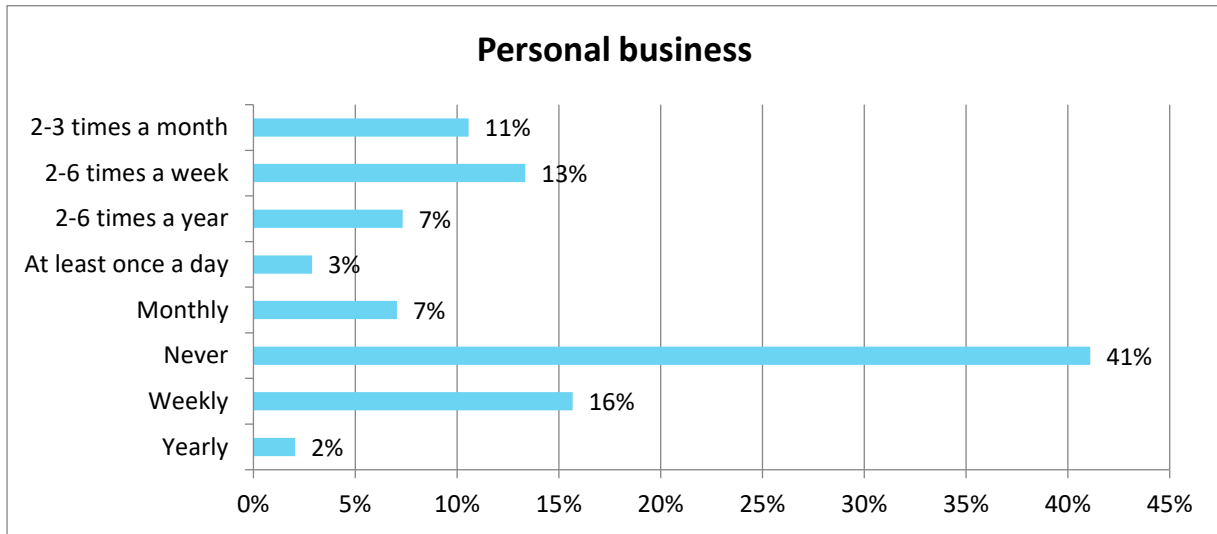
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	4%	3%	2%	2%	3%	1%	83%

E. Shopping



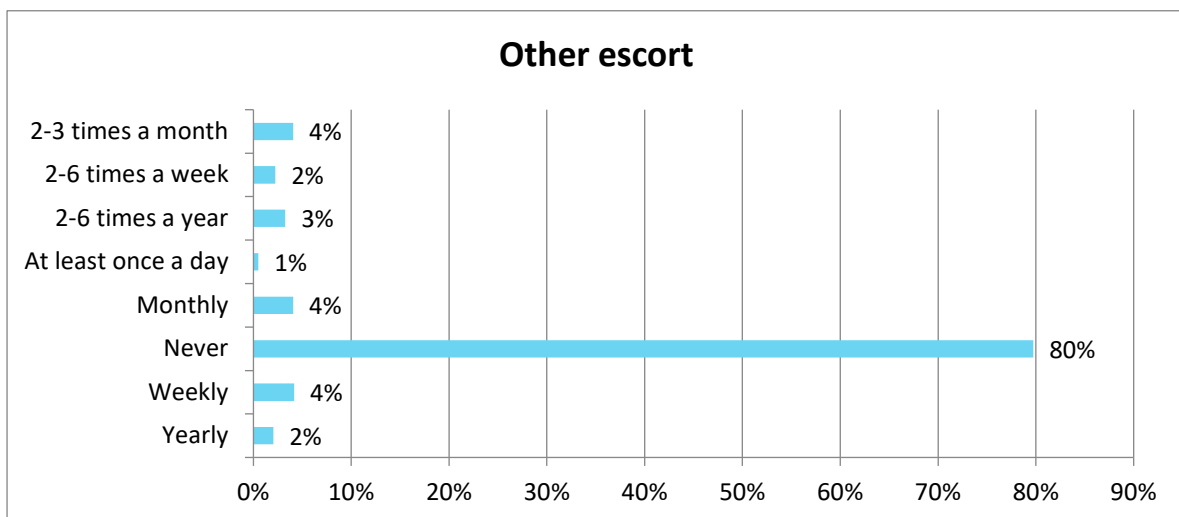
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	14%	18%	12%	10%	8%	3%	34%

F). Personal business



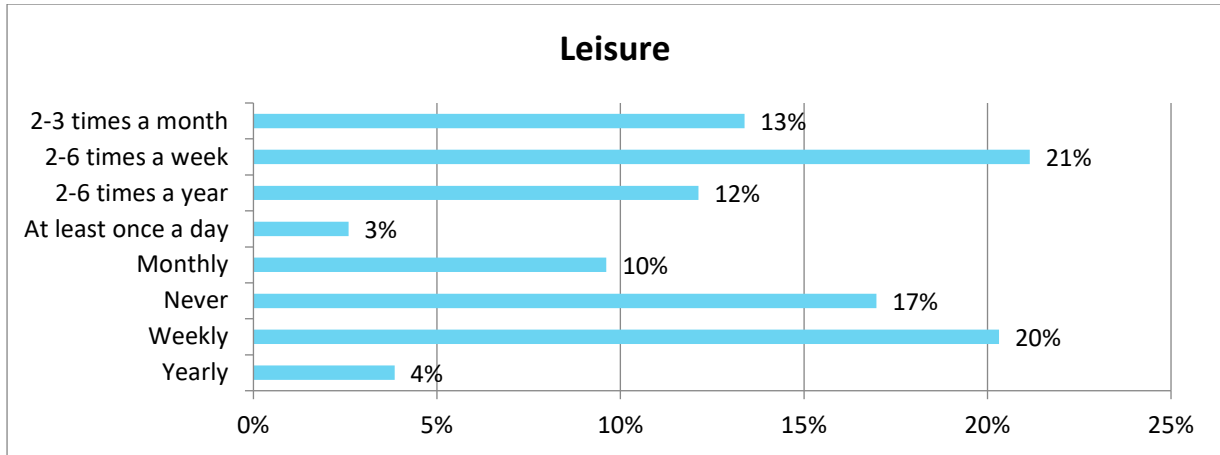
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	3%	13%	16%	11%	7%	7%	2%	41%

G. Other escort (ie. accompanying someone else)



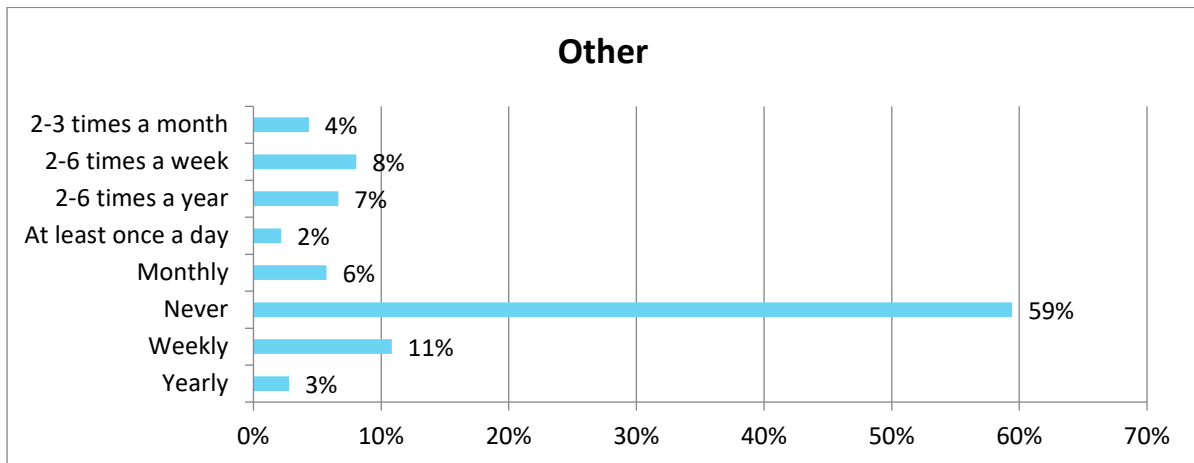
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	2%	4%	4%	4%	3%	2%	33%

H). Leisure (includes visiting friends, entertainment, sport, holiday and day trip)



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	3%	21%	20%	13%	10%	12%	4%	17%

I). Other



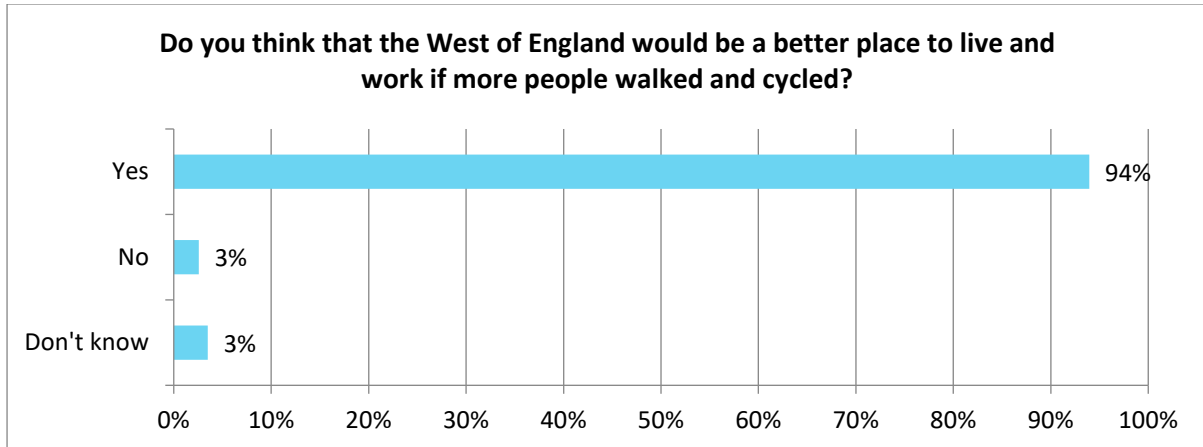
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	8%	11%	4%	6%	7%	3%	59%

Commuting is by far the most popular type of cycle trip with 45% stating that they cycle to work on multiple times a week.

The lowest levels of cycling are seen in trips to places of education at 84%. However, this consultation takes the views of people across the region including those not in education.

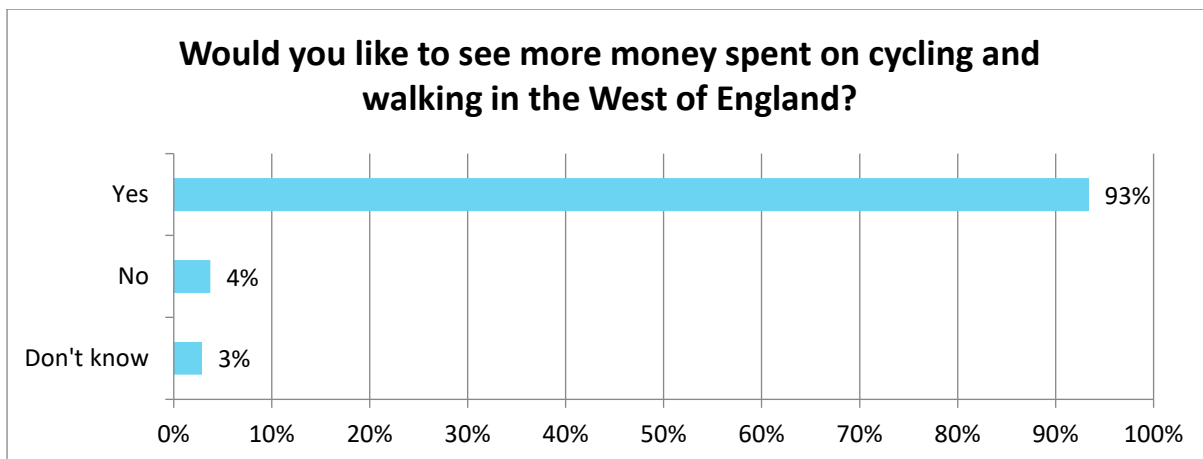
Cycling & walking questions:

15. Do you think that the West of England would be a better place to live and work if more people walked and cycled?



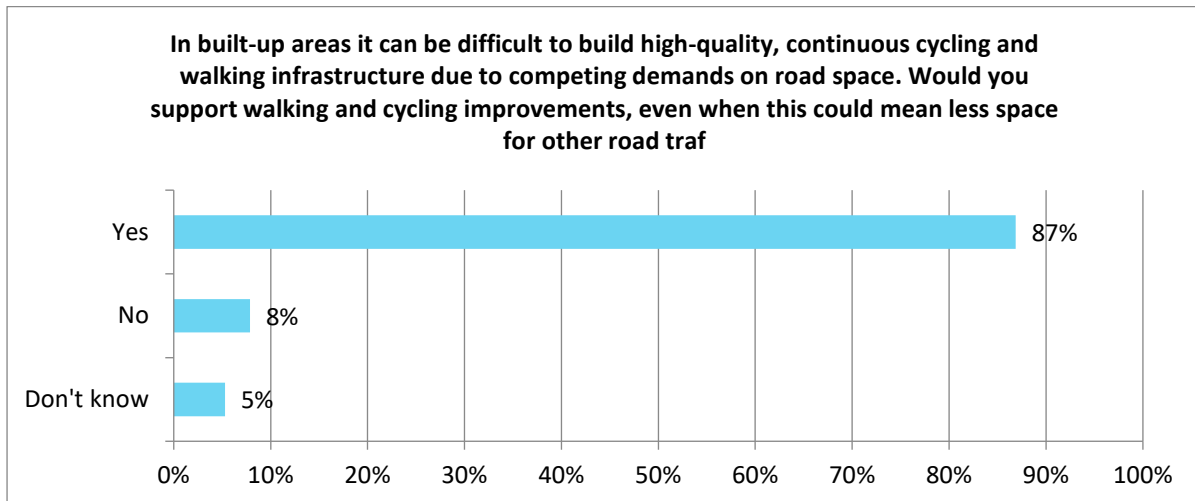
Majority of people think that the West of England would be a better place to live and work if more people walked and cycled.

16. Would you like to see more money spent on cycling and walking in the West of England?



Majority of people think that the West of England would like to see more money spent on cycling and walking in the West of England.

17. In built-up areas it can be difficult to build high-quality, continuous cycling and walking infrastructure due to competing demands on road space. Would you support walking and cycling improvements, even when this could mean less space for other road traffic?



Majority of people would support walking and cycling improvements, even when this could mean less space for other road traffic.

18. Do you have any further comments?

Please see the [‘What you said’ section](#) (pages 5-7) for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

Next steps

We wish to thank all people for taking the time to respond to the consultation. These findings will now be reviewed and considered for incorporation into the final version of the plan.

We will continue to engage with relevant stakeholder groups to progress scheme designs to ensure that investment in infrastructure delivers the best possible outcomes for all users.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel routes. These wider ambitions are embedded within packages in the [Joint Local Transport Plan 4](#).

In May 2020, the Government announced a £2bn package of investment in England to create pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors, with the aim of encouraging more people to choose alternatives to public transport and the private car as lockdown restrictions are lifted.

The West of England Combined authority is currently establishing a 5-year infrastructure delivery plan which will incorporate these Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes, including other cycling and walking schemes.

All cycling and walking schemes will be prioritised for further development and delivery against the vision, aims, objectives and policies set out in the Joint Local Transport Plan 4, as well as other regional priorities, including but not limited to: responding to Covid-19 recovery; climate change; air quality challenges; and the opportunity to co-deliver active travel schemes alongside other transport schemes. Schemes will be filtered for eligibility, according to the funding body's criteria.

The WECA Investment Fund will be available for:

- the capital delivery of schemes in the short to medium term
- minor improvements
- the development of medium to longer-term schemes
- partnership schemes with third parties.
-

We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when seeking funding for the delivery stage. Where possible we will ensure schemes / investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation (although it is expected that these schemes will score highly in the initial scoring).

While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding. Any remaining schemes should fill regional geographical gaps. All schemes must meet the design standards set out in the Government's updated DfT's Local Transport Note. These prioritisation principles and the resulting dynamic prioritised list will be made publicly available.

This document will accompany the final Local Cycling & Walking Infrastructure Plan to be considered by our West of England Joint Committee later in the year. After adoption by the Joint Committee, The Local Cycling and Walking Infrastructure Plan will be reviewed on a regular basis as per the DfT's recommendation, which is currently every 4-5 years.

Appendices:

Demographic & equalities data

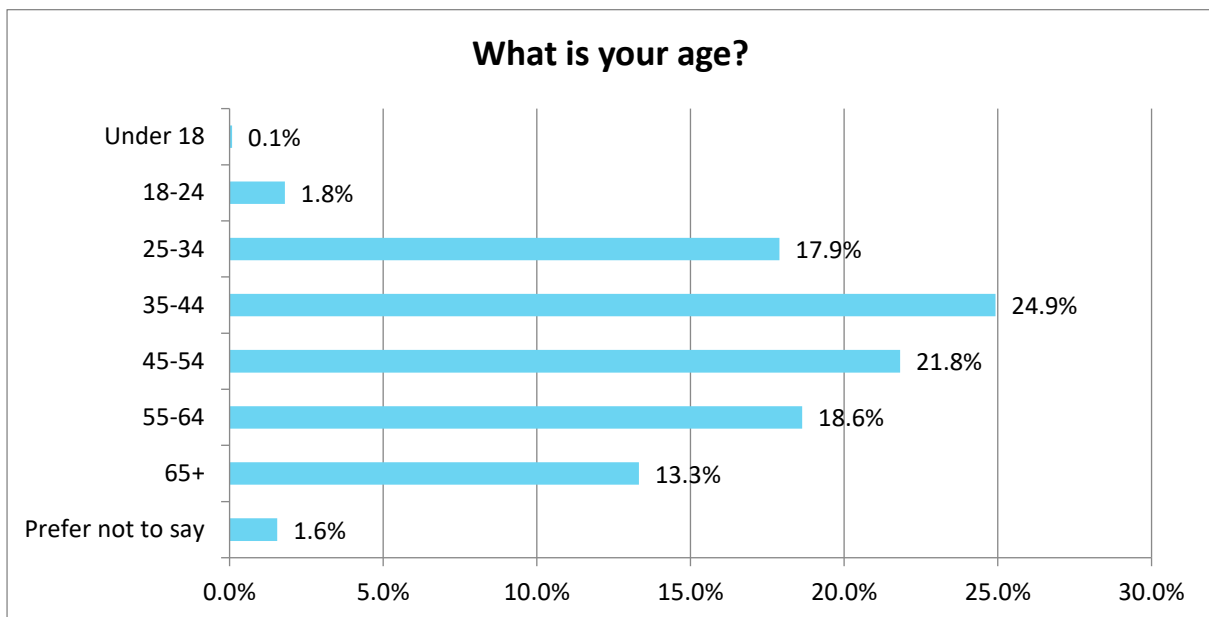
Demographic & equalities Questions:

- What is your age?
- What is your gender?
- What is your ethnicity?
- What is your religion?
- What is your sexual orientation?
- Do you have a disability?

These questions were asked as part of requirements to ensure that the survey has been responded to by a representative sample of the population. This data will also be used in conjunction with some of the other survey data to identify any trends on the types of responses.

Age

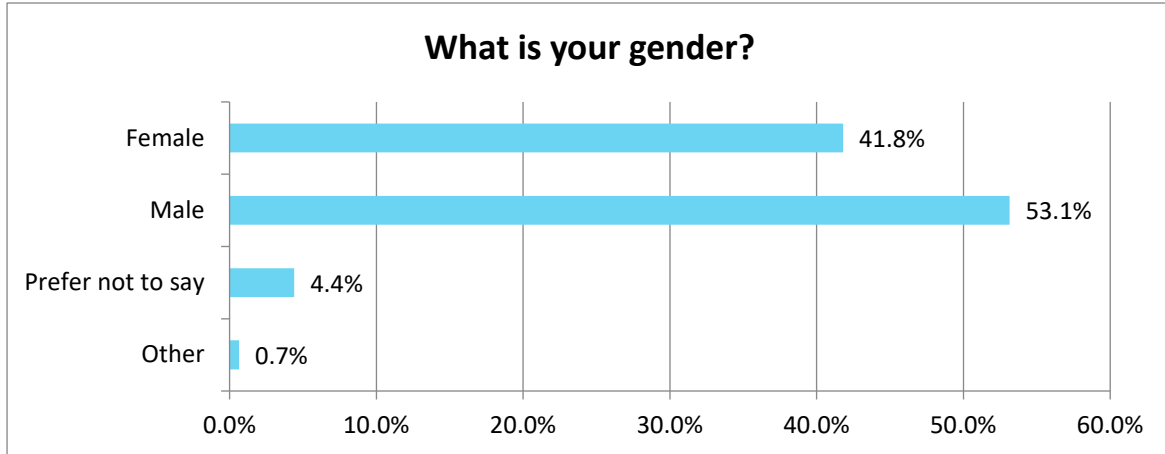
This asked individuals to specify an age range. Individuals could select a “prefer not to say” if they did not wish to disclose this.



Under 18	18-24	25-34	35-44	45-54	55-64	65+	Prefer not to say
0.1%	1.8%	17.9%	24.9%	21.8%	18.6%	13.3%	1.6%

Gender

This asked individuals to specify gender. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

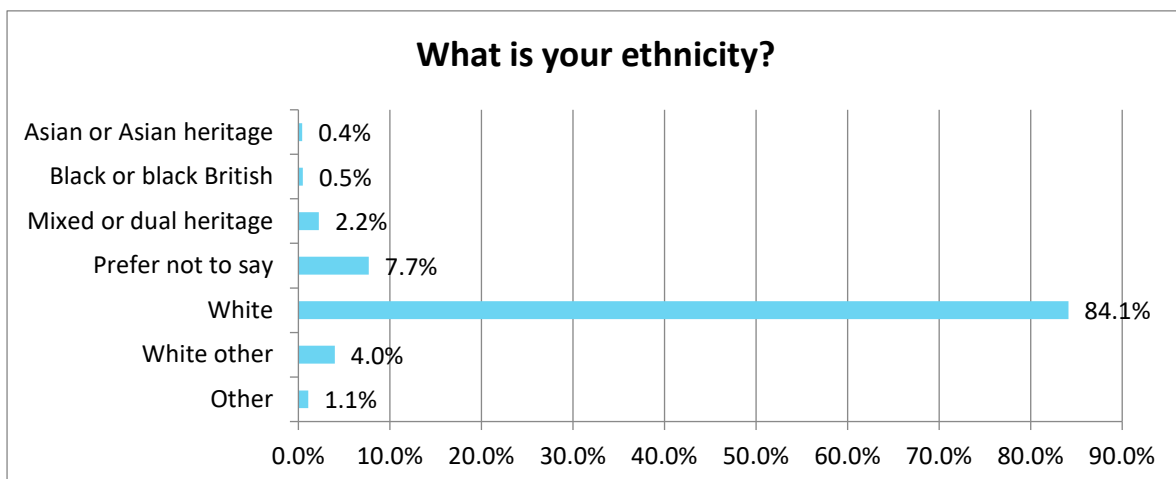


	%
Female	41.8%
Male	53.1%
Other (specified)*	0.7%
Prefer not to say	4.4%

*Multiple responses have been grouped together

Ethnicity

This asked individuals to specify ethnicity. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.



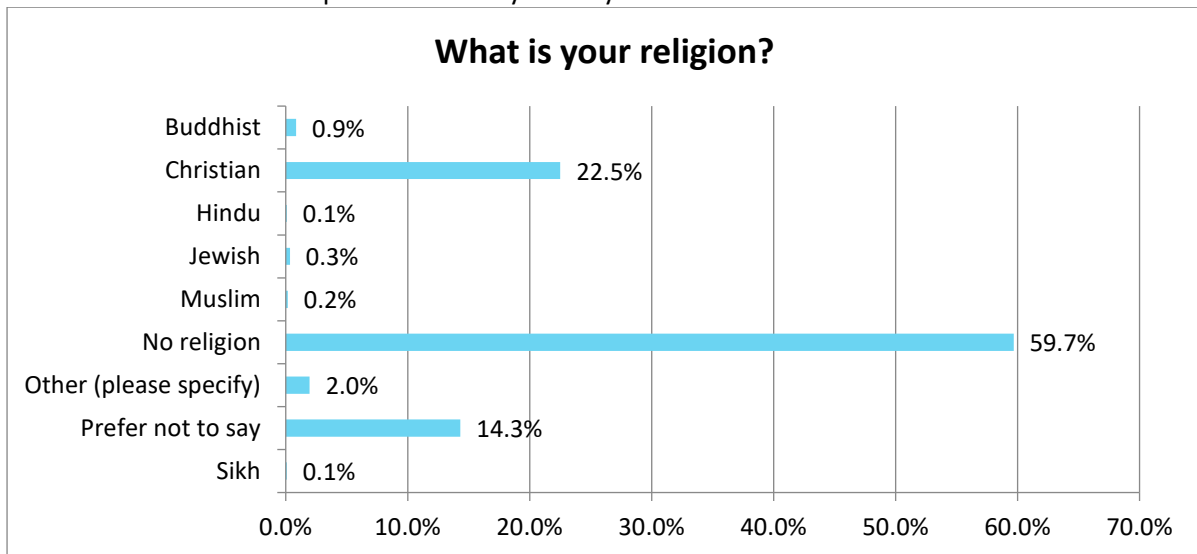
Ethnicity	%
Asian or Asian Heritage	0.4%
Black or Black Heritage	0.5%

Mixed or Dual Heritage	2.2%
White	84.1%
White other	4.0%
Other (specified)*	1.1%
Prefer not to say*	8%

*Multiple responses have been grouped together

Religion

This asked individuals to specify religious beliefs. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

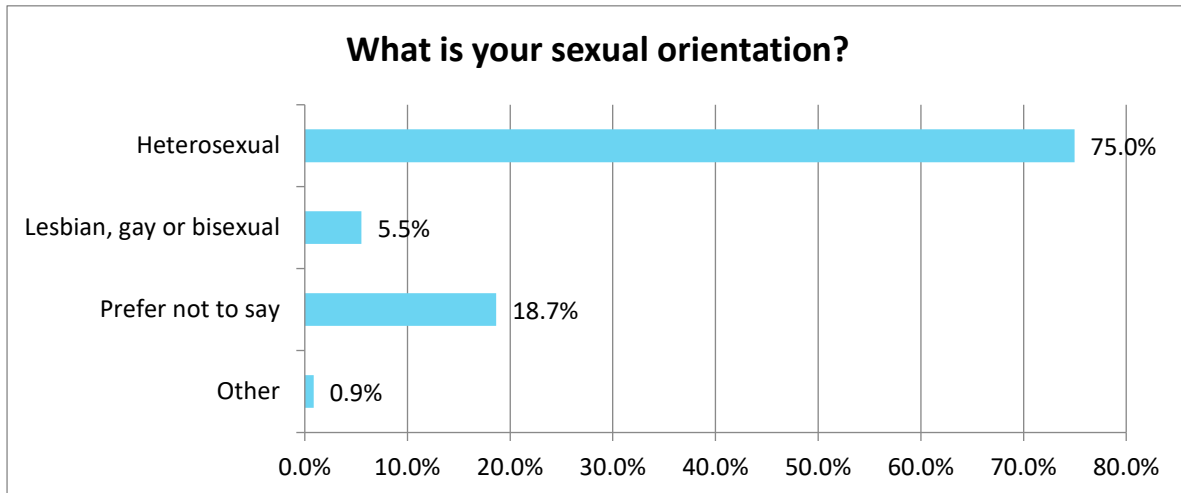


	%
Buddhist	0.9%
Christian	22.5%
Hindu	0.1%
Jewish	0.3%
Muslim	0.2%
Other (specified)*	2.0%
No Religion	59.7%
Prefer not to say*	14.3%
Sikh	0.1%

*Multiple responses have been grouped together

Sexual Orientation

This asked individuals to specify their sexual orientation. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

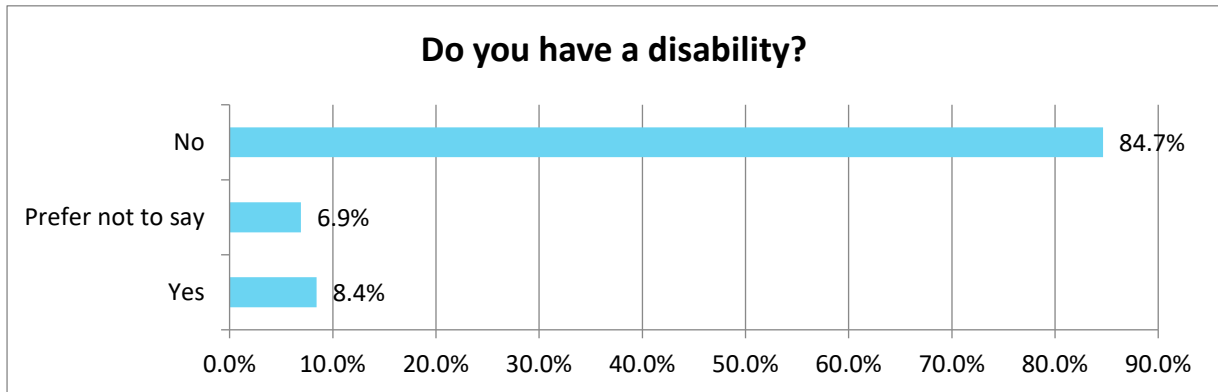


	%
Heterosexual	75%
Lesbian, Gay or Bisexual	5.5%
Other (specified)*	0.9%
Prefer not to say	18.7%

*Multiple responses have been grouped together

Disability

This asked individuals to specify whether they consider themselves having a disability or not. This was on the form of a “yes/no/prefer not to say” response only.



Disability	%
Yes	8.4%
No	84.7%
Prefer not to say	6.9%

Appendix 2 – Cycling and Walking prioritisation narrative

Regional Vision, objectives and policies

The adopted JLTP4 sets out the region's vision, objectives and policies many of which relate to the delivery of cycling and walking infrastructure. All JLTP4 Objectives should be considered when developing and prioritising schemes.

JLTP4 Vision

Connecting people and places for a vibrant, inclusive and carbon neutral West of England

JLTP4 Objectives

The delivery of walking and cycling infrastructure will directly help to achieve many of the JLTP4's objectives and outcomes. Our high-level objectives are:

- *Take action against climate change and address poor air quality (specifically to reduce carbon emissions to net zero by 2030 which is supported by Climate Emergency declarations from WECA and the four West of England authorities).*
- *Support sustainable and inclusive economic growth*
- *Enable equality and improve accessibility*
- *Contribute to better health, wellbeing, safety and security*
- *Create better places*

Each objective has several related outcomes, against which proposed schemes can be assessed.

JLTP4 policies

The following JLTP4 policies support the delivery of walking and cycling infrastructure and set out our intentions:

- *L1: Enable walking and cycling, 'active modes of travel', to be the preferred choice for shorter journeys*
- *L2: Reduce the number and severity of casualties for all road users*
- *L3: Encourage residents and employees to make more sustainable and healthier travel choices*
- *L4: Support opportunities for all sectors of the population to access the services they require, wherever they live*
- *L5: Support the identification and implementation of measures that will improve air quality*

Methodology and Early Assessment Sifting Tool development

Scheme details

The following information is required for each scheme:

- Scheme name and local authority area
- Proposed intervention
- Anticipated costs
- Outcome scores measured against JLTP4 objectives where metrics are available (e.g. CAZ, serving new housing or growth areas, completing gap in network, targeting known collision hotspots, linking to public transport, benefit to areas with high scoring Indices of Multiple Deprivation etc.)
- Acceptability (e.g. Cabinet or Committee approval, public consultation undertaken, exec/mayor briefing)
- Alignment with regional and local policy documents (e.g. JLTP4, Local Cycling and Walking Infrastructure Plan, local plans etc)
- Current status (e.g. detailed design, OBC)
- Whether the scheme is aligned with other anticipated or planned infrastructure (e.g. Mass Transit, Bus Deal, CAZ, TQEZ etc)

New schemes (for example, Low Traffic Neighbourhoods, Covid-19 Emergency Active travel Schemes) can be added to the Walking and Cycling EAST provided details are entered against each of the eligibility and scoring criteria. Schemes with missing information will not be accepted. Detail on costs, benefits and deliverability will be key requirements for any proposal to be considered (i.e. preparing schemes for Feasibility and Development Funding forms). As data on carbon reduction becomes more readily available it is more likely to be required.

Initial scheme assessments

Schemes are assessed against a range of criteria which reflect our aims, objectives and stated outcomes for the region (e.g. JLTP4 objectives). A minimum initial threshold level is expected for schemes to be taken forward for assessment.

Schemes will be filtered for eligibility (according to the funder's requirements) against the following criteria:

- Delivery timescale
- Current status
- Whether co-funding or co-delivery opportunities are present (e.g. Bus Infrastructure, Mass Transit)
- Any other criteria as required by the funder (e.g. must be in area of high IMD, must target AQMA, minor improvement etc)

Overall principles

Funding will be available for:

- the capital delivery of schemes in the short to medium term
- minor improvements
- the development of medium to longer-term pipeline of schemes
- partnership schemes with third parties.

Key objectives:

- We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when it comes to seeking funding for the delivery stage.
- Where possible we will ensure schemes / investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation (although it is expected that these schemes will score highly in the initial scoring).
- All schemes must meet a minimum BCR of 2.0 (applies only to funding for capital delivery rather than early development).
- While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding.
- Any remaining schemes should fill regional geographical gaps

Scheme requirements

- BCR of at least 2.0 in order to retain its selected status.
- Meeting design standard as set out in the updated Government's Cycling and Walking Infrastructure Strategy (due for update Summer 2020 and is expected to include design guidance and standards, notably with more emphasis on segregation).
- Quality Assurance, assessment, and internal checks through the WECA Design and Feasibility development funding process.
- Ongoing monitoring as defined in the Monitoring and Evaluation Plan (to be developed) which will include gateway and peer review points to ensure each scheme meets high design standards.



**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
& WEST OF ENGLAND JOINT COMMITTEE**

ITEM 20

19 JUNE 2020

REPORT SUMMARY SHEET

STRATEGIC RAIL INVESTMENT

Purpose

1. To provide a progress report on the MetroWest Programme and Bristol Temple Meads Eastern Entrance, and to make recommendations for the necessary delegations to support the budget and contractual requirements to deliver these programmes.
2. To provide a progress report on the approach to delivering the Rail 10 Year Plan and 25 Year Strategic Outline Business Case (SOBC), to be delivered in collaboration with Network Rail.

Summary

This report includes updates and seeks appropriate delegations to enable officers to progress further work to deliver the following:

- MetroWest programme - Phase 1a – Severn Beach & Westbury Line, Phase 1b – Portishead line and Phase 2 – Henbury and Yate lines.
- MetroWest GWR rail services and access to Department for Transport funding.
- Delivery of the Bristol Temple Meads Eastern Entrance project.
- Work that WECA and Network Rail are undertaking to produce a joint 10 Year Delivery Plan and 25 Year Strategic Outline Business Case (SOBC) for rail investment in the West of England.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- Transport infrastructure can play a key role in regenerating economies by job creation during construction and also permanently, post scheme opening. The infrastructure works referenced within this report will contribute positively to the post Covid-19 economic recovery.
- Increased employment opportunities for residents through bringing more people within reach of the railway for use as commuting option as employers will have a larger skills workforce pool to draw on.
- Investments in railway could significantly reduce carbon dioxide emissions from transport and its contribution to air pollution while providing access to efficient and

sustainable transport for all. Expanding rail transport in growing urban centres would also increase reliability, reduce congestion and noise pollution, and improve local air quality.

Recommendations

Recommendation 1: It is recommended that WECA Committee endorses the change to scope (extension to Westbury to be progressed) for MetroWest 1a on the condition that the business case is produced and approved. It is recommended that committee delegates responsibility for approving the business case for this to the WECA CEO in conjunction with UA CEOs.

Recommendation 2: It is recommended that WECA Committee delegates the responsibility for signing the Implementation Agreement for MetroWest 1a with Network Rail to the WECA CEO, in conjunction with UA CEOs, subject to funding.

Recommendation 3: It is recommended that WECA Committee delegates the responsibility for signing the MetroWest Phase 1a Inter-Authority Agreement to the WECA CEO, in conjunction with the UA CEOs, subject to funding

Recommendation 4: It is recommended that Joint Committee delegates the responsibility for agreeing procurement strategies for MetroWest 1b for detailed design and construction to the WECA and NSC CEOs, subject to funding.

Recommendation 5: It is recommended that Joint Committee delegates responsibility for signing Implementation Agreements and Asset Protection Agreements for MetroWest 1b with Network Rail to the WECA CEO and NSC CEOs, subject to funding.

Recommendation 6: It is recommended that WECA Committee endorses the change to scope for MW2 (extension to Gloucester) on the condition that the business case is updated, approved and represents good value for money.

Recommendation 7: It is recommended that WECA Committee delegates responsibility for signing a revised Inter-Authority Agreement for MetroWest 2 to the WECA CEO, in conjunction with UA CEOs, subject to funding.

Recommendation 8: It is recommended that WECA Committee delegates responsibility for signing the novation of the MetroWest Phase 2 Network Rail Development Services Agreement to the WECA CEO, subject to funding.

Recommendation 9: It is recommended that WECA Committee delegates responsibility for signing Implementation Agreements for MetroWest 2 with Network Rail to the WECA CEO, in conjunction with UA CEOs, subject to funding.

Recommendation 10: It is recommended that WECA Committee delegates responsibility for agreeing procurement strategies for delivery of the AfA station enhancements to the WECA CEO.

Recommendation 11: It is recommended that WECA Committee delegates the approval of the Bristol Temple Meads Eastern Entrance Full Business Case to the WECA CEO, in conjunction with UA CEOs, to a maximum value of £26.645m (which includes the £2.5m already awarded).

Recommendation 12: It is recommended that Joint Committee delegates responsibility for agreeing the programme of schemes for the 10 Year Delivery Plan for rail investment in the West of England to the WECA CEO, in conjunction with UA CEOs and Strategic Rail Board, should new DfT funding for rail become available during 2020.

Contact officer: David Carter

Position: Director of Infrastructure

Email: David.Carter@westofengland-ca.gov.uk

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE and JOINT COMMITTEE**

DATE: 19 JUNE 2020

REPORT TITLE: STRATEGIC RAIL INVESTMENT

DIRECTOR: DAVID CARTER – DIRECTOR OF INFRASTRUCTURE

AUTHOR: KATHRYN VOWLES – HEAD OF CAPITAL DELIVERY

1. Purpose of Report

- 1.1. To provide a progress report on the MetroWest Programme and Bristol Temple Meads Eastern Entrance, and to make recommendations for the necessary delegations to support the budget and contractual requirements to deliver these programmes.
- 1.2. To provide a progress report to the committee on the approach to delivering the Rail 10 Year Plan and 25 Year Strategic Outline Business Case (SOBC), to be delivered in collaboration with Network Rail.

2. Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- 2.1. Transport infrastructure can play a key role in regenerating economies by job creation during construction and also permanently, post scheme opening. The infrastructure works referenced within this report will contribute positively to the post Covid-19 economic recovery
- 2.2. Increased employment opportunities for residents through bringing more people within reach of the railway for use as commuting option as employers will have a larger skills workforce pool to draw on
- 2.3. Investments in railway could significantly reduce carbon dioxide emissions from transport and its contribution to air pollution while providing access to efficient and sustainable transport for all. Expanding rail transport in growing urban centres would also increase reliability, reduce congestion and noise pollution, and improve local air quality.

3. Recommendations

- **Recommendation 1:** It is recommended that WECA Committee endorses the change to scope (extension to Westbury to be progressed) for MetroWest 1a on the condition that the business case is produced and approved. It is recommended that committee delegates responsibility for approving the business case for this to the WECA CEO in conjunction with UA CEOs.
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- **Recommendation 11:** It is recommended that WECA Committee delegates the approval of the Bristol Temple Meads Eastern Entrance Full Business Case to the WECA CEO, in conjunction with UA CEOs, to a maximum value of £26.645m (which includes the £2.5m already awarded).
- **Recommendation 12:** It is recommended that Joint Committee delegates responsibility for agreeing the programme of schemes for the 10 Year Delivery Plan for rail investment in the West of England to the WECA CEO, in conjunction with UA CEOs and Strategic Rail Board, should new DfT funding for rail become available during 2020.

4. Background & Issues for Consideration

4.1. MetroWest Programme

4.1.1. Phase 1a – Severn Beach & Westbury Line

Network Rail have completed the feasibility study for the extension to the service improvements to Westbury and work is ongoing to confirm the price and programme of the infrastructure interventions required. This will then be included in the update to the business case to confirm the descope of the Bathampton turnback and progression of the Westbury extension. The Westbury extension is considered a preferable terminating point for the services as:

- It provides a wholistic solution for the corridor by providing a better mix of local and regional train services, addressing overcrowding issues
- It provides much better utilisation of operational resources (trains and train crew) using the same number of train sets
- It provides greater forecast revenue

Once the design has been completed for the Westbury extension, on condition of an approved full business case the project will move into the construction phase and deliver the necessary upgrades to level crossings to enable the increase in service provision.

Recommendation 1: It is recommended that WECA Committee endorses the change to scope (extension to Westbury to be progressed) for MetroWest 1a on the condition that the business case is produced and approved. It is recommended that committee delegates responsibility for approving the business case for this to the WECA CEO in conjunction with UA CEOs.

Recommendation 2: It is recommended that WECA Committee delegates the responsibility signing the Implementation Agreement for MetroWest 1a with Network Rail to the WECA CEO, in conjunction with UA CEOs, subject to funding.

Recommendation 3: It is recommended that WECA Committee delegates the responsibility for signing the MetroWest Phase 1a Inter-Authority Agreement to the WECA CEO, in conjunction with the UA CEOs, subject to funding

4.1.2. Phase 1b – Portishead Line

The project to reopen the Portishead Line reached a significant project milestone with the submission of the DCO in November 2019. The DCO process has completed the Section 56 process of notifying impacted parties and the 'relevant representations' from key stakeholders have been received.

In March 2020, the project was advised by the Planning Inspectorate that the DCO process was on hold due to the COVID-19 emergency and reprioritisation of resources. Elements of work that support the DCO process are being progressed, such as agreeing Statements of Common Ground with key stakeholders such as the Environment Agency and National Trust, along with continued negotiation of land agreements and preparation for the ecological mitigation works.

Network Rail have provided the outline designs for the rail disciplines and are currently working with the NSC/WECA project team to develop the commitments and consents register, environmental strategy, and interface documentation necessary for the detailed design and construction phases.

Before the impact of COVID-19, the programme was as follows:

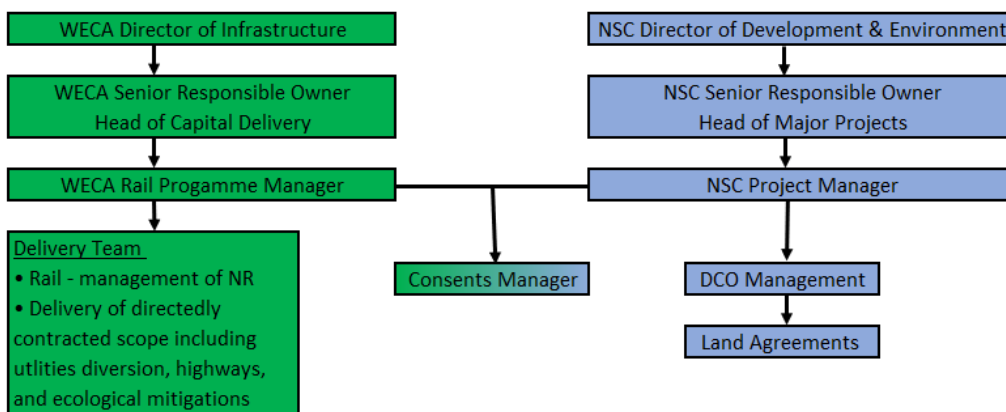
- Development Consent Order received – June 2021
- Full Business Case approval – February 2022
- Start of main construction works – April 2022
- Line opening and commencement of train services – March 2024

The impact of COVID-19 on the DCO process and wider project timeline is being monitored and assessed. An updated project timeline and associated cost forecast will be produced once the impact of COVID-19 can be quantified. It is therefore imperative that the project continues to move forward with all elements of scope possible.

The key activities for the next 6 months include identifying and securing the necessary consents for the construction work, confirming the procurement strategy and preparing tender documents for the construction phase.

There are ongoing discussions between WECA and NSC as joint promoters of the project with regards to the delivery strategy for the main works therefore the built-in gateway reviews will allow for alignment with this procurement exercise. The NSC and WECA project team is establishing an integrated plan to deliver the programme. NSC will be managing the DCO process, and highway interface with NSC and BCC. WECA will be managing the rail works in conjunction with Network Rail. Responsibilities are clearly allocated, but the individuals are working as one collaborative team.

The team structure will be developed in line with the following diagram:



An extension to the contract with Network Rail has been signed by NR and NSC to cover the period before GRIP 5 and support the project development during COVID-19.

From a contractual and budget point of view, the following actions are underway:

- Complete cost review across both programmes
- Strengthening cost control mechanisms as the project moves into delivery
- Separation of the budgets and business cases for MW1a and MW1b to minimise delivery timescales, whilst maintaining Benefit Cost Ratios in line with our assurance framework
- Joint Negotiation of an Implementation Agreement between Network Rail and NSC and WECA for Phase 1b.

Contract negotiation is being supported by Womble Bond Dickenson.

Recommendation 4: It is recommended that Joint Committee delegates the responsibility for agreeing procurement strategies for MetroWest 1b for detailed design and construction to the WECA and NSC CEOs, subject to funding.

Recommendation 5: It is recommended that Joint Committee delegates responsibility for signing Implementation Agreements and Asset Protection Agreements for MetroWest 1b with Network Rail to the WECA CEO and NSC CEOs, subject to funding.

4.1.3. MetroWest Phase 2 – Henbury & Yate Lines

The project to reopen the Henbury Line and improve services to Yate has been developed to outline design stage, managed and delivered by Network Rail. The programme, scope and cost estimate are under review as part of the novation of the Network Rail contract (Development Services Agreement) from SGC to WECA, which will be completed by the end of May 2020.

The proposal to extend the service improvements to Gloucester in place of the Yate turnback is being developed with the train operators and Network Rail, however the planned workshop in April has been postponed due to the COVID-19 prioritisation of resources by the train operators to the emergency timetable. Following confirmation of service capacity and any infrastructure interventions required, an interim economic assessment will be developed for the phasing options of the stations and infrastructure across the project. The Gloucester extension is considered a preferable terminating point for the services because less significant infrastructure interventions are anticipated whilst extending the communities within reach of the MetroWest services.

The planning pre-applications for Henbury and North Filton stations are being drafted. Prior to COVID-19 public engagement on Ashley Down station was planned for summer 2020 to facilitate the Prior Approval submission and a review is under way of when and how this could be held. Once the scope of the Gloucester extension is confirmed along with planning permission and Prior Approval, the project will move forward to the detailed design and construction phase.

Recommendation 6: It is recommended that WECA Committee endorses the change to scope for MW2 (extension to Gloucester) on the condition that the business case is updated, approved and represents good value for money.

It had been planned to novate the contractual responsibility for the Network Rail DSA and transfer the budget for MetroWest 2 from SGC to WECA at the end of the financial year 2019/20 however the COVID-19 emergency this has been delayed and it is now planned to complete by end May 2020. The following steps between SGC, WECA and Network Rail will be undertaken to facilitate that transfer:

- The current DSA with Network Rail will be novated from SGC to WECA. Negotiation of an Implementation Agreement with Network Rail will take place later in 2020.
- An inter-authority agreement will be put in place by the end of July 2020 between BCC, SGC and WECA, to replace the current agreement between SGC and BCC. The agreement will confirm the following:
 - City Deal Major Transport Funding (£36.2m) remains underwritten by EDF as per current budget
 - S106 agreements remain with UAs at point of transfer, recognising any timing issues and any potential need for further borrowing under EDF.

- Land ownership will remain / be established between Network Rail and UAs based on the most appropriate solution for long term management and future associated development.

Recommendation 7: It is recommended that WECA Committee delegates responsibility for signing a revised Inter-Authority Agreement for MetroWest 2 to the WECA CEO, in conjunction with UA CEOs, subject to funding.

Recommendation 8: It is recommended that WECA Committee delegates responsibility for signing the novation of the MetroWest Phase 2 Network Rail Development Services Agreement to the WECA CEO, subject to funding.

Recommendation 9: It is recommended that WECA Committee delegates responsibility for signing Implementation Agreements for MetroWest 2 with Network Rail to the WECA CEO, in conjunction with UA CEOs, subject to funding.

4.1.4. MetroWest GWR Rail Services

West of England Rail services are currently run by Great Western Railway (GWR). FirstGroup and the DfT have recently signed a new Direct Award (DA3) agreement to continue operating GWR from 1 April 2020, when the current agreement comes to an end. This will run for three years, with the option for the government to add a further year and will run concurrently with the six month Emergency Measures Agreement now in place with the DfT in response to COVID-19.

The West of England plans for MetroWest will mean that we aim to operate services within the DA3 time period. Where a new service is introduced within DA3, the scheme promoter must take the revenue risk for those services until costs can be built into the next agreement with DfT. This means, to operate the MetroWest services, a funding agreement with GWR will be required. In summary, MetroWest services are as follows:

MetroWest Phase 1a Severn Beach to Westbury Line

- Hourly services on the Severn Beach Line to Bristol Temple Meads
- Half hourly from Avonmouth to Bristol Temple Meads
- Half hourly services from Bristol Temple Meads to Bath and Westbury

MetroWest Portway Station- Half hourly services will call at a new station at Portway on the Severn Beach line

MetroWest Phase 1b Portishead Line- Hourly service between Portishead and Bristol Temple Meads with new stations at Pill and Portishead.

MetroWest Phase 2 Henbury Line - Hourly service from Bristol Temple Meads to Filton Abbey Wood, and to call at new stations at Ashley Down, Henbury and North Filton

MetroWest Phase 2 Yate & Gloucester Line - Half hourly services between Bristol Temple Meads and to Yate to Gloucester

The cost of driver and guard training will need to be met by the scheme promoter, as well as the costs to operate the services, effectively a variable mileage cost. The principles of a future agreement will be based on:

- Funding will only be provided when services are provided

- Funding will be illustrated as value for money against the MetroWest base case
- A review of fare costs and measures to maximise patronage will be undertaken
- A review will be undertaken to understand service implications for future development of rail services across the region.

Work is ongoing with GWR to establish an agreement, based on a realistic timescale for recovery of existing services and establishment of new. We will return to committee for approval for this funding agreement.

4.2. Access for All Mid-Tier Funding

As reported to the 20 March 2020 WECA and Joint Committee the DfT confirmed in February 2020 that WECA had been successful in securing £0.548m funding in Control Period 6 (2019-2024) for £1.1m worth of station enhancements for improved wayfinding, seating and shelters at Freshford, Lawrence Hill, Nailsea & Backwell, Parsons Street, Patchway, Severn Beach, Stapleton Road, and Yate. Schemes were identified through the Greater Bristol Area Rail Feasibility Study (GBARFS) Phase 2 Quick Wins report of April 2019 and Great Western Railway's station audit and customer satisfaction surveys and agreed by a working group made up of officers from the five local authorities, Network Rail and GWR. The schemes are fully in line with the Joint Local Transport Plan 4 aim for stations to be brought up to a new MetroWest high standard of passenger facilities, with step free access. Delivery will be over the period 2020/21 to 2021/22.

The funding provided by the DfT is on condition of match funding being provided by WECA. The WECA and Joint Committee on 20 March 2020 noted the allocation of up to £0.552m match funding through the Investment Fund, subject to business case.

These station enhancements are the first step in a wider plan for a fully accessible local rail network linked to metrobus, Local Cycling and Walking Infrastructure Plan schemes, mass transit and park & ride proposals. This wider plan will be reported to a future WECA and Joint Committee and will require a separate business case and feasibility and design studies. Scheme proposals will be drawn from the recommendations of the GBARFS Quick Wins report and GWR's station audit and customer satisfaction surveys. Likely schemes include step free footbridges/lifts for Parson Street, Stapleton Road and Lawrence Hill stations, CCTV, cycle parking/cycle hubs, customer information screens displays, car parking with potential 'park & rail' schemes at Severn Beach and Patchway stations, ticket machines and extended platforms. Given the complexity and considerable development work required for many of these schemes and the need to prioritise investment this wider plan will be implemented over the time period of Network Rail's Control Period 6 to 2024 and potentially into Control Period 7 2024 to 2029.

WECA are consulting Network Rail and GWR (operator of the stations the enhancements will improve) to confirm the most appropriate procurement strategy for delivery of these works. WECA will then instruct the construction phase of the project. As some measures, for example wayfinding, will be primarily highway based responsibility for implementation and funding will be agreed with the relevant local authority.

Recommendation 10: It is recommended that WECA Committee delegates responsibility for agreeing procurement strategies for delivery of the AfA station enhancements to the WECA CEO.

4.3. Eastern Entrance

Network Rail are continuing to progress delivery of the Bristol Temple Meads Eastern Entrance project. The project is on time and to budget and the Option Selection Process (GRIP 3) is nearing completion. A variation to the legal agreement (Development Services Agreement) is in draft to enable progress to the Single Option Development stage (GRIP 4).

The Bristol Temple Meads Eastern Entrance project has delegated Authority to progress submission of a Full Business Case but not beyond.

Meeting the programme on this project is essential if it is to be delivered. A possession (rail closure) is booked for summer 2021 and this project required platforms 13 and 15 of Bristol Temple Meads (the London trains) to be closed to be able to construct the new entrance. Construction on site must start in February 2021 to utilise the summer 2021 possession. To ensure construction starts on time, tendering processes for construction contracts need to commence in September 2020 and therefore certainty of funding must come before this. It is imperative, therefore, to have certainty of funding by August 2020 and as such, a funding commitment is required in advance of the next Committee.

Costs for construction will become more certain during GRIP 4, but the cost estimate completed during GRIP 3 shows that the cost of construction is within the envelope expected for this project. A Full Business Case submission will be required to the Investment Fund via the Local Growth Assurance Framework process.

Recommendation 11: It is recommended that WECA Committee delegates the approval of the Bristol Temple Meads Eastern Entrance Full Business Case to the WECA CEO, in conjunction with UA CEOS, to a maximum value of £26.645m (which includes the £2.5m already awarded).

4.4. Strategic Rail – 10 & 25 Year Plans

WECA have significant aspirations for the rail network over the next 25 years. At the same time, Network Rail are changing their approach to network management, taking a far more devolved approach. To this end, WECA and Network Rail are producing a joint 10 Year Delivery Plan and 25 Year Strategic Outline Business Case (SOBC) for rail investment in the West of England.

As part of this strategic planning, WECA are supporting SGC in the development of proposals for a new station at Charfield. WECA, SGC, NR, and GWR are working together to understand the service pattern opportunities. The feasibility report is due at the end of July 2020, with the outline business case to be presented to WECA Committee in December 2020.

4.4.1. 10 Year Delivery Plan

The 10 Year Delivery Plan will set out existing projects, including MetroWest, to be delivered over the next 10 years, interdependent projects, schemes arising from the

Greater Bristol Area Feasibility Study, and other future aspirations. Importantly, the Plan will illustrate the value of the rail network for our aspirations for inclusive and clean growth through the Local Industrial Strategy and be driven by the objectives of the adopted Joint Local Transport Plan 4 and Network Rail's current and long term plans.

Overall the Plan aims to enhance local rail services, providing people with access to jobs and services from stations that are step free and on trains that are 'turn up and go' style fast and frequent, clean and carbon neutral. It will restore confidence in the rail network following COVID-19, assist economic recovery, rebuild passenger numbers, increase freight carried by rail and support the West of England's key growth locations for housing and jobs. All of this will require new infrastructure. Some proposals will take longer than 10 years to deliver but this is the start of the transformation of our local rail network.

To keep the 10 Year Delivery Plan focused, realistic and pragmatic all schemes must demonstrate they are value for money, deliverable, evidence based, make the best use of existing infrastructure, deliver benefits to passengers and freight, provide operational resilience, improve rail safety and deliver wider benefits. Officers from Network Rail are currently developing the 10 year programme of schemes centred around this criteria and WECA's and Network Rail's objectives. Business cases will be developed for those schemes requiring further work. It is planned to bring the 10 Year Delivery Plan to the December 2020 WECA and Joint Committee meeting for approval. Should the DfT announce new rail funding ahead of this date delegation is sought to allow the WECA CEO, in consultation with regional CEOs, to agree the programme of schemes. Proposals will be brought to Strategic Rail Board, and if endorsed, will be recommended to CEOs.

4.4.2. 25 Year SOBC

The 25 Year SOBC builds on the 10 Year Delivery Plan and will review the long-term aspirations for rail and establish a 25 year programme and funding strategy. The SOBC will include:

- Transition to a net zero-carbon economy
- Integration with emerging delivery of Mass Transit
- Strategic Development Locations
- Network Rail and DfT regional investment

The 25 Year SOBC will link to the new Network Rail Continuous Modular Strategic Planning (CMSP) process. Network Rail are reviewing the Bristol to Birmingham Corridor and Bristol to Exeter Corridor during 2020/21 and the Greater Bristol Suburban Area 2021/22. By running the 25 Year SOBC as a fully WECA and Network Rail integrated process we can focus on and deliver an effective and cost efficient long term delivery and rail investment programme for the region.

It is important to note that both plans address:

- Modal shift from road to rail and interchange with metrobus, the bus strategy, cycling and walking, Future Transport Zones and future Mass Transit plans
- Support the evidence base for future regional spatial planning
- Taking action against climate change and poor air quality
- Inclusive and clean growth
- COVID-19 recovery

Recommendation 12: It is recommended that Joint Committee delegates responsibility for agreeing the programme of schemes for the 10 Year Delivery Plan

for rail investment in the West of England to the WECA CEO, in conjunction with UA CEOs and Strategic Rail Board, should new DfT funding for rail become available during 2020.

5. Risk Management/Assessment

All project and commercial risks are established in risk registers for each project, and escalated to a corporate level, and reported to WECA Committee as necessary.

6. 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 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.

6.3. 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.

7. Finance Implications, including economic impact assessment where appropriate:

The financial summary of funding for schemes within report:

- MetroWest 1 - £116m
- MetroWest 2 - £54m
- Access for All station enhancements – £0.552m
- 10 year Delivery Plan & 25 year SOBC – £0.250m
- Bristol Temple Meads Eastern Entrance - £26.645m (which includes the £2.5m already awarded).

The recommendations in this paper are contained within the overall budget as previously approved by the Committee.

Advice given by: Malcom Coe, WECA Director of Investment and Corporate Services

8. Legal Implications:

There are no additional legal implications arising from this report. Legality will be verified for individual projects through relevant due diligence prior to approving formal allocations.

Advice given by: Shahzia Daya, Monitoring Officer, WECA

9. Climate Change Implications

On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision-making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- The emission of climate changing gases?
- The region's resilience to the effects of climate change?
- Consumption of non-renewable resources?
- Pollution to land, water or air?

Projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements

Taking the above specifically into account, please comment on any climate change implications arising as a result of this report, and include details of any mitigation:

- Maximizing the opportunities to enhance services in a joint up way that enable integration of transport services, and in particular, a shift to more sustainable forms of transport
- Maximising the opportunities to minimise the carbon footprint of any construction project, through deliver to the whole life of the infrastructure.

10. Land/property Implications

The land and property implications of all aspects of these projects are built into project plans and will be part of the relevant Implementation Agreement.

There are ongoing discussions for land agreements required for the temporary and permanent works for MetroWest Phase 1b Portishead Line. Requirements and restrictions agreed as part of these negotiations are tracked and monitored to demonstrate compliance.

11. Background papers:

MetroWest Phase 1 (1a & 1b) Gateway Decision. Reviewed at Joint Committee on 30th November 2018

MetroWest – Update & Funding Decision. Reviewed at Joint Committee on 14th June 2019

12. 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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk



**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE &
WEST OF ENGLAND JOINT COMMITTEE**

ITEM 21

19 JUNE 2020

REPORT SUMMARY SHEET

STRATEGIC PLANNING UPDATE

Purpose

To give members an update on Strategic Planning and to seek the formal agreement of the constituent authorities of WECA and North Somerset on the Memorandum of Understanding (MoU) (at Appendix A) which sets out the start of the process for strategic planning.

Summary

In addition to the above-mentioned MoU, this report also gives an update on the following;

- * A proposed broad timetable for strategic planning activities, including the Spatial Development Strategy (SDS) and North Somerset Local Plan). This currently includes a workstream on transport modelling and a resources request (including funding from the Investment Fund - see report included in this agenda) to assist in supporting this joint strategic planning work.
- * The steps for the formal duty to co-operate arrangements and the preparation of the WECA Statement of Common Ground (SoCG) as a precursor to starting the respective plan making processes.
- * The proposed programme governance for the SDS.
- * An update on the North Somerset Local Plan process and SoCG.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- The SDS provides an opportunity to position the West of England for post covid recovery and renewal, by setting out the longer term spatial vision for the area.
- The scale of the challenge requires a strategic joined up approach through strong Leadership.
- Having a strategic SDS in place, followed by local plans, will provide certainty for our communities, investors, and the development industry. This will mean investment in our homes, infrastructure, jobs and communities.
- A strategic approach will enable the sub region to plan positively for economic recovery.

The ambition for the future development of the area will take account of Sustainable Development principles to promote clean and inclusive growth so that everyone shares in the future opportunities for growth and renewal.

Recommendations

The Joint Committee is asked to agree:

1. The Memorandum of Understanding at Appendix A.

The WECA Committee is asked to agree:

1. The Memorandum of Understanding at Appendix A.
2. The proposed draft Spatial Development Strategy (SDS) programme subject to ongoing review, draft at Appendix B.
3. To note the funding request to support the strategic evidence base work required including the transport modelling work (as referenced in the Investment Fund report elsewhere on this agenda).
4. The process for progressing the WECA Statement of Common Ground and the cross-boundary issues to be considered. Officers are asked to work through the detail of the Statement of Common Ground with the Planning & Housing Board and to report back progress to a future WECA/Joint Committee (an example structure/contents page for a Statement of Common Ground is set out at Appendix C).
5. That officers work with the Planning & Housing Board and Transport Board to develop and agree the ongoing non-statutory engagement programme for the SDS and report back progress to a future WECA/Joint Committee.
6. The proposed officer support for the SDS process.
7. The governance and decision-making process for the SDS.
8. To note and support the North Somerset update on progress with their local plan.

Contact officer: Laura Ambler

Position: Head of Regional Housing & Planning

Email: Laura.Ambler@westofengland-ca.gov.uk

REPORT TO: WECA COMMITTEE & JOINT COMMITTEE

DATE: 19 June 2020

REPORT TITLE: STRATEGIC PLANNING UPDATE

DIRECTOR: DAVID CARTER, DIRECTOR OF INFRASTRUCTURE

AUTHOR: LAURA AMBLER HEAD OF REGIONAL PLANNING AND HOUSING

Purpose of Report

- 1.1 To give members an update on Strategic Planning and to seek the formal agreement of the constituent Authorities of WECA and North Somerset on the Memorandum of Understanding (MoU) (at Appendix A), which sets out the start of the process for strategic planning.
- 1.2 The MoU sets out the intention to start preparation of a Spatial Development Strategy (SDS) process.
- 1.3 If WECA and the constituent Authorities agree to start the SDS proceedings, it should be noted that there will be two respective plan making processes, and two plans - an SDS for WECA and the constituent Authorities and a North Somerset Local Plan. This report sets out how joint working is proposed to be undertaken to ensure alignment and regard between the plans and processes.
- 1.4 This report also gives an update on the following;
 - a. A proposed broad timetable for strategic planning activities, (including the SDS and North Somerset Local Plan). This currently includes a workstream on transport modelling and a resources request (including funding from the Investment Fund as per the report elsewhere on this agenda) to assist in supporting this joint strategic planning work.
 - b. The steps for the formal duty to co-operate arrangements and the preparation of the WECA Statement of Common Ground (SoCG) as a precursor to starting the respective plan making processes.
 - c. The proposed programme governance for the SDS, and
 - d. An update on the North Somerset Local Plan process and SoCG.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- The SDS provides an opportunity to position the West of England for post covid recovery and renewal, by setting out the longer term spatial vision for the area.

- The scale of the challenge requires a strategic joined up approach through strong Leadership.
- Having a strategic SDS in place, followed by local plans, will provide certainty for our communities, investors, and the development industry. This will mean investment in our homes, infrastructure, jobs and communities.
- A strategic approach will enable the sub region to plan positively for economic recovery.

The ambition for the future development of the area will take account of Sustainable Development principles to promote clean and inclusive growth so that everyone shares in the future opportunities for growth and renewal.

2 Recommendations

The Joint Committee is asked to agree:

1. The Memorandum of Understanding at Appendix A.

The WECA Committee is asked to agree:

1. The Memorandum of Understanding at Appendix A.
2. The proposed draft Spatial Development Strategy (SDS) programme subject to ongoing review, draft at Appendix B.
3. To note the funding request to support the strategic evidence base work required including the transport modelling work (as referenced in the Investment Fund report elsewhere on this agenda).
4. The process for progressing the WECA Statement of Common Ground and the cross-boundary issues to be considered. Officers are asked to work through the detail of the Statement of Common Ground with the Planning & Housing Board and to report back progress to a future WECA/Joint Committee (an example structure/contents page for a Statement of Common Ground is set out at Appendix C).
5. That officers work with the Planning & Housing Board and Transport Board to develop and agree the ongoing non-statutory engagement programme for the SDS and report back progress to a future WECA/Joint Committee.
6. The proposed officer support for the SDS process.
7. The governance and decision-making process for the SDS.
8. To note and support the North Somerset update on progress with their local plan.

3 Background

- 3.1 The Four Unitary Authorities wrote to the Planning Inspectors on 7th April to formally withdraw from the Joint Spatial Plan (JSP) process.
- 3.2 Following withdrawal from the JSP, North Somerset will be proceeding with their Local Plan and commenced this process with the Pre-commencement document consultation in March 2020. They will now be undergoing consultation on the 'Challenges' in summer 2020 which will inform a subsequent 'choices' consultation.
- 3.3 There is a statutory requirement for the West of England to prepare a Spatial Development Strategy. The relevant act places a duty on WECA to prepare and publish this document. This requirement was enshrined in the Devolution Order which also set out that this would require unanimous agreement from each of the constituent Authorities of WECA.
- 3.4 Recent guidance published by Government has also directed Planning Authorities to have up-to-date local plans in place by December 2023.

4 Proposals

Broad timeline

- 4.1 To achieve both the SDS and the Local Plans to be completed by 2023, there will be a challenging timescale required. A proposed timetable is set out in the draft timeline attached at **Appendix B**.
- 4.2 This seeks to accelerate as far as possible the production of a robust, evidence-led SDS. Alongside the programme for the SDS is an indicative programme of what local plan preparation could look like for each of the WECA constituent authorities, based on a part parallel/part integrated evidence base preparation phase (the shared strategic planning evidence base). Finally, the North Somerset current timetable is also set out.
- 4.3 It will be important that this process is evidence led, and undertaken in an open minded way, that doesn't start with the answer, and ensuring that we test the reasonable alternatives against the evidence.
- 4.4 It is also important to note this process is different to the joint working under the JSP. Whereas previously the approach was a shared approach to address shared issues, now there are two separate processes – an SDS and a North Somerset Local Plan. The timetable seeks to ensure alignment and regard between the plans and processes and to reduce the risk of not getting agreement through the duty to cooperate process.
- 4.5 The draft programme for the SDS (Appendix B), makes the following assumptions:
- a. That the SDS is a high level spatial strategy (any more detailed content would elongate the timetable).
 - b. That the evidence base can be prepared on this timescale in a robust way - this is currently being tested through soft market testing with specialist consultants where necessary.
 - c. It should be noted that in respect of this, the current position on Covid-19 may impact the timelines for producing a robust evidence base. This is because existing trend based data will need to be reviewed and may impact on the ability to collate an evidence base and interpret it, in the context of what significant socio-economic changes there may be.
 - d. One round of formal public consultation is required, (although the duration of the consultation is 12 weeks not 6 to conform with the SDS regs). This will also be supplemented with non-statutory engagement opportunities.
 - e. That sufficient resource (see Investment Fund report) will be available to deliver the required evidence base on which to inform the Plan, including but not limited to:
 - Procurement of a new model for Transport and carbon modelling for the sub-region.
 - Local Housing Needs Assessment.
 - Employment Needs Assessment.
 - Habitats Phase 1 study and baseline.
 - Energy & Sustainability study.
 - Sustainability Appraisal.
 - Habitat regulation assessment.
 - Viability assessment.
 - Heath inequalities/social value.

- Engagement and consultation.

- 4.6 An ask for funding is made to the June WECA Committee in the Investment Fund report to enable commissioning work to commence, with a further ask in October for the remaining costs, which will be clearer at this time when the programme costs are more fully developed. There will also be UA funding as part of the normal ongoing local plan process.
- 4.7 That decision and governance will react in a timely manner to progress the Plan through key stages of decision making notably agreement and testing of reasonable alternatives regarding housing and employment numbers and the spatial strategy, an agreement on the approach to affordable housing and the ongoing preparation of a SoCG.

5 Memorandum of Understanding (MoU)

- 5.1 Leaders and Mayors have asked that an MoU is prepared to provide assurance on joint working in the Strategic Planning process. This is attached at Appendix A.
- 5.2 The MoU is a high level, non-technical document, it is not a statutory requirement.
- 5.3 The MoU is intended to be produced ahead of a SoCG.

6 Statement of Common Ground (SoCG)

- 6.1 There is a statutory requirement for local planning authorities to co-operate with each other and with other prescribed bodies on strategic matters that cross administrative boundaries. This process is set out in a statement of common ground (SoCG) as part of the plan making process. At the start of the plan making process, there is a requirement to publish a first draft SoCG to act as a statement of intent on what cross boundary issues will be considered. A statement of Common Ground will be prepared to accompany both the North Somerset Local Plan and the WECA UAs' strategic plan making (SDS and Local Plans).
- 6.2 An example structure/contents page for the WECA SoCG is set out at Appendix C. To progress the SoCG, it is proposed that officers are asked to work through this high-level structure and the detail of the SoCG with the Planning & Housing Board and to report back progress to a future WECA/Joint Committee. The first draft is anticipated to be published by the Autumn, to formally set out the intention to undertake an SDS and to set out the associated first draft of the SoCG. This will provide a level of visibility that the Authorities are in the plan making process.
- 6.3 This will help demonstrate that each UA and WECA are putting in place appropriate arrangements to have plan coverage (a requirement recently published by Govt in Feb 2020), and to help with responding to speculative planning applications. In addition to this, the Authorities will continue to work proactively with MHCLG on exploring planning freedoms to support the plan making process, and the development of a robust and effective Strategy that can be delivered.
- 6.4 The WECA SoCG will be a key document at examination and will need to be updated as required at key stages and throughout the plan-making process. The first draft WECA SoCG will set out process including governance and cross boundary issues. Other key stages include; a further draft required to be published alongside the consultation on the plan (currently proposed for June 2021). A final WECA SoCG is required to be submitted at the submission of the plan for examination (Currently proposed Feb 2022).

- 6.5 Setting out a clear strategic plan-making process will also help position the West of England Authorities to secure funding, and support the recovery and renewal phases, following the Covid-19 emergency.
- 6.6 The draft timetable attached at Appendix B also sets out the proposed steps for the WECA SoCG (rows 9-13) which in summary are:

March-June 2020

- Scoping Strategic Matters
- Individual / Joint Commissioning Evidence – scoping
- Agreement on governance
- Liaison with other bodies and infrastructure providers

July 2020-May 2021:

- Continued liaison with other bodies and infrastructure providers

7 Formal consultation and on-going non statutory engagement

- 7.1 To ensure that communities and stakeholders have the opportunity to engage with the Plan at an iterative stage, officers recommend the preparation of an Engagement Strategy. This will set out how the SDS will be prepared and highlight opportunities for public participation, and help to ensure the relationship between SDS and local plans is clear. This will be a further dedicated workstream of the SDS. It is proposed that the suggested format of the engagement strategy will be brought back to a future joint Transport and Planning & Housing Board. The Director of Infrastructure will approve the engagement strategy in consultation with the Boards. The engagement strategy will draw on learning and feedback from the JSP consultations, best practice, and regard to constraints including the ambitious SDS timetable and availability of resources.
- 7.2 The engagement will be delivered into three phases which reflect the three broad stages of SDS plan preparation:
- 7.3 Phase 1: Engagement on plan preparation and evidence base. This will ensure that key evidence is developed in a collaborative manner, drawing on expertise, knowledge and input from relevant stakeholders. An opportunity to engage the public on draft strategic principles is proposed, based on an online engagement platform.
- 7.4 Phase 2: Statutory Consultation on the proposed Plan. The regulations require an SDS to have one round of formal public consultation which will be 12 weeks. Representations will be made available publicly and sent to the panel of Inspectors. Additional engagement to encourage participation in the consultation will be targeted to meet the agreed objectives of the engagement strategy.
- 7.5 Phase 3: Plan Examination. Whilst this process is led by the panel of Inspectors, ongoing resource to provide information updates and signpost to Local Plans and the statutory process will be required.
- 7.6 Further to these distinct phases of engagement, the SDS proposal recommends that an ongoing communications strategy is resourced to support and promote the plan, and that ongoing collaboration and joint working is recorded to feed in to the Statement of Common Ground.
- 7.7 For the North Somerset Local Plan, the process will include several stages of consultation. The initial stage will take place in Summer 2020 on the issues facing the district 2023-

2038, recognising the challenges of engagement during the current situation. This will inform a subsequent consultation on the spatial strategy in Autumn 2020.

- 7.8 Officers will ensure that the engagement strategies for the respective plan processes have regard to one another.

8 Officer support for joint working and SDS Governance

8.1 The SDS will be programme managed by WECA with Directors being responsible for managing the governance with the nominated Senior Responsible Owner. Laura Ambler is the lead and SRO for WECA, Lisa Bartlett is the lead for the UAs and Sophie Donaldson (WECA) is the Project Manager.

8.2 Officer groups comprising the Heads of Planning and Heads of Planning Policy from all 5 Authorities will support joint working on strategic planning in respect of alignment of both the SDS, the WECA constituent UAs Local Plans and the North Somerset Local Plan.

8.3 For the Constituent Authorities of WECA, the Governance for decision making on the SDS is the WECA Leaders and Mayors (WECA Committee) who will agree key decisions, which require unanimous agreement. The Planning and Housing Board is the advisory board with the remit for this work area and will make recommendations to the WECA Committee. The governance is supported by officers led by the WECA SRO, working through the Directors/ CEOs of WECA and the constituent authorities.

8.4 There are 4 stages for the SDS that will require a formal decision by the WECA Committee these are:

- Commencement of the SDS process.
 - Agree draft for consultation*.
 - Agreement to submit with amendments if necessary
 - Agree to publish final Plan after Inspectors report*.
- [*required by the Order to be the subject of a unanimous vote]

9 Consultation details

9.1 Heads of Service and Directors in each Authority have inputted into this paper and are recommending the proposals within it to Members for their consideration.

10 Risk Management/Assessment

10.1 A risk register is held at project level and will be reported as required through the P&H Board.

11 Public Sector Equality Duties

11.1 None arising directly from this report. The plan making process will need to follow statutory requirements to ensure public sector equality duties are met.

12 Climate change implications

12.1 Climate Change is a key priority of the West of England Authorities and this will be considered through the strategic planning process, as part of the statutory plan making process that Authorities are required to follow.

13 Finance Implications

(Finance advice given by: Malcolm Coe; Director of Investment and Corporate Services.)

13.1 It is recognised that the preparation of a Strategic Plan and its supporting evidence base fulfils a statutory requirement of the WECA and its constituent Authorities. It is also recognised that this work will help to shape growth of the sub-region, in terms of housing, employment, and necessary infrastructure and will have a role to play in positioning the sub-region for clean and inclusive recovery post covid-19. In this regard this strategic planning will also help to inform the prioritisation of investment programmes moving forward. At the June Committee some £2m will be sought initially to support the strategic planning process, with a further ask in October for the remaining costs, which will be clearer at this time when the programme costs are more fully developed. Plan-making is a core activity of all plan making authorities and it is recognised that alongside this, WECA and the authorities will need to continue to resource their respective plan making processes including Local Plans. Local contributions to support will be sought on an equitable basis.

14 Legal Implications

(Legal advice given by: Shahzia Daya; Director of Legal Services)

14.1 This report seeks views from Members on strategic planning which is already set out in regulations. There are no direct legal implications arising directly from this report.

15 Human Resources Implications

(HR advice given by: Alex Holly, Head of People & Assets)

15.1 As above, resources to support this activity will be sought in part from the Funding secured through the Investment fund- WECA HR advice will be sought for any staffing resources required. As Plan-making is a core activity of all plan making authorities, it is recognised that alongside this, WECA and the authorities will need to continue to resource their respective plan making processes including Local Plans.

Appendices:

Appendix A – Memorandum of Understanding

Appendix B – Draft broad timetable and project plan

Appendix C- Example structure /contents page for the WECA SoCG

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email:

democratic.services@westofengland-ca.gov.uk

APPENDIX A

West of England Joint working on Strategic Planning Memorandum of Understanding

Introduction

1. The four local planning authorities of Bath & NE Somerset, Bristol City, North Somerset and South Gloucestershire and WECA, will continue to work together and with other relevant bodies and public agencies to plan positively on strategic cross-boundary matters. This will demonstrate the implementation of the duty to cooperate requirements for the constituent authorities of WECA and North Somerset. Joint working will continue to take place constructively, actively and on an ongoing basis to deliver effective strategic planning to support sustainable development.
2. Given the scale of the challenges we face, it is imperative that we focus our joint efforts on the pillars of sustainable development to achieve our shared aspiration for the West of England.
3. To support economic recovery post covid-19 and to achieve clean, inclusive growth for our communities, it is recognised that a strategic, joined up approach will be required. We will demonstrate leadership on this through the West of England authorities working together to produce:
 - An approach to spatial planning that has clean and inclusive growth at the heart of our strategic priorities.
 - Joint working on strategic planning issues and aligning work to guide future growth and development across the West of England. This will involve the constituent authorities of the Combined Authority working jointly on a West of England Spatial Development Strategy, alongside working with North Somerset on their Local Plan, and on each Authority's respective individual Local Plan.
4. The plan-making process will be evidence led. There will be significant evidence base preparation undertaken. Joint evidence base studies and/or aligned local studies will be procured to support this process including:
 - A **new West of England Strategic Local Housing Needs Assessment** to replace the 2015 SHMA using the most up to date evidence available. The new West of England Local Housing Needs assessment will cover the period 2021-2041 (but will provide UA level evidence and which can be used for different plan periods). This will provide the strategic context for strategic spatial planning policy and the review and updating of local plans. The five authorities will prioritise and resource this process to ensure that a robust LHNA is prepared in 2020. The LHNA will provide a key evidence base for both strategic planning policy and local planning policy for all local plans (including North Somerset).
 - **Employment land/spatial needs assessments** to understand the strategic context for employment issues in the West of England.
 - **Transport modelling work** to understand the baseline transport network and use, and strategic modelling of potential impacts of future growth patterns.

- **Habitat and environmental information** to deliver strategic policies that enable clean and inclusive growth to respond to the challenges of climate change and ecological emergencies.
 - **Sustainability appraisal** each respective plan (both the SDS and each Local Plan) is required to have an individual SA to ensure reasonable alternatives are assessed and considered to ensure a sustainable spatial strategy is delivered. Work will be undertaken to ensure the SAs have regard for one another and other relevant plans.
5. To facilitate this, the West of England authorities will prioritise and resource a joint process of assessing the implications of the evidence base outputs. This will provide an opportunity for each Council to work with the other West of England Unitary Authorities in identifying future needs and, through the Duty to Co-operate, pursuing complementary strategic and local policies that are aligned and capable of delivering and supporting cleaner and inclusive growth across the sub-region.

Strategic Planning

6. The strategic planning implications resulting from the updated evidence base will be addressed by the five authorities, working with adjoining authorities external to the West of England where necessary. The West of England Authorities will work together on any resulting joint strategic planning policy and on aligning strategic policy in local plans.
7. The West of England strategic planning policy work will identify: the overall quantum of housing and jobs within the West of England; the overall approach for a spatial strategy for the constituent Authorities of the West of England Combined Authority; shared strategic priorities including clean and inclusive growth to respond to the climate change and ecological emergency declarations; and strategic infrastructure necessary to deliver the policy framework.
8. Resourcing for the initial scoping of this work has been agreed at the WECA committee on 31st January 2020. Further resourcing for the plan making process will be prioritised and brought back to the Joint Committee as required.
9. For the Constituent Authorities of WECA, the Governance for decision making on the SDS is the WECA Leaders and Mayors (WECA Committee) who will agree key decisions, which require unanimous agreement. The Planning and Housing Board is the advisory board with the remit for this work area and will make recommendations to the WECA committee. The governance is supported by officers led by the WECA SRO, working through the Directors/ CEOs of WECA and the constituent authorities.
10. The West of England authorities are committed to work together on the basis of the following initial broad timetable. This will be refined as work progresses:
- Scoping of evidence base requirements: January 2020-May 2020
 - Commissioning initial evidence base and starting the SDS process : June 2020 and throughout 2020
 - Respond to evidence and review implications for setting strategic policy and local policy – Autumn 2020-Summer 2021

11. An engagement strategy will be developed and a jointly agreed communications protocol is in place to support the respective plan making processes. This demonstrates the continued shared commitment and Leadership for strategic planning in the West of England.

Dated:xxx

Signed

Bath & NE Somerset

Bristol City

North Somerset

South Gloucestershire

WECA

DRAFT

Appendix C

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EXECUTIVE SUMMARY

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5. Strategic Planning Matters requiring cross boundary collaboration

Definition - considerations

Strategic priorities and cross cutting issues:

- Clean and Inclusive
- Carbon emissions and air quality
- Health inequality

Housing including affordable housing, quantity and distribution

Employment, including retail, leisure and other commercial development

Green Belt

Development Quality

Infrastructure:

- Transport & connectivity including digital, and international via port and airport
- Utilities – energy/water/sewerage/waste

- Social Infrastructure - health, cultural and educational facilities of sub-regional significance
- Green Infrastructure

Sub-regional economic, place-making and ecological assets:

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6. Timetable for Review and Update

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**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE &
WEST OF ENGLAND JOINT COMMITTEE**

ITEM 22

19 JUNE 2020

REPORT SUMMARY SHEET

UPDATE ON CLIMATE EMERGENCY PLANNING

Purpose

This report provides an update on climate emergency planning, including progress towards developing a Climate Emergency Action Plan.

Summary

In July 2019, the West of England Combined Authority Committee agreed an action to work up the options and actions for delivering carbon neutrality by 2030.

This report provides an update on the work currently underway to develop a Climate Emergency Action Plan and details how the climate emergency is factored into the authority's planning for Covid-19 recovery.

To ensure full engagement with officers and politicians on the emerging Climate Emergency Action Plan, the Plan will be submitted to the October committees. This will ensure effective engagement with core officers, including transport, business and skills officers, initially diverted onto Covid-19 crisis management and members at every stage of the work. It will also ensure that the work set out in this report will provide up to date data and help to inform the Covid-19 recovery planning process, ensuring that climate emergency ambitions are properly integrated.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

Work on COVID-19 recovery planning is underway, steered by the West of England Regional Economic Recovery Taskforce. The aim of the Taskforce is to address the adverse impacts of the Covid-19 outbreak and to drive economic recovery that reflects the region's priorities of clean and inclusive growth.

This work offers the opportunity to consider how we can better integrate low-carbon solutions within our plans for economic recovery in a way that boosts growth and puts the region on a firm long-term low carbon footing. The region is already a low carbon market leader and has created a low carbon sector sub-group to form part of the Covid-19 recovery taskforce in recognition of this; recovery plans should build on these strengths and give thought to how we can create growth and jobs within the low carbon, renewable energy and energy efficiency sectors.

The changes created by lock-down, such as increased working at home, reduced car travel and more cycling and walking have demonstrated that the changes needed to achieve a low-

carbon future can be less dramatic and more publicly palatable than previously thought. This creates an opportunity to consider how we can maximise on this shift in public behaviour to deliver plans and projects that reduce carbon emissions such as plans that encourage more cycling and walking.

The work set out in this report will provide up to date data and help to inform the Covid-19 recovery planning process, ensuring our climate emergency ambitions are properly integrated through this approach.

Recommendations

The **WECA Committee** is asked to note this update report on climate emergency planning and development of the Climate Emergency Action Plan.

The **Joint Committee** is asked to note this update report on climate emergency planning.

Contact officer: Jessica Lee

Position: Head of Strategy & Policy

Email: Jessica.Lee@westofengland-ca.gov.uk

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE / JOINT COMMITTEE**

DATE: 19 June 2020

REPORT TITLE: Update on climate emergency planning

DIRECTOR: JESSICA LEE, HEAD OF STRATEGY & POLICY

AUTHOR: HELEN EDELSTYN, SENIOR POLICY MANAGER

Purpose of Report

This report provides an update on climate emergency planning, including progress towards developing a Climate Emergency Action Plan.

Recommendation

The **WECA committee** is asked to note this update report on climate emergency planning and development of the Climate Emergency Action Plan.

The **Joint Committee** is asked to note this update report on climate emergency planning.

Background / Issues for Consideration

Context

In July 2019 the West of England Combined Authority Committee agreed to develop an action to plan to work up the options and actions for delivering carbon neutrality by 2030.

This report provides an update on the work currently underway to develop a CE Action Plan and details how the climate emergency is factored into our planning for Covid-19 recovery.

To ensure full engagement with officers and politicians on the emerging CE Action Plan the Plan will be submitted to October Committees. This is an ambitious timeframe that makes sure that we can effectively engage with core officers, including transport, business and skills officers, initially diverted onto COVID-19 crisis management and politicians at every stage of the work. It will also ensure that the work set out in this report will provide up to date data and help to inform the Covid19 recovery planning process; ensuring our climate emergency ambitions are properly integrated.

Action taken since January Committee

At the same time as developing the CE Action Plan work continues to accelerate on existing carbon reduction programmes and initiatives. Since January WECA has:

Accelerating the shift to low carbon transport	<ul style="list-style-type: none"> Continued to tackle congestion and improve public transport options, encouraging people to leave their cars at home through the adoption of JLTP4, consultation on bus strategy and LCWIP improvements Secured investment for future of public transport through Future Transport Zone funding from DFT
Improving our buildings & placemaking	<ul style="list-style-type: none"> Since 2019, supported 54 SMEs to receive a free energy survey as part of the Green Business Grant Scheme Granted a total of £165,000 to 20 SMES at an average grant value of £7,500 to help them reduce their emissions and reduce their energy bills Started to develop the framework for the Spatial Development Strategy
Enabling clean smart affordable energy	<ul style="list-style-type: none"> Granted £500k through the Local Energy Scheme to a community led onshore wind turbine project based in Avonmouth (subject to planning permission) The 4.2 megawatt (MW) turbine will save 5.8k tCO₂e annually and over 147k tCO₂e during its 25 year lifetime.
Fostering Clean Growth & Innovation	<ul style="list-style-type: none"> Continued to offer businesses across the region support to grow and innovate through the Growth Hub and delivery of the Green Business Grants as set out above Created a low carbon sector group to help inform Covid-19 recovery
Protecting, preserving & enhancing the environment	<ul style="list-style-type: none"> Supported the development of a West of England Green Infrastructure Strategy; promoting the role of the natural environment in climate adaptation
Leading the way as a public sector organisation	<ul style="list-style-type: none"> Updated the Terms of Reference for boards and committees to ensure that climate change is at the heart of our decision-making process Established a Covid-19 Economic Recovery Taskforce, including a low carbon sector group to ensure climate change and green growth is at the heart of the West of England's recovery plans

We also continue to support the innovative small and large businesses based in the region, to go further and faster to develop the technologies to help tackle climate change on a global scale. The strong history of engineering and innovation within the West of England means that the region is a low carbon market leader and well placed to be at the forefront of innovation, design, manufacture and export of low carbon goods and services. Airbus, and the aerospace industry based in the north of Bristol, are already leading a radical low carbon design approach to the future manufacture of aircraft wings that will have global demand. The global low carbon market is expected to grow amongst small, medium and large businesses. The West of England is well placed to carve out a significant share of this expanding market.

Covid-19 recovery planning

Work on COVID-19 recovery planning is underway, steered by the West of England Regional Recovery Taskforce. The aim of the Taskforce is to address the adverse impacts of the Covid-19 outbreak and to drive economic recovery that reflects the regions priorities of clean and inclusive growth.

This work offers the opportunity to consider how we can better integrate low-carbon solutions within our plans for economic recovery in a way that boosts growth and puts the region on a firm long-term low carbon footing. The region is already a low carbon market leader and has created a low carbon sector subgroup to form part of the Covid-19 recovery taskforce in recognition of this; recovery plans should build on these strengths and give thought to how we can create growth and jobs within the low carbon, renewable energy, energy efficiency sectors.

The changes created by lock-down, such as increased working at home, reduced car travel and more cycling and walking, have demonstrated that the changes needed to achieve a low-carbon future, can be less dramatic and more publicly palatable than previously thought. This creates an opportunity to consider how we can maximise on this shift in public behaviour to deliver plans and projects that reduce carbon emissions such as plans that encourage more cycling and walking.

The work set out in this report will provide up to date data and help to inform the COVID19 recovery planning process; ensuring our climate emergency ambitions are properly integrated.

Engagement

WECA officers will continue to work in partnership with UA officers throughout the development of the CE Action Plan. This includes the Sustainability Officers Group and Heads of Planning; this approach should ensure a co-produced plan that represents the views of the region. Further details on what form this engagement will take is set out in more detail in following sections of this report and builds upon on the engagement that has already taken place including engagement on the commissioning brief for the regional evidence base.

The CE Action Plan

The Action Plan will set a series of high-level principles to cut emissions and adapt to the impacts of climate change. These principles will provide clear regional direction and allow

flexibility in terms of local delivery. The Action Plan will also provide a basis for strategic discussions with Government on funding, regulation and delivery. This approach respects that regional and local actors will have different ambitions and approaches, whilst creating a space to find innovative solutions together.

The CE Action Plan will have a broad scope, taking both adaptation and mitigation into account. Reducing our emissions by acting on the causes of climate change (e.g. decarbonising transport, building zero carbon homes and increasing the sources of clean energy) is more commonly known as mitigation. However, addressing the emissions that cause climate change will not be enough. The Action Plan will also consider how we can adapt and act to manage the risks of climate change impact. This will include how we manage and use our natural habitat and environment.

The CE Action Plan will set out action under the following six high-level principle areas, addressing both how the region will reduce emissions and work towards the adaptation and mitigation of the effects of climate change.

1. Accelerating the shift to low carbon transport
2. Improving our buildings & placemaking
3. Enabling clean smart affordable energy
4. Fostering Clean Growth & Innovation
5. Protecting, preserving & enhancing the environment
6. Leading the way as a public sector organisation

Developing the evidence

In line with best practice, we are taking a robust evidence-based approach to developing the Action Plan. To support this approach, we have commissioned a contractor to work alongside us to build upon the work already done by UAs and prepare a full regional evidence base. This evidence-based approach will ensure our CE Plan is credible and built upon up to date knowledge and expertise.

The commissioning of this piece of work brings additional capacity, expertise and added value allowing us to develop a complete regional picture and support officers to develop the options for the best next steps for delivering carbon neutrality.

The brief for the commission was drawn with input from the Unitary Authorities through the Infrastructure Officer Board and Sustainability Officers, all of whom were supportive of the approach and timetable for the work. It was commissioned using WECA's Public Services Framework, and WSP with Regen having been appointed to undertake the work.

Both WSP and Regen are industry leaders in their respective fields. Both companies bring independent expert advice and insight on all aspects of the climate emergency including technical expertise, industry research and policy knowledge that they will bring to this piece of work. WSP also bring experience of working at a regional level, having worked with Liverpool City Region to help inform their climate emergency action plan.

The commissioning brief includes a 2 phased approach to the work to ensure that officers and politicians are content and supportive of the work as it progresses.

Phase one – summary of existing analysis:

There is existing evidence from across the UAs providing a baseline of emissions and indicative actions or strategies to achieve carbon neutrality by 2030. However, different

methodologies have been used and each UA is at a slightly different stage of development in their climate emergency response. Both BANES and Bristol have launched their evidence base and action plans and are beginning to engage external stakeholders and businesses in this (though some of this work has been paused as a result of the ongoing covid-19 pandemic). There is a need to develop a regional picture that brings together the work at UA level; providing a consistent baseline of regional emissions and summary of action required to become carbon neutral by 2030.

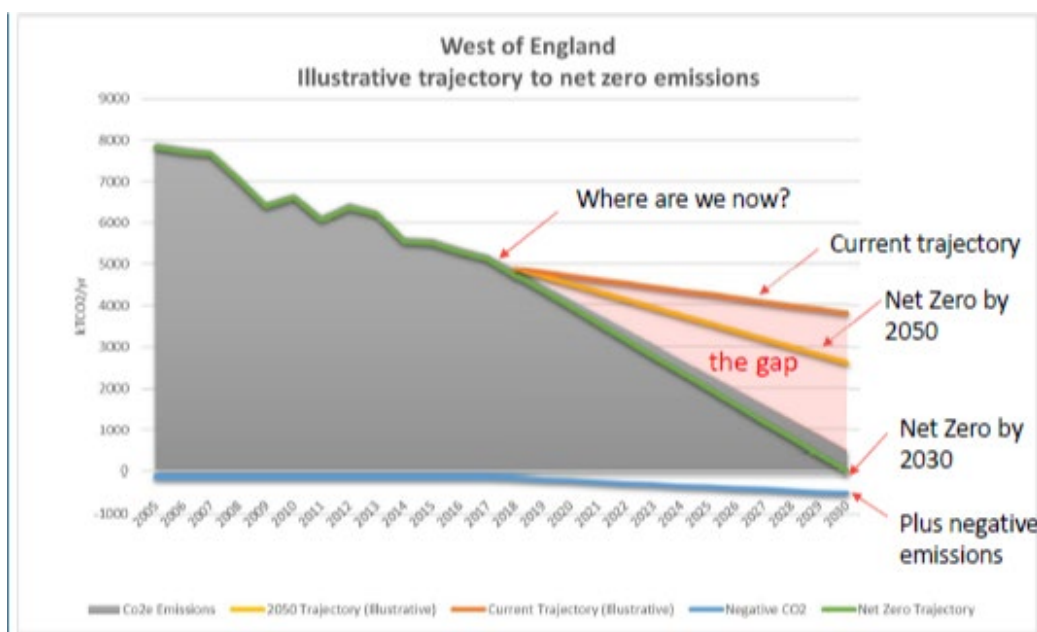
For the first phase of work, the contractor will bring together the evidence available to show the regional picture and the actions already identified across the region to become carbon neutral by 2030. This will provide a consistent and detailed evidence base across the region that is currently missing due to the different approaches taken by the UAs and help inform WECA's activity. The existing evidence available includes:

- One City Strategy & supporting evidence
- BANES – Climate Emergency Progress Report, Climate Emergency Study Discussion Pack, Climate and Nature Emergency Action Plan
- South Gloucestershire – carbon baseline
- North Somerset – Climate emergency strategy & action plan
- WECA – Energy Strategy evidence base

The final output for this phase will provide WECA with a complete summary of base line emissions for the whole region.

Summary of Phase One Evidence

The summary findings from the phase one evidence review I are in draft format and are being finalised by WECA and UA officers. Drawing from UA evidence and national data sources, the draft phase one report provides a consistent evidence base across the region.



In 2017, the West of England emitted 5,320kt of Carbon. This represents a 34% reduction since 2005.

A key outcome of the phase 2 work will be to test and validate this trajectory and to identify a set of actions that the region can take that bridge the gap and help accelerate UA CE commitments. To inform this the draft phase one work has reviewed existing commitments made by UAs and highlighted areas of commonality; providing the framework for WECA action that supports, helps accelerate and provides additional value. The table below shows a short summary of commonality:

High-level principles	Common regional priorities
Fostering Clean Growth & Innovation	Support the region's strengths in research & development and green business innovation
Accelerating the shift to low carbon transport	Significant reduction in transport emissions and modal shift towards public and active travel.
Improving our buildings & placemaking	Significant reduction in emissions from homes and buildings, with a particular focus on retrofit.
Enabling clean smart affordable energy	Increase the generation of low carbon energy in the region
Protecting, preserving & enhancing the environment	Ensure the region is resilient to climate change by improving green infrastructure.
Leading the way as a public sector organisation	Use public sector influence to re-enforce positive change.

Phase 2: Developing the options for action and identifying the barriers and constraints

This next phase of the work will be led by politicians ensuring that CE action planning is politically led and agreed. The first step of this phase will be to develop and agree with politicians a set of criteria to assess a long list and short list of actions. This criterion will include factors that determine the success and impact of actions, such as funding availability, the regulatory framework and carbon / mitigation impact.

The next step of this phase will be the identification of a long list of options for action across the 6 high-level principle areas. This work will be developed through a series of thematic workshops involving senior officers leading on transport, housing and planning, business and skills and investment. This approach will ensure that the package of options for political consideration and agreement fully considers other commitments and work already underway to identify a set of best next steps for achieving carbon neutrality.

Mayors and leaders will then be asked to consider and assess the long list of actions against the agreed criteria to establish a short list. This process will ensure that all shortlisted actions are politically, financially and legally feasible. This work with Mayors and Leaders will take place in a workshop format and during the weekly calls already in diaries.

Whilst the exact pathway to carbon neutrality cannot be fully known at this time, the below table provides several examples of the sorts of actions that will be considered throughout phase 2 against each high-level principle.

High-level principles	Examples
Fostering Clean Growth & Innovation	Use skills initiatives such as AEB to increase the number of people with green skills (e.g. home retrofitting, clean tech, green finance, renewable energy) within the

	<p>region to facilitate the transition to zero carbon</p> <p>Strengthen enterprise support and innovation provision to help businesses understand their carbon footprints; implement mitigation activities and zero-carbon innovation; and develop the region's low carbon supply chain.</p>
Accelerating the shift to low carbon transport	<p>Using our planning transport levers (Interim JLTP4, Bus Strategy, LCWIP) to:</p> <ul style="list-style-type: none"> • Work towards decarbonising the public transport system • Facilitate a modal shift towards public transport, walking and cycling. • Sustainable transport input to strategic planning for housing and employment and complementary policies. • Encourage reduced tailpipe emissions. • Decarbonise freight distribution including encouraging shift from road freight to rail/water. • Consider developing an agreed carbon assessment methodology for transport schemes and new developments
Improving our buildings & placemaking	<p>Integrating climate resilience into new development including exploring the potential for a zero carbon homes standard, considering solution for renewable energy supply and integrating good quality design that incorporates GI within new development and working with UAs to increase the opportunities for retrofit</p> <p>Upscale Green Business Support to support more small & medium sized businesses</p>
Enabling clean smart affordable energy	<p>Upscale the Low Carbon Challenge Fund Local Energy Scheme and the Rural Community Energy Fund to encourage more renewable energy within the region</p> <p>Develop a strategic evidence base to support renewables development.</p>
Protecting, preserving & enhancing the environment	<p>Publishing and continuing to support the WOE Joint Green Infrastructure Strategy that will evidence the multi-benefits of GI, including climate change adaptation, across the West of England, exploring opportunities to deliver GI within new and existing projects, plans and programmes.</p>

<p>Leading the way as a public sector organisation</p>	<p>Provide political leadership in lobbying government for additional funding & legislative powers for:</p> <p>Changes to National Grid to improve grid capacity and improve its ability to incorporate renewable energy that is locally generated</p> <p>New planning powers and funding to increase the amount of renewable energy within developments.</p>
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Consultation

3 No statutory consultation is required as part of this work.

Public Sector Equality Duties

4 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.

4.1 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.

4.2 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.

Finance Implications, including economic impact assessment where appropriate:

In July 2019, the WECA committee allocated £250,000 towards climate emergency actions. January 2020 committee agreed that authority for this sum be delegated to WECA CEX in consultation with the UA CEXs and in line with CE and Energy Strategy

objectives. Phase 1 and 2 of the analysis have already been approved by CEXs and will be funded from the £250,000 CE budget.

Advice given by: Malcolm Coe, Director of Investment and Corporate Services

Legal Implications: None specific to this report.

Advice given by: Shahzia Daya, Director of Legal Services

Climate Change Implications

On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognizing the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?
- * Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements

Taking the above specifically into account, please comment on any climate change implications arising as a result of this report, and include details of any mitigation:

This report provides an overview of WECA's developing response to the climate emergency declaration and ambition for carbon neutrality by 2030. It provides an update on the progress made since the January committee and towards the development of the of the Climate Emergency Action Plan.

In developing a Climate Emergency Action Plan, WECA will seek to mitigate and adapt to the impact of climate change across the six different principles outlined in the paper.

Land/property Implications

There are no direct land/property implications arising from this report.

Climate change is likely to have significant on going implications for both land and property, and decisions about how we manage and use these assets. As the Climate Emergency Action Plan is developed, including specific actions and projects for investment, WECA will further review any land and property implications.

Advice given by: David Carter, Director of Infrastructure

Human Resources Implications:

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

Climate change could have on going implications for human resources and decisions about how we manage our staff. As the Climate Emergency Action Plan is developed, including specific actions and projects for investment, WECA will further review any human resources implications.

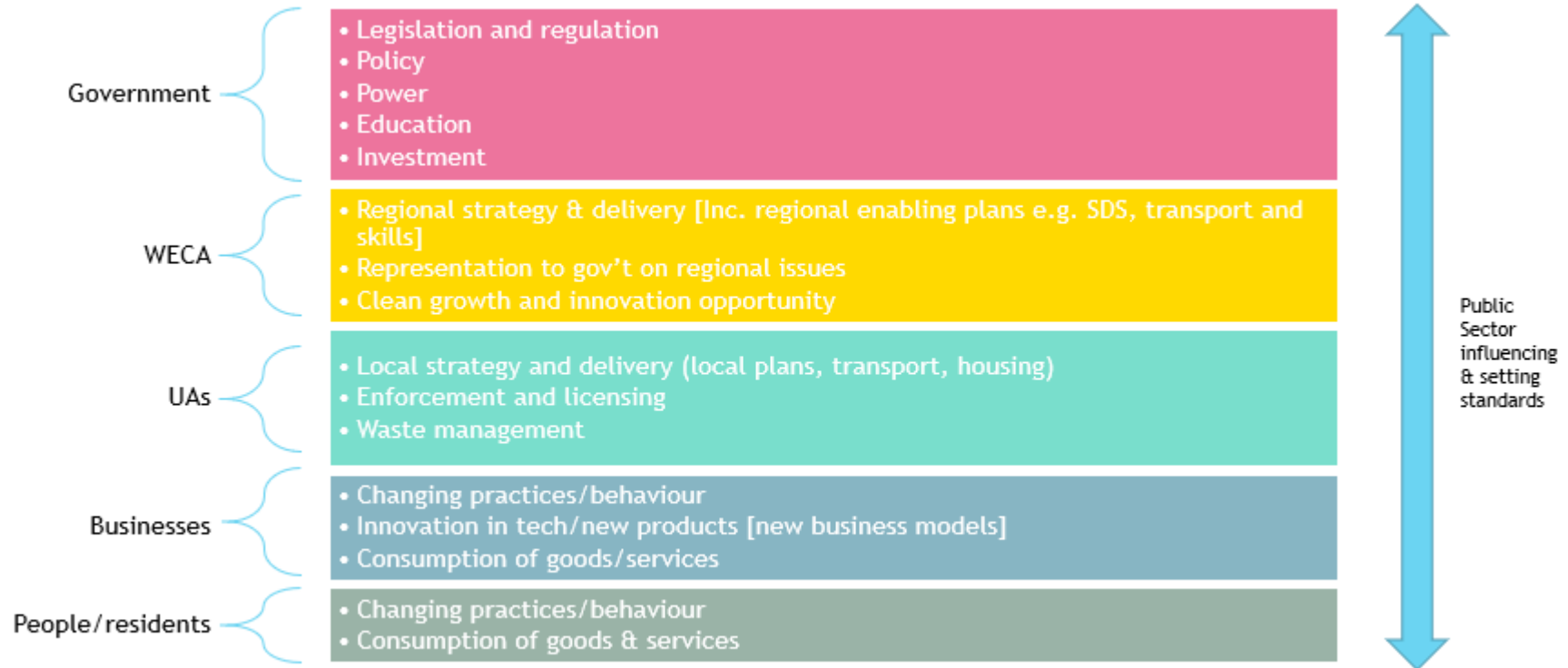
Advice given by: Alex Holly, Head of HR

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

Appendix One: Levers of Responsibility

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**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE &
WEST OF ENGLAND JOINT COMMITTEE**

ITEM 23

19 JUNE 2020

REPORT SUMMARY SHEET

WEST OF ENGLAND JOINT GREEN INFRASTRUCTURE STRATEGY

Purpose

To seek the committees' endorsement of the Joint Green Infrastructure Strategy and a proposal for joint working through the proposed Environment Officer Working Group to support this work.

Summary

- The West of England Combined Authority and the four West of England unitary authorities, recognising the critical role that Green Infrastructure plays in supporting sustainable growth and communities, agreed a programme of work and set up the West of England Green Infrastructure Working Group. The Group comprises the five authorities, Environment Agency (EA), Natural England (NE), West of England Nature Partnership (WENP) and Bristol Avon Catchment Partnership (BACP). This workstream included stakeholder engagement throughout the process, including workshops with the local authorities' planning officers and wider partners.
- The resulting, proposed West of England Joint Green Infrastructure Strategy (JGIS) provides a framework for delivering a strategically planned and managed Green Infrastructure network and has been endorsed by the Environment Agency and Natural England.
- The Joint Green Infrastructure Strategy will provide Green Infrastructure evidence, guidance and tools to support the delivery of other regional and local plans and strategies including the Local Industrial Strategy, Joint Local Transport Plan, Local Plans and any future joint strategic planning.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- The JGIS provides an opportunity to position the West of England for post covid recovery and renewal, by setting out the longer-term strategic vision for delivering Green Infrastructure, and therefore a 'green recovery'.
- The JGIS includes an Action Plan that is set to support the West of England Authorities in further evidence gathering, addressing future legislative requirements within the Environment Bill, and identifying future GI projects that will benefit people

and place. Note there is a funding request for funding from the Investment Fund to support the development of outline Business case(s) for suitable projects- see report included in this agenda).

- Proposals for new Environmental Governance that will be able to support the delivery of a West of England vision and strategy for Green Infrastructure delivery.

Recommendations

The WECA Committee is asked to:

1. Endorse the JGIS (at Appendix A).
2. Endorse the proposed arrangements for the Environment Officer steering group (as set out at para 4.6).

The Joint Committee is asked to:

3. Endorse the JGIS (at Appendix A).
4. Endorse the proposed arrangements for the Environment Officer steering group (as set out at para 4.6).

Contact officer: Laura Ambler

Position: Head of Regional Housing & Planning

Email: Laura.Ambler@westofengland-ca.gov.uk

REPORT TO: WECA COMMITTEE AND JOINT COMMITTEE

DATE: 19 June 2020

REPORT TITLE: WEST OF ENGLAND JOINT GREEN INFRASTRUCTURE STRATEGY (JGIS)

DIRECTOR: DAVID CARTER, DIRECTOR OF INFRASTRUCTURE

AUTHOR: LAURA AMBLER HEAD OF REGIONAL PLANNING AND HOUSING

Purpose of Report

- 1.1 To seek the views of the West of England Combined Authority Committee and Joint Committee Members and to support the West of England Joint Green Infrastructure Strategy (JGIS). Subject to views, Members are asked to endorse the JGIS.
- 1.2 To note the proposal for joint working and agree the proposed Environment Officer Working Group to support this work.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- The JGIS provides an opportunity to position the West of England for post covid recovery and renewal, by setting out the longer-term strategic vision for delivering Green Infrastructure, and therefore a 'green recovery'.
- The JGIS includes an Action Plan that is set to support the West of England Authorities in further evidence gathering, addressing future legislative requirements within the Environment Bill, and identifying future GI projects that will benefits people and place. Note there is a funding request for funding from the Investment Fund to support the development of outline Business case(s) for suitable projects - see report included in this agenda).
- Proposals for new Environmental Governance that will be able to support the delivery of a West of England vision and strategy for Green Infrastructure delivery.

2 Recommendations

The Joint Committee is asked to:

1. Endorse the JGIS (at Appendix A).
2. Endorse the proposed arrangements for the Environment Officer steering group (as set out at para 4.6).

The WECA Committee is asked to:

1. Endorse the JGIS (at Appendix A).
2. Endorse the proposed arrangements for the Environment Officer steering group (as set out at para 4.6).

3 **Background**

- 3.1 The DEFRA 25 Year Environment Plan (25YEP) and draft Environment Bill sets out the UK Government's action and potential future legislation. The intention is to ensure the conservation and enhancement of the natural environment and, to address climate change and biodiversity loss.
- 3.2 Green Infrastructure (GI) is a strategically planned and managed network of natural and semi natural areas (green and blue) delivering multiple benefits. The planning, management and investment in GI is fundamental. It is required at all levels of planning, from strategic, to local, to site specific plans. GI can be embedded in grey infrastructure for example roads, rail and flood schemes and is not in competition with it.
- 3.3 The GI approach allows the coordination and consolidation of broader environmental evidence and assessments into a single approach for delivery of 'environmental mitigations'. They can then be considered in unison to inform the delivery of multi-beneficial GI, as opposed to mitigation for a single issue. In this way GI can be seen as both the delivery element to address an environmental impact, but also a broader approach to enhance existing mitigations and respond positively to the climate and ecological emergencies.
- 3.4 The four West of England (WoE) authorities and West of England Combined Authority, recognising the critical role that GI plays in supporting sustainable growth and communities, agreed a programme of work and set up the WoE GI Working Group. The Group comprises the five authorities, Environment Agency (EA), Natural England (NE), West of England Nature Partnership (WENP) and Bristol Avon Catchment Partnership (BACP). This workstream included stakeholder engagement throughout the process, including workshops with the local authorities planning officers and wider partners.
- 3.5 The resulting WoE Joint Green Infrastructure Strategy (JGIS) provides a framework for delivering a strategically planned and managed GI network and has been endorsed by the EA and NE.
- 3.6 The JGIS will assist the West of England authorities to implement and deliver the ambitions of the 25YEP and help towards ensuring compliance against the Environment Bill. Whilst owned by the 5 authorities it cannot be delivered by them alone. The JGIS promotes joint working between public sector agencies and key environmental partners and NGOs to work to deliver GI across the West of England.
- 3.7 The JGIS will provide GI evidence, guidance and tools to support the delivery of other regional and local plans and strategies including the Local Industrial Strategy, Joint Local Transport Plan, Local Plans and any future joint strategic planning.

Climate Emergency

- 3.8 All four West of England Unitary Authorities and the West of England Combined Authority have declared a Climate Emergency.
- 3.9 The JGIS will allow the authorities to respond positively to the climate and ecological emergencies through providing a portfolio of evidence and guidance to deliver multi-functional GI through strategy, policy and delivery.
- 3.10 The overall aim of the WoE JGIS programme is to secure investment in GI planning and provision, by evidencing the need and use of natural solutions to address the impacts of climate change. Notably well planned and managed, functioning GI is a key component in

addressing all environmental impact, including delivering climate change adaptation and mitigation solutions.

- 3.11 This is reflected within the JGIS 8 outcomes notably: **“Greater resilience to climate change: Provide natural solutions to build resilience against the impacts of climate change including use of well-designed green infrastructure to stabilise slopes and attenuate flood water, absorb carbon, and increased use of trees to reduce urban heating.”**

4 Governance

- 4.1 Owned by the five authorities the responsibility for delivery of the JGIS will be via the existing project governance including Directors in each UA, with Nigel Riglar nominated as the lead Director to support this work. The Senior Responsible Officer (SRO) Laura Ambler is supported by the existing GI Working Group (comprising officers from the West of England Combined Authority, the four Unitary Authorities, Natural England, Environment Agency, the West of England Nature Partnership and Bristol Avon Catchment Partnership.
- 4.2 The SRO will seek the views of the West of England Planning and Housing Board and ensure members are regularly informed of the strategy’s delivery via formal reports and presentations.
- 4.3 Following the publication of the JGIS, the delivery and review of the JGIS Action Plan will, continue to be led and managed by WECA and resourced by the GI Working Group members. There are actions included within the JGIS Action Plan identified to address evidence, guidance and resource to support a broader technical scope than just GI. These include actions to address the requirements of the Environment Bill. Therefore, delivery of the GI Action Plan and development of future working groups and resource arrangements will need to be reviewed following the delivery and publication of the Environment Bill.
- 4.4 It should be noted that the Environment Bill will place a stronger legislative requirement on Local Planning Authorities to assess the natural environment, introducing new assessments and reporting including; Nature Recovery Networks, Biodiversity Net Gain and Biodiversity reporting, Environmental Improvement Plans and a series of required monitoring frameworks.
- 4.5 The coordination of partner organisations, environmental experts and strategic evidence produced through the JGIS will help towards addressing some elements of the Environment Bill. Officers will continue to monitor future advice and guidance from government on the impact of the Environment Bill.
- 4.6 The formation of an Environment Officer Steering group is therefore proposed to take forward and coordinate the response to the Environment Bill. This steering group will manage and deliver the broader actions set in the GI action plan to ensure the authorities are resilient to address the requirements of the Environment Bill. The Group will be chaired by Nigel Riglar (SGC) as the nominated lead Director, supported by Laura Ambler WECA. Directors will nominate appropriate representation from each UA to sit on the officer steering group to cover a range of thematic expertise scoped around the key legislative priorities of the Environment Bill. Partner organisations will also be invited, including Natural England, Environment Agency, Local Nature Partnership and Wildlife Trust(s) (both Gloucestershire and Avon). The officer working group will be supported by task and finish groups as appropriate, and in line with the key priority areas within the Environment Bill including; the GI Working Group (existing), Natural Environment, Air Quality, Waste and Water. It is proposed that the group brings together existing resource and functions around the existing governance arrangements. The steering group will report into Directors

and (through CEOs) onto Planning and Housing Board and Joint Committee as appropriate.

5 The Joint Green Infrastructure Strategy – content

5.1 The JGIS provides an explanation of GI and the purpose and approach of the JGIS. This is followed by an overview of the WoE Natural Environment – key habitats and species.

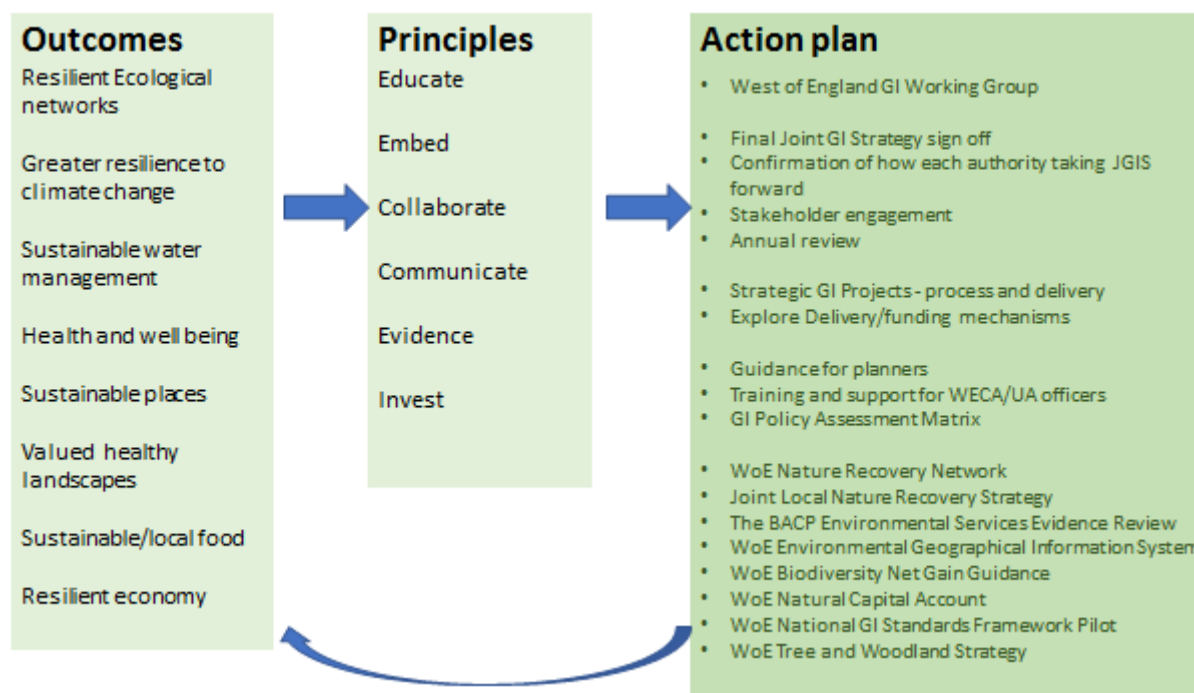
Purpose

5.2 The Strategy is intended to facilitate action by:

- Providing key concepts and tools to enable a consistent approach to GI across the 4 unitary authorities.
- Promoting development and use of a GI shared evidence base for Local Plan development, and other joint or local plans and strategies, and development of projects/ business cases, to contribute to GI enhancement.
- Setting out the role and the current extent of the existing GI network, and identifying both issues and new opportunities for enhancement.
- Recognising the need to prioritise the planning, development of investment and monitoring of GI, as part of the response to the Climate and Ecological Emergency(s) and, new duties including Biodiversity Net Gain and Nature Recovery Strategies.
- Highlighting the means by which organisations, communities and partnerships can work collectively to create and sustain a fit for purpose GI network across the WoE. Thus providing a prospectus for partners to develop projects to enhance and extend the GI network.

The Approach

5.3 In considering how GI is delivered against 8 GI **outcomes**, ‘**principles**’ have been identified to show how the outcomes will be delivered. An **Action Plan** is then set out to identify West of England priority activities to achieve the outcomes.



5.4 The other sections of the JGIS are:

- A policy context and explanation of how natural capital, ecosystems and net gain are integral to provide an integrated approach to environmental planning (Section 4).
- An explanation of the importance of mapping and the maps used in assessment of WoE GI and how these can be used to assist assessment at a more localised level- WoE GI Areas (Section 5).
- Strategic Projects – guidance on processes to identify, assess and prioritise strategic projects (Section 6).
- Delivery, funding and monitoring of the JGIS (Section 7).
- Action Plan (Section 8) – this includes actions that have a wider scope than GI. They were initiated in undertaking the GI programme of work due to timing and opportunity and because they are integral to GI assessment and delivery. An example of this is the WoE Biodiversity Net Gain Guidance and WoE Natural Capital Account.
- The Appendices are 1) WoE GI Mapping Table of geospatial data and Nature Recovery Network map, 2) WoE GI Area Methodology and example draft GI Area profile 3) WoE hydrological network 4) WoE GI Project Assessment form and Guidance notes.

6 Consultation details

6.1 Heads of Service and Directors in each Authority have inputted into this paper and are recommending the proposals within it to Members for their consideration.

6.2 The Strategy has been prepared following stakeholder engagement with key ‘users’ of the guidance including the Environment Agency, Natural England, WECA, the four Unitary Authorities, Bristol Avon Catchment Partnership and the West of England Nature Partnership. The authorities also held a stakeholder workshop in 2019, of which the outcomes have helped to inform the Strategy. The document provides guidance and evidence to inform local policy development and future GI project delivery. Appropriate public consultation and wider engagement will be undertaken as required as the development of policy by Local Planning Authorities is taken forward through respective statutory plan making processes.

7 Risk Management/Assessment

7.1 N/A to this report

8 Public Sector Equality Duties

8.1 The purpose of an Equalities Impact Assessment (EqIA) is to highlight the likely impact of the policies and proposals set out within a document on different community groups, and how the needs of such groups have been considered in relation to the development of the policies. EqIAs are carried out as part of councils’ Public Sector Equality Duty under the Equality Act 2010. The Act has harmonised and replaced previous anti-discrimination legislation and includes the introduction of ‘protected characteristics’ and new forms of discrimination.

- 8.2 Whilst the JGIS is not policy, for completeness, an EqlA screening assessment has been undertaken to assess whether the JGIS will or are likely to cause adverse impact or discriminated against different groups in the community.
- 8.3 The screening of the JGIS has identified an overall positive impact on the general public that are living, working or visiting the West of England. No negative impacts have been identified and no further assessment is considered necessary at this stage. However, most of the impacts are not identifiable in detail, due to the strategic nature of this document and the fact that it is predominately evidence and guidance at a strategic level.
- 8.4 Further EqlAs will be required where this assessment has not been able, at this stage, to identify impacts because the proposals are at a relatively high level. This will be the case in regard to future GI projects and programmes both stand alone, and embedded within wider infrastructure programmes. These assessments are likely to be carried out through Local Plans and strategies to implement and deliver GI.
- 8.5 The delivery of any actions within the action plan that result in proposed GI projects will also be subject to an appropriate supporting Equality Impact Assessment.

9 Finance Implications

Finance advice given by: Malcolm Coe Director of Investment and Corporate Services;
Date –11/05/20

- 9.1 It is recognised that the action plan will require ongoing support from Authorities and partners, as set out above. There are no further finance or resource implications arising directly from this report.

10 Legal Implications

Legal advice given by: Shahzia Daya, Director Legal Services; **Date – 12/05/20**

- 10.1 Legal advice is contained in the body of the report above.

11 Human Resources Implications

HR advice given by: Alex Holly, Head of HR; **Date – 11/05/20)**

- 11.1 It is recognised that the action plan will require ongoing support from Authorities and partners, as set out above. There are no further finance or resource implications arising directly from this report.

12 Climate change implications

- 12.1 Climate Change is a key priority of the West of England Authorities. The JGIS will allow the authorities to respond positively to the climate and ecological emergencies through providing a portfolio of evidence and guidance to deliver multi-functional GI through strategy, policy and delivery.

Appendices:

Appendix A – Final West of England Joint Green Infrastructure Strategy.

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email:

democratic.services@westofengland-ca.gov.uk

West of England Joint Green Infrastructure Strategy 2020-2030





West of England Combined Authority, Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire councils are grateful to the following for their collaboration on this strategy:



West of England Joint Green Infrastructure Strategy 2020 – 2030

May 2020

www.westofengland-ca.gov.uk

Photography supplied by Sarah Jackson, Chris Westcott, Mark Smith, Ian Fox and Avon Wildlife Trust.

FOREWORD

The rich and diverse natural environment of the West of England is integral to our region's health and economic prosperity. Well planned and managed, functioning Green Infrastructure (GI) is crucial for people, places and nature and is a key component in addressing environmental impacts including climate change and biodiversity loss.

All four West of England Unitary Authorities (UAs) and the West of England Combined Authority (WECA) have declared a climate emergency. The Joint Green Infrastructure Strategy (JGIS) through providing a multi beneficial approach to strategy, policy and delivery will contribute to addressing:

- inequalities in provision of GI and health.
- achieve well designed, attractive and healthy places that deliver economic benefits and community resilience.
- respond positively to the climate and ecological emergency.

The four West of England UAs and WECA, recognising the critical role that GI plays in supporting sustainable growth and

communities, agreed a West of England GI programme of work in 2017.

A West of England GI Working Group¹ set up to undertake the programme, has progressed a number of work streams to produce this JGIS and identified further work required going forward, and actions to be implemented.

This JGIS, led by WECA, is owned by the five authorities – WECA, Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire councils. It sits alongside and helps facilitate the delivery of other regional and local plans and strategies. These include the Local Industrial Strategy, Joint Local Transport Plan, Local Cycling and Walking Infrastructure Plan, West of England sub regional strategies and local and spatial plans, GI strategies and supplementary planning documents.

Whilst owned by the five authorities the JGIS cannot be delivered by them alone. It is intended for use by and with policy makers and practitioners working in all sectors, particularly those with a role in creating sustainable places; strategic and policy planners, developers, managers of land and natural capital, communities and businesses.

The Strategy will be reviewed and updated to respond to the requirements of new legislation and guidance including the Environment Bill, Agricultural Bill and National Framework of GI Standards as well as delivery of the West of England Nature Recovery Network and Biodiversity Net Gain.

1 The West of England GI Working Group is made up of the four Unitary Authorities, WECA, the Environment Agency, Natural England, West of England Nature Partnership, and Bristol Avon Catchment Partnership.



The overall aim of the West of England JGIS programme is to secure investment in GI planning and provision, similar to that of other infrastructure. By evidencing the need and use of natural solutions to address the climate emergency and declining biodiversity, as well as health and other benefits for people, securing sustained investment in the natural environment

and GI should be guaranteed.

The JGIS is a prospectus for how organisations and key partners can engage in joint programmes and projects to work collaboratively to ensure GI is recognised as a key component of providing sustainable places for people and wildlife.

Declining biodiversity facts*:



60% of the world's wild animals have been lost since 1970, including 83% of wildlife in freshwater rivers and lakes.



Insects are a vital part of our ecosystems and play an important role in food production. 75% of the crop types grown by humans require pollination by insects which are in rapid decline.



In the UK, populations of butterflies fell by 46% between 1976 and 2017, and 23 bee and flower-visiting wasp species have become extinct since 1850.



In the West of England, data shows that populations of starlings and swifts fell by 96% between 1994 and 2014.



Three quarters of the land based environment and about two thirds of the marine environment have been significantly altered by human actions.

* Source: Bristol Green Capital Partnership: Recognising and responding to the ecological emergency (2020)

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SECTION 1: INTRODUCTION

WHAT IS GREEN INFRASTRUCTURE?

Green Infrastructure (GI) is a strategically planned and managed network of natural and semi natural areas – green and blue² delivering multiple benefits. The planning, management and investment in GI is fundamental and is required at all levels of planning; from strategic, to local, to site specific plans, recognising that GI can be embedded in grey infrastructure (for example roads, rail and flood schemes) and is not in competition with it.

The GI approach allows the coordination and consolidation of broader environmental evidence and assessments into a single approach for delivery of 'environmental mitigations'. These can then be considered in unison to inform the delivery of multi-beneficial GI, as opposed to

mitigation for a single issue. In this way GI can be seen as both the delivery element to address an environmental impact, but also a broader approach to enhance existing mitigations to ensure they delivery multiple benefits. (See *Outcomes Section 3.0*)

GI provides a wide range of evidenced economic, social and environmental benefits including:

- Supporting resilient ecosystems and biodiversity.
- Mitigating and adapting the natural and built environment to climate change.
- Conserving and enhancing a legible network of physical green spaces.
- Reducing and managing flood risks and drought.

Green Infrastructure, multifunctionality and place-making

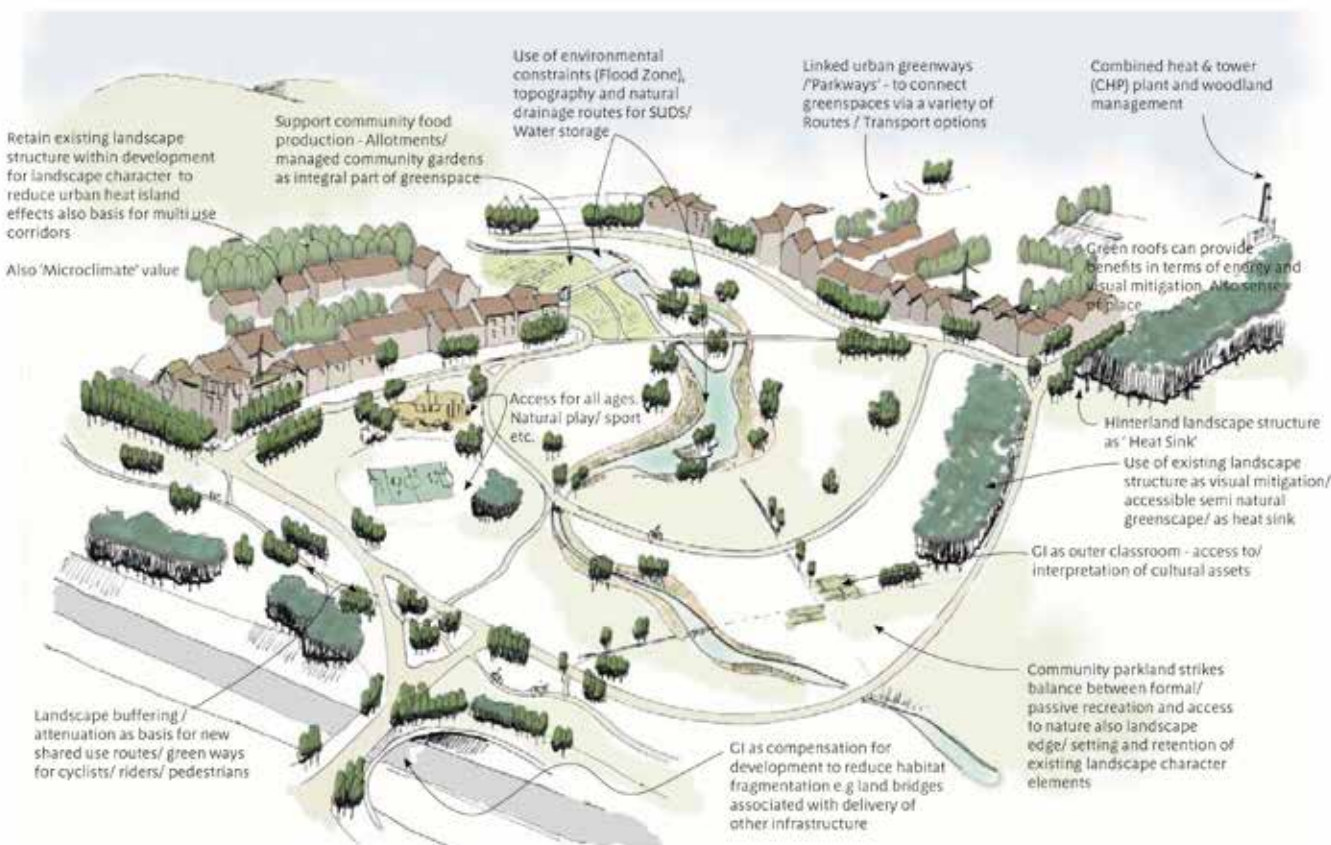


Image courtesy of Natural England.

² All references to 'green space' in this strategy includes rivers, standing waters, coast waters and estuaries.

- Improving mental and physical health, and the cohesion of local communities.
- Increasing the sustainability of food production.
- Maintaining and enhancing cultural heritage, landscapes and natural resources.
- Promoting economic growth, employment and skills improvement.

THE PURPOSE OF THE STRATEGY

The Strategy is intended to facilitate action by:

- Providing key concepts and tools to enable a consistent approach to GI across the West of England.
- Promoting the development and use of a GI shared evidence base for Local Plan development and other joint or local plans and strategies, and the development of projects/business cases, to contribute to GI enhancement.
- Setting out the role and the current extent of the existing GI network, and identifying both issues and new opportunities for enhancement.
- Recognising the need to prioritise the planning, development of investment in, and monitoring of GI as part of the response to the climate and ecological emergencies, and to new duties including Biodiversity Net Gain and the delivery of Local Nature Recovery Strategies.
- Highlighting the means by which organisations, communities and partnerships can work collectively to create and sustain a fit for purpose GI network across the West of England.
- Providing a prospectus for partners to develop projects to enhance and extend the GI network.

THE APPROACH

The Strategy identifies:

Outcomes (8) – what we seek to achieve.

Principles – how the Outcomes will be delivered across the West of England.

Actions – The Action Plan identifies West of England priority activities to achieve the Outcomes. Some are joint activities or projects and others will be delivered by individual partners e.g. Unitary Authorities as they progress their Local Plans and climate emergency action plans.

See summary diagram on page 8.



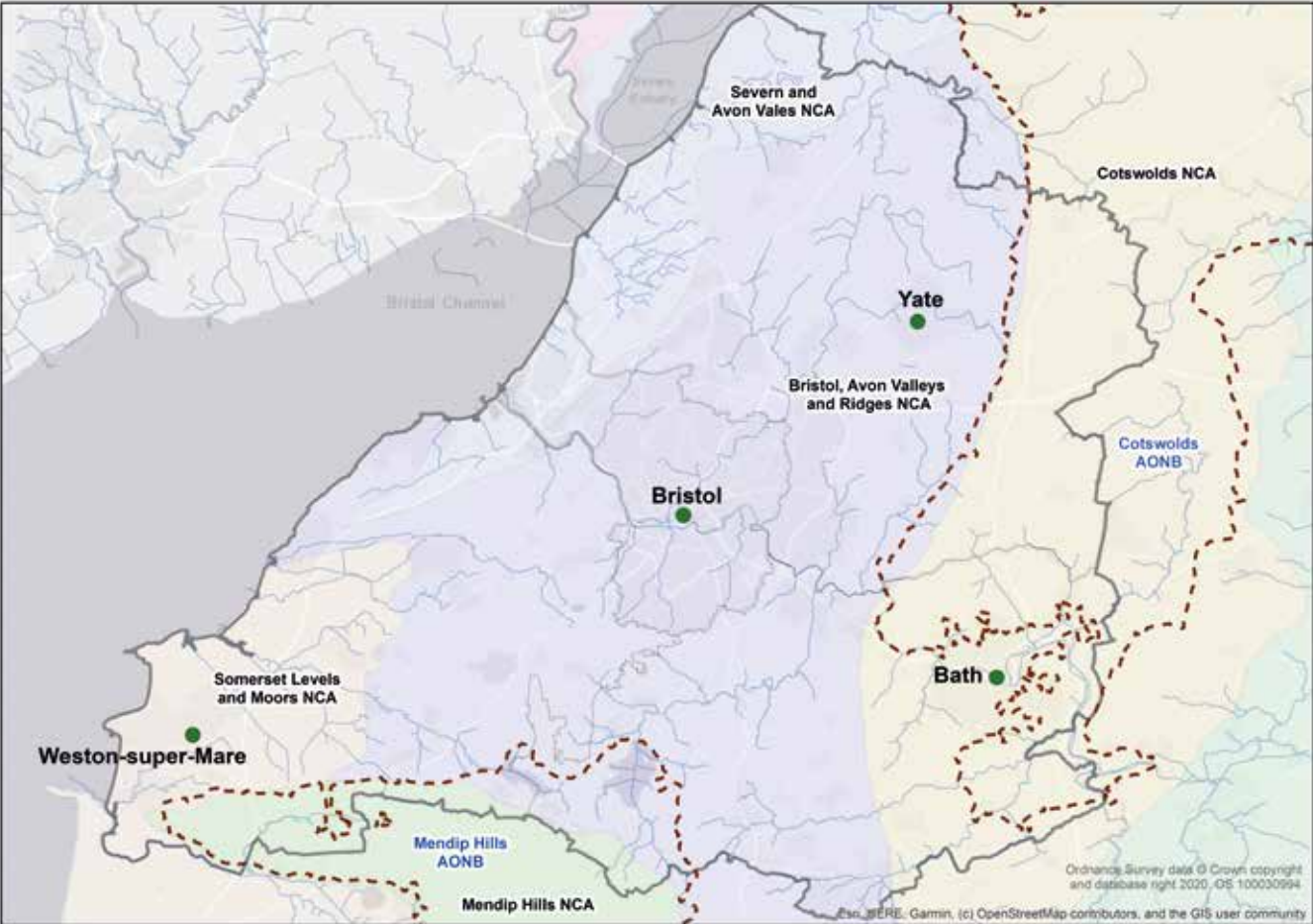
SECTION 1 continued

THE APPROACH



SECTION 2: WEST OF ENGLAND'S NATURAL ENVIRONMENT

The West of England region, made up of four Unitary Authorities and the West of England Combined Authority, covers 1,336 square kilometres, has five National Character Areas (NCAs) and one river catchment.



SECTION 2 continued

West of England's strategic green and blue resource includes:



3,194km
of Public Rights
of Way.



281
international and
national designations.³



2,155km
of watercourses.



1,119m
people living
in the region.



698km
of A road/motorway
and railway.



15%
of West of England land
is currently providing
'high'⁴ natural flood
management services.

3 One World Heritage Site (WHS), two Areas of Outstanding Natural Beauty (AONBs), two Special Protected Areas (SPAs), five Special Areas of Conservation (SCAs), one Ramsar site, 184 Scheduled Monuments (SMs), 86 Sites of Special Scientific Interest (SSSIs)

4 www.wenp.org.uk/state-of-environment/

WEST OF ENGLAND'S NATURAL ENVIRONMENT

The natural environment of the sub-region makes a substantial contribution to the distinctive identity, sense of place and quality of life in the West of England, as well as its economy and attractiveness as a place in which to live and invest.

The area is bounded by three natural features of international and national importance – Cotswolds and Mendip Hills Areas of

Outstanding Natural Beauty (AONBs) in the north, east and south respectively – two limestone landscapes designated for their outstanding natural beauty, and the Severn Estuary in the west that is a marine and estuarine habitat of international significance. Within and between these there are many more sites of international and national ecological importance, featuring rare species and diverse woodland, grassland and wetland habitats as well as numerous sites of geological importance and a rich historic environment.



Illustration originally commissioned by Avon Wildlife Trust.
© Sara Mulvanny - Agency Rush.

SECTION 2 continued

The **key natural and semi natural assets in the West of England** provide social, economic and environmental benefits that can be enhanced by creating bigger, better, more and joined-up habitats. These include:

- **Water/wetlands:** Including the Severn Estuary, with the second highest tidal range in the world, the River Avon, and Chew Valley Lake, an important site for wintering birds. Wetlands, wet woodland and semi-natural grasslands along river flood plains benefit biodiversity, climate regulation and water quality; and can provide flooding mitigation water-based recreation.



- **Grasslands:** Including waterside permanent pasture and wet grassland, calcareous and neutral grasslands, including those of the Mendip Hills and Cotswolds AONBs. Grassland habitats benefit pollinator species and biodiversity in general, improve resilience to climate change, store carbon, reduce soil erosion, provide benefits to the water environment, and can support food production through grazing.



- **Woodlands and parklands:** 6% of the region is semi-natural broadleaved woodland, including ecologically important ancient woodland such as Lower Woods, King's Wood and Urchin Wood, and Leigh Woods. Woodland is a key habitat for a plethora of wildlife, sequesters carbon, can provide natural flood management, and with appropriate access, benefits people's health and wellbeing, and provides recreational spaces.
- **Field boundaries:** The region retains a strong network of hedgerows and dry-stone walls. These features provide ecological corridors, prevent soil erosion, and reinforce landscape character. Restoring and expanding hedgerows and dry-stone walls enhances these benefits, provides recreational benefits and supports retention of rural skills.



These assets support a variety of wildlife in the region including:

- **Invertebrates, including pollinators:** Healthy populations of invertebrates are key to providing sustainable ecosystem services, including pollination and nutrient cycling, and are a vital food source for other wildlife. Invertebrate populations can be increased by protecting existing habitats; linking and managing flower-rich and over-wintering habitat; incorporating natural open space, allotments, green roofs, green walls within the design of new places and spaces; including flower-rich verges as part of footpath and cycle networks; and reducing use of pesticides.
- **Birds:** The West of England is an important region for wildfowl and wading birds, with areas such as the Severn Estuary and Chew Valley being particularly significant sites for these species. However, local populations of a number of bird species such as swifts and starlings, especially insectivorous birds, have declined steeply in recent decades. Maintaining, recovering and enhancing bird populations requires retention, expansion, joining and management of suitable habitat, nesting sites and food sources; and acting to increase invertebrate populations.



- **Bats:** The West of England is an internationally important region for a number of bat species, including the rare Greater Horseshoe and Bechstein's bats. Key to maintaining and expanding these populations is protecting, enhancing and expanding key habitats, foraging areas and flyways, including roost access points, hedgerows, woodlands, grazed pastures, and river corridors. Increased levels of artificial light from development should also be avoided.
- **Fish:** The Severn Estuary and Bristol Channel support one of the most diverse fish assemblages in the UK; juvenile European eel, a critically endangered species, run up the Severn, and Bristol Avon and its tributaries; and the River Chew hosts a breeding stock of Atlantic salmon, another endangered species. Removal of in-stream barriers, including weirs, and improving water quality would greatly facilitate migration and population growth of endangered species, as well as increasing recreational angling opportunities.



SECTION 2 continued



- **Flora:** The West of England is home to a number of nationally and internationally rare plants. As well as their cultural value, a rich and diverse flora forms part of a resilient and dynamic ecosystem and supports a variety of wildlife. The Avon Gorge, one of the top three sites for rare plants in England, has more than 30 nationally rare and scarce plants. Other significant landscapes for flora include the Cotswolds and Mendip Hills AONBs, which include plant species colonising relic lead mined areas.

Continued conservation and appropriate management of sites harbouring rare flora is vital to ensuring its continued presence. Expansion and linking of habitat and sympathetic management of soils will enable all flora and fungi to spread and thrive, providing food and habitat for wildlife and important ecosystem services.

SECTION 3: OUTCOMES & PRINCIPLES

GREEN INFRASTRUCTURE (GI) OUTCOMES

The following GI Outcomes are sought as part of an integrated approach to GI in the West of England:

Improved and better-connected ecological networks: Protect, enhance and expand coherent, thriving and resilient ecological networks that deliver net gains in biodiversity and ecosystem services. These include the creation of bigger, better, more and joined-up woodland, grassland and wetland habitats to achieve the ambitions of the West of England Nature Recovery Network.

Greater resilience to climate change: Provide natural solutions to build resilience against the impacts of climate change including use of well-designed GI to stabilise slopes and attenuate flood water, absorb carbon, and increased use of trees to reduce urban heating.

Sustainable water management: Optimise and improve the use of GI to deliver an improved water environment by working with natural processes to help reduce flood risk, manage drought, improve water quality and improve connectivity to reduce the loss and quality of aquatic habitats and wildlife.

Health and wellbeing for all: Improve the network of active travel routes and accessibility to green spaces to support healthy lifestyles and mental wellbeing, and provide more opportunities for people to connect with landscape and nature, and address inequalities in provision.

Create and maintain sustainable places: New development which maximises the multiple benefits of GI in delivering resilient, healthy and environmentally friendly places and a net gain in natural capital by investing in GI for the long term.

Create and maintain valued healthy landscapes: Design and deliver high quality GI that improves local sense of place and protects and enhances landscape character and the natural, cultural and heritage services that they provide.

Support sustainable and local food production: Increase opportunities for local food production in urban and rural areas and increase food sovereignty by, for example, protecting the best and most versatile agricultural land and enhancing our pollinator network.

Build a resilient economy: Create attractive areas for investment and job creation, and support the environmental resilience of economic sites by enhancing GI relating to housing, businesses and other associated infrastructure.

PRINCIPLES

To implement the JGIS and achieve the Outcomes the five authorities will apply the following principles:

Educate: Ensure that the multi-functional benefits of GI including contribution to human health and wellbeing are better understood and clearly recognised by authorities, agencies and other partners. Resulting in increased allocation of funding for GI and a GI focus integrated into the planning and development process, through using the tools and metrics, required by national legislation.

Embed: Apply a natural capital approach in accordance with national legislation and guidance to seek to ensure that new development delivers a net gain in natural capital whilst protecting irreplaceable habitats, and support the maintenance and enhancement of the strategic GI network.

Collaborate: The authorities, agencies and other partners in their delivery of GI across the West



SECTION 3 continued

of England will ensure early, continuous and effective engagement with each other.

Communicate: Promote wider public understanding of GI and natural capital, the benefits it provides and opportunities to enhance GI in the West of England.

Evidence: Monitor and keep an up-to-date West of England shared GI and biodiversity evidence base.

Invest: Secure investment in GI through the planning process and other delivery and funding mechanisms to deliver strategic GI priorities and its long term stewardship.

THE IMPORTANCE OF CONNECTIVITY

An interconnected system of vital landscapes of scale is critical to building a sustainable future. Benefits are maximised when green and blue space conservation and management are integrated with agricultural land management, development and built infrastructure planning.

Fragmented green and blue space results in poorly functioning landscapes with highly negative impacts on the ecosystem services we depend on. This in turn can have significant impacts on flood and drought risk, which can cause more far reaching repercussions on existing and proposed development.

Well planned and managed GI conserves and creates well connected natural networks of wetlands, woodlands, grasslands, field boundaries and parklands. These are critical to provide habitat for wildlife and to sustain ecosystem services such as clean water, climate regulation, and crop pollination. Interconnected GI enables wildlife to migrate, reproduce, and adapt to changing conditions. It helps to alleviate heat stress, slow surface water run-off, and protect against soil and coastal erosion. Connected green and blue infrastructure also gives people ways to access, enjoy, and appreciate the natural world.

GI linked across scales, outlined below, creates ecological networks and initiates new relationships between urban and rural areas by building connectivity and resilience, reducing fragmentation and severance.

- **At the regional scale** GI creates a connected network of green spaces which respond sensitively to landscape character and conserve natural ecosystem values and functions. It provides vital services like clean water, soil for agriculture, and breathable air.
- **At the local scale** it creates green space between and around built areas. It connects communities with nature and retains the important scenic and cultural landscapes that make a community unique.
- **In built areas** it connects public spaces like parks, streets and waterfront with surrounding landscapes. It also includes the tree canopy that keeps cities cooler in summer, adds natural beauty, helps clean the air, and reduces storm water run-off.

Recognising that connectivity between different GI assets can help maximise the benefits they generate, three key GI networks match with the *Building with Nature*⁵ site based themes of Wildlife, Water and Wellbeing:

- **Wildlife** – to protect and enhance wildlife, creating networks where nature can thrive, and supporting the creation of development which more effectively delivers a net gain for wildlife – Nature Recovery Network.
- **Water** – a commitment to improving water quality, on site and in the wider area: reducing the risk of flooding and managing water naturally for maximum benefit – Hydrological Network (Catchment Based Approach).
- **Wellbeing** – to deliver health and wellbeing benefits through the green features on site, making sure they can be easily accessed by people close to where they live – Sustainable Movement Network.

⁵ Building with Nature standards are being used by developers and planning authorities to deliver benefits for nature www.buildingwithnature.org.uk

The West of England Nature Recovery Network

identifies priority areas for habitat creation, enhancement and connectivity with the aim of creating a resilient and dynamic ecological network within and beyond the West of England and sets out ambitions to realise nature recovery. Progress against these ambitions will be monitored through the work of the West of England Nature Partnership (WENP) working with the five authorities. The integrity of our most important sites of ecological and geological interest must be preserved and opportunities to reduce fragmentation and increase connectivity between those sites should be identified, enabling wildlife to flourish and adapt to changing climates.

The Hydrological Network as with other networks, extends beyond the West of England and is managed through the Catchment Based Approach (CaBA). The West of England area covers 17 of the 23 sub-catchments in the Bristol Avon Catchment. CaBA facilitates good planning and management of the water environment by taking account of the whole water network and land area that contribute to the water flow and quality. The 17 sub-catchments in the West of England are described in the West of England Hydrological Network (Appendix 3).

Sustainable Movement Network – GI can be an integral part of transport planning to provide sustainable movement (cycling and walking) and to deliver net gain for the environment. This includes the role of the waterways in terms of transporting people and goods but also the linear and flat towpaths and river paths provide active transport, environmental gain, health and wellbeing benefits and opportunities. The Joint Local Transport Plan vision is to connect people and places for a vibrant and inclusive West of England.



SECTION 4: POLICY CONTEXT

Duties and obligations regarding Green Infrastructure (GI) are set out in European conventions, national legislation and national, sub-regional and local policy. These give substantive weight to the need for plan making, policy development and economic development to be sustainable through the integration, development and maintenance of GI.

Green Future – Our 25 Year Plan to improve the environment sets ambitious goals for the natural environment and seeks to ensure that better account is taken of its value to our health and prosperity. The ambitions are now translated into the Environment Bill and include a requirement to develop Local Nature Recovery Strategies and a duty on public authorities to actively carry out strategic assessments of the actions they can take to enhance and conserve biodiversity.

A key action from the 25 Year Plan the Government is bringing forward through the Environment Bill is a mandatory approach to **Biodiversity Net Gain (10%)**. As part of the West of England GI work programme, work is underway to develop West of England Biodiversity Net Gain Guidance with further work identified to decide on options for delivery including monitoring. *See Action Plan – Action S2.*

The role of well-designed places and the natural environment in determining people's **health and wellbeing** is increasingly being recognised in local and national policy. The importance of GI is highlighted in local authorities' Health and Wellbeing (HWB) Strategies. *See Useful references for links.*

The NHS and Public Health England are committed to driving a 'whole person' approach to health that considers the wider determinants of health and wellbeing, in which the natural environment plays a key part. The NHS' Long Term Plan notes that the NHS is shaping the future of the built environment, recognising the importance of well-designed development to people's health and wellbeing. This approach to integrated care is adopted more locally through

Sustainability Transformation Partnerships (STPs): the Bristol, North Somerset and South Gloucestershire Clinical Commissioning Group (CCG) Healthier Together STP, and the Bath and North East Somerset, Swindon and Wiltshire CCG's STP.

NATURAL CAPITAL, ECOSYSTEM SERVICES AND NET GAIN

It is important to understand these terms as they are integral to the GI outcomes, and as part of the wider context to provide an integrated approach to environmental planning and to aid mainstreaming of the environment in policy and decision making processes, and delivery of net gain. They all feature along with GI, in national guidance including the Government's 25 Year Environment Plan, and National Planning Policy Framework and are referenced in the Environment Bill which makes Biodiversity Net Gain mandatory.

The connections between the concepts are explained as follows:

1. The environment provides a finite stock (natural capital) of multifunctional assets such as geology, soil, water, plants and animals.
2. This natural capital provides us with ecosystem services such as food, fuel, climate regulation, crop pollination and natural flood management.
3. Different people value different ecosystem services for different reasons; thus policy and decision making often require trade-offs to be made.
4. GI provides both an approach and delivery mechanism to secure multiple benefits through a connected network of green space and features.

The diagram overleaf shows how these individual terms relate to each other.

From Biodiversity Net Gain to Environmental Net Gain

Net Gain	Biodiversity	Natural Capital	Environmental
What are the wider or indirect environmental impacts?			Natural Capital (pressures) Net Gain
What are the impacts of habitat change for people?		Natural Capital (stocks) Net Gain – capacity to provide ecosystem services	Natural Capital (stocks) Net Gain – capacity to provide ecosystem services
What are the impacts of habitat change for wildlife?	Biodiversity Net Gain	Biodiversity Net Gain	Biodiversity Net Gain

Source: Green Infrastructure: A policy update presentation by Douglas McNab, Team Leader Env & Planning. TCPA. 10th July 2019.

The West of England strategic policies –there is a legal duty imposed on local planning authorities to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries. The legislation and guidance makes it clear that development plans are intended to contain strategic policies. The National Planning Policy Framework provides that joint working between strategic policy making authorities is part of a positively prepared and justified strategy.

The strategic planning framework has significant environmental implications. As of July 2019, all five West of England authorities have declared climate emergencies committing to area wide carbon neutrality by 2030. The future location of housing, population, jobs and infrastructure has a significant impact on the delivery of these climate emergency commitments. It is therefore essential that strategic policies and spatial strategy for the West of England embraces a strong GI and nature recovery network. This is necessary to avoid severance of GI and ecological networks and deliver appropriate mitigation where issues are identified. The strategic policy approach to climate change and environmental issues will be revisited and taken forward through the new

planning policy documents, and this will be done as expediently as possible. Alternative methods may be explored to fast-track planning policies that are necessary to guide development to ensure compliance with the 2030 target.

Joint Local Transport Plan (JLTP4) supports delivery of transport schemes set out in local transport strategies across the region, including the Bath and Bristol Transport Strategies, and those covering cycling, walking, public transport, parking and the main road network. Its vision *‘Connecting people and places for a vibrant and inclusive West of England’*, and five objectives:

- take action against climate change and address poor air quality.
- support sustainable and inclusive economic growth.
- enable equality and improve accessibility.
- contribute to better health, wellbeing, safety and security.
- create better places.

All align with the benefits GI provides.

The JLTP4 has regard for the JGIS and shares many of the GI Outcomes. The design and delivery of transport schemes in the JLTP4 will



SECTION 4 continued

take both existing and potential GI into account and seek to avoid severance of GI and ecological networks by delivering appropriate mitigation where issues are identified. Taking a landscape scale scheme approach has potential to mitigate other issues and optimise the benefits of GI.

West of England’s Local Cycling and Walking Infrastructure Plan (LCWIP) identifies a series of walking and cycling routes which have been prioritised for future investment, using a methodology set out by the Department for Transport. The design and delivery of these routes will include consideration of GI opportunities. A suite of other walking and cycling schemes and strategies sit alongside the LCWIP as regional priorities and are listed in the JLTP4.

Local Industrial Strategy (LIS) – draws on the unique strengths of the people and places across the West of England. It sets out the region’s ambition to be a driving force for clean and inclusive growth. There is the potential to enhance GI as part of LIS long term sustainable infrastructure investment, supporting both the LIS and JGIS objective of enhancing natural capital.

Local Plans – The JGIS will be used to inform a wide range of policies within each Unitary Authority Local Plan and ensure a consistent and strong GI policy that is supported and enhanced by other policies in the plans. Each Unitary Authority is currently revising its Local Plan. *See Useful references* for links.

The JGIS also supports preparation of appropriate Supplementary Planning Documents (SPDs).

ASSESSMENT AND DEVELOPMENT OF POLICIES

In developing the West of England JGIS the four UAs tested the development of the GI Policy Matrix (*See Useful references*). This is a resource to help improve the coverage and strengthen policy wording of GI in local plans and strategies.

The GI Policy Assessment Matrix is to be applied by each of the UAs in the drafting of their Local Plans.

GREEN INFRASTRUCTURE STANDARDS

The West of England JGIS approach is a pilot for the National Framework of Green Infrastructure Standards project, which is led by Natural England. The West of England pilot proposal is to test the Framework, its suitability, usability and effectiveness. The Natural England project that involves 12 pilots will get underway in June 2020. *See Action Plan – Action S4.*

The West of England pilot will bring together the GI Policy Matrix and Building with Nature (BwN) standards to test the Natural England GI Standards Framework. The BwN three key themes are Wildlife, Water and Wellbeing. There are also three levels of BwN Awards – Candidate, Achieved and Excellent. BwN case studies include Elderberry Walk, Bristol, and Gloucester Services, M5.

SECTION 5: WEST OF ENGLAND GREEN INFRASTRUCTURE: Evidence and assessment

GREEN INFRASTRUCTURE MAPPING

To ensure an integrated Green Infrastructure (GI) network, **the JGIS combines information and evidence in the form of mapped data** to support the GI Outcomes. This evidence can be used to identify existing GI and opportunities across a range of geographical scales including West of England, GI Area, local and at site/project level. An interactive map resource is under development using the map and data layers tabled in Appendix 1. Currently this resource is only accessible to West of England GI Working Group partners but the intention is to develop a shared environmental mapping system that is available to the public. *See Action Plan – Action S1.* The majority of the map layers are accessible via the Government website. <https://magic.defra.gov.uk/>

Good mapping and analysis of GI assets as well as understanding issues affecting communities is key to GI planning. Mapping provides a visual and spatial representation of attributes and enables the identification of the links that are vital for effective GI, and also the opportunities that can deliver multiple benefits. Connectivity reduces fragmentation and severance.

Geographic Information System (GIS) and geospatial technologies are therefore incredibly useful to plan, deliver, and monitor GI. A wide variety of professionals including: planning and transport officers, development management, open space managers, ecologists, and sustainable travel managers use GIS. The need to develop and manage a shared interactive environment and ecological map/data resource, that is kept updated, is therefore recognised as a priority. *See Action Plan – Action S1.*

GREEN INFRASTRUCTURE AREAS

To assist assessment of GI at a more localised level below West of England and National Character Areas (NCAs), **22 GI Areas have been profiled and digitised into map layers.**

The GI Area approach is intended to assist GI delivery by facilitating a focus on specific landscape areas and the development of local partnerships as well as operating across groups of areas or the whole West of England area and beyond. They are intended to guide policy making at a strategic level by providing evidence and identify cross local authority boundary projects at a more detailed level than the NCAs.

Fundamentally the **GI Areas should be viewed as enablers**, a tier down from the NCAs, that help to deliver GI and GI functions effectively: primarily at a strategic level, but also more locally whilst continually recognising the need to respond sensitively to landscape character and the functions (water management, access networks, habitat enhancements and open space) and services they each deliver are interconnected to some greater or lesser extent.

Unitary Authorities are undertaking more detailed local mapping work to support understanding of their natural capital and development of Local Nature Recovery Networks.

GI Area profiles – these provide a written narrative summary of the relevant Landscape Character Assessments, with a list key of issues, opportunities, and projects (both current and potential) within the GI Area. These profiles are currently being drafted and require further input by partners to ensure a full overview of current assets and opportunities. They will be updated on a regular basis and be linked to an interactive map layer and database of projects.



SECTION 5 continued

The GI Areas can be used to assist:

- Planning of new development. Not only in consideration of new GI but linking with existing GI initiatives that new development could further enhance/support or link to.
- Identifying opportunities for landscape scale cross boundary working and joint working between different authorities/bodies/communities.
- Highlighting key issues e.g. loss of habitat, incidence of flooding or low flows that may lend themselves to different GI interventions.
- Identifying future priorities for targeting resources/bidding for funding.

The GI Area profiles, in using Landscape Character Assessments, include reference to **historic landscape character and individual features and sites within them**. This includes designed landscapes and their settings such as formal historic parks and gardens, and/or the setting of individual historic settlements and heritage assets such as Conservation Areas, important Listed Buildings, critical views and vistas, Scheduled Monuments which provide historical, social, economic, cultural and environmental context and benefits.

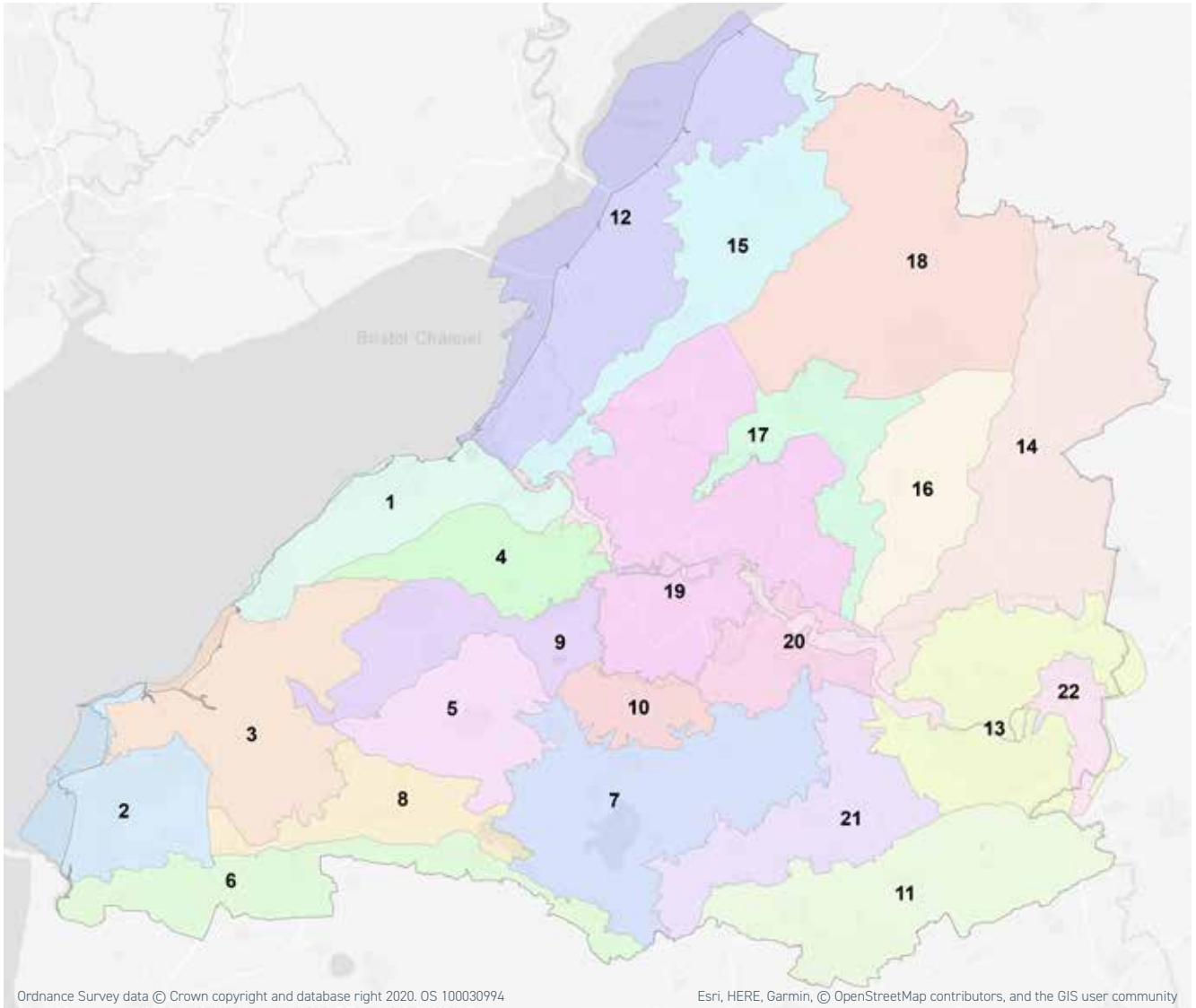
Well designed and high quality GI can protect and enhance as well as improve connectivity for access and **sense of place**. Understanding the origins and history of the semi-natural and designed landscapes can provide information on how these areas could be managed, conserved and protected. It is crucial that a holistic approach is taken towards the management of green spaces that incorporates an understanding of their intrinsic heritage values.

With regard to **water catchment areas**, there is a description of each of the 17 hydrological sub catchments in Appendix 3 with the respective issues and opportunities (identified to date and not exhaustive) being incorporated with the relevant GI Area profiles.

West of England GI Areas:

- 1 Clevedon Portishead and Gordano
- 2 Weston-super-Mare and Environs
- 3 North Somerset shoreline and Moors
- 4 Wooded uplands, Abbots Leigh, Tickenham, Failand
- 5 North Somerset Open Plateau and wooded slopes
- 6 Mendip Slopes and outliers
- 7 Chew Valley
- 8 Yeo Valley and Spring line villages
- 9 Nailsea, Backwell, Long Ashton and Environs
- 10 Dundry Hill
- 11 Cam, Wellow and Somer Valley around Norton Radstock
- 12 Severn Estuary Shoreline and levels
- 13 Bath and Environs – Bathscape
- 14 Cotswold Scarp and Dip Slope
- 15 Ridges, Shirehampton to Tytherington
- 16 Pucklechurch Ridge, Boyd and Golden Valleys
- 17 Frome Valley – Westerleigh Vale – Oldland Ridge
- 18 The South Gloucestershire Vales
- 19 Greater Bristol
- 20 Keynsham and Environs
- 21 Undulating plateau Newton St Loe to Hinton Blewett
- 22 River Avon Valley

West of England Green Infrastructure Areas



SECTION 6: STRATEGIC GREEN INFRASTRUCTURE PROJECTS

In developing and preparing this JGIS a number of **strategic projects have emerged** (see *Action Plan*) including the production of the West of England Tree and Woodland Strategy, and West of England Biodiversity Net Gain (BNG) Guidance and the West of England Natural Capital Account. Some are evidence and data related projects and others are on the ground delivery projects or a combination of the two. The JGIS will assist in identifying areas of priority for delivery of BNG and Habitat Regulation Assessment requirements and mitigation.

In order to assess and prioritise GI projects a **Project Assessment Form** has been devised. (Appendix 4). The Project Assessment Form is to capture GI projects that are in development or developed but not yet implemented. It is intended to assist prioritisation of projects and to set out projects that might be integrated with other schemes and that may not have identified

GI opportunities at the outset or been aware of existing GI initiatives in the relevant area.

Part of prioritising will relate to the appropriateness of particular **funding opportunities** and being able to demonstrate a projects relevance to national context e.g. delivering the 25 Year Environment Plan, Environment Bill and/or regionally addressing the climate and ecological emergency .

It is intended to produce and **maintain a database of current and proposed strategic GI activity**. This will be used to identify opportunities for joint working and to prepare full project proposals to bid to funding programmes as part of wider schemes e.g. housing/transport/landscape schemes.

West of England Ecological Networks

Grassland

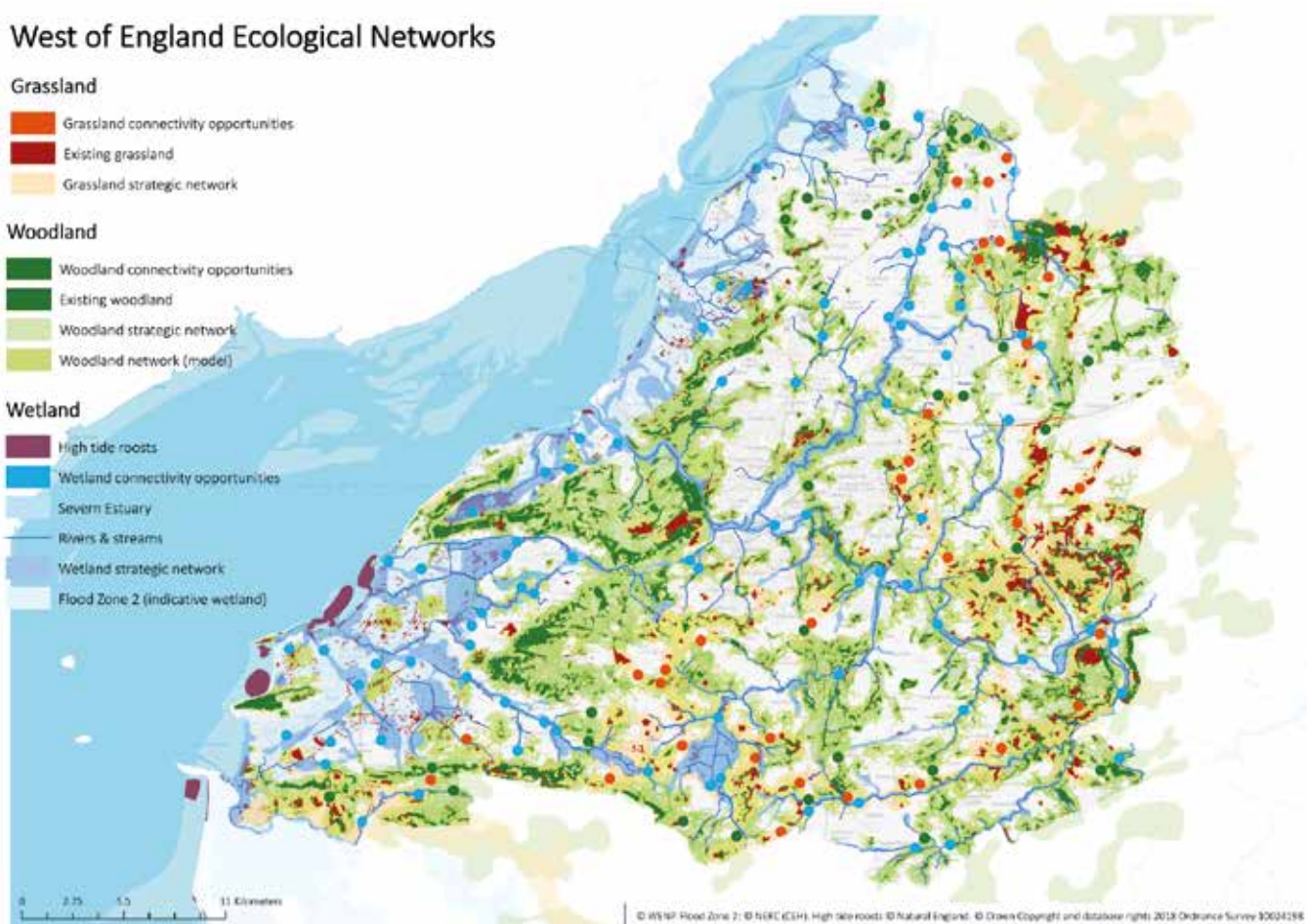
- Grassland connectivity opportunities
- Existing grassland
- Grassland strategic network

Woodland

- Woodland connectivity opportunities
- Existing woodland
- Woodland strategic network
- Woodland network (model)

Wetland

- High tide roots
- Wetland connectivity opportunities
- Severn Estuary
- Rivers & streams
- Wetland strategic network
- Flood Zone 2 (indicative wetland)



Source: WENP Nature Recovery Network for the West of England; A Methodology (2018)

SECTION 7: DELIVERY, FUNDING AND MONITORING

DELIVERY

The West of England authorities as owners of the Strategy commit to its delivery and to implementing the Action Plan. This will be led by WECA on behalf of the Unitary Authorities.

The West of England GI Working Group will continue to support implementation of the Action Plan with individual partners and organisations taking the lead on specific projects or activities.

Natural England (NE) and the Environment Agency (EA) have been involved in developing the JGIS with the West of England authorities and other local partners and endorse its use. As a shared document bringing together the latest evidence and delivery tools, NE and the EA expect it to provide an invaluable platform for the delivery of a thriving natural environment, with benefits to communities across the West of England, bringing the Government's 25 Year Environment Plan to life.

Planners, Public Health, developers, project managers, community groups and other organisations all have a role including:

Local Authorities

- a) Engaging with partnerships to understand how well planned GI can deliver Councils aims and outcomes.
- b) Supporting and guiding the development of Local Plans and associated planning documents.
- c) Allocating funding for GI in Infrastructure Delivery Plans.
- d) Supporting planning responses when advising on GI expectations within development proposals including S106 and Community Infrastructure Levy contributions and requirements.

- e) Ensuring use as a reference document to other strategies such as Local Transport Plans, Rights of Way Improvement Plans and Green Space Strategies.
- f) Working with partners, supporting events and outreach work, particularly with schools, to increase the understanding of GI.

West of England Combined Authority

- a) Leading, influencing and convening role in taking forward the JGIS Action Plan.
- b) Increasing awareness of potential projects which could be supported and/or taken forward by partnership organisations.
- c) Supporting and guiding the targeting of resources to enhance GI through management of existing projects.
- d) Helping develop business cases for GI projects that are identified as priorities when funding becomes available.

Public Health

- a) Provide public health input and advice into local and regional spatial and transport planning.
- b) Help identify and advocate for policies and strategies that improve people's access to and use of high quality green spaces.
- c) Communicate the benefits of access to high quality green and blue space for people's health and wellbeing.

Developers

- a) Supporting and guiding the production of masterplans and other documents associated with major development areas.
- b) Identifying on-site/off-site opportunities to enhance existing GI and create new GI as part of a development brief.
- c) Implementing agreed GI together with arrangements for management.



SECTION 7 continued

Partnerships

- a) Increasing awareness of potential projects which could be supported and/or taken forward by partnership organisations.
- b) Understanding the broader GI context in which projects are undertaken, in order to facilitate GI links between projects.
- c) Supporting and guiding the targeting of resources to enhance GI through management of existing projects.
- d) Helping in the selection of new GI projects to be brought forward as and when funding becomes available.

Community groups and other organisations (e.g. friends groups and charities)

- a) Providing guidance for making GI improvements happen on the ground through the development of new and existing projects.
- b) Providing information on potential sources of funding.
- c) Providing evidence to support the development of Neighbourhood Plans.

Defra, Environment Agency and Natural England

- a) Providing advice, predominantly on Local Plans, SPD and major development projects on delivery of high quality green and blue infrastructure.
- b) Work with West of England partners to embed 25 Year Environment Plan aims into decision-making and delivery frameworks. This includes building understanding of how GI delivery, Nature Recovery Networks, Biodiversity Net Gain, natural capital assessment, and nature-based solutions to climate and flood risk support better outcomes for particular places and communities.
- c) Natural England will support West of England authorities in development of strategic solutions for addressing effects of West of England growth on protected sites

and species, and seek to align solutions with JGIS priorities.

- d) Support actions to further develop targeted GI projects and priorities where investment can maximise benefits.
- e) Help secure relevant opportunities to test or pilot new ways of delivering and funding GI and other objectives, e.g. ongoing piloting of National Framework for GI standards.

Non-Government Organisations (NGOs) including National Trust, Avon Wildlife Trust, Woodland Trust

- a) Continue to work with West of England authorities through established partnerships such as West of England Nature Partnership, Bristol Avon Catchment Partnership and landscape partnerships including Bathscape.
- b) Provide specialist guidance and support.
- c) Develop and deliver initiatives to communicate and implement the Nature Recovery Network as part of the JGIS.

Through existing joint working practice between authorities and organisations including partnerships such as Bristol Avon Catchment Partnership, West of England Nature Partnership, Local Enterprise Partnership, Natural History Consortium, Mendip Hills AONB Partnership, and Cotswold Conservation Board there are mechanisms to consider environmental issues and schemes, and identify potential wider cross boundary benefits.

Duty to Cooperate

As delivery of the JGIS concerns a strategic issue with cross boundary implications it is covered by the local authority and prescribed bodies 'Duty to Cooperate' and will be demonstrated through including GI in 'Statements in Common' provided to support Local Plan making.

Key partnerships that have been integral to developing this Strategy and its delivery going forward are:

West of England Nature Partnership (WENP)

The West of England Nature Partnership (WENP) is a cross-sector partnership working to restore the natural environment in the West of England through embedding the value of nature in decision-making across spatial planning, public health and economic development.

Bristol Avon Catchment Partnership (BACP)

The Bristol Avon Catchment Partnership (BACP) comprises a range of organisations, groups, authorities and individuals dedicated to working together to improve the water environment and provide wider benefits for people and nature at a catchment scale – known as a catchment based approach (CaBA). The Bristol Avon catchment encompasses the North Somerset coastal streams and the Lower Severn Vale sub-catchments.

and potential delivery mechanisms by the organisations that sit on the Panel. Collaborative working with a wide range of stakeholder organisations will be key.

Longer term there will be **stakeholder discussion** where required as part of wider collaboration for how the West of England could be resourced for environmental benefit and valuing natural capital. The key intention would be to ensure resourcing, coordination and integration of the objectives of the JGIS in development plans, Joint Local Transport Plan, Local Industrial Strategy, major scheme bids and natural capital related plans and strategies regarding water, clean air, land management.

Funding for maintaining and managing existing GI is a significant challenge for local authorities already struggling to fund most basic public services. In view of the climate and ecological emergency, understanding our region's natural capital (the assets and services), their value and cost of managing them now and in the future will provide informed decision making across services and with other delivery partners, and will lead to improved integrated delivery, benefitting public health and wellbeing, green space provision, flood management and wildlife.

The authorities will also be reviewing national Government incentives and funding opportunities that may arise with the enacting of the Environment Bill 2020.

FUNDING

The Action Plan (Section 8) sets out what is required moving forward and takes account of current resources both within the five authorities and within partnerships, Government bodies, and individual bodies. Through continued joint working, including the GI Working Group, the partners will continue to explore funding opportunities to help deliver GI initiatives.

The West of England Strategic Solutions Panel will be a forum to discuss shared priorities, phasing and sequencing of GI priorities/projects that will inform work on the Infrastructure Investment and Delivery Plan, including identifying appropriate funding streams

MONITORING

The West of England GI Group reporting to the West of England Infrastructure Officer Board (IOB) and Strategic Directors will provide an annual review to be shared on the WECA and WENP media channels.



SECTION 7 continued

Defra 25 Year Environment Plan indicators and WENP Nature Recovery ambitions.









Defra have set out an indicator framework for the 25 year Environment Plan (May 2019) setting out commitment to deliver a comprehensive set of indicators which collectively describes environment change as it relates to the 10 goals in the 25 Year Plan. The framework of indicators is developed on the concept of natural capital. There are 66 indicators under 10 broad themes. Defra will where possible, make data available

to allow analysis at local scales including local authority or catchment.

It is therefore proposed that as part of the monitoring of delivery of the JGIS that the Defra indicators are used and analysed for the West of England when available.

Delivery of the West of England Nature Recovery Network ambitions (listed below) will be monitored through the work of WENP working with the authorities.

West of England Nature Recovery ambitions

-  Create 5,108 hectares of wildlife-rich habitat outside the protected site network by 2043.
-  Double our woodland by 2060.
-  Close the connectivity gaps with 580 hectares of new native woodland and 660 hectares of new species-rich grassland by 2050.
-  All water catchments to be in good ecological status and all SSSIs in favourable condition by 2027.
-  Double the amount of land managed for environmental gain from 2018 levels by 2050.
-  All new developments achieve well connected and appropriate Biodiversity Net Gains that contribute across these ambitions.
-  Double the abundance of wildlife from 2018 levels by 2050.
-  Develop a strong and living evidence base to hold the above ambitions to account and help us make the smartest decisions for nature's recovery.

SECTION 8: ACTION PLAN 2020 – 2023

	Actions	Lead partner(s)	Funding £ (+ source)	Time scale
Resourcing (R)				
R1	<p>West of England GI Working Group to continue to be resourced by WECA, the four UAs and key partners to assist:</p> <ul style="list-style-type: none"> • Implementation of the Action Plan. • Provide oversight and updates on new regulations and matters regarding GI. • Update GI evidence and information base including GI Areas. 	WECA	£ Officer time	2020-23
Activities (A)				
A1	Final Joint GI Strategy sign off process to be confirmed and completed.	WECA	£ Officer time	April-June 2020
A2	Each UA to confirm how they will take JGIS forward into respective Local Plans with other programmes as part of the signing off process.	UAs	£ Officer time	May/June 2020
A3	Set up appropriate workshops/process for stakeholder engagement to develop the GI Area profile information and GI evidence recognising that current work is limited to existing asset mapping. The profiles need to identify and describe importance of connectivity of the assets including species movement to assist Local Nature Recovery Strategies and other plans and strategies.	WECA	£ Officer time	Sept-Dec 2020
A4	Produce annual review on JGIS delivery. Review and monitor actions including delivery of strategic GI projects and report on environment change through use of Defra 25 Year Plan indicators.	UAs & WECA	£ Officer time	2020-2023
A5	Agree process for submission of strategic GI projects, assessment and prioritisation using Project Assessment Form, and management including liaison with submission leads, identifying funding and preparing bids and business cases, and monitoring progress.	UAs & WECA, EA, NE	£ Officer time	2020



SECTION 8 continued

	Actions	Lead partner(s)	Funding £ (+ source)	Time scale
Activities (A) continued				
A6	Investigate delivery/funding mechanisms/finance models e.g. Landscape Enterprise Networks (LENs) – BACP is piloting the LENs approach in the Bristol Frome sub-catchment (GI Areas 17, 18,19). Investment Fund/Environment Fund/Natural Capital Trust/reverse auctions are to be investigated including appetite amongst various potential investors for specific finance models.	WECA on behalf of/ alongside UAs	£ Officer time	2020-2023
A7	Develop guidance for planners on Local Plan development regarding consideration of GI and its relationship with Natural Capital and ecosystem services and related legislative requirements including Biodiversity Net Gain, Nature Recovery Strategies and Habitat Regulations. Guidance will include example policies and GI Policy Assessment Matrix.	UAs & WECA	£ Officer time	2020
A8	Provide GI training/support to WECA/UA officers to deliver strategic and Local Plans that will deliver effective GI to support delivery of new development – i.e. contain strong GI policy and requirements including for master planning that demonstrates effective integration of GI as well as natural capital, and ecosystem services. Training will include guidance and support on use of the GI Policy Assessment Matrix.	UAs & WECA	£ Officer time	2020-23
A9	The GI Policy Assessment Matrix (<i>see Useful references</i>) is to be applied by WECA and each of the UAs in the drafting of strategic spatial plan and Local Plans. External assessment of the draft policies is available via matrix developer via GI Working Group.	UAs & WECA	£ Officer time	2020-23
A10	West of England Nature Recovery Network is to be used by WECA and the four UAs to assess, identify and prioritise opportunities for ecological enhancement through their Local Plans and strategies including any Local Nature Recovery Strategies (Environment Bill) and delivery of Biodiversity Net Gain.	UAs & WECA	£ Officer time	2020-23
A11	Joint Local Nature Recovery Strategy – consider joint approach in response to Environment Bill requirement.	UAs & WECA, WENP	£ Officer time	2021-23

	Actions	Lead partner(s)	Funding £ (+ source)	Time scale
Activities (A) continued				
A12	The Bristol Avon Catchment Partnership (BACP) Environmental Services Evidence Review and BACP Action Plan are to be used by the four UAs to assess, identify and prioritise opportunities for enhancement through their Local Plans and strategies.	UAs with BACP	£ Officer time	2020-23
Strategic GI Projects (S)				
S1	West of England environmental and ecological Geographical Information System (GIS) and geospatial technologies to plan, build, and monitor GI. Establish a shared and managed data platform for sharing West of England data that is to be kept updated, reviewed and used for monitoring progress. Obtain mapping/data identified as necessary to respond to new regulations and requirements e.g. habitat and land use/change data.	WECA/UAs	£? TBC Partnership contributions	2020-21
S2	West of England Biodiversity Net Gain (BNG) – complete and take forward West of England Guidance and options for delivery – shared resourcing, and mechanisms and processes for implementing e.g. tool kits and SPDs, recording and managing BNG across West of England.	WECA/NE/ UAs	£20,000 (Guidance commission)	2020-23
S3	West of England Natural Capital Account (NCA) – assist development of NCA and incorporate output as part of shared mapping and data.	EA	£ Officer time	2020
S4	West of England National GI Standards Framework pilot – deliver pilot as outlined in proposal to Natural England.	UAS/ WECA/NE	£ Officer time	2020
S5	West of England Tree and Woodland Strategy – produce, coordinate/identify strategic approach to tree and woodland planting e.g. targeting of new woodland creation schemes/joint funding bids and consider Ash Die Back – to assess and understand risk and impact to West of England.	WENP	£ TBC	2020



GLOSSARY

Bristol Avon Catchment Partnership (BACP)

The Bristol Avon Catchment Partnership (BACP) comprises a range of organisations, groups, authorities and individuals dedicated to working together to improve the water environment and provide wider benefits for people and nature at a catchment scale – known as a catchment based approach (CaBA). Formed in 2012 with the support of Central Government, the partnership has produced a catchment plan to work towards achieving a better water environment for all. BACP is supported by a steering group and there are also various project task groups who meet regularly to develop and deliver partnership projects from across the catchment.

The Bristol Avon catchment encompasses the North Somerset coastal streams and the Lower Severn Vale sub-catchments.

Partners are: Avon Wildlife Trust, Bath & North East Somerset Council, Bristol Avon Rivers Trust, Bristol City Council, Bristol Water, Environment Agency, Farming & Wildlife Advisory Group – South West, Natural England, North Somerset Council, South Gloucestershire Council, West of England Rural Network, Wessex Water, Wiltshire Council, Wiltshire Wildlife Trust. Funded by Wessex Water.

www.wessexwater.co.uk/environment/catchment-partnerships/bristol-avon-catchment-partnership

The Bristol Avon Catchment is the entire area of land, rivers, streams and wetlands that eventually drain to the sea via the River Avon at Bristol. The Bristol Avon Catchment has 23 sub-catchments. Seventeen of these are within or partly within the West of England area, whilst the remaining parts of the catchment extend into Wiltshire and Mendip. The catchment includes all the different types of landscape that we build on, cultivate and modify; all of these human interventions have an impact on the water environment and the benefits (ecosystem services) it provides for wildlife and people.

BACP Environmental Services Evidence Review and Action Plan enable partners to identify the key water-based issues and opportunities and support decision making across the catchment area.

<https://www.wessexwater.co.uk/environment/catchment-partnerships/bristol-avon-catchment-partnership>

Biodiversity Net Gain is a requirement for development projects, in which biodiversity losses are outweighed by measures taken to avoid, minimise or compensate impacts of the project.

Bristol Regional Environmental Records Centre (BRERC) plays a key role as the central biodiversity and geodiversity data provider in the West of England.

Funded by Bath & North East Somerset Council, Bristol City Council, South Gloucestershire Council, The Environment Agency, Wessex Water and Avon Wildlife Trust.

www.brerc.org.uk

Building with Nature provides a clear set of standards and a technical user guide to help applicants to benchmark evidence of how their development or policy meets the benchmark standard for high quality GI.

The benchmark can be used to certify a development scheme at different stages from pre-application, through to post-construction maintenance; and can be used to certify a final publication of a policy document.

www.buildingwithnature.org.uk

A catchment area is a hydrological unit. All the precipitation that falls into a catchment area eventually ends up in the same river going to the sea. Catchment areas are separated from each other by watersheds. A watershed is a natural division line along the highest points in an area. Catchments are divided into sub-catchments, also along the lines of elevation.

Catchment Based Approach (CaBA) an inclusive, civil society-led initiative that works in partnership with Government, local authorities, water companies, businesses and more, to improve the water environment and provide wider benefits for people and nature at catchment scale.

Design West is an independent service that provides design review, policy support, consultancy and training to promote excellence in urban design, sustainability and place-making across the West of England. Design West brings together the best expertise from across the built and natural environment sectors and works collaboratively with decision-makers and the development sector to shape better places. Design West was established in partnership with the five authorities, and is delivered by the Architecture Centre, a registered charity. Design West deliver regular design review panels in the four West of England authority areas.

Ecosystem services – described as the “multiple benefits gained by people from the natural environment,” the ‘ecosystems approach’ has been developing as a branch of science and policy since the late 1980s. In 2005 the UN’s *Millennium Ecosystem Assessment (MA)* was published. This assessed the consequences of ecosystem change on human well-being. The findings provide a state-of-the-art scientific appraisal and basis for action to conserve and use ecosystems and their services sustainably. The MA classified ecosystem services into four categories:

- Provisioning services: products obtained from ecosystems, including food, fibre, fuel, medicines and fresh water.
- Regulatory services: benefits obtained from the regulation of ecosystem processes, including air quality regulation, climate regulation, water regulation, erosion regulation, water purification, disease

regulation, pest regulation, pollination, natural hazard regulation.

- Cultural services: non-material benefits people obtain from ecosystems through recreation, reflection, cognitive development, aesthetic experiences and spiritual enrichment.
- Supporting services: services necessary for the production of all other ecosystem services including soil formation, photosynthesis, primary production, nutrient cycling and water cycling.

EU Green Infrastructure definition: *Green Infrastructure is a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services such as water purification, air quality, space for recreation and climate mitigation and adaptation. This network of green (land) and blue (water) spaces can improve environmental conditions and therefore citizens’ health and quality of life. It also supports a green economy, creates job opportunities and enhances biodiversity. The Natura 2000 network constitutes the backbone of the EU Green Infrastructure.*

Green Infrastructure planning is a successfully tested tool to provide environmental, economic and social benefits through natural solutions and help reduce dependence on ‘grey’ infrastructure that is often more expensive to build and maintain.

http://ec.europa.eu/environment/nature/ecosystems/index_en.htm

Landscape Enterprise Networks (LENs) link management and investment in landscapes to the long-term needs of business and society. It does this by helping businesses to work together to influence the quality and performance of the landscapes in which they operate.



Glossary continued

National Character Area (NCA)

Natural England complying with its responsibilities as set out in the Natural Environment White Paper, *Biodiversity 2020* and the European Landscape Convention, produced profiles for 159 National Character Areas (NCAs). These are areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment.

NCA profiles are guidance documents which can help communities to inform their decision-making about the places that they live in and care for. The information they contain supports the planning of conservation initiatives at a landscape scale, informs the delivery of Nature Improvement Areas and encourages broader partnership working through Local Nature Partnerships.

Each NCA provides a wide range of benefits to society. Benefits (ecosystem services) derived from the attributes and processes (both natural and cultural features) within the NCA area.

www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making

Natural capital – The natural capital framework demonstrates how elements within our natural world contribute to achieving the outcomes we seek as individuals and society more generally. According to HM Treasury's Green Book: *Appraisal and Evaluation in Central Government*:

"Natural capital includes certain stocks of the elements of nature that have value to society, such as forests, fisheries, rivers, biodiversity, land and minerals. Natural capital includes both the living and non-living aspects of ecosystems. Stocks of natural capital provide flows of environmental or 'ecosystem' services over time.

These services, often in combination with other forms of capital (human, produced and social) produce a wide range of benefits. These include

use values that involve interaction with the resource and which can have a market value (minerals, timber, freshwater) or non-market value (such as outdoor recreation, landscape amenity). They also include non-use values, such as the value people place on the existence of particular habitats or species." (p.45)

Natural Capital Account – Providing an overall assessment of the value of a stock of assets is known as natural capital accounting. In terms of accounting, valuing a snapshot of natural capital (for example, the value of parks within a local authority area) may be expressed in annual flow terms (parks provide £ million services per year) or as capital asset value (the lifetime value of parks is ££ million).

Economic valuation can demonstrate the value of a natural capital asset, which may in turn generate support for a wider agenda of environmental improvement, or prompt a new dialogue with stakeholders.

Extracts above taken from: [Enabling a Natural Capital Approach \(ENCA\) guidance \(2020\)](#) a comprehensive document providing information and resources for natural capital.

Natural History Consortium a partnership of 13 members reflecting the West of England region's reputation as a leading centre for the understanding and appreciation of the natural world. It delivers informative events and activities. Facilitates, develops, and disseminates novel communication techniques. Builds, supports and pilots effective partnerships that bring together diverse organisations that face similar challenges and issues, and to help organisations learn from each other.

www.bnhc.org.uk/

Strategic Solutions Panel brings together infrastructure delivery bodies, commissioners and statutory bodies with strategic oversight to coordinate and enable delivery of the West of England strategic development priorities. The panel is coordinated by WECA, and meets quarterly. Membership of the Panel includes

the four West of England Unitary Authorities, Highways England, Environment Agency, NHS England and Network Rail.

Water Framework Directive Citizens, environmental organisations, nature, water-using sectors in the economy all need cleaner rivers and lakes, groundwater and bathing waters.

Water protection is therefore one of the priorities of the Commission. European Water Policy should get polluted waters clean again, and ensure clean waters are kept clean.

http://ec.europa.eu/environment/water/water-framework/index_en.html

West of England GI Working Group – set up by local authorities with WECA to undertake West of England GI programme of work. Officers representing the four UAs, WECA, Environment Agency, Natural England, West of England Nature Partnership, Bristol Avon Catchment Partnership have contributed their time to monthly meetings and workshops to develop and run workstreams including Biodiversity Net Gain, Policy Matrix work, environment data and mapping.

West of England Nature Partnership (WENP)

The West of England Nature Partnership (WENP) is a cross-sector partnership working to restore the natural environment in the West of England through embedding the value of nature in decision making across spatial planning, public health and economic development.

Established in 2012, WENP is the designated Local Nature Partnership (LNP) for the West of England. LNPs are a key commitment from the 2011 Government White Paper, *The Natural Choice: Securing the Value of Nature*. Taking up an action from the Government 25 Year Environment Plan WENP has produced the West of England Nature Recovery Network setting out

ambitions for the recovery of nature in the 25 Year Environment Plan. This forms an integral part of the West of England GI Plan.

www.wenp.org.uk/

The Partnership is governed by the WENP Board, which comprises representatives from: Bristol City Council, South Gloucestershire Council, North Somerset Council, Bath & North East Somerset Council, Avon Wildlife Trust, and Wessex Water, Bristol Water, Natural England, WECA, Local Enterprise Partnership, Avon Wildlife Trust, National Trust, Woodland Trust, Natural History Consortium, BACP, and the Environment Agency.

The local authorities, Wessex Water and Avon Wildlife Trust currently fund the partnership.



USEFUL REFERENCES

There is a wealth of information on Green Infrastructure on the internet. Below are some key documents/links to further information:

Town and Country Planning Association has an extensive range of publications offering practical guidance and case studies:

www.tcpa.org.uk/Pages/Category/green-infrastructure

The Green Infrastructure Partnership (GIP) is a large network of people and organisations that support the creation, enhancement and promotion of Green Infrastructure in the UK.

Membership is free. In addition to opportunities to network and influence Green Infrastructure at a strategic level, members receive a monthly GIP newsletter, which includes the latest Green Infrastructure news, events, publications and funding opportunities.

www.tcpa.org.uk/pages/category/green-infrastructure-partnership

Mainstreaming Green Infrastructure – Alister Scott is the NERC Knowledge Exchange Fellow who has assisted policy work on the West of England Joint GI Strategy. As Knowledge Exchange Fellow, Alister Scott working with the Town and Country Planning Association (TCPA), describes his role as a catalyst integrating multiple planning policy and practice viewpoints across key stakeholders who use/shape the planning system.

The Policy Matrix Assessment Framework has been devised from three different GI research projects. First, an English GI Benchmark 'Building with Nature', a NERC project developed by the Gloucester Wildlife Trust and the Centre of Sustainable Planning and Environments at UWE (Sinnett, et al., 2018). Second, an 'Integrated Green Infrastructure Approach' developed and promoted in Scotland by the Glasgow and Clyde Valley Green Nature Partnership (2017) and third, a NERC funded project on 'Mainstreaming Green Infrastructure

in the planning system' which seeks to improve the way GI is valued and used in policy and decision making processes drawing on existing research and practice perspectives (Scott 2018).

The goal of the Matrix is to ensure that there are sufficient policies that explicitly cover the full range of functions performed by GI which are mainstreamed throughout the local plan/strategy document rather than just in the 'environment' section and in one isolated Green Infrastructure policy. Furthermore, there is a goal to ensure that the GI policies themselves have sufficient clarity and strength to result in appropriate delivery and action on the ground. Working with Alister Scott, exemplar policies have been identified and a GI policy drafted for consideration by West of England UAs.

<https://mainstreaminggreeninfrastructure.com/>

Understanding our growing environmental vocabulary in England: Connecting Green Infrastructure, Natural Capital, Ecosystem services and Net Gain(s) within the English Planning System – Alister Scott et al (2019)

<https://mainstreaminggreeninfrastructure.com/>

The Green Space Factor and the Green Points System – this paper presents advice on how to implement the Green Space Factor, a tool for calculating Green Infrastructure requirements for new developments.

Using this methodology gives local authorities certainty about the Green Infrastructure benefits being provided; developers some flexibility in what they deliver; and communities the benefits of increased Green Infrastructure.

The tool was so successful that it has since been included in the planning policies of multiple municipalities across Europe.

www.tcpa.org.uk/the-green-space-factor-and-the-green-points-system

Reuniting Health with Planning is a UK-wide TCPA initiative focused on improving skills, understanding and knowledge of practitioners, planners and non-planners especially those in public health and the built environment, involved in policy making and developments at the national and local levels. Includes PERFECT factsheet 1 – Green Infrastructure and Health

www.tcpa.org.uk/healthyplanning

PERFECT is an international Green Infrastructure partnership led by the TCPA.

Professionals from around Europe use PERFECT to collect and share research, knowledge and best practice to help encourage further investment in Green Infrastructure throughout the continent.

Countries partnering in PERFECT are the United Kingdom (Cornwall Council and the TCPA), Hungary, Austria, the Netherlands, Slovenia, Slovakia and Italy.

www.tcpa.org.uk/perfect

Guidance for delivering new Garden Cities

The TCPA has produced a suite of guidance with practical steps for all those interested in making 21st century Garden Cities a reality. Guidance provides detail and case studies on a wide range of key issues, including planning, investment, land assembly, delivery, and long term stewardship. It includes 11 Guides, including Guide 7 – Planning for green and prosperous places, includes case studies including Bicester's Green Infrastructure planning toolkit, and Guide 9 - Long Term Stewardship – how to fund long term management and maintenance.

www.tcpa.org.uk/guidance-for-delivering-new-garden-cities

Linear Infrastructure Network

The Linear Infrastructure Network (LINet) has produced a flyer which sets out the benefits of well designed and maintained Green Infrastructure alongside grey infrastructure assets.

www.ciria.org/News/blog/LINet_sets_out_the_benefits_of_green_infrastructure_to_enhance_infrastructure_resilience.aspx

Nature Recovery Network (NRN) methodology – how the NRN was created and what it means:

www.wenp.org.uk/wp-content/uploads/2019/05/Towards-a-Nature-Recovery-Network-for-the-West-of-England-A-Methodology.pdf

UNITARY AUTHORITY LOCAL PLANS

Bath & North East Somerset Council

www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/local-plan-2016-2036

Bristol City Council

www.bristol.gov.uk/planning-and-building-regulations/local-plan-review

North Somerset Council

www.n-somerset.gov.uk/my-services/planning-building-control/planningpolicy/local-plan/

South Gloucestershire Council

www.southglos.gov.uk/environment-and-planning/planning/planning-policy/plans-in-preparation/new-south-gloucestershire-local-plan-2018-2036/



Useful References continued

PUBLIC HEALTH AND WELLBEING STRATEGIES

Bristol's HWB Strategy has as a priority to 'Create a high quality and well-connected built and green environment, and manage the health impacts of Climate Change'.

www.bristol.gov.uk/documents/20182/34772/HW%20Strategy%20Document_2013_web.pdf/9dcfd365-4f01-46be-aaf3-0874d75c7c33

Bath & North East Somerset's HWB Strategy has as a priority to 'Create healthy and sustainable places'.

www.bathnes.gov.uk/sites/default/files/banes_health_and_wellbeing_strategy_2015_-_2019_0.pdf

One of the four collective areas for action in **South Gloucestershire's HWB Strategy** is to 'Maximise the potential of our built and natural environment to enable healthy lifestyles and prevent disease'.

https://edocs.southglos.gov.uk/download/healthandwellbeingstrategy_1034.pdf

Appendix 1

West of England GI Strategy mapping

Mapping of Green Infrastructure (GI) provides a visual and spatial representation of existing GI assets and potential opportunities to enhance and extend existing assets. The spatial understanding of GI enables the identification of the links that are vital for effective GI planning. The West of England Joint Green Infrastructure Strategy (JGIS) has identified a series of mapped datasets as part of the evidence necessary to help support the delivery of its eight outcomes:

- Supporting resilient ecosystems and biodiversity.
- Mitigating and adapting the natural and built environment to climate change.
- Conserving and enhancing a legible network of physical green spaces.
- Reducing and managing flood risks and drought.
- Improving mental and physical health, and the cohesion of local communities.
- Increasing the sustainability of food production.
- Maintaining and enhancing cultural heritage, landscapes and natural resources.
- Promoting economic growth, employment and skills improvement.

A number of the mapped datasets will be used to assist in monitoring change and progress in achieving the JGIS outcomes.

The geospatial data developed for the JGIS will be available as:

- 1) An interactive mapping tool which allows interrogation of GI at different geographical scales in the West of England is to be developed in line with the JGIS Action Plan.
- 2) 22 GI Area profiles – these provide a narrative of GI assets (described under five infrastructure categories) issues and strategic GI projects underway and strategic GI opportunities obtained from the mapped evidence. *See Appendix 2 – Methodology and example GI Area profile.* It is intended that this information will be linked to the interactive mapping tool when established.

Table 1 identifies the mapping layers used to inform the JGIS. Most are open data source maps accessible on: <https://magic.defra.gov.uk/> and available to download from the governments open data archive: <https://data.gov.uk/>.

These maps and the various geospatial data layers are the starting point for the assessment of GI within the West of England. Layers that will be made available within the interactive map vary in geographic scale. Some, such as the Nature Recovery Network work at a West of England scale, however are not suitable for viewing at a field boundary scale. Others are ward based, for example Index of Multiple Deprivation mapped areas .

As the authorities utilise the West of England geospatial evidence provided at localised resolutions, more detailed geospatial data will be made available and potentially added to a shared mapping platform.

Appendix 1 continued

Table 1: Mapped datasets used to inform the West of England Joint Green Infrastructure Strategy

Collection	Display Name	Coverage
Base maps	West of England GI Areas	West of England
	West of England Phase 1 surveys	West of England
Housing growth in the West of England	West of England UA Core Strategy site allocations	West of England
	West of England Joint Local Transport Plan 4 Schemes <ul style="list-style-type: none"> ● Cycle routes ● Highways ● Junction upgrades ● New rail stations ● Park & rides ● Public transport ● Rail improvements 	West of England
Deprivation (2015 IMD) in the West of England	West of England Index of Multiple Deprivation (2015)	West of England
Recreational and Healthy Living infrastructure	West of England Neighbourhoods vulnerable to heat index	UK
	Limestone Link	West of England
	Monarchs Way	West of England
	River Avon Trail	West of England
	Two Rivers Way	West of England
	National walking trail	UK
	Cotswold Way	West of England
	Other National Trails	West of England
	West of England UA Park and green space	West of England
	West of England Common land and town/village greens	West of England
	Accessible greenspace in the West of England (ANGst) 500ha+ with 10km buffer	West of England
	Accessible greenspace in the West of England (ANGst) 100ha+ with 5km buffer	West of England
	Accessible greenspace in the West of England (ANGst) 20ha+ with 2km buffer	West of England
	Accessible greenspace in West of England (routing) Greenspace	West of England
	Accessible greenspace in West of England (routing) Catchments	West of England
Productive land	West of England Traditional orchards	West of England
	West of England Allotment plots	Bristol City Council (BCC)
	West of England Agricultural land classification grades	West of England

Collection	Display Name	Coverage
Ecological/Geological infrastructure	WENP Nature Recovery Network: Wetland strategic network	West of England
	WENP Nature Recovery Network: Grassland strategic network	West of England
	WENP Nature Recovery Network: Woodland strategic network	West of England
	West of England Ramsar sites West of England Special Areas of Conservation (SAC) West of England Special Protected Areas (SPA) West of England Sites of Specific Scientific Interest (SSSI) West of England Local Nature Reserve National Nature Reserve West of England Nature Improvement Area (NIA) West of England Strategic Nature Areas (SNA) West of England Sites of Nature Conservation Interest (SNCI)	West of England
	Avon Wildlife Trust Reserves	West of England
	Trust owned land	West of England
	Regionally Important Geological Sites (RIGS)	Bristol City Council (BCC)
	WENP Nature Recovery Network Grassland existing WENP Nature Recovery Network Grassland network model WENP Nature Recovery Network Grassland connectivity opportunities WENP Nature Recovery Network Woodland existing WENP Nature Recovery Network Ancient woodland existing WENP Nature Recovery Network Woodland network model WENP Nature Recovery Network Ancient woodland network model WENP Nature Recovery Network Woodland connectivity opportunities WENP Nature Recovery Network Wetland high tide roosts (Natural England data) WENP Nature Recovery Network Wetland connectivity opportunities	West of England
	West of England Priority Habitats	West of England Extract
	West of England Coastal floodplain grazing marsh	West of England Extract
	Bristol City Council Wildlife Network Sites	BCC

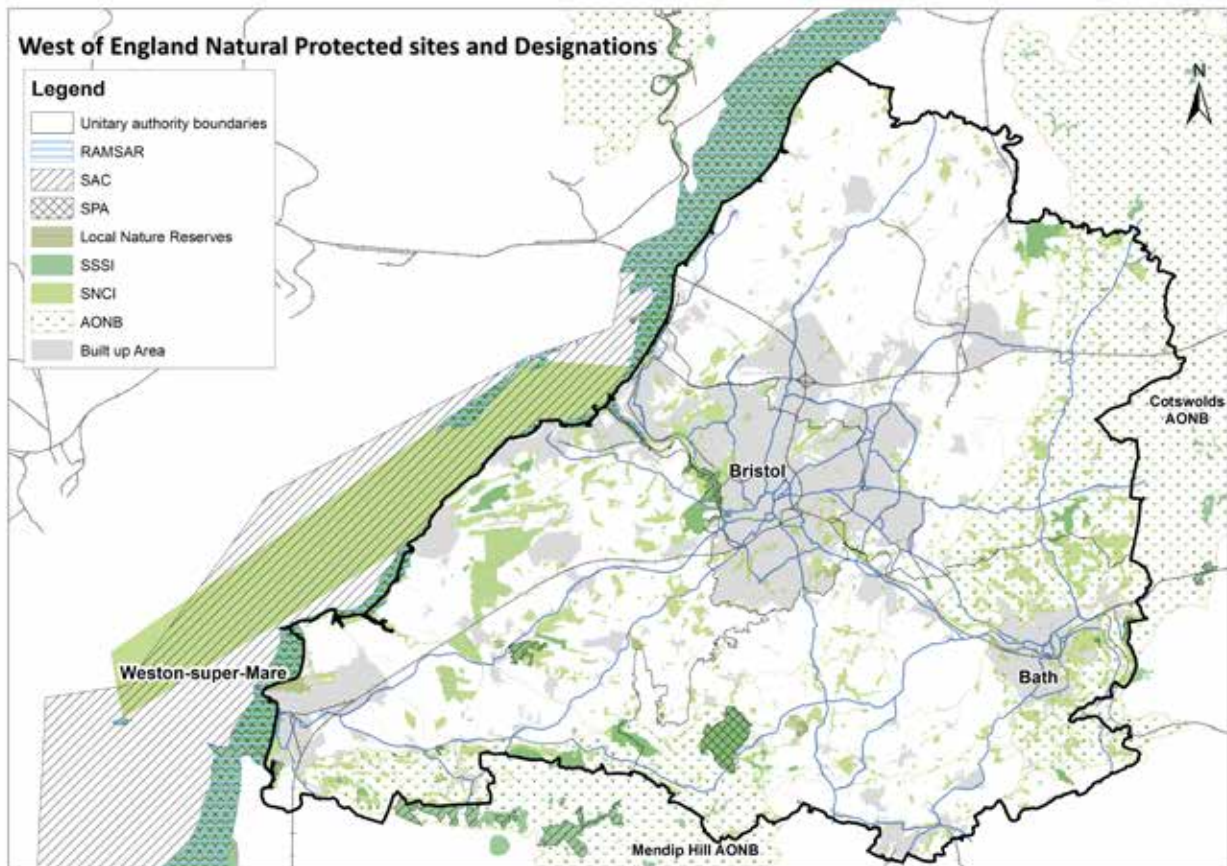
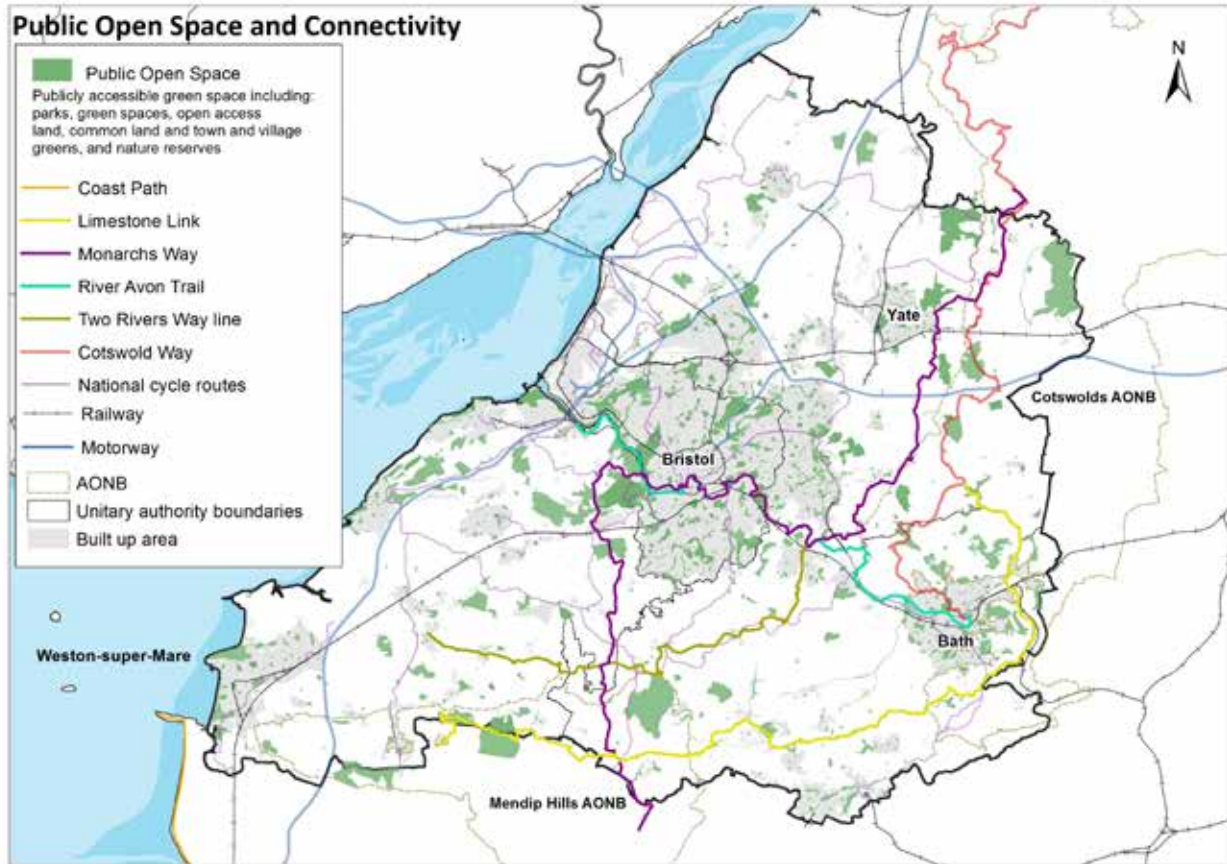
Appendix 1 continued

Collection	Display Name	Coverage
Heritage/Cultural infrastructure	West of England Historic parks and gardens	West of England
	West of England Registered battlefields	West of England
	West of England Scheduled Monuments	West of England
	Bath World Heritage Site	Bath & North East Somerset Council (B&NES)
	West of England Listed buildings	West of England
Landscape infrastructure	Areas of Outstanding Natural Beauty	West of England
	West of England National Character Areas	West of England
	Bath World Heritage Site Setting	B&NES
	West of England Landscape Character Areas (LCAs)	West of England
Hydrological infrastructure	Bristol Avon Catchment Sub catchment areas	West of England
	WFD Overall status (cycle 2)	West of England
	West of England Flood Zone 2	West of England
	West of England Flood Zone 3	West of England
	Topography	West of England
	West of England Neighbourhood Flood Vulnerability Index (NFVI)	West of England
	West of England Indicative Flood Risk areas (PFRA) people sensitivity to flood risk	West of England
	West of England Indicative Flood Risk areas (PFRA) communities at risk	West of England
	West of England Flood Risk areas	West of England
	West of England watercourses (main rivers and watercourses)	West of England
Habitat Regulations Assessment (HRA) maps	Buffers for European sites within the West of England (buffers based on existing national best practice across the country and assessments undertaken to support WOE UA local plan HRA - 200m for air pollution, 4km for Physical Damage/Loss – off-site habitat, 7km for recreational pressures.)	West of England
	SAC 200m Buffer	West of England
	SAC 4Km Buffer	West of England
	SAC 7Km Buffer	West of England
	SPA 200m Buffer	West of England
	SPA 4Km Buffer	West of England
	SPA 7Km Buffer	West of England
	Ramsar 200m Buffer	West of England
	Ramsar 4Km Buffer	West of England
	Ramsar 7Km Buffer	West of England
	West of England Bat Consultation Zones	West of England

Collection	Display Name	Coverage
Habitat Regulations Assessment (HRA) maps (cont'd)	Bath and Bradford on Avon Greater Horseshoe Juvenile Sustenance Zones	B&NES
	Bath and Bradford on Avon Greater Horseshoe Consultation Zones	B&NES
	Bath and Bradford on Avon Lesser Horseshoe Consultation Zones	B&NES
	Bath and Bradford on Avon Lesser Horseshoe Juvenile Sustenance Zones	B&NES
	Bath and Bradford on Avon Lesser Horseshoe Maternity FCS consultation zones	B&NES
	Bath and Bradford on Avon Bechstein's Sensitive Zone	B&NES
	Mells Valley SAC Consultation Zones	B&NES
	Mells Valley Juvenile Sustenance Zone	B&NES
	North Somerset and Mendip Hills Bat SAC Greater Horseshoe consultation zone	NSC
	North Somerset and Mendip Hills Bat SAC Greater Horseshoe Juvenile Zone	NSC

The following pages show regional maps of existing key GI assets and areas of population vulnerable to flooding and heat.

Appendix 1 continued



West of England Productive Landscape

Legend

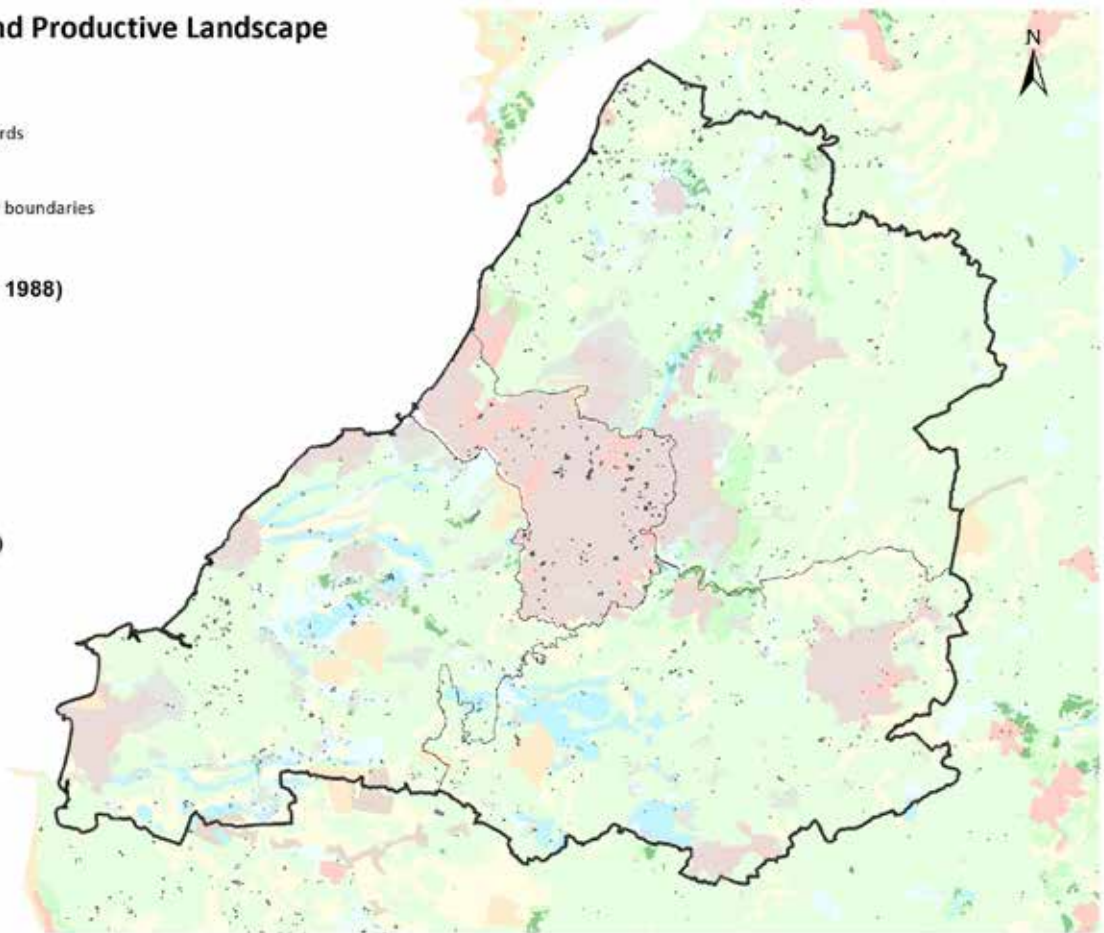
- Traditional Orchards
- Allotment Plots
- Unitary authority boundaries
- Built up area

ALC Grades (post 1988)

- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non Agricultural
- Urban

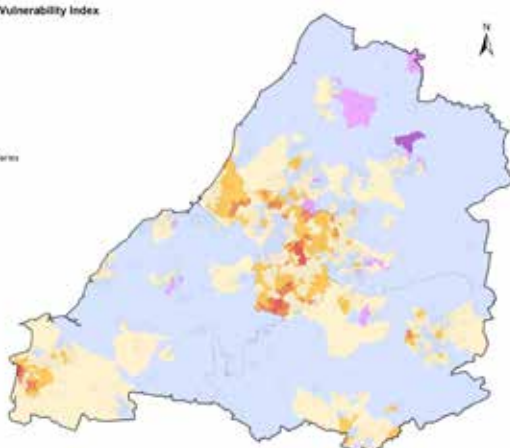
ALC Grades (Post 1988)

- Grade 3a
- Grade 3b



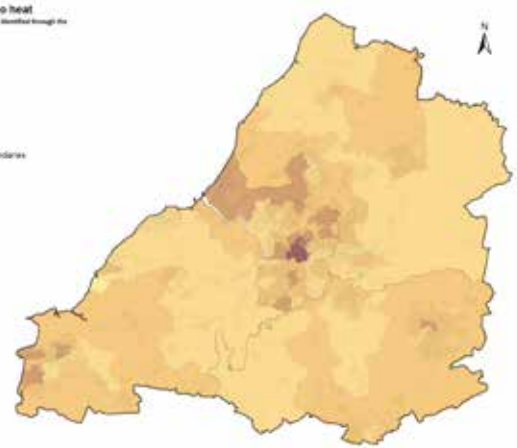
Neighbourhood Flood Vulnerability Index

- NFVI:**
- Slight
 - Extremely low
 - Relatively low
 - Average
 - Relatively high
 - Extremely high
 - Acute
 - Unitary authority boundaries
 - Built up area



Spatial vulnerability to heat

- Heat stress index at 15°C base year as identified through the Climate Just Tool**
- Slight
 - Extremely low
 - Relatively low
 - Average
 - Relatively high
 - Extremely high
 - Acute
 - Unitary authority boundaries
 - Built up area



Climate Just (2019) Climate Just Mapping tool, [Online] Available from: www.climatejust.org.uk/map

Sayers, P. B., Horritt, M., Penning Rowsell, E., and Fieth, J. (2017). Present and future flood vulnerability, risk and disadvantage: A UK scale assessment. A report for the Joseph Rowntree Foundation published by Sayers and Partners LLP.

Lindley, S. J., O'Neill, J., Kandeh, J., Lawson, N., Christian, R. & O'Neill M. (2011) "Climate change, justice and vulnerability", Joseph Rowntree Foundation Report, York <http://www.jrf.org.uk/publications/climate-change-justice-and-vulnerability>.

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Appendix 1 continued

Appendix 2: Example Draft Green Infrastructure Area Profile

Area 13 – Bath and Environs (Bathscape)

The Location

This area comprises the city of Bath and its surrounding landscape setting as defined by the boundary of the City of Bath World Heritage Site setting. Bath lies “in a hollow in the hills”, the hills being the far southerly tip of the limestone escarpment and dip-slope of the Cotswolds ridge and the hollow being formed by the valley of the River Avon as the river and its’ tributaries has cut through the ridge.

Situated within the National Character Areas: NCA107 Cotswolds (primarily) and NCA 118 Bristol Avon Valley and Ridges (small western section)

Strategic GI Projects Underway

- River Avon Waterspace.
- Bathscape – includes addressing key issues of on-going loss of priority grassland habitats through neglect or conversion to woodland. Loss of grassland sites to woodland could become a significant issue due to increasing pressures from national woodland targets and lack of awareness of the value of un-improved grasslands. Improved access to open space by local communities and visitors.
- Bath Riverline (see also GI Area 22).
- Natural Flood Management Project (See [Hydrological Network Appendix 3](#)).

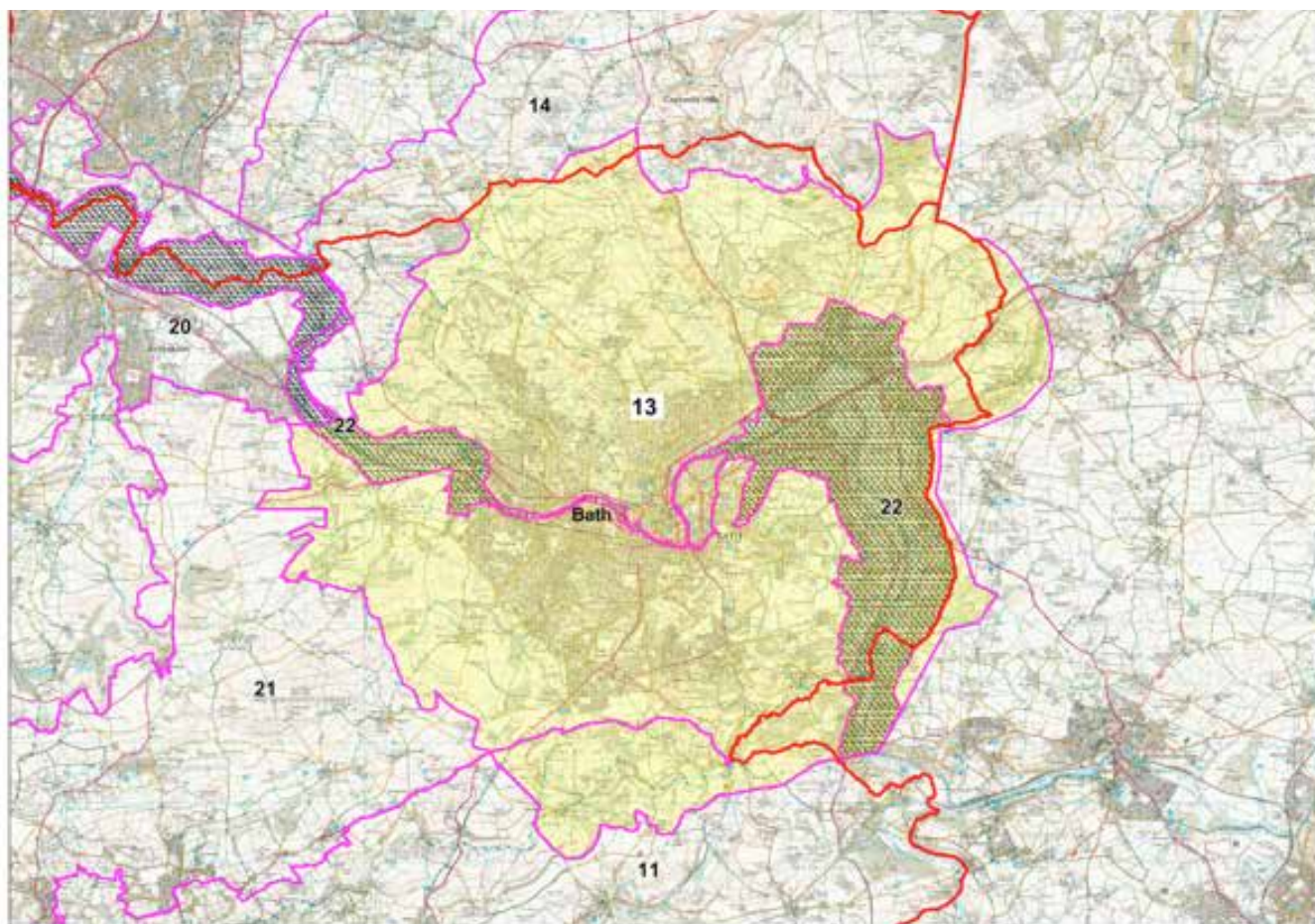
Strategic GI Opportunities

- The priority grassland and woodland habitats that characterise the area provide opportunities to help restore, expand and reconnect key habitats across the area, and to provide accessible biodiverse places for people to explore via existing footpaths and cycleways. The existing priority habitats are small and fragmented, and need to be expanded and buffered through habitat restoration and appropriate grazing regimes. These measures would help expand the range and extent of key habitat and support and expand the diverse bat communities.

Key issues to be addressed:

- Water quality, flooding and fish passes.
 - Connectivity (walking/cycling) new and to link to existing.
 - Development pressure/World Heritage Site.
 - Urban tree issue.
 - Grassland and woodland management.
- The West of England Nature Recovery Network shows opportunities to improve:
 - grassland connectivity particularly identifying key connectivity gaps to the north and south of the area.
 - woodland networks particularly to the north and south of the area, and seeking to buffer and connect existing ancient woodland.
 - river restoration, including habitat enhancements and removal of fish barriers.
 - Urban tree planting and improved management of existing trees and woodland. B&NES producing Tree and Woodland Plan (2020).
 - Landscape City – development and extension of Bathscape to reach wider audience and increased area.
 - Bathampton Meadows – enhancement of green space for wildlife and people as part of Bath Riverline Project.

Appendix 2 continued



Recreational and Healthy Living Infrastructure

- There is a network of well used walking routes in this area and some cycle routes. Includes Cotswolds Way, Bath Skyline Walk (National Trust), Two Tunnels Greenway, K&A Canal towpath, River Avon Trail, Bristol and Bath Railway Path, Limestone Link long distance path.
- Recreational areas include publicly accessible woodland; open access land in the Weston Valley; National Trust open access land at Widcombe, Claverton Down and Little Solsbury Hill as well as Prior Park (paid entry); common land on Little Solsbury Hill and Bannerdown; and private recreational land including several golf courses and the Bath Racecourse.
- Parks and green spaces including Henrietta Park, Royal Victoria Park, Pultney Gardens, Sydney Gardens and Bathampton Meadows.

Ecological/Geological Infrastructure

The ecological and geological assets listed below are individual sites that form part of the West of England Nature Recovery Network (NRN). Understanding and recognising the importance of connectivity of habitats for species is key to delivery of the NRN.

The area includes Geological SSSIs at Newbridge and Bathampton, and a number of Regionally Important Geological (RIGs) sites including Swainswick Road cutting and Springfield Quarry. There are Local Nature Reserves: Carrs Wood near Twerton, at Odd Down, Bannerdown and at Kensington Meadows and Avon Wildlife Trust reserves including Brown's Folly and Bathampton Oxbow.

There are clusters of ponds within the city, and veteran trees across the north west of the area.

Key habitat and species

This area is particularly rich in wildlife assets and opportunities. The area provides a local stronghold of unimproved grasslands and ancient woodlands and so provides a hotspot of designated sites and both notable and protected species, including 12 of the UK's 18 bat species. The area includes key components Bathford and Bradford on Avon Bath SAC, including Brown's Folly SSSI, which provide internationally important hibernation sites for Greater and Lesser Horseshoe bats and Bechstein's bat. The area includes numerous SNCIs comprising of calcareous and neutral grassland, ancient semi-natural woodland especially on steep slopes in enclosed limestone valleys, river and stream habitats, mosaics of grassland, broadleaved, largely ancient woodland and some marsh grassland and stream-side habitat located predominantly on the steeper slopes. The river Avon provides a significant wildlife corridor through the area and providing key links to the east and west.

Hydrological Infrastructure

Sub-Catchments: Lower Bristol Avon, By Brook Key waterways and features include the Bristol Avon, Lam Brook, Newton Brook and St Catherines Brook.

Heritage/Cultural Infrastructure

City of Bath World Heritage Site. Great Spas of Europe designation (decision to be confirmed 2020). Scheduled Monuments. Conservation Areas. Registered historic parks and gardens at Kelston Park and Newton Park. Important historic buildings outside the city of Bath including Beckford's Tower landscape, Beckford's Tower, Prior Park mansion, Midford Caste, Sham Castle, Kelston Park mansion, Newton Park mansion, Claverton Manor, St. Catherine's Court. Industrial heritage including Somerset Coal Canal, Caisson and Locks at Combe Hay, rail viaduct at Midford, Dundas Aqueduct and Claverton Pumping Station.

The Landscape Infrastructure

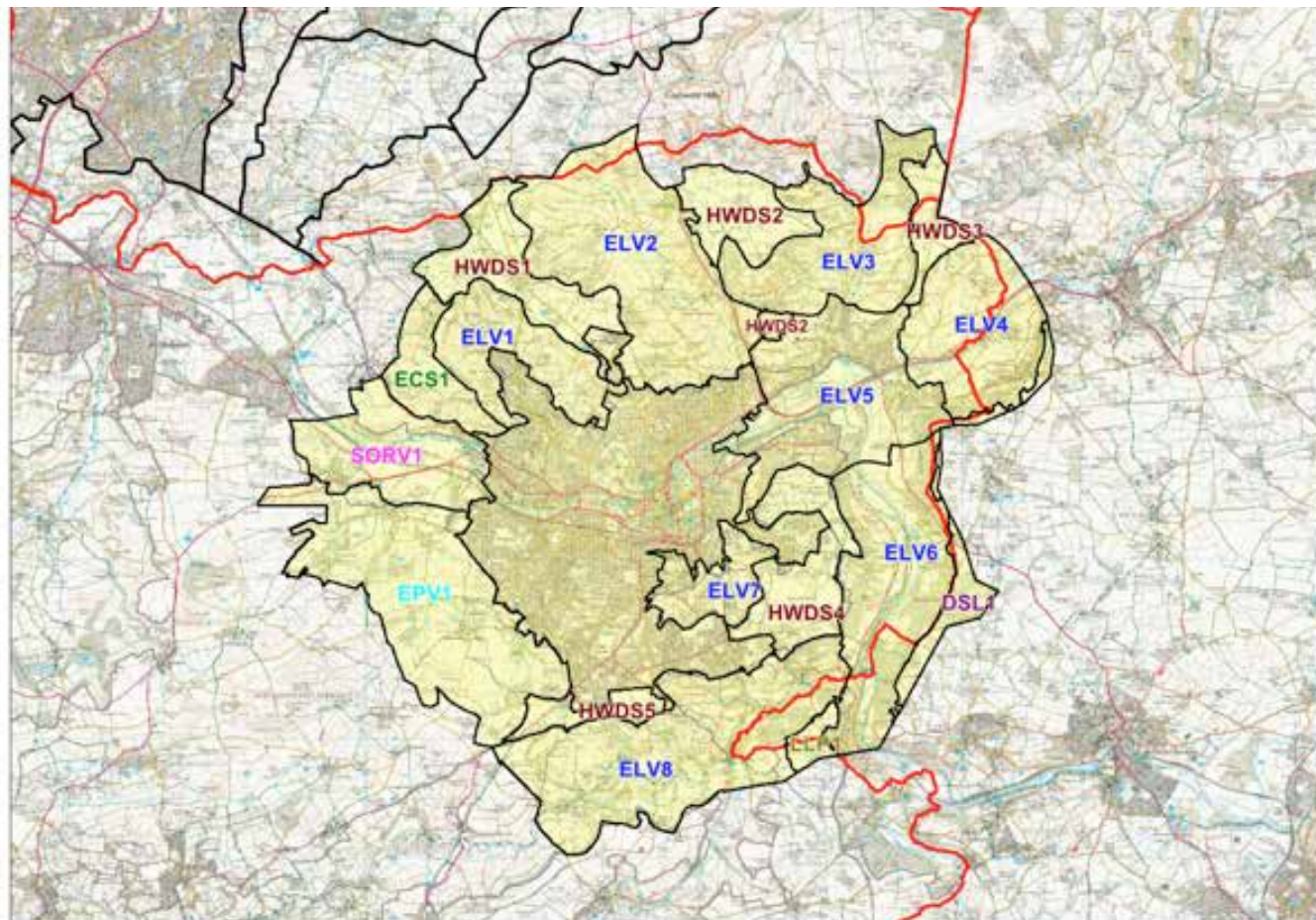
Ref: Bathscape Landscape Character Assessment 2018 (this is a detailed assessment specifically carried out for the Bathscape area). Other assessments which cover this area contributed to the Bathscape LCA. The Bathscape LCA did not cover the city of Bath itself for detailed information about the city character refer to Bath City-Wide Character Appraisal SPD 2005. The City of Bath World Heritage Site Setting SPD 2013 is also relevant. If the Great Spas of Europe application is successful the additional UNESCO designation may lead to review of WHS Setting SPD.

There are seven landscape types and 18 landscape character areas in the Bathscape area which reflects the complexity of the landscape. It is not practical to summarise each character area and so this summary is based on the landscape types with some reference to the character areas within them.

Note: Landscape Types are those used in the Cotswolds AONB LCA which covers most of the Bathscape area, apart from the Eroded Plateau and Valleys and the Settled Open River valley Landscape types which are located outside the Cotswolds AONB and has been derived based on the landscapes described in the Rural Landscapes of Bath and North East Somerset LCA.

Appendix 2 continued

Landscape Character Areas



Landscape Type	Character Summary
<p>Escarpment Comprises 1LCA: ESC1: Dean Hill to Prospect Stile</p>	<ul style="list-style-type: none"> • Steep, west and south-west facing scarp slope: ESC1 has complex highly indented slopes due to complex geology with fullers earth bands, and frequent past landslips. • Dramatic panoramic views: ESC1 views are over Bath, Keynsham, Bristol and countryside in-between and extending as far as Wales, the Mendips and Wiltshire Down. Notable views from Kelston Roundhill, and Prospect Stile were also important Georgian view points. • Primarily pasture with calcareous grassland on steeper slopes: ESC1 primarily pastoral with few areas of calcareous grassland but also includes some seeded wildflower meadows on upper shallower slope. • Woodlands, hedgerows, scrub and isolated trees give a well treed landscape: ESC1 has limited woodland, an open landscape towards the north and north-west and a well treed feel towards the south. • Small scale settlements on lower slopes, well treed, sunken roads and tracks. ESC1 has no settlements, isolated farms and houses, and limited tracks and one well treed, sunken lane. • ESC1 has tranquil landscape.

Landscape Type	Character Summary
<p>Enclosed Limestone Valley Comprises eight LCAs: ELV1 Weston Valley ELV2 Swainswick & Charlcombe Valley ELV3 North End & St. Catherine's Valley ELV4 Lower By Brook Valley ELV5 Bathampton Meadows & River Avon Tributary Confluences ELV6 Bathampton and Limpley Stoke Valley ELV 7 Perrymead & Widcombe ELV 8 Cam & Midford Brook Valley</p>	<ul style="list-style-type: none"> ● Moderately broad but enclosed river valleys with steep sides separated by areas of Low Limestone Plateaux and High Wold Dip-Slope. Considerable variation in degree of openness within valleys themselves for example Northend and St. Catherines is very enclosed whilst much of Perrymead and Widcombe is very open and visually important for Bath, now and historically. These ELVs are also characteristically highly undulating and complex due to geology and tendency to landslip. ● Strong physical enclosure of valleys creates a secluded character; true for all except Bathampton Meadows and river Avon confluences which is very open, overlooked by villages of Batheaston, Bathampton and Bathford as well as having A4, canal, railway. Overall high degree of tranquillity. ● Rural character with local influences from large urban centres – only in Bathampton Meadows & River Avon Confluences area. ● Significant areas of woodland, of which a number are ancient semi-natural woodlands particularly on upper and steeper slopes. True of most areas especially Northend and St Catherines and Cam & Midford Brook valleys. ● Areas under both arable and pastoral use, together with areas of rough pasture and scrub. Most valleys are almost entirely pastoral except for By Brook and Cam and Midford valleys which are more mixed. ● Fields of varying sizes, dependent on slope, mainly enclosed by hedgerows with frequent hedgerow trees forming a patchwork landscape. ● Road networks following valley bottoms, connecting settlements and ascending valley sides to more isolated dwellings. ● Industrial heritage of the valleys signified by the presence of railways, mills and canal network within Avon Valley. ● Impressive features of Victorian engineering; and surviving vernacular structures such as terraces of weavers' cottages. Especially Cam & Midford Brook Valley and Bathampton & Limpley Stoke Valley associated with canal and railways. ● Strong cultural influences especially related to Georgian period. Some important churches dating back to medieval period. ● Local to Bathscape LCA ELVs are considerable areas of calcareous grassland on steep, upper valley slopes as well as significant habitat mosaics of grassland, scrub and woodland. ● Local to Bathscape is the geological complexity and prevalence of landslip influencing landform of the valleys and the associated cultural importance of the influence of William Smith the geologist particularly in the Cam and Midford Valley.

Appendix 2 continued

Landscape Type	Character Summary
<p>High Wold Dip Slope Comprises five LCAs: HWDS1 Lansdown Plateau HWDS2 Charmy Down & Little Solsbury Hill HWDS3 Bannerdown & The Rocks HWDS4 Claverton & Bathampton Down HWDS5 Sulis Plateau</p>	<ul style="list-style-type: none"> • Soft, gently undulating rolling landscape dissected by a series of predominantly south-east flowing rivers. Bathscape areas are less typical being smaller, mostly flat and dissected by the west flowing river Avon and also its stream and small river tributaries. • Transitional landscape displaying many of the characteristics of the neighbouring High Wold and Dip-Slope Lowland landscape character types. • Large scale open arable fields with little tree cover, as well as a more complex mosaic of smaller scale arable and pasture contained within a strong framework of hedges and woodland. Very little woodland in the Bathscape areas. • Stone walls less prevalent than on the High Wold, but notable adjacent to roads and in vicinity of settlements. Stone walls relatively common in Bathscape areas. • Intermittent long distance views towards the High Wold and across neighbouring lowlands. No views to the High Wold but many from plateau edges to the river valleys, wider countryside, the city of Bath and across to other HWDS plateau areas. • Sparsely settled with intermittent isolated farmsteads and dispersed hamlets, many marking fording or bridging points. No fording or bridging points in Bathscape area but very sparse settlement is characteristic. Lansdown Plateau has significant recreational facilities incl. racecourse, flood lit playing fields and golf course. • Evidence of small scale quarrying in shallow delves, often overgrown by trees and scrub. Especially on Claverton and Bathampton Down associated with Georgian limestone quarrying. • Grain of landscape patterns often aligned along the course of Roman roads that cross the area. Fosse Way runs along spine of Bannerdown & the Rocks. • Intermittent occurrence of airfields on shallow sloping elevated landscapes. No active airfields but WW2 airfield on Charmy Down. • Significant archaeological interest with Scheduled Monuments on Lansdown Plateau, Little Solsbury Hill and Claverton and Bathampton Down.

Landscape Type	Character Summary
<p>Dip Slope Lowlands DSL1 Plateau Edges around Monkton Farleigh</p>	<ul style="list-style-type: none"> ● Broad area of gently sloping, undulating lowland with a predominantly south-easterly fall, changing to a north-easterly fall in the southern perimeter of the area. DSL1 conforms to this. ● Lowland landform gently dissected by infrequent small watercourses flowing into the main rivers that cross the area, reinforcing the general grain of the topography. DSL1 is a narrow area right at the top of the Dip-Slope. ● Strong and structured farmland character, more intimate and smaller in scale than the High Wold and High Wold Dip-Slope. ● Well managed, productive agricultural landscape of mixed arable and improved pasture, together with more limited areas of permanent pasture, mainly within the valley bottoms. HWDS1 is primarily pastoral. ● Seasonal variations in colour and texture associated with mixed arable farming. N/A for DSL1. ● Medium to large-scale, regular fields predominate mainly enclosed by hedgerows, with hedgerow trees, together with some stone walls or post and wire fencing. ● Woodland cover limited to intermittent copses and shelterbelts within agricultural land, but balanced by extensive broadleaved, mixed and coniferous plantations within the large estates and associated farmland areas. ● Limited areas of ancient woodland and species rich grassland. ● Settlement pattern of intermittent small nucleated villages, hamlets, and isolated farmsteads, together with occasional larger settlements. No settlements in DSL1, isolated properties. ● Distinctive pattern of large estates and associated planned parkland landscape and woodland occurring throughout the Dip-Slope Lowland. DSL1 at edge of large estate. ● Evidence of long period of occupation of the area.

Appendix 2 continued

Landscape Type	Character Summary
<p>Low Limestone Plateau LLP1 Limpley Stoke Water Tower & Hayes Wood Plateau</p>	<ul style="list-style-type: none"> ● Gently undulating open plateau – LLP1 is a very small area, slightly domed. ● Expansive long distance views across the open plateau to distant hills and immediate surrounding valleys. ● Generally equal distribution of arable and pastoral land of medium and occasionally large sized, geometric fields enclosed principally by hedgerows with mature hedgerow trees. Hedgerows in LLP1 are poor, clipped low but with some good trees. ● Sparse woodland cover of small farm woodlands and shelterbelts limiting the sense of exposure. LLP1 has one medium sized ancient semi-natural woodland on top of plateau. ● Limited areas of species-rich grassland on the fringes of the landscape type. None on LLP1. ● Sparsely settled with little settlement beyond isolated farmsteads. ● Communication routes principally limited to minor roads connecting small settlements and individual dwellings. ● Limited number of archaeological remains, although their presence verifies the long history of settlement and use of the area.
<p>Eroded Plateau & Valleys EPV1 Corston & Newton Brook Valleys</p>	<ul style="list-style-type: none"> ● Eroded plateau and valleys comprising gently rolling plateau area, hills and ridges divided by relatively narrow valleys. ● Significant area of coal measures of Somersetshire Coalfield with mining into early 20th century concentrated around Clutton/High Littleton/Timsbury. None in EPV1. ● Scattering of notable small and mostly conical hills stand out from the plateau as at Farmborough Common, Duncorn Hill and Winsbury Hill. None in EPV1 but are views to Winsbury and Duncorn Hill. ● Overall a linear landscape with east-west running ridges and valleys. ● Relatively open, mixed farming landscape with a predominance of arable in some areas. ● Extensive views over the rolling landscape from the plateaus and ridges with valley bottoms often hidden from view. ● Woodland limited overall but concentrated in two areas – to the north around Englishcombe and Newton St. Loe where there are numbers of small woods and copses; and through the coalfield where there is one large woodland (Greyfield), as well as smaller areas often associated with past mining activities. ● Tree-lined, tightly meandering brooks set down into steep-sided valley bottoms. ● Characteristically well-trimmed hedges. ● Scattered villages and hamlets, with settlement concentrated in the coal field area. Most are located on valley sides and floors with notable exceptions being plateau villages of Timsbury and Marksbury.

Landscape Type	Character Summary
<p>Settled Open River Valley SORV1 River Avon Valley West</p>	<ul style="list-style-type: none"> • Open river valley with shallow to moderately sloping, low valley sides which run up to the Cotswolds escarpment in the north, giving an overall asymmetrical valley form throughout. • Settlements of Saltford, Corston, parts of Keynsham and Kelston on valley slopes. • Largely undeveloped flood plain with tree-lined freely meandering river. • Largely arable farming on flood plain and pastoral farming on valley slopes with clipped hedgerows predominant in arable areas and overgrown hedgerows predominant in pastoral areas. • Limited woodland with small copses on valley sides and wooded river cliff below Kelston. • Open views across and along valley limited by valley sides and Cotswolds hills. • Important transport corridor with A4 and GWR main line railway as well as Bristol and Bath Railway Path on disused railway line. • Historic parkland at Kelston Park. • Evidence of past industrial activity along river especially at Saltford and Keynsham.

Landscape Issues:

- Lack of management of woodland, trees and hedgerows, a particular problem where these are skyline features.
- Signs of deterioration in calcareous and neutral grassland SNCIs, scrub encroachment an issue. Also some agricultural management issues with neglect of pasture especially on steeper slopes, problems with viability and some visually detracting horticultural and horsiculture activities.
- Development encroaching on skylines and green hillsides including tall buildings in city blocking views to green hillsides. Cumulative effects.
- Transport pressures leading to search for new Park and Ride within Bathscape area as well as possible new roads.
- Some poor design, location and materials of new buildings on valley sides leading to poor integration in landscape and visually detracting.
- Loss and deterioration of trees along river Avon within Bath mainly due to development encroachment (against principles in WHS Setting SPD).
- Loss of orchards.
- Inappropriate woodland siting on upper steep slopes or lack of management leading to loss of historically important views e.g. below Prospect Stile.

Appendix 2 continued

Appendix 3

West of England Hydrological Network

produced for the West of England JGIS by BACP (Nov 2019)

About this document

This document describes the river and wetland network of the West of England, and the challenges and opportunities relating to the water environment as part of the West of England's Green Infrastructure (GI) Strategy. It is important to recognise that the river and wetland system is a continuous network of watercourses and wetlands that crosses the whole of the West of England and extends beyond it. The water network crosses political boundaries as well as the boundaries of the GI Areas described in the GI Strategy. The water flows according to the natural topography known as a Catchment – a natural basin-shaped area of land from which all the precipitation drains via a network of watercourses to a common outlet. Most of the West of England sub-region lies within the Bristol Avon Catchment. Water from the headlands in South Gloucestershire, Wiltshire and Somerset drains via a network of rivers and tributaries into the Bristol Avon which flows through Bath and Bristol, out into the Severn Estuary at Avonmouth.

The Catchment Based Approach (CaBA)

The natural topography and flow of the water system makes it essential that all stakeholders work together on a catchment basis, across political boundaries. The Catchment Based Approach was developed to enable us to do this. CaBA is an inclusive, civil society-led initiative that works in partnership with Government, local authorities, water companies, businesses and others, to maximise the natural value of our environment. It facilitates good planning and management of the water environment by taking account of the whole water network and land area that contribute to the water flow and quality. This approach supports achievement of the targets under the Government's 25 Year Environment Plan.

The Bristol Avon Catchment Partnership (BACP)

was formed in 2012, bringing together a range of organisations and local communities who work together using the Catchment Based Approach to improve the water environment and provide wider benefits for people and nature at a catchment scale. BACP is one of over 100 catchment partnerships across England.

Hydrological Sub-Catchment ↓	GI Area																						
	→	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Axe (Somerset Catchment)			X				X																
Bristol Avon-City		X			X					X	X									X			X
Boyd															X		X						
Bristol North Rhynes												X				X							
Bristol Frome															X	X	X	X	X	X			
By Brook															X								
Cam Midford											X												
Chew						X	X	X			X											X	
Congressbury Yeo & Barwell			X	X		X	X	X	X														
Kenn		X		X	X	X				X													
Little Avon															X				X				
Lower Bristol Avon													X	X					X	X	X	X	X
Portbury Ditch		X			X																		
Sherston Avon															X								
Siston																	X	X		X			
Somerset Frome											X												
Trym																				X			
Upper Bristol Avon																X							
Severn Estuary												X											

Fig 1. Key to intersection of West of England GI Areas and Bristol Avon sub-catchments

Appendix 3 continued

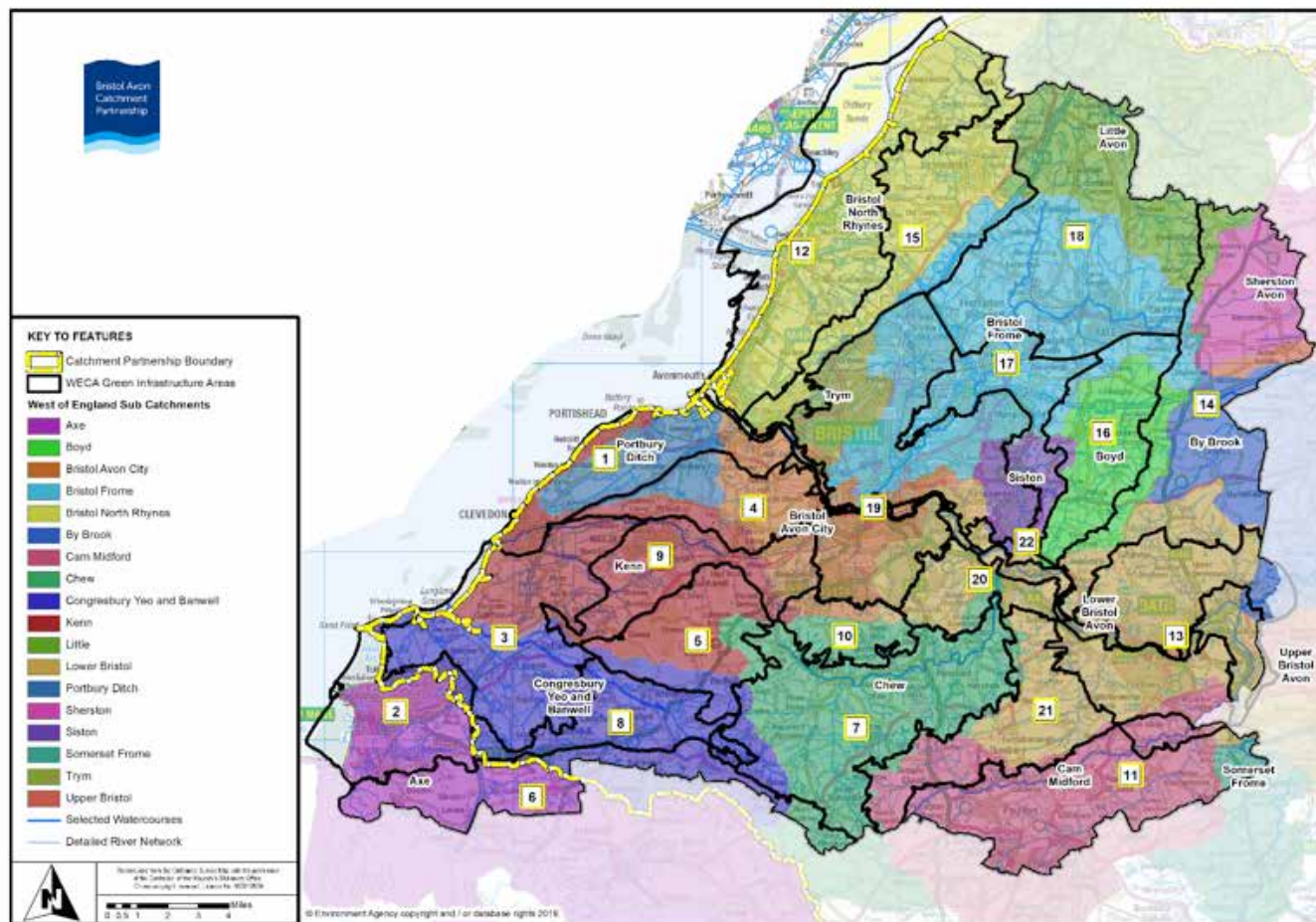


Fig 2: Bristol Avon hydrological Sub Catchments and West of England GI Areas (September 2019)

The geography of the West of England sub-region overlaps 17 of the 23 sub-catchments of the Bristol Avon Catchment (about 60%). The 22 West of England GI Areas overlay these hydrological sub-catchments but do not correspond to them. Hence to understand the water infrastructure within any given GI Area, users of this document will often need to refer to the descriptions of more than one hydrological sub-catchment. The key (Fig 1) and map (Fig 2) above show which sub-catchments intersect with which GI Areas.

This document describes the water environment of the 17 Bristol Avon sub-catchments which lie wholly or partly within the West of England sub region. It also includes the Severn Estuary which lies to the west and the Axe sub-catchment, part of which lies within the West of England, but is within the Somerset Catchment rather than the Bristol Avon Catchment.

Water quality classifications are taken from 2016 WFD Cycle 2 classificationsⁱ.

ⁱ EA Catchment Data Explore <https://environment.data.gov.uk/catchment-planning>

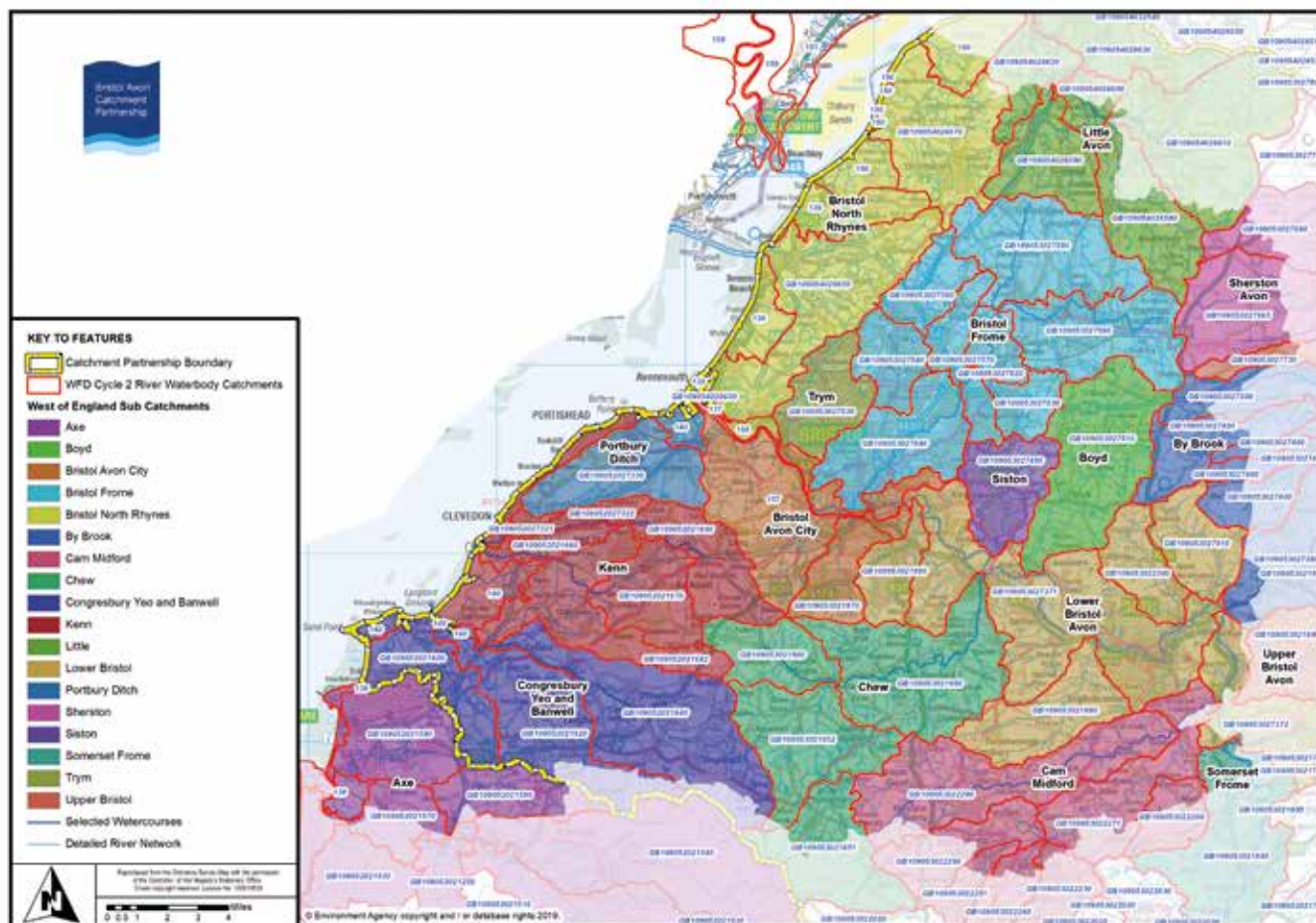


Fig 3: Bristol Avon hydrological Sub Catchments and waterbodies in the West of England (September 2019)

Hydrological sub-catchment descriptions

AXE (Somerset Catchment not Bristol Avon Catchment)

GI Area intersection: Areas 2, 6

Waterbodies and other water features:

River Axe (GB109052021570), Lox Yeo (GB 109052021570) and Uphill Great Rhyme (GB109052021590).

The Axe discharges to Bathing Waters. It is a heavily modified waterbody in the lower catchment, with potential opportunities to enhance. The upper catchment suffers from low flows and there are opportunities to review how water is used.

The Lox Yeo is a narrow flood plain and is distinguished by its twisty nature in comparison to the rhyme network. The Axe is a more intensively farmed area and water level management of the rhyme network reflects its use.

There are land management issues resulting in agricultural pollution. Opportunities for fish and eel passage improvements.

Water Quality

Overall the Water Framework Directive (WFD) classification is "Poor" due to high levels of phosphates, low dissolved oxygen, and poor Macrophyte and Phytobenthos due to sewage and agricultural diffuse pollution. There are also high levels of lead compounds in some water bodies due to abandoned mines and quarrying activity.

The River Axe discharges into the Severn Estuary via the Weston-super-Mare Uphill Slipway, this is designated via the European Bathing Water Directive and is currently classified as having Poor status and bathing is not advised due to water quality failures. There are other designated Bathing Waters within this stretch of the River Axe sub-catchment/Severn Estuary coastline, they range from sufficient through to excellent condition.

Appendix 3 continued

For the most up to information on Bathing Waters please go to the following resource: <https://environment.data.gov.uk/bwq/profiles/>

Flooding

Management of water levels via tidal structures and embankments.

The catchment is defended from flooding by significant banked infrastructure which will need updating. Brean Cross Sluice is coming to the end of its life and will need assessment as to any future flood intervention. The Bleadon Sluice (Bristol Water) structure is in need of refurbishment although in flood risk terms has limited value, and is more of a water resource structure for the water company.

Water Resources

A heavily modified water course with significant abstraction by water companies and IDBs. There is an AMP 7 review of catchment issues downstream of the Cheddar reservoir including WFD aspects programmed to begin in April 2020. The failure of Bleadon Sluice has meant that Brean Cross Sluice has been needed to impound more water resulting in a longer length with higher water levels.

Ecology

Natural England have undertaken a survey along the coast regarding roosting birds. There is a Special Area of Conservation (SAC) in the catchment for protection of routes/corridors. Somerset Wildlife Trust have produced bat mitigation guidance for the SAC area.

Low invertebrate numbers due to water industry activity, agriculture and rural land management.

Water Vole habitat on the Bleadon levels.

Development Pressures/Climate Change

Development must respect the natural drainage ponds, springs and tributaries and not interrupt surface water flow routes with sustainable drainage which supports biodiversity, amenity and water quality.

The nature of the structures which are designed for agricultural use may need to change if there an increase in urbanisation.

What are the opportunities?

Opportunities to improve the river environment by addressing the highly modified status of the

lower part of the catchment, addressing low flows in the upper catchment, addressing fish passage issues, diffuse pollution from agriculture and land management and point source pollution from sewerage.

Projects already being developed/delivered

Restoring the River Axe – Axe Catchment Strategy in development: Strategy for improvements to Fisheries, habitats, diffuse pollution, land management and run-off. Led by BART.

BRISTOL AVON CITY

GI Area intersection: Areas 1, 4, 9, 10, 19, 20

Waterbodies and other water features and issues

This heavily modified water body includes the Bristol Avon river (GB530905415405), Bristol's floating harbour and the Malago (GB109053021970).

Water Quality

Overall WFD Classification is Moderate, failing for phosphate due to urbanisation, transport drainage and sewage mis-connections.

Flooding

Tidal and fluvial flood risk especially to the city centre from the Avon and including residual flood risk to Ashton Vale. Complex flood structures associated with both the Avon and its tributaries (Ashton Vale catchment).

Water Resources

Prior to completion of new CAMS assessment little is known of this area.

Ecology

The sub-catchment is heavily modified due to flood protection and urbanisation. It is failing the WFD for invertebrates.

Issues include: Invasive species; barriers for fish passage; un-natural watercourse channels; chemical quality of the watercourse.

Development Pressures/Climate Change

City centre development/regeneration. Proposed development in Ashton Vale must be managed appropriately.

What are the opportunities?

Developer contributions towards upgrade of flood defence infrastructure e.g. Ashton Vale weedscreen.

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal.

Green corridor opportunities as part of flood risk works.

BACP projects already being developed/delivered

Extended WaterSpace Study – Bristol: BACP (Proposed) Strategic Project led by B&NES and BACP. Collaborative work programme for delivering partnership improvements to the River Avon corridor and associated land – cross authority boundary approach to delivering improvement to various water based issues. Potential to extend WSS model both upstream into Wiltshire and downstream into Bristol.

Upper Avon Restoration Project: Potential multiple benefits project. Large scale river restoration opportunity, including: weir removal, river restoration, improved fish passage, reduced flood risk through increased floodplain connectivity.

BOYD

GI Area intersection: Areas 14, 16

Waterbodies and other water features

The Boyd (GB109053027510) flows from its source in the north to its confluence with the Bristol Avon near Bitton.

Water Quality

The overall WFD classification is Moderate. Failures are due to high phosphate levels and poor ecology for fish and invertebrates, due to sewage and agricultural land management, physical barriers to fish migration and Invasive Non-Native Species (North American Signal Crayfish).

Flooding

Flood risk to several properties in Bitton.

Water Resources

Prior to completion of new CAMS assessment little is known of this area. Probably little to be concerned about.

What are the key opportunities?

Removal of weirs upstream of Bitton.

BRISTOL NORTH RHYNES (Lower Severn Vale)

GI Area intersection: Areas 12, 15

Waterbodies and other water features

The sub-catchment includes the Oldbury Naite Rhyne (GB109054026670) and the Chestle Pill (GB109054026650).

Flat land with LSIDB (Lower Severn Internal Drainage Board) managed watercourses draining to the Severn Estuary through large tidal outfalls. Land-type is a mixture of agricultural and industrial within the Avonmouth/Severnside Enterprise Area.

Water Quality

Overall WFD Classification is Poor. Most of the catchment is failing the Water Framework Directive for phosphate, dissolved oxygen, fish and invertebrates. The reasons for phosphate failures can be attributed to water industry sewage inputs and diffuse inputs from agriculture and rural land management.

Flooding

Flooding in Oldbury-on-Severn associated with the Pickedmoor Rhyne, tide locking and surface water flooding. The South Gloucestershire Council Lead Local Flood Authority is undertaking a study with the Parish Council investigating this. Concerns over ongoing maintenance of rhyne by LSIDB and riparian landowners. Management of ongoing development in and around Thornbury contributing to additional flows into the rhyne system (Pickedmoor Brook/Oldbury Naite rhyne).

Water Resources

Prior to completion of new CAMS assessment little is known of this area. These level controlled environments are more about management rather than flow.

Ecology

Oldbury Naite and Chestle Pill rhyne are failing WFD due to pressures on morphology from physical modification due to flood protection measures causing barriers for fish passage and un-natural watercourse channels.

Additional issues: Invasive species; chemical quality of the watercourse.

Appendix 3 continued

Development Pressures/Climate Change

Ongoing development in and around Thornbury must be managed sustainably.

What are the key opportunities?

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal.

Provision of oversized flood attenuation to reduce the risk of flooding downstream. (SGC have produced new hydraulic modelling which could be developed and extended by developers or the council to inform the design).

BACP projects already being developed/delivered

Oldbury Naite Rhynes Project (Proposed Project). FWAG South West. To build on AFL Project and work with farmers to deliver multiple benefits to tackle poor Fish and Phosphate status. Opportunity area for wetland creation, habitat and flood risk.

BRISTOL FROME

GI Area intersection: Areas 14, 15, 16, 17, 18, 19

Waterbodies and other water features

Bristol Frome (GB109053027840, GB109053027820 and GB109053027560, Bradley Brook (GB109053027570), Stoke Brook (GB109053027540), Folly Brook (GB109053027830), Hortham Brook (GB109053027580), and Laddon Brook (GB109053027590)

Heavily modified river with high flood risk and significant water quality failures. This is an area of high population growth with significant further planned development increasing the pressure on Natural Systems.

Water Quality

Overall WFD Classification is Moderate to Poor. Widespread failures of river and groundwater for ammonia, phosphate, sediment, dissolved oxygen. The reasons for phosphate failures can be attributed to agricultural and rural land management and urban development. There are also some issues with contaminants from urban run-off, e.g. hydrocarbons, metals and herbicides, as well as point source pollutions from industry, sewage, septic tanks on private properties.

Flooding (or Low Flows)

High risk areas for flooding: 130 properties at risk in Yate and Chipping Sodbury, 347 properties at risk within Flood Zone 3 and 1500 at risk within Flood Zone 2. Waste and debris in river channels (Riparian responsibility, but EA do large amount of work). Access to river channels increasingly difficult in part due to new development. Increased storminess and peak flows. Impact of sea levels on the outfall and climate change. Low flows around Frenchay.

Water Resources

Not a heavily abstracted catchment but does suffer from known low flow issues around Frenchay.

Ecology

Some areas of the Frome catchment are failing the Water Framework Directive for invertebrates, fish, Macrophytes and Phytobenthos. Some sections are heavily modified due to urbanisation and flood protection, including a significant wiers and other barriers to fish and eel migration. Other reasons for the fish classification include sedimentation from agricultural and rural land management. Additional issues include degraded habitat for aquatic plants and animals, poaching and erosion of riverbanks, poor channel morphology, invasive species.

Development Pressures/Climate Change

Significant planned development along Bristol Frome river corridor.

What are the key opportunities?

Natural Flood Management; land-based interventions: working with farmers and landowners to reduce diffuse pollution and flood risk and improve biodiversity; opportunities to work with business sector using the LENS approach to unlock funding for multiple benefits; ecological enhancements to benefit fish and aquatic species, fish barrier removal/improvements; fish strategies to reconnect migration routes and habitat; Sustainable Urban Drainage; opportunities to enhance the GI corridors; community engagement and educational interventions to improve environmental care, access and recreation, health and wellbeing; opportunities to unlock developer contributions at key development sites such as the Yate Western Gateway; planning to give space for water/buffer zones/enhancing the water environment – e.g. proposed FAS upstream of Chipping Sodbury;

improving Frome Valley walkway for health and wellbeing for people, habitats and wildlife; retrofitting of SuDS, green roofs etc for urban green spaces for wildlife; enhancing/better management of current GI/Council owned parks and improving links with the current green spaces; usage of the West of England Sustainable Drainage Developer guide.

BACP projects already being developed/delivered

'River Frome Reconnected' – BACP Strategic Project. Key partners include Bristol City Council, South Gloucestershire Council, Environment Agency, Wessex Water. Multi-benefits project to address key issues including flood risk, development pressure, agricultural diffuse pollution, asset management, barriers to fish, poor river management, sedimentation, lack of access, poor provision of green space, public health and wellbeing and community engagement. Including opportunities to develop a LENS approach working with business sector; development of Heritage Walkway along the river corridor; fish passage improvements.

Bristol Frome Natural Capital Pilot Project – EA led project as part of the national programme to develop Natural Capital approaches and accounting methodology.

Chipping Sodbury Small Habitat Improvements Project – Led by Wild Trout Trust. Ongoing project to improve biodiversity and habitat for flow-loving, gravel spawning fish including wild brown trout.

BY BROOK

GI Area intersection: Area 14

Waterbodies and other water features

By Brook (GB109053027380, GB109053027480, GB109053027460), Broadmead Brook (GB109053027490), Doncombe Brook (GB109053027400). Most of catchment failing WFD and some areas at risk of flooding.

Water Quality

Overall WFD classification is Moderate, failing for phosphates and Macrophytes and Phytobenthos due to sewage and diffuse pollution from agriculture and rural land management.

Flooding

Slaughterford sluice is an uneconomic asset. There are opportunities to review options for intervention here.

Water Resources

This catchment is now closed to all consumptive abstraction of any kind. The level of abstraction around Malmesbury has been carefully modelled and can be delivered within the current licence volumes. There is some flexibility for future growth but if significant development were to occur this would have to be supplied from elsewhere. The closure of the Sherston Avon forms part of a wider closure of upstream catchment which will probably extend to Melksham or beyond.

Investigations are planned from 2020 to assess any hidden impacts of stream support abstraction to the Sherston Avon on neighbouring catchments to the north including the Ozleworth Brook.

Ecology: Failing WFD on fish and Macrophytes and Phytobenthos.

What are the key opportunities?

Opportunity for natural flood management interventions to slow the flow and upstream flood storage around Bridge Yate.

Other opportunities include improvements to fish passage (see BART/EA report into fish passage in the catchment).

BACP projects already being developed/delivered

PEBBLE (Protecting and Enhancing the By Brook and its Local Environment): Wiltshire Wildlife Trust has carried out extensive stakeholder engagement during 2019/20 leading to the completion of an Action Plan for the By Brook sub-catchment and development of sub-projects for the next phase of PEBBLE. Various multiple-benefit projects/actions have been identified to improve the water environment.

Appendix 3 continued

CAM MIDFORD

GI Area intersection: Area 11

Waterbodies and other water features

Kilmerston Stream (GB1090522230), Snails Brook (GB1090522240), Wellow Brook (GB10905322250 and GB1090522271), Somer (GB1090522251), Lyde Brook (GB1090522260), Cam Brook (GB1090522290).

Overall WFD classification is Poor, failing for fish and phosphates due to water industry activity, agriculture and rural land management.

Water Quality

The rivers in the catchment are failing the Water Framework Directive for phosphate due to sewage and agricultural diffuse pollution from agricultural and rural land management.

Flooding

Flood risk at Midsomer Norton and Radstock from the River Somer/Wellow Brook but flood risk reduced by a flood alleviation tunnel and flood defence scheme. Without these there would be extensive flooding on big events. There is also some flood risk on the Cam and Midford at Hallatrow, Radford, Camerton, Combe Hay and Midford.

Water Resources

Prior to completion of new CAMS assessment little is known of this area.

Ecology

Most of the rivers are failing the Water Framework Directive for fish. Reasons for this include a number of barriers/weirs to fish and eel migration, plus Hydrology (drought) in one of the catchments. Some areas also failing for Macrophytes and Phytobenthos.

Issues include: Invasive species; barriers for fish passage; un-natural watercourse channels; chemical quality of the watercourse.

What are the key opportunities?

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal.

Safeguarding and maintaining the flood risk management infrastructure.

BACP projects already being developed/delivered

Wellow and Cam Initiative: Ongoing project led by BART to improve river management, barriers to fish, sedimentation, diffuse pollution, recreation and access.

CHEW

GI Area intersection: Areas 5, 6, 7, 10, 20

Waterbodies and other water features and issues

River Chew (GB109053021851, GB109053021852, GB109053021950) Winford Brook (GB109053021900), Chew Valley Lake (GB30943096)

Water Quality

WFD Classification of Chew Valley lake is Poor, failing for phosphate, Macrophytes and Phytobenthos and Phytoplankton, due to water industry activity and diffuse pollution from agricultural and rural land management. The rest of the sub-catchment is classified as Moderate, failing due to phosphorus, Macrophytes and Phytobenthos .

Flooding

High risk of flooding being a rapid response catchment with very little lead time to flooding. Residential areas of Chew Stoke and Chew Magna have Property Level flood resilience e.g. flood barriers. Risk of flooding though remains. There is also risk of flooding at Pensford/Woollard and some risk at Keynsham although most of the town is above the flood level.

At the top of the catchment Winford experiences flooding on both High St and Church Rd with residential flooding in 2012.

Water Resources

Works have been ongoing in this catchment since 2015 with a couple of adaptive management schemes below Chew (in this catchment) and Blagdon reservoir (Congresbury Yeo). This work will continue into the next AMP cycle. Aim is to adjust compensation flows so that they are more natural. So far most significant benefit is re-establishment of section of water course down stream of Chew.

In CAMS terms this catchment is heavily abstracted and is practically closed to any additional consumptive abstraction.

Ecology

The Winford Brook is failing the Water Framework Directive for fish, the reasons for this include a number of barriers/weirs to fish migration and fish restocking.

Issues include: Barriers for fish passage; un-natural watercourse channels; chemical quality of the watercourse.

What are the Key opportunities?

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal.

Natural Flood Management focussing on land management to help reduce surface water flooding and reduce diffuse pollution along with creating opportunities for habitat enhancement and tree planting.

BACP projects already being developed/delivered

River Chew Partnership Project. BACP Strategic Project: Led by BART. To identify key water-based issues and develop strategy including barrier removal, NFM and catchment management. Multiple benefits for Chew and downstream communities of Keynsham and Bristol

Bristol Water River Chew Project: Ongoing Project led by Bristol Water will assess WFD impacts of the reservoir on downstream rivers and trial mitigation options including altered compensation flows, flushing releases, river restoration, work with landowners to reduce silt ingress.

River Chew Fishery Improvement Project. Ongoing Project led by BART to scope fisheries improvements.

Mendip Lakes Partnership Project (extends into Congresbury Yeo and Banwell sub-catchment). BACP Strategic project led by Bristol Water. Working with farmers across the Blagdon and Chew Reservoir catchments to improve water quality and enhance habitats.

CONGRESBURY YEO AND BANWELL

GI Area intersection: Areas 2, 3, 5, 6, 7, 8

Waterbodies and other water features

River Banwell (GB109052021600), River Oldbridge (GB109052021620), River Yeo (GB109052021640)

The rhyme network SSSIs support a diversity of aquatic plants and invertebrates and are a rare example of where Natural England have designated the watercourses and not the fields between the rhynes. The majority of the catchment is within the IDB area.

Water Quality

Overall WFD Classification is Moderate. The Congresbury Yeo and Banwell are failing the Water Framework Directive for phosphates due to diffuse pollution from agricultural and rural land management, water industry and trade discharges and urban transport run-off. The River Oldbridge is also failing for dissolved Oxygen due to diffuse pollution from agriculture.

Flooding

Fluvial Flood risk at Congresbury – reliant on flood storage areas, and the embankments which extend beyond the village. At Wrington on the Rye Brook a new flood alleviation scheme to protect Wrington is due to be finished in 2019. A two-stage flood alleviation scheme on the right bank of the Banwell, within the catchment has been built to compensate for the development of Parklands. Low lying farms are at risk of flooding throughout the catchment, and in Banwell surface water run-off is a cause of property flooding.

Tidal flood risk – Huckers Bow sluice has recently been rebuilt and together with New Bow Sluice and Tutshill form part of the sea defences which are protecting villages. Climate change reducing the standard of protection.

Tide locking on the Banwell and the development of Parklands and Weston Villages with associated surface water drainage in the catchment, have required a strategic approach to flood risk and the development of the 2 stage Banwell scheme together with the Superpond (reservoir). Any further development needs to consider not only peak flows, and timings, but the volume of water and the long-term storage within the catchment.

Appendix 3 continued

The nature of the structures which are designed for agricultural use may need to change if there an increase in urbanisation.

Water Resources

Works have been ongoing in this catchment since 2015 with adaptive management schemes below Blagdon reservoir. This work will continue into the next AMP cycle. Aim is to adjust compensation flows so that they are more natural.

In CAMS terms this catchment is heavily abstracted and is practically closed to any additional consumptive abstraction.

New PWS investigations over abstraction impact planned from 2020.

Bristol Water use the springs at the source of the Banwell. The water balance between abstraction and low flows is controlled. The source of the Banwell is in the EA source protection zone 1 aquifer.

Ecology

The Congresbury Yeo is a heavily modified water body due to water industry infrastructure. The Banwell is an artificial waterbody for land drainage purposes. This water body is failing fish due to impacts on morphology from land drainage and water abstractions by water industry.

Issues include: Invasive species; un-natural watercourse channels; chemical quality of the watercourse.

Development Pressures/Climate Change

North Somerset Council's vision is for garden villages within these catchments with a wide range of GI, net gain for biodiversity and climate resilient builds.

What are the key opportunities?

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal, water vole habitat on the rhyne network, foraging for bats along the rhyne networks. Promotion of scrubbed-over ditches and ponds back to open water bodies and reduced diffuse pollution to encourage biodiversity in the rhyne, wet woodland may be appropriate.

BACP projects already being developed/delivered

Bristol Water River Congresbury Yeo Project. Ongoing project led by Bristol Water will assess WFD impacts of the reservoir on the rivers downstream and trial mitigation options including altered compensation flows, flushing releases, river restoration, work with landowners to reduce silt ingress.

North Somerset Levels & Moors Partnership Project (BACP Strategic Project) – see Kenn sub-catchment.

Mendip Lakes Partnership Project (see Chew sub-catchment).

KENN

GI Area intersection: Areas 1, 3, 4, 5, 9

Waterbodies and other water features and issues

Kenn (GB109052021670) Kenn Moor SSSI (GB109052021682), Land Yeo river (GB109052027321, GB109052027322, GB109052021690), Blind Yeo (GB109052021660)

The sub-catchment has a network of ecologically important watercourses that have Site of Special Scientific Interest (SSSI) designation.

Water Quality

Overall WFD classification is Poor, failing for phosphate and dissolved oxygen, hydrological regime, Macrophytes and Phytobenthos, due to water industry activity, urbanisation and diffuse nutrients input from agricultural and rural land management.

Yearling Ditch was built during the development of the M5. It takes a proportion of highway drainage and new pollution control measures are needed here and where the M5 surface water comes into the rhyne network.

Flooding

Tidal Flood risk at Clevedon – maintain standard of protection with Sluices for the Blind Yeo and Land Yeo and embankments.

High water table and poor water conveyance are recognised issues affecting the area and may influence the location, scale and suitability of development and the need for measures to ensure there are no adverse impacts on or outside of the development area.

Issues: Maintenance of the 'viewed rhynes' by the IDB. Maintenance/longevity of control structures (Cooks Clyce, Blind Yeo Outfall, Land Yeo Outfall) these are used for the penning levels in the IDB area which support the agricultural nature of the area.

Water Resources

In CAMS terms this catchment is heavily abstracted and is practically closed to any additional consumptive abstraction. CAMS will show this catchment as mainly red or yellow across the flow range.

Numerous PWS investigations planned to commence in 2020 which may lead to significant change to abstraction. Specifically, Blind yeo, Lox Yeo, Land yeo, Chelvey and stream above Barrow tanks.

Ecology

The water bodies are failing the Water Framework Directive for fish. The waterbodies in this catchment are heavily modified or artificial for flood protection, land drainage and urbanisation, all this has an impact on the morphology with un-natural channels and barriers/weirs to fish and eel migration.

Issues include: Invasive species; un-natural watercourse channels; chemical quality of the watercourse.

The area is known to be used by Horseshoe bats for foraging and commuting. There is evidence of significant activity at the West End area and flight corridors are expected around the south western edge of Nailsea linking south to key habitats around Backwell via the rhyne network.

Development Pressures/Climate Change

Polluting discharges to the SSSI's in the area are already causing detrimental impacts and these risks will increase with development around Nailsea.

The Parish Brook is a contour drain and in the summer the penning levels are high that any further discharges to the brook could cause flooding.

New developments will require long term storage as part of the solution to their drainage around Nailsea. As the lack of conveyance within the Kenn catchment due to the flat nature of the watercourse combined with high tides means the ability of the watercourse to take increased volumes can be limited. The nature of the structures which are designed for agricultural use may need to change if there an increase in urbanisation.

What are the key opportunities? (high level)

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal.

Proposal for a constructed wetland for existing development to contain and filter pollution before discharging to the SSSI, this is also an opportunity to provide GI with habitat creation and recreation opportunities. This needs to be extended so all new developments use the same approach.

BACP projects already being developed/delivered

North Somerset Levels & Moors Partnership Project. BACP Strategic Project (also covering Portbury Ditch, Congressbury Yea & Banwell sub-catchments). Key partners include, Avon Wildlife Trust, North Somerset Council, Natural England, Wessex Water. Work with landowners to improve habitat management for wildlife and to promote soil management to help mitigate flooding, improve water quality and increase habitat for wetland birds.

Nailsea Multi-Functional Constructed Wetland. Led by North Somerset Council to identify how a multifunctional wetland can be implemented.

LITTLE AVON

GI Area intersection: Areas 14, 18

Waterbodies and other water features: Little Avon (GB109054026580, GB109054026600, GB109054026610, GB109054026620) and Tortworth Brook (GB109054026590)

Water Quality

Overall WFD Classification is Moderate, failing for phosphate and fish. Some areas also failing on Macrophytes & Phytobenthos. The reasons for phosphate failures can be attributed to water industry sewage inputs and diffuse inputs from agriculture and rural land management.

Flooding

146 properties at risk of flooding in the 1% AEP flood event within the catchment. Tide locking of Little Avon trying to discharge at Berkeley. Increased flood risk due to climate change.

Appendix 3 continued

The Environment Agency need to improve the Flood Warning Service in this area by installing a new gauge towards the upstream end of the catchment.

Water Resources

Considerable pressure on the catchment at normal and low flows as seen through CAMS (Catchment Abstraction Management Strategies) assessment (Note: new CAMS abstraction licensing strategies to be formalised and published in the next six months – this applies to all sites in this list). Likely to be no water available for consumptive abstraction at these flows.

Due to concerns over abstraction, there are a couple of WINEP PWS (Water Industry Natural Environment Programme Public Water Supply) investigations going forward from 2020 on the Little Avon and Ozleworth Brook.

There are a number of sites where natural low flows occur or are exacerbated by abstraction.

Ecology

Issues include: Invasive species, habitat and in-channel morphology could be improved; barriers for fish passage; un-natural watercourse channels; chemical quality of the watercourse.

What are the key opportunities? (high level)

Potential to develop a River Restoration partnership project to address diffuse pollution issues and provide ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal.

Emerging Tidal Strategy for Bristol – links/ties in to this.

MetroWest Project to reconnect trainline – Portishead to Bristol.

BACP projects already being developed/delivered

Little Avon Restoration Project: BACP Strategic Project. Led by BART to address diffuse pollution issues, improve river habitat and fish passage.

LOWER BRISTOL AVON

GI Area intersection: Areas 13, 14, 19, 20, 21, 22

Waterbodies and other water features

Bristol Avon (GB109053027371), Brislington Brook (GB109053021980), Newton Brook (GB109053021880), Lam Brook (GB109053022300), St Catherine's Brook (GB109053027810).

Water Quality

Overall WFD is Moderate. WFD failures are due to high phosphate levels due to water industry activity and agriculture and rural land management. Urbanisation and transport are also contributing to high phosphates in Brislington Brook, as well as poor numbers of invertebrate and Macrophyte and Phytobenthos. The Lower Bristol Avon is failing the Water Framework Directive for phosphate, this can be attributed to water industry discharges.

Flooding

Flood risk at Bath particularly around Pultney weir area, elsewhere through the city a conveyance scheme reduces flood risk, needs to be safeguarded.

Flood risk at Saltford and Keynsham from the River Avon.

Flood risk to Broadmead Industrial Estate including boat dwellers.

Increasing climate change.

Water Resources

This is a heavily impacted watercourse upstream of the West of England. CAMS is under development but it will show a completely closed catchment (i.e. no further abstraction for consumptive use) around Malmesbury and this may possibly extend down to Melksham.

Major new PWS (Public Water Supply) investigations into a group of abstractions from Chippenham to Melksham from 2020. Additional growth would put pressure on these resources. Water usage will have to consider Impacts across boundaries.

Ecology

Issues include: Invasive species, barriers for fish passage, low invertebrate levels and Macrophyte and Phytobenthos levels in some waterbodies. Sections of the Lower Avon through the city of Bath are heavily modified due to flood protection and

urbanisation. This is likely to have an impact on fish. Un-natural watercourse channels which will impact the morphology with a number of barriers/weirs to fish and eel migration. Chemical quality of the watercourse.

Development Pressures/Climate Change

Much of the sub-catchment is highly urbanised

What are the Key opportunities? (high level)

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal

Enhancement of GI with a parkland network along the River Avon (Water Space Study)

BACP projects already being developed/delivered

Water Space Bath Project BACP Strategic Project: Led by B&NES. To provide an evidence-based, collaborative, strategic action plan to enable sustainable growth and regeneration of the river and canal corridor in Bath and North East Somerset.

Bath and North East Somerset (B&NES) Natural Flood Management Trial. Ongoing Project. Led by B&NES with FWAG-SW. Working with local landowners to implement natural flood management solutions to help reduce flood risk.

PORTBURY DITCH

GI Area intersection: Areas 1, 4

Key Waterbodies and other water features

Portbury Ditch (GB109052027330)

The Clapton Moor character area has linear valley with a flat and gently undulating valley base the area forms part of the WLMP area (managed by the IDB) and the Gordano Valley Nature Reserve. The Portbury Docks and industrial area is an important employment area and has a network of rhynes.

Water Quality

Overall WFD classification is Moderate, failing the Water Framework Directive for dissolved oxygen, the reason for this is due to physical modification for land drainage and historic landfill leaching.

Flooding

Defended tidal flood risk.

Maintenance and operation of flood risk infrastructure.

Impacts of Climate Change.

Water Resources

Prior to completion of new CAMS assessment little is known of this area. These level controlled environment are more about management rather than flow.

Ecology

Portbury Ditch is a heavily modified water body due to land drainage which impacts on morphology with un-natural channels.

The Portbury Wharf Nature Reserve is a known location for water voles and is a managed nature reserve.

Issues include: Invasive species; un-natural watercourse channels; chemical quality of the watercourse.

Development Pressures/Climate Change

Development must respect the natural drainage ponds, springs and tributaries and not interrupt surface water flow routes with sustainable drainage which supports biodiversity, amenity and water quality.

What are the key opportunities?

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal.

Wet woodland planting to provide a boundary feature and visual separation from the expanding urban areas

The WLMP is required for the maintenance of high water tables to preserve organic cultural and palaeoenvironmental evidence.

BACP projects already being developed/delivered

North Somerset Levels & Moors Partnership Project. BACP Strategic Project – see Kenn sub-catchment.

Appendix 3 continued

SHERSTON AVON

GI Area intersection: Area 14

Waterbodies and other water features

Sherston Avon (GB109053027690) and Luckington Brook (GB109053027665)

Water Quality

Overall WFD classification is Moderate, with failure due to high phosphates from the water industry, agriculture and rural land management.

Flooding

Malmsbury is sensitive to flood risk. There are opportunities for slowing the flow/Natural Flood Management techniques.

Water Resources

This is a natural catchment and suffers seasonal low flows during periods of dry weather. It is a sensitive catchment but does not see much extraction. Water company reviews have recognised this and so there are no additional pressures from a water resources requirement currently.

What are the key opportunities?

Introduction of NFM; improvements to fish passage; possible water quality improvements through improved agricultural practices, habitat improvements.

BACP projects already being developed/delivered

SHRIMP 2: Potential project led by BART. To deliver improvements identified during SHRIMP 1 pilot project and the Upper Avon Sediment Pathways Project for more extensive river restoration works in the Upper Avon from the source to Easton Grey.

SISTON

GI Area intersection: Areas 16, 17, 19

Waterbodies and other water features

Siston Brook (GB109053027450)

Water Quality

Overall WFD classification is Moderate, failing for phosphate due to urban development and transport, industry and agriculture.

Flooding

Localised flood risk around Bridgegate. There is a need for more accurate hydraulic modelling to understand flood risks in the sub-catchment.

Water Resources

Prior to completion of new CAMS assessment little is known of this area. Probably little to be concerned about.

Ecology

Issues include: Failing WFD standards for fish; many and significant barriers for fish and eel migration (weirs); invasive species.

What are the key opportunities? (high level)

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal

SOMERSET FROME

GI Area intersection: Area 11

No description included as a very small part of this sub-catchment lies within the West of England area.

TRYM/HAZEL BROOK

GI Area intersection: Area 19

Waterbodies and other water features

River Trym (GB109053027530)

Water Quality

Overall WFD classification is Moderate, failing on phosphates due to urban development and diffuse sources from agricultural and land management.

Flooding

Highway flooding at Henbury Road/Crow Lane ford.

Water Resources

Prior to completion of new CAMS assessment little is known of this area. There is unlikely to be any major issues in this catchment.

Ecology

The Trym is failing the Water Framework Directive for fish and invertebrates. It is a heavily modified waterbody due to urbanisation and flood protection, which will impact the morphology and can be attributed to fish failures. Other reasons for the fish classification include sewage inputs, misconnections and water pollution incidents.

Additional issues include: Invasive species; barriers for fish passage; un-natural watercourse channels; chemical quality of the watercourse.

Development Pressures/Climate Change

Station Road/Wyck Beck Road (A4018) development has planning permission but not built yet.

What are the key opportunities?

River restoration – ecological enhancements to benefit fish and aquatic species, fish barrier improvements/removal.

UPPER BRISTOL AVON

GI Area intersection: Area 14

Description not included as a very small part of this sub-catchment lies in the West of England area.

SEVERN ESTUARY

GI Area intersection: Area 12

Waterbodies and other water features

The Severn Estuary has numerous nature conservation designations to reflect its important habitats, species and geology. The Estuary is designated as an International Ramsar site, Ramsar sites are designated to stem the loss of wetlands now and in the future. The qualifying interest features of the Severn Estuary Ramsar overlap with those of the other Severn Estuary designations, including the Special Protection Area (SPA) and Special Area of Conservation (SAC). The Severn Estuary is also classified as a Marine Conservation Zone (MCZ) and has various Special Sites of Scientific Interest (SSSIs).

The water quality of the Severn Estuary is an important indicator of the overall health of the Estuary's ecosystem and also an important factor in influencing tourism, recreational activities and the commercial/industrial sectors. Water quality in the Estuary, is complex; with a large variety of inputs

from numerous different sources and complex interactions between contaminants and 'master variables' such as salinity and dissolved oxygen. Due to the high levels of suspended sediment and the tendency of many contaminants to associate with particulate matter due to their low solubility, sediment quality is also an important issue in the Estuary.

Water Quality

The water quality in the Severn Estuary is monitored and reported in line with the following designations:

The transitional water from the mouth of the Bristol Avon (i.e. Avonmouth) to the tidal limit (the weir at Hanham, River Avon) is classified as Heavily Modified with an overall WFD Moderate status.

The transitional water (i.e. the Severn Estuary) is managed through Natural Resources Wales (NRW). The Lower Severn transitional waterbody has an overall Moderate status with Moderate ecological status and Failing chemical status, it has a Good status for fish and invertebrates.

There are currently two designated coastal Bathing Waters within the Bristol Avon Catchment boundary, Clevedon is currently designated as having Good status, whilst Sand Bay (northern side of Weston-Super-Mare) is currently designated as Sufficient. See the River Axe section for further information on the other relevant Bathing Waters along the Severn coastline.

Flooding

High flood risk from tidal flooding. Whilst this is partly being managed by the Avonmouth/Severnside Enterprise Area Ecology Mitigation and Flood Defence Project (£80 million project to improve flood defences along a 17km stretch of coastline between the River Avon and Aust to address the inconsistent standard of protection at present and some defacto/informal defences in places) other sections further north (around Oldbury-on-Severn) will need to be addressed at some point to keep pace with sea level rise. Impacts of constructing flood defences need to be considered. The risks of flooding will increase due to climate change and sea level rise – need to review UKCP18 projections.

North Somerset Section – Defences at Weston, Clevedon and Portishead and on the lower Avon at Pill.

Appendix 3 continued

Defended tidal flood risk is a mixture of Control Sluices and Tidal Flaps with embankments and sand dunes along the coast line.

Maintenance and operation of flood risk infrastructure is mainly managed by the EA.

Impacts of Climate Change Weston has been built to a 200yr standard with a climate change allowance. Clevedon, Portishead and Pill will require monitoring.

Weston Beach recycling annual movement of sand to protect the toe of the sea defences .

Sand Bay dunes – Environment Agency are monitoring the changes within the dunes.

Water Resources

Generally the Severn Estuary is outside of the scope of the CAMS or indeed WR in Wessex area, there are though links to Bristol Water as their largest abstraction is from the Sharpness canal which takes its water from the Severn. This site can be affected if a Severn drought order is enacted, restricting abstraction.

Ecology

This is a WFD waterbody. Issue to consider are: Salt marsh loss; public access.

North Somerset coastal squeeze has been identified in front of the Severn defences.

Development Pressures/Climate Change

It is proposed that if significant long-term erosion occurs on the Uphill dune system at Weston, designating the area as a CCMA should be considered.

What are the key opportunities?

Linkages to other plans and documents including the Shoreline Management Plan 2, the Severn Estuary Strategy and the ASEA project.

NSC Coastal Path being developed as part of the national strategy.

BACP Catchment-wide Projects being developed/delivered

Catchment Fisheries Strategy: BACP Strategic Project led by BART. A Catchment Fisheries Strategy is required to: comprehensively identify the fish barriers/opportunities across the catchment; provide information to help address and improve fish habitat; identify areas for river restoration and WFD failures. It will inform all partnership projects on how fisheries improvements can be built in to existing and developing projects to deliver multiple benefits.

Bristol Avon Citizen Science: Ongoing education/engagement project led by BART. Working with community groups, individuals and landowners to develop understanding of water issues in the catchment and increase citizen science monitoring.

Your Fisheries: Ongoing strategic project led by BART. Working with Angling Clubs and the Environment Agency to trial the 'Your Fisheries' System – innovative new fisheries data system aimed to improve assessments of fish stocks.

Wessex Diffuse Pollution Reduction Plan: Ongoing educational project led by the Environment Agency. To identify sources of water pollution across Wessex and measures for farmers to improve farm nutrient and soil management efficiencies, reduce diffuse pollution and farm profitability, without compromising food production.

Source to Sea: Potential multiple benefit landscape scheme to improve ecosystem management for the River Avon. Potential public and community engagement project to increase use of River Avon as green/blue corridor for recreation and tourism.

Glossary

AFL – ‘A Forgotten Landscape’ project www.aforgottenlandscape.org.uk/useful-information/

AMP – (water company) Asset Management Programme

BACP – The Bristol Avon Catchment Partnership (BACP) www.wessexwater.co.uk/environment/catchment-partnerships/bristol-avon-catchment-partnership

B&NES – Bath & North East Somerset Council

BART – Bristol Avon Rivers Trust
www.bristolavonriverstrust.org/

CAMS – Catchment Abstraction Management Strategy

EA – Environment Agency www.gov.uk/government/organisations/environment-agency/about

IDB – Internal Drainage Board

LSIDB – Lower Severn Internal Drainage Board
<https://lowersevernidb.org.uk/>

Macrophytes and Phytobenthos: Aquatic and marginal plants that provide habitat, food and oxygen that supports other aquatic/marginal life such as fish and invertebrates.

NFM – Natural Flood Management

PWS – Public Water Supply

SAC – Special Area of Conservation

SUDS – Sustainable Urban Drainage Systems

WFD – EU Water Framework Directive

WLMP – Water Level Management Plan

Contributors

The BACP would like to thank all partners who contributed towards the development of this document.



Appendix 3 continued

Appendix 4

West of England Green Infrastructure Project Assessment Form

1. Project/programme name:	
2. GI Area(s):	
3. Lead organisation:	
4. Delivery partners:	

5. Assessment criteria		
5.1 Supporting delivery of West of England GI Outcomes:		
West of England GI Outcomes (National Framework of GI Standards outcomes)	Tick	What will the project deliver?
Ecological connectivity (Nature connected places)		
Resilience to climate change (Resilient places)		
Sustainable water management		
Health and wellbeing (Active healthy places)		
Sustainable places (Inclusive equitable places) (Beautiful safe and well designed places)		
Valued healthy landscape		
Sustainable food production		
Resilient economy (Prosperous, investible valued and Smart places)		

Appendix 4 continued

5.2. Describe the way in which the project aligns with regional policy and strategy e.g. West of England Joint GI Strategy, West of England Nature Recovery Network, West of England Biodiversity Net Gain, climate and ecological emergency action plans, Joint Local Transport Plan, Local Industrial Strategy, corporate strategies

5.3 Describe how stakeholders including community have been involved in developing this project. What engagement has taken place to date and what level of financial/other support has been secured?

5.4 Describe project timescale and phasing

5.5 Funding

i) Dependency: Is the project dependent on other work/funding? If yes, explain and give details.

ii) Deliverability: What other funding has been secured and how can you demonstrate partner commitment?			
	Provider	Value	Financial year to be spent
Funding secured			
iii) Describe how this project could be scaled up further, if further funding secured?			

6. Project spend

	2020-21	2021-22	2022-23	Total
Development costs				
Implementation costs				
Total				

7. Describe how this project would be monitored and managed on completion

--

Appendix 4 continued

Assessment Form Guidance notes

The Project Assessment Form is to capture GI projects that are in development and or developed but not yet implemented.

It is intended to assist prioritisation of projects and to set out projects that might be integrated with other schemes that may not have identified GI opportunities at the outset or been aware of existing GI initiatives in the relevant area.

Part of prioritising will relate to appropriateness to particular funding opportunities and being able to demonstrate projects relevance to national context e.g. delivering 25 Year Plan, Environment Bill and or regionally addressing the climate and ecological emergency and in combination, facilitating/enabling growth.

Whilst this is not an application for a specific fund or grant scheme, the information provided on this form is likely to be similar to many grant schemes and therefore information provided can be cut and paste into actual applications.

Notes for completing form:

1. Project/programme title: May be programme that includes projects or project that is part of a programme.
2. GI Area(s) Name the relevant West of England GI Area(s)
3. Lead organisation: name of organisation/body submitting the form.
4. Delivery partners: name those currently engaged.
5. Assessment criteria:
 - 5.1 West of England GI outcomes. Tick all those that apply and indicate how: e.g. Ecological connectivity – what it is connecting and area of habitat (Ha). West of England GI Joint Strategy Outcomes are shown opposite.
 - 5.2 Reference strategies and relevant policies, targets, ambitions.
 - 5.3 Reference consultation, community support and need for this project.

- 5.4 Timescale – describe project phases, and state if part of longer term project e.g. being phased to fit with funding/partner timescales, or part of a wider programme.
- 5.5 Funding – this section is to give an overview of factors that influence prioritising.
6. Project cost: summary only. This is not an application form for funding so detail not required.
7. Monitoring and management – describe who would be the responsible body(s) on completion. Describe any key milestones/targets that would be monitored and reported and to whom.

West of England Joint GI Strategy Outcomes

1. **Improved and better-connected ecological networks:**
Protect, enhance and expand coherent, thriving and resilient ecological networks that deliver net gains in biodiversity and ecosystem services, including the creation of bigger, better, more and joined-up woodland, grassland and wetland habitats.
2. **Greater resilience to climate change:**
Provide natural solutions to build resilience against the impacts of climate change including use of well-designed GI to stabilise slopes and attenuate flood water, absorb carbon, and increased use of trees to reduce urban heating.
3. **Sustainable water management:**
Optimise and improve the use of GI to deliver an improved water environment by working with natural processes including Sustainable Urban Drainage schemes (SUDs) to help reduce flood risk, manage drought, improve water quality and improving connectivity to reduce the loss and quality of aquatic habitats and wildlife.

4. **Health and wellbeing for all:**
Improve the network of active travel routes and accessibility to green spaces to support healthy lifestyles and mental wellbeing and provide more opportunities for people to connect with nature, and address inequalities in provision.
5. **Create and maintain sustainable places:**
Development maximises the multiple benefits of GI in delivering resilient, healthy and environmentally friendly places and a net gain in natural capital by investing in GI for the long term.
6. **Create and maintain valued healthy landscapes:** Design and deliver high quality GI that improves local sense of place and protects and enhances landscape character and the natural, cultural and heritage services that they provide.
7. **Support sustainable and local food production:**
Increase opportunities for local food production in urban and rural areas and increase food sovereignty by for example, protecting the best and most versatile agricultural land and enhancing our pollinator network.
8. **Build a resilient economy:**
Create attractive areas for inward investment and job creation, and support the environmental resilience of economic sites by enhancing GI relating to housing, businesses and other associated infrastructure.



WEST OF ENGLAND JOINT COMMITTEE

ITEM 24

19 JUNE 2020

REPORT SUMMARY SHEET

LOCAL ENTERPRISE PARTNERSHIP (LEP) & INVEST BRISTOL AND BATH (IBB) BUDGET OUTURN, APRIL 2019 - MARCH 2020

Purpose

This report presents the forecast revenue outturn budget for the West of England Joint Committee for the financial year 2019/20 based on data for the period from April 2019 to March 2020. This report covers the LEP and IBB revenue budgets.

Summary

This report includes the following key information:

LEP budget:

- Appendix 1 details the LEP forecast revenue out-turn for the 2019/20 financial year which shows spend of £3.6m against an original budget of £4.7m. The difference of £1.1m is mainly due to the receipt and phasing of spend for government grants;
- Total grants attained across the four-year medium term financial plan, (MTFP), period now exceeds £10m. We have recently reviewed and updated the anticipated timing of spend against these grants and re-profiled the income accordingly;
- In relation to the core operating costs of the LEP, there is a net underspend of **£163k** with a recommendation that this should transfer into the LEP general reserve;
- Accounting for the £163k end of year surplus, the LEP reserve balance would be £662k;
- Interest received at the end of the year is £14k higher than the £400k income budget as set. The income target for 2020/21 has been adjusted down to £200k as cash balances continue to reduce as we reach the end of the Local Growth Fund period;

IBB budget:

- The IBB delivered a balanced budget with the detail as set out in Appendix 2;
- 2019/20 was the last year of five years where IBB has been funded through the Economic Development Fund. From 2020/21, IBB is funded through the Revolving Infrastructure Fund as part of a new five-year deal.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on, or are addressed through, this report are as follows:

- (a) In terms of budget monitoring information, there is very little impact from the Covid 19 pandemic on the authority's management accounts for 2019/20;
- (b) However, there is potential impact on 2020/21 revenue budgets as activity is re-prioritised and focused on supporting economic recovery. Activity, and corresponding budgets, will be kept under regular review over the coming months.

Recommendations

Members of the Joint Committee are asked to:

- a) Note the LEP revenue outturn as set out in Appendix 1;
- b) Note the IBB revenue outturn as set out in Appendix 2;
- c) Approve the net underspend on core LEP activities of £163k to be transferred to the LEP general reserve.

Contact officer: Malcolm Coe

Position: Director of Investment & Corporate Services

Email: Malcolm.Coe@westofengland-ca.gov.uk

REPORT TO: WEST OF ENGLAND JOINT COMMITTEE

DATE: 19 June 2020

REPORT TITLE: LEP & IBB BUDGET OUTTURN APRIL '19 – MARCH 2020

DIRECTOR: MALCOLM COE, DIRECTOR OF INVESTMENT AND CORPORATE SERVICES

AUTHOR: MALCOLM COE

Purpose of Report

- 1 This report presents the forecast revenue outturn for the West of England Joint Committee for the financial year 2019/20 based on data for the period April 2019 to March 2020. This report covers the Local Enterprise Partnership (LEP) and Invest in Bristol and Bath (IBB) revenue budgets.

Impact of Covid-19 pandemic

- 2 The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on, or are addressed through, this report are as follows:
 - (a) In terms of budget monitoring information, there is very little impact from the Covid 19 pandemic on the authority's management accounts for 2019/20;
 - (b) However, there is potential impact on 2020/21 revenue budgets as activity is re-prioritised and focused on supporting economic recovery. Activity, and corresponding budgets, will be kept under regular review over the coming months.

RECOMMENDATIONS:

The Joint Committee:

- a) **Notes the LEP revenue outturn as set out in Appendix 1;**
- b) **Notes the IBB revenue outturn as set out in Appendix 2;**
- c) **Approves the net underspend on core LEP activities of £163k to be transferred to the LEP general reserve.**

Background / Issues for Consideration

- 2 The West of England Combined Authority acts as the Accountable Body for a range of funding streams on behalf of the West of England Councils and LEP. The WECA financial regulations require that it regularly reports on the financial monitoring position of these funds.

The LEP

- 2.1 **Appendix 1** details the LEP forecast revenue out-turn for the 2019/20 financial year which shows spend of **£3.6m** against an original budget of **£4.7m**. The difference of **£1.1m** is mainly due to the receipt and phasing of spend for government grants. In relation to the core operating costs of the LEP, there is a net underspend of **£163k** with a recommendation that this should transfer into the LEP general reserve.
- 2.2 Several grants have been attained throughout the year which have been detailed within previous budget monitoring reports. Although there have been no new grants received during this reporting period, there have been significant increases in funding for both:
- (a) South west Energy Hub and
 - (b) The Growth Hub
- 2.3 Total grants attained across the four-year medium term financial plan, (MTEFP), period now exceeds £10m. We have recently reviewed and updated the anticipated timing of spend against these grants and re-profiled the income accordingly as detailed in *Figure 1*.

Figure 1: Analysis of LEP External Grants revised as @ March 2020

LEP Grant Income	2019/20 £000s	2020/21 £000s	2021/22 £000s	2022/33 £000s	Total £000s
Creative Scale ups	151	1029	120	0	1,300
South West Local Energy Hub	355	1,643	1,997	0	3,995
Growth Hub	453	362	0	0	815
LEP additional Capacity Funding	30	370	0	0	400
Careers Hub	364	150	0	0	514
Low Carbon Challenge Fund	42	1,468	590	0	2,100
One public Estate	175	356	22	0	553
Infrastructure & Investment Delivery Plan	38	185	191	0	414
Skills advisory Panel	11	44	0	0	55
WIDJET	195	43	0	0	238
Housing Advisor Programme	0	48	0	0	48
LEP Specific Grant Funding Total:	1,814	5,698	2,920	0	10,432

- 2.4 The original 2019 budget for external grants was **£3.206m**. For South West Local Energy Hub, Growth Hub, Local Enterprise Partnership, (LEP), additional capacity funding and Careers Hub, we have been successful, during the year, in extending the overall funding available as detailed in *Figure 2*.

Figure 2: Original 2019/20 External Grant Budget compared to March 2020

		Original 2019/20 £000	Funding as @ 31 March 20 £000	Additional Funding £000
a	Creative Scale ups	1,300	1,300	0
b	South West Local Energy Hub	1,224	3,995	2,771
c	Growth Hub	328	815	487
d	LEP additional Capacity Funding	200	400	200
e	Careers Hub	154	514	360
Totals:		3,206	7,024	3,818

2.5 Drawdown from Reserves

The accumulated LEP Reserves, held by WECA as Accountable Body, commenced at £989k at the beginning of the financial year. Accounting for drawdown of funds, as approved by the Joint Committee, the end of year reserve balance is forecasted to be £499k, (including a further £169k which is committed to be spent in 2020/21). This is detailed in *Figure 3*:

Figure 3: LEP Reserve Balances £'000s

LEP Reserve balance b/fwd 1st April 2019	(989)
Drawdown for Nuclear Programme – to provide financial support for the local supply chain programme.	57
Drawdown for Local Industrial Strategy – to deliver our region's ambition to be a driving force for clean and inclusive growth.	94
Drawdown for Stepping Up – support for a leadership programme for BAME and equality groups.	150
Drawdown for Careers Hub – works with schools to improve careers opportunities and work experience for young people	20
LEP Reserve Balance as at 31 March 2020	(668)
Existing commitments to be drawn down in 2020/21	
Local Industrial Strategy balance of approved drawdown	121
Nuclear supply chain balance of approved drawdown	43
Careers Hub	5
LEP Reserve unallocated balance @ 31 March 2020	(499)

It is recommended that the net LEP underspend for the year of £163k is transferred to the LEP reserve which will increase the unallocated balance to £662k.

Interest on Balance

- 2.6 Investment interest earned on LEP balances held relates entirely to cash holding of the Local Growth Fund. Spend has escalated against this fund in recent months, as the funding moves closer towards the expiry date of March 2021. Interest received at the end of the year is £14k higher than the £400k income budget as set. The income target for 2020/21 has been adjusted down to £200k as cash balances continue to wind down. This figure will be reviewed regularly and updated in future budget monitoring reports to the Joint Committee.

Invest in Bristol and Bath (IBB)

- 2.7 **Appendix 2** details IBB's revenue out-turn position for the 2019/20 financial year which demonstrates a balanced budget at year end. 2019/20 is the final of five years where the funding for IBB is provided through the Economic Development Fund, (EDF).
- 2.8 From 2020/21, IBB will be funded through the Revolving Infrastructure Fund, (RIF), as part of a new five-year deal, (to be reviewed after year three), as approved by the Joint Committee in October 2019.

Consultation

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

Other Options Considered

- 4 Value for Money and appropriate use of resources are constantly considered when allocating, monitoring and managing all revenue and capital budgets.

Risk Management/Assessment

- 5 This report forms a core part of the WECA's governance and risk management process. The forecast budgets presented in this report take account of known financial risks and their potential impact on the outturn financial position. The West of England Office agreement underpins the LEP; a Memorandum of Understanding between the four West of England UAs underpins the IBB service. These agreements deal with the risk sharing mechanisms between the four West of England councils. For all other WoE budgets administered by the WECA, it acts as "agent" with a straight pass through of funding and related costs.

Public Sector Equality Duties

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

Climate Change Implications

7 On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision-making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?
- * Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements

7.1 Several of the specific LEP workstreams have a strong focus on improving climate change especially the *South West Local Energy Hub, Low Carbon Challenge Fund and One Public Estate*. Where funds are allocated as grants to local businesses and organisations, the criteria used to prioritise funding allocations will incorporate climate improvement.

Finance Implications, including economic impact assessment where appropriate:

8 The financial implications are contained within the body of the report. The LEP and IBB functions support the economic growth and vitality of the region.

Advice given by: Malcolm Coe, Director of Investment & Corporate Services

Legal Implications:

- 9 This report monitors how the Local Enterprise Partnership (LEP), and Invest in Bristol and Bath (IBB) revenue budgets are performing against the financial targets as set in February 2019 through the Budget setting process.

Advice given by: Shahzia Daya, Director of Legal Services

Human Resources Implications:

- 10 Fixed term contracts are applied where staff are appointed against specific LEP grant funding streams that are time limited in nature.

Advice given by: Alex Holly, Head of Human Resources

Appendices

Appendix 1: Revenue position LEP

Appendix 2: Revenue position IBB

Background papers:

LEP and IBB 2019/20 Budget – Joint Committee 1 February 2019

LEP and IBB 2019/20 Budget Monitoring reports as presented to each Joint Committee

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 Quay, Bristol BS1 6EW; email:

democratic.services@westofengland-ca.gov.uk

LEP Budget Monitoring as @ 31st March 2020

	2019/20 Budget £'000s	2019/20 Outturn £'000s	Variance £'000s
Core Staff and related overheads	1,459	1,301	(158)
<u>Grant Funded Spend</u>			
Staff	802	1,220	418
Third Party Payments (project spend)	2,429	1,030	(1,399)
Reserve	0	0	0
Total Expenditure	4,690	3,551	(1,139)
<u>Funded By:</u>			
UA Contribution	440	440	0
Other Government Grant	3,206	1,910	(1,296)
DCLG Core & Capacity Grant	500	500	0
EDF Income	0	69	69
Interest on Balances	400	414	14
Other Income	0	58	58
Use of Reserves	144	323	179
Total Income	4,690	3,714	(976)
NET TOTAL - Under / (Over) Spent:	0	163	163

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APPENDIX 2

IBB Budget Monitoring as @ 31st March 2020

	Budget £'000s	Outturn £'000s	Variance £'000s
EXPENDITURE			
Staff	528	516	(12)
Supplies & Services			
Premises Services	41	42	1
Support Services	41	60	19
Supplies & Services	0	0	0
Project Spend	390	492	102
Total Supplies & Services	472	594	122
Total Expenditure	1,000	1,110	110
INCOME			
EDF Grant (inc £100k c/f from 2018/19)	1,000	1,100	100
Contribution	0	10	10
Total Income	1,000	1,110	110
NET TOTAL - Under / (Over) Spent	0	0	0

WEST OF ENGLAND JOINT COMMITTEE
19 JUNE 2020

ITEM 25

REPORT SUMMARY SHEET

LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME

Purpose

To consider changes to schemes within the current Local Growth Fund (LGF), Economic Development Fund (EDF) and Revolving Infrastructure Fund (RIF) programmes.

Summary

This report includes the following key information:

- An update is provided in on the current LGF programme and the profile of spend (Figure 1).
- The report sets out changes to schemes within the current funding programme for which approval is sought.
- The report seeks a delegation for grant awards through the Research and Innovation Challenge Fund funded through the European Regional Development Fund (ERDF) and Investment Fund.
- An update is provided on the additional £515,000 of Government funding provided for the SW Energy Hub.
- The report updates on applications for innovative renewable energy projects for the Low Carbon Challenge Fund.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- The Local Growth, Economic Development and Revolving Infrastructure Funds are focused on supporting economic growth and the delivery of the schemes within these programmes will positively contribute to the economic recovery.

Recommendations

Members of the Joint Committee are asked to:

1. Approve the change requests for schemes within the LGF programme as set out in Appendix 1.
2. Approve the change requests for schemes within the EDF and RIF programmes set out in Appendix 2.

3. To delegate grant award decisions for the Research and Innovation Challenge Fund to the WECA Chief Executive in consultation with the West of England UA Chief Executives
4. To conditionally approve the £500k application to the Low Carbon Challenge Fund from Ambition Community Energy Ltd.

Contact officer: Malcolm Coe

Position: Director of Investment and Corporate Services

Email: Malcolm.coe@westofengland-ca.gov.uk

MEETING: WEST OF ENGLAND JOINT COMMITTEE

DATE: 19 JUNE 2020

REPORT TITLE: LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME

AUTHOR: MALCOLM COE, DIRECTOR OF INVESTMENT AND CORPORATE SERVICES

Purpose of Report

1.1 To consider changes to schemes within the current programme.

Impact of Covid-19 pandemic

2.1 The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

- The Local Growth, Economic Development and Revolving Infrastructure Funds are focused on supporting economic growth and the delivery of the schemes within these programmes will positively contribute to the economic recovery.

Recommendations:

The Committee is asked to:

- 1. Approve the change requests for schemes within the LGF programme as set out in Appendix 1.**
- 2. Approve the change requests for schemes within the EDF and RIF programmes set out in Appendix 2**
- 3. To delegate grant award decisions for the Research and Innovation Challenge Fund to the WECA Chief Executive in consultation with the West of England UA Chief Executives.**
- 4. To conditionally approve the £500k application to the Low Carbon Challenge Fund from Ambition Community Energy Ltd.**

Background

3.1 A consistent approach has been developed for the identification, development, approval and change management for schemes seeking funding through the LEP Local Growth, Economic Development & Revolving Infrastructure Funds. This involves recommendations being made by the Chief Executives of the Local Enterprise Partnership and the four local authorities, oversight by the LEP Board and formal decision making by the West of England Joint Committee. For schemes within the

Economic Development Fund (EDF) advice is provided by the four Council S151 officers as part of the business case approval decision.

- 3.2 It is recognised that transparency, accountability and ensuring value for money must be central to these arrangements, and Government have set out their expectations in this regard in the 'National Local Growth Assurance Framework' guidance. The way that these requirements are met is set out in the West of England Local Growth Assurance Framework.

Local Growth Fund (LGF)

- 4.1 The total West of England Growth Deal capital funding allocation across rounds 1-3 is £202.1m. The current profile of spend across the schemes within the programme is shown in *Figure 1*. There is a requirement that all grant funds are spent by March 2021. To help manage this, overprogramming has been employed and this continues to stand at some £12m.
- 4.2 It should be noted that this overprogramming will translate into an actual funding requirement in 2020/21 if all schemes deliver as currently planned, or in 2021/22 otherwise, and in reality, these projects will represent a commitment against successor funding for which the details are awaited. In addition, £14.97m of funding for the Quantum Technologies Innovation Centre+ project has been identified as a call on successor funding with this currently being underwritten by the Investment Fund. We have now issued offer letters to contract projects beyond the total LGF funds held or expected to a value of £7.3m.
- 4.3 As would be expected the impact of Covid-19 on the programme is yet to be fully understood and all projects report full spend by 2020/21 as things stand. However, across the programme recent reports seek reprofiling of some £7.6m from 2019/20 to 2020/21, with planned LGF spend this year now £56m and many projects forecasting completion in March 21, or beyond.
- 4.4 Through a number of channels, we have been lobbying Government for a relaxation of the hard LGF end date of March 2021. Recent advice from Government suggests that this end date remains in place and indeed it has been advised that perhaps a third of the £34.3m funding expected this year may be withheld pending a review of delivery for all LEPs, with the balance potentially released in the Autumn. Given we have overprogrammed significantly, the withholding of any funds represents a real risk both in terms of cash flow and in meeting current contractual obligations should funds not be released. It appears this approach may be driven in response to some LEPs who have faced particular delivery challenges, but would appear to penalise in particular, those LEPs like ourselves, who have made good progress with delivery, and have already committed funding to achieve this.

Changes to Schemes within the Programme

- 5.1 The Joint Committee in October agreed to delegate approval of changes within stated tolerances for schemes within the approved programme to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils. The changes to the LGF, EDF and RIF programmes which fall outside of these tolerances and require a Committee decision are set out in Appendix 2 and 3 respectively.

Local Growth Fund Schemes Spend £000s	15/16	16/17	17/18		18/19	19/20	20/21	Total
	Grant Claim		16/17 Claim	17/18 Claim	Grant Claim	Current Profile		
Transport Schemes								
MetroWest Phase 2 Development Costs	140	351	53	1,046	1,313	297	-	3,200
MetroWest Phase 1 Development Costs	3,304	3,291	251	2,001	1,750	4,941	7,159	22,697
Sustainable Transport Package 15/16	2,898	-	-	-	-	-	-	2,898
Sustainable Transport Package 16/17	-	1,934	71	1,678	36	-	-	3,719
Sustainable Transport Package 17/18	-	-	-	971	1,529	2,321	110	4,931
West Wick Rbt and North South Link	-	1,783	-	-	5,116	4,282	130	11,311
Aztec West Roundabout	-	1,833	269	-	-	-	-	2,102
Portway Station	-	-	-	-	-	-	1,553	1,553
A4018 Corridor Improvements	-	-	-	-	-	-	3,103	3,103
Weston-super-Mare Town Centre Enhancement	-	-	-	-	332	713	1,755	2,800
A39 Bences Garage Junction Improvement	-	-	-	-	700	-	-	700
Weston-super-Mare: Sustainable Travel Improvements	-	-	-	-	-	450	-	450
Bromley Heath Viaduct Improvement Scheme	-	-	-	-	2,800	-	-	2,800
Keynsham Town Centre Improvements	-	-	-	-	-	170	1,330	1,500
South Glos Sustainable Transport Package	-	-	-	-	-	873	1,922	2,795
Cribbs Patchway MetroBus Extension	-	-	-	-	-	4,624	-	4,624
FE Skills Capital Schemes								
Weston College Future Technology Centre	2,743	-	-	-	-	-	-	2,743
Law and Professional Services Academy	5,563	13,829	-	-	-	-	-	19,392
Advanced Engineering Centre Extension	-	784	948	2,226	45	-	-	4,003
B&NES Construction Skills Centre	-	1,419	1,313	-	-	-	-	2,732
North Somerset Enterprise Technical College	-	2,177	-	-	-	-	-	2,177
Increasing the capacity of the BEMA Training Centre	-	-	-	10	-	3	-	13
Weston College Construction Skills Centre	-	-	-	-	3,271	-	-	3,271
Weston College Health and Active Living Skills Centre	-	-	-	-	5,359	-	-	5,359
South Bristol Construction Centre	-	-	-	-	-	1,267	4,733	6,000
Bath College Catering & Hospitality Training Hub	-	-	-	-	-	1,121	1,382	2,503
SGS Brunel Building (STEAM Centre)	-	-	-	-	-	1,151	5,250	6,401
Weston College Animal Management Training Centre	-	-	-	-	-	990	-	990
Infrastructure Schemes								
Aerospace Bristol	-	1,700	-	-	-	-	-	1,700
Superfast Broadband SGC	-	714	-	556	-	-	40	1,310
Superfast Broadband CDS	-	-	-	-	-	-	400	400
B&B Cultural Destinations Media Bank	-	14	-	87	46	-	-	147
Town Square, Weston-super-Mare	-	1,227	61	1,554	6	-	131	2,979
Saw Close Public Realm, Bath	-	112	-	-	-	-	-	112
Bath Quays Bridge	-	355	-	-	69	1,196	249	1,869
Cattle Market Road Demolition Works	-	278	95	502	-	-	-	875
Colston Hall Phase 2 Transformation Project	-	-	-	1,000	1,000	-	6,405	8,405
Bath Quays South Phase 1a Enabling Infrastructure	-	-	-	731	3,617	4,377	1,666	10,391
Bath Quays North Phase 1b Relocation of Coach Park	-	-	-	93	1,269	47	80	1,489
Bath Quays North Initial Development Works	-	-	-	-	-	-	6,954	6,954
Purchase of Land at Bristol and Bath Science Park	-	-	-	-	4,909	-	856	5,765
Innovation Schemes								
Bristol Institute of Technology, BRL and UEZ	1,952	2,548	-	-	-	-	-	4,500
Health Technology Hub	-	1,036	103	191	-	-	-	1,330
FoodWorks ^{SW} Innovation Centre	-	-	-	-	2,641	8,728	475	11,844
NTProStruct	-	2,374	1,484	-	-	-	-	3,858
Composites Bridge Construction	-	-	-	735	80	97	4,138	5,050
OPCR - Sensor Factory, CAV & KWMC	-	-	-	-	-	2,847	493	3,340
Umbrella	-	-	-	-	-	771	2,914	3,685
IAAPS	-	-	-	-	6,000	2,000	2,000	10,000
Bristol VR Lab	-	-	-	160	60	75	-	295
Grow-On2 Temporary Building	-	-	-	-	-	130	874	1,004
	16,600	37,759	4,648	13,541	41,948	43,471	56,102	214,069

Total Funds Available

202,096

Overprogramming

11,973

Subject to approval of change request

Project completed

Figure 1 – Current LGF Spend Profile

Research and Innovation Challenge Fund

- 6.1 The Research and Innovation Challenge Fund (RICF) is a £3.29m (£1.45m European Regional Development Fund (ERDF); £242k Investment Fund; £1.6m company contributions) programme that will provide grant funding up to £50k to companies progressing Research and Development (R&D) projects leading to the creation of new products and services. Managed by WECA, it will be available across the West of England region and the programme will launch in summer 2020.
- 6.2 The programme has already undergone some re-profiling to widen its scope to ensure it is an important part of the region's Covid-19 recovery package. Whilst continuing to emphasise the importance of the advanced engineering and digital sectors for the West of England, the RICE is now able to support business projects from other sectors that are developing innovative and ambitious ideas to address the needs of society or industry resulting from coronavirus and any future major global disruption. It has also been ensured that the RICE complements the range of existing national business support initiatives.
- 6.3 The launch will signal the commencement of the first RICE grant application window, of which there will be three over 2020-2023, during which interested companies can submit their project proposals. Proposals will be appraised by an internal officer review panel, drawing on specialist advice and support where required, against i) gateway/eligibility criteria, and for business that pass this stage, ii) a full project assessment against set scoring criteria, for example strategic fit and value for money. Following this, recommendations on which proposals to support will be presented for consideration by the WECA Chief Executive in consultation with the West of England UA Chief Executives.

Recommendation to delegate grant award decisions for the Research and Innovation Challenge Fund to the WECA Chief Executive in consultation with the West of England UA Chief Executives.

Low Carbon Challenge Fund

- 7.1 In 2019 WECA was notified that an application to the European Regional Development Fund (ERDF) had been successful and £2.1m of funding was awarded to operate a Low Carbon Challenge Fund (LCCF). The LCCF supports the delivery of WECA's Climate Emergency Declaration, through the provision of clean, smart energy and fostering clean growth and innovation. It will also help businesses recover from COVID-19, stimulating the economy through low carbon works and reducing energy costs.
- 7.2 One strand of the LCCF is a £500k capital grant pot for small-scale, innovative renewable energy projects that also deliver community benefits. In response to a call for proposals two applications seeking to access this pot have been received. These proposals have been assessed and necessary due diligence has been undertaken and both projects are eligible under the rules of the scheme, ERDF and State Aid. The South West Energy Hub has confirmed that both projects are credible renewable energy schemes.
- 7.3 The Wind Turbine application submitted by Ambition Community Energy Ltd (ACE) scores highest overall out of the two applications, delivers greater value for money and also scores strongly as a community led project that will financially support delivery of the Lawrence Weston Community Plan. This £5.4m project will be based on Bristol City Council owned land in Avonmouth and the promoter ACE is a Community Interest Company set up by the charity Ambition Lawrence Weston.

- 7.4 It is therefore recommended that this project is supported. The project requires planning consent, and full approval and release of the LCCF will be conditional on this and the full funding for the project being in place.
- 7.5 Delegated authority for grant giving for the LCCF was granted to the WECA Chief Executive in consultation with the South West LEP Chief Executives at the Joint Committee meeting in June 2019. Owing to the value of this award this represents a key decision for WECA and Joint Committee approval is therefore sought

Recommendation to conditionally approve the £500k application to the LCCF from Ambition Community Energy Ltd.

South West Energy Hub

- 8.1 In 2018 BEIS provided £1.03m of funding to the LEP to establish the SW Energy Hub, a partnership of 7 Local Enterprise Partnerships in the wider south west region with WECA acting as accountable body. BEIS provided a further £565,000 in 2019.
- 8.2 The South West Energy Hub is one of five local energy hubs that have been established across England. Each hub has a self-determined role suited to the region in which it operates, so that activities reflect local contexts, supporting delivery of priorities identified by LEP energy strategies. All have the over-arching aims of bringing investment into energy infrastructure projects, making strategic linkages between local institutions and sharing best practice through knowledge exchange across the five Hub regions.
- 8.3 The intention is that projects supported by the Hub should lead to investment in energy assets, technologies and infrastructure, which result in a direct improvement in the way that energy is used, supplied or distributed. In general, these projects are likely to require capital investment.
- 8.4 BEIS have now provided the SW Energy Hub with an additional £515,000 in 2020, this is to fund:
- Additional support for Hub project development.
 - Work on fuel poverty.
 - Social housing decarbonisation technical assistance pilots.

Grant giving arrangements will fall within the delegation to the WECA Chief Executive in consultation with the South West LEP Chief Executives granted at the Joint Committee meeting in June 2019.

Consultation

- 9.1 Consultation has been undertaken with the Chief Executive Officers and four Section 151 Officers across the West of England alongside the WECA Statutory Finance Officer and Monitoring Officer.

Other Options Considered

- 10.1 Each project is required to undertake an options assessment, and to set out the rationale for the preferred option within the Outline and Full Business Case. Similarly requests for change include a description of other potential options and why the chosen option is proposed.

Risk Management/Assessment

11.1 Each project in the programme is required to set out their approach to risk management and provide a risk register which is reviewed as part of the business case approval process. Key risks for each scheme are reported as part of the quarterly highlight report. Programme level risks are considered at meetings of the Chief Executives.

Public Sector Equality Duties

12.1 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.

12.2 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.

12.3 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.

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

Finance Implications, including economic impact assessments where appropriate

13.1 The specific financial implications are set out in the Body of this report.

13.2 Supporting economic growth is central to the One Front Door funding streams, and promoters are required to include an economic case within the FBCs for each scheme which sets out how the project will create jobs and GVA growth as well as delivering wider benefits. In line with agreed processes these FBCs are [published](#) on the LEP website at the point of decision making

Advice given by: Malcolm Coe, Director of Investment and Corporate Services, WECA

Legal Implications:

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

Advice given by: Shahzia Daya, Monitoring Officer, WECA

Climate Change Implications

- 15.1 On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?
- * Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements

- 15.2 Each business case coming forward for decision on inclusion in the One Front Door funding programme includes consideration of environmental sustainability which sets out how sustainability is being considered in the development of the project as well as during its operational stage.

Land/Property Implications;

- 16.1 All land and property implications are set out within the specific business cases and dealt with by the scheme promoters.

Advice given by: Malcolm Coe, Director of Investment and Corporate Services, WECA

Human Resources Implications:

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

Appendices

- Appendix 1: Local Growth Fund – Requested Scheme Changes
 Appendix 2: Economic Development Fund and Revolving Infrastructure Fund – Requested Scheme Changes

Report Author: Malcolm Coe, Director of Investment and Corporate Services

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 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

Appendix 1

Change Requests Recommended for Approval

Local Growth Fund

- **Open Programmable City Region (OPCR)**
Scope: Revised scope of Connected and Autonomous Vehicles (CAV) project and addition of installation of Wireless Road Side Units.
Spend: reprofiling £47K into 20/21 [Revised LGF profile, £0.268m in 18/19, £1.36m in 19/20 and £0.97m in 20/21]
Milestones: Completion date for CAV - Access Network delayed by 10 months (to Oct 20).
Quality: Changed an output for CAV project reflecting the scope change.
- **Colston Hall Phase 2** - reprofiling of £3m from 19/20 to 20/21 whilst the programme is being reviewed.
- **City of Bristol College Advanced Construction Skills Centre** - reprofiling of £333k from 19/20 to 20/21 with no impact on the key milestones [Revised LGF profile £1.267m 19/20 and £4.733m 20/21]
- **Keynsham Town Centre Improvement – High Street**
Spend: Match funding increased by £160k due to additional CIL monies (new total £450k) which have been allocated to the project, reduction of £160k in Love Our High Street (Investment Fund) funding [new total £425K].
Milestones: 5 months delay to start on site (to Aug 20) and 9 months for practical completion (to Aug 21).
- **South Gloucestershire Sustainable Transport Package**
Scope: Removal of 4 A38 and schools Active Travel schemes and addition of Ring Road Bus Reliability Improvements (subject to specification and spend in 20/21)
Spend: Transfer £772k of LGF underspend from these elements to the new Ring Road works. Reprofiling of £359K from 19/20 to 20/21 [Revised profile £873k to 19/20 and £1.922m 20/21, total £2.795m]
Time: Completion of Community Transport vehicle handover delayed by 13 months (to Mar 21).
- **SGS College Brunel Building (previously STEAM centre)** - reprofiling of £650K from 19/20 to 20/21 to reflect the downturn in construction activity as a result of the Covid-19 pandemic [Revised profile £1.151m 19/20 and £5.25m 20/21, total £6.401m]
- **Weston-super-Mare Town Centre Enhancement** - 1 month delay to procurement and start on site for Town Centre element.
- **Advanced Composites for Transport Infrastructure** - delays of 2 months to a number of interim milestones with no impact on completion (Mar 21)

- **Bath College Catering Hospitality Centre**
Milestone: 10 months delay to completion for phase 2 of the project to November 2020 as a result of the Covid-19 pandemic.
Spend: Reprofiting £1.382m from 19/20 to 20/21 [Revised profile £1.121m 19/20 and £1.382m 20/21]
- **Urban Multi Wireless Broadband and IoT Testing for Local Authority and Industrial Applications (Umbrella)**
Milestones: 5-10 months delay to interim milestones with no impact on completion (Mar 21).
Spend: Reprofiting of £314k from 19/20 to 20/21 due to manufacture lockdown in China, leading to a delay in equipment being delivered [revised profile £771k 19/20, £2.914m 20/21, total £3.685m]
- **Sustainable Transport Package 17/18**
Milestones: 3 months delay to completion of Airport Road scheme (to Apr 20).
Spend: Reprofiting of £81k from 19/20 to 20/21 [Revised profile £2.355m 19/20 and £81k 20/21].
- **MetroWest Phase 2** - delay to a number of interim milestones and 3 months delay to operation (to Dec 21). Milestones under review.
- **The Food Works^{SW} Food and Drink Innovation Centre**
Milestones: 3 months delay to Operational date (to Jul 20) following practical completion in Mar 20.
Spend: Reprofile £475K from 19/20 to 20/21, this is to allow the operator to continue with and complete the tender process for procurement of equipment for the Product Development Kitchens [Revised profile £8.728m 19/20 and £465k 20/21, total LGF funding £11.844m]
- **MetroWest Phase 1** – the development Consent Order application completion and submission slipped from Jun 19 to Nov 19, which has impacted on subsequent milestones including Full Business Case submission (now Dec 21) and scheme opening and start of train service (Mar 24).
- **Weston-super-Mare Sustainable Travel (Uphill Road Cycle Improvements)**
Milestones: Delay of 9 months for the milestone replacement tree planting and implementation of Ecological Management Plan (to Nov 20).
Spend: Advancing £110k from 20/21 to 19/20 [Revised profile £450k 19/20]
- **Portway Station** - delays to a number of interim milestones and 5 months delay to operation (May 21) due to a delay to signing and sealing the key agreements with National Rail.
- **West Wicks Roundabout and North South Link** - reprofiling of £130K of LGF from 19/20 to 20/21

Appendix 2

Change Requests Recommended for Approval

Economic Development Fund

- **Cribbs Patchway Metrobus Extension** - reprofiling £2.2m from 19/20 to 20/21 and £1.7m from 21/22 to 20/21 [Revised profile Investment Fund £791k 18/19, £11.917m 19/20 and £9.443m 20/21, total £22.151m and EDF £858k pre 18/19, £13.545m 20/21, £13.774m 21/22 and £2.2m 22/23, total £30.376m].
- **Avonmouth Severnside Ecology Mitigation & Flood Defences** - early draw down of match funding and more detailed construction programme have profiled back EDF drawdown [Revised profile £4.613m to 19/20, £14.898m 20/21, £36.95m 21/22, £7.422m 22/23 and £17k 23/24, total £63.9m].

Revolving Infrastructure Fund

- **J21 Northbound Merge** - total project cost has increased from £1.237m to £3.762m funded through match funding from North Somerset Council and Highways England.
- **Saw Close Public Realm, Bath** - project delivered underbudget [RIF funding £788k]. Note the previous change to reprofile £23K from 18/19 to 19/20.