

A meeting of the
West of England Combined Authority Committee

will be held on

Date: Friday, 3 December 2021

Time: 12.00 noon

**Place: The Space community room, Keynsham Civic Centre,
Market Walk, Keynsham, BS31 1FS**

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

Metro Mayor Dan Norris
Councillor Kevin Guy, Leader, Bath and North East Somerset Council
Mayor Marvin Rees, Bristol City Council
Councillor Toby Savage, Leader, South Gloucestershire Council
Richard Bonner, Chair of the West of England Local Enterprise Partnership (non-voting member)

Enquiries to:

Ian Hird
West of England Combined Authority Office
3 Rivergate
Temple Quay
Bristol
BS1 6EW

Email: democratic.services@westofengland-ca.gov.uk
Tel: 07436 600313

Members of the public may:

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- Inspect agendas, reports and minutes of Combined Authority 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 decision-making powers the Combined Authority has delegated to their officers and the title of those officers.
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AGENDA

1. WELCOME AND INTRODUCTIONS

2. APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTEREST

Members who consider that they have an interest to declare are asked to:

- State the item number in which they have an interest,
- The nature of the interest,
- Whether the interest is a disclosable pecuniary interest, non-disclosable pecuniary interest or nonpecuniary interest.

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

4. MINUTES OF PREVIOUS MEETINGS

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a. Minutes - Joint meeting - West of England Combined Authority Committee and West of England Joint Committee - 25 June 2021

b. Minutes – Extraordinary Joint meeting - West of England Combined Authority Committee and West of England Joint Committee - 21 September 2021

To confirm these minutes as a correct record insofar as they relate to the West of England Combined Authority Committee.

5. CHAIR'S ANNOUNCEMENTS

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

WRITTEN PUBLIC QUESTIONS (written procedure)

- Any member of the public can submit a maximum of two written questions in advance of this meeting.
- 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 29 November.
- Questions should be addressed to the Chair of the meeting and e-mailed to democratic.services@westofengland-ca.gov.uk
- 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.
- Please note - under the Combined Authority's committee procedures, there is no opportunity for oral supplementary questions to be asked at committee meetings.
- The written questions and replies will be circulated to committee members in advance of the meeting and published on the Combined Authority 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 2 December. 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 Combined Authority website.
5. Please note: If any member of the public wishes to attend the meeting to orally present their statement, they are asked please to notify the Combined Authority's Democratic Services team of this at the point when their statement is submitted and by 12 noon on the working day before the meeting at the very latest. Statements to be presented physically at the meeting will be listed in the order of receipt of notification. The total time available for the public session at this meeting is 30 minutes.

All members of the public attending to present statements are requested please to take a Covid-19 lateral flow test 24 hours before the day of the meeting. Due to ongoing Covid-19 restrictions, it may be necessary to limit the number of people who can physically attend the meeting.

7. COMMENTS FROM THE CHAIR OF THE LOCAL ENTERPRISE PARTNERSHIP

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

9. GREEN RECOVERY FUND 35 - 46

10. GREEN SKILLS AND ADVICE PRIORITISATION IN RESPONSE TO BUDGET AND SPENDING REVIEW 47 - 58

11. BRISTOL TEMPLE MEADS EASTERN ENTRANCE - FUNDING 59 - 62

12. UK COMMUNITY RENEWAL FUND 63 - 68

Minutes of the Joint meeting - West of England Combined Authority Committee and West of England Joint Committee, Friday, 25 June 2021

West of England Combined Authority Committee - members present:

Metro Mayor Dan Norris, West of England Combined Authority
Councillor Toby Savage, Leader, South Gloucestershire Council
Mayor Marvin Rees, Bristol City Council
Councillor Kevin Guy, Leader, Bath & North East Somerset Council
Professor Steve West, Chair, West of England Local Enterprise Partnership (non-voting member)

West of England Joint Committee - members present:

Metro Mayor Dan Norris, West of England Combined Authority
Councillor Toby Savage, Leader, South Gloucestershire Council
Mayor Marvin Rees, Bristol City Council
Councillor Kevin Guy, Leader, Bath & North East Somerset Council
Councillor Donald Davies, Leader, North Somerset Council
Professor Steve West, Chair, West of England Local Enterprise Partnership (non-voting member)

1	<p>WELCOME AND INTRODUCTIONS</p> <p>The Chair welcomed attendees to the meeting and introduced the members of the committees.</p> <p>The Chair advised that he wished to place on record his thanks to Tim Bowles, former West of England Mayor and to Councillor Dine Romero, former Bath & North East Somerset Council Leader for their work in serving as members of the West of England Combined Authority Committee and the West of England Joint Committee.</p>
2	<p>APOLOGIES FOR ABSENCE</p> <p>There were no apologies for absence.</p>
3	<p>DECLARATIONS OF INTEREST</p> <p>There were no declarations of interest.</p>
4	<p>MINUTES OF PREVIOUS JOINT MEETING - TO CONFIRM AS A CORRECT RECORD</p> <p>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 29 January 2021 be confirmed as a correct record and signed by the Chair.</p>
5	<p>CHAIR'S ANNOUNCEMENTS</p> <p>Noting that this was the first joint meeting of the committees that he was attending following his election as the region's new Metro Mayor, the Chair commented as follows:</p> <ul style="list-style-type: none"> * He thanked everyone across the region who had elected him as the new Metro Mayor, adding that he would serve all the region's residents and communities. * The region needs to be more successful and he was determined to ensure that the West of England's profile is recognised nationally and globally. * It was essential to ensure, particularly in light of the tough times brought about through the pandemic, that the region maximises its share of available national resources. * He particularly wished to express his thanks to all National Health Service staff for their work throughout the pandemic in caring for the region's residents. * He was determined to press forward with delivering his manifesto commitments, including his ambitious plans for a green economic recovery, jobs and the environment.
6	<p>ITEMS FROM THE PUBLIC (QUESTIONS; STATEMENTS; PETITIONS)</p> <p>The Chair advised that 8 questions had been submitted in advance of this meeting on the following subjects:</p> <ol style="list-style-type: none"> 1. David Redgewell - Bus Back better 2. David Redgewell - Bristol ring road 3. Ian Beckey - North Somerset joining West of England Combined Authority 4. Ian Beckey - Railways

5. Kim Hicks - Spatial Development Strategy timetable
6. Kim Hicks - Joint Local Transport Plan
7. Councillor Martin Fodor (Bristol City Council) - Climate emergency action plan update
8. Councillor Martin Fodor (Bristol City Council) - E-scooters

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

The Chair then advised that 8 statements had been received in advance of the meeting. The statements had been circulated to committee members and were available to view on the Combined Authority web site. The statements received were on the following subjects (statements were presented by those in attendance; statement 2 was read aloud at the meeting by the Director of Legal Services at the request of the person who had submitted the statement, who was unable to attend the meeting in person):

1. David Redgewell - Transport & regional issues
2. Kim Hicks - 'South Bristol Wrong Road'
3. Steven Hunt - Transport issues
4. Lucy Travis & Peter Travis - Transport issues
5. Councillors Mark Weston & Chris Windows (Bristol City Council) - Strategic rail investment (agenda item 15)
6. Councillor Martin Fodor (Bristol City Council) - Climate emergency action plan update (agenda item 11)
7. Robin Kerr - Bath Alliance for Transport and Public Realm
8. Tony Lloyd - Rail and transport issues

7 COMMENTS FROM THE CHAIR OF THE LOCAL ENTERPRISE PARTNERSHIP

Professor Steve West, Chair of the Local Enterprise Partnership Board commented as follows:

* The Board had met on 21 June and extended a welcome to Dan Norris as the new Metro Mayor and Councillor Kevin Guy, the newly elected Leader of Bath & North East Somerset Council.

* The Board had reviewed the reports to be discussed at this meeting and he wished to draw attention to the following points:

- The Board welcomed the update on work to deliver the West of England Climate Emergency Action Plan, and in particular the Metro Mayor's proposal for a £20m Green Recovery Fund to stimulate local action to address climate change, further push government action and help stimulate economic recovery. Board members had seen first-hand the impact of the pandemic on the region's residents and businesses and this Green Recovery Fund provided an opportunity not only to build back, but to do so in a way that helped work towards the goal of net zero by 2030.
- The Board also supported the allocation of £100k of Local Enterprise Partnership funding to focus on digital connectivity. This challenge had been highlighted during the pandemic and needs to be addressed as the region moves into recovery.
- The strong financial controls in place have ensured that the Local Growth Fund and

the Getting Building Fund would meet their spend targets by the required deadline. It was also good to see the opportunity to develop the case for investment in the Weston Business Quarter.

* His term as Chair of the West of England Local Enterprise Partnership was coming to a close after 4 years and he would shortly be handing over to Richard Bonner from Arcadis, who was elected as Chair at the Board meeting on 21 June. He was very proud of the role the Local Enterprise Partnership had taken in shaping the regional strategy, directing a range of funds to ensure investment was evidence led and aligned with regional priorities, and more recently the Partnership had played a key role in the development of regional recovery plans. The Local Enterprise Partnership gave the business community a voice and an opportunity to discuss sometimes challenging issues and to help inform effective strategic decision making; retaining a strong business voice in regional strategic planning, alongside local political leadership would be important in ensuring levelling up becomes a reality. He looked forward to seeing the West of England Local Enterprise Partnership continuing to play a leading role as the region moves into recovery.

The Chair and members of both committees thanked Professor West for his work and contribution in taking forward the work and priorities of the Local Enterprise Partnership and the Combined Authority.

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

The Chair advised that the Combined Authority's Overview and Scrutiny Committee had submitted comments following on from their meeting held on 23 June. These comments had been circulated in advance of the meeting and were available to view on the Combined Authority web site.

9 WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE ANNUAL BUSINESS REPORT

The Combined Authority Committee considered the annual business report (agenda item 9).

The Chair moved the report recommendations.

Mayor Rees then moved an amendment as follows:

That the following be added to the report:

“As the West of England Combined Authority transitions from its first Mayoral term, it would be appropriate to undertake an internal Governance Review to better understand what has worked well over the last four years, and those areas where we can come together further to deliver improved collaborative working to the greater benefit of our area. This would also recognise that over this period the external environment has changed significantly, and new ways of working may now be more appropriate in facing the challenges and opportunities ahead. It is important this work is focussed and delivered at pace so any recommendations can be put into practice quickly, that it is jointly owned by the West of England Combined Authority and the

three constituent local authorities, and is independently supported to enable an equality of voice.

Additional recommendation: A formal internal review is undertaken to make recommendations on improvements to joint working led by the Chief Executives of the constituent bodies. That up to £100k is set aside to support the commissioning of any work that may be required, and summary findings are reported back to committee in October.”

The amendment was seconded by Councillor Savage.

The amendment was then debated.

Mayor Rees commented that in moving the amendment, he felt it was an opportune time to reflect on how the Combined Authority could operate more effectively and be in the best position to face the challenges ahead. As indicated in the amendment, the external environment had changed significantly and new ways of working may now be more appropriate in facing the challenges and the opportunities to come. The Combined Authority had delivered some wins since its inception, but it was important to recognise there is always room for improvement; this would form the focus of the proposed governance review.

Councillor Savage stated that as the Combined Authority was now moving from a first-term of 4 years to a second-term, it was important to now take the opportunity to review processes, policies and culture; all of these were currently based around the first-term experience of having to create an organisation from scratch. The Combined Authority now needed to step up a gear or more in terms of delivery. The proposed review would provide the opportunity to be able to share experiences of the first 4 years and look at how this could be improved on for the next 4 years, with the aim of enhancing delivery. In his view, it was reasonable to start this process now and resource it appropriately.

Cllr Guy suggested that in terms of timing, the election of a new Metro Mayor meant that this was an appropriate time to carry out a review. It was important to build on the work and delivery that had already been achieved by the Combined Authority, but also to focus on those areas that could be improved and ensure that the authority was in the best position to respond to the challenges faced, including responding to funding opportunities from the government.

Professor West commented that the government was currently conducting a national review of Local Enterprise Partnerships; given the ongoing relationship and collaborative nature of work between Combined Authorities and Local Enterprise Partnerships, it may be more appropriate to consider how any review might fit in this context; ultimately, it will be essential to ensure a continued, effective and meaningful, collaborative approach to the challenges faced.

It was noted that the report recommendations had not been seconded prior to the amendment being moved.

Following discussion, Mayor Rees then moved the report recommendations, including the amendment as follows:

That the following be added to the report:

“As the West of England Combined Authority transitions from its first Mayoral term, it would be appropriate to undertake an internal Governance Review to better understand what has worked well over the last four years, and those areas where we can come together further to deliver improved collaborative working to the greater benefit of our area. This would also recognise that over this period the external environment has changed significantly, and new ways of working may now be more appropriate in facing the challenges and opportunities ahead. It is important this work is focussed and delivered at pace so any recommendations can be put into practice quickly, that it is jointly owned by the West of England Combined Authority and the three constituent local authorities, and is independently supported to enable an equality of voice.

Additional recommendation: A formal internal review is undertaken to make recommendations on improvements to joint working led by the Chief Executives of the constituent bodies. That up to £100k is set aside to support the commissioning of any work that may be required, and summary findings are reported back to committee in October.”

This motion, including the amendment, was seconded by Councillor Savage.

The Metro Mayor advised that he was not supportive of the motion including the amendment as proposed. He commented that in his view, spending £100k of taxpayers' money on an internal review was not the right or appropriate thing to do during this crucial time for the region's recovery. He felt that local people were expecting the Combined Authority to instead be getting on with the key priorities of investing in jobs and skills, improving transport and tackling the climate emergency.

On being put to the vote, 3 members (Mayor Rees, Councillor Savage and Councillor Guy) voted for the motion including the amendment, with the Chair voting against the motion including the amendment.

The motion was therefore not carried as there was not a unanimous vote including the vote of the Metro Mayor in support of the motion.

No decisions were therefore taken on this item of business.

10 WEST OF ENGLAND JOINT COMMITTEE ANNUAL BUSINESS REPORT

The Joint Committee considered the annual business report (agenda item 10).

Following a nomination made by Councillor Savage, seconded by Councillor Guy and Councillor Davies, the **West of England Joint Committee** RESOLVED:

1. To elect Metro Mayor Dan Norris as Chair of the West of England Joint Committee for 2021/22.

Following a nomination made by Councillor Davies, seconded by Councillor Guy and Mayor Rees, the **West of England Joint Committee** RESOLVED:

2. To elect Councillor Toby Savage as Vice-Chair of the West of England Joint Committee for 2021/22.

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

3. To note the Joint Committee's membership as at paragraph 2.

4. To note the Joint Committee's terms of reference as set out in Appendix 1.

11

CLIMATE EMERGENCY ACTION PLAN UPDATE

The Combined Authority Committee considered a report (agenda item 11) that set out details of the next phase of activity for tackling the climate emergency and protecting nature, including proposed activity in the lead up to COP26, and providing an update on progress towards ambitions contained within the Climate Emergency Action Plan. The report was also presented to the Joint Committee for their information.

The Chair moved the report with the following amendment:

“To agree items 2 and 3 of the Climate Emergency Action Plan update and withdraw the remainder of the Climate Emergency Action Plan update report. Mayors and Leaders to review the Combined Authority's approach to Climate Emergency and to bring back recommendations to a special meeting of the Combined Authority and the Joint Committee in September 2021 whereby the Combined Authority will confirm a new and ambitious approach towards a Climate Emergency Strategy and action plan ahead of COP Glasgow in November 2021.”

(Note:

* Item 2 referred to above refers to the second bullet point in the report recommendation: 'Support and engage with plans for activity to stimulate a green recovery and in the lead up to COP26'

* Item 3 referred to above refers to the third bullet point in the report recommendation: 'Support the participation of Solar Together')

This motion, including the amendment was seconded by Councillor Guy.

Mayor Rees welcomed the amendment. He commented that the work to tackle the climate emergency, including the ecological emergency must be very specific with a clear timeline for taking forward actions and clarity about how impacts will be measured. There was an opportunity to set an ambition and a standard from the region in the lead up to COP26.

Councillor Savage expressed his support for the motion, including the amendment.

Councillor Guy commented that it was important to recognise that the amendment must not be seen as a pause to work taking place to tackle the climate emergency. However, a re-think of the action plan was needed; clear, measurable actions must be identified and delivered, recognising that the climate emergency is the most important issue facing this generation and generations to come. A new and ambitious approach needs to be taken forward with all the region's authorities working together to improve people's lives.

The Metro Mayor also welcomed the amendment, highlighting that it supports his ambitions and key priority on taking urgent action to address climate change and protect the natural environment and biodiversity within the region.

On being put to the vote, the motion including the amendment was approved and

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

To agree items 2 and 3 of the Climate Emergency Action Plan update and withdraw the remainder of the Climate Emergency Action Plan update report. Mayors and Leaders to review the Combined Authority's approach to Climate Emergency and to bring back recommendations to a special meeting of the Combined Authority and the Joint Committee in September 2021 whereby the Combined Authority will confirm a new and ambitious approach towards a Climate Emergency Strategy and action plan ahead of COP Glasgow in November 2021.

(Note:

* Item 2 referred to above refers to the second bullet point in the report recommendation: 'Support and engage with plans for activity to stimulate a green recovery and in the lead up to COP26'

* Item 3 referred to above refers to the third bullet point in the report recommendation: 'Support the participation of Solar Together')

12

BUS NETWORK RECOVERY AND BUS INFRASTRUCTURE PROGRAMME

The Combined Authority Committee and Joint Committee considered a report (agenda item 12) that:

- * set out an update on the National Bus Strategy.
- * sought approval for the work programme arising from the National Bus Strategy and the associated budget.
- * updated on the Bus Infrastructure Programme and Metrobus consolidation package and sought approval for amendments.
- * sought approval for additional funding for the Bus Infrastructure Programme to accelerate delivery.

The Chair highlighted that the committee was asked to agree to publish a Notice of Intent to proceed with the development of a joint Enhanced Partnership between the West of England Combined Authority and North Somerset Council, Bath & North East Somerset Council, Bristol City Council and South Gloucestershire Council and bus operators.

The Chair then moved the report recommendations relating to the Combined Authority Committee.

This motion was seconded by Councillor Savage.

The Chair then moved the report recommendations relating to the Joint Committee.

This motion was seconded by Councillor Davies.

Councillor Guy welcomed the report - whilst recognising the need to take forward strategic bus corridors with high volumes of passengers to better connect urban areas through bus services, it will also be important to ensure connectivity to and from rural communities across the region.

Councillor Davies also stressed the importance of serving rural communities through bus services, which may require innovative approaches. He additionally commented that in engaging with the public about future bus services, it will be important to ensure this is made 'real' and meaningful from the perspective of service users.

The Chair commented that whilst there was a potential option available of embarking on the development of a franchising scheme instead of an Enhanced Partnership, such an arrangement (which would give more local control over the bus network) would not reduce operating costs, or bring in more revenue, and currently would place a substantial revenue risk on the franchising authority. Revenue and income streams currently available to support a franchising approach, for example in the case of the Greater London Authority and the Greater Manchester Combined Authority were not available at this point to the West of England Combined Authority.

Councillor Savage also welcomed the report and the evidence-based approach which informed the proposed option of taking forward an Enhanced Partnership. He added that the future of public transport is a key issue for the Combined Authority, in the context of the climate emergency. This also linked in with the masterplanning work and delivery being taken forward around high streets and town centres resourced through the Combined Authority. He also noted that a franchising option would have taken 2 years to assess at a cost of over £5 million.

Mayor Rees stressed the importance of engaging meaningfully with the public and passengers and advised that Bristol can assist and advise on this, for example through the community development teams and outreach approach which is in place. He also stressed the key importance of pressing forward with the delivery of Park and Ride sites.

The Chair then moved to the voting on the recommendations.

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

1. To note the contents of the National Bus Strategy and the work programme arising from it.
2. To agree to publish a Notice of Intent to proceed with the development of a joint Enhanced Partnership between the West of England Combined Authority and North Somerset Council (as local transport authorities), Bath & North East Somerset Council, Bristol City Council and South Gloucestershire Council (as highway authorities) and bus operators.
3. To allocate £900k from the Investment Fund tail for the bus programme for development of a joint Bus Service Improvement Plan and Enhanced Partnership and that approval of the relevant Feasibility & Development Funding Application be delegated to the West of England Combined Authority Chief Executive in consultation

with the Chief Executives of the constituent councils.

4. That the Combined Authority Committee approve the change request for the Bus Infrastructure Programme and Metrobus Consolidation Package and the award of an additional £600k from the Investment Fund tail for the bus programme as proposed in the report and detailed in Appendix 5.

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

1. To note the contents of the National Bus Strategy and the work programme arising from it.

2. To agree to publish a Notice of Intent to proceed with the development of a joint Enhanced Partnership between the West of England Combined Authority and North Somerset Council (as local transport authorities), Bath & North East Somerset Council, Bristol City Council and South Gloucestershire Council (as highway authorities) and bus operators.

13

LOCAL ENTERPRISE PARTNERSHIP & INVEST BRISTOL AND BATH REVENUE BUDGET OUTTURN REPORT

The Joint Committee considered a report (agenda item 13) that presented the revenue outturn for the West of England Joint Committee for the financial year 2020/21 based on data for the period April 2020 to March 2021.

The Chair highlighted the commitment to digital connectivity being taken forward through this report. He stressed the importance of improving the affordable Broadband offer to residents throughout the region.

Mayor Rees then moved the following amendment:

That the following be added to the report:

“A recommendation that £100K is allocated from the Local Enterprise Partnership reserve to drive digital inclusion and connectivity across the communities within the region. This allocation is requested to progress specialist work to develop an evidence based picture of current activity to tackle digital inclusion and connectivity across the West of England region (including North Somerset), and to set out some options and actions to support these existing initiatives and identify any gaps. This will draw together existing evidence from across each of the constituent unitary authorities and identify what value added there may be from developing a regional strategy.

Revised recommendation 3: To approve £100K from the Local Enterprise Partnership reserve to focus on digital inclusion and connectivity with financial sign off for each phase of works delegated to the Chief Executives from the constituent authorities of the Joint Committee subject to the final approval of the accountable officer.”

Councillor Savage seconded this motion, including the amendment. Councillor Savage also commented that taking forward digital inclusion and connectivity is a key workstream, linking in with other programmes such as 5G tourism, the Future Transport Zones programme and the Umbrella network testbed. It would also be

important to link in with other partners, including the Western Gateway and work collectively in developing a strong digital programme.

With reference to his earlier comments, Professor West strongly supported the focus on the digital agenda. He stressed the importance of delivering the outcome of a clear, inclusive digital strategy for the region, with clear milestones, and encouraging investment from businesses / inward investment to the region.

The Metro Mayor confirmed his support for the amendment, confirming that a digital strategy was currently being developed, and that these proposals would improve Broadband connectivity across the region.

On being put to the vote, the motion including the amendment was carried.

The Chair then moved to the voting on the recommendations, including the above amendment.

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

1. To note the Local Enterprise Partnership revenue outturn as set out in Appendix 1.
2. To approve the net underspend on core Local Enterprise Partnership activities of £152k to be transferred to the Local Enterprise Partnership General Reserve.
3. To approve £100K from the Local Enterprise Partnership reserve to focus on digital inclusion and connectivity with financial sign off for each phase of works delegated to the Chief Executives from the constituent authorities of the Joint Committee subject to the final approval of the accountable officer.

14

LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME REPORT

The Joint Committee considered a report (agenda item 14) that set out the latest position on the Local Enterprise Partnership One Front Door funding programme.

The Chair highlighted that the main item for decision was to approve the arrangements to take forward the Weston Business Quarter project through to Full Business Case stage. This would deliver the infrastructure and utilities required to service the remaining 30 acres of land yet to be developed, in the ownership of North Somerset Council in the Weston Business Quarter, which is part of the Junction 21 Enterprise Area. He added that the Combined Authority had also successfully fulfilled its Local Growth Fund commitments by the required 31 March 2021 deadline, ensuring that every penny of this £202m government grant remains within the region.

The report recommendations were then moved by the Chair.

This motion was seconded by Cllr Davies. Cllr Davies particularly welcomed the proposal to progress the Weston Business Quarter project.

The Chair then moved to the voting on the recommendations.

	<p>The West of England Joint Committee RESOLVED:</p> <ol style="list-style-type: none"> 1. To note the full spend of the Local Growth Fund and the Getting Building Fund in-year award for 2020/21 by the required deadline. 2. To note the submission of the Outline Business Case for the Weston Business Quarter project, and delegate approval and the award of £674k to progress the Full Business Case to the West of England Combined Authority Chief Executive in consultation with the Council Chief Executives, subject to headroom in the Revolving Infrastructure Fund being available and there being no other immediate calls on these funds.
15	<p>STRATEGIC RAIL INVESTMENT</p> <p>The Combined Authority Committee considered a report (agenda item 15) that sought endorsement of recommendations to continue the development and delivery of the rail programme.</p> <p>The Chair then highlighted that through approving this report, the Combined Authority would be making commitments to fund a footbridge to connect the A4018 immediately north of the railway to the western edge of the new Henbury train station, and to take forward step free railway station proposals for five stations to improve station accessibility – these proposals take account of areas of deprivation, and the stations most likely to be supported were Oldfield Park station in Bath and Lawrence Hill, Parson Street, Bedminster and Stapleton Road stations in Bristol.</p> <p>The recommendations as set out in the published report were then moved by the Chair and seconded by Councillor Guy.</p> <p>The Chair then moved to the voting on the recommendations.</p> <p>The West of England Combined Authority Committee RESOLVED:</p> <ol style="list-style-type: none"> 1. To increase the scope of the MetroWest 2 project to include a footbridge link to the A4018 and allocate an additional £140k for the MetroWest Phase 2 project to progress the A4108 footbridge to outline design by December 2021. 2. To allocate £150k of Investment Fund funding to develop the step free station proposals for five stations to Governance for Railway Investment Projects 3 option selection. 3. To continue to cash flow the delivery of the Bristol Temple Meads Eastern Entrance in advance of central government funding decisions.
16	<p>COMBINED AUTHORITY & MAYORAL BUDGET OUTTURN REPORT</p> <p>The Combined Authority Committee considered a report (agenda item 16) that presented the revenue budget financial outturn information for the West of England Combined Authority and the Mayoral budget for the financial year 2020/21 based on data for the period April 2020 to March 2021.</p>

The report recommendations were then moved by the Chair.

This motion was seconded by Councillor Savage.

The Chair then moved to the voting on the recommendations.

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

1. To note the Mayoral Fund revenue outturn as detailed in Appendix 1.
2. To note the West of England Combined Authority revenue outturn as detailed in Appendix 2.
3. To amend the 2021/22 Mayoral budget to reflect the Department for Transport announcement (in March 2021) reducing the Highways Capital Maintenance Grants from £17.5m to £14.06m.
4. To note the allocation of £400k from the 2020/21 Treasury Management surplus to a specific Treasury earmarked reserve (as agreed at the 29th January 2021 Committee).
5. To approve the reimbursement of £227k to Bath & North East Somerset Council in relation to the surplus that they delivered against the 2019/20 transport levy.
6. To approve the transfer of £492k, being the net end of year surplus in Integrated Transport activities, to the Transport Smoothing Reserve.
7. To approve the transfer of £500k from the 2020/21 revenue surplus to the earmarked Business Rates Retention reserve to address the estimated shortfall in 2021/22.
8. To approve the transfer of £627k from the 2020/21 net revenue surplus into the West of England Combined Authority General Reserve.

17 TREASURY MANAGEMENT OUTTURN REPORT 2020-21

The Combined Authority Committee considered a report (agenda item 17) that presented the Treasury Management outturn report for 2020/21.

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

1. To note the Treasury Management Outturn Report to 31st March 2021, prepared in accordance with the CIPFA Treasury Code of Practice.
2. To note the Treasury Management Indicators to 31st March 2021.

18 INVESTMENT FUND REPORT

The Combined Authority Committee considered a report (agenda item 18) that sought approval for feasibility, development and delivery funding, and for change requests for schemes within the current approved Investment Fund programme.

The Chair moved the following amendment:

That an additional recommendation 14 be added to the report as follows:

“To approve the Feasibility and Development Funding application for Thornbury High Street Public Realm and the award of £200k from the Love Our High Streets allocation, with the opportunities for other match funding for the delivery of this project to be fully explored as part of developing the Full Business Case.”

This motion was seconded by Councillor Savage.

On being put to the vote, the motion including the amendment was carried.

The Chair then moved the report recommendations, including the above amendment. This motion was seconded by Cllr Savage.

Cllr Savage commented that he was pleased to see, through this report and the amendment, the increasing focus on supporting high streets through their recovery; in addition to the successful work being taken forward in Kingswood, opportunities were now being taken forward in the market town of Thornbury. The South Gloucestershire Cabinet had recently taken a high-profile decision to progress with an ambitious public realm and engagement project for Thornbury, involving £6-8 million of capital works - given South Gloucestershire's clear commitment to this project, the funding proposed through the amendment was critically important to helping set Thornbury High Street up as a high street that will be better able to bounce back from the challenges from the past 15 months due to the pandemic but also from the structural challenges faced by high streets more generally. He also welcomed the Outline Business Case for the Common Connections project, which will contribute to climate change commitments and to taking forward the Joint Green Infrastructure Strategy.

Mayor Rees welcomed the report, particularly in relation to the Full Business Case for Hawkfield Business Park / the Bottle Yard Studios and the related award of £11.82 million. These developments were of huge significance for Bristol and the city's reputation and had national significance as well. He also referred to the importance of the Bristol Temple Meads eastern entrance project in the context of the regeneration of Temple Quarter, which will realise 22,000 jobs and 10,000 homes - every opportunity must be taken to make sure that the government understands just how significant this regeneration opportunity is, as national government support is needed to maximise the benefits. In relation to this point, the Chair stressed the Combined Authority's commitment to the Bristol Temple Meads eastern entrance project, which had involved underwriting project costs.

Professor West commented on the issue of the future visioning of key places in the region and in particular the High Street going forward; it will be important to lock in other big anchor institutions to the thinking and planning, including opportunities for how a health and social care offer/service can potentially become an integral part of the future high street. It will be important to join up approaches that may enable funding streams to be used in different, creative and innovative ways.

The Chair highlighted that the report proposals also included:

* Using £1 million of identified headroom to increase recovery funding and to develop and implement further measures to support economic recovery in line with his manifesto commitments, to include:

- a campaign to support regional re-opening.
- additional support for high streets.
- a jobs and skills summit and green skills focused activity in the run-up to the UN Climate Change Conference (COP26).
- an additional £1 million of grant funding for small and medium sized enterprises / the creative sector in recognition of the high demand of quality applications received to date.

* A further £1 million allocation for walking and cycling infrastructure.

In relation to an issue raised during the earlier public items/session about the current consultation being carried out by South Gloucestershire Council on potential A4174 ring road proposals, Councillor Savage pointed out that the funding for these improvements would only come to the region if a business case was accepted by the Department for Transport; the bid for this funding was being developed in response to a Department for Transport invitation to South Gloucestershire to bid, as a highways authority, for funds to support improvements through the major routes network. If awarded, this funding could not be allocated by the authority to other services, or to public transport or active travel. The proposals themselves were the subject of public consultation until 16 August; the consultation responses would be considered carefully and assessed in determining the scheme that would ultimately be put forward.

The Chair then moved to the voting on the recommendations, including the above amendment.

The West of England Combined Authority Committee RESOLVED:

1. That a further £1m of the £9m allocation for walking and cycling infrastructure delivery is brought forward to support scheme development, with the approval of specific Feasibility and Development Funding Applications delegated to the West of England Combined Authority Chief Executive in consultation with the Chief Executives of the constituent councils.
2. To approve a further £234k of masterplanning funding for the (Bristol) City Centre Development and Delivery Plan so that this is fully funded.
3. To approve the Full Business Case for Hawkfield Business Park - The Bottle Yard Studios and award of £11.82m
4. To approve the Full Business Case for the Bath City Centre High Streets Renewal Project and the award of £1.235m subject to confirmation of the High Streets Catalyst Fund match funding.
5. To approve the Full Business Case for the Bristol City Centre and High Streets Recovery and Renewal Programme and award of £2.725m

6. To approve the Outline Business Case for the Common Connections project.
7. To approve the Feasibility and Development Funding Application for the SEND Careers Information and Guidance Collaboration Pilot and the award of £20k.
8. To approve further development funding of £500k for ISTART, and to delegate approval of the Outline Business Case and award of funding of up to £1.94m to the West of England Combined Authority Chief Executive in consultation with the Chief Executives of the constituent councils, with a phased funding approach and/or the opportunity for other match funding to be considered as part of progressing to Full Business Case.
9. To approve the Full Business Case for the Careers Hub and award of £180k.
10. To delegate the approval of development funding applications and business cases for further recovery funding of up to £1m to the West of England Combined Authority Chief Executive in consultation with the Chief Executives of the constituent councils.
11. To award a further £1m to the Small Business Resilience Grant Programme and the Culture and Creative Economy Recovery Fund and to delegate the split of the funding between these programmes to the West of England Combined Authority Chief Executive in consultation with the Chief Executives of the constituent councils.
12. To approve the change requests for schemes within the current programme as set out in Appendix 2.
13. To amend the approved capital programme for individual project approvals agreed at the January Committee and within this report.
14. To approve the Feasibility and Development Funding application for Thornbury High Street Public Realm and the award of £200k from the Love Our High Streets allocation, with the opportunities for other match funding for the delivery of this project to be fully explored as part of developing the Full Business Case.

Signed:

Date:

Minutes of the Extraordinary Joint meeting – West of England Combined Authority Committee and West of England Joint Committee Tuesday, 21 September 2021

West of England Combined Authority Committee - members present:

Metro Mayor Dan Norris, West of England Combined Authority
Councillor Toby Savage, Leader, South Gloucestershire Council
Councillor Craig Cheney, substituting for Mayor Marvin Rees, Bristol City Council
Councillor Kevin Guy, Leader, Bath & North East Somerset Council
Richard Bonner, Chair, West of England Local Enterprise Partnership (non-voting member)

West of England Joint Committee - members present:

Metro Mayor Dan Norris, West of England Combined Authority
Councillor Toby Savage, Leader, South Gloucestershire Council
Councillor Craig Cheney, substituting for Mayor Marvin Rees, Bristol City Council
Councillor Kevin Guy, Leader, Bath & North East Somerset Council
Councillor Donald Davies, Leader, North Somerset Council
Richard Bonner, Chair, West of England Local Enterprise Partnership (non-voting member)

1	<p>WELCOME AND INTRODUCTIONS</p> <p>The Chair welcomed attendees to the meeting and introduced the members of the committees. He also welcomed Richard Bonner, recently elected as the new Chair of the West of England Local Enterprise Partnership Board, to his first meeting.</p> <p>The Chair thanked Watermore Primary School for hosting this meeting. A brief presentation was received from pupils of the school.</p>
2	<p>APOLOGIES FOR ABSENCE</p> <p>Apologies were received from Mayor Marvin Rees (Councillor Craig Cheney substituting).</p> <p>It was also noted that Councillor Winston Duguid, Chair-designate of the Combined Authority Overview and Scrutiny Committee was unable to attend this meeting; Councillor Huw James was in attendance to present comments on behalf of the Overview and Scrutiny Committee (see item 6).</p>
3	<p>DECLARATIONS OF INTEREST</p> <p>There were no declarations of interest.</p>
4	<p>ITEMS FROM THE PUBLIC - QUESTIONS; STATEMENTS; PETITIONS</p> <p>The Chair advised that 9 questions had been submitted in advance of this meeting on the following subjects:</p> <ol style="list-style-type: none"> 1. Nigel Shipley - Motion on Bristol airport expansion 2. Tarisha Finnegan-Clarke - Motion on Bristol airport expansion 3. Mary Collett - Motion on Bristol airport expansion 4. Jackie Head - Motion on Bristol airport expansion 5. Richard Baxter - Motion on Bristol airport expansion 6. David Redgewell - Principles for a refreshed climate emergency ambition 7. Councillor Martin Fodor - Principles for a refreshed climate emergency ambition and Green Recovery Fund 8. David Tudgey - Principles for a refreshed climate emergency ambition and Green Recovery Fund 9. Councillor Ani Stafford-Townsend - Green Recovery Fund <p>The Chair then confirmed that written replies had been sent to all questioners in advance of the meeting. The questions and replies had been circulated to committee members and were available to view on the Combined Authority web site.</p> <p>The Chair then advised that 24 statements had been received in advance of the meeting. The statements had been circulated to committee members and were available to view on the Combined Authority web site. The statements received were on the following subjects (statements were presented by those in attendance; statement 21 was read aloud at the meeting by the Director of Legal Services at the request of the person who had submitted the statement, who was unable to attend the meeting in person):</p>

1. Nigel Shipley - Motion on Bristol airport expansion
2. Jacqueline Walkden - Motion on Bristol airport expansion
3. David Redgewell - Principles for a refreshed climate emergency ambition
4. Rob Porteous - Motion on Bristol airport expansion
5. Richard Prior - Motion on Bristol airport expansion
6. Peter Travis - Principles for a refreshed climate emergency ambition
7. Bill Roberts - Motion on Bristol airport expansion
8. Marcus Grant - Motion on Bristol airport expansion
9. Martin Garrett - Principles for a refreshed climate emergency ambition
10. Tony Jones - Motion on Bristol airport expansion
11. Janet Grimes - Motion on Bristol airport expansion
12. Ollie Lax - Motion on Bristol airport expansion
13. Claire Gronow - Principles for a refreshed climate emergency ambition
14. Caroline New - Motion on Bristol airport expansion
15. Cllr Tristan Clark - Principles for a refreshed climate emergency ambition
16. Jerome Thomas - Principles for a refreshed climate emergency ambition
17. Stephen Clarke - Motion on Bristol airport expansion
18. Mike Birkin - Principles for a refreshed climate emergency ambition
19. Dr Tessa Cook - Motion on Bristol airport expansion
20. Richard Baxter - Motion on Bristol airport expansion
21. Jackie Head - Motion on Bristol airport expansion
22. Councillor Martin Fodor - Motion on Bristol airport expansion; Principles for a refreshed climate emergency ambition; and Green Recovery Fund
23. David Tudgey - Principles for a refreshed climate emergency ambition
24. Katrina Billings - Principles for a refreshed climate emergency ambition

5 COMMENTS FROM THE CHAIR OF THE WEST OF ENGLAND LOCAL ENTERPRISE PARTNERSHIP

Richard Bonner, Chair of the Local Enterprise Partnership Board commented as follows:

* He welcomed this meeting which acknowledged the increasing urgency presented by the climate emergency.

* He fully supported the principles for a refreshed climate and biodiversity strategy and action plan and the proposed investment into a £20m Green Recovery Fund to support initiatives to reduce carbon emissions, protect the environment and create green jobs.

* It would be important to support the aerospace industry in their efforts to decarbonise, e.g. through the Jet Zero initiative.

* There is a clear need to take action now - by working together, there is a better chance of achieving the outcomes that will help the journey to net zero by 2030.

* The proposed regional climate board will provide focus and momentum across the region and ensure work is joined up. He fully supported the proposals for the creation of the board and welcomed the inclusion of business representatives. The Local Enterprise Partnership Board was keen to work closely with the new Climate Board and he was keen to ensure membership included Local Enterprise Partnership Board members with relevant expertise; two new members were being recruited to lead this work for the Local Enterprise Partnership Board, recognising the importance of the work to be done.

* The Local Enterprise Partnership Board was very supportive of the creation of a new

environment director post at the Combined Authority. There was already a substantive programme of activity in this area and it was important to secure the right person to lead this work, bring it together and take it to the next stage.

* The Local Enterprise Partnership Board was keen to work with Mayors and Leaders and others to secure this region as the place that leads the world on innovations to reduce carbon emissions.

6 COMMENTS FROM THE COMBINED AUTHORITY'S OVERVIEW & SCRUTINY COMMITTEE

The Chair advised that the Combined Authority's Overview and Scrutiny Committee had submitted written comments following on from their meeting held on 20 September. These comments had been circulated in advance of the meeting and were available to view on the Combined Authority web site.

Councillor Huw James presented the comments, highlighting the following points:

a. Metro Mayor's attendance at Scrutiny:

The Metro Mayor's attendance at the meeting was welcomed and scrutiny members looked forward to future positive and ongoing engagement with the Metro Mayor.

b. Principles for a refreshed climate emergency ambition (item 8):

Scrutiny members noted and welcomed the fact that tackling the climate emergency was a key priority for the Metro Mayor and strongly supported the revised principles as set out in the report, recognising also the public appetite for fast, urgent action.

The committee also supported the proposal to create an interim Environment Director to drive forward the refreshed ambition with a view to recruiting to this post on a permanent basis in the medium term.

Members welcomed the broad representation proposed in terms of the membership of the Climate Board and the collaborative partnership approach to be taken. The committee also wished to strongly request that a scrutiny member was given observer status on this Board, in line with the arrangements being made for scrutiny member observers to attend the other Combined Authority Boards.

Members particularly welcomed the clarity of the target that in order to meet the 2030 net zero carbon ambitions, a cut of 464kt of CO₂ needs to be achieved each year (10% of today's total) - this set the huge scale of the challenge ahead and demonstrates the region's ambition. It would be essential to continue collaborative work with the unitary authorities to establish clear, measurable targets within the Climate and Biodiversity strategy/action plan, which were agreed by all authorities and with robust progress checks and reporting in place; there must be clear lines of accountability for the delivery of each action.

Noting that the new Climate and Biodiversity Strategy and Action Plan will be delivered in Spring 2022, members requested that a progress update is specifically brought to Scrutiny in January 2022 to allow an opportunity to comment and input to this critically important plan. Members were particularly keen to see momentum build through urgently identifying and delivering tangible 'quick wins' in parallel with the

development of the new strategy and action plan.

c. Green Recovery Fund (item 9):

Scrutiny members broadly welcomed and supported this report and the recommendation to earmark (from the existing Combined Authority Investment Fund) headroom of £20m for a Green Recovery Fund. This amount should be seen as a start and any avenues of increasing the amount through match funding or otherwise should be explored. Scrutiny members would like to be kept fully informed as the detailed plans for the drawdown of this fund to support specific actions are developed and were also concerned that the appraisal methods used to guide investment decisions should be fit for purpose and would welcome an independent expert viability assessment.

The Chair thanked Councillor James for presenting these comments.

7 MOTION SUBMITTED FOR CONSIDERATION BY THE WEST OF ENGLAND JOINT COMMITTEE

Motion – Bristol Airport expansion

The Chair moved the following motion for consideration by the West of England Joint Committee:

'The Joint Committee recognises:

- There is a climate and biodiversity emergency.
- The West of England has ambition net zero targets for 2030.
- The proposed expansion of Bristol Airport is one of the biggest carbon decisions in the region for the coming decade.
- The pandemic has significantly reduced air travel with a 75.6% drop in passenger numbers in 2020.
- Bristol Airport's role as an employer in the region and the need for a just transition to a greener economy that does not leave workers worse-off.
- Bristol City Council and Bath and North East Somerset Council opposition to current airport expansion and North Somerset Council's decision to refuse planning permission to expand beyond 10 million passengers a year.

The Joint Committee resolves:

- To oppose the latest plans to expand Bristol Airport.'

In moving the motion, the Chair added that in his view, it was time for moral leadership to be shown on this issue, in line with public opinion. He reflected that 11 years ago, when he was a government environment minister responsible for climate change adaptation, he had been advised that Great Britain was the second biggest producer of CO2 emissions in the history of the world. Given this context, he was proud of the region's ambitious 2030 net zero carbon target and was determined to do everything possible to achieve it, recognising that this was a very tough challenge requiring a 10 per cent reduction each year in CO2 emissions.

The motion was seconded by Councillor Guy. In seconding the motion, Councillor Guy added that it was important to be clear about how the region can support the aerospace industry to become greener. It was unrealistic to think 'overnight' that

people would stop flying, so therefore it was critical for the authorities to do their utmost to encourage the aerospace industry to be as green as possible, as quickly as possible. He reminded the committee that Bath and North East Somerset Council opposed the latest plans to expand Bristol Airport and welcomed this motion which moved the Combined Authority's position towards that footing. Referring to Bristol Airport's plans and actions to reduce its carbon footprint, it was unrealistic for the Airport to expect to achieve this at the same time that it was seeking to expand passenger numbers.

Councillor Savage then moved the following amendment to the motion:

The motion to be reworded as follows:

'The Joint Committee recognises:

- There is a climate and biodiversity emergency.
- The West of England has ambition net zero targets for 2030.
- The proposed expansion of Bristol Airport is one of the biggest carbon decisions in the region for the coming decade.
- The pandemic has significantly reduced air travel with a 75.6% drop in passenger numbers in 2020 and is expected to recover although to an unknown level.
- Bristol Airport's role as an employer in the region and the need for a just transition to a greener economy that does not leave workers worse-off.
- The importance of the wider aerospace centre of excellence at Filton and its major contribution to our economy, skills base and industrial heritage.
- Ongoing efforts being pioneered locally by industry to decarbonise aviation, including through the Jet Zero initiative.
- Bristol City Council and Bath and North East Somerset Council opposition to current airport expansion and North Somerset Council's decision to refuse planning permission to expand beyond 10 million passengers a year.

Further recognises:

- The Combined Authority's role as Transport Authority to improve sustainable and decarbonised travel options to and from the Airport.

Notes with concern:

- The sudden loss of senior WECA officer capability to deliver the step change in public transport improvements needed to serve the Airport.

The Joint Committee resolves:

- To oppose the carbon emissions associated with the additional expansion of Bristol Airport represented in their latest planning application.
- To request that West of England Chief Executives bring a report back to the October 2021 meeting setting out a range of proposals to support the decarbonising of aviation.'

The amendment was seconded by Councillor Davies. In seconding the amendment, Councillor Davies made the point that because North Somerset Council last year

voted to oppose the expansion of the Airport to 12 million passengers a year, and there was an extant planning appeal, he had to be mindful of any statements he made at this meeting given the ongoing appeal inquiry. He was supportive of the amendment but added that it was important to be clear that in the context of the Combined Authority's role as a transport authority, it needs to be recognised that North Somerset Council is a transport authority in its own right.

Voting then took place on the amendment. 3 members voted in favour of the amendment, 1 against, with 1 abstention. Due to the fact that the Chair, as Metro Mayor, had voted against, the amendment fell.

The Chair then moved the following amendment to the original motion:

The motion to be reworded as follows:

'The Joint Committee recognises:

- There is a climate and biodiversity emergency.
- The West of England has ambition net zero targets for 2030.
- The proposed expansion of Bristol Airport is one of the biggest carbon decisions in the region for the coming decade.
- The pandemic has significantly reduced air travel with a 75.6% drop in passenger numbers in 2020 and is expected to recover although to an unknown level.
- Bristol Airport's role as an employer in the region and the need for a just transition to a greener economy that does not leave workers worse-off.
- Bristol City Council and Bath and North East Somerset Council opposition to current airport expansion and North Somerset Council's decision to refuse planning permission to expand beyond 10 million passengers a year.
- The importance of the wider aerospace centre of excellence at Filton and its major contribution to our economy, skills base and industrial heritage.
- Ongoing efforts being pioneered locally by industry to decarbonise aviation, including through the Jet Zero initiative.

Further recognises:

- The Combined Authority's role as Transport Authority for its area to improve sustainable and decarbonised travel options to and from the Airport.

The Joint Committee resolves:

- To oppose the latest plans to expand Bristol Airport.
- Supporting North Somerset Council's position in refusing Bristol Airport's latest planning application which is currently the subject of an appeal inquiry and to oppose the additional expansion of Bristol Airport represented in that planning application.
- Opposing the carbon emissions associated with the additional expansion of Bristol Airport represented in their latest planning application.
- To request that West of England Chief Executives bring a report back to the October 2021 meeting setting out a range of proposals to support the decarbonising of aviation.'

The amendment was seconded by Councillor Guy. In seconding the amendment, Councillor Guy commented that it was important to show to the public that the

Combined Authority was opposed to the current Airport expansion plans. He also welcomed the fact that the amendment took on board the point raised earlier at the meeting about supporting the aviation industry to become greener.

In response to a point raised by Councillor Davies, it was noted that, if this amendment was agreed, a report setting out a range of proposals to support the decarbonising of aviation would be submitted to the Joint Committee.

Councillor Savage welcomed this amendment to the original motion and the fact that it took on board some of the key points raised in the earlier amendment. It was important to recognise the region's strong aerospace industry; this needs to thrive but more needs to be done to help the industry in their decarbonising efforts. He was pleased that this was reflected in the amendment including the reference to the Jet Zero initiative. He also welcomed the acknowledgement that the Combined Authority has a role as a transport authority in improving sustainable travel choices as this could affect carbon emissions associated with the Airport. He noted that one aspect of his earlier amendment that was not included in this amendment was the reference to the departure of the Combined Authority's Director of Infrastructure; he wished to place on record that he felt this was a huge loss to the Combined Authority of an officer who had shown ongoing commitment to collaborative and partnership working.

Councillor Savage also noted the explicit reference in the amendment to opposing the latest plans to expand Bristol airport. Whilst not doubting the strength of public feeling on this issue, members should be realistic as to how meaningful it actually was for the committee to oppose the airport expansion, given that the airport was not within the Combined Authority's footprint; the Combined Authority also had no power over the planning decision. Finally, further to his earlier comment, he recognised the importance of a report being brought back on how the aerospace industry's decarbonising efforts could be supported.

Councillor Davies welcomed the amendment and added that the support of the surrounding authorities for the North Somerset Council decision to refuse the expansion while the planning appeal was underway was hugely uplifting for North Somerset as an authority.

The Chair commented that in his view, the public view on this issue was ahead of politicians and, as per his earlier comment, it was time to demonstrate moral leadership.

Voting then took place on the amendment. 4 members voted in favour of the amendment, none against, with 1 abstention.

The amendment having been carried, the **Joint Committee** then voted on this as the substantive motion (including the amendment) and

RESOLVED (4 members voting in favour, none against, with 1 abstention):

The Joint Committee recognises:

- **There is a climate and biodiversity emergency.**
- **The West of England has ambition net zero targets for 2030.**

- The proposed expansion of Bristol Airport is one of the biggest carbon decisions in the region for the coming decade.
- The pandemic has significantly reduced air travel with a 75.6% drop in passenger numbers in 2020 and is expected to recover although to an unknown level.
- Bristol Airport's role as an employer in the region and the need for a just transition to a greener economy that does not leave workers worse-off.
- Bristol City Council and Bath and North East Somerset Council opposition to current airport expansion and North Somerset Council's decision to refuse planning permission to expand beyond 10 million passengers a year
- The importance of the wider aerospace centre of excellence at Filton and its major contribution to our economy, skills base and industrial heritage.
- Ongoing efforts being pioneered locally by industry to decarbonise aviation, including through the Jet Zero initiative.

Further recognises:

- The Combined Authority's role as Transport Authority for its area to improve sustainable and decarbonised travel options to and from the Airport.

The Joint Committee resolves:

- To oppose the latest plans to expand Bristol Airport.
- Supporting North Somerset Council's position in refusing Bristol Airport's latest planning application which is currently the subject of an appeal inquiry and to oppose the additional expansion of Bristol Airport represented in that planning application.
- Opposing the carbon emissions associated with the additional expansion of Bristol Airport represented in their latest planning application.
- To request that West of England Chief Executives bring a report back to the October 2021 meeting setting out a range of proposals to support the decarbonising of aviation.

8

PRINCIPLES FOR A REFRESHED CLIMATE EMERGENCY AMBITION

This report was submitted for consideration by the West of England Combined Authority Committee and the West of England Joint Committee (agenda item 8).

The report set out a recommendation for the Combined Authority Committee's consideration and a separate recommendation for the Joint Committee's consideration, as follows:

Recommendation for the Combined Authority Committee:

- To approve the creation of an interim Environment Director, with a view to recruiting to this post on a permanent basis in the medium term.

Recommendation for the Joint Committee:

- To agree the principles for a revised ambition to address the climate emergency.

At the suggestion of Councillor Davies, the Chair agreed it would be appropriate for the recommendation for the Joint Committee to be considered first.

The Chair then moved the recommendation for the **Joint Committee** as follows:

‘To agree the principles for a revised ambition to address the climate emergency.’

This motion was seconded by Councillor Davies.

Councillor Davies commented that the work now being developed was moving in the right direction; it will be important for the Joint Committee to ambitiously deliver on the new Climate Emergency approach and, given the time lost through reframing the approach, to accelerate delivery even more quickly. He therefore supported the new approach, which must be accompanied by ambitious delivery to achieve net zero by 2030 – it will be important to challenge delivery on an ongoing basis to ensure the ambitious approach is maintained.

Councillor Guy thanked Combined Authority officers for working in collaboration with unitary authority officers in developing this more ambitious and dynamic Climate Emergency approach. As part of this, it will be essential for the Combined Authority to embed climate emergency considerations into transport delivery. He also appreciated the comments submitted by the Overview and Scrutiny Committee. To help assist the delivery of the new approach, he felt an amendment was needed to add further wording to the recommendation, to ensure clarity about the role of the new Climate Board in delivering the ambitions and measuring and challenging that delivery and progress.

Councillor Guy then moved the following amendment to the report:

The recommendation for the Joint Committee to be reworded as follows:

‘To agree the principles for a revised ambition to address the climate emergency and that a full review of the governance and terms of reference for the new Climate Board should be approved at the next Joint Committee in October 2021.’

The amendment was seconded by Councillor Savage and Councillor Cheney.

Councillor Savage commented that there are lessons to learn in terms of how partnership and collaboration has worked; it will be important to ensure that the Climate Board’s voice, incorporating all the unitary authorities, will be listened to.

Councillor Cheney, noting the above comment, stressed the need to ensure full collaborative working.

Councillor Davies welcomed the proposal, as included in the amendment, to review the detail of the Climate Board’s terms of reference. He suggested it would be appropriate to consider using a term other than ‘Board’ for this new body to avoid any confusion with the roles of the other Combined Authority boards and emphasise its difference. It will be key to involve the voices of business and communities.

The Chair commented that clear targets will be critical in tracking progress on the delivery of outcomes; strong collaboration will be key to that delivery, including wide engagement and involvement across the full spectrum of business, and also with trade unions and voluntary and community groups.

Voting then took place on the amendment. 4 members voted in favour of the amendment, and 1 against. Due to the fact that the Chair, as Metro Mayor, had voted against, the amendment fell.

In response to a question raised by Councillor Davies, the Director of Legal Services confirmed that in line with the constitution, an amendment considered by the Joint Committee 'fell' if it was not supported by the Metro Mayor.

Councillor Savage asked that committee members be sent a written copy of the legal advice on the voting arrangements (as had been supplied to the Chair in advance of the meeting).

The Chair advised that he had voted against the amendment as he did not wish to delay this decision until October, given the committee was being asked to agree and urgently take forward a new climate emergency ambition.

Councillor Savage further commented that he recognised the value of the collaborative work that had taken place across the authorities over the summer in developing the refreshed approach to tackling the climate emergency. It will be important to ensure that robust governance is in place to ensure accountability for the delivery of key actions and that the approach is taken forward collectively.

Councillor Guy commented that the purpose of the amendment previously discussed had not been to delay the new approach; it was important, however, to ensure clarity about the role of the Climate Board to maximise its effectiveness.

The Chair stressed the importance of the authorities working together and collaboratively for the benefit of the region as a whole, and the need to urgently take forward the refreshed climate emergency approach. Effective collaboration would also be critical in relation to bidding for government funds.

Voting then took place on the original recommendation for the **Joint Committee**.

The **Joint Committee**

RESOLVED (unanimously)

- To agree the principles for a revised ambition to address the climate emergency.

The Chair then moved the recommendation for the **Combined Authority Committee** as follows:

'To approve the creation of an interim Environment Director, with a view to recruiting to this post on a permanent basis in the medium term.'

This motion was not seconded. The motion therefore fell.

Councillor Savage then moved the following new recommendation for consideration by the Combined Authority Committee:

‘Committee notes the importance of having the right resources in place at the right time to drive forward on our ambitious climate change commitments.

Recommendation for West of England Combined Authority Committee: That an update report be brought back to the October committee meeting setting out the roles and responsibilities of a new Environment Director post, and its relationship with the Infrastructure Director and the relevant Member Advisory Boards, together with the associated financial implications. That the report sets out options for how this post can be recruited to as quickly as possible, involving all members of the WECA committee in the appointment, on a permanent contract/basis.’

In moving this new recommendation, Councillor Savage commented that employing an interim Director would be an expensive exercise and he was concerned that the current report did not include detailed financial implications on the costs of an interim Director role. He could not at this point support the creation of this interim post and the use of resources for recruitment to this (and a number of other) posts, especially given the wider context that a number of bus services were no longer being supported by the Combined Authority across the region due to financial considerations.

This motion was seconded by Councillor Cheney. Councillor Cheney stressed the importance of all the authorities working together effectively and collaboratively; this should apply in terms of recruiting to a key interim/Director post such as that of the proposed Environment Director.

Councillor Guy expressed his full support for the principle of the proposed Environment Director post, particularly given the need to embed climate emergency considerations into all the Combined Authority’s activities and actions. It was important though, in his view, not to set any precedent, through appointing an interim Director, for how directors are appointed by the Combined Authority. A new Environment Director post must be fully integrated in the context of the role of the new Climate Board.

The Chair commented on the urgent need, in his view, to establish and recruit to the Environment Director post as quickly as possible. The interim Director proposal was not intended to set any precedent for future recruitment practice. In relation to the point raised by Councillor Savage about bus services, the Chair advised that in his view, this was a separate issue – he had written to the Minister of Transport about the challenges faced locally in relation to bus services; this letter had been signed also by several local MPs across the region from a range of political parties.

Voting then took place on the motion to approve the new recommendation, as moved by Councillor Savage. 2 members voted in favour of the motion, 1 against, with 1 abstention. Due to the fact that the Chair, as Metro Mayor, had voted against, the motion fell.

GREEN RECOVERY FUND

This report was submitted for consideration by the West of England Joint Committee and the West of England Combined Authority Committee (agenda item 9).

The report set out a recommendation for the Combined Authority Committee's consideration and a separate recommendