

A meeting of the

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

will be held on

Date: Friday, 9 October 2020

Time: 10.30 am

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

Please note: the 9 October Joint Meeting of the WECA Committee and the West of England Joint Committee will be broadcast at this link:

<https://youtu.be/Lrf0EFOKWQ>

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

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

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

Enquiries to:

Ian Hird
Democratic Services & Scrutiny Manager
Email: democratic.services@westofengland-ca.gov.uk
Tel: 07436 600313

Members of the public may:

- Attend all WECA Committee and Sub-Committee meetings unless the business to be dealt with would disclose 'confidential' or 'exempt' information.
- Inspect agendas and public reports five clear working days before the date of the meeting.
- Inspect agendas, reports and minutes of WECA Committees and Sub-Committees for up to six years following a meeting.
- Inspect background papers used to prepare public reports for a period of up to four years from the date of the meeting.
- Have access to a list setting out the decisions making powers the WECA has delegated to their officers and the title of those officers.
- For further information about this agenda or how the Council works please contact Democratic Services, telephone 07436 600313 or e-mail: democratic.services@westofengland-ca.gov.uk

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 non-pecuniary interest. Any Member who is unsure about the above should seek advice from the Monitoring Officer prior to the meeting in order to expedite matters at the meeting itself.

4. MINUTES OF PREVIOUS JOINT MEETING

7 - 32

To confirm the minutes of the previous joint meeting held on 19 June 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.

Please note: the 9 October Joint Meeting of the WECA Committee and the West of England Joint Committee will be broadcast at this link:

<https://youtu.be/Lrf0EFOKWKQ>

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 5 October.
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 written 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 8 October. 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'S BOARDS 33 - 36

To receive comments from the Combined Authority's boards.

11. REGIONAL COVID-19 RESPONSE AND RECOVERY PLAN & CLIMATE EMERGENCY ACTION PLAN 37 - 130

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

12. LOCAL ENTERPRISE PARTNERSHIP & INVEST BRISTOL AND BATH BUDGET OUTTURN, APRIL - JUNE 2020 131 - 140

Report for consideration by the Joint Committee.

13. LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME 141 - 158

Report for consideration by the Joint Committee.

14. WECA & MAYORAL BUDGET OUTTURN, APRIL-JUNE 2020 159 - 172

Report for consideration by the Combined Authority Committee.

15. INVESTMENT FUND 173 - 204

Report for consideration by the Combined Authority Committee.

16. 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.

This page is intentionally left blank

Minutes of the Joint meeting - West of England Combined Authority Committee and West of England Joint Committee , Friday, 19 June 2020

West of England Combined Authority Committee - members present:

Mayor Tim Bowles, West of England Combined Authority
Cllr Toby Savage, Leader, South Gloucestershire Council
Cllr Kye Dudd, Bristol City Council (substituting for Mayor Marvin Rees)
Cllr Dine Romero, Leader, Bath & North East Somerset Council
Professor Steve West, Chair of West of England Local Enterprise Partnership (non-voting member)

West of England Joint Committee - members present:

Mayor Tim Bowles, West of England Combined Authority
Cllr Toby Savage, Leader, South Gloucestershire Council
Cllr Kye Dudd, Bristol City Council (substituting for Mayor Marvin Rees)
Cllr Dine Romero, Leader, Bath & North East Somerset Council
Cllr Donald Davies, Leader, North Somerset Council
Professor Steve West, Chair of West of England Local Enterprise Partnership (non-voting member)

1	WELCOME AND INTRODUCTIONS The Chair welcomed attendees to the meeting and introduced the committee members: <ul style="list-style-type: none"> - Cllr Toby Savage, Leader of South Gloucestershire Council - Cllr Kye Dudd, Bristol City Council (substituting for Mayor Marvin Rees) - Cllr Dine Romero, Leader of Bath & North East Somerset Council - Cllr Don Davies, Leader of North Somerset Council - Professor Steve West, Chair of the West of England Local Enterprise Partnership (non-voting member).
2	APOLOGIES FOR ABSENCE Apologies for absence were received from Mayor Marvin Rees.
3	DECLARATIONS OF INTEREST There were no declarations of interest.
4	MINUTES OF PREVIOUS JOINT MEETING RESOLVED: That the minutes of the joint meeting of the West of England Combined Authority Committee and the West of England Joint Committee held on 20 March 2020 be confirmed as a correct record and signed by the Chair.
5	CHAIR'S ANNOUNCEMENTS The Chair shared the following announcements / updates: <ul style="list-style-type: none"> • The last few months had been very challenging but the region had really pulled together to support residents through the Covid-19 pandemic. • He expressed his thanks to everyone working so hard to protect residents including key workers across the councils, the NHS, care workers, business, volunteers and many others. It was very encouraging to see so much true collaboration including where businesses had really stepped up to the mark to provide PPE for health and care workers. • Throughout this period, the Combined Authority's Transport team had worked closely with transport operators to ensure key workers could get to work. The immediate focus now was on supporting the introduction of social distancing measures for those who need to travel. He was also calling on businesses to encourage cycling and walking, and change start and finish working times where possible to avoid staff having to travel at peak times. • The Combined Authority had stepped up business support since March, helping businesses to find the support they need. Some of the authority's current programmes had been changed in response to the pandemic - for example, by expanding the career coaching and support service, Future Bright, to help people whose jobs and income had been affected. New programmes had also been launched where an immediate need had been identified - for example Trading Better Online to help small businesses enhance their web presence by adopting new technology. • This though was just the start of the work to support economic recovery. Work would now be taken forward to: <ul style="list-style-type: none"> - help residents keep their jobs or find training or new job opportunities. - support business by keeping anchor employers in the region, helping

	<p>entrepreneurs and innovators develop new ideas, and attracting more jobs, businesses and talent.</p> <ul style="list-style-type: none"> - improve connections, both transport and digital. <p>Innovation and low carbon would be at the heart of the new future and it was also essential to make sure there were widespread opportunities for residents across the region.</p>
6	<p>ITEMS FROM THE PUBLIC (QUESTIONS; PETITIONS; STATEMENTS)</p> <p>26 questions had been submitted in advance of this meeting on the following subjects:</p> <ol style="list-style-type: none"> 1. Alan Morris - Funding of walking and cycling measures 2. Suzanne Audrey - International Charter for Walking 3. Ben Anthony - Climate emergency action plan 4. Ian Pond - West of England Local Cycling & Walking Infrastructure Plan 5. Jacqueline Walkden - Climate emergency 6. Alison Allan - Climate emergency action plan 7. Robbie Bentley - Light rail / tram system 8. Robbie Bentley - Pedestrian / highways improvements 9. Nikki Barton - North Somerset being made part of WECA 10. Sam Morris - Climate emergency action plan 11. David Redgewell - Restoration of bus services 12. David Redgewell - WECA transport functions - engagement with user groups and stakeholders 13. Sarah Mason - West of England Local Cycling & Walking Infrastructure Plan 14. Adam Reynolds - Emergency active travel funding 15. Adam Reynolds - West of England Local Cycling & Walking Infrastructure Plan 16. Kim Hicks - Joint Local Transport Plan 4/5 - clarification about 'new road' (A4 to the A37 and onto Whitchurch Lane) and future consultation / engagement 17. Cllr Clive Stevens - West of England bus strategy 18. Cllr Martin Fodor - West of England Local Cycling and Walking Infrastructure Plan 19. Cllr Martin Fodor - Update on climate emergency planning update 20. Steve Melia - Clarification - Joint Local Transport Plan 4 21. Gordon Richardson - North Somerset being made part of WECA 22. Gordon Richardson - Social distancing on public transport – protecting disabled passengers 23. Christina Biggs - Scope of the Greater Bristol Area Rail Feasibility Study 24. Christina Biggs - Road bypass round Coalpit Heath and a road bypass round Frampton Cotterell 25. Cllr Jerome Thomas - Transport response to Covid-19 26. Dave Andrews - Expenditure on roads and public transport <p>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.</p> <p>The Chair then advised that 19 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 on the following subjects (statements were presented by those in attendance):</p> <ol style="list-style-type: none"> 1. David Redgewell - Transport issues 2. Alison Allan - Climate Emergency Action Plan 3. Gordon Richardson - Protecting disabled passengers - social distancing on buses and trains 4. Cllr Geoff Gollop - West of England Local Cycling and Walking Infrastructure Plan specifically; other items generally on WECA committee agendas

	<p>5. Dave Andrews - Trams</p> <p>6. Gavin Smith - West of England bus strategy / rapid transit</p> <p>7. Dick Daniel - Sustainable transport improvements</p> <p>8. Cllr Brenda Massey - West of England Local Cycling and Walking Infrastructure Plan</p> <p>9. Sue Turner - Prioritising the recovery of the Voluntary Organisations and Social Enterprises sector in the West of England</p> <p>10. Tony Jones - Climate emergency planning</p> <p>11. Faye Dicker - Joint Local Transport Plan 4 - new road proposed to be built from the A4 to the A37 and onto Whitchurch Lane</p> <p>12. Kim Hicks - Joint Local Transport Plan 4 - consultation / engagement</p> <p>13. Julie Boston - Bus travel for young people</p> <p>14. Sam Morris - WECA's climate emergency report and infrastructure plans</p> <p>15. Susan Carter - Joint Green Infrastructure Strategy</p> <p>16. Cllr Martin Fodor - Climate Emergency Action Plan</p> <p>17. Cllr Clive Stevens - Strategic planning update</p> <p>18. Margaret Boushel - West of England Local Cycling and Walking Infrastructure Plan & West of England bus strategy</p> <p>19. Christina Biggs - Covid / MetroWest / Joint Local Transport Plan</p>
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>Professor Steve West presented comments on behalf of the Local Enterprise Partnership (LEP) and highlighted the following points:</p> <ul style="list-style-type: none"> • In taking forward work on the economic recovery, collaboration and partnership working would be essential. Consideration would need to be given to the short term impacts, moving from the pandemic crisis situation to 'unlocking'; medium term impacts around how the region would adapt and become truly more resilient; and longer term considerations around how the region could begin to renew and reset the economy and ensure that growth took place in an inclusive, green and sustainable way. • Different communities had felt varying impacts from Covid-19 and it was clear that disadvantaged communities had been more severely affected. The business community was very aware of this. The LEP had been meeting regularly every 2 weeks to ensure they kept on top of their agenda and were informed of the measures that the business community were taking as a result of the crisis. A series of task groups had been set up, working in the context of a set of principles for the recovery of the city region economy. • There was a key focus on how to create new and sustainable jobs, supporting green economic recovery, and ensuring that those communities that had been hardest hit were supported. The LEP was also particularly focused on the skills agenda, bearing in mind the impact of the crisis on employment and on young people's opportunities. Important work would also need to be taken forward on infrastructure development, including the key area of digital infrastructure. • The LEP was beginning to draw together the key themes associated with recovery, including behavioural change that may be needed, access to funding, new market opportunities and how reskilling of the workforce can be enabled, and how workspaces and transport infrastructure can be adapted around Covid-19. It would be essential to ensure that investment was made in the right areas for long-term benefit.

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, following on from their committee meeting held on 17 June. 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>a. Regional Economic Recovery Taskforce (as referenced at agenda item 11): Members had welcomed the update on the Taskforce - in order to assist their scrutiny role and keep them informed, members requested that the minutes of Taskforce meetings were shared. On the wider issue of the role of the Taskforce, members urged the Combined Authority Mayor and the political leaders of all the West of England authorities to work together on the regional recovery to deliver the outcomes residents and businesses need.</p> <p>b. Update to the Constitution (agenda item 12) Members had noted that under the Combined Authority governance model, the number of formal decision-taking committee meetings was being reduced to 4 per year. Members felt it was essential to enhance the role of scrutiny moving forwards to help ensure public accountability around the Combined Authority's decision taking. To that end, the committee was intending to strengthen their role, particularly in relation to the current sub-groups which mirrored the WECA Boards (Transport; Planning and Housing; Business; and Skills). In terms of the accessibility of regional Board meetings, it was felt that appropriate adjustments should be made so that all or part of these meetings (e.g. the Transport Board) were held in public.</p> <p>c. Climate emergency planning update (agenda item 22) Back in January, scrutiny members had expressed disappointment about the apparent lack of pace and urgency in taking forward the regional climate emergency work. The Climate Emergency was declared in July last year, but the Action Plan was now delayed until October. The committee acknowledged that the Covid-19 recovery planning and climate emergency planning must be linked but felt that insufficient progress had been made on this. Members also felt that their previous comments had been largely ignored - in January, the committee had recommended that a new Climate Emergency Board comprised of Cabinet leads should be established and had raised the issue that the £250k allocated to support regional climate emergency action was inadequate. The committee would welcome the opportunity for the Combined Authority Mayor to attend one of their meetings to discuss this and other issues.</p> <p>In response to a question from Cllr Romero about where he saw the issue of climate emergency being scrutinised, Cllr Clarke commented that he understood that under the constitutional changes proposed at this meeting, scrutiny had been given a specific role in relation to monitoring how the region met its climate emergency commitments; however, he was concerned about whether the committee had the expertise and the resources to be able to do this effectively; a Climate Emergency Board, utilising expert views where required was the appropriate way to monitor progress at the regional level.</p> <p>d. Quality assurance of reports and local consultation, with specific reference to agenda item 19 - West of England Local Cycling and Walking Infrastructure Plan He drew attention to concerns included in the written scrutiny comments, as had also been highlighted in some of the public forum statements earlier at this meeting.</p>
---	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

10	<p>COMMENTS FROM THE COMBINED AUTHORITY BOARDS</p> <p>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.</p>
11	<p>UPDATE ON RESPONSE TO COVID-19 PANDEMIC</p> <p>The Combined Authority Committee and the Joint Committee considered a report setting out an update on the Combined Authority’s response to the Covid-19 pandemic (agenda item 11).</p> <p>The Chair highlighted the following aspects of the report and commented as follows:</p> <ul style="list-style-type: none"> • The report set out the actions taken by the Combined Authority and the West of England Local Enterprise Partnership since the lockdown began; this was in addition to actions taken by the region’s unitary authorities within their areas. • The report included details about essential, emergency decisions taken by the Combined Authority’s Chief Executive in consultation with him as Mayor during the very early stages of lockdown to ensure certainty on adult education budget provider funding and bus operator funding. • The report also included details of the financial impact of Covid-19 on the Combined Authority and the unitary authorities. • An update was also included on the work of the Regional Economic Recovery Taskforce, which he had established in response to a request from the Prime Minister in order to lead the response to the pandemic at the regional level. • The work on the recovery would inevitably dominate the region’s agenda for many months ahead – priorities were being reviewed, through liaison with the authority’s partners – this included refocusing the deliverability of, and priorities within the current £350m investment programme in response to Covid-19. <p>Cllr Savage expressed his thanks to officers across the authorities for their exceptionally hard work during the pandemic with businesses, voluntary and community groups and others to meet the challenge of the initial crisis, and also the work taking place to ensure that recovery could take place, across the region, in social, economic and environmental terms.</p> <p>Cllr Davies also thanked officers for their work and expressed his appreciation of the work of wider community groups, especially in terms of the efforts focused on helping vulnerable people.</p> <p>Cllr Dudd generally welcomed the report and drew attention to the effective collaboration that had taken place between authorities on the Covid-19 public transport response. Bristol would work with the Combined Authority to secure as much financial support as possible to support the recovery. It was also important to recognise the particularly acute challenges faced by the culture and tourism sectors of the economy.</p> <p>Cllr Romero thanked staff and communities for their efforts during the crisis, in providing support not just to businesses but also to vulnerable people. In terms of the work on economic recovery, it was important to stress the importance of learning lessons about what needed to be done differently in future, including actively addressing the climate emergency as part of this.</p> <p>The West of England Combined Authority Committee RESOLVED to note:</p>

	<ol style="list-style-type: none"> 1. The progress in responding to the Covid-19 pandemic. 2. The 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 Adult Education Budget provider funding and Bus operator funding. 4. The next steps for the Regional Economic Recovery Taskforce and discussions with Government. <p>The West of England Joint Committee RESOLVED to note:</p> <ol style="list-style-type: none"> 1. The progress in responding to the Covid-19 pandemic. 2. The 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 Adult Education Budget provider funding and Bus operator funding. 4. The next steps for the Regional Economic Recovery Taskforce and discussions with Government.
12	<p>UPDATE TO THE CONSTITUTION</p> <p>The Combined Authority Committee considered a report setting out proposed updates to the Combined Authority's constitution (agenda item 12).</p> <p>The Chair advised that due to the Covid-19 situation, the usual annual business report was not being considered this year. Nevertheless, this report highlighted some proposed updates to the constitution which were important to progress, including:</p> <ul style="list-style-type: none"> • Updates to committee and Board terms of reference to reflect the climate emergency. • Some adjustments to delegations to officers, including specific delegations required to reflect the transport functions that were now being carried out by the Combined Authority but which would also help ensure that swift decision-making could be expedited in the transport space as lockdown restrictions eased. • Approval of the Combined Authority's Pay Policy Statement; the authority was committed to ensuring the ratio between the highest and lowest paid employee was never greater than 10:1 and he welcomed the fact that, currently, the ratio of the highest paid employee to the lowest was 6.4:1. <p>The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Savage.</p> <p>Cllr Romero welcomed the inclusion of climate emergency responsibilities as reflected in the updated terms of reference of Combined Authority bodies, especially in relation to the Overview & Scrutiny Committee. It would be useful to explore, in discussion with scrutiny, the role they have in 'providing advice' in this area, particularly in relation to the point raised by the Scrutiny Chair about securing expertise input in this area.</p> <p>With reference to the Combined Authority Boards, Cllr Dudd commented on the need to ensure effective governance, for example in relation to the timely production of agenda papers ahead of Board meetings; he also raised the issue of ensuring a process was in place to enable Cabinet leads to input appropriately to forward agenda planning.</p>

	<p>Cllr Savage commented that in his view, Climate Emergency planning and work should be a central thread, integral to all the Combined Authority's work and activity. He welcomed the modest reduction in the number of formal committee meetings, but it would be important to ensure that where opportunities arose between meetings, swift responses/actions could be delivered through the appropriate mechanisms where required without having to wait for ratification at a subsequent formal committee meeting.</p> <p>The Chair then moved to the voting on the recommendations. Voting took place as per constitutional requirements.</p> <p>The West of England Combined Authority Committee RESOLVED:</p> <ol style="list-style-type: none"> 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.
13	<p>WECA & MAYORAL BUDGET OUTTURN, APRIL 2019 - MARCH 2020</p> <p>The Combined Authority Committee considered a report setting out the revenue budget financial outturn information for the Combined Authority and the Mayoral budget for the financial year 2019/20 based on data for the period April 2019 to March 2020 (agenda item 13).</p> <p>The Chair highlighted the following aspects of the report and commented as follows:</p> <ul style="list-style-type: none"> • Appendix 1 set out the Mayoral Fund's forecast outturn revenue position for the 2019/20 financial year, which, overall, was £762k lower than the original budget. This was due to rephasing of spend on the Bristol Temple Meads Masterplan project during the year. As this project was funded by grants which were carried forward, the net position remained balanced. • Appendix 2 detailed the Combined Authority's estimated outturn revenue position for the 2019/20 financial year, which, overall, was a net surplus of £551k due to higher than budgeted returns on investments. • There was very little impact from the Covid-19 pandemic on the authority's management accounts for 2019/20. However, inevitably there would be an impact on 2020/21 revenue budgets as activity continued to be re-prioritised and re-focused in supporting economic recovery. The achievability of business rates growth targets was a particular concern which would directly impact on a significant proportion of the Combined Authority's core operating revenue. That activity, and corresponding budgets, would accordingly be kept under close review over the coming months. <p>The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Romero.</p> <p>Cllr Savage welcomed the underspend as highlighted in the report, noting that this would be transferred to the Combined Authority's reserves.</p> <p>The Chair then moved to the voting on the recommendations. Voting took place as per constitutional requirements.</p> <p>The West of England Combined Authority Committee RESOLVED to:</p> <ol style="list-style-type: none"> 1. Note the Mayoral Fund revenue outturn as detailed in Appendix 1.

	<p>2. Note the WECA revenue outturn as detailed in Appendix 2.</p> <p>3. Approve the carry forward of £77k net overspend against the 2019/20 revenue transport levy into 2020/21 to be set against the Transport smoothing reserve.</p> <p>4. Approve 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.</p> <p>5. Approve the transfer of £51k from the 2019/20 revenue surplus into the WECA General Reserve.</p>
14	<p>TREASURY MANAGEMENT OUTTURN REPORT 2019-20</p> <p>The Combined Authority Committee considered a report setting out a review of performance against the Treasury Management Strategy to 31st March 2020 (agenda item 14).</p> <p>The Chair advised that no specific decisions were required in respect of this report.</p> <p>Cllr Savage particularly welcomed recommendation 3 and Appendix 8 of the report which set out the arrangements through which the Combined Authority would be implementing a short-term loan facility specifically to assist West of England unitary authorities with their cashflow challenges.</p> <p>The West of England Combined Authority Committee RESOLVED to:</p> <ol style="list-style-type: none"> 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.
15	<p>INVESTMENT FUND</p> <p>The Combined Authority Committee considered a report setting out the latest proposed approvals in relation to the Investment Fund (agenda item 15).</p> <p>The Chair advised that through discussions with the unitary authorities, very careful consideration had been given to the deliverability of, and priorities within the current £350m investment programme in response to Covid-19. This would be an ongoing process and further updates would be provided through each committee cycle.</p> <p>In terms of the specific proposals in the report, he highlighted that a degree of financial headroom had been identified from a review of the current programme - as a result, the report proposed:</p> <ul style="list-style-type: none"> • an allocation of £5m to support the Covid-19 economic recovery, advised by the Regional Economic Recovery Taskforce. • an award of £2m to develop the Spatial Development Strategy/Local Transport Plan evidence base. • an allocation of £300k to enable specific Green Infrastructure proposals to be taken forward as part of the Joint Green Infrastructure Strategy.

The Chair added that other significant decisions proposed through this report included:

- An award of £250k for North Keynsham strategic masterplanning.
- An award of £300k to support the development of the I-START project, a new facility on Bath College's city centre campus.
- An award of £174k to support continuing and extending the Careers Hub and Enterprise Adviser Network in the 2020/21 academic year.
- A package of measures to support walking and cycling through:
 - allocating £3m from the Opportunities and Challenges fund to underwrite Emergency Active Travel Funding measures that were currently being carried out. This would enable unitary authority colleagues to mobilise short term measures to improve walking, cycling and the required social distancing in advance of receiving funding from government;
 - and, very significantly, an allocation of £10m from the Investment Fund for permanent walking and cycling infrastructure to continue to promote much needed modal shift into this area.

The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Romero.

In response to a question from Cllr Romero in relation to Department for Transport (DfT) funding for emergency active travel measures, it was clarified that an announcement was expected at the end of June; it was expected that the DfT funding would be released in two tranches, at the end of June and July respectively. Whilst welcoming the proposed allocation for walking and cycling infrastructure, Cllr Romero indicated that the £10m should be seen as the minimal required investment, i.e. at least £10m was required.

Cllr Dudd welcomed in particular the proposed allocations of £10m for walking and cycling infrastructure and £5m to support West of England businesses during the early phase of economic recovery. He also commented that it was important to recognise the importance of the role of lower skilled sector workers in terms of assisting the recovery of a number of sectors, including retail and the local high street economy. In response, the Chair advised that through the work being taken forward by the Regional Economic Recovery Taskforce, specific sector groups had been set up both for retail and the visitor and tourism sectors; investment was also ongoing through the Love Our High Streets Fund.

Cllr Savage generally welcomed the report including the proposed allocation of £300k for the development of Green Infrastructure projects. In terms of skills, he drew attention to the current initiative being promoted through Reboot West to support young people leaving care to access work experience, jobs, apprenticeships and mentoring opportunities; it would be important for the Combined Authority and the unitary authorities to look to support this initiative outside of today's meeting. Cllr Savage also welcomed the funding for cycling and walking and for emergency active travel measures and referred to the importance of the current work taking place in this context to support social distancing in and around high streets/public spaces and for public transport, to help improve public confidence in travelling locally as lockdown is eased.

Professor West commented that it would be important to maintain a balanced approach to restarting the economy, recognising the needs of different communities and the needs / risk profiles of different age groups in the population. It would be particularly important to be mindful of the challenges faced by young people and encourage businesses to use apprenticeships as much as possible. As part of the recovery, it would also be critical to maintain/build community cohesion and to tackle key challenges that needed to be faced such as re-visioning and re-imagining the future role of the high street.

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 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 the 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. 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. Allocate £3m from the Opportunities and Challenges allocation to underwrite Department for Transport Emergency Active Travel Funding to be repaid on receipt of these funds.
5. 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. 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. 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. Amend the approved capital programme for individual project approvals agreed at the 20 March 2020 Committee and within this report.

16

COVID-19 BUS NETWORK RECOVERY

The Combined Authority Committee considered a report setting out 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 (agenda item 16).

The Chair highlighted the following aspects of the report and commented as follows:

- The report provided a lot of detail of the work taking place around:
 - Funding sources for bus services.
 - Concessionary travel re-imbursement.

- Support for community transport.
- The impact of social distancing on bus capacity.
- The latest position on bus network re-start and recovery.
- Members were asked today 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. This was an absolutely vital measure in terms of helping bus services to operate as the region moved through the next stages of lockdown release.
- At this point in time, it was not possible to have certainty around the exact pace and extent of further release from lockdown restrictions; for that reason, a plan to recover the bus network was inevitably a 'work in progress'. Nevertheless, the report set out the key issues and the steps being actively taken to support the recovery of the bus network. Further reports would be brought through to the committee via the Transport Board.

The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Savage.

Cllr Savage welcomed the report. He also commented on the need to explore longer term modal shift as the region moves into recovery and to continue to work with bus operators to recover bus patronage to the previous high levels as speedily as is possible; this should include discussion on measures that may support this, such as future highway interventions.

Cllr Dudd drew attention to benefit of bus priority measures introduced in Bristol. In his view, looking at the longer term, changes in the bus transport model / ownership structure may need to be considered, e.g. consideration should be given to lobbying the government around the issue of a public stake being introduced in local bus companies given the level of public subsidy that was currently being required to keep bus services going. There were also important issues to address around how to deal with the increasing demand for bus services as lockdown eased given the limited capacity of the bus network due to social distancing.

Cllr Romero expressed her thanks to bus operators (and to officers for their ongoing work with the operators) for the efforts made in keeping services going throughout the crisis period. In terms of the future situation, she hoped that the Transport Board would give consideration to changes that would benefit the situation regarding bus travel across the region, including any areas where there may be a need to lobby government.

Professor West stated that it was important to recognise the scale of the challenge for public transport services, given the many demands on services, including the demand from businesses and from young people and university students across the region. Ongoing work should be considered, working with bus operators to try to mitigate the risks for certain population age-groups across the region which may assist in helping to manage demand for bus services.

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:

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.

The Joint Committee and the Combined Authority Committee considered a report setting out the West of England Bus Strategy for adoption (agenda item 17).

The Chair highlighted the following aspects of the report and commented as follows:

- The Bus Strategy was a key document that built on public transport delivery options to meet the aims of the Joint Local Transport Plan 4. The Bus Strategy work-stream had been in progress over the last 18 months and had been the subject of public consultation between February and March 2020.
- Covid-19 had created a fundamental change in the landscape associated with bus and public transport operations nationally, and this was recognised in the report.
- Bus patronage recovery back to pre-lockdown levels would not happen realistically in the short term. This was in part due to the ongoing need for social distancing and staff and passenger protection. As demand rose, more vehicles and drivers would be required against the backdrop of social distancing constraining network capacity, requiring a carefully managed approach to ensure that network capacity was aligned with passenger demand.
- Given the changing landscape within which bus services operated at present and in the foreseeable future, in considering the Bus Strategy for approval at today's meeting, it was proposed to review the adopted strategy within 18 months in order to ensure its continued alignment with the future operating landscape.

The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Dudd.

Cllr Dudd welcomed the strategy, noting that it had been discussed by the Bristol One City Transport Board and supported the proposal that the strategy should be reviewed within 18 months given the Covid-19 circumstances. He also highlighted though the need to resolve the M32 Park & Ride situation in Bristol as quickly as possible.

Cllr Romero also broadly welcomed the strategy and the proposal to review it within 18 months. It was essential to do everything possible to encourage the use of means of transport other than the private car.

Cllr Savage welcomed the strategy, drawing attention also to the high level of engagement / consultation responses, which also showed strong support for the key themes within the strategy around an interchange-based network and reallocation of road space, opportunities for a more flexible approach to the provision of rural services, and the need for high quality vehicles and availability of integrated ticketing. The long term aims of the strategy were the right aims.

Cllr Davies welcomed the strategy and commented that he hoped the funding regime around bus services would change in the post-Covid period. All possible action needed to be taken to encourage public transport use, especially use of buses rather than reverting to private car use; in his view, political leaders should use and be seen to use public transport, including buses, wherever possible.

Professor West welcomed the strategy as a starting point in setting a direction for the region to move in. Moving forwards, the use of buses was one component of the mass transit infrastructure that the region needed. He emphasised the need to discourage private car use and promote the use of public transport.

The Chair then moved to the voting on the recommendations. Voting took place as per constitutional requirements.

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

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 (as per the 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 (as per the separate report on the agenda).
5. To delegate the agreement of any subsequent minor changes to the adopted Bus Strategy to the WECA Director of Infrastructure.

The **West of England Combined Authority Committee** RESOLVED:

- To note the report.

18

BUS INFRASTRUCTURE INVESTMENT

The Combined Authority Committee and the Joint Committee considered a report setting out proposals for further investment in bus infrastructure (agenda item 18).

The Chair highlighted the following aspects of the report and commented as follows:

- The report summarised the funding opportunities available through the Department for Transport and progress on bus infrastructure development, including Park and Ride, the M32 corridor study, bus priority measures, and updates on Mass Transit and the Bath Transport Study.
- The report also highlighted proposed priorities for bus corridors – these were split into 2 phases, based on deliverability. Phase 1 included assessing and taking forward interventions, including:
 - A4 Bath Road (Bristol to Bath Strategic Corridor)
 - A4018/A37 (First Route 2, and Bristol City Centre)
 - A38 North (Bristol City Centre to Thornbury)
 - Bristol city centre
 - A4174 Ring Road / A432 to Yate
 - A37 (S) - Bristol to Midsomer Norton

The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Dudd.

Cllr Dudd welcomed in particular the commitment to continue work on mass transit and the bus corridor priority proposals. He also drew attention to the benefits arising from Bristol's Covid-19 response/decision to close Bristol Bridge and Baldwin Street to general traffic and introduce a bus priority route over the bridge.

Cllr Savage generally welcomed the report.

Cllr Romero particularly welcomed the A4 Bath Road (Bristol to Bath Strategic Corridor) proposal and also raised the following points:

- She stressed her broad support for Park and Ride sites at appropriate locations which took account of commuters' needs and were clearly identified for that purpose.
- It was important to find a way to be able to submit bids for financial support through the Rural Mobility Fund to support rural bus services.
- Where there were issues/conflicts around the use of road space (e.g. in relation to the use of narrow roads in cities/towns), these should be resolved locally.

Cllr Davies stated that it was essential to improve information flows, particularly to bus passengers. He was concerned that the use of electric cars should not be incentivised - this may increase the use of electric cars (by those who could afford them) instead of fuel-powered cars but would not contribute positively to modal shift.

Professor West commented that social distancing requirements presented an immediate challenge to Park & Ride services in the short term and that it would be important to ensure effective communications with communities and the public to manage the immediate expectations around this.

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:

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 West of England Joint Committee RESOLVED:

- To note the report.

19

WEST OF ENGLAND LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

The Joint Committee and the Combined Authority Committee considered a report setting out the West of England Local Cycling and Walking Infrastructure Plan for adoption (agenda item 19).

The Chair highlighted the following aspects of the report and commented as follows:

- The Local Cycling and Walking Infrastructure Plan was a sub-regional plan which identified priority walking and cycling routes for investment and proposed improvements to walking and cycling infrastructure along these routes. It had been created following a specific, defined methodology set by the Department for Transport. The Local Cycling and Walking Infrastructure Plan was a technical document and was not a walking and cycling strategy in itself and was not intended to constitute the totality of the region's approach to cycling and walking. It was important to be aware of this context and also to bear in mind the decision taken earlier at this meeting, through the Investment Fund

report, to create a £10m capital funding pot for cycling and walking infrastructure.

- In terms of the consultation that had taken place on the plan, the report highlighted good levels of support for a number of the key principles, such as promoting and supporting cycling and walking within the region, support for the reallocation of road space in favour of cycling and walking, and an aspiration to see more investment in cycling and walking across the region.
- All the schemes and improvements detailed in the route plans would be subject to further design and technical work, consultation and funding approvals, and would be designed in line with the Department for Transport's current and future design guidance. An updated version of the latest Plan had been circulated and published. In response to points raised in the public forum, he emphasised that the very clear expectation was that as individual schemes were brought forward, it was essential that full and transparent local consultation took place in each case with local residents and councillors.

Cllr Romero moved the following amendment:

'At the end of recommendation 1, add the wording:

"as the first step to develop a more detailed local cycling and walking strategy."

The full wording of the revised recommendation 1 to therefore read as:

"The Joint Committee is asked:

1. To agree the West of England Local Cycling and Walking Infrastructure Plan for adoption as the first step to develop a more detailed local cycling and walking strategy."

It was noted that all members were supportive of the amendment.

The Chair accordingly moved that the recommendations as set out in the published report be approved, subject to the above amendment. This was seconded by Cllr Dudd.

Cllr Romero then thanked members for supporting the amendment and commented as follows:

- She would not be giving this report an unqualified endorsement. There were a number of omissions such as no references about rural cycling, although she understood that some types of scheme were excluded from the criteria set by the Department for Transport (DfT).
- Bearing in mind the limitations of this Plan as a technical document, Bath & North East Somerset would support the work that had been undertaken to formulate the Local Cycling & Walking Infrastructure Plan, which would help to prioritise work and target the ask for investment from DfT to support the proposals. Her understanding was that the DfT regarded this current draft as a strong Plan which should help the region secure more funding and achieve the outcome all wanted of encouraging more cycling and walking, including in Bath & North East Somerset.
- The analysis had helped the understanding of the demand for cycling and walking and the ability for certain communities to adjust their travel habits to travel more sustainably in the future.
- The Local Cycling & Walking Infrastructure Plan by its nature should be a live document and the delegation to directors to review and make changes to the plans would ensure that the early concepts for route designs could be tailored to fit the needs of local areas and the local communities that the routes serve.
- She also recognised that the Local Cycling & Walking Infrastructure Plan guidance from the government was very specific and required looking at population density, propensity to

cycle and other criteria, which meant that some schemes were unfortunately not included in this document. However, she also welcomed the fact that the Plan did not represent the entirety of the region's ambitions for cycling and walking. It was important (whilst pushing for DfT funding) to support proposals within the Plan, but also to make sure that the region continued to use other sources of funding to support these wider aspirations that were important to communities.

- She therefore welcomed the additional Investment Fund investment in cycling and walking measures and was pleased that a range of schemes would be assessed for priority against this funding, not just those schemes that appeared in the Local Cycling & Walking Infrastructure Plan. She hoped the investment was not limited to the £10 million allocated.

Cllr Dudd welcomed the report's proposals, pointing out also that they had helped to inform Bristol's Covid-19 response.

Cllr Savage welcomed the proposals as forming one part of the region's approach to developing improved cycling and walking infrastructure. He echoed the Chair's comments about ensuring that full and active local consultation took place with local residents and councillors as the detail of individual schemes were brought forward.

Whilst generally welcoming the report, Cllr Davies referred to the public statements received from Cllrs Gollop and Massey and stressed the need to ensure full quality assurance around report detail.

Professor West welcomed the report, drawing attention to the importance of pursuing all available funding opportunities from government to support the development of cycling and walking infrastructure.

The Chair then moved to the voting on the recommendations as amended. Voting took place as per constitutional requirements.

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

1. To agree the West of England Local Cycling and Walking Infrastructure Plan for adoption as the first step to develop a more detailed local cycling and walking strategy.
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 the 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 the WECA Director of Infrastructure in consultation with the relevant Directors of the West of England Councils.

The **West of England Combined Authority Committee** RESOLVED:

- To note the report.

20

STRATEGIC RAIL INVESTMENT

The Combined Authority Committee and the Joint Committee considered a report setting out the necessary delegations required to support the budget and contractual requirements to

deliver strategic rail programmes (agenda item 20).

The Chair highlighted that the report included updates and sought 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.
- The Bristol Temple Meads Eastern Entrance project.
- Work that the Combined Authority and Network Rail were 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.

He also emphasised and very much welcomed the important work that the Combined Authority had taken forward to extend the scope of MetroWest 2 to Gloucester.

The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Savage.

Cllr Dudd welcomed the investment taking place, particularly in relation to the Bristol Temple Meads Eastern Entrance project. He expressed wider concerns around the national issue of slippage in the timescales for rail delivery, especially when viewed in the context of how important rail was in terms of the Climate Emergency.

Cllr Romero generally welcomed the report and the investment in rail. She also advised that she remained hopeful that as part of this approach, feasibility work could be carried out on the re-introduction of a railway station at Saltford.

Cllr Savage welcomed the report and the important opportunities for rail investment that would be coming forward, and particularly drew attention to the importance of the extension of the scope of MetroWest 2 to Gloucester, which together with the proposals for a new station at Charfield would significantly enhance the rail commuter offer between Yate and Gloucester.

Cllr Davies stressed the importance of rail as part of the response to the Climate Emergency; in the context of strategic planning and future housing development, it would be important to take every opportunity to improve the connections between where people live and where they work.

The Chair then moved to the voting on the recommendations. Voting took place as per constitutional requirements.

1. The **West of England Combined Authority Committee** RESOLVED to endorse the change to scope (extension to Westbury to be progressed) for MetroWest 1a on the condition that the business case is produced and approved; and to delegate responsibility for approving the business case for this to the WECA CEO in conjunction with UA CEOs.

2. The **West of England Combined Authority Committee** RESOLVED to delegate 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.

3. The **West of England Combined Authority Committee** RESOLVED to delegate 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. The **West of England Joint Committee** RESOLVED to delegate the responsibility for agreeing procurement strategies for MetroWest 1b for detailed design and construction to the WECA and NSC CEOs, subject to funding.
5. The **West of England Joint Committee** RESOLVED to delegate 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.
6. The **West of England Combined Authority Committee** RESOLVED to endorse the change to scope for MetroWest 2 (extension to Gloucester) on the condition that the business case is updated, approved and represents good value for money.
7. The **West of England Combined Authority Committee** RESOLVED to delegate responsibility for signing a revised Inter-Authority Agreement for MetroWest 2 to the WECA CEO, in conjunction with UA CEOs, subject to funding.
8. The **West of England Combined Authority Committee** RESOLVED to delegate responsibility for signing the novation of the MetroWest Phase 2 Network Rail Development Services Agreement to the WECA CEO, subject to funding.
9. The **West of England Combined Authority Committee** RESOLVED to delegate responsibility for signing Implementation Agreements for MetroWest 2 with Network Rail to the WECA CEO, in conjunction with UA CEOs, subject to funding.
10. The **West of England Combined Authority Committee** RESOLVED to delegate responsibility for agreeing procurement strategies for delivery of the Access for All (AfA) station enhancements to the WECA CEO.
11. The **West of England Combined Authority Committee** RESOLVED to delegate 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).
12. The **West of England Joint Committee** RESOLVED to delegate 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 Department for Transport funding for rail become available during 2020.

21

STRATEGIC PLANNING UPDATE

The Combined Authority Committee and the Joint Committee considered a report setting out an update on strategic planning and the formal agreement of the constituent authorities of WECA and North Somerset on the Memorandum of Understanding which would guide the start of the strategic planning process (agenda item 21).

The Chair highlighted that in addition to the Memorandum of Understanding, the report also gave an update on the following:

- The proposed broad timetable for strategic planning activities.
- The steps for the formal duty to co-operate arrangements and the preparation of a Statement of Common Ground as a pre-cursor to starting the respective plan making processes.
- The proposed programme governance for the Spatial Development Strategy (SDS) and

an update on the North Somerset Local Plan process.

The Chair also stressed that it was important to note that officers in all the authorities were continuing to work proactively with the Ministry of Housing, Communities and Local Government in exploring planning freedoms to support the plan making process and the development of a robust and effective strategy that could be delivered.

Cllr Dudd moved the following amendment:

‘That the following wording be added to the report narrative (section 1 of the report):

“The ambition to achieve a better and more sustainable future for all in the area will take account of UN Sustainable Development Goals. Using the framework of the Sustainable Development Goals will help to recognise the interdependence of social issues for example, (hunger (SDG1); health (SDG 3); education (SDG 4); gender equality (SDG5); decent work and economic growth (SDG8); strong infrastructure (SDG9); sustainable Cities and Communities (incl housing) (SDG11), sustainable environment (climate change, life in the sea, life on land, and responsible production and consumption (SDGs 11, 13,14,15)). This will support the commitment to promote and ensure clean and inclusive growth so that everyone shares in the future opportunities for growth and renewal.

The UN SDGs will inform work on the cross boundary strategic issues as worked through in the Statement of Common Ground (see section 6 below).”

Add an additional recommendation for approval by the Combined Authority Committee, as follows:

“That as officers work through the detail of the Statement of Common Ground with the Planning & Housing Board, they will report back progress to future WECA/Joint Committee which will include an update of how the SDGs have been incorporated as part of the development process.” ’

It was noted that all members were supportive of the amendment.

The Chair accordingly moved that the recommendations as set out in the published report be approved, subject to the above amendment. This was seconded by Cllr Romero.

Cllr Romero commented that it was important to move on to the development of the SDS; the agreement of a Memorandum of Understanding between the authorities was a key point in the process and would set a broad framework to work within.

Cllr Savage welcomed the report and commented that it would be important to have a strategic spatial plan in place that could direct new development in the region, recognising that how people live and access work and other opportunities was not based on where individual council boundaries fell. From South Gloucestershire’s perspective, it was critical to make sure that the government, particularly the planning inspectorate recognised the importance of spatial planning in the region - it was essential not to have 5 year land supplies being used against individual unitary authorities, effectively picking off sites outside of a planned approach because this could inhibit an adoptable plan being put in place. He also noted that future approval stages for this work would be dependent on the authorities’ ability to negotiate the required flexibilities with government so that they can have as much confidence as possible that the time, effort and resource put into this process would deliver a successful outcome for all communities across the region.

Cllr Dudd stressed the importance of incorporating the UN SDGs to strengthen the approach, noting also that further work on the detail of the Statement of Common Ground would be

taken forward through the Planning & Housing Board.

Cllr Davies supported Cllr Savage's comments about the importance of securing a strategic spatial plan for the region. It would be essential to listen to communities' views as the process was taken forward.

Professor West welcomed the report and was supportive of taking forward the strategic spatial planning through a joined-up approach across the city region.

The Chair then moved to the voting on the recommendations as amended. Voting took place as per constitutional requirements.

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

- Agree the Memorandum of Understanding at Appendix A.

The **West of England Combined Authority Committee** RESOLVED:

1. To agree the Memorandum of Understanding at Appendix A.
2. To agree 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 the agenda).
4. To agree 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 was 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. To agree the proposed officer support for the SDS process.
7. To agree the governance and decision-making process for the SDS.
8. To note and support the North Somerset update on progress with their local plan.
9. That the following wording be added to the report narrative (section 1 of the report):

'The ambition to achieve a better and more sustainable future for all in the area will take account of UN Sustainable Development Goals. Using the framework of the Sustainable Development Goals will help to recognise the interdependence of social issues, for example hunger (SDG 1); health (SDG 3); education (SDG 4); gender equality (SDG 5); decent work and economic growth (SDG8); strong infrastructure (SDG 9); sustainable cities and communities (including housing) (SDG 11), sustainable environment (climate change, life in the sea, life on land, and responsible production and consumption) (SDGs 11, 13,14,15). This will support the commitment to promote and ensure clean and inclusive growth so that everyone shares in the future opportunities for growth and renewal.'

	<p>The UN SDGs will inform work on the cross boundary strategic issues as worked through in the Statement of Common Ground (see section 6 below).'</p> <p>10. That as officers work through the detail of the Statement of Common Ground with the Planning & Housing Board, they will report back progress to a future WECA/Joint Committee which will include an update of how the SDGs have been incorporated as part of the development process.</p>
22	<p>UPDATE ON CLIMATE EMERGENCY PLANNING</p> <p>The Combined Authority Committee and the Joint Committee considered a report setting out an update on climate emergency planning, including progress towards developing a Climate Emergency Action Plan (agenda item 22).</p> <p>The Chair referred to the detailed work and actions that were in progress in response to the Climate Emergency across the Combined Authority and the unitary authorities.</p> <p>Cllr Romero commented that whilst accepting that this was a progress update, there was much more to achieve; climate emergency still felt like it was an “add-on”- climate emergency considerations needed to be embedded as an integral principle underpinning the Combined Authority’s planning and work.</p> <p>Cllr Savage commented that it was important to maintain a challenge about the ambitiousness of the approach to tackling the climate emergency; he also reiterated his earlier point that climate emergency planning and work should be a central thread, integral to all the Combined Authority’s work and activity. The action plan to be presented in October would bring together all the current activity into one visible place, which would be useful in providing clarity about the many actions that were being taken forward.</p> <p>Cllr Davies commented that it would be useful to ensure that the action plan included clear timelines for delivery.</p> <p>The West of England Combined Authority Committee RESOLVED:</p> <ul style="list-style-type: none"> - To note this update report on climate emergency planning and development of the Climate Emergency Action Plan. <p>The West of England Combined Joint Committee RESOLVED:</p> <ul style="list-style-type: none"> - To note this update report on climate emergency planning.
23	<p>WEST OF ENGLAND JOINT GREEN INFRASTRUCTURE STRATEGY</p> <p>The Combined Authority Committee and the Joint Committee considered a report seeking endorsement of the Joint Green Infrastructure Strategy and a proposal for joint working through the proposed Environment Officer Working Group to support this work (agenda item 23).</p> <p>The Chair highlighted the following aspects of the report and commented as follows:</p> <ul style="list-style-type: none"> • The Joint Green Infrastructure Strategy provided a framework for delivering a strategically planned and managed Green Infrastructure network. • The strategy had been endorsed by the Environment Agency and Natural England. • The strategy would provide Green Infrastructure evidence, guidance and tools to support the delivery of other regional and local plans and strategies including the Local Industrial

	<p>Strategy, Joint Local Transport Plan, Local Plans and any future joint strategic planning.</p> <ul style="list-style-type: none"> • The Strategy also helped provide an opportunity to position the West of England for post-Covid recovery and renewal by setting out a longer-term strategic vision for delivering Green Infrastructure. It included an Action Plan that was set to support the West of England authorities in further evidence gathering, addressing future legislative requirements within the Environment Bill and identifying future projects. <p>Finally, he reminded members that through the Investment Fund report considered earlier at this meeting, an allocation of £300k had been agreed to develop and move forward quickly on specific Green Infrastructure proposals.</p> <p>The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Savage.</p> <p>Cllr Savage welcomed the report and the approval through the Investment Fund report earlier at this meeting that would enable a start to be made in delivering specific projects. The recent crisis situation had highlighted the importance of people being able to readily access green / open spaces. He looked forward to ambitious proposals being brought forward now that the strategy was in place.</p> <p>Cllr Romero supported the above comments and drew attention to the importance of access to open space to many people during the lockdown in terms of their physical and mental health and wellbeing.</p> <p>Cllr Dudd welcomed the strategy and commented that in relation to the skills agenda, it would be important to harness people's existing skills to the new technologies coming forward.</p> <p>Cllr Davies commented that the lockdown had seen more people access green and open space than before; this activity should be captured in taking forward work in delivering green infrastructure.</p> <p>The Chair then moved to the voting on the recommendations. Voting took place as per constitutional requirements.</p> <p>The West of England Combined Authority Committee RESOLVED to:</p> <ol style="list-style-type: none"> 1. Endorse the Joint Green Infrastructure Strategy (at Appendix A). 2. Endorse the proposed arrangements for the Environment Officer steering group (as set out at para 4.6). <p>The West of England Joint Committee RESOLVED to:</p> <ol style="list-style-type: none"> 1. Endorse the Joint Green Infrastructure Strategy (at Appendix A). 2. Endorse the proposed arrangements for the Environment Officer steering group (as set out at para 4.6).
24	<p>LOCAL ENTERPRISE PARTNERSHIP & INVEST BRISTOL AND BATH BUDGET OUTTURN, APRIL 2019 - MARCH 2020</p> <p>The Joint Committee considered a report setting out 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 (agenda item 24). The report covered the Local Enterprise Partnership (LEP) and Invest Bristol and Bath revenue budgets.</p>

	<p>The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Romero.</p> <p>The Chair then moved to the voting on the recommendations. Voting took place as per constitutional requirements.</p> <p>The West of England Joint Committee RESOLVED to:</p> <ol style="list-style-type: none"> 1. Note the Local Enterprise Partnership (LEP) revenue outturn as set out in Appendix 1. 2. Note the Invest Bristol & Bath revenue outturn as set out in Appendix 2. 3. Approve the net underspend on core LEP activities of £163k to be transferred to the LEP general reserve.
25	<p>LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME</p> <p>The Joint Committee considered a report setting out the latest Local Enterprise Partnership One Front Door funding programme report (agenda item 25).</p> <p>The Chair highlighted that the report:</p> <ul style="list-style-type: none"> • Provided an update on the current Local Growth Fund (LGF) programme and the profile of spend. • Set out changes to schemes within the current funding programme for which approval was sought. • Sought a delegation to grant awards through the Research and Innovation Challenge Fund funded through the European Regional Development Fund and Investment Fund. • Provided an update on the additional £515,000 of Government funding provided for the South West Energy Hub. • Updated on applications for innovative renewable energy projects for the Low Carbon Challenge Fund. <p>The recommendations as set out in the published report were then moved by the Chair and seconded by Cllr Savage.</p> <p>Cllr Davies and Cllr Romero raised the issue of the risk to LGF spend being fully delivered, as referred to in the report; in response, it was noted that during this final year of the LGF programme, the deadline for final spend was the end of March 2021; £12m of over-programming had been permitted to manage the risk to try to ensure that full spend was achieved. This was being kept under close review each month in conjunction with the unitary authority S151 officers. Cllr Dudd suggested that it would be appropriate to lobby the government about an appropriate degree of flexibility around the 31 March 2021 'hard' deadline. Mayor Bowles commented that this issue was being raised with the government through the M9 group of Metro Mayors.</p> <p>The Chair then moved to the voting on the recommendations. Voting took place as per constitutional requirements.</p> <p>The West of England Joint Committee RESOLVED to:</p> <ol style="list-style-type: none"> 1. Approve the change requests for schemes within the Local Growth Fund programme as set

	<p>out in Appendix 1.</p> <p>2. Approve the change requests for schemes within the Economic Development Fund and Revolving Infrastructure Fund programmes set out in Appendix 2.</p> <p>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.</p> <p>4. To conditionally approve the £500k application to the Low Carbon Challenge Fund from Ambition Community Energy Ltd.</p>
26	<p>INFORMATION ITEM - DECISIONS TAKEN AT THIS MEETING</p> <p>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 1.51 p.m.</p>
	<p>Signed:</p> <p>Date:</p>

This page is intentionally left blank

AGENDA ITEM 10

JOINT MEETING - WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE & WEST OF ENGLAND JOINT COMMITTEE

9 OCTOBER 2020

COMMENTS FROM COMBINED AUTHORITY BOARDS

Meetings of the Combined Authority Boards were held during September 2020 as follows:

- * Planning & Housing Board – 7 September 2020
- * Transport Board – 9 September 2020
- * Business Board and Skills Board (joint meeting) – 14 September 2020

A summary of comments from the Boards specifically about items included on the 9 October joint meeting committee agenda is set out below:

REGIONAL COVID-19 RESPONSE AND RECOVERY PLAN & CLIMATE EMERGENCY ACTION PLAN (agenda item 11)

a. Comments on the Recovery Plan

Comments from the Business & Skills Boards:

The Boards were briefed on the Recovery Plan developed through the Regional Economic Recovery Taskforce and noted that the Taskforce had identified 5 key principles to support rebuilding of the region's economy:

- **Rebuild business** to help new and existing businesses to survive and thrive in order to safeguard existing and create new jobs.
- **Get residents back to work** in jobs which pay above the living wage and offer security of employment through targeted training and brokerage to available opportunities.
- **Strengthening inclusion** to prevent further widening of inequalities and build an inclusive economy where everyone has the opportunity to achieve their potential, reducing inequality gaps.
- **Green recovery** to use the changes in behaviour brought about by the pandemic to accelerate our transition to net zero carbon.
- **Renew places** to re-think our approach to 'place' creating greener, healthier, more vibrant places to live and work and so continuing to attract people from across the world.

The Boards generally welcomed the Plan, noting that they will be kept regularly updated as the plan moves into implementation/delivery.

Specific comments:

- * In terms of delivering the measures included in the Plan, it will be particularly important to continue to lobby government on the regional case for additional investment and to secure new resources to take schemes forward and maximise impact.
- * It will be important to capture green economic benefits and the benefits from new ways of working as businesses recover and adapt. Effective measures being taken now around working practices will need to inform longer term solutions.

- * In taking forward the various initiatives, as well as business needs, it will be important to take account of individual needs, e.g. mentoring employees into new roles.
- * The close linkages being made across the tourism and cultural sectors were welcomed.
- * Moving forwards, it will be essential to focus on the delivery of interventions and ensure clear communications with and targeting where possible of those eligible to benefit from involvement with the various schemes and programmes; it will be important to reach those individuals and businesses who are most in need of support.
- * Effective ongoing co-ordination between authorities will be critical so that authorities 'speak with one voice' and ensure consistent messaging about the support available to businesses and residents.
- * It is inevitable, and will have to be accepted, that some businesses will not be sustainable into the future and will close; it will be important to maximise support and retraining opportunities available to those individuals who face redundancy as they seek new roles.

b. Comments on the Climate Emergency Action Plan

Across the Boards, a number of members generally welcomed the work of the officer team and the progress made through partnership working across the authorities in developing the action plan.

Comments from the Planning & Housing Board:

- * It was suggested that as the plan develops, further detail should be included on mechanisms and funding in place to help meet targets.
- * Some concerns were raised over net zero carbon being achievable by 2030.

Comments from the Transport Board:

- * It was suggested by some members that the document could be more ambitious with more definitive targets set rather than aspirations in some areas.
- * A query was raised over research that had been done regarding fuel sources, specifically the use of hydrogen. It was noted that hydrogen for freight was an exploratory area.

Comments from the Business & Skills Boards:

- * Walking and cycling initiatives are to be welcomed but need to be mindful that many elderly people will continue to need the support of reliable public transport.
- * The importance of decarbonising the business sector is recognised, but businesses will need to be given options as to how to take this forward, including low cost options and tools that they can use to achieve this. The use of case studies would be a useful addition.
- * Noted that the twin-tracking of implementing the Regional Recovery Plan and the Climate Emergency Action Plan should ensure that the region was able to move forward positively in achieving both carbon reduction and a thriving economy.

INVESTMENT FUND (agenda item 15)

Comments from the Business & Skills Boards:

*** South Bristol Workspace**

The Boards were briefed on this proposal and noted that:

- a Full Business Case had been submitted by Bristol City Council for the South Bristol Workspace project; this will involve the demolition of existing buildings on an industrial site owned by Bristol City Council located adjacent to Hengrove Park and The Bottle Yard Film Studios and the development of up to 2610m² of light industrial workspace.
- the project seeks £2.7m from the Investment Fund, match funded by £1.2m of European Regional Development Fund.

Board members noted the update and indicated their support for this proposal.

*** Reboot West**

The Boards were briefed on this proposal and noted that:

- a Full Business Case has been submitted by Bristol City Council seeking £720k to extend the Reboot West programme to provide long term support of at least 2 years to enable young care leavers to secure sustained employment, education or training.
- the funding was accommodated within the Business and Skills allocation within the Investment Fund programme.
- the programme aims to support up to 170 care leavers across the West of England through coaches co-located in the local authorities' care team; match funding of £480k was sought from the Department of Culture, Media and Sport.

Board members noted the update and indicated their support for this proposal.

*** Regional Recovery Taskforce - £5m recovery fund**

The Boards were briefed on and were supportive of these proposals.

This page is intentionally left blank



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 11

& WEST OF ENGLAND JOINT COMMITTEE

9 October 2020

REPORT SUMMARY SHEET

REGIONAL COVID-19 RESPONSE & RECOVERY PLAN AND CLIMATE EMERGENCY ACTION PLAN

Purpose

To provide the committees with the West of England Covid-19 Recovery Plan and the related Climate Emergency Action Plan.

Summary

This report includes the following key information:

- These plans set out how the West of England intends to work towards rebuilding the economy of the region following the Covid-19 pandemic, and how addressing the Climate Emergency is at the heart of the region's ambition for a clean and inclusive recovery.
- This agenda item covers two separate plans which are related but independent of each other - the Covid-19 Recovery Plan is attached at annex 1 of this paper and the Climate Emergency Action Plan including a cover paper is attached at annex 2.
- The Regional Economic Recovery Taskforce was established in May to lead work across the West of England to drive economic recovery from the Covid-19 pandemic and to feed into the Government's national recovery planning. The Taskforce is a partnership between the West of England Combined Authority, the Local Enterprise Partnership, business, universities and the region's councils. The Taskforce has consulted widely with representatives of the business community, voluntary and community sector and academia to develop an action plan for the region's recovery. This plan is attached at annex 1 and sets out the actions required to drive a clean and inclusive recovery in the short to medium term.
- This Recovery Plan sets out strategic actions to support rebuilding of the region's economy across 5 pillars:
 - Rebuild business** to help new and existing businesses to survive and thrive in order to safeguard existing and create new jobs.
 - Get residents back to work** in jobs which pay above the living wage and offer security of employment through targeted training and brokerage to available opportunities.
 - Strengthening inclusion** to prevent further widening of inequalities and build an inclusive economy where everyone has the opportunity to achieve their potential,

reducing inequality gaps.

Green recovery to use the changes in behaviour brought about by the pandemic to accelerate our transition to net zero carbon.

Renew places to re-think our approach to 'place' creating greener, healthier, more vibrant places to live and work and so continuing to attract people from across the world.

- The recovery plan should be considered as an initial approach to address the immediate impacts of the crisis. Whilst the pandemic has already had a significant impact on the region, the situation continues to evolve and the full extent of the long term implications are not yet clear. Work to respond to the impacts of the pandemic will continue over the coming months.
- This report also sets out the Climate Emergency Action Plan for approval at annex 2. The plan has been developed with input from representatives from our unitary authority partners, who have given their time, knowledge, expertise and skills to inform its content through a series of workshops. This co-production approach will continue in implementing the actions in the plan.
- There has also been close working with businesses to understand their needs and how WECA can help foster green innovation and invest in the skills needed to make sure the region takes advantage of the economic benefits of clean growth.
- Each year, a report on progress against actions set out in the 5 challenge areas will be produced in line with WECA's monitoring and evaluation framework. As actions are developed to the business case stage, estimated carbon reductions will be monitored and evaluated.

Recommendations

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

1. Endorse the regional Covid-19 Recovery Plan and support the next stages of the Taskforce's work.
2. Approve the Climate Emergency Action Plan.

Contact officer: Jessica Lee

Position: Head of Strategy & Policy

Email: jessica.lee@westofengland-ca.gov.uk

REPORT TO: WECA COMMITTEE & WEST OF ENGLAND JOINT COMMITTEE

DATE: 9 October 2020

REPORT TITLE: REGIONAL COVID-19 RESPONSE & RECOVERY PLAN AND CLIMATE EMERGENCY ACTION PLAN

DIRECTOR: JESSICA LEE, HEAD OF STRATEGY AND POLICY

Purpose of Report

- 1 To provide the Committees with the West of England Covid-19 recovery plan and the related Climate Emergency Action Plan for consideration.
- 1.1 These plans set out how the West of England intends to work towards rebuilding the economy of the region following the Covid-19 pandemic, and how addressing the Climate Emergency is at the heart of the region's ambition for a clean and inclusive recovery.
- 1.2 This agenda item covers two separate plans which are related but independent of each other; the Covid-19 recovery plan is attached at annex 1 of this paper and the Climate Emergency Action Plan including a cover paper is attached at annex 2.
- 1.3 The recovery plan should be considered as an initial approach to address the immediate impacts of the crisis. Whilst the pandemic has already had a significant impact on the region, the situation continues to evolve and the full extent of the long term implications are not yet clear. Work to respond to the impacts of the pandemic will continue over the coming months.

Recommendation (for WECA Committee and Joint Committee)

1. The Committee is asked to endorse the regional Covid-19 Recovery Plan and support the next stages of the Taskforce's work.
2. The Committee is asked to approve the Climate Emergency Action Plan.

Background / Issues for Consideration

- 2 The process and content of the Climate Emergency Action plan is set out in annex 2 including the detail of the engagement that has been undertaken in the development of the plan. The rest of this paper outlines the progress on the development of the Covid-19 Recovery Plan and the next steps for taking forward work to build an inclusive and green recovery.

Regional Recovery Plan

- 3 The Regional Economic Recovery Taskforce was established in May to lead work across West of England to drive economic recovery from the Covid-19 pandemic and to feed in to Government's national recovery planning. The Taskforce is a partnership between the West of England Combined Authority, the Local Enterprise Partnership, business, universities and the region's councils.
- 3.1 The work of the Taskforce has covered three time horizons:
 - Short term: crisis response & exit from lockdown
 - Medium term: adaptation & resilience
 - Long term: renewing & growing
- 3.2 The Taskforce has consulted widely with representatives of the business community, voluntary and community sector and academia to develop an action plan for the region's recovery. This plan is attached at annex 1 and sets out the actions required to drive a clean and inclusive recovery in the short to medium term.
- 3.3 The Plan sets out strategic actions to support rebuilding of the region's economy across 5 pillars:
 - **Rebuild business** to help new and existing businesses to survive and thrive in order to safeguard existing and create new jobs
 - **Get residents back to work** in jobs which pay above the living wage and offer security of employment through targeted training and brokerage to available opportunities
 - **Strengthening inclusion** to prevent further widening of inequalities and build an inclusive economy where everyone has the opportunity to achieve their potential, reducing inequality gaps
 - **Green recovery** to use the changes in behaviour brought about by the pandemic to accelerate our transition to net zero carbon
 - **Renew places** to re-think our approach to 'place' creating greener, healthier, more vibrant places to live and work and so continuing to attract people from across the world
- 3.4 WECA committee agreed in June 2020 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" and "...the Taskforce will provide the evidence base for the design and delivery of such interventions". Further, the Regional Recovery Taskforce agreed the following overarching criteria:

Any investment must be able to meet the following criteria:

- Directly address a **regional economic issue or opportunity** identified and prioritised by the Taskforce
- Be a genuinely **additional** business and/or skills activity, not covered by existing national, regional and local measures
- Be able to mobilise quickly generating **immediate, tangible and sustainable impact**

A number of proposals are in development to drawdown support from the £5m fund. Business cases will be developed for each of these and considered by West of England

CEOs on a case by case basis. These are set out in detail in the separate Investment fund paper.

- 3.5 Successfully navigating the region through this period of unprecedented challenge will require the Combined Authority, Local Authorities, business community, voluntary sector, academia and local communities all working together.

Next Steps

- 4 This plan should be considered as an initial approach to address the immediate impacts of the crisis. WECA has put in place a range of immediate measures in response to the crisis, and we will implement this Recovery Plan recognising the need for swift action.
- 4.1 Whilst the pandemic has had a significant impact on the region, caused massive changes in behaviour and accelerated trends such as home working and digitisation, the situation continues to evolve and the longer term implications are not yet clear. In identifying the likely long term impacts and additional action required to address the challenges that remain, WECA will seek the views of stakeholders on the next phase of recovery. We will also consider longer term planning and how the priorities in the West of England Local Industrial Strategy need to be reviewed in the light of the crisis to reflect the changes in the region's economy over recent months.

Consultation

- 5 The Regional Covid-19 Recovery Plan has been developed by the West of England Regional Recovery Taskforce. Chaired by Mayor Tim Bowles and with the LEP Chair Steve West as Vice-Chair; the Taskforce is a partnership between WECA, the LEP, business universities and the region's councils. Taskforce members have consulted groups of stakeholders from the wider sectors they represent in the development of this plan. In addition, representatives from a range of community groups and organisations working to support disadvantaged groups and communities were consulted through a series of telephone interviews and workshops to discuss the emerging action plan. This plan will support further public engagement on what further steps need to be taken by the region to address the challenges of the Covid-19 pandemic.

Public Sector Equality Duties

- 6 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
- 6.1 The Act explains that having due regard for advancing equality involves:
- Removing or minimizing disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.

- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

- 6.2 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.
- 6.3 An Equality Impact Assessment (EqIA) has been conducted and concluded that there are a wide range of opportunities in respect of the actions detailed within the COVID-19 Recovery Plan which have clear potential to positively impact on all; and targeted actions have clear potential to positively impact on Protected Characteristic groups.

Each of the five areas identified within the Plan will identify actions aimed at ensuring residents and businesses identifying with all Protected Characteristics are involved and supported and that success in achieving this is measured, monitored and reported on an ongoing basis.

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 The climate emergency action plan will be a key part of our Covid-19 recovery plan. It is about supporting our climate emergency goal alongside securing our economic future following the covid-19 outbreak.

Finance Implications, including economic impact assessment where appropriate

- 8 £5m of WECA Investment Funding has been awarded to the Regional Taskforce to allocate to defined, targeted, areas to stimulate economic recovery in the region. A further allocation of £4.395m is proposed within the Investment Fund report, to this committee, with the report providing details on which priority areas the funding will be allocated.

The overall WECA Investment Programme will be kept under regular review with consideration given to further allocations to the Taskforce if appropriate.

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

Legal Implications

- 9 The legislation and guidance being issued as a result of Covid-19 and climate emergency will need to be kept under review as the actions outlined are implemented. This will ensure that WECA is complying with its statutory obligations.

The combined and unprecedented impact of Covid-19 on the local economy, both on businesses and the workforce, will exacerbate inequalities, with some groups disproportionately impacted for the short, medium and long term. The need for robust equalities impact assessments at the appropriate time is therefore critical.

Advice given by: Shahzia Daya, Director of Legal

Land/Property Implications

- 10 There are no direct land/property implications arising from this report, however we are committed to embedding our zero-carbon goal within our business plan, policy, programmes and projects.

Human Resources Implications

- 11 There are no direct human resource implications arising from this report, however we are committed to embedding our zero-carbon goal within our business plan, policy, programmes and projects.

ANNEXES:

ANNEX 1 – Regional Recovery Plan

ANNEX 2 – Climate Emergency covering report and Action Plan

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 on 07436 600313; or by email: democratic.services@westofengland-ca.gov.uk

This page is intentionally left blank

West of England Recovery Plan

September 2020

The West of England has developed an ambitious programme to build back better, greener and stronger. We are one of the UK's economic success stories, with a strong, vibrant economy, which has the potential to support wider national growth. By working together as well as securing additional investment, we will achieve our recovery ambition to:

“Build back better by capitalising on our ingenuity, creativity and diversity to create good jobs and a high quality of life for all our residents, whilst achieving sustained emission reductions.

“As we build back our places, we'll strive to create greener, healthier, more vibrant communities to support those who live and work here, ensuring our region continues to attract visitors, talent and investment from around the world.”

Contents

Forewords	4
West of England Recovery Plan: At a glance	5
1. Introduction	8
2. Impact of Covid-19 on the region	11
3. Strategic ambition	14
4. Actions	16
5. Delivery and next steps	31
6. What will be the impact?	32
Appendix 1: How the plan has been developed	33

Forewords



My role as the chair of the West of England LEP is to bring together the best of business and education with the public sector, to provide a strong, powerful voice for our region. And never has that been more important than now, as we face the impact of Covid-19.

In developing this recovery plan we have worked with our LEP and the wider business community. We have worked with over 180 businesses across all sectors as well as voluntary and community groups. We have canvassed more widely the views from thousands of individuals and businesses across the region, to ensure that our recovery is inclusive and representative.

This is a strong plan which sets out those key areas we have to focus on right now to ensure the future success of our region, but of course, it will need to evolve as the world changes around us. It will require us to be innovative, creative and responsive as we learn to adapt, recover and reset our world.

This is the challenge we are all facing, but the strength and diversity of our economy, coupled with our real strengths as a region formed on new ideas and doing things differently, means that we are in a strong place to meet this challenge, and build back better, seizing the opportunity to accelerate our plans to deliver clean and inclusive growth.

Steve West,
Chair of West of England Local Enterprise Partnership



The West of England is a place of innovation and creativity; from the days of Brunel, through to the latest developments in robotics, our region is home to world-leading technological change. It is a beautiful place with rich cultural activity, vibrant industry and home to a diverse population.

Covid-19 is having a huge impact on our region and all of us who live here – the way we live, work and enjoy our free time with families and loved ones. But it also provides an opportunity.

We came into this as a leading regional economy, and we can build on the progress we have made so that every community benefits from extra investment and new opportunities as we emerge from the pandemic.

This is an ambitious plan to:

- Rebuild business
- Get residents back into decent jobs
- Strengthen inclusion
- Support a green recovery
- Renew places





This plan has been created by the local experts in industry, education and our communities that I asked to be part of our Regional Recovery Taskforce. This work is just beginning, and now we have a road to follow.

I'd like to thank everyone involved for all their hard work in creating this plan for recovery and renewal and encourage us to continue working in collaboration work to make it a reality.





Tim Bowles,
West of England Mayor

West of England Recovery Plan: At a glance

Our economic trajectory – pre-crisis

			
Most productive city region in England outside London	Emitting 14% less carbon per person than the national average	Highly skilled workforce with higher than average employment and wages	Creative, innovative vibrant region, with USPs in aerospace, creative, digital and professional services

But economic impact are significant

			
Economy likely to shrink by 7%, with recovery unlikely until end of 2021 at the earliest	30% of region's workforce was furloughed	Unemployment benefit claims risen from 2% to 5% since February and job vacancies fallen	44,100 residents claimed Self-Employment Income Support, with claims of £131m

The plan: rebuilding across 5 pillars

				
Rebuilding business to help new and existing businesses survive and thrive in order to safeguard existing and create new jobs	Getting residents back into jobs which pay above the Real Living Wage and offer security of employment through targeted training and brokerage to available opportunities	Strengthening inclusion to prevent further widening of inequalities and build an inclusive economy where everyone has the opportunity to achieve their potential, reducing inequality gaps	Supporting a green recovery using changes in behaviour brought about by the pandemic to accelerate our transition to net zero carbon	Renewing places to re-think our approach to 'place', creating greener, healthier, more vibrant places to live and work and so continuing to attract people from across the world
CLEAN AND INCLUSIVE				

At a glance continued

With strategic programmes





	<p>Rebuilding business</p> <ul style="list-style-type: none"> Significantly expand the region's business support offer to help businesses of all types to adapt and survive, finding sustainable, low carbon pathways to recovery and growth Implement a targeted approach to inward investment, export and trade, unlocking new growth and job opportunities Drive job creation through significant investment in new regional innovation projects, to creatively address global challenges such as the climate emergency, health and equality of opportunity
	<p>Getting residents back into jobs</p> <ul style="list-style-type: none"> Enhance our Redundancy Response Initiative, including a new B2B Talent Retention Platform to help redeploy workers Develop regional Employment and Skills Opportunities Portal to help unemployed residents find new jobs, careers support and advice, and training opportunities Ramp up re-training with new packages developed and deployed in partnership with recruiting employers and aligned with growth areas (including health and social care, construction, low carbon and digital) Address youth unemployment with a regional apprenticeship support service, expanding of sector based approaches
	<p>Strengthening inclusion</p> <ul style="list-style-type: none"> Strengthen engagement to help under-represented groups access skills and enterprise support through community champions and a regional network of outreach facilities Launch a new Community Grant scheme to build additional local capacity and resilience in hardest hit communities, with a focus on creating pathways to employment and skills Creating a Good Employer Standard led by anchor institutions across the region to create, good, accessible jobs, which are paid the Real Living Wage
	<p>Supporting a green recovery</p> <ul style="list-style-type: none"> Upscale the Low Carbon Challenge Fund through an enhanced Green Business Grant programme and Local Energy Schemes, helping existing businesses to transition to low carbon approaches, as well as creating new businesses and jobs Make significant investments to decarbonise our energy and transport systems and enhance our green infrastructure, building on the positive behaviour changes brought about by lockdown Maximise the region's share of national green stimulus packages, including retrofit
	<p>Renewing places</p> <ul style="list-style-type: none"> Secure investment in infrastructure and affordable housing to achieve strategic place-making and decarbonisation objectives With our communities, re-imagine and re-invigorate our towns and city centres with an innovative town centre re-structuring programme, building on the increased need for 'local liveability' Help the region's tourism and cultural sectors recover through the development of a Regional Tourism Zone and new Cultural, Creative and Digital Development programme

What will we achieve?

Delivering the proposals in this plan will give the region a strong foundation for recovery. Our current plans will deliver the outcomes below by 2025, and we will continue to drive up the impact of our action as we develop the proposals. WECA is investing over £500m up to 2025 to support the region's recovery and economic development, in line with this plan and the local industrial strategy.

	Rebuilding business Over 11,200 businesses supported to adapt their operations, boost staff skills, and innovate £90m planned investment in innovation facilities and research and development projects, and a pipeline of new projects of £300m+
	Getting residents back into jobs 1,800+ jobs created, plus 750 construction jobs a year across our investments 22,000+ training and skills placements each year
	Strengthening inclusion Support residents to access good, secure jobs Deliver careers advice to 95 schools and colleges 10,000 people take online mental health at work course Widen community access to business and skills support
	Supporting a green recovery Support retrofit of homes 1m new rail journeys, and walking and cycling transformed in 30 high streets 60 new low carbon business grants
	Renewing places £320m+ invested in the region's transport and housing by 2023 Spatial Development Strategy established through consensual approach Publish Cultural Strategy & establish Cultural Compact Strategies in place for the town and city centres most vulnerable to changing movement and shopping patterns

Delivered through

			
Collective action and partnership working	A people-centred approach, with the needs of users at its heart	Using our existing investment portfolio as well as a £10m Recovery Fund	Securing additional resources from Government through devolution and partnership bids

Introduction

This plan has been developed by the West of England Recovery Taskforce, which was set up to drive the region's economic recovery following the impact of the Covid-19 pandemic.

The plan covers the four council areas of the West of England Local Enterprise Partnership area – Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire.

This plan will need to evolve, because we recognise that our journey through recovery may not be linear. We will adapt our approach, increasing emphasis on those activities that respond best to local and national circumstances.

An economic success story – essential to the national economic recovery

The West of England is one of the country's economic success stories. We are the most productive city region in England outside

London, with vibrant innovative businesses and a highly-skilled workforce. With economic links to Wales, the Midlands, London and the South West, ensuring a strong economy recovery in the West of England will help to drive a wider national recovery.

A region renowned for its innovation, collaboration and ingenuity – helping us to build back greener, better and stronger

Our success stems from a long tradition of innovation, from Brunel and Concorde, to the latest developments in robotics and virtual reality. The West of England is a region renowned for its collaboration, ingenuity and creativity and benefits from a pool of talent and expertise across four universities. It is a place where ideas flourish, businesses grow and where creative, digital and high tech meet traditional industry. It is at this interface that the solutions to the global challenges of the future



lie, helping us to build back greener, better and stronger as well as contributing to national and global efforts to reduce carbon emissions.

High-value, globally-leading sector strengths and assets are at risk

Our Local Industrial Strategy highlighted our three distinct and overlapping sector strengths that drive innovation and export, supported by supply chains and four world class universities: advanced engineering including aerospace; creative, cultural and digital industries, and financial businesses and legal tech services. Ensuring our region retains these unique assets will be vital to our recovery and future success.

Where the impact of the pandemic has been unprecedented

However, despite our strengths, the impact of Covid-19 is unprecedented. At the time of writing:

- 30% (170,900 employees) of the region's workforce had been furloughed
- unemployment benefit claims have risen from 2% to 5% since February, a rise of 23,000 people
- 44,100 residents have claimed Self-Employment Income Support, with claims amounting to £133m by the end of July
- the effects have varied across different parts of the economy, with the retail, hospitality, cultural, and aerospace sectors particularly hard hit.

It is likely that the economic impact will get worse before it gets better. With further redundancies and job losses expected in the autumn (as the furlough scheme draws to a close) the impact could be unparalleled. Therefore, the taskforce has worked at pace to put in place urgent response measures, which are set out in the next section.



With an uneven impact, the need for an inclusive recovery is stronger than ever

We also know that the impact will not be evenly distributed across our communities. Our intelligence confirms that within the West of England, like elsewhere, people in disadvantaged groups and communities have been hardest hit. Therefore, our recovery plan sets out a wide range of actions which we aim to co-design and deliver with local organisations to ensure the hardest hit people and communities get the support they need, preventing existing inequalities from widening, and, in the long-term closing the gap.

Tackling climate change is an opportunity to reboot our economy

Both locally and nationally, it has been recognised that action to transition to a zero-carbon economy provides an opportunity to stimulate economic growth.

'We have a great opportunity now to transition to a zero-carbon economy and implement measures to help boost the economy, create jobs and build climate resilience'
(Committee on Climate Change, 2020)

We intend to seize this challenge and are committed to tackling climate change in a way that benefits every resident and helps to reboot our economy.

Introduction continued



The West of England has an ambitious goal of becoming net carbon neutral by 2030. This is shared by our council partners and goes further than the UK target, which commits the country to becoming net carbon zero by 2050. Our Climate Emergency Action Plan is therefore a key part of this Recovery Plan and the detailed Climate Emergency Action Plan sits alongside it.

Building on the Local Industrial Strategy for clean and inclusive growth

Our recovery plan continues to build on vision set out in our **Local Industrial Strategy**:

'Drawing on the unique strengths of the region to drive clean and inclusive growth'

Therefore the principles of clean and inclusive growth are addressed through both specific targeted actions, as well as cutting across everything else we do.

Impact of Covid-19 on the region

This part of our plan summarises the economic impact of the Covid-19 pandemic on our region to date. It draws on national and local statistics, and intelligence from regional businesses and partners.

The West of England went into the crisis in a strong position. It had a diverse employment base, across multiple sectors, providing economic resilience as well as low unemployment levels. However, despite these strengths, the scale and global nature of the economic shock means that the impact has ricocheted across our whole economy.

Economic output has fallen dramatically

Lockdown and ongoing restrictions have significantly reduced business output, and in many cases forced them to close temporarily. This has hit incomes, employment prospects, and investment plans. Between February and May, output nationally fell by a quarter and almost a quarter of businesses paused trading. Although output has recovered in recent months, it is still considerably below February's levels. A recent Oxford Economics forecast made a baseline estimate that the region's economy would shrink by 7% in 2020 as a whole (in line with the UK) but would recover its prior level by the end of 2021. However, a more pessimistic scenario could see output remaining below its peak until 2025.

Government support schemes have helped

Intelligence from our taskforce and sector groups suggest that the **national stimulus packages** have helped many businesses absorb the shock and adapt in the short term. The West of England Combined Authority successfully lobbied government highlighting early instances of gaps in support. To date, this support includes:

- 16,703 grants distributed to businesses by the region's councils, totalling £209.4m
- 44,100 have claimed Self-Employment Income Support, with claims amounting to £132.7m
- £35.5bn lent across the UK in Bounce-Back loans
- £13.7bn lent to UK SMEs in Business Interruption Loans

But unemployment has risen

The challenges facing businesses are already having an impact on jobs. The proportion of people in the West of England claiming unemployment benefits has risen from 2% in February to 5% in July 2020, an increase of 23,000 people. The furlough scheme has helped to reduce the impact; 170,900 employees in the West of England have been furloughed. At 30% of the eligible workforce, this is similar to the national level (32%). However, intelligence from our sector groups has highlighted a concern that as the furlough scheme draws to a close this autumn, many furloughed staff may be made redundant.

While job losses are expected across all sectors and all skills levels, some groups are expected to be harder hit than others, through higher exposure to affected sectors, or through reduced opportunities. This includes young people, over 50s, and those who are already disadvantaged in the labour market (including women, disabled people and people from BAME backgrounds).

Impact of Covid-19 on the region continued

Parents, particularly lone parents, may struggle to balance work and childcare, as well as people juggling work with caring for elderly or disabled relatives. As a result, the crisis risks widening existing inequalities, and experience from the last recession showed that it took longer for those with lower skills to restart employment.

For individuals who have lost their job or are at risk of losing their job, or business owners facing the prospect of losing their business, the consequences are enormous. People are worried about how they will pay their bills, feed their families and keep debt collectors at bay. Linked to this, the number of people suffering from stress and anxiety, as well as more complicated mental health issues, has risen during the pandemic. Our support programmes must therefore be easy to find and provide the right advice to businesses and individuals when they need it.

The impact on sectors varies significantly

While almost all sectors have experienced a drop in economic output, some are clearly more negatively impacted than others, with the largest falls seen in accommodation and food services.

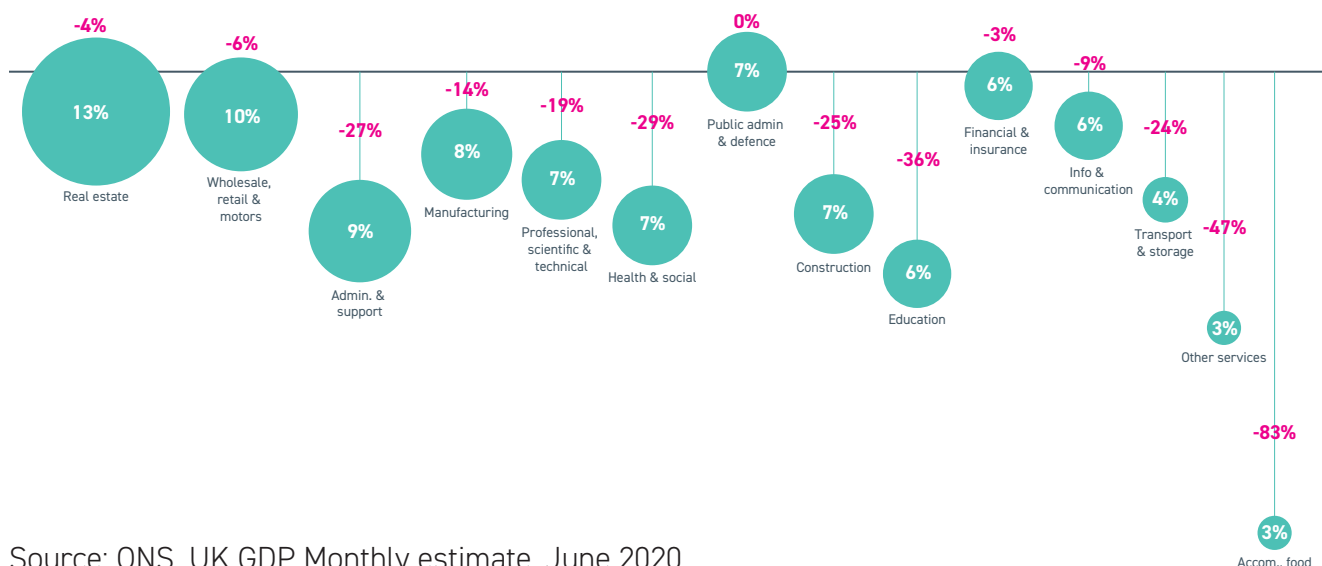
Wider intelligence from our sector groups highlighted particular vulnerabilities and risk of redundancies in: retail; civil aviation and its supply chain; tourism, accommodation and food; and creative sectors, as well as the voluntary, community and social enterprise sector.

Accelerated digitisation

Across all sectors, businesses are adapting accelerating digitisation across society. At the height of lockdown, almost half of employees did some of their work from home, and changes to working practices are likely to persist. Similarly, online retail jumped from 19% of sales in February to 33% in May, although it has since fallen back slightly. These accelerated trends highlight the importance of action which improves:

- digital infrastructure
- digital skills and inclusion
- digital transformation for businesses

Figure 2: Proportion of regional GVA (bubble size, 2018) and national change in activity from February to June 2020 (red figures)



Source: ONS, UK GDP Monthly estimate, June 2020.

Mobility has decreased

Mobility in the region fell sharply at the start of the pandemic, and remains below pre-Covid levels as travel and working patterns have changed – potentially forever. These behaviour changes pose significant challenges for our towns and city centres, which may require a more fundamental re-imagining to create vibrant, liveable spaces for the future, to avoid a spiral of decline.

Whilst walking and cycling increased during lockdown, public transport use has been lower, around 30% of pre-Covid levels for rail, and 40% for bus, nationally. Maintaining these increases in walking and cycling could be crucial to enable people to return to work safely and tackle transport emissions.

Positive environmental effects may be lost

The pandemic has had a radical and rapid impact on carbon emissions and the environment. UK emissions fell by 31% during the peak of lockdown, particularly due to reductions in transport. There was a significant reduction in air pollution. However, as the Committee on Climate Change points out, lockdown is not a blueprint for reducing emissions, and “...it is unlikely that the pandemic will fundamentally alter the trajectory for emissions”. As lockdown has eased, environmental impacts have returned, highlighting the need for a more sustained transition. Finally, recovery from previous recessions has embedded carbon-intensive investment, which must be avoided this time.

Strategic ambition

Our recovery plan continues to build on vision set out in our **Local Industrial Strategy**:

“Drawing on the unique strengths of the region to drive clean and inclusive growth.”

Our overarching ambition for this recovery plan is to:

“Build back better by capitalising on our ingenuity, creativity and diversity to create good jobs and a high quality of life for all our residents whilst achieving sustained emission reductions. As we build back our places, we will strive to create greener, healthier, more vibrant communities to live and work, to ensure the region continues to attract visitors, talent and investment from around the world.”

What will success look like?

The recovery plan is expected to deliver actions over distinct phases, aligned with the progression of the disease, therefore our objectives will differ for each phase as illustrated below:

1. Crisis response – Initial crisis and lock down	<ul style="list-style-type: none"> • Maintain public safety • Ensure key public services function safely (eg transport) • Ensure long term viability of non-essential services through mothballing • Minimise economic damage to businesses and individuals through effective signposting and support services
2. Short term – Emerging from lock down	<ul style="list-style-type: none"> • Minimise rising unemployment resulting from the end of the furlough scheme • Support individuals and sectors not yet able to return • Keep people moving through safe sustainable transport • Plan for the delivery of socially distant services • Develop plans to renew hardest hit places
3. Medium term – adapting to a socially distant economy	<ul style="list-style-type: none"> • Increase business resilience and help organisations adapt to social distancing and new market conditions • Support individuals (including the most disadvantaged) to prepare for new and existing job opportunities as well as stimulating job creation • Retain high value skills and sectors, building on our creative innovation assets and ensuring region is well placed to respond to emerging opportunities • Embed positive behaviour changes to reduce carbon emissions and identify actions to support sustained reductions • Safeguard cultural and creative assets, ensuring the region maintains its character and identity
4. Long term – a vaccine or effective treatment becomes available/risk significantly reduced	<ul style="list-style-type: none"> • Return economic performance to growth • Create good jobs that are accessible to all (including the most disadvantaged) to reduce poverty and inequality • Create high skilled jobs which ensures that the region remains at the cutting edge of technology • Achieve sustained emission reductions to ensure the region achieves carbon neutrality by 2030

However, we recognise that our journey through recovery may not be linear, if the number of cases begin to rise or local lockdowns are required, we will adapt our approach, increasing emphasis on those activities that respond best to local and national circumstances.

Key principles for recovery

The task force agreed the following principles for recovery, which form the five pillars of our plan.

				
Rebuilding business to help new and existing businesses survive and thrive in order to safeguard existing and create new jobs	Getting residents back into jobs which pay above the Real Living Wage and offer security of employment through targeted training and brokerage to available opportunities	Strengthening inclusion to prevent further widening of inequalities and build an inclusive economy where everyone has the opportunity to achieve their potential, reducing inequality gaps	Supporting a Green recovery using changes in behaviour brought about by the pandemic to accelerate our transition to net zero carbon	Renewing places to re-think our approach to 'place', creating greener, healthier, more vibrant places to live and work and so continuing to attract people from across the world
CLEAN AND INCLUSIVE				

The following pages set out details of our initial strategic actions under each pillar. However, there is still much to be done in considering our long-term response. Whilst the pandemic has caused massive changes in behaviour and accelerated trends such as home working and digitisation, the extent to which these changes

will be permanent is not yet clear. Therefore the taskforce will continue to work through some of the more complex and challenging long term issues and further strategic action may be brought forward in due course.



Actions: rebuilding businesses

What is our ambition?

To help new and existing businesses to survive and thrive in order to safeguard existing, and create new jobs.

What are the key issues, challenges and opportunities?

Issues and Challenges	Opportunities
<ul style="list-style-type: none"> • Businesses contracting/ceasing trading • Stimulus packages have helped, but drawing to a close • Need to help businesses pivot to the new normal in order to survive and protect jobs • Concerns about a second spike/local lockdowns • R&D spending threatened in some cases • Variable impact on sectors including regional USPs such as aerospace • Accelerated digital transformation • Availability of cash reserves and capital for growth 	<ul style="list-style-type: none"> • Innovation stimulated by necessity and/or opportunity • Disruption caused by pandemic is providing opportunities for some, stimulating enterprise and innovation • Digital transformation key to survival of many businesses • Inward investment has remained buoyant • Establishment of a Freeport

What is already being done to 'Rebuild Businesses'

The West of England Combined Authority (WECA) is leading a targeted business support programme to help kick-start the regional economy. Our focus is on rebuilding a strong economy, to enable long-term recovery for the West of England. The aim is to help businesses build their financial resilience, innovate and adopt best practice, and boost their productivity – helping them to safeguard and ultimately create jobs.

Since the start of the crisis, we have substantially enhanced the offer available through the region's **Growth Hub**, (which is open to all types of business). We have boosted our team of Enterprise Executives who provide direct advice and support to businesses as well as referring them to a range of new measures including:

- **Trading Better Online**
- **Financial Resilience**
- **Intellectual Property Support**
- **Mentoring for Growth**

From March to mid-August there were over 46,000 visits to the Growth Hub website and the over the same period the WECA Enterprise Team had 2623 interactions supporting 649 businesses. Equally, partners in the region, such as Business West have also enhanced their offer, providing services such as '**Trading through Coronavirus**' providing support to businesses to access critical information, including guidance on People and Employment Law, Business Continuity and Coping with Financial Impacts.

As well as providing generic business support that responds to the needs of businesses, we have also taken action to support innovation, including:

- Launching a new **Business Innovation Fund**
- Re-framing and Relaunching the **Digital Engineering, Technology and Innovation (DETI)** programme
- **Bristol+Bath Creative**
- The **Creative Scale-Up** programme

These initiatives, as well as others in the pipeline, bring together leading companies, technology disruptors and universities to push the boundaries, collaborate and tackle global challenges. As highlighted in the **Government's R&D roadmap**, Research and Development will be critical to economic and social recovery from the impacts of COVID-19, enabling us to build a greener, healthier and more resilient UK. Against this backdrop, we will continue to **lead a regional innovation response**, making the case for significant new investment which allows a step change in our Research and Innovation infrastructure.

And, given that inward investment enquiries have remained buoyant throughout the crisis, we have commissioned an **International Market Prioritisation Study** to better understand the inward investment market post pandemic and provide an evidence-based position on new market and sector growth potential. This will be used to inform our approach to inward investment through the recovery period.

What are we going to do next to rebuild businesses








In the short term and using existing capacity we will:

- Continue to build and deliver targeted support and account management for the region's key strategic sectors eg creative Industries, aerospace and advanced engineering, where impact will have significant knock-on effects across the region's economy
- Commission a review of need, opportunities and possible approaches to increasing **access to relevant capital for growing firms**
- **Reboot the Smart Alliance** to accelerate digital as set out in the Local Industrial Strategy, with a sharpened focus on resilience and recovery. This includes a forum for public/private collaboration to progress new cross-regional technology capacity, digital infrastructure and capabilities. A key tool for the alliance could be the development of **Digital roadmaps**, focusing on addressing key digital challenges, such as connectivity (urban and rural), inclusion and digitisation within businesses
- Pilot new approaches to **improving business leadership**, focusing on resilience and adaption, including diversity, capacity and competence of boards, using our productivity challenge programme
- Extend the region's **Productivity through People Programme** to drive SME innovation and sustainable growth
- Through the Growth Hub, develop a Universal Business Support offer to ensure the range of business recovery resources are targeted at those sectors and communities with greatest need
- Lead a regional innovation response to develop a package of innovation interventions

Alongside this, we will co-design and work with partners to put in place three strategic programmes to rebuild businesses:

Actions: rebuilding businesses continued

Strategic programmes

FURTHER ENHANCE OUR BUSINESS SUPPORT OFFER TO HELP BUSINESSES ADAPT, SURVIVE AND FIND SUSTAINABLE PATHWAYS TO RECOVERY AND GROWTH	
<p>Further expand the support available through the Growth Hub to include:</p> <ul style="list-style-type: none"> • Small grants and tailored business support for adaption and resilience (with specific support for the tourism, hospitality and cultural/creative sector including freelancers) • 'Peer to peer' networking across multiple sectors to facilitate sharing of best practice and knowledge • Further support around digital transformation and digital innovation • Skills development support through the SME Skills Brokerage Service (insert cross reference) • Decarbonisation advice and sign-posting 	 
IMPLEMENT A TARGETED APPROACH TO INWARD INVESTMENT, EXPORT AND TRADE TO UNLOCK NEW GROWTH AND JOB OPPORTUNITIES	
<ul style="list-style-type: none"> • Use additional funding from the Department for International Trade for inward investment, export and trade activity. Using evidence from the International Market Prioritisation Study, build a programme of activity to target and land new inward investment opportunities, bringing new jobs to the region • Through WECA's Productivity Challenge programme, pilot new approaches to increasing export activity, particularly for SMEs currently disengaged and in areas of identified opportunity 	 
DRIVE JOB CREATION THROUGH SIGNIFICANT INVESTMENT IN NEW REGIONAL INNOVATION PROJECTS, TO CREATIVELY ADDRESS GLOBAL CHALLENGES SUCH AS THE CLIMATE EMERGENCY, HEALTH AND EQUALITY OF OPPORTUNITY	 
<p>Secure additional support to accelerate and build upon funding-ready R&D infrastructure projects, to help deliver solutions to real-world challenges, driving resilience, recovery and renewal. Funding-ready projects include:</p> <ul style="list-style-type: none"> • The ground-breaking Digital Engineering and Technology (DETI) programme, which includes major new digital skills investments • The Umbrella scheme, creating an Open Industrial Internet of Things (IIoT) research and development testbed by joining key research and economic growth locations – a key enabler of DETI • Our emerging major skills and innovation centre – iSTART • Temple Quarter Enterprise Campus, delivery of which is a key component of the regeneration of this area of Bristol • Expansion of the Junction 21 Enterprise Area including The Foodworks SW and new Food Enterprise Zone • Exploring development of a regional Modern Methods of Construction Centre • Developing additional laboratory space to support growth and development of science based start-ups and high growth businesses, including through Unit DY and Future Space <p>Drive forward existing and new collaborative interventions for funding to help the region's key sectors adapt and thrive. The sectors identified in the Local Industrial Strategy as the region's strength factors continue to provide competitive advantage where the West of England can lead the world in key industries, technologies and ideas. Examples of advanced current and pipeline collaborations include:</p> <ul style="list-style-type: none"> • Future of Flight – a R&D projects to support innovation in the future of flight (including low carbon) • 5G Create (Logistics) – showing how 5G capabilities and capacity can help deliver and enhance the potential Freeport concept as well as improve logistics management to improve air quality • Made Smarter – focusing on the digitisation of the manufacturing supply chain • My World – creating a globally unique proposition for screen-based media 	 



Actions: Get residents back into jobs

What is our ambition?

Getting residents back into jobs which pay above the Real Living Wage and offer security of employment, through targeted training and brokerage to available opportunities.

What are the key issues, challenge and opportunities?

Issues and Challenges	Opportunities
<ul style="list-style-type: none"> • Rising unemployment and redundancies • Younger and older workers, as well as those already at a disadvantage, hardest hit • Risk of widening inequalities • Loss/reduction in informal and formal childcare and challenges for carers more widely • Loss of apprenticeship opportunities • Rapid increase in need for digital skills at all levels • Complex employment and skills support landscape, creating confusion 	<ul style="list-style-type: none"> • Demand for skills and vacancies in some parts of the economy (digital, green, construction, health and social care) • Rapid innovation in skills provision (online/blended models) • Upskills the workforce to respond to future of work challenges such as digitisation, automation and AI and wider STEAM (Science, Technology, Engineering, Arts and Maths) skills

What is already being done to get residents back into jobs?

The West of England has one of the most highly skilled workforces in the country. Skills and training are at the core of our economic recovery. Whether that's helping residents keep their jobs, find new opportunities or join the workforce for the first time. WECA developed the region's employment and skills plan and is bringing partners together to ensure that residents can get the skills and training they need for our region's businesses. Devolution means that WECA can use the region's Adult Education Budget to ensure that adult skills provision meets the needs of our learners and our businesses. We have already taken a number of actions to help residents get back to work as part of our crisis response. This has included:

- Ensuring the continued delivery of the Adult Education Budget to help adults over the age of 19 to develop the skills and qualifications they need for life, work, apprenticeships and further

learning, with a particular focus on the most disadvantaged

- Expanding **Future Bright** to reach people affected by the pandemic, which offers FREE career coaching, training and support to help people develop the skills and confidence they need to take their next step
- Re-framed and launched the £8m **Workforce for the Future** project to engage SMEs with skills/training brokerage and skills planning – focusing on sectors, groups or places where the Covid-19 impact has been higher
- Adapting and expanding the **West of England Careers Hub** to help young people plan their careers
- Supporting the development of **iSTART**, an innovative digital skills programme aiming to support people from diverse social and educational backgrounds to gain new skills leading to high quality jobs in the creative and digital sectors

Actions:

Get residents back into jobs continued

We are also working closely with Government and partners in the region to maximise the regional impact of national initiatives such as the '**Plan for Jobs**' and lead a co-ordinated regional response to '**Kickstart**' and '**Sector Based Work Academies**' to ensure complementary with our regional initiatives.

Most significantly, we have set up Redundancy Response Initiative to deliver targeted support to businesses at risk of, or making, redundancies.

Redundancy response and talent retention platform

The Redundancy Response Initiative has been formed to deliver targeted support initiatives to businesses at risk of, or making, redundancies. The group is coordinated by the West of England Combined Authority and includes the local councils, Department of Work and Pensions (DWP), National Careers Service (Adviza), Serco, Western Training Provider Network (WTPN), South West Trade Union Councils (SWTUC), Federation for Small Businesses (FSB) and Business West.

Through the **West of England Growth Hub** businesses of all types can access free information and guidance on managing workforce pressures to avoid or minimise redundancies. Advice is also provided to support employees through the redundancy process and help people to secure alternative employment or training. Businesses of any size in the West of England can access the support that includes workforce planning, HR advice and guidance, employability support, training and skills development and coaching.

We are also developing a Talent Retention Platform for the region, to help redeploy people into alternative employment and training and enabling businesses to source talent.

Adult Education Budget







WECA has devolved responsibility for the **Adult Education Budget (AEB)**, amounting to £15m per annum to help adults over the age of 19 to develop the skills and qualifications needed for life, work, apprenticeships and further learning. AEB will continue to provide the underpinning foundational skills needed by residents to access regional opportunities, particularly considering increased need, as unemployment rates rise. With our support, AEB providers have already undertaken extraordinary work to ensure that delivery was able to continue as fully as possible during the lockdown and are now working on plans to enable a full return to learning in September. We have also begun to secure some additional resource from Government – funding for high value qualifications and **Sector Based Work Academies** – and will deploy this accordingly as part of the overall recovery effort.



What are we going to do next to get residents back into jobs?

We will co-design and work with partners to put in place three strategic programmes detailed below:

Strategic programmes

<p>REDUNDANCY RESPONSE</p> <ul style="list-style-type: none"> • We will further enhance the Redundancy Response initiative which provides support to businesses experiencing large-scale redundancies, by developing a B2B Talent Retention Platform to help re-deploy workers to employers which have vacancies • In the medium term this will develop into a regional Employment and Skills Opportunities Portal providing: <ul style="list-style-type: none"> – A 'one front door' approach to skills development with diagnostic and signposting support. – An SME skills brokerage service to help SMEs retain and upskill their workforce (funded through WECA's Workforce for the Future Project) 	 
<p>RAMP UP RE-TRAINING LINKED WITH NEW PACKAGES DEVELOPED AND DEPLOYED IN PARTNERSHIP WITH RECRUITING EMPLOYERS AND ALIGNED WITH GROWTH AREAS (INCLUDING LOW CARBON AND DIGITAL)</p> <ul style="list-style-type: none"> • With our partners in the region (including further and higher education and the voluntary, community and social enterprise sector), we will develop a comprehensive and accessible package of training and re-training opportunities aligned with real job opportunities from employers as well as future growth areas including: <ul style="list-style-type: none"> – Digital skills (basic through to higher level) – Green skills – Construction skills – Logistics – Health and social care (including voluntary, community and social enterprise) <p>These programmes will be co-developed with employers where there is a clearly identified sectoral need, in order to develop training programmes that align with industry need and opportunities available. This will be closely aligned with the government's 'sector based work academies' as well as our all age access hub and inward investment activity to ensure training is linked to real job opportunities.</p>	   
<p>ADDRESS YOUTH UNEMPLOYMENT THROUGH DEVELOPMENT OF A REGIONAL APPRENTICESHIP SUPPORT SERVICE AND EXPANSION OF SECTOR-BASED APPROACHES TO NURTURE YOUNG TALENT FROM UNDER-REPRESENTED GROUPS</p> <ul style="list-style-type: none"> • Use Workforce for the Future to <ul style="list-style-type: none"> – Develop a bespoke Regional Apprenticeship Support service to maximise take-up and completion of apprentices including an apprenticeship communication strategy – Expand Sector Based Approaches (eg Creative Workforce for the Future) to nurture young talent from under-represented groups • In the medium term, we will pilot Regional pooling of unspent levy funds to widen participation in apprenticeships amongst disadvantaged groups and specific cohorts • Delivery of Reboot West, a programme to support young people leaving care into work and training 	

Actions: **Strengthening inclusion**

What is our ambition?

Whilst our short term ambition must be to prevent further widening of inequalities, in the longer term our ambition is to build an inclusive economy where everyone has the opportunity to achieve their potential and pre-existing inequality gaps are reduced.

What are the key issues, challenge and opportunities?

Issues and Challenges	Opportunities
<ul style="list-style-type: none"> Disadvantaged communities hardest hit –exacerbating pre-existing inequalities Pre-existing unemployed no further away from the labour market Loss/reduction in all types of childcare and challenges for all carers Increased digital exclusion (including rural communities) Voluntary, community and social enterprise sector threatened by loss of income streams as well as increased demand Information about support packages not reaching all communities Increasing mental health problems in and out of work Increase in number of young people that are not in education, employment or training (NEET) 	<ul style="list-style-type: none"> Growth in volunteering stimulated by the pandemic To use voluntary, community and social enterprise sector to deliver support to targeted communities, building on their expertise Higher levels of entrepreneurship amongst Black, Asian and minority ethnic groups (BAME) and migrant communities¹, provides opportunity for inclusive recovery. Women, younger people and BAME groups are motivated by 'creating meaning' as well as making money when starting a business², providing an opportunity for a growth in social enterprise. Participatory cultural activities

What is already being done to strengthen inclusion?

Inclusive growth is at the heart of the West of England's strategic ambition, forming a key pillar of the Local Industrial Strategy and associated Employment and Skills Plan. As such, pre-pandemic, there were a number of projects underway aiming to address the challenges faced by excluded groups. These included:

- **Future Bright** (all)
- Mentoring for Growth (all)
- Women into Digital Jobs, Education and Training (WIDJET) (women)

- Thrive West (disabled people/mental health)
- Get well, get on (disabled people/mental health)
- Apprentice Hub West (young people)
- Realising Talent (young people)
- Stepping Up (BAME/Disabled people/Women/LGBT)
- West of England works (BAME/young people/disabled people/ex-offenders/carers)
- Achieving Aspirations (Young people/care leavers)

1 <https://www2.aston.ac.uk/news/releases/2018/july/immigrants-twice-as-entrepreneurial-as-white-britons>

2 <https://www2.aston.ac.uk/news/releases/2018/july/immigrants-twice-as-entrepreneurial-as-white-britons>

Where appropriate, these projects have been re-orientated to respond to the changing circumstances due to Covid-19.

Expanded Future Bright

Future Bright offers free career coaching, training and support to help people develop the skills and confidence they need to take their next step. Future Bright provides dedicated careers coaches who provide support by creating a personalised action plan.

The eligibility criteria for the Bright initiative has been expanded allowing dedicated 1:1 coaching support for people who have been impacted by Covid-19:

- Been made redundant or laid-off
- Are at risk of redundancy
- Have had their hours significantly reduced, and therefore have a reduced income
- Are self-employed and whose income or ability to earn has been severely impacted
- Are furloughed employees, if their reduced income means they are eligible for Universal Credit

The West of England Combined Authority provided **£3.6m** so that the scheme can continue for an additional 3 years from January 2021. Sign-ups under the Covid-19 criteria are over 30% of the current referrals into the Future Bright. The Future Bright offer forms part of the rapid redundancy response for business and can be contacted via the teams embedded in our councils.



What are we going to do next to strengthen inclusion?

As a cross-cutting theme and a priority for the region, many of the proposals highlighted in this recovery plan contribute to the objective of strengthening inclusion, particularly those highlighted under 'Getting residents back to work', which are open to all, but will target groups and communities hardest hit by the pandemic. Equally, we have considered how initiatives to support a green recovery also contribute to inclusive growth – for example, our plans to decarbonise our transport infrastructure include action to help us become a leader in accessible public transport by putting in place the mechanisms to better understand the needs of the least able.

The actions highlighted in this chapter represent specific initiatives which have a particular focus on strengthening inclusion. In the short-term and using existing capacity we will:

- **Maximise delivery of the Realising Talent pre-NEETs project**, to ensure provision is closely co-ordinated with Government investment to ensure young people at risk are identified early and supported into further learning, training or work
- Flex our Adult Education Budget to **increase access to and take-up of basic digital skills** by the most vulnerable and disadvantaged groups
- Use our convening powers to set up a **Regional Childcare Response Group** to monitor the childcare situation across the area, identifying gaps as they emerge and work to develop solutions
- Use our convening powers to **co-design and implement an inclusive communication model** to raise awareness of national, regional and local support initiatives and public information to improve the flow of accurate and timely information to all members of our community.

Actions:




Strengthening inclusion continued

This could help to:

- Manage the health risks associated with the pandemic by ensuring everybody is aware of the latest advice and guidance
- Improve take-up of national and regional support initiatives, ensuring everybody is able to benefit from schemes which they are eligible for
- Improve confidence in local services and amenities by communicating how services have been made Covid-19 secure.

Alongside this, we will co-design and work with partners to put in place three strategic programmes which are specifically targeted to 'Strengthen Inclusion':

Strategic programmes

<p>Strengthen engagement to help under-represented groups access skills, enterprise and business support through a network of community champions. New programmes will be introduced to ensure skills and enterprise support is targeted at priority neighbourhoods/groups across the region's diverse urban and rural communities which face a plethora of socio-economic barriers to accessing support. This will identify a network of champions to work with the Growth Hub in an action-based learning method, which continually informs the delivery of existing and new interventions.</p>	
<p>Fast-track the development of the community grant scheme set out in the region's Employment and Skills Plan, to find new innovative methods to help disadvantaged communities and groups access employment and skills support, building capacity for recovery and resilience. This could include participatory cultural activities, which could be delivered by creative freelancers.</p>	
<p>Creating opportunities for 'Better Employment': Creating good, accessible jobs which are paid at least the Real Living Wage, through a mixture of linked supply and demand side measures. These will build on existing initiatives such as Workforce for the Future and include the development of a 'Good Employer Standard' supported by a network of anchor institutions across the region leading the way.</p>	



Actions: Supporting a green recovery

What is our ambition?

To use the changes in behaviour brought about by the pandemic to accelerate our transition to net zero carbon.

What are the key issues, challenge and opportunities?

Issues and Challenges	Opportunities
<ul style="list-style-type: none"> • Energy use reduced during lockdown due to reductions in travel and activity, but shifted to the home, highlighting importance of home energy efficiency • The region has high numbers of low efficiency housing • Risk that benefits will re-bound as the economy re-starts • Risk of long-term damage to public transport due to low public confidence and Government advice 	<ul style="list-style-type: none"> • Levels of cycling and walking have increased, car trips have reduced as more people have worked at home and air quality has improved. But the number of car trips are bouncing back as lock down restrictions are eased • Lockdown measures reduced electricity demand by at least 15% • A return of nature to our streets, garden and woodlands which has increased public support for a more bio-diverse future • Government is investing up to £40m in a Green Recovery Challenge Fund • Growing 'green economy' and low carbon market growing faster than wider economy • National £3bn market stimulation initiatives including the National Home Retrofit Package • Existing R&D/innovation platforms which stimulate the design and manufacture of low carbon goods and services present in region • Demonstration projects including Future of Flight, Future Transport Zone and Made Smarter

Actions:

Supporting a green recovery continued

What is already being done to support a green recovery?

There is a huge amount of work going on to reduce carbon emissions in our region already. WECA has committed significant investment to innovation, low carbon public transport, walking and cycling, renewable energy generation and supporting businesses to transition to low carbon ways of doing things. This includes:

- Investing £5m in the new **Digital Engineering Technology and Innovation (DETI)** project – this will reduce carbon emissions by developing better products that are lighter, more fuel efficient and have less waste
- £10 million investment in the **Institute for Advanced Automotive Propulsion Systems (IAAPS)** global centre of excellence developing ultra-low and zero emission vehicles
- Our £1.7m **West of England Low Carbon Challenge Fund** – supporting small and medium-sized businesses to improve their energy efficiency through the **Green Business Grant**, and increasing innovative renewable energy generation in the region to deliver community benefits through the **Local Energy** scheme.
- Development of the **West of England Energy Strategy**, which is already taking steps towards the decarbonisation of the energy system. In addition, WECA hosts the **South West Energy Hub** which is helping to identify, develop and implement local renewable energy projects.
- The **Joint Green Infrastructure Strategy** is already taking a significant step towards developing, protecting and enhancing green infrastructure
- The recently adopted West of England Bus Strategy sets out our pre-covid objective of doubling passenger numbers to meet our goal of carbon neutrality

In terms of transport, WECA as the Transport Authority have worked with transport providers to ensure key workers could get to their place of work safely through measures which kept the buses running, communicated travel advice and implemented temporary measures such as temporary cycle lanes and wider pavements.

Alongside our recovery plans we are also developing our climate emergency action plan. These two pieces of work align and are mutually reinforcing. It is about supporting our climate emergency goal alongside securing our economic future following the Covid-19 outbreak. Through the recovery plan and the Climate Emergency Action Plan we can better integrate low-carbon solutions in a way that boosts growth and puts the region on a firm long-term net-zero carbon footing.










What are we going to do next to support a green recovery?

In the short term and using existing capacity we will:

- Use the South West Energy Hub (hosted by WECA) and the Local Energy Scheme, to identify and develop business plans for local renewable energy projects in order to secure investment through a range of Government funding initiatives including the £1bn **public sector and social housing decarbonisation scheme** and future investment as part of plans to 'Get Britain Building' post Covid.
- Maximise the region's share of the **Green Recovery Challenge Fund** by supporting regional charities and agencies to access the funding, as well as exploring the potential to create a mechanism for local businesses to invest in charities that are developing, protecting and enhancing nature in the region.

Alongside this, we will put in place three strategic programmes to support a green recovery:

Strategic programmes

<p>MAXIMISE THE REGION'S SHARE OF NATIONAL GREEN STIMULUS PACKAGES</p> <p>By undertaking preparatory work to better understand the local building retrofit market including an assessment of:</p> <ul style="list-style-type: none"> • the local buildings retrofit market and barriers to growth • the local skills market and development needs to ensure local people have skills to deliver high quality retrofit and the next generation of zero carbon homes]. Delivered through 'Getting Residents back to work' • Best practice interventions to support start-up and growth and supply chain development 	   
<p>EXPAND THE LOW CARBON CHALLENGE FUND AND GREEN BUSINESS GRANTS</p> <p>The European Regional Development Fund (ERDF) funded Low Carbon Challenge Fund and Green Business Grant Scheme already supports SMEs to improve their energy efficiency through the Green Business Grant, and increasing innovative renewable energy generation in the region to deliver community benefits through the Local Energy scheme. In order to support more businesses to grow in a sustainable way, we will seek resources to expand the scheme by £1.895m. By expanding an existing scheme, we can rapidly scale-up support, allowing resources to be deployed quickly.</p>	 
<p>MAKE INVESTMENTS TO DECARBONISE OUR TRANSPORT SYSTEM</p> <ul style="list-style-type: none"> • Build on the temporary measures put in place during lock down by investing a further £10m in longer term cycling and walking solutions to improve air quality, physical and mental health and reduce congestion • Implement our long term £350m investment strategy which includes: <ul style="list-style-type: none"> – Extensions and improvements to the metrobus network, connecting residents to job opportunities, improving connections with the Park and Ride as well as making it easier for people to change from one form of transport to another – Increase rail travel to generate over 1 million new rail journeys and give 80,000 people access to train services – Capturing the changes in travel that coronavirus has brought by investing £411m in walking and cycling routes over the next 16 years, focussing on 30 local high streets as well as improvements along 55 continuous cycle routes – Investigating the costs and benefits of developing a new mass transit system that will revolutionise the way we move around the area, dramatically improving congestion and air quality while reducing our carbon emissions – Developing a Future Transport Zone proposal which uses smart transport and technology to better manage our network as well as improving the user experience. A trial of e-scooters is one of the first projects that will offer a new way to travel around our region benefitting our residents, our environment and our economy. This is being fast tracked following the coronavirus outbreak. <p>Alongside these significant investments in transport, we will take steps to ensure that we become a leader in low carbon accessible transport, by designing a system that works for the least able. To do this we will set up a public transport user panel to guide both operational and strategic planning considerations as well as create a set of accessibility standards which will be assessed by 'quality checkers'³</p>	  

³ <http://qualitycheckers.org.uk/home>



Actions: Renewing places

What is our ambition?

Use the disruption and changes of behaviour brought about by the pandemic to re-think our approach to 'place' – creating greener, healthier, more vibrant places to live and work and so continuing to attract people from across the world.

What are the key issues, challenge and opportunities?

Issues and Challenges	Opportunities
<ul style="list-style-type: none"> • Massive fall in footfall in towns, shopping centres, high streets and city centres – which could trigger a spiral of decline • Tourism and cultural businesses have been hardest hit and some still not able to re-open or reopen sustainably • Threat to cultural ecology and attractiveness of region as place to live and work, if creative and cultural businesses close • Potential reduction in demand for workspace 	<ul style="list-style-type: none"> • A strong history of culture-led place making • Increasing use of outdoor space by hospitality sector • The mix of urban, rural and coastal areas and range of cultural activities which providing an exceptionally diverse cultural ecology • A heightened public interest in green infrastructure • To create jobs through investment in infrastructure and affordable housing • To re-think our approach to place, using urban centres differently • To build a consensual approach to place-making through the Spatial Development Strategy, with our communities

What is already being done to renew places?

The West of England is a vibrant, diverse and creative region, which includes the thriving cities of Bristol and Bath as well as diverse towns, rural and coastal communities. It is our diversity which makes us special and attracts millions of visitors a year. We have a strong commitment to the creation of sustainable thriving places across the region and prior to the pandemic have been working with partners to:

- Support our high streets with a £10m **Love our High Streets Fund** to pilot innovative ways to transform our high streets and town centres
- Work with Arts Council England to develop a **Regional Cultural Strategy** and establish a **Regional Cultural Compact** to oversee its delivery.
- Started work on a new **Spatial Development Strategy** for the region

In response to the **Tourism Sector Deal**, Destination Bristol and Visit Bath, which currently represent around 900 business members and three local authorities, have proposed a new Destination Management Organisation that will represent the region, providing effective B2B services including a regional convention bureau, single membership scheme and pro-active travel trade engagement, while maintaining the individual Visit Bath and Visit Bristol brands providing strong consumer facing brands and digital platforms from which to launch tactical campaigns and host content.

What are we going to do next to renew places?

In the short term and using existing capacity we will:

- **Revisit the draft Cultural Strategy and Cultural Compact** in the autumn to ensure we take every opportunity for culture to thrive and to support the implementation of our recovery plans. The Cultural Strategy and Cultural Compact work is part funded by Arts Council England who are fully supportive of our proposals to move this work forwards.
- **Undertake a review of workspaces/hubs to understand the impact of Covid-19 and propose remedial action** – the review will also identify where there are opportunities to expand so-called 'grow-on' facilities to capture new sectoral growth across the region's diverse urban and rural areas, making the case to government for additional capital funding where the need for public intervention is well evidenced.
- **Providing a single source of Information, Advice and Guidance, that builds on and shares best practice and innovative approaches to support a green reopening.** This will include building on existing best practice to make outdoor spaces safe, attractive and sustainable through Autumn and Winter and promotion of local supply chains, reducing supply chain miles and reversing the current trend for disposables.

- **As part of the Community Grant Scheme, explore opportunities to establish a community recovery programme.** A programme working closely with communities to deliver a series of creative activities to reinvigorate public places, encouraging inclusive participation and engagement as well as building confidence to return. This programme would engage with the freelance community, which has been particularly hit, to deliver.
- **Build a consensual approach to spatial planning, high quality design and place-making** through the Spatial Development Strategy development process. This will involve:













- establishing an open dialogue with the Homebuilders Federation, housebuilders, housing associations, community groups and other stakeholders around a commitment to strategic plan-making and high-quality design and placemaking standards.
- master-planning areas of emerging growth and regeneration with high quality design part of the development principles.

Alongside this, we will co-design and work with partners to put in place three strategic programmes to renew places:

Actions:

Renewing places continued

Strategic programmes

<p>SECURING INVESTMENT IN INFRASTRUCTURE AND AFFORDABLE HOUSING</p> <ul style="list-style-type: none"> Secure investment in infrastructure and affordable housing to maintain momentum in the construction sector and achieve our strategic place-making and decarbonisation objectives, as well as providing jobs for our local workforce. This could include: <ul style="list-style-type: none"> – establishing the delivery pipeline, and working with Homes England and delivery partners to get a funding plan in place, possibly via devolved funding settlement – establishing an increased and accelerated affordable housing programme to address the expected increase in need – potential use Mayoral Development Corporations (MDCs) to deliver sites with complex land ownership and/or infrastructure issues – establishing a skills development pipeline that aligned with the needs of the delivery pipeline. Delivered through 'Getting Residents back to work' – establishing a pipeline that will provide the level of certainty to make off-site manufacturing feasible, coordinated and/or driven by the public sector/Homes England, possibly over wider geography 	   
<p>RE-IMAGINING AND RE-INVIGORATING OUR TOWNS AND CITY CENTRES</p> <ul style="list-style-type: none"> Establish a new and innovative town centre re-structuring programme to revitalise the hardest hit areas, building on the renewed importance of local neighbourhoods and a greater awareness of 'local liveability' or the '15 minute city concept'. i.e. where you have everything you need to live your life within a 15 minute walking or cycling radius of your home, including employment opportunities, local shops and restaurants, leisure and cultural activities, green and even blue infrastructure. Develop a Regional Tourism Zone to rebuild domestic and inbound tourism and further strengthen our position as a destination of choice for inward investment: We will revisit our previous work on regional tourism initiatives to develop a case for further investment into our region, supporting the new destination management organisation to develop a regional tourism zone proposal that would focus on addressing some of the barriers we have identified and building on our previous success with the 5G smart tourism pilot project. 	    
<p>ESTABLISH A CULTURAL, CREATIVE AND DIGITAL DEVELOPMENT FUND</p> <ul style="list-style-type: none"> A new West of England Cultural, Creative & Digital Development Fund would help these thriving sectors of our economy, significantly impacted by Covid-19, to adapt and innovate in response to changed consumer and visitor demand, helping reinvigorate and renew places (including struggling city and town centres). Funding could support a number of capital projects across the area. 	  

Delivery and next steps

Collective action

There will be collective responsibility for delivering and resourcing actions identified in this plan. The scale of challenge means that we will need to work collaboratively in partnership with both regional partners as well as across Government departments to maximise our impact. This means working with partners from across the public, private education and voluntary sectors to co-design and co-deliver the interventions highlighted here as well as complementary actions being taken forward by others.

Using the resources we have

Since the start of the crisis, partners across the region have adapted and refocused existing initiatives to:

- ensure projects continue to deliver support to individuals and businesses in a COVID secure way
- ensure activity delivers against our recovery objectives and meets the new needs of end users

Full details of our existing activity can be found here: **Business Support, Employment and Skills, Transport**

As part of our existing £350m investment programme to drive economic growth across a range of business, skills and infrastructure projects, in June the WECA committee agreed £5m to help kick-start the early work of the taskforce and short term priorities identified in this plan.

Securing additional investment

Alongside other Combined Authorities, we are making the case to Government for long-term, devolved funding to allow us to achieve our ambitions and deliver sustained growth for UK Plc.

Our priorities submitted to Government for the 2020 Comprehensive Spending Review Submission reiterate this position, highlighting the need for long-term, flexible, devolved funding to deliver on both our long-term regional ambitions and our immediate recovery plans.

As well as securing direct investment from Government into the Combined Authority, we recognise the value to the region of partnership bids. We already work closely with partners in the public, private, education and voluntary sectors to secure external investment for projects that align with our regional ambitions and this will continue.

What next?

However, there is much still to be done in considering our long term response. Whilst the pandemic has caused massive changes in behaviour and accelerated trends such as home working and digitisation, the extent to which these changes will be permanent is not yet clear. Therefore the taskforce will continue to work through some of the more complex and challenging long term issues and further strategic action may be brought forward in due course or taken forward through other strategic plans.

What will be the impact?

What will we achieve?

Delivering the proposals in this plan will give the region a strong foundation for recovery. Our current plans will deliver the outcomes below by 2025, and we will continue to drive up the impact of our action as we develop the proposals. WECA is investing over £500m up to 2025 to support the region's recovery and economic development, in line with this plan and the local industrial strategy.

	<p>Rebuilding business</p> <p>Over 11,200 businesses supported to adapt their operations, boost staff skills, and innovate £90m planned investment in innovation facilities and research and development projects, and a pipeline of new projects of £300m+</p>
	<p>Getting residents back into jobs</p> <p>1,800+ jobs created, plus 750 construction jobs a year across our investments 22,000+ training and skills placements each year</p>
	<p>Strengthening inclusion</p> <p>Support residents to access good, secure jobs Deliver careers advice to 95 schools and colleges 10,000 people take online mental health at work course Widen community access to business and skills support</p>
	<p>Supporting a green recovery</p> <p>Support retrofit of homes 1m new rail journeys, and walking and cycling transformed in 30 high streets 60 new low carbon business grants</p>
	<p>Renewing places</p> <p>£320m+ invested in the region's transport and housing by 2023 Spatial Development Strategy established through consensual approach Publish Cultural Strategy & establish Cultural Compact Strategies in place for the town and city centres most vulnerable to changing movement and shopping patterns</p>

Appendix 1:

How the plan has been developed

The West of England Recovery Taskforce

Led by Regional Mayor, Tim Bowles, the Recovery Taskforce is a partnership between the West of England Combined Authority, the Local Enterprise Partnership, business, universities and the region's councils. Membership details can be found [here](#):

The role of the task force is to:

- Putting together a recovery plan, which will include 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.
- Looking at the impact of the government's economic measures on businesses and communities, identifying where additional support is needed.
- Feeding back 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.
- Making 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.

The task force met monthly from May to October.

Gathering evidence and intelligence

The Recovery Plan has been informed by a robust economic intelligence gathering which has included monitoring of key economic indicators as well as qualitative information from our Growth Hub business engagements, nine sector groups, as well as the Regional Business Insight Panel and Skills Advisory Board. A regular economic briefing is available on our [website](#).

Consultation with wider stakeholders

In addition, representatives from a range of community groups and organisations working to support disadvantaged groups and communities were consulted through a series of telephone interviews and a workshop to discuss the draft strategy.

We will further engage with our stakeholders and members of the public on the next stages of our regional recovery.

**ANNEX 2: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE AND JOINT COMMITTEE**

DATE: 9 October 2020

REPORT TITLE: CLIMATE EMERGENCY ACTION PLAN

DIRECTOR: JESSICA LEE, HEAD OF POLICY & STRATEGY

AUTHOR: HELEN EDELSTYN, SENIOR POLICY MANAGER

Purpose

1. 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.
2. This report provides the draft Climate Emergency Action Plan.
3. The plan has been developed with input from representatives from our unitary authority partners, who have given their time, knowledge, expertise and skills to inform its content through a series of workshops. We will continue this co-production approach as we implement the actions in this plan.
4. We have also worked closely with our businesses to understand their needs and how WECA can help foster green innovation and invest in the skills needed to make sure our region takes advantage of the economic benefits of clean growth.
5. Delivering our regional goal will be complex and will require action by national government, combined authorities, unitary authorities, individuals, business and international government. WECA does not have the funding or levers to do it all alone. The diagram below sets out the areas WECA is responsible for:



6. The plan is not intended to be fixed, nor can it predict an absolute pathway to carbon neutrality. Over the next few years there will be decisions nationally on the future of our energy production and supply, as well as investment in new green fuels; these decisions by Government will influence our ability to reach our climate emergency goal regionally. By focusing our efforts on the steps, we can take now and over the next five years, to support and enhance local delivery we are putting the West of England on the pathway towards net zero carbon and are not constrained by the big and structural decisions Government needs to take to make our net zero carbon future possible.
7. We are committed to playing our role in influencing and supporting local action through the funding and strategic policy decisions we make. To support this, every committee report requires the author to consider the impact on climate change.

Recommendation

- The WECA Committee and the Joint Committee are asked to approve the draft Climate Emergency Action Plan.

Impact of Covid-19 pandemic

The climate emergency action plan will be a key part of our Covid-19 recovery plan. It is about supporting our climate emergency goal alongside securing our economic future following the covid-19 outbreak. It will be a part of a set of plans for the region, that stem from our Local Industrial Strategy, and take the ambitious action needed to deliver clean and inclusive economic growth.

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 towards the decarbonisation of the transport system and increase cycling and walking and the use of public transport; building on positive behaviour change following the covid-19 lockdown period

- Help business and local people benefit from growth in the green economy; maximising government green recovery investment in the region and supporting our businesses to build back better

Background / Issues for Consideration

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 the Climate Emergency Action Plan.

Co-Production

The plan has been developed with input from representatives from our unitary authority partners, who have given their time, knowledge, expertise and skills to inform its content through a series of workshops. In addition, the action set out within the plan build on and support the actions and commitments made by our unitary authority partners. We will continue this co-production approach as we implement the actions in this plan.

We have also worked closely with our businesses to understand their needs and how WECA can help foster green innovation and invest in the skills needed to make sure our region takes advantage of the economic benefits of clean growth.

Monitoring progress

Each year, we will update and report on progress against actions set out in our 5 challenge areas, in line with WECA's monitoring and evaluation framework. As actions are developed to the business case stage, we will estimate the carbon reductions they will deliver with more precision and will evaluate these estimates during delivery.

We will continue to report to Committee every 6 months on delivery progress [as agreed in July 2019]; the next 6 monthly report will be April 2021 subject to agreement of the Climate Emergency Action Plan.

Consultation

- 7.1 The plan has been developed with input from representatives from our unitary authority partners, who have given their time, knowledge, expertise and skills to inform its content through a series of workshops. We will continue this co-production approach as we implement the actions in this plan.
- 7.2 We have also worked closely with our businesses to understand their needs and how WECA can help foster green innovation and invest in the skills needed to make sure our region takes advantage of the economic benefits of clean growth.

Public Sector Equality Duties

- 8 An Equalities Impact Assessment [EqIA] has been conducted and concluded that there are a wide range of opportunities in respect of the actions detailed within the Plan which have the potential to positively impact on all, regardless of Protected Characteristic or socio-economic status.

Finance Implications, including economic impact assessment where appropriate:

- 9 There are no direct financial implications arising from this report. We are committed to embedding our zero-carbon goal within our business plan, policy and programmes with each individual project assessing its environmental impact as part of the initial assessment criteria.

The overall WECA Investment Programme will be kept under regular review with further consideration to any specific projects required to help the region move towards zero-carbon.

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

Legal Implications:

- 10 The legislation and guidance being issued as a result of Covid-19 and climate emergency will need to be kept under review as the actions outlined are implemented. This will ensure that WECA is complying with its statutory obligations.

The combined and unprecedented impact of Covid-19 on the local economy, both on businesses and the workforce, will exacerbate inequalities, with some groups disproportionately impacted for the short, medium and long term. The need for robust equalities impact assessments at the appropriate time is therefore critical.

Advice given by: Shahzia Daya, Director of Legal

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.

This action plan sets out the actions WECA will take, within our powers, to support the rapid delivery of this climate emergency goal for the West of England.

Land/property Implications

- 12 There are no direct land/property implications arising from this report, however we are committed to embedding our zero-carbon goal within our business plan, policy, programmes and projects.

Human Resources Implications:

- 13 There are no direct human resource implications arising from this report, however we are committed to embedding our zero-carbon goal within our business plan, policy, programmes and projects.

Appendix:

Climate Emergency Action Plan

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 on 07436 600313; or by email:

democratic.services@westofengland-ca.gov.uk

This page is intentionally left blank

West of England Climate Emergency Action Plan

September 2020

Foreword

Tim Bowles, Mayor of the West of England

The West of England has set an ambitious goal to achieve our part in tackling climate change and take meaningful steps towards a low carbon economy which enhances regional action.

As we recover from the Covid-19 pandemic, protecting and securing jobs, helping businesses rebuild and making sure our workforce has the skills and qualifications for the jobs of the future is going to be of profound importance to our region. That is why I was determined that both our economic recovery and renewal plans and our Climate Emergency Action plan should be properly integrated, rather than standing apart.

We have a track record of delivering on our pledges to reduce emissions. In the West of England, carbon emissions have reduced 35% since 2005, through local renewable energy generation, insulating homes and reductions in coal generation. The region emits 14% less carbon per person than the national average. Now we can work together to take this further.

We are investing in our railways and buses, creating safe routes to cycle and walk and using new technologies like our e-scooter trial, all so that we all have practical low-carbon alternatives to get around our region. In all, £123m of the £133m allocated to transport by the Combined Authority so far has been on sustainable modes of transport, demonstrating our clear intention to act. We are supporting renewable energy generation and helping our businesses to transition to low carbon ways of doing things, so that we can all play our part, through small and large steps alike. And at the Combined Authority, the impact on our commitments to tackle climate change is now explicitly considered as part of every decision we make.

But it is not just where we live that we are playing our part in reducing emissions. Thanks to work that is being pioneered in the West of England, and in many cases being supported by the Combined Authority, our region is having a global impact on cutting carbon emissions. From supporting low carbon innovation in the aerospace, automotive and energy sectors, to our world class creative industries telling stories of the natural world that inspire others to act.

Our target of reaching net-zero by 2030 is ambitious. This is an ambitious plan. It sets out the scale of the challenge and the action that we need to take, working with the Government, our councils, businesses and residents, in order to meet it.

Climate emergency goal for the future of our region

The West of England has set an ambitious goal
for tackling climate change

‘In 2030, the West of England is net zero carbon’

This goal is shared by our unitary authority partners and is a key part of our covid-19 recovery plans. This integrated approach provides us with an opportunity to reboot our economy in a way that also benefits the environment.

WECA is committed to playing our role in influencing and supporting local action through the funding and strategic policy decisions we make, but we do not have the powers or funding to deliver this goal on our own. We will need to work in partnership nationally, regionally and locally to accelerate our journey towards a net zero carbon future.

This action plan sets out the actions WECA will take, within our powers, to support the rapid delivery of this climate emergency goal for the West of England.

The action plan at a glance



Low carbon transport system

Work to decarbonise the transport system and increase cycling and walking and the use of public transport; building on positive behaviour change following the covid-19 pandemic lockdown period

Low carbon business

Help business and local people benefit from growth in the green economy; maximising government investment in the region and supporting our businesses to build back better

Renewable energy

Work to decarbonise the energy system and increase local renewable energy

Low carbon buildings and places

Increase the energy performance of buildings and develop low carbon standards in new developments

The green environment

Protect and enhance the environment through a proactive approach to green infrastructure

Impact of climate emergency on the region

Climate change poses a clear and urgent challenge, affecting our future environment and prosperity of our region. The Intergovernmental Panel on Climate Change's [IPCC] recommendations are clear – limiting global warming to 1.5 degrees [rather than 2 degrees] between now and 2052 will significantly reduce the effects of global warming.

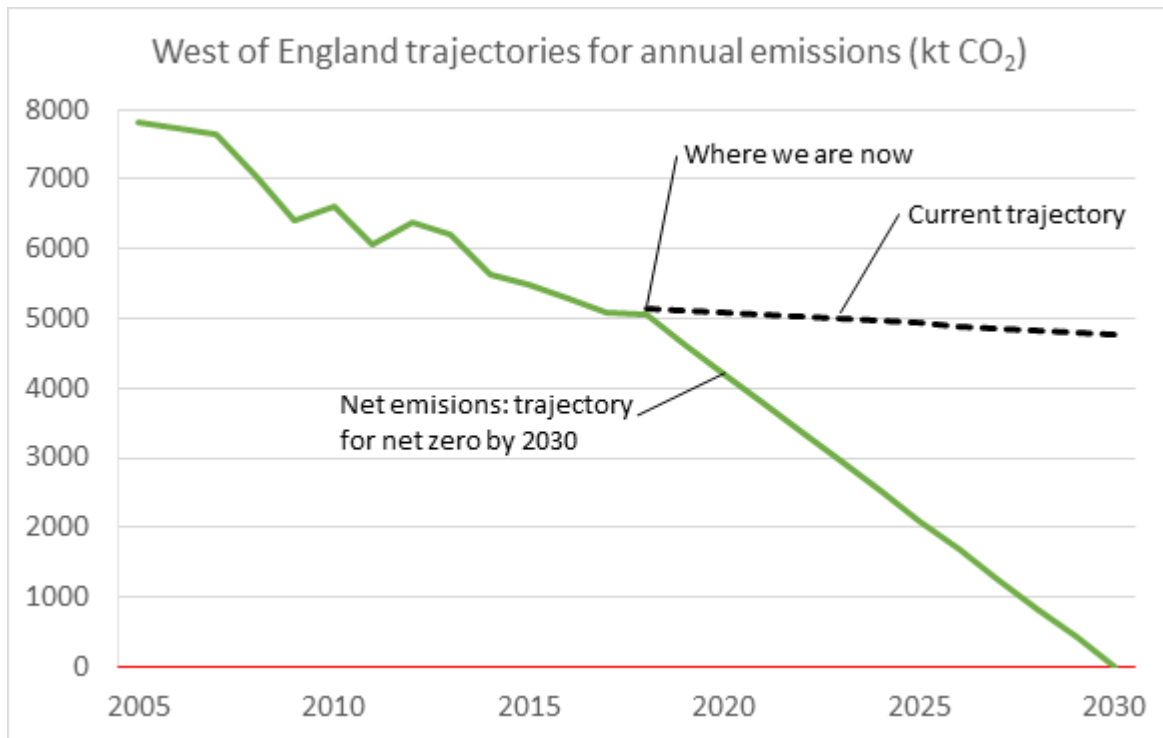
Government has recognised this, and the UK is the first country to commit to becoming net carbon zero by 2050. The West of England has gone further than this, committing to carbon neutrality by 2030. This is in line with our partner Unitary Authorities.

To achieve this goal, we will need to rapidly reduce carbon emissions in the region as well as adapt to the impacts of climate change such as increased heat, drought and flooding. This will require changes in the way that we act and make decisions. However, the way to achieve this goal is complex and will require a collaborative approach between national government, combined authorities, unitary authorities, individuals, business and international government.

Regional emissions

The region has achieved significant cuts to emissions in recent years. The West of England produced 5,154kt of CO₂ in 2018, a 35% reduction from 2005¹. This represents 4.5 tonnes of CO₂ per person in the West of England, compared with 5.2 tonnes per person across the UK.

As the national electricity grid has decarbonised, household and business emissions have fallen considerably, but there remains a significant challenge. 27% of the region's emissions come from business, 29% from households, and 44% from transport. Transport emissions have been more difficult, falling 5% across the region since 2005. And overall, across all uses, around 90% of all the energy used in the region comes from fossil fuels.



To meet our carbon reduction goal by 2030, emissions must fall by 18% every year.

¹ This figure is for CO₂ only, as data for other greenhouse gasses are not available. Source: BEIS UK local authority carbon dioxide emissions statistics

It is also possible to estimate the emissions impact of all goods and services consumed by residents of the West of England ['consumption emissions']. This equates to emissions produced in the region, plus the emissions of imported products, and less the emissions of exported products. Consumption emissions are harder to calculate because the emissions associated with foreign products are difficult to measure. Based on the UK average, consumption for the West of England could reach 10,500kt CO₂, 1.9 times production emissions².

UK production emissions have been falling since 1973, whereas consumption emissions have only fallen since 2007. This reflects the deindustrialisation of the economy, as consumers have become more reliant on imported manufactured products. Action set out within this plan focuses primarily on emissions produced in this region, as consumption emissions require action from national and international Governments.

Economic benefits of low-carbon transition

National and global investment in the transition to a zero-carbon economy presents significant opportunities for innovation and growth. The low carbon economy is predicted to grow by 11% per year up to 2030, creating around one million jobs nationally. This could represent 35,000 new jobs in the West of England by 2030, and 65,000 by 2050². Areas of green sector growth include:

- Low carbon electricity products and services, which could grow by 5-7% per year to 2030
- Products and services for low emission vehicles could grow by 20-30% per year to 2030
- Low carbon financial services could grow at over 10% per year to 2030.

Across all these sectors, the West of England has pre-existing strengths in businesses, skills, and innovation capacity, and could look to build on these.

A further economic opportunity arises in recovery from the covid-19 pandemic. Green stimulus measures taken after the 2009 financial crisis created more jobs than traditional stimulus and can achieve cost-savings in the long-term. This makes the case for investment in green jobs and industry to deliver a long-term boost to our economy.

² Ricardo, *UK business opportunities of moving to a low carbon economy*, 2017

Covid-19 pandemic is reshaping emissions

The covid-19 pandemic has had a radical and rapid impact on economic activity and carbon emissions. As the Committee on Climate Change points out, lockdown is not a blueprint for reducing emissions, and “it is unlikely that the pandemic will fundamentally alter the trajectory for emissions”³. However, the pandemic presents opportunities to build on changes in behaviour that have occurred and highlights the importance of early and long-term planning for transition.

There has been a short-term fall in emissions as a result of the lockdown period. Overall, global emissions fell by around 5% in the first three months of 2020. The fall in 2020 is likely to be more than any previous year and much larger than the drop following the 2009 financial crisis, however this percentage decline will need to be increased and repeated year after year to meet net zero goals. In the medium term, the impact of the pandemic on emissions will depend on how carbon intensive the world’s stimulus is during recovery.

During lockdown

- Daily emissions in the UK fell by 31% during the peak in April and May
- Energy use fell by 15% in the UK in March-May, particularly due to reductions in transport⁴
- Household water use rose by up to 40%, increasing pressure on natural resources
- Rush hour air pollution vanished in cities
- There has been a walking and cycling boom and cities have been reconfigured to support this [£2 billion invested in the UK]
- There has been a return of nature to our streets, gardens, woodlands and greenspaces
- There has been an increase in people shopping locally, helping to revitalise our local high streets

But:

- Short-term reductions in emissions will have minor long-term effects
- Emissions will rebound as lockdown ends, economies rebuild, and people return to work
- If recovery stimulus is invested in carbon intensive ways, emissions could rise faster. The extent of this will depend on the speed of recovery and the action taken

³ Committee on Climate Change, *Reducing UK emissions Progress Report to Parliament*, June 2020

⁴ BEIS, *Energy Trends and Prices statistical release*, 30 July 2020

This climate emergency action plan is fully integrated with our recovery plan making sure we make the most of the opportunity to re-build through proposals that deliver a net zero carbon approach.

Approach: working together to deliver the ambition

This plan is a key part of our covid-19 recovery plan. It is about supporting our climate emergency goal alongside securing our economic future following the covid-19 pandemic. It is part of a set of plans for the region, that stem from our Local Industrial Strategy and covid-19 recovery plan, and take the ambitious action needed to deliver clean and inclusive economic growth.

It sets out the next steps WECA will take to support a net zero region, building on the carbon reduction programmes and initiatives already underway. Such as the £1.7m Low Carbon Challenge Fund and the Green Business Grant scheme, as well as activities undertaken by our unitary authority partners.

The plan brings together key actions WECA can take across 5 high-level challenge areas to support rapid delivery towards our regional goal. It is essential, however, that we take an integrated approach across these 5 high-level challenge areas as this will enable us to achieve so much more. Working together across the challenge areas we can deliver low carbon improvements to our economy and the ways we travel around the region.

The plan also provides a framework for discussion with Government on the additional powers, funding and regulatory change needed to accelerate delivery towards a zero-carbon future. Without government action on key areas such as planning WECA's ability to deliver on areas such as zero carbon new buildings will be constrained.

Simply reducing our emissions will not be enough. We need to adapt to the impacts of climate change that are happening today such as flood and extreme weather events. The scope of this action plan will also consider how we adapt to the impact of climate change, recognising the importance our environment, green spaces and natural habitat has on protecting us from the impact of climate change.

Using this plan as a guide we will:

- Continue to call on Government to introduce policies, funding and incentives to enable rapid transformation to net zero carbon pathway and climate resilience by 2030.
- Support our unitary authority partners and other stakeholders to progress low carbon actions, recognising that WECA does not have all the powers, funding or levers needed to deliver it on our own.
- Work with our businesses to drive action, for example through the Low Carbon Challenge Fund; supporting businesses to adopt more energy efficient measures and practises.
- Embed our net zero carbon goal within our business plan, policy, programmes and projects

Delivering our regional goal will be complex and will require action by national government, combined authorities, unitary authorities, individuals, business and international government. WECA does not have the funding or levers to do it all alone. The below diagram sets out how responsibility lies between stakeholders.



The plan is not intended to be fixed, nor can it predict an absolute pathway to carbon neutrality. Over the next few years there will be decisions nationally on the future of our energy production and supply, as well as investment in new green fuels; these decisions by Government will influence our ability to reach our climate emergency goal regionally. By focusing our efforts on the steps, we can take now and over the next five years, we are putting the West of England on the pathway towards net zero carbon and are not constrained in the short term by the big and structural decisions Government needs to take to make our net zero carbon future possible.

Development of our plan

The plan has been developed with input from representatives from our unitary authority partners, business, community organisations and government who have given their time, knowledge, expertise and skills to inform its content through a series of workshops. We will continue this co-production approach as we implement the actions in this plan.

We have also worked closely with our businesses to understand their needs and how WECA can help foster green innovation and invest in the skills needed to make sure our region takes advantage of the economic benefits of clean growth.

Monitoring progress

Each year, we will update and report on progress against actions set out in our 5 challenge areas, in line with WECA's monitoring and evaluation framework. As actions are developed to the business case stage, we will estimate the carbon reductions they will deliver with more precision and will evaluate these estimates during delivery. This approach will make sure that our actions evolve as we gain new learning and when things change nationally.

We will also carry out an assessment of the West of England's progress against the pathway to net zero carbon outlined earlier in this document. We will work with the unitary authorities in the region to continue to improve our understanding of the sources of carbon emissions, and progress made by government, businesses, and households.

The plan supports the delivery of a number of the United Nations Sustainable Development Goals [UN SDGs], including 'climate action', 'affordable and clean energy', 'good health and wellbeing', 'decent work and economic growth', 'industry, innovation and infrastructure', 'sustainable cities and communities', 'responsible consumption and production', 'life on land', 'partnership for the goals'. We will carry out an assessment of our progress, through this plan, of our contribution to these goals.

Work is already underway

At the same time as developing this action plan work has continued to deliver existing carbon reduction programmes and initiatives. Since the spring of 2020 WECA has:

Business and skills

£5m invested in the Digital Engineering Technology and Innovation (DETI) project to identify and develop the tools, technologies and processes needed to accelerate low carbon products.

£10 million invested in The Institute for Advanced Automotive Propulsion Systems (IAAPS) global centre of excellence developing ultra-low and zero emission vehicles

Low Carbon Challenge Fund; a £4.2m project that includes £1.7m ERDF, has supported SMEs to improve their energy efficiency through the Green Business Grants scheme. So far **54 SMEs** have received a free energy survey and 26 businesses have been awarded over £200,000 grant.

Through the **Local Energy Scheme**, £500k has been awarded to support a local renewable energy project, demonstrating our commitment to increase the number and quality of local renewable energy projects.

Infrastructure

£123m of the £133m allocated to transport so far has been focused on sustainable modes reflecting the region's priority to invest in low carbon public transport and cycling and walking.

£28m of national and local funding committed to Future Mobility Zone proposals. This includes E scooter trial will take place in 2020 - one of the first projects that will offer a new way to travel around our region.

£10m to be allocated to walking and cycling measures and **£3m** for active travel and public transport measures to supporting recovery following the covid-19 pandemic.

We host the **South West Energy Hub** – a £4m project funded by Government to increase the number and quality of local energy projects across the South West. It supports a range of different projects, from home energy retrofit to low carbon electricity and heat generation.

This continued investment in innovation, low carbon transport, renewable energy and SME's in the region, will help us to go further and faster to support the transition to net-zero carbon.

Going further and closing the gap

The following section sets out the actions WECA will take over the next five years to support rapid action towards the regions goal and put us on the right path to achieving net carbon neutrality in the West of England.

The plan focuses on 5 challenge areas where action will need to be taken to achieve the region's goal. These challenge areas are underpinned by evidence and focus on the actions WECA can take to enhance regional action, building on work already underway by us and our partners.

Our five challenge areas are:

- **Low carbon transport system:** Work to decarbonise the transport system and increase cycling and walking and the use of public transport; building on positive behaviour change following the covid-19 lockdown period
- **Low carbon business:** Help business and local people benefit from growth in the green economy; maximising government investment in the region and supporting our businesses to build back better
- **Renewable energy:** Work to decarbonise the energy system and increase local renewable energy
- **Low carbon buildings and places:** Increase the energy performance of buildings and develop low carbon standards in new developments
- **The green environment:** Protect and enhance the environment through a proactive approach to green infrastructure

The actions set out within each challenge area have been co-designed and developed in partnership with WECA officers, our partner unitary authorities and business. They are designed to show how WECA can use its influence and levers of actions to support the delivery of the net zero carbon ambition across the region. Wherever possible, they support and enhance the work already being undertaken by the unitary authorities, rather than duplicate their efforts.

Each challenge area provides further detail on the scale of the challenge, what success might look like over the next five years. Importantly, it also shows the co-benefits, or additional benefits that reducing carbon emissions can bring to the region.

Challenge area 1: Low carbon transport system

The challenge

Emissions from transport is one the largest contributors to greenhouse gas and CO₂ emissions [around 32% excluding railways] in the region and overall it is not reducing in line with other emissions. Furthermore, population growth means that car trips are expected to increase.

Opportunities to build back better

Levels of cycling and walking have increased during the lock down period, car trips have reduced as more people have worked at home and air quality has improved. But the number of car trips are bouncing back as lock down restrictions are eased and there is a risk of long-term damage to public transport due to low public confidence.

Our action so far

- £123m of the £133m allocated to transport so far has been focused on sustainable modes of transport reflecting the region's priority to invest in low carbon public transport and cycling and walking
- Secured £28m of national and local funding for Future Transport Zone proposals. This includes an E scooter trial which will take place in 2020 - one of the first projects that will offer a new way to travel around our region
- £10m to be allocated to fund walking and cycling measures and £3m for active travel and public transport measures that can be rapidly implemented to support covid-19 pandemic recovery
- Joint Local Transport Plan [JLTP] 4 aims to reduce the amount of car trips even considering the anticipated increase in population
- Bus strategy aims to double the number of bus trips by 2036

Our strategy



Low carbon transport system

Work to decarbonise the transport system and increase cycling and walking and the use of public transport; building on positive behaviour change following the covid-19 pandemic lock down period

Reduce the number of car trips

Actions to improve the uptake of active travel and public transport and disincentivise car trips including better journey planning and approaches to congestion

Increase active travel

Actions to increase the uptake of cycling and walking through the implementation of the Local Cycling and Walking Infrastructure Plan [LCWIP] including continuity of cycling and walking lanes, improved maintenance, provision of secure cycle storage, e-bikes and scooters and an active travel campaign.

Increase uptake of low carbon vehicles

Actions to increase the uptake of low carbon fuelled vehicles including encouraging public transport operators to convert to low carbon fuels and identify and address the barriers to the uptake of Ultra Low Emission Vehicles.

Increase the uptake of public transport

Actions to increase the uptake of public transport and to restore public confidence following the covid-19 pandemic. This includes continuing to plan for a mass transit system in the region and smart ticketing.

Delivering further action

Appendix A sets out the next steps WECA will take to support a net zero region, building on the carbon reduction programmes and initiatives already underway in this challenge area. It includes actions to increase the uptake of cycling and walking through the implementation of the Local Cycling and Walking Infrastructure Plan, reduce car trips and increase the uptake of public transport.

There are also co-benefits of acting in this area including:

- Improved air quality
- Active travel promotes good health: an increase in physical activity in the UK has been estimated to generate a potential saving to the NHS of £17 billion within 20 years⁵
- The UK cycle industry is worth three times more than the UK steel industry and employs twice as many people. Cycling related businesses currently generate at least £5.4 billion for the UK economy each year, and they sustain 64,000 jobs⁶

How we will measure success:

Reduction in emissions from transport as a result of:

- Reduction in the number of car trips
- Increase in the uptake of active travel [cycling and walking]
- Increase in uptake of public transport [especially post covid – restoring public confidence]
- Increase in uptake of low carbon fuelled vehicles

The future of mobility

The West of England Combined Authority [WECA] will deliver a £28m Future Transport Zone [FTZ] programme trialling innovative public transport solutions.

The FTZ programme will evaluate how new technologies can be used to make it radically easier for people to move around the region through better journey planning, flexible ticketing, new ways of paying for transport, and better-connected transport networks.

By improving access to public transport, the FTZ programme will help to cut congestion, reduce emissions and improve our air quality.

The programme will also trial the use of e-scooters in the region; a new low carbon way to get around whilst also maintaining social distancing. The 12-month e-scooter trial will launch in Autumn 2020.

⁵ Ashden p.14

⁶ Ashden p.29

Challenge area 2: Low carbon business

The challenge

- In its clean growth strategy, Government estimates that the green economy could grow 11% each year, significantly faster than the projected growth of the economy.
- Green finance is a growing industry, with more financial institutions offering bonds and loans to finance environmental and climate projects.
- Better carbon efficiency can help businesses to increase productivity by bringing down costs.
- The Local Government Association is forecasting growth in as many as 694,000 low carbon jobs by 2030 and 1.18m by 2050.
- The physical risk of climate change e.g. flooding, heatwaves, wildfires, could have a detrimental impact on businesses, their supply chains and workforce.

Opportunities to build back better

Government is investing £3billion in a green recovery package, this includes the Green Homes Grant (£2bn) estimated to support over 100,000 new jobs and the Green Jobs Challenge Fund (£40m) to create and protect 5,000 jobs in environmental sector. More flexible approaches to working from home could help reduce car trips, congestion and emissions.

Our action so far

- Green Business Grants, part of WECA's Low Carbon Challenge Fund, are already helping businesses to improve their energy efficiency and invest in alternative low carbon solutions.
- £5m invested in the Digital Engineering Technology and Innovation [DETI] project, this will reduce carbon emissions by developing better products that are lighter, more fuel efficient and have less waste.
- £10 million invested in The Institute for Advanced Automotive Propulsion Systems [IAAPS] global centre of excellence developing ultra-low and zero emission vehicles
- 54 SMEs have received a free energy survey as part of Green Business Grant scheme [Autumn 2020]

Our strategy



Low carbon business

Help business and local people benefit from growth in the green economy; maximising government investment in the region and supporting our businesses to build back better

Support business to transition to energy efficient practises at pace

Actions to improve the energy efficiency of businesses including upscaling Low Carbon Challenge Fund and Green Business Grants to support even more SMEs

Support local people to access new green jobs

Actions that support the increase of low carbon skills including using the new Government funding programme to encourage the provision of green skills programmes

Stimulate zero carbon innovation

Actions that build on existing platforms such as DETI and the Business Innovation Fund to promote the design and manufacture of low carbon goods and services

Develop and strengthen local green business

Actions that help to develop and strengthen local green businesses through business networks that share best practice

Delivering further action

Appendix A sets out the next steps WECA will take to support a net zero region, building on the carbon reduction programmes and initiatives already underway in this challenge area. It includes actions to support businesses to transition to low carbon ways of doing things through the Low carbon Challenge Fund and stimulating green innovation building on existing platforms such as the Digital Engineering and Technology Institute [DETI].

How we will measure success:

Reduction in emissions from business as a result of:

- More businesses have transitioned to energy efficient practices and the use of renewable energy
- Benefit from growth in the green economy
- Business has led and developed new zero carbon products and services
- Local people have developed green skills and accessed new green jobs
- Our local green business market has developed, strengthened and grown

There are also co-benefits of acting in this area including:

- Improved air quality through businesses improving their energy efficiency – particulate matter and nitrous oxides contribute to around 40,000 air pollution-related deaths per year in the UK⁷
- Investing in energy efficiency and low carbon options could save industry up to £20m a year on fuel costs.⁸

Low carbon challenge fund: Bascom Ltd

With a Green Business Grant, this printer and mailing house replaced an inefficient air compressor with a new unit and automatic controls. The project cost £7,745 and was awarded £3,098 grant.

The new equipment will reduce energy use by 10%, meaning an annual reduction of 3 tonnes of greenhouse gases and annual saving the business £830 on energy bills.

⁷ Ashden, p.14

⁸ <https://pcancities.org.uk/energy-and-carbon/west-of-england>

Challenge area 3: Renewable energy

The challenge

- 91% of the region's energy comes from fossil fuels, including gas and petroleum [BEIS 2017]
- Renewable energy generation in the region has increased rapidly [mainly solar] but represents a relatively low proportion of energy use
- Average domestic fuel bills have more than doubled in the last ten years in real terms, pushing some households into fuel poverty⁹, but fuel poverty is caused by several factors including low income, poor energy efficiency and higher energy prices
- National Grid regulates energy production and distribution across the UK. It is aiming to deliver carbon neutrality by 2050

Opportunities to build back better

- A reduction in energy consumption during lock down saw Britain have the longest period since 1880s without using coal-powered electricity, relying instead on renewable energy sources
- Lock down measures reduced electricity demand by at least 15% but this is likely to be the result of industry temporarily stopping or reducing and is likely to bounce back as industry resumes
- Research from Uswitch estimates that those working from home could use 25% more electricity and 17% more gas per day than they normally would, highlighting a potential shift in the transfer of energy use and those who bear the cost

Our action so far

- West of England Energy Strategy is already taking steps towards the decarbonisation of the energy system and increasing local renewable energy
- We host the South West Energy Hub – a £4m project funded by Government to increase the number and quality of local energy projects across the South West. It supports a range of different projects, from home energy retrofit to low carbon electricity and heat generation
- £1.7m Low Carbon Challenge Fund includes £500,000 for a local wind turbine as part of a community energy project

⁹ Ashden, p.48

Our strategy



Renewable energy

Work to decarbonise the energy system and increase local renewable energy

Increase local energy generation

Actions that increase local renewable energy generation including steps to expand and enhance the West of England Local Energy Scheme and accessing support for local projects through the South West Energy Hub

Work in partnership to develop new smart approaches to the storage, management and distribution of energy

Actions that support the development of new smart approaches to the distribution of energy including collaboration with utility companies to plan new whole system approaches

Delivering further action

Appendix A sets out the next steps WECA will take to support a net zero region, building on the carbon reduction programmes and initiatives already underway in this challenge area. It includes actions to increase local energy generation through the Low Carbon Challenge Fund and through working in partnership with the South West Energy Hub to increase the number, quality and scale of low carbon energy projects.

How we will measure success:

- Renewable energy generation has increased
- New smart approaches to the distribution of energy have been implemented

There are also co-benefits of acting in this area including:

- Community energy projects can deliver economic and social benefits for disadvantaged groups with the potential for significant reductions in energy bills

The South West Energy Hub

The South West Energy Hub works with public sector and not-for-profit organisations to increase the number, scale and quality of low carbon energy projects across the West of England and wider South West, reducing the region's carbon footprint.

The Energy Hub provides expert advice and support to get energy projects started, including solar panel installations, battery storage, public building retrofit and biomass boilers and supply. Current projects will save an estimated 16,800 tonnes of CO₂ emissions each year.

The Hub also runs the Rural Community Energy Fund which has granted £462,470 across 27 renewable energy projects.

The £4m South West Energy Hub is funded by the Department for Business, Energy and Industrial Strategy and hosted by the West of England Combined Authority.

Challenge area 4: Low carbon buildings and places

The challenge

- Emissions from heat is one the largest contributors to greenhouse gas and CO₂ emissions [around 35%] in the region. Most of our heat is supplied by gas
- Population growth, and government requirements, mean an increase in housing. This in turn could lead to an increase in emissions unless they are fitted with low carbon or carbon neutral heating systems and are built to high energy efficiency standards
- Retrofitting and improving the energy efficiency in buildings and homes is complex as a result of different levels of ownership and responsibility for property maintenance

Opportunities to build back better

- Government is investing £3billion in a green recovery package, this includes the Green Homes Grant [£2bn] which will focus on green home improvements and upgrade over 600,000 homes
- Government will invest £1bn over the next year in a Public Sector Decarbonisation Scheme to fund energy efficiency and low carbon heat upgrades

Our action so far

- Work on evidence for the Spatial Development Strategy on the delivery of carbon neutral newbuild homes
- WECA hosts the South West Energy Hub helping to identify, develop and implement local energy efficiency projects.

Our strategy



Low carbon buildings and places

Increase the energy performance of buildings and develop low carbon standards in new developments

Increase the energy performance of homes and buildings

Actions that increase the energy performance of homes and buildings including maximising the regions share of the £3bn government grant to increase the energy performance of homes and buildings

Increase the number of carbon neutral homes and buildings

Actions that increase the number of carbon neutral homes and developments within the region

Delivering further action

Appendix A sets out the next steps WECA will take to support a net zero region, building on the carbon reduction programmes and initiatives already underway in this challenge area. It includes actions to increase the energy performance of homes and buildings and steps to support the delivery of carbon neutral homes.

How we will measure success:

- An increase in energy efficient homes and buildings
- An increase in the number of carbon neutral homes and buildings

There are also co-benefits of acting in this area including:

- The cost of cold homes to the NHS is estimated at £2.5 billion/year¹⁰
- Poor quality housing negatively affects the ability of young people to learn at school and study at home, leading to lower educational attainment, subsequently increasing their chance of unemployment and poverty¹¹
- Phasing out of gas boilers and the need for new heating systems could create in skills and training opportunities for local people.
- Energy efficient buildings can help businesses and industry to reduce their operating costs and improve their productivity.

Low Carbon Challenge Fund: 150-meter Wind Turbine

As part of the Local Energy Scheme, a £500k grant has been awarded to a wind turbine project which will be based in Avonmouth, Bristol. The turbine will not only help decarbonise electricity, it will also support delivery of the Lawrence Weston Community Plan to achieve local community goals.

¹⁰ Ashden p14

¹¹ Ashden p.67

Challenge area 5: The green environment

The challenge

- Developing, protecting and enhancing the natural environment through the delivery of green infrastructure can help protect us against the impacts of climate change and can help towards reducing our emissions.
- The UK Climate Change Risk Assessment identifies the need to plan strategically for delivering Green Infrastructure, a key opportunity to lessen many of the risks from climate change including biodiversity decline and extreme weather events.
- 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.

Opportunities to build back better

- Government is investing up to £40 million in a Green Recovery Challenge Fund for environmental charities and public authorities to create and protect 5,000 jobs
- Nature on our streets, gardens and woodlands, as a result of lock down, has increased public support for a greener more bio-diverse future

Our action so far

- The Joint Green Infrastructure Strategy [JGIS] is already taking a significant step towards developing, protecting and enhancing green infrastructure. The overall aim of the West of England JGIS programme is to secure investment in GI planning and provision
- £300,000 WECA Investment Fund allocation to support the development of Green Infrastructure Projects

Our strategy



The green environment

Protect and enhance the environment through a proactive approach to green infrastructure

Work with partners through the Green Infrastructure Strategy to develop climate resilience

Work in partnership to support the delivery of the Joint Green Infrastructure Strategy Action Plan including actions that lead to the increased provision of green spaces

Work with partners to protect and enhance the environment

Actions that protect and enhance the environment including encouraging consultants to specify lower carbon materials and landscaping proposals that maximise carbon capture

Delivering further action

Appendix A sets out the next steps WECA will take to support a net zero region and adapt to the impacts of climate change, building on the carbon reduction programmes and initiatives already underway in this challenge area. It includes actions to support the delivery of the Joint Green Infrastructure Strategy and encouraging the consultants that we work with to specify and adopt low carbon ways of doing things.

How we will measure success:

- Adaption measures are protecting us against the impact of climate change [e.g. flooding]
- An increase in green infrastructure and biodiversity

There are also co-benefits of acting in this area including:

Protecting against the impact of climate change and extreme weather events could help to safeguard businesses and their income. Prudential Regulation Authority stated in 2018 *‘global insured losses from natural disaster events in 2017 were the highest ever recorded’* and that *‘the number of registered weather related natural hazard loss events has tripled since the 1980s and inflation-adjusted insurance losses from these events has increased from an annual average of around US\$10bn in the 1980s to around US\$55bn over the last decade’*.

Appendix A: Action Plan

Key to understanding timelines:

S	0-2 years
M	3-5 years
L	5+ years



Low carbon transport

Reduce the number of car trips

	Action/Opportunity	Description	Timeframe
	Take steps towards implementing the demand management measures within JLTP4 [as appropriate] and ensure that they are a central feature of JLTP5	Suggestions for demand management within JLTP4 include management of parking provision, reallocation of road space to sustainable transport, road user charging, workplace parking levy. Revenue raised from demand management measures could be reinvested in active travel & public transport.	M
	Use appropriate levers WECA/unitary authorities [UAs] hold to make it less attractive for cars to enter city centres	This could include measures such as speed limits, traffic calming, pedestrianisation, fewer routes and parking charges, whilst also making it more attractive to use alternative travel options.	M
	Support unitary authorities to consider appropriate mechanisms to reduce congestion and improve air quality e.g. Congestion and Air Quality Zone Charging	Clean Air Zones and Congestion charging is already being considered by some unitary authorities to promote improvements in air quality.	M

	<p>Develop a better understanding of why people travel and then base transport plans on this.</p> <p>Undertake first principles approach to people movement - commuting, school run, shopping, other requirements to help inform JLTP5</p>	Use existing research e.g. ClairCity Research at University West of England to understand why people travel and how they can most effectively / efficiently make their journeys	M
	Support unitary authorities to consider the expansion of car-share / car club service [potentially using Electric Vehicles]	A local car club model could significantly reduce the number of cars in the region. Appropriate infrastructure and business models need to be developed and supported within the region to expand current provision and facilitate Ultra Low Emission Vehicle [ULEV] car clubs	M
	Use strategic planning powers to facilitate the development of Park and Ride/share developments	A cycle option from P+R sites combined with safe storage could increase P+R use during the pandemic	S
	Review all proposed major transport schemes in the JLTP4 against the emerging evidence base for meeting our jointly stated ambition of carbon neutral emissions by 2030.	JLTP4 contains several road schemes which may have an impact on carbon emissions. All schemes will be looked at in the context of the proposed physical infrastructure, the mode of transport, its effects on the wider transport network and the environment.	S

Increase active travel across the region, capitalising on recent behaviour change [created by the covid-19 lock down period]

	Action/Opportunity	Description	Timeframe
	Work with the unitary authorities to take steps towards implementing cycling and walking lanes and improve maintenance [raising additional funds where necessary]	The Local Cycling and Walking Infrastructure Plan covers some of this but there is a funding shortfall to deliver all improvements to cycle routes detailed in the plan.	S
	Work with unitary authorities to support the pedestrianisation of streets [potentially including mixed mode street use] building on the social distance measures put in place as a result of the covid-19 pandemic	Pedestrianisation of the streets for local shopping areas could encourage more people to leave their car at home and walk or cycle instead	S
	Continue the public information campaign to promote active travel/reduced car travel	As a response to the covid-19 pandemic, WECA has co-ordinated a regional publicity campaign to promote the use of active travel. This campaign includes information on the emissions impact of cars.	S

Increase the uptake of public transport

	Action/Opportunity	Description	Timeframe
	Use strategic planning and transport powers to facilitate active travel and public transport	This should encourage new developments to prioritise the use of active travel and public transport so that the car is only used when essential.	S
	Consider how to support the development of better transport interchanges and bus prioritisation including the reallocation of road space, enhanced local rail services and development of smart ticketing/journey planning tools.	<p>To make people's journeys easier, transport interchanges should facilitate the easy transfer of one mode to another. Reallocating road space to buses will improve the reliability and speed of services and increase their attractiveness over car use.</p> <p>WECA's MetroWest schemes and the joint WECA/Network Rail 10 Year Rail Delivery Plan will deliver more frequent services and new opportunities to travel by rail. Contactless tickets and interchanges</p>	S

		may help to improve public confidence in using public transport post covid-19.	
	Work with government and unitary authorities to build a case for further devolution to enable more strategic decisions to be made on public transport in the region.	This could include powers over routes and fares	S
	Work with unitary authorities and partners to secure safe and easy first and last mile access to public transport to encourage more people to use public transport.	Public transport requires people to walk/cycle to access it - this needs to be made as safe and as pleasant as possible if more people are to use public transport	S
	Work with unitary authorities to consider how to develop 'on demand' provision of bus services in rural areas	A hybrid between a local bus service and a taxi could increase rural public transport uptake and reduce emissions per traveller	S
	Continue to develop mass transit proposals	Continue to plan a mass transit system, other public transport improvements and consider the expansion of metro bus	S
	Continue to work with providers to improve and promote reliability to increase uptake	Work with bus and rail operators to promote reliability, accessibility and convenience to increase uptake	S
	Support and promote the development of real time reporting	Real time reporting is limited with only some bus companies making it available. WECA could play a role working with bus companies to expand and promote this across the region	S

Increase the uptake of low carbon vehicles

	Action/Opportunity	Description	Timeframe
	Lobby government to update national transport policy to enable authorities to accelerate progress towards net zero carbon	Government policy needs to change to enable net zero carbon for example Green Book and government methodologies	S
	Work with partners to develop an approach to identify and address the infrastructure needs and barriers to the uptake of ULEVs	Uptake of EVs remains slow, partially because of cost but also because of other issues such as range anxiety and charging availability	S
	Work with partners, including government, to develop a regional freight strategy that reduces emissions from movement of goods as stated in JLTP4	<p>Work with partners, including local businesses, to develop a regional approach to reducing emissions generated from freight services.</p> <p>In line with the JLTP4 the aim is to encourage a shift from partially filled, heavily polluting freight road vehicles to fewer, fuller, cleaner vehicles and seek to transfer road freight to alternative methods such as rail and water.</p>	M



Low carbon business

Stimulate zero carbon innovation

	Action/Opportunity	Description	Timeframe
	Work with partners to encourage innovation in low carbon services, goods and technologies [e.g. hydrogen, carbon capture and renewable energy technologies].	Work with partners to use existing platforms such as the Digital Engineering and Technology Institute and Business Innovation Fund to promote low carbon innovation and apply to future funding opportunities. For example, innovation in clean hydrogen technology to power HGV.	S

Support businesses to transition to energy resource efficient practices

	Action/Opportunity	Description	Timeframe
	Secure funding to extend and enhance the Green Business Grants [part of the Low Carbon Challenge Fund [LCCF]] so that more businesses can access it	LCCF Green Business Grants help businesses to lower their emissions through investing in new equipment or improving the efficiency of their existing buildings. It is funded by ERDF until 2022, and a business case will need to be developed to extend and expand the programme.	S
	Through the Growth Hub and LCCF encourage and support businesses to measure their carbon footprint and make low carbon changes	Support small and medium sized enterprises [SMEs] to measure their carbon footprint and make low carbon changes Upscale and expand LCCF Green Business Grants surveys to support more SMEs to understand their carbon impact and the changes that they can make	S

	Promote low carbon business practices through the Growth Hub	Ensure low carbon is included in projects being delivered through the Productivity Challenge, which will include; - resource efficiency - environmental management - sustainable travel - supply chain management.	S
	Support businesses to implement digital ways of working including remote access to enable more people to work from home	Support businesses to introduce digital transformation / new ways of doing things that support working from home, flexible working, local hubs and other digital innovations that help to reduce commuting travel and facilitates more trade online.	S
	Support businesses to use more sustainable products and supply chains - locally, nationally and internationally.	Support businesses to choose more sustainable products and supply chains through the Growth Hub and Invest in Bristol and Bath.	M
	Work with partners to help business plan for climate resilience	Work with partners to help business plan for climate resilience reducing the risk and impact of extreme weather events such as flooding and drought	M

Support local people to develop their skills and access new green jobs

	Action/Opportunity	Description	Timeframe
	Support local people and business to take advantage of new opportunities in green growth including buildings retrofit.	Develop a programme of work, building on existing programmes such as the Growth Hub, Adult Education, Future Bright, Careers Hub and Workforce of the Future, to help local people and businesses take advantage of new jobs and market opportunities in green growth and buildings retrofit.	S
	Identify funding sources that could be used to commission green skills courses.	Work with education providers to identify funding sources and a commissioning process that prioritises green skills gaps and encourages	S

		education providers to offer green skill training. This could include the Adult Education Budget or funding from external sources.	
	Use the careers hub to inspire young people into 'green' skills and careers	<p>This could include a range of activities, including:</p> <ul style="list-style-type: none"> • Recruit Enterprise Advisers from "Green" sectors or roles. • Recruit cornerstone employers from the "Green" sector. • Ensure the Climate emergency agenda is built into development and implementation of WECA's careers focused work. 	S
	Promote green skills opportunities through Future Bright	Support Future Bright participants to access green skills opportunities through support, information and advice.	S
	Embed low carbon approaches through Workforce for the Future	<p>Ensure all funded projects through Workforce for the Future [WftF] complete a Sustainable Development Plan [outlining environmental measures that will be taken during the project's delivery].</p> <p>Explore the possibility of future funding rounds focussing exclusively low carbon.</p>	M
	Use Further Education capital investment to encourage low carbon skills development e.g. through the City of Bristol College Construction Skills Academy.	Work with WECA funded construction centres to support them in the delivery of low carbon skills training including Weston College; Bath College Construction Skills Centre; City of Bristol College Advanced Construction Centre and South Gloucestershire and Stroud College.	M
	Lobby government for further funding to develop a low carbon fund for new apprenticeships.	Develop proposals to lobby government for further low carbon apprenticeship funding.	M

Develop and strengthen local green business

	Action/Opportunity	Description	Timeframe
	Work to support networking and collaboration to promote good practice in low carbon and resource efficiency.	Sharing best practice provides business with greater confidence to invest in low carbon initiatives.	S



Renewable energy

Work in partnership to develop new, smart approaches to the distribution of energy

	Action/Opportunity	Description	Timeframe
	Work with partners to lobby government for regulation change to support innovation in energy distribution and renewable energy generation	Energy generation and distribution is highly regulated through Ofgem and planning regulations which can prevent renewable energy schemes from being built. WECA can work with partners to identify legislative or regulatory barriers and lobby government for change	S
	Work with partners to develop a business case to enable grid reinforcement where appropriate	Where there are grid constraints consider working with partners to build a business case to enable new approaches to cover the cost of grid reinforcement, which then can be recovered as other new connections come online	M
	Work with partners to support research and development into new, smart approaches to the distribution and generation of energy	Work with partners [including the South West Energy Hub] to support innovative approaches to increase the generation and distribution of renewable energy. This could include securing new sources of funding	S

Increase local renewable energy generation

	Action/Opportunity	Description	Timeframe
	Provide direct scheme funding & technical support to increase community energy generation	Continue to provide funding and technical support for local energy projects. These are currently delivered through Low Carbon Challenge Fund [LCCF] and South West Energy Hub	S

	Work with partners to explore the potential for a local renewable energy tariff	Explore potential for a local renewables tariff, building on existing work within unitary authorities: Role to understand the market potential/interest; coordinating a trial/demonstration project; and liaising with a licensed supplier to set it up	L
--	---------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---



Low carbon buildings and places

Increase the number of new carbon neutral homes and developments in the region:

	Action/Opportunity	Description	Timeframe
	Lobby government for regulatory and legislative changes required to promote carbon neutral developments through the New Homes Standard and Building Regulations.	Support unitary authority areas of common ambition on heat, built environment and standards and adopt a joint position to lobby government on changes to legislation creating a more powerful voice on how to improve the built environment and reduce emissions.	S
	Use strategic role in the master planning process to take a holistic view on low carbon development	Bring unitary authority, utilities, distribution network operator together to view masterplans holistically and develop a 'joined up' approach. WECA can also be the evidence agent avoiding duplication.	M
	Use strategic planning powers and forthcoming documents such as Spatial Development Strategy and Joint Local Transport Plan 5 to promote low carbon and carbon neutral developments/locations	Strategic documents that are being worked on now could have a strong focus on carbon accountability and encourage net zero carbon development. WECA could work towards building a core approach to carbon accountancy and assessing impact, including investigating building evidence bases, carbon implications of site locations, other spatial decisions relating to the amount and nature of development and understanding potential co-benefits of low carbon housing	M

Increase the energy efficiency performance of existing homes:

	Action/Opportunity	Description	Timeframe
	Explore opportunities to support homeowners to take up government sponsored retrofit programmes designed to support carbon neutrality ambitions and economic recovery	Government have announced a £2bn Green Homes Grant scheme designed to improve the energy efficiency of homes. This includes additional support to low income households. WECA can play a role in raising awareness; promoting the scheme and how to apply. WECA can	S

		also support local construction firms and people to benefit from the potential new source of work [see also low carbon business]	
	Work with partners, including the South West Energy Hub to help social landlords access the Social Housing Technical Assistance Pilot [and similar future initiatives]	There are over 73,000 social housing homes in the West of England region, nearly 15% of all homes. The Social Housing Technical Support Pilot aims to support social housing providers access funding for energy improvements and set the path to net zero carbon. Government are looking to pilot support in key areas across the country.	S
	Support Innovation in home retrofit through the Innovative Home Retrofit programme [part of the Low Carbon Challenge Fund]	A capital grant funding scheme of £200,000 available to private and social landlords. It will reduce the carbon emissions and pilot innovative retrofit technologies, techniques or financing in 25 homes across the region.	S
	Work with existing support services to promote the co-benefits of retrofit energy efficiency measures, using existing case-studies and evidence base as appropriate.	WECA could play a role in sharing best practice, signposting to support services and compiling an evidence base to identify and promote the benefits of home retrofit.	M
	Lobby government or private finance to develop long term sustainable schemes for whole house retrofits	Homes are one of the biggest sources of emissions, but funding retrofit work is often a barrier for home owners and private/social landlords. Previous and current funding streams are time limited and do not reach all households or all retrofit needs as a result. Long term sustainable funds could pump prime large-scale retrofits and could unlock dramatic falls in costs through economies of scale benefitting all types of home tenure and creating a new market for quality, holistic retrofit	L

Increase the energy efficiency performance of existing buildings and businesses:

	Action/Opportunity	Description	Timeframe
	Extend and enhance the Green Business Grants [part of the Low Carbon Challenge Fund] to increase the energy efficiency of business units and operations	<p>Green Business Grants help businesses to lower their emissions through investing in new equipment or improving the efficiency of their buildings.</p> <p>It is funded by ERDF until 2022, so a business case will need to be developed to extend and expand this programme.</p>	M



The green environment

Work with partners through the Green Infrastructure Strategy to develop climate resilience

Action/Opportunity	Description	Timeframe
Mainstream green infrastructure within planning policy to enhance and protect the natural environment and meet legislative requirements set out in UK planning Law	A coordinated and strategic approach to climate change adaptation and mitigation in planning policy is required to facilitate building resilience for people, place, infrastructure and the environment.	S
Understand the implications of and develop an approach to achieving 10% biodiversity net gain across all development under the Town and Country Planning Act [2004] - requirements being introduced through the Environment Bill	The Environment Bill [currently being considered by government] may require 10% biodiversity net gain across all development under the Town and Country Planning Act [2004]. WECA are working with the unitary authorities, Natural England and key partners to understand the implications of achieving 10% biodiversity net gain and how an approach can support climate adaptation and resilience, as well as biodiversity enhancement.	S
Work with Natural England to pilot the National Framework of Green Infrastructure standards that will support the development of a consistent and nationally agreed approach to assessing and delivering green infrastructure policy and projects that supports climate adaptation and resilience	Natural England is working with partners and stakeholders to deliver the 25 Year Environment Plan commitment to develop a National Framework of Green Infrastructure Standards for soft launch in Spring 2021. This approach will help to embed multifunctional green infrastructure within future development, supporting climate change mitigation, adaptation and resilience.	M/L
Work with Environment Agency to develop a regional natural capital account that will help us to	Understanding the value of the natural environment through Natural Capital Accounting will help to quantify the services our natural	S

	understand our natural environment and the benefits it provides both directly and indirectly and could help lessen the impacts of climate change	environment provides including for carbon sequestration and wider climate adaptation such as flood mitigation and air quality	
	Work with the West of England Nature Partnership to develop and deliver a regional Nature Recovery Network to address wildlife decline and provide wider environmental benefits	The Environment Bill [currently being considered by government] may require the development of Local Nature Recovery Strategies and Nature Recovery Networks. The West of England Nature Partnership is working to develop a regional Nature Recovery Network evidence base for the West of England, aligning with shared principles developed across the South West [by the South West Local Nature Partnerships] to ensure coherence and strengthened networks across the wider region.	S
	Secure funding and undertake a regional assessment of economic impact of climate change vulnerability [to assets, infrastructure, communities] to help provide an evidence base for regional hot spots and to plan for key adaptation measures	Working with organisations such as the Met Office, UKCIP18 and reviewing the UKs Climate Change Risk Assessment 2017, to understand the key areas where we need to plan for climate adaptation	M

Work with partners to protect and enhance the environment

	Action/Opportunity	Description	Timeframe
	Work to develop planning policies that understand the range of benefits the natural environment provides, including carbon sequestration and ecological issues when planning and implementing new infrastructure.	Consider wider benefits including carbon sequestration opportunities when delivering new infrastructure. For example, increased use of tree and woodland planting or landscaping that leads to net gains and sequestered carbon during development and long-term maintenance.	S
	Consider the whole life carbon implications, of Investment Fund Projects delivered by WECA,	WECA can work with contractors to review and amend specifications to encourage use of low carbon and potentially recycled materials where possible.	S

	including embedded carbon, with the objective of ensuring designs and specifications are as carbon efficient as practically possible.		
	Use procurement processes to encourage contractors to use local labour and suppliers	Use of non-local sub-contractors has the potential to increase carbon emissions if they travel daily but this is not recognised when evaluating tenders	S
	Utilise an appropriate methodology to measure and reduce the carbon impact of construction and operation, starting with Investment Fund projects delivered by WECA	WECA will work towards applying appropriate carbon assessments on its own projects [particularly larger ones] to demonstrate best practice in managing carbon impacts on its projects	S

This page is intentionally left blank

WEST OF ENGLAND JOINT COMMITTEE

ITEM 12

9 October 2020

REPORT SUMMARY SHEET

LOCAL ENTERPRISE PARTNERSHIP AND INVEST BRISTOL & BATH BUDGET OUTTURN: APRIL – JUNE 2020

Purpose

This report presents the forecast revenue outturn for the West of England Joint Committee for the financial year 2020/21 based on data for the period April 2020 to June 2020. This report covers the Local Enterprise Partnership (LEP) and Invest Bristol and Bath (IBB) revenue budgets.

Summary

This report includes the following key information:

- The LEP is forecasting a small end of year underspend of £80k due mainly to treasury management surpluses and timing of grant spend.
- Total grants attracted for the 3 year period up to March 2023 is now £8.6m with an increase from £4.4m to £5.6m within the current financial year.
- An end of year underspend of £88k is currently forecast in terms of IBB activity.

Recommendations

That the Joint Committee:

- a) **Notes the Local Enterprise Partnership revenue outturn as set out in Appendix 1.**
- b) **Notes the Invest in Bristol & Bath revenue outturn as set out in Appendix 2.**

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: 9 October 2020

**REPORT TITLE: LOCAL ENTERPRISE PARTNERSHIP AND INVEST
BRISTOL & BATH BUDGET OUTTURN: APRIL - JUNE 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 2020/21 based on data for the period April 2020 to June 2020. This report covers the Local Enterprise Partnership (LEP) and Invest 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) 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;**

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 2020/21 financial year based on actual information to the end of June 2020 which shows spend of **£6.9m** against an original budget of **£5.6m**. The difference of **£1.3m** is mainly due to the receipt and phasing of spend for government grants. There is a forecast underspend of £80k and this is mainly due to surplus treasury management and timing of a grant between financial years.
- 2.2 Total grants attained across the three-year period is circa **£8.6m**. 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 @ June 2020

LEP Grant Income	2020/21 £000s	2021/22 £000s	2022/23 £000s	Total £000s
Creative Scale ups	866	282	0	1,148
South West Local Energy Hub	1,804	997	0	2,801
Growth Hub	970	0	0	815
LEP additional Capacity Funding	363	0	0	363
Careers Hub	369	0	0	514
Low Carbon Challenge Fund	712	1,355	33	2,100
One public Estate	289	89	0	378
Infrastructure & Investment Delivery Plan	185	191	0	376
Housing Advisor Programme	20	28	0	48
WIDJET	23	0	0	23
Leader	21	0	0	21
LEP Specific Grant Funding Total:	5,622	2,942	33	8,597

- 2.3 The original 2020/21 budget for external grants was **£4,389m**. For Growth Hub and Careers Hub, we have been successful, during the year, in increasing the overall funding available. This, along with the rephasing of anticipated spend compared to the original 2020/21 revenue budget is detailed in *Figure 2*.

2.4 Figure 2: Original 2020/21 External Grant Budget compared to Year end Forecast.

	Original 2020/21 £000s	Forecast 2020/21 £000s	Funding Difference £000s	Comments
Growth Hub	328	970	642	Additional funding secured
Low Carbon Challenge	905	712	(193)	Re-phasing of expenditure
Creative Scale Up	945	866	(79)	Re-phasing of expenditure
Careers Hub	89	370	281	Additional funding secured
WIDJET	0	23	23	Timing of expenditure
OPE	293	289	(4)	
Infrastructure & Invest Plan	185	185	0	
South West Energy Hub	1,644	1,803	159	Re-phasing of expenditure
Housing Advisor Programme	0	20	20	Grant carry forward from 19/20
Leader	0	22	22	Additional funding secured
LEP Additional Funding	0	362	362	Grant carry forward from 19/20
Totals:	4,389	5,622	1,233	

2.5 Drawdown from Reserves

The accumulated LEP Reserves, held by WECA as Accountable Body, commenced at £831k at the beginning of the financial year. Accounting for drawdown of funds, as approved by the Joint Committee, the reserve balance is forecasted to be £662k. This is detailed in Figure 3:

Figure 3: LEP Reserve Balances £'000s

LEP Reserve balance b/fwd 1 st April 2020	(831)
Drawdown for Nuclear Programme – to provide financial support for the local supply chain programme.	43
Drawdown for Local Industrial Strategy – to deliver our region's ambition to be a driving force for clean and inclusive growth.	121
Drawdown for Careers Hub – works with schools to improve careers opportunities and work experience for young people	5
LEP Reserve Balance as at 31 March 2021	(662)

Interest on Balance

2.6 Investment interest earned on LEP balances held relates entirely to cash holding of the Local Growth Fund. Interest received is forecast to be £22k higher than the £200k income budget as set. This figure will be reviewed regularly and updated in future budget monitoring reports to the Joint Committee.

Invest Bristol and Bath (IBB)

- 2.7 **Appendix 2** details IBB's revenue out-turn position for the 2020/21 financial year based on actual information to the end of June 2020 which demonstrates a surplus of £88k at year end. The surplus relates to Business and Skills directorate recharge costs being split over more projects than originally budgeted due to new funding from government. This will result in a lower recharge to IBB.
- 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, West of England Section 151 Officers and the 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

ITEM 12

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 Bristol and Bath (IBB) revenue budgets are performing against the financial targets as set in January 2020 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 2020/21 Budget – Joint Committee 31 January 2020

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 on 07436 600313; or by email: democratic.services@westofengland-ca.gov.uk

ITEM 12

APPENDIX 1

LEP Budget Monitoring Forecast as at June 2020

	2020/21 Budget £'000s	2020/21 Forecast £'000s	Variance £'000s
Core staff and related overheads	1,158	1,168	(10)
<u>Grant Funded Spend</u>			
Staff	989	1,341	(352)
Travel	15	7	8
Services and third-party payments	3,177	4,200	(1023)
Overheads	254	254	0
Total Expenditure	5,593	6,922	(1,377)
<u>Funded by:</u>			
UA Contribution	(440)	(440)	0
Government Grants	(4,389)	(5,622)	1,233
DCLG Core & Capacity Grant	(500)	(500)	0
Interest on Balances	(200)	(222)	22
Other Grants	(67)	(67)	0
Other Contribution	(33)	(30)	(3)
Use of Reserves	36	(169)	205
	(5,593)	(7,050)	1,457
Net Total - (Under Spend) / Overspend	0	(80)	80

ITEM 12

APPENDIX 2

IBB Budget Monitoring Forecast as at June 2020

	2020/21 Budget £'000s	2020/21 Forecast £'000s	Variance £'000s
<u>Expenditure</u>			
Direct Staff	371	352	19
Supplies & Services	358	384	(26)
Business & Skills Directorate Costs	136	48	88
Overheads	135	128	7
Total Expenditure	1,000	912	88
<u>Income</u>			
Revolving Infrastructure Fund	(1,000)	(1,000)	0
Total Income	(1,000)	(1,000)	0
NET TOTAL - Under / (Over) Spent	0	88	88

WEST OF ENGLAND JOINT COMMITTEE

9 October 2020

REPORT SUMMARY SHEET

LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME

Purpose

To consider new business cases and 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 on the current LGF programme and the profile of spend (Figure 1).
- The report sets out the allocations through the Getting Building Fund and the way this will be integrated with the LGF programme (paragraph 5.1 - 5.3).
- Proposals are set out for the reallocation of Bristol City Council's EDF and a Full Business Case is presented for Temple Quarter Enabling Infrastructure.
- The intention to create a Temple Quarter Joint Delivery Team is described in paragraph 6.3.
- The report sets out changes to schemes within the current funding programme for which approval is sought (Appendix 1 and 2)
- An update is provided on the expected additional Government funding for the New Green Homes Delivery Programme through the SW Energy Hub.

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 proposals for the use of the Getting Building Fund as set out in paragraphs 5.1 - 5.3.
2. To approve the Full Business Case for Temple Quarter Enabling Works up to £32m, with a requirement on the Council to provide detailed information on the works specification and anticipated cost profile.
3. Approve the change requests for schemes within the LGF programme as set out in Appendix 1.
4. Approve the change requests for schemes within the EDF and RIF programmes set out in Appendix 2.
5. To delegate the detailed funding allocations and grant funding arrangements for the South West Energy Hub Green Homes Grant to the WECA Chief Executive in consultation with the South West LEP Chief Executives.

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: 9 OCTOBER 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 proposals for the use of the Getting Building Fund as set out in paragraphs 5.1 - 5.3.**
2. **To approve the Full Business Case for Temple Quarter Enabling Works up to £32m, with a requirement on the Council to provide detailed information on the works specification and anticipated cost profile.**
3. **Approve the change requests for schemes within the LGF programme as set out in Appendix 1.**
4. **Approve the change requests for schemes within the EDF and RIF programmes set out in Appendix 2**
5. **To delegate the detailed funding allocations and grant funding arrangements for the South West Energy Hub Green Homes Grant to the WECA Chief Executive in consultation with the South West LEP Chief Executives.**

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 stands at some £12m. With this overprogramming schemes report planned spend this year to meet full LGF spend requirements. A further swop of funding between LGF and EDF for MetroWest Phase 1 is proposed (as set out in Appendix 1), with the Cribbs Patchway MetroBus Extension receiving LGF instead of EDF, to further de-risk full spend.

ITEM 13

Spend £000s	15/16	16/17	17/18	18/19	19/20	20/21	Total	21/22	Total
Transport Schemes									
MetroWest Phase 2 Development Costs	140	351	1,099	1,313	297	-	3,200		
MetroWest Phase 1 Development Costs	3,304	3,291	2,252	1,750	4,941	5,487	21,025		
Sustainable Transport Package 15/16	2,898	-	-	-	-	-	2,898		
Sustainable Transport Package 16/17	-	1,934	1,749	36	-	-	3,719		
Sustainable Transport Package 17/18	-	-	971	1,529	2,355	81	4,936		
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	-	-	-	-	-	285	285	2,818	3,103
Weston-super-Mare Town Centre Enhancement	-	-	-	332	471	1,997	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	482	652	848	1,500
South Glos Sustainable Transport Package	-	-	-	-	875	1,920	2,795		
Cribbs Patchway MetroBus Extension	-	-	1,746	2,878	-	1,672	6,296		
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	3,174	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	-	-	-	-	1,024	1,479	2,503		
SGS Brunel Building (STEAM Centre)	-	-	-	-	1,151	5,291	6,442		
Weston College Animal Management Training Centre	-	-	-	-	990	-	990		
Infrastructure Schemes									
Aerospace Bristol	-	1,700	-	-	-	-	1,700		
Superfast Broadband SGC	-	714	556	-	-	41	1,330		
Superfast Broadband CDS	-	-	-	-	-	200	200		
B&B Cultural Destinations Media Bank	-	14	87	46	-	-	147		
Town Square, Weston-super-Mare	-	1,227	1,615	-	14	123	2,979		
Saw Close Public Realm, Bath	-	112	-	-	-	-	112		
Bath Quays Bridge	-	355	-	-	-	1,514	1,869		
Cattle Market Road Demolition Works	-	278	597	-	-	-	875		
Bristol Beacon Phase 2 Transformation Project	-	-	1,000	1,000	-	6,405	8,405		
Bath Quays South Phase 1a Enabling Infrastructure	-	-	731	3,617	3,684	2,359	10,391		
Bath Quays North Phase 1b Relocation of Coach Park	-	-	93	1,269	48	79	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	294	-	-	-	1,330		
FoodWorks ^{SW} Innovation Centre	-	-	-	2,641	8,446	757	11,844		
NTProStruct	-	2,374	1,484	-	-	-	3,858		
Emersons Green Local Transport Enhancements	-	-	735	80	87	2,830	3,732	1,318	5,050
OPCR - Sensor Factory, CAV & KWMC	-	-	-	-	2,376	964	3,340		
Umbrella	-	-	-	-	771	2,914	3,685		
IAAPS	-	-	-	6,000	2,000	2,000	10,000		
Bristol VR Lab	-	-	160	60	16	59	295		
Grow-On2 Temporary Building	-	-	-	-	423	581	1,004		
	16,600	37,759	19,954	44,751	36,141	53,746	208,951	4984	213,935
Subject to approval of change request								Total Funds Available	
Project completed								202,096	
								214,096	
								Overprogramming	
								6,855	
								-	
								161	

Figure 1 - Current LGF Spend Profile

Getting Building Fund

- 5.1 In June Government announced the Getting Building Fund (GBF) aimed at funding capital projects which could help to accelerate national recovery. In July we were informed that our award through this fund was £13.7m spanning the LEP geography for spend by December 2021.
- 5.2 Given there are £12m of commitments (including £7m of contractual commitments) in place for LGF schemes which are beyond the funding received or expected, and that it was assumed that the overhang would be picked up by any successor programme to the LGF, it is intended that the GBF is used to enable the full funding and completion of the schemes within the LGF programme. Government requested that specific projects were identified as beneficiaries of the new funding as shown in Figure 2. However, it is planned to use these funds flexibly to dovetail the LGF and GBF programmes and make best use of the extended deadline for the GBF to support schemes which require this.

Scheme	Getting Building Fund Allocation £m
Keynsham Town Centre Improvements	1.3
Bath Quays South Phase 1a Enabling Infrastructure	2.0
Umbrella	2.0
Emersons Green Local Transport Enhancements	3.0
A4018 Corridor Improvements	2.7
Portway Station	1.0
Weston General Stores	1.7
Total	13.7

Figure 2 – Getting Building Fund Initial Allocations

- 5.3 In addition to the six LGF schemes identified as beneficiaries, it is proposed one new project is added to the programme. This is the Weston Stores Project that could utilise the balance of £1.7m. This project would repurpose redundant retail space in Weston town centre to deliver workspace and space for collective trading platforms, micro-manufacturing, events and rehearsal and a cycle hub. A business case for this project is expected.

Economic Development Fund

- 6.1 In the original EDF programme approved at the commencement of the Fund, £53m was allocated to the Bristol Arena on Temple Island. Bristol City Council have the right to substitute these funds to alternative schemes, subject to business case, and a proposal has been presented by Bristol City Council as follows:

- £32m Temple Quarter Enabling Works (as set out below)
- £4m for Engine Shed 2 for which a Full Business Case was conditionally approved in 2018
- The balance is held in abeyance until the final costs of the Temple Island works and requirements for transport infrastructure in North Bristol are established.

In addition, the reallocation will address a profiling issue related the City Council's share of the funding for the delivery of the approved Avonmouth/Sevenside Enterprise Area Ecology Mitigation and Flood Defence project.

Temple Quarter Enabling Works

- 6.2 A Full Business Case has been submitted seeking £32m to deliver infrastructure to enable the development of some 180,000ft² of office space, residential units, a hotel and conference centre and new public realm. The enabling works are expected to include the investigation and mitigation of any residual contamination, utilities, levelling of the site, improved access to Bath Road, river wall repair if required and southern access improvements, including a pedestrian route/cycleway from the Bath Road to Brock's Bridge. The Scheme Assessment Summary Table is shown in Appendix 3 and the Full Business Case is published on the WECA [website](#).

Recommendation to approve the Full Business Case for Temple Quarter Enabling Works up to £32m, with a requirement on the Council to provide detailed information on the works specification and anticipated cost profile.

Bristol Temple Quarter Joint Delivery Team

- 6.3 To support the development of the Temple Quarter Enterprise Area, including the redevelopment of Temple Meads Station, it is intended to establish a Joint Delivery Team (JDT) bringing together staff and resources from key delivery partners. The creation of this team will be pivotal to the delivery of the planned growth and redevelopment of the Enterprise Zone and to leveraging project funding from Homes England and others. It is planned that the Joint Delivery Team will be cash flowed through the Investment Fund, alongside contributions from the City Council's EDF and other partner contributions, in anticipation of the award of other major funding and the ability to recharge staff to capital projects as these come on stream. The final details of the JDT and the funding mix will be presented to the December Committee.

Changes to Schemes within the Programme

- 7.1 The Joint Committee in October 2019 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 1 and 2 respectively.

South West Energy Hub – New Green Homes Delivery Programme

- 8.1 In 2018 the Department for Business Energy and Industrial Strategy (BEIS) provided £1.03m funding to the LEP to establish the SW Energy Hub (SWEH), 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 and £620,000 in 2020. BEIS also provided £1,982,938 in 2019 to deliver the Rural Community Energy Fund.

- 8.2 The SWEH 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 SWEH has recently been tasked by BEIS to support delivery of a large-scale programme to improve energy efficiency in people's homes across the SWEH administrative area. This will help meet local and national climate emergency targets by reducing carbon emissions and help those less able to pay by reducing their energy costs.
- 8.4 The Green Homes Grant (GHG) was announced in the Chancellor's Summer Economic Update in July 2020 as part of a green recovery. This £2bn programme includes £1.5bn of retrofit grants, available as vouchers directly to homeowners and landlords; and £0.5bn for low income households, delivered as GHG Local Authority Delivery (GHG LAD), through BEIS and the five Energy Hubs across the country. Phase 2 of GHG LAD will be £300m, delivered through the Energy Hubs from April 2021 to the end of March 2022; although it is anticipated that this will be extended into 2022/23 given the scale of delivery.
- 8.5 BEIS requested that GHG LAD Phase 2 is delivered by Energy Hubs due to their established role supporting local authorities and other local stakeholders to develop energy projects; and in order to achieve regional economies of scale in delivery. GHG LAD will help low income households improve the energy efficiency of poor quality homes. Low income is defined as an annual household income of no more than £30,000. Eligible homes will be those with Energy Performance Certificates (EPCs) rated Band E, F or G; with improvements bringing them up to Band C where possible. It is anticipated that the energy efficiency and clean heating measures installed will cost on average no more than £10,000 per property.
- 8.6 SWEH is likely to receive a grant allocation of between £40-55m, which will be held by WECA, as Accountable Body. BEIS has already provided SWEH with £75k to support a project management post. This primary funding will be followed by £250k in September to develop a Sourcing Strategy and a further £1.25m in October to support the delivery sourcing arrangements.
- 8.7 In line with previous delegations by the Committee, it is proposed that detailed funding allocations and grant funding arrangements to be delegated to the WECA Chief Executive, in consultation with the South West LEP Chief Executives.

Recommendation to delegate the detailed funding allocations and grant funding arrangements for the South West Energy Hub Green Homes Grant to the WECA Chief Executive in consultation with the South West LEP Chief Executives.

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
- Appendix 3: Temple Island Enabling Infrastructure – Scheme Assessment Summary Table

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 on 07436 600313; or by email:

democratic.services@westofengland-ca.gov.uk

Appendix 1

Change Requests Recommended for Approval

Local Growth Fund

- **Grow-On2 Temporary Building** – Reprofiling £581k from 19/20 to 20/21 due to delays in letting original contract [Revised LGF profile £423k in 19/20 and £581k in 20/21].
- **Bath Quays South Phase 1A**
Spend: Reprofiling £693k from 19/20 to 20/21 [Revised LGF profile £3.684m in 19/20 and £2.359m in 20/21]
Milestones: 12-month delay to Wi-Fi Phase 2 Installation and Testing Start (to Sept 20) and 9 month delay to Wi-Fi Phase 2 Completion (Mar 21).
- **Bath Quays North Phase 1B** – Reprofiling £79k from 19/20 to 20/21 due to delayed remedial works [Revised LGF profile £48k in 19/20 and £79k in 20/21]
- **Bath Quays Bridge**
Spend: Reprofiling £1.265m from 16/17, 18/19 and 19/20 into 20/21 [Revised LGF profile, £355k in 16/17 and £1.514m in 20/21]
- **Town Square Weston Super Mare**
Spend: Reprofiling £6K from 18/19 to 20/21 and £13K from 20/21 to 19/20. [Revised LGF profile £14k in 19/20 and £123k in 20/21]
Milestones: 6-month delay to completion of Spider Lane works (to Dec 20).
- **Portway Station** - 4-month delay to Construction Commences (to Jan 21) and Operational (Sep 21). [awaiting change request]
- **Institute for Advanced Automotive Propulsion Systems** - 3-8 months delay to 4 milestones including construction completion (to Mar 21) and operational (Jun 21).
- **Bristol Beacon Phase 2 Transformation**
Milestone: 11-month delay to RIBA stage 6 & 7 completion and handover (to May 22)
Cost: Cost increase due to delays in project and Covid-19 with the approval of the reallocation of LGF/GBF funding from other Bristol City Council projects to be delegated to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils, subject to securing any necessary approval from MHCLG.
- **Keynsham Town Centre Improvements - High Street**
Spend: Reprofiling £848k into 21/22, to be spent by Dec 21. [Revised LGF profile, £652K in 20/21, and GBF £848k in 21/22]
Milestone: 7-8 month delay for 5 milestones, including construction completion and operational (to Mar 22).

- **Brunel Building (previously known as STEAM)** - cost increased due to delays as a result of Covid-19 and request for an additional £41k in LGF funding alongside £85k in match funding.
- **Bath Quays North Infrastructure Development Works**
Spend: Reprofile £22.965m from 20/21, 21/22 and 22/23 to 23/24, 24/25 and 25/26 for EDF funding. [Revised EDF profile £931k 21/22, £10m in 23/24, £11.145m in 24/25 and £1.82m in 25/26]
Milestones: 2-12-month delay to 7 milestones including completion of phase 1 (to Feb 24)
- **UMBRELLA**
Spend: Reprofile £354K from 19/20 to 20/21 [Revised LGF profile £731k in 19/20 and £2.843m in 20/21]
Milestone: Delay of 2-7 month for 3 milestones including Network design and review completion (to Jul 20).
- **Emersons Green Local Transport Enhancements**
Spend: Reprofile £1.318m from 19/20 and 20/21 to 21/22 [Revised LGF/GBF profile £87K in 19/20, £2.831m in 20/21 and £1.318m in 21/22].
Milestone: 9-21-month delay to 3 milestones including completion of road safety improvements (to Sept 21).
Scope: The proposed bridge over the railway at Yate has been found not to be viable due to engineering technicalities, increasing cost and timeframe. This will now be replaced with a number of local walking and cycling route improvements to enhance connectivity in the Emersons Green/Lyde Green area.
- **Superfast Broadband Extension Programme (SGC Phase 2 & 3)** - Reprofile £39K from 19/20 to 18/19 and 19/20 [Revised LGF profile £575K in 17/18 and £21K in 18/19]
- **CDS (Phase 2) Superfast Broadband Extension** - Owing to the time constraints and delay to CDS completion deployment of Lot 1 (to Dec 24) alternative funding will be found by B&NES to complete project and there will be no call on LGF funds.
- **MetroWest Phase 1** – Reprofile £647k from 19/20 to 20/21 and £1.025 from 20/21 to 21/22 and swop of funding from LGF (£1.672m) to EDF. [Revised LGF profile £4.294m in 19/20 and £6.134m in 20/21, revised EDF profile, £1.672m in 21/22 and total £32.4m]
- **MetroWest Phase 2**
Milestone: Delay of 15 to 21 months for 4 milestones including operational (to May 23).
Spend: Reprofile of EDF of £31.9m from 20/21 and 21/22 into 22/23, 23/24 and 24/25 [Revised EDF profile £3.616m in 21/21, £21.941m in 22/23, £10.658m in 23/24 and £285K in 24/25].

Appendix 2

Change Requests Recommended for Approval

Economic Development Fund

- **Avonmouth Severnside Ecology Mitigation & Flood Defences** – Reprofilng £249K EDF from 20/21 to 22/23 and £6.947m from 21/22 into 23/24 and 24/25. [Revised EDF profile £14.648m in 20/21, £13.449m in 21/22, £7.671m in 22/23, £7.2m in 23/24 and £16.554m in 24/25]. Revised profile of match funding.
- **Bath Riverside Enterprise Zone Team** - Reprofilng £11K from 19/20 to 20/21 [Revised EDF profile £215K in 19/20 and £241K in 20/21].
- **Cribbs Patchway Metrobus Extension**
Spend: Swap of funding from EDF (£1.672m) to LGF. Reprofilng £2.844m EDF from 20/21 and 21/22 into 22/23. [Revised EDF profile £22.175m in 20/21, £11.743m in 21/22 and £5.044m in 22/23].
Milestone: Delays of 6 to 11 months for 3 milestones including construction completion (to Jan 23) and operational (to Mar 23).
- **Invest Bristol and Bath** – Note the previous change to reprofile £44K from 18/19 to 19/20 [Revised profile £851K in 18/19 and £1.144m in 19/20, total funding 15/16 - 19/20 £4.795m]

Revolving Infrastructure Fund

- **J21 Northbound Merge** – 5-month delay to construction start date (to Feb 21)
- **South Bristol SUD Intermediate Body**
Cost & Spend: Increase in costs to the project of £52K due to extension of the programme to Mar 21. Request for an additional £26K from RIF and £26K from ERDF. With a revised profile of £33K in 20/21, total RIF £94,562.
Milestones: 9 months delay to End of IB technical Assistance Project (to Mar 21)

Appendix 3 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Temple Quarter Enabling Works	Strategic Case	<p>The Temple Island site has been vacant for over 20 years. In a value for money study for the Council, KPMG advised that the market would be unlikely to invest in the site without some form of public intervention</p> <p>The scheme is at an early stage of design, but the enabling works proposed in this scheme include site remediation, improved access from the south and A4, structural fill to provide workable site levels and utilities reinforcement.</p> <p>Legal and General (L&G) have developed proposals for the mixed use development of the site. Phase 1 of the development will deliver 180,000ft² of commercial space and residential units, 40% of which will be affordable. Phase 2 includes both a hotel and conference centre and further residential.</p> <p>The council plan to grant L&G a leasehold on the land, but the deal is conditional on the council undertaking enabling works on site.</p>	Funding Source(s)	Economic Development Fund
Scheme Promoter	Bristol City Council	State Aid	<p>It is reported that the funding does not represent State Aid given it is in part open access public infrastructure, and where this is not the case it does not provide an advantage to any economic undertaking over others. This is accepted by WECA recognising that the State Aid risk lies with the City Council.</p>	Approval Requested	Full Business Case


ITEM 13

Date of Submission	28/8/20	Economic Case and Value for Money	<p>A report provided by KPMG forecasts the value of economic benefits from the development of Temple Island to be £801.2m over a 25 year appraisal period. When compared to the public sector cost (at present values) this provides a BCR of 28:1. It should be noted that some 8% of the net benefits relate to the construction phase rather than the operational phase.</p> <p>A letter has been provided by BCC's s151 officer confirming approval of the business case and the value for money statement.</p>	Grant Award	£32m
Funding Requested	£32m (profiled £9.08m to 20/21, £21m 21/22, £1.24m 22/23, £335k 23/24 and £330k 24/25)				
Total Scheme Cost	£32m (Works £27.8m; BCC project management £442k; Inflation and other £3.511m)	Risk	<p>A risk allowance of £4.73m (some 15%) has been included in the costs and a risk register has been provided.</p> <p>The designs are at an early stage and only high level costing have been provided.</p>	Grant Recipient	BCC
Match Funding %	0%	Delivery	<p>The site is owned by the Council. The enabling works are to be undertaken within 4 years of the Council and L&G entering into the conditional agreement.</p> <p>It is noted that further design development will be needed to confirm the permissions that are required to deliver the enabling works. Currently it is anticipated that permission will be required in terms of planning, highways and from Network Rail to take forward the Southern access improvement and the Plot 12 access and road rail access point.</p> <p>A high level programme has been provided</p> <p>A Monitoring and Evaluation Plan is to be produced.</p>	Payment Basis	Capital and interest paid every 6 months over the duration of the EDF based upon staged payments.

ITEM 13

<i>Scheme Description</i>	<i>Recommendation to Joint Committee</i>	Conditional approval of the Full Business Case
<p>It is currently anticipated that enabling works will include:</p> <ul style="list-style-type: none"> • Investigation and mitigation of any residual contamination • Utilities reinforcement – upgrades on-site and off-site/upstream to serve future development • Structural fill – levelling of the site to support development • Improved access for Network Rail via a new road rail access point in the south west corner of the site • The potential provision of a loop road around the site to provide essential access. It is the desire of the council to minimise vehicular movement on the site • River wall remediation, should surveys suggest that it is required • Southern access improvements, including a pedestrian route/cycleway from Bath Road to Brock's Bridge. 	<i>Conditions of Approval</i>	Supply of detailed cost breakdown.

Record of Approval

<i>WECA S73 Officer</i>		<i>Joint Committee</i>	
<i>Name</i>	Malcolm Coe	<i>Date of Meeting</i>	9 October 2020
<i>Date</i>	25 September 2020	<i>Decision</i>	
<i>Signature</i>			

This page is intentionally left blank



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 14

9 October 2020

REPORT SUMMARY SHEET

WECA & MAYORAL BUDGET OUTTURN: APRIL 2020 – JUNE 2020

Purpose

To present the forecast revenue budget financial outturn information for WECA and the Mayoral budget for the financial year 2020/21 based on actual data for the period from April 2020 to June 2020.

Summary

This report includes the following key information:

Mayoral budget:

- The Mayoral Fund's forecast revenue outturn position for 2020/21 is a small underspend of £11k as detailed in Appendix 1;
- A contribution of £396k will be made to an earmarked reserve, in line with budget, to meet the estimated costs of the Combined Authority Mayoral election in 2021.

WECA revenue budget:

- WECA's estimated outturn revenue position for 2020/21 is a net surplus of £565k, (Appendix 2), which is due to higher income received from cash balances;
- The report details various transport grants received by government for supporting local bus operators through Covid;
- Spend on specific projects (see figure 3) is forecast to be £10m higher than originally budgeted, which is due mainly to additional investment fund approved projects and rephasing of project spend carried forward from 2019/20;
- An updated 3-year revenue forecast for all approved investment fund projects is detailed in Appendix 3;
- The report proposes an internal virement from treasury management surpluses and a reduction in external contract spend to permanently establish finance capacity (which will have no impact on the bottom-line budget);
- £500k was moved into a specific business rates income reserve at the end of the 2019/20 financial year against which we are proposing to drawdown £403k to meet income shortfalls in the current financial year.

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) There will be an impact on 2020/21 revenue budgets as core activity, and investment funding, is re-prioritised and re-focused on supporting economic recovery;
- (b) 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;
- (c) Concessionary fare payments to bus operators have been made in line with budgeted profile throughout the first quarter of the financial year to maintain continuity of service, along with contract payments for supported bus services and payments to community transport providers.
- (d) Payments to Adult Education providers have also been made in line with budgeted profile to maintain stability of the provider base.

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 continuation of paying concessionary fares, in line with budgeted profile, to local transport operators up to 31 December 2020, and to Community Transport Providers and in respect of current Service Contracts with delegation for enabling these payments provided to the Head of Strategic Transport Integration.
- a) Approve an internal virement of £150k from Treasury Management surplus and consultancy savings to establish capacity in the financial services team.
- b) Approve a drawdown of £403k from the WECA Business Rates Reserve to fund the projected income shortfall in business rates for 2020/21.

Contact officer: Malcolm Coe

Position: Director of Investment & Corporate Services

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

ITEM 14

REPORT TO: WECA COMMITTEE

DATE: 9 OCTOBER 2020

**REPORT TITLE: WECA & MAYORAL BUDGET OUTTURN APRIL –
JUNE 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 2020/21 based on data for the period April 2020 to June 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) There will be an impact on 2020/21 revenue budgets as core activity, and investment funding, is re-prioritised and re-focused on supporting economic recovery;
 - (b) 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;
 - (c) Concessionary fare payments to bus operators have been made in line with budgeted profile throughout the first quarter of the financial year to maintain continuity of service, along with contract payments for supported bus services and payments to community transport providers.
 - (d) Payments to Adult Education providers have also been made in line with budgeted profile to maintain stability of the provider base.

Activity, and corresponding budgets, will be kept under regular review over the coming months with government advice and guidance taken into consideration.

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 continuation of paying concessionary fares, in line with budgeted profile, to local transport operators up to 31 December 2020, and to Community Transport Providers and in respect of current Service Contracts with delegation for enabling these payments provided to the Head of Strategic Transport Integration.
- d) Approve an internal virement of £150k from Treasury Management surplus and consultancy savings to establish capacity in the financial services team.
- e) Approve a drawdown of £403k from the WECA Business Rates Reserve to fund the projected income shortfall in business rates for 2020/21.

3. Mayoral Fund Revenue Budgets

- 3.1 **Appendix 1** details the Mayoral Fund's forecast outturn revenue position for the 2020/21 financial year based on actual information to the end of June 2020, which, overall, is **£11k** lower than the original budget.
- 3.2 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.
- 3.3 As per previous years, £17.5m is budgeted through the business rates retention pilot in the Mayoral Fund. This funding is passported to the constituent Unitary Authorities in respect of capital Highways maintenance grants.

4. WECA Revenue Budgets

- 4.1 **Appendix 2** details WECA's estimated outturn revenue position for the 2020/21 financial year based on actual information to the end of June 2020, which, overall, is projecting an end of year surplus of **£565k**. The main points to note are:

Transport Levy and Operations

- 4.2 The 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 financial year. An uplift of 2% was added to the budget to reflect projected increases in service costs and demand.

Figure 1: Transport Levy for 2020/21

	2020/21 Levy Charges				NSC £000s	Total £000s
	B&NES £000s	BCC £000s	SGC £000s	Total LEVY £000s		
Integrated Transport Team	156	297	105	558	0	558
Concessionary Travel	3,626	7,062	2,130	12,818	1,816	14,634
Bus Service Information	146	300	145	591	36	627
Community Transport	360	825	436	1,621	0	1,621
Supported Bus Services	667	1,089	952	2,708	34	2,742
Metrobus	0	131	81	212	14	226
Travelwest	10	25	15	50	12	62
Bus Strategy/Integ Ticketing	29	111	71	211	35	246
Sub Total:	4,994	9,840	3,935	18,769	1,947	20,716

- 4.3 In line with government guidance, we have continued to make concessionary fare payments to local transport operators in line with budgeted profile (as opposed to actual usage), and to Community Transport Providers and in respect of current Service Contracts in order to maintain continuity of service throughout the Covid pandemic. Having recently received further guidance from the Department of Transport, we are now proposing to extend this arrangement for the period up to 31 December.
- 4.4 Additional Supported Bus payments have been funded through additional government grants and income. These include Bus Service Operators Grant, (BSOG), £1.15m, Better Deal for Buses £736k, COVID Bus Service Subsidy Grant £528k and £500k Restart, Section 106 £788k, BCC Park and Ride £220k and £100k income from revenue and penalties through bus operations. WECA has worked closely with relevant transport officers within the Unitary Authorities in relation to the prioritisation and allocation of this funding.
- 4.5 B&NES will be refunded up to 100% of the surplus of £227k that they returned in 2019/20 in the event of any end of year underspend against the overall transport levy. 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. The smoothing reserve currently stands at £123k having offset a combined regional overspend of £77k at the end of 2019/20.

Variations on Project Spend

- 4.6 In year spend on specific projects is forecast to be **£10m** higher than originally budgeted as detailed in *Figure 2*. This is due mainly to the addition of new Investment Fund Revenue schemes since the budget was set in January 2020 alongside rephasing of various project spend over financial years. A revised three-year revenue forecast for all investment fund projects is detailed in **Appendix 3**.
- 4.7 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 (EAT) Fund focused on measures which could be implemented swiftly and would help ease the pressure on public transport. Whereas the indicative figure for the West of England is £3.7m, to date, we have only received a tranche 1 payment of £741k. In June 2020

WECA Committee approved a £3m, (under-writing), allocation from the Investment Fund in order to mobilise schemes quickly in advance of full receipt of the Department for Transport funding. £1.3m of this funding will be classified as revenue expenditure in the current financial year which has now been added to the budget.

- 4.8 Final figures for the Adult Education Budget for WECA were announced subsequent to setting the 2020/21 revenue budget with an extra £585K for the academic year (August 2020 to July 2021) for new learners, new procured activities and national retraining scheme. The net effect for this financial year 2020/21 is an increase in expenditure of £385k.
- 4.9 Other variances are a small reduction in Future Bright spend and EU Exit funding which relates to a specific grant that has been carried forward from 2019/20 which will be spent throughout 2020/21.

Figure 2: Variations in spend on Specific Projects

Project	£'000
Adult Education Budget (increased funding for specific purposes)	385
Apprenticeship Levy Maximisation	-20
Careers, Education, Information, Advice and Guidance (CEIAG)	35
Climate Change feasibility spend	125
Emergency Active Travel – revenue cashflow through the Investment Fund	1,320
EU Exit Funding – spend against Grant c/f from 2019/20	193
FEAS AA - Coalpit Heath/Westerleigh Bypass and Frampton Cotterell/Winterbourne Bypass	-32
FEAS AB - Realising Talent [NEET]	126
FEAS AG - Somer Valley EZ Development (Non-Highways)	722
FEAS AH - Bath River Line	150
FEAS AI - We Work for Everyone – rephasing of spend relating to later implementation date	-909
FEAS AK - South Bristol Enterprise Support and Workspace	166
FEAS AO - Modern Methods of Construction (Bristol Housing Festival)	-150
FEAS AT - Yate Park & Ride	-300
FEAS AW - Yate Urban Living Opportunity Area	50
FEAS BA - Working Well Institute	300
FEAS BJ - Centre for Digital Engineering Technology & Innovation	1,830
FEAS BM - Building Employment and Enterprise Skills	-10
FEAS BN - Local CEIAG Action Research Activities	-10
FEAS BO - Improving Access to Bath from the East	200
FEAS BR - Manvers Street Regeneration	250
FEAS BT - North Keynsham Masterplanning	100
FEAS BW - SDS/LTP Shared Evidence Base	2,000
FEAS E - Freezing Hill Lane: A420 to Bath	91
FEAS F - Temple Meads Masterplan	1,416
FEAS Q - STEAM Centre SGS WISE	175
FEAS T - Bristol High Streets - Bedminster	230
FEAS U - B&NES High Streets - Pilot	122
FEAS V - SGC High Streets - Kingswood	148
FEAS Z - Charfield Station	986
Future Bright	-144

Housing Infrastructure development	1,033
Integrated Ticketing	154
Local Cycling & Walking	35
Productivity Challenge	678
Research and Innovation Challenge Fund	-242
Strategic Master North Fringe	-73
Strategic Master Planning	-48
Strategic Master South West Fringe	-182
Strategic Park & Ride	135
Strategic Shared Planning - Evidence	-11
Workforce for the Future – rephasing of spend due to a later implementation date	-1,015
TOTAL	10,009

Interest on Balances

- 4.10 An income budget of £1.02m was set in relation to the interest that WECA earns from investing cash balances held. Whereas interest rates have dropped to record low levels over recent months, through a number of ‘forward deal’ investments and longer-term placements in property and equity funds, WECA continue to significantly out-perform this income target. The current out-turn position for 2020/21 is a forecasted treasury surplus of **£600k**.
- 4.11 In January 2020, the committee approved short term capacity of £100k within the finance team through Treasury Management surpluses and redistribution of budgets previously used to commission external support for finance. Over the past 9 months the finance service has continued to develop and evolve, resulting in a reduced need to engage consultancy for core finance activities. Through operating Treasury Management ‘in-house’ we have consistently out-performed against set budgets and we are now proposing that we utilise the savings from consultancy and increased income to secure the required capacity for the finance service on an on-going basis. This will result in an internal virement of £150k with a net neutral impact on the overall WECA revenue budget.

It is recommended that an internal virement of £150k is actioned from Treasury Management surpluses and consultancy savings to establish permanent capacity in the financial services team.

Drawdown from Reserves

- 4.12 Drawdowns from earmarked reserves of **£813k** are included in the forecast income for 2020/21 as detailed in *Figure 4*.

Figure 4: Drawdown from Earmarked Reserves

Transfer from Reserves	£000s
M9 – Combined Authority grant income	137
EU Exit	273

NNDR Business Rates	403
Transfer from Reserves	813

- 4.13 The WECA General Reserve, as at 31 March 2020, was £1.6m which is less than 3% of the 2020/21 revenue budget. The future 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.
- 4.14 The level of Business Rate Growth had slowed down in the region, even prior to the Covid situation, which will have a significant negative impact on future growth projections. We stated in the 2019/20 out-turn report, (June 2020), that WECA's 5% share of the business rates retention pilot, budgeted at £1.2m per annum, will fall short by up to £500k in 2020/21 with larger shortfalls in subsequent years.

We are proposing a drawdown of £403k against the WECA Business Rates Reserve to meet the projected income shortfall within the current financial year.

Specific Grants

- 4.15 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.

Summary Revenue Budget position for WECA

- 4.16 The overall forecast for the WECA revenue budget is a **£565k** surplus at year end which is mainly due to higher income received from investing cash balances. However, this forecast does rely on a drawdown of £403k against the WECA business rates reserve in order to address the specific income shortfall in this area.

Consultation

- 5 Consultation has been carried out with the Monitoring Officer, Chief Executives, and S151 Officers across the three constituent authorities. Regular meetings are held with the Finance Directors across the region in terms of material financial matters.

Other Options Considered

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

Risk Management/Assessment

- 7 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

- 8 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.
- 8.1 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.
- 8.2 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.
- 8.3 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

- 9 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

- 9.1 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:

- 10 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:

- 11 This report monitors how WECA and the Mayoral Fund are performing against the financial targets set in January 2020 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:

- 12 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: Revised 3-year forecasted revenue spend on Investment Fund projects

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird on 07436 600313; or by email:

democratic.services@westofengland-ca.gov.uk

APPENDIX 1

Mayoral Fund April to June 2020			
	2020/21 Budget £'000s	2020/21 Outturn £'000s	Variance £'000s
Staff	206	204	2
Premises Services	13	12	1
Support Services	15	8	8
Supplies & Services	10	10	0
Project Spend	0	0	0
	244	233	11
Mayoral Election - Transfer to Reserve	396	396	0
<u>Contribution to Highway Grants</u>			
Integrated Highway	5,183	5,183	0
Highway Maintenance Grants	10,254	10,254	0
Highway Incentive Grants	2,135	2,135	0
	17,572	17,572	0
			0
Total Expenditure	18,212	18,201	11
<u>Income</u>			
Business Rates Retention Pilot	17,572	17,572	0
Government Grant	0	0	0
Funding Contribution from WECA	640	629	11
Total Income	18,212	18,201	11
NET TOTAL - Under / (Over) Spent	0	0	0

APPENDIX 2

WECA Fund April to June 2020			
EXPENDITURE	Budget £'000s	Outturn £'000s	Variance £'000s
<u>Staff</u>			
Core Staff	4,896	4,896	0
ITA Team	892	839	(53)
Project Staff	1,300	1,539	239
Total Staff	7,088	7,274	186
<u>Supplies & Services</u>			
Premises Services	464	351	(113)
Support Services	44	34	(10)
Supplies & Services	761	801	40
Total Supplies & Services	1,269	1,186	(84)
Project Spend	25,808	35,817	10,009
ICT Implementation	297	297	0
<u>Transport Functions</u>			
Community Transport	1,621	1,621	0
Concessionary Fares	14,325	14,494	169
Bus Real Time Information	453	354	(99)
Supported Bus Services	2,743	6,772	4,029
Metrobus	226	85	(141)
Bus Information	149	236	87
Travelwest	61	11	(50)
Integrated Ticketing	247	229	(18)
Total Transport Functions	19,825	23,802	3,977
Contribution to Mayoral Fund	640	629	(11)
Overheads	(451)	(325)	126
Departmental Recharges	(1,644)	(1,691)	(47)
Payment to Reserves	204	204	0
Total Expenditure	53,036	67,192	14,156
<u>INCOME</u>			
Transport Levy	20,716	20,692	(24)
Supported Bus Services Government Grant	0	4,029	4,029
Business Rates Retention Pilot	1,200	797	(403)
Government Grants	17,055	19,449	2,394
Investment Fund Grant	13,045	20,357	7,312
Interest on Balances	1,020	1,620	600
Transfer from Reserves	0	813	813
Total Income	53,036	67,757	14,721
NET TOTAL - Under / (Over) Spent	0	565	565

APPENDIX 3

3-year Revenue Forecast for Investment Funded Projects

	2020/21	2021/22	2022/23	Total
	£000s	£000s	£000s	£000s
Investment Fund managed by WECA				
Transport Integration – strategic capacity	500	0	0	500
Integrated Smart Ticketing	270	0	0	270
Strategic Park & Ride Outline Business Case	300	150	0	450
Bus Strategy Outline Business Case	125	0	0	125
Improving Access to Bath from the East	200	0	0	200
SDS/LTP Shared Evidence Base	2000	0	0	2,000
Strategic Rail Investment	150	100	0	250
Bus strategy Infrastructure Programme	1300	200	0	1,500
Metrobus consolidation package	300	0	0	300
Housing Infrastructure additional allocation	1,033	0	0	1,033
Strategic Master-Planning development	75	75	75	225
Regional Operations Capability	50	0	0	50
Strategic Shared Planning	225	0	0	225
Strategic Master-planning North Fringe	400	90	0	490
Strategic Master-planning South West Fringe	250	225	0	475
Future Bright extension of project	1,200	1,200	0	2,400
Workforce for the Future (WFTF)	1,167	1,300	1,000	3,467
WFTF European Match funding	1,167	1,300	1,000	3,467
Apprenticeship Levy Maximisation	80	0	0	80
Careers, Education, Info, Advice & Guidance CEIAG	35	0	0	35
Talent Institutes	8	0	0	8
LIS Productivity Challenge	1,334	721	669	2,724
Careers Hub and Enterprise Advisor Network	66	0	0	66
Cultural Strategy	14	0	0	14
Energy Strategy Action Planning	120	130	0	250
Sub Total:	12,369	5,491	2,744	20,604

	2020/21	2021/22	2022/23	Total
	<u>£000s</u>	<u>£000s</u>	<u>£000s</u>	<u>£000s</u>
Investment Fund managed through UAs				
High Street Regeneration (initial revenue)	8,818	0	0	8,818
South Glos by-pass feasibility	181	0	0	181
Yate Urban Living Master-Planning	400	60	0	460
Visitor Economy	78	0	0	78
Bristol High Streets - Bedminster	230	0	0	230
B&NES High Streets - Pilot	122	0	0	122
SGC High Streets - Kingswood	148	0	0	148
Freezing Hill Lane: A420 to Bath	91	0	0	91
Temple Meads Masterplan	1416	0	0	1,416
STEAM Centre SGS WISE	175	0	0	175
Realising Talent [NEET]	126	197	118	441
South Bristol Enterprise Support and Workspace	166	167	127	460
Working Well Institute	300	0	0	300
Manvers Street Regeneration	250	0	0	250
North Keynsham Master-planning	100	150	0	250
Investment Fund managed through third parties				
South West Institute of Future Technologies	262	162	0	424
WE Work for Everyone	391	491	381	1,263
WE Work for Everyone European Match	391	491	381	1,263
Research & Innovation Challenge Fund	86	107	34	227
Building Employment & Enterprise Skills	10	0	0	10
Local CEIAG Action Research	10	0	0	10
Centre for Digital Engineering Tech & Innovation	1830	2720	435	4,985
Sub Total:	15,581	4,545	1,476	21,602



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 15

9 October 2020

REPORT SUMMARY SHEET

INVESTMENT FUND

Purpose

To seek approval for 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 £32.2m headroom identified from a review of the current £350m Investment Fund programme to 2022/23.
- Funding of £100k is sought to undertake a feasibility study to develop an understanding of the scope and cost of works needed to make all stations step free.
- An Outline Business Case has been produced for the Yate Park & Ride project to implement a 195 space car park on the A432 near Yate station.
- The report updates on progress with the development of Green Infrastructure projects (paragraph 17-20).
- An update is provided on work to identify projects through the Covid-19 recovery funding and an increase to this funding is sought (paragraph 25).
- Work on developing pipeline projects which could draw on the Investment Fund Business and Skills allocation is summarised in paragraph 26.
- A Full Business Case is presented for approval for the South Bristol Workspace which would deliver light industrial units adjacent to the Bottleyard Studios.
- A Full Business Case has been submitted for Reboot West, a programme to support young people leaving care into work and training.
- 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:

- Paragraph 25 of the report sets out planned projects through an allocation 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. Note the identification of £32.2m of headroom in the programme to 2022/23 as set out in paragraph 5-7.
2. To approve the Feasibility and Development Funding Application for the Access for All – Step Free Stations Feasibility Study and award of £100k.
3. To approve the Outline Business Case for the Yate A432 Park & Ride and delegate approval of the Full Business Case to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.
4. To allocate a further £4.395m to the regional recovery fund from the Business and Skills allocation, with individual project business case approvals falling within the existing delegation to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.
5. To approve the Full Business Case for the South Bristol Workspace and the award of £2.7m subject to securing the ERDF funding, obtaining planning consent, resolution of land issues and finalising the Monitoring and Evaluation Plan
6. To approve the Reboot West Full Business Case and award of £720k subject to securing the match funding, finalising the Monitoring and Evaluation Plan and provision of a detailed programme.
7. Approve the change requests for schemes within the current programme as set out in Appendix 2.
8. To amend the approved capital programme for individual project approvals agreed at the June Committee and within this report.

Contact officer: Malcolm Coe

Position: Director of Investment and Corporate Services

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

ITEM 15

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY

DATE: 9 October 2020

REPORT TITLE: INVESTMENT FUND

AUTHOR: MALCOLM COE, DIRECTOR OF INVESTMENT AND CORPORATE SERVICES

Purpose of Report

1. To seek approval for 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:

- Paragraph 25 of the report sets out the proposed use of the £5m funding allocated to drive Covid-19 economic recovery, and a proposal to increase this total.
- 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. **Note the identification of £32.2m of headroom in the programme to 2022/23 as set out in paragraph 5-7.**
2. **To approve the Feasibility and Development Funding Application for the Access for All – Step Free Stations Feasibility Study and award of £100k.**
3. **To approve the Outline Business Case for the Yate A432 Park & Ride and delegate approval of the Full Business Case to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.**
4. **To allocate a further £4.395m to the regional recovery fund from the Business and Skills allocation, with individual project business case approvals falling within the existing delegation to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.**

5. **To approve the Full Business Case for the South Bristol Workspace and the award of £2.7m subject to securing the ERDF funding, obtaining planning consent, resolution of land issues and finalising the Monitoring and Evaluation Plan**
6. **To approve the Reboot West Full Business Case and award of £720k subject to securing the match funding, finalising the Monitoring and Evaluation Plan and provision of a detailed programme.**
7. **Approve the change requests for schemes within the current programme as set out in Appendix 2.**
8. **To amend the approved capital programme for individual project approvals agreed at the June 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 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. In June headroom of £9.8m was identified in the period to 22/23 which was used to support Covid-19 economic recovery, work on the Spatial Development Strategy/Local Transport Plan Evidence Base and funding to develop Green Infrastructure proposals (see paragraph 17).
6. A further and more detailed review of the deliverability of the schemes within the programme has now been undertaken. This has highlighted a further **£32.2m** of funding largely within the project 'tails' which is available for reallocation. In some cases, such as the Bristol to Bath A4 Strategic Corridor, 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 £29.9m against the current funding allocation of £60m in extending the programme by a further 2 years (to 2024/25).

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

	Funding Awards and Allocations £000s	
	Jun 2020	Oct 2020
<i>Transport Infrastructure</i>		
Approved Awards and Allocations	73,940	71,443
Associated 'tail' required to deliver all projects up to March 2023	68,877	50,233
Headroom	-	20,400
Total Investment in Transport Infrastructure	142,817	142,075
<i>Housing, High Streets and Green Infrastructure</i>		
Approved Awards and Allocations	62,620	50,820
Associated 'tail' required to deliver all projects up to March 2023	26,000	26,000
Headroom	-	11,800
Total Investment in Housing Infrastructure	88,620	88,620
<i>Business and Skills</i>		
Approved Awards and Allocations	77,192	79,891
Associated 'tail' required to deliver all projects up to March 2023	21,554	18,854
Total Investment in Business and Skills Infrastructure	98,746	98,746
<i>Opportunities and Challenges / Other</i>		
Funding put aside to respond to opportunities and challenges	12,000	12,741
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 planned that detailed proposals for the reallocation of funding from the headroom, and where appropriate business case approvals, are presented to the Committee in December. It is intended that part of this funding, perhaps £20-£25m, is used to create a Development Infrastructure Fund. This would build upon the model for the Land Acquisition Fund and could support both housing and economic development infrastructure with the aim that funds are repaid in whole or part depending upon the specifics of the application. It is also planned to increase the allocation for the Land Acquisition Fund itself given this appears a valuable funding model (see paragraph 22). Work is in progress to identify suitable candidate proposals with Hengrove Park, Bath Upper Town (Milsom Street) Renewal, Yate Town Centre Regeneration and the Bottleyard Studios showing good fit with these funds.

Thematic Update

Transport

Feasibility Studies

Access for All – Step Free Stations

8. Improved passenger facilities and levels of accessibility at railway stations, and making them step free to enable all passengers to travel by train, is an objective within the Joint Local Transport Plan. A feasibility study is required to develop an understanding of the scope and cost of works needed to make all stations step free. This would leave WECA well placed to make applications for potential new funding opportunities, such as through the Department for Transport's Access for All programme, as these become available. Funding of £100k is sought through a [Feasibility and Development Funding Application](#) to identify the requirements at all West of England stations. The potential for contributions from Network Rail, Great Western Railway and North Somerset Council is being pursued. This complements work being undertaken on the £1.1m package of smaller scale improvements planned for stations across the region, which are funded by Access for All and the Investment Fund (subject to Full Business Case). These improvements include wayfinding, shelters & seating. The £100k can be accommodated within the 'tail' allocated to the rail programme.

Recommendation to approve the Feasibility and Development Funding Application for the Access for All – Step Free Stations Feasibility Study and award of £100k.

Schemes in Development

Yate A432 Park & Ride

9. Following the award of £300k in July 2019 to develop the proposal, an Outline Business Case has been submitted by South Gloucestershire Council for the Yate A432 Park & Ride project. This seeks £3.559m to construct a car park with the capacity for up to 195 vehicles including 20 electric vehicle (EV) charge points, a Car Club bay and car share bays. The scheme will also provide cycle parking including 10 secure individual bike lockers and secure cycle storage for up to 30 bicycles. The facility aims to serve a range of users including those interchanging with local bus services, providing extra parking capacity for Yate station, serving nearby business premises and the scheme will also include up to 50 Click & Collect parcel lockers. The funding can be accommodated from the 'tail'. The Scheme Assessment Summary Table is shown in Appendix 4 and the Outline Business case is published on the WECA [website](#)
10. In order to maintain momentum on the project, a planning application has already been submitted by the Council with a view to starting construction in January 2021. On this basis it is recommended the approval of the Full Business Case is delegated to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils should there be urgency.

Recommendation to approve the Outline Business Case for the Yate A432 Park & Ride and delegate approval of the Full Business Case to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.

Schemes in Delivery

Future Transport Zones

11. At the WECA Committee in October 2019 an allocation of up to £3.9m, subject to business case, was approved to provide match funding for a [Future Transport Zones bid](#) to DfT. The bid was successful and £24.37m was awarded by DfT requiring match of £3.65m from the Investment Fund. A report on the FTZ is planned for December which will include finalising the drawdown of the Investment Fund match funding.

Emergency Active Travel Fund

12. As part of the £2 billion package announced to support walking, cycling and public transport, the Government 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. To enable work on these walking and cycling schemes to progress at pace, at the WECA Committee in June £3m was underwritten by the Investment Fund Opportunities and Challenges allocation to be repaid by the DfT grant when this is received.
13. An initial award of £741k from DfT was confirmed in June reducing the Investment Fund cash flowing to £2.259m. If this 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. 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.

Housing, High Streets and Green Infrastructure

Scheme in Development

Bristol Temple Meads Eastern Entrance

14. Following approval of the Outline Business Case in June 2019, Network Rail are continuing to progress delivery of the Bristol Temple Meads Eastern Entrance project. GRIP1-3 (option election) are now completed and GRIP 4 (single option development) has commenced. The legal agreement (Implementation Agreement) for GRIP 5-8 (Detailed Design, Construction, Scheme handover, Project Closure) is being drafted. The programme is on target to award a contract to the chosen contractor in December 2020 and works will start in site in February 2021.
15. To meet the programme for this project it is essential for it to be delivered alongside a possession (rail closure) booked for summer 2021. Construction on site must start in February 2021 to utilise this possession. On this basis, in June 2020 the WECA Committee delegated the approval of the Full Business Case to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils to a maximum value of £26.645m (which includes the £2.5m already awarded).
16. Work on the preparation of the Full Business Case has commenced with a view of seeking approval through the granted delegation in early November 2020.

Strategic Green Infrastructure

17. Following the endorsement of the [Joint Green Infrastructure Strategy](#) (JGIS), at the WECA Committee in June £300,000 was allocated to support the development of Full Business

Cases for Strategic Green Infrastructure (GI) projects. The [Feasibility and Development Funding Application Form](#) to release this funding was approved through the delegation to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils in September.

18. The West of England Green Infrastructure Working Group (made up of officers from WECA, the West of England Unitary Authorities, Natural England, the Environment Agency, the West of England Nature Partnership and the Bristol Avon Catchment Partnership), have been working with key partners to develop the overall pipeline of GI programmes/projects within the West of England (JGIS Pipeline), and have initially identified 3 programme areas, upon which the £300,000 will be utilised to develop business cases for projects expected later this year. These are:
 - **WaterSpace/Avon Corridor:** A programme of work to the green spaces and rights of way along the River Avon and Bristol Harbour corridor between Bitton and Avon Gorge. Works include the Summerdale footbridge at Hanham Lock, upgrading paths and improving access links.
 - **AONB Link:** This landscape programme is to deliver on the benefits and options of achieving links between the Cotswolds and Mendip Hills AONBs (Areas of Outstanding Natural Beauty) for wildlife and people. As the approach is developed it will deliver increased public access, wildlife connectivity, community engagement, sustainable water management and support land-use planning and land management decisions.
 - **Common Connections:** This will deliver a rich GI landscape that protects key natural heritage in the east fringe in South Gloucestershire and provide better quality, better connected and better accessed GI for people and wildlife.
19. Partners are exploring the best way to further develop business cases for these programmes and options for funding both the development and capital costs. The overall aim is to diversify the funding base as much as possible to support the provision of GI of regional significance and value, aligned to that of the JGIS vision and outcomes.
20. The JGIS Pipeline will identify strategic GI programmes of work, however, there are also opportunities within existing programmes to embed GI across wider infrastructure projects. In addition, to the three programmes identified, a number of funded projects within the Investment Fund programme, such as MetroWest and Bath Riverline, will also deliver significant GI benefits. It is planned to provide a more detailed update to the December Committee.

Bristol Temple Quarter Joint Delivery Team

21. To support the development of the Temple Quarter Enterprise Area, including the redevelopment of Temple Meads Station, it is intended to establish a Joint Delivery Team (JDT) bringing together staff and resources from key delivery partners. The creation of this team will be pivotal to the delivery of the planned growth and redevelopment of the Enterprise Zone and to leveraging project funding from Homes England and others. It is planned that the Joint Delivery Team will be cash flowed through the Investment Fund, alongside contributions from the City Council's EDF and other partner contributions, in anticipation of the award of other major funding and the ability to recharge staff to capital projects as these come on stream. The final details of the JDT and the funding mix will be presented to the December Committee.

Schemes in Delivery

Land Acquisition Fund

22. 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.
23. It was previously agreed that B&NES would have first call on these funds this year, and the Council are progressing the acquisition of two separate sites. Options include WECA co-promoting one of these acquisitions and working alongside B&NES to bring forward the site and the delivery of homes, sharing the risk and any uplift in value secured
24. 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

Regional Recovery Taskforce - £5m recovery fund

25. At the WECA Committee in June it was agreed 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. It was agreed that the Regional Recovery Taskforce would provide the evidence base for the design and delivery of such interventions, and the following overarching criteria have been identified which any investment must be able to meet:
 - Directly address a **regional economic issue or opportunity** identified and prioritised by the Taskforce
 - Be a genuinely **additional** business and/or skills activity, not covered by existing national, regional and local measures
 - Be able to mobilise quickly generating **immediate, tangible and sustainable impact**

A number of proposals are in development to drawdown support from the £5m fund with business cases for each of these to be considered by West of England CEOs. These are:

- **Digital Skills Investment Programme (£2m):** To design and commission a programme of skills support packages including:
 - Basic digital skills and access' – to build capacity to increase access and take-up, and support the most vulnerable groups (aligning with devolved Adult Education Budget).
 - 'Medium to higher level digital skills' – to build on skills interventions in existing projects (such as DETI and iSTART) and assets (such as the Institute of Technology and Institute of Coding) to create a multi-partner approach to delivering short courses, teaching core digital and professional skills to groups of unemployed.

- **Low Carbon Challenge Fund - Phase 2 (£1.895m):** Extension of scheme to include greater grant intervention rates for Green Business Grants (GBG); a new round of the Local Energy Scheme (LES) to support new micro-generation from renewable sources; and expand energy survey service to enable more companies to review their current energy use and identify savings. Further opportunities for complementary skills support will be explored based on outcomes of the regional Green Skills/Retrofit analysis.
- **Small Business Resilience Grant Programme (£1.5m):** Develop an additional fund, focussed on sectors affected by C-19 to support resilience and adaptation, for example, through investment in capital. Match funding requirements to be considered as part of Business Case.

It is proposed that £0.5m of the fund will be 'ringfenced' for cultural and creative businesses to provide working capital support e.g. to procure expert advice, guidance and modest capital investment.

- **Culture & Creative Industry Business Support Programme (£0.5m):** To safeguard employment and the cultural ecology of the region, intervention to support the sector to develop resilience now while Government support through targeted intervention to support management teams to reformulate operating and financial models and business plans.

Programme will need to align with wider support programme delivered via the Growth Hub and complement existing sector-based support like the Creative Scale-up programme.

- **C-19 Community Recovery Fund (£1.5m):** to support partnerships of disadvantaged communities and groups to find innovative solutions to improving access to employment, enterprise and skills provision, building capacity for recovery and resilience (adapted from Employment and Skills Plan).
- **Talent Retention Scheme (£300K):** Develop in the short term a bespoke regional 'business 2 business' talent retention platform to enable individuals who have been made redundant to identify vacancies through job matching/brokerage service. This will be developed as part of the wider ambition for a regional all age access hub for skills for regional vacancies, careers advice and coaching, retraining and upskilling opportunities.
- **High Streets renewal - catalyst fund (£1.5m):** To support the development of a new strategic vision for the role of high streets, town and city centres in a 'post pandemic' world. May include catalyst funding for public realm improvements, business case development and other support, aligned to Love our High Streets and other infrastructure funding. Will also include support for adaptation and innovation in reopening and encouraging new ways of working e.g. by introductions to local supply chains as well as sharing examples of approaches that support the adoption of a greener practices which are C-19 compliant.

Evidence, criteria and need to be worked up by WECA and UA leads.

- **Future skills forecasting and planning (£200K):** To undertake a comprehensive analysis of the WofE Post-16 Education and Skills Estate to determine capacity, relevance and quality (i.e. condition). This will help WECA and its partners deliver the most effective investment of public funds, to benefit West of England residents, communities and employers. Additional feasibility into sectoral opportunities identified by the Taskforce e.g. logistics, green skills/retrofit.

The total value of proposals at **£9.395m** is in excess of the £5m agreed allocation. It is recommended that the WECA Committee allocates a further **£4.395m** to the regional recovery fund from the Business and Skills allocation, with individual project business case

approvals falling within the existing delegation to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils. As part of Business Case development, costs will be scrutinised and tested further to ensure Value for Money, and overcommitment against the original allocation is fully justified.

To allocate a further £4.395m to the regional recovery fund from the Business and Skills allocation, with individual project business case approvals falling within the existing delegation to the WECA Chief Executive in consultation with the Chief Executives of the constituent Councils.

Business and Skills Allocation

26. A number of 'pipeline' interventions continue to be developed as part of the implementation of the region's Local Industrial Strategy (LIS) and Employment and Skills Plan which could draw on the Business and Skills allocation which stands at some £13.6m to 22/23 (assuming approval of the £4.395m above). These are also being revised/reframed as appropriate to take account of the impact of Covid-19 and to align with the priorities coming out of the Regional Recovery Taskforce. The following provides a summary of the major pipeline schemes, currently being worked up:

iSTART (£10.75m)

A ground-breaking digital skills initiative which will see the creation of an innovation centre on Bath College's City Centre campus with 'learning space' co-located with innovative start-up businesses, small and medium-sized enterprises (via the SETsquared University of Bath Innovation Centre), the Institute of Coding and research & knowledge exchange – spanning the digital and creative economy, robotics, social science and the arts. iSTART will form a core part of the manifestation of the LIS's Global Centre of Innovation Excellence. The Business Case is currently under development.

LIS Cross Sector Innovation Programme: phase 1 (£5m)

Cross-sectoral innovation is one of four priorities of the LIS. In collaboration with a range of stakeholders, WECA is leading the development of an Innovation Framework (aligned with government's R&S roadmap) including a range of interventions to increase productivity through innovation and sector development. The sectors identified in the LIS as the region's strength factors continue to provide competitive advantage where the West of England, for the UK, can lead in key industries, technologies and ideas. While the Covid-19 crisis presents significant challenges for example to the aerospace sector, the region's leadership in cross-sectoral innovation programmes, including low carbon and digital transformation, is coming to the fore in the recovery phase. A Full Business Case is under development and will be presented to WECA committee in early 2021.

LIS Productivity Challenge: phase 2 (£7.5m)

Building on the initial investment agreed at WECA committee in January 2020, a second phase is being developed to further drive forward the ambitions of the LIS and priorities identified by the Regional Recovery Taskforce. Areas of focus will include:

- to build further capacity and specialist support through the West of England Growth Hub to help businesses adapt and thrive
- ensure regional business support provision is accessible and inclusive, working collaboratively with a range of networks, sectors and community 'champions'
- Design and deliver additional support to nurture business start-ups and scale-ups in areas of growth potential

- Build on existing export support provision, to target SMEs not currently engaged in international markets to increase resilience and productivity
- Develop new Business Advisory Board programme aimed at building leadership capacity and diversity in businesses, to drive resilience and recovery

Employment and Skills Plan implementation (£2m) - including Community Grant Scheme and Careers Hub expansion/All age skills 'access hub'

Set out in the region's Employment and Skills Plan, the Community Grant Scheme will be designed to help disadvantaged communities and groups better access employment and skills support, at the same time building capacity for recovery and resilience. The all age access hub for skills is a key ambition of the Regional Recovery Taskforce to help unemployed residents find new jobs, careers support and advice, and training opportunities. This will include a 'one front' door approach to skills development with diagnostic and signposting support. Some aspects of these proposals may be accelerated through the regional recovery fund.

Schemes in Delivery

South Bristol Light Industrial Workspace

27. A Full Business Case has been submitted by Bristol City Council for the South Bristol Workspace project. This comprises the demolition of existing buildings on an industrial site owned by Bristol City Council and located adjacent to Hengrove Park and The Bottle Yard Film Studios, in South Bristol, and the development of up to 2610m² of light industrial workspace. The project seeks £2.7m from the Investment Fund match funded by £1.2m of European Regional Development Fund (ERDF). The funding can be accommodated within the 'tail' for this project. It is proposed that the operating surplus, estimated to be £1.68m, is repaid to the Investment Fund. The Scheme Assessment Summary Table is shown in Appendix 5 and the Full Business case is published on the WECA [website](#)

Recommendation to approve the Full Business Case for the South Bristol Workspace and the award of £2.7m subject to securing the ERDF funding, obtaining planning consent, resolution of land issues and finalising the Monitoring and Evaluation Plan.

Reboot West

28. A Full Business Case has been submitted by Bristol City Council seeking £720k to extend the Reboot West programme to provide long term support of at least 2 years to enable young care leavers to secure sustained employment, education or training. The programme aims to support up to 170 care leavers across the West of England through coaches co-located in the local authorities care teams. The project is seeking match funding of £480k from the Department of Culture, Media and Sport (DCMS). The funding can be accommodated within the Business and Skills allocation. The Scheme Assessment Summary Table is shown in Appendix 6 and the Full Business case is published on the WECA [website](#)

Recommendation to approve the Reboot West Full Business Case and award of £720k subject to securing the match funding, finalising the Monitoring and Evaluation Plan and provision of a detailed programme.

Changes to Schemes within the Current Programme

29. 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 2.

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

Adult Education Budget (AEB)

30. As reported to the March 2020 WECA Committee, as part of the 2020/21 AEB budget allocation WECA was given £102,600 to fund activity which supports the National Retraining Scheme (NRS). WECA officers have liaised with, and agreed, the usage of this funding with officers from the Department for Education to ensure the funding is utilised for the intended purpose.

Capital Monitor

31. The budget forecast for the WECA and Mayoral capital programme is summarised in Appendix 3.

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

Consultation

32. 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

33. 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

34. 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.
35. 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

36. 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.
37. 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.
38. 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.
39. 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

40. 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.
41. 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.
42. 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

43. 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

44. 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.

45. 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

46. 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

47. 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: Capital budget Forecast for 2020/21
Appendix 4: Yate A432 Park and Ride Assessment Summary Table
Appendix 5: South Bristol Workspace Assessment Summary Table
Appendix 6: Reboot West Assessment Summary Table

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 on 07436 600313; or by email: democratic.services@westofengland-ca.gov.uk

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

	Jun 2020	Oct 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
Access for All – Step Free Access Study	-	100
Business Case Development		
WECA Housing Growth Mitigation Outline Business Cases	1,600	1,600
Hicks Gate Roundabout	460	460
MetroWest Phase 2	9,252#	7,415#
Charfield Station	1,200	1,200
Yate A432 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	1,100	1,100
Future Transport Zone	3,900	3,655
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	2,259
Total of all Awards and Allocations:	73,940	71,442
Associated 'Tail' for Approved Schemes in Development	68,877	50,233
Headroom	-	20,400
Total	142,817	142,075

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)**

	Jun 20	Oct 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	2,250	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
Masterplanning: Brislington and North Keynsham	250	250
Green Infrastructure	300	300
Schemes in Delivery		
Bath Riverside	8,297	8,297
Lockleaze Sustainable Transport Improvements	3,915	3,915
Whitfield Tabernacle Stabilisation Works	682	682
Keynsham Town Centre Improvement	425	425
Allocations		
Love Our High Streets	8,070	8,070
Land Acquisition Fund	7,883	7,883
Bristol to Bath A4 Strategic Corridor	21,800	10,000
Total of all Awards and Allocations:	62,620	50,820
Associated 'Tail' for Approved Schemes in Development	26,000	26,000
Headroom	-	11,800
Total	88,620	88,620

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

	Jun 20	Oct 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	212
STEAM Centre SGS WISE	590	590
Somer Valley Enterprise Zone and Infrastructure	1,026	1,026
Bath Riverline	150	150
Quantum Technologies Innovation Centre+	33,974 [#]	33,974 [#]
Energy Strategy Action Planning / Climate Change Planning	250	250
I-START	350	350
Driving the Covid-19 Economic Recovery	5,000	9,395
Schemes in Delivery		
Realising Talent	500	500
South West Institute of Future Technology	500	500
Research & Innovation Challenge Fund	226 [#]	226 [#]
Workforce for the Future	3,600 [#]	3,600 [#]
WE Work for Everyone	1,300	1,300
Future Bright Plus	2,700 [#]	2,700 [#]
South Bristol Enterprise Support	483	483
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	174
South Bristol Workspace	-	2,064 [#]
Reboot West	-	451 [#]
Allocations		
Business and Skills allocation to be programmed up to 2023	17,784	13,575

Total of all Awards and Allocations:	77,192	79,891
Associated Tail for Schemes in Development	21,554	18,854
Total	98,746	98,746

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

Appendix 2

Change Requests for Schemes within the Current Programme

- **Bristol to Bath Strategic Corridor**
Milestones: 3 month delay for the commissioning of Option Assessment Reports (to Jan 21)
Cost: further drawdown of £320k from the allocation for this programme to progress Metrobus Phase 3 – Keynsham to Bath, the Strategic Outline Business Case for the Corridor, other transport elements for the corridor and the land strategy. [Revised profile £1.271m to 19/29, £1.429m 20/21 and £320k 21/22, total £3.02m]
- **South Bristol Enterprise Support**
Milestones: The change of effective project start date from Jan 2020 to April 2020 has shifted all stated delivery cost and milestones by one Quarter period.
Cost: Reprofiting £47k from 21/22 to 20/21 and 22/23. [Revised profile £132k 20/21, £171k 21/22 and £186k 22/23 total £489k]
- **A420 to Bath Highway Improvements**
Milestones: Delay to Option Assessment Report (4 months), Outline Business Case (10 months) and Full Business Case (7 months) to April 2022 partly as a result of Covid-19 effects on resourcing and partly in relation to requirement for early public testing/consultation on options.
Cost: Reprofiting £5k from 19/20 to 20/21 [Revised profile £10k 17/18, £76k 18/19, £18k 19/20 and £96k 20/21, total £200k]
- **Realising Talent** – due to Covid-19 the programme is to be delivered over 4 years instead of original 3 years.
- **Hicks Gate Roundabout**
Milestones: Given the recent decision to develop the wider A4 corridor, it is appropriate to pause the Hicks Gate junction/Metrobus work and codevelop the schemes for this area to bring them forward in a corridor approach. Project to be reprogrammed.
Cost: Reprofiting of £43k from 19/20 to 20/21 [Revised profile £1.237m 17/18, £57k 18/19, £246k 19/20 and £156k 20/21 total £1.696km]
- **High Streets B&NES Pilot** - Programming back of all pilot and feasibility studies by up to 10 months to allow consideration of the impact of Covid-19 pandemic with completion now March 2021.
- **MetroWest Phase 2** - Reprofiting of £2.662m IF [Revised IF profile £1.248m in 20/21, £6.02m in 21/22, £2.128m in 23/24 and £1.52m in 24/25].
- **Keynsham High Street** – Investment Fund profile confirmed as full £425k in 21/22.

Appendix 3

WECA and Mayoral Capital Programme

	20/21	21/22	22/23+
	Profile £'000	Profile £'000	Profile £'000
WECA Capital			
Scheme Prioritisation (Monitoring and Evaluation Framework)			
Transport Scheme Business Case Development (WECA Oct 17) *	6,351	2,571	3,810
Real Time Information (WECA Oct 2018)			
Housing Land Acquisition Fund (Bath Riverside)			
Metrowest phase 1			5,860
Cribbs Patchway Metrobus Extension	7,213		
CPNN Cycle Links (post FBC/ Delivery)	2,631		
On Bus Contactless Payment	97		
Great Stoke Roundabout Improvements	1,956	58	30
Wraxall Road	1,131	4,038	30
Quantum Technologies Innovation Centre+ (£33.97m, profile tbc)			
Centre for Digital Engineering Technology & Innovation (£4.65m revenue, £0.35m capital, profile tbc)			
Whitfield Tabernacle Kingswood (Love Our High Streets), £682k profile tbc			
Keynsham Town Centre (£425k, profile tbc)			
	19,379	6,667	9,730
WECA Capital – other			
5G Smart Tourism			
IT and Building Alterations			
	0	0	0
Mayoral Capital			
Highways and Transport Grants	17,572	17,572	17,572
Pothole Action Fund Grant	8,519		
	26,091	17,572	17,572
Grand Total	45,470	24,239	27,302

Appendix 4 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Yate A432 Park & Ride	Strategic Case	<p>The Park & Ride will be located on a parcel of land north of the A432 corridor on the western edge of Yate. It is situated within walking distance of a large number of local employers on Beeches Industrial Estate, the Frome Valley Walkway and within an 8-minute walk of Yate Station.</p> <p>Yate has been identified as a key growth area for the region. This presents a range of opportunities, but also challenges in relation to growing demand for travel to, from and within the town. Plans for growth in Yate are outlined in a number of local and regional planning documents.</p> <p>The scheme aims to:</p> <ul style="list-style-type: none"> Facilitate new housing and employment development sites within and around Yate. Provide varied, convenient and attractive journey options within Yate and the A432 corridor to enable mode shift from private vehicles. Reduce traffic flows along the A432 corridor. Improve public health, air quality and reduce greenhouse gas emissions through increases in active modes. 	Funding Source(s)	Investment Fund
Scheme Promoter	South Gloucestershire Council	State Aid	The scheme will provide open access infrastructure.	Approval Requested	Outline Business Case


ITEM 15

Date of Submission	31/7/20	Economic Case and Value for Money	A transport economic appraisal has been undertaken and the scheme presents a BCR of 2.3:1. The value for money statement is shown below.	Grant Award	-
Funding Requested	Subject to Full Business Case		<p>It is considered that further refinement of the appraisal will be required for the Full Business Case, but at this time it can reasonably be expected that the scheme will present a BCR of at least 2 at this time.</p> <p>A letter has been provided by SGC's s151 officer confirming approval of the business case and the value for money statement.</p>		
Total Scheme Cost	£3.559m ()	Risk	<p>A QRA has been undertaken and a risk budget of £1.077m (30%) is included in the costs.</p> <p>The scheme is yet to secure planning consent, but a planning application has been submitted.</p>	Grant Recipient	SGC
Match Funding %	0%	Delivery	<p>The site of the Park & Ride is on land owned by SGC and works outside of this land are located within the highway. Therefore, no land acquisition is required.</p> <p>It is planned to start construction in January 2021 for completion by June 2021.</p> <p>It will be important to manage the usage of the site to ensure it is used as intended and the identified modal benefits are achieved.</p>	Payment Basis	Quarterly in arrears on defrayed expenditure

ITEM 15

<i>Scheme Description</i>	<i>Recommendation to WECA Committee</i>	Approval of the Outline Business Case
<p>The proposed scheme involves the creation of a new Park & Ride on the A432 within Yate. As a multi-modal interchange facility, the Park & Ride will offer residents the opportunity to interchange with a range of different sustainable transport modes.</p> <p>In the short term the project will provide an initial Park & Ride service using the existing background bus network as well as overflow parking for Yate Station which is due to benefit from increased rail services as part of the MetroWest project. The facility will also provide opportunities for Park & Cycle for short trips in Yate, including opportunities to hire folding bicycles for use as part of longer trips by train. A range of complementary uses, including electric vehicle charging, Park & Share and Click & Collect aim to further add to the appeal of the scheme.</p>	<i>Conditions of Approval</i>	None

Record of Approval

<i>WECA S73 Officer</i>		<i>WECA Committee</i>	
<i>Name</i>	Malcolm Coe	<i>Date of Meeting</i>	9 October 2020
<i>Date</i>	25 September 2020	<i>Decision</i>	
<i>Signature</i>			

Value for Money Statement

Scheme Capex (including QRA) (2020 prices and values)	£3,559,481																								
Present (gross) value of costs (2010 prices and values)	£2,907,679																								
Quantified Benefits (2010 prices and values)	<table> <tr> <td>Park and Ride decongestion impact</td><td>£1,610,099</td></tr> <tr> <td>Park & Rail decongestion impact</td><td>£595,101</td></tr> <tr> <td>Park and Ride and Park and Rail vehicle operating cost reductions</td><td>Not yet assessed</td></tr> <tr> <td>Park and Rail active mode impacts</td><td>£235,656</td></tr> <tr> <td>Park & Share decongestion benefits</td><td>£549,906</td></tr> <tr> <td>Park and Share vehicle operating cost reduction</td><td>£217,636</td></tr> <tr> <td>Park and Stride active mode impacts</td><td>£880,710</td></tr> <tr> <td>Click and collect decongestion benefits</td><td>£209,027</td></tr> <tr> <td>Click and collect vehicle operating cost reduction</td><td>£593,728</td></tr> <tr> <td>Active mode impacts for local commuters / non car park users</td><td>£1,431,136</td></tr> <tr> <td>Bus facility impacts</td><td>Not yet assessed</td></tr> <tr> <td>Total PVB</td><td>£6,322,999</td></tr> </table>	Park and Ride decongestion impact	£1,610,099	Park & Rail decongestion impact	£595,101	Park and Ride and Park and Rail vehicle operating cost reductions	Not yet assessed	Park and Rail active mode impacts	£235,656	Park & Share decongestion benefits	£549,906	Park and Share vehicle operating cost reduction	£217,636	Park and Stride active mode impacts	£880,710	Click and collect decongestion benefits	£209,027	Click and collect vehicle operating cost reduction	£593,728	Active mode impacts for local commuters / non car park users	£1,431,136	Bus facility impacts	Not yet assessed	Total PVB	£6,322,999
Park and Ride decongestion impact	£1,610,099																								
Park & Rail decongestion impact	£595,101																								
Park and Ride and Park and Rail vehicle operating cost reductions	Not yet assessed																								
Park and Rail active mode impacts	£235,656																								
Park & Share decongestion benefits	£549,906																								
Park and Share vehicle operating cost reduction	£217,636																								
Park and Stride active mode impacts	£880,710																								
Click and collect decongestion benefits	£209,027																								
Click and collect vehicle operating cost reduction	£593,728																								
Active mode impacts for local commuters / non car park users	£1,431,136																								
Bus facility impacts	Not yet assessed																								
Total PVB	£6,322,999																								
Benefit Cost Ratio (without operation surplus)	2.2																								
Present (net) value of costs (2010 prices and values) (net of operating surplus)	£2,718,898																								
Quantified Benefits (2010 prices and values) (net of operating surplus)	£6,134,218																								
Benefit Cost Ratio (with operating surplus)	2.3																								
Wider Benefits (quantitative)	<p><i>Wider economic benefits</i></p> <ul style="list-style-type: none"> • Direct and Indirect GVA of £1,164,634 (in 2010 prices and values) • Direct construction jobs: 25 • Indirect construction jobs: 25 																								

Appendix 5 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	South Bristol Workspace	Strategic Case	<p>The strategic case strongly aligns with the South Bristol Sustainable Urban Development (SUD) strategy and there are links with the LIS.</p> <p>The workspace is primarily aimed at the needs of start-up, early stage and growing micro and small businesses, where the entrepreneurs and businesses are already based in South Bristol and ready to 'grow on'.</p> <p>The building will achieve a BREEAM sustainability assessment rating of 'Very Good'.</p> <p>It is forecast that repayment of operating surplus to the Investment Fund will commence in the second year of operation and will total £1.68m over 14 years.</p> <p>Local start up and early stage businesses will be signposted to investigate take up of the workspace by the recently approved South Bristol Enterprise Support project.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	Bristol City Council	State Aid	<p>It is presented that the project does not represent State Aid owing to it only having local impact. WECA accepts this, noting that the risk of challenge sits with the City Council, and that a similar rationale is to be presented for the ERDF application.</p>	Approval Requested	Full Business Case
Date of Submission	31/7/20	Economic Case and	<p>A five year appraisal has been undertaken which presents the net direct and indirect job impact (92 jobs) and converts this to a GVA equivalent based on an average GVA per job of £50k. This yields net GVA of £16.3m which is compared</p>	Grant Award	£2.7m


ITEM 15

Funding Requested	£2.7m (profiled £131k 20/21, £266k 21/22, £1.667m 22/23 and £636k 23/24)	Value for Money	<p>to the capital and net operating cost over the same five year period to provide benefits of £4.10 per £1 of cost.</p> <p>It is expected that 50% of the direct/indirect jobs or apprenticeships will come from the South Bristol SUD target areas by Dec 2023 and an increasing share (70%) by 2028 onwards.</p> <p>A letter has been provided by BCC's s151 officer confirming approval of the business case and that the project represents value for money.</p>		
Total Scheme Cost	£3.9m (Fees £363k; Works £2.637m; Utilities, fit out and inflation £439k; Risk £462k)	Risk	<p>Match funding of £1.2m is being sought through the European Regional Development Fund (EDRF) for which the outcome is expected in November.</p> <p>A risk budget of £462k (12% of overall cost) is included.</p> <p>A risk register has been provided which identifies 14 key risks. It would be expected this would be developed to embrace the specifics related to the implementation of the project as it progresses.</p>	Grant Recipient	Bristol City Council
Match Funding %	31%	Delivery	<p>The existing 601 Whitchurch Lane warehouse buildings are currently let by The Bottle Yard Film Studios on short term leases of 6 -12 months with vacant possession of the site in June 2021.</p> <p>The project requires planning consent for which a decision is expected in November 2020.</p> <p>All land required for the project is already within BCC ownership but there are several restrictions to be resolved.</p>	Payment Basis	Quarterly in arrears on defrayed expenditure

ITEM 15

<i>Scheme Description</i>	<i>Recommendation to WECA Committee</i>	Conditional approval of the Full Business Case
<p>The project comprises the demolition of existing buildings on an industrial site owned by Bristol City Council and located adjacent to Hengrove Park and The Bottle Yard Film Studios, in South Bristol, and the development of up to 2610m² of light industrial workspace.</p> <p>It is proposed that 14 light industrial business units will be developed on the site developed to a shell-and-core specification with the tenant undertaking the fit-out, to provide maximum flexibility for different uses.</p>	<i>Conditions of Approval</i>	<ol style="list-style-type: none"> 1) Securing the ERDF funding 2) Obtaining planning consent 3) Resolution of land issues 4) Finalising the Monitoring and Evaluation Plan

Record of Approval

<i>WECA S73 Officer</i>		<i>WECA Committee</i>	
<i>Name</i>	Malcolm Coe	<i>Date of Meeting</i>	9 October 2020
<i>Date</i>	25 September 2020	<i>Decision</i>	
<i>Signature</i>			

Appendix 6 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Reboot West	Strategic Case	<p>There are 826 care leavers in the West of England area aged 21 and under of which 37% are NEET - Not on Education, Employment or Training (2019 National Care Leaver data).</p> <p>The WECA Employment and Skills plan identifies NEET levels in parts of the area and for Children in Care/Care Leavers as a weakness that needs to be addressed.</p> <p>Care leavers often report feeling isolated, excluded and poorly prepared for a life of work. Many are in need of intensive support to develop the resilience and confidence required to be able to access and sustain education, employment and training.</p> <p>The proposal will build on the current phase which is supporting 242 carer leavers across the West of England and extend this to another 170 young people.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	Bristol City Council	State Aid	The project is non-economic activity.	Approval Requested	Full Business Case

ITEM 15

Date of Submission	6/8/20	Economic Case and Value for Money	<p>The Audit Commission (2010) identified a potential £56k lifetime saving in public finance cost through removal from NEET.</p> <p>In addition, the National Audit Office (Care leavers' transitions to adulthood, 2015) estimated the lifetime cost of the current annual cohort of 19-year-old care leavers being NEET would be around £240 million.</p>	Grant Award	£740k
Funding Requested	£740k (profiled £121k 21/22, £330k 22/23, £233k 23/24 and £36k 24/25)		<p>The project aims to support 87 care leavers into employment. It is assumed that 10% would have moved into employment without the intervention and that employment persists for two thirds of those securing employment. Multiplying this net figure (52) by the £56k saving gives £2.92m of benefit which when compared to the £1.2m cost give a ratio of 2.4:1. It should be noted that the £56k is at 2010 prices so the actual benefits would be higher at current values.</p> <p>A letter has been provided by BCC's s151 officer confirming approval of the business case and that the project represents value for money.</p>		
Total Scheme Cost	£1.2m (Delivery partner staff £959k; SPV costs £85k; Return to investors £68k; Other £88k)	Risk	<p>Match funding of £480k is being sought from the Department for Culture, Media and Sport (DCMS).</p> <p>There is no specific budget for risk.</p> <p>A risk register has been provided which identifies the key risks.</p>	Grant Recipient	Bristol City Council
Match Funding %	40%	Delivery	<p>The project will start in January 2021 and complete in September 2024 and will provide care leavers with at least two years support.</p> <p>The Reboot West programme is a partnership between the four local authorities, 1625 Independent People and social investor Bridges Fund Management</p>	Payment Basis	Quarterly in arrears on defrayed expenditure

ITEM 15

<i>Scheme Description</i>	<i>Recommendation to WECA Committee</i>	Conditional approval of the Full Business Case
The project will extend the current Reboot West programme to provide long term support of at least 2 years to enable young care leavers to secure sustained employment, education or training. The programme aims to support up to 170 care leavers across the West of England through coaches co-located in the local authorities care teams.	<i>Conditions of Approval</i>	<ol style="list-style-type: none"> 1) Securing the match funding 2) Finalising the Monitoring and Evaluation Plan 3) Provision of a detailed programme

Record of Approval

<i>WECA S73 Officer</i>		<i>WECA Committee</i>	
<i>Name</i>	Malcolm Coe	<i>Date of Meeting</i>	9 October 2020
<i>Date</i>	25 September 2020	<i>Decision</i>	
<i>Signature</i>	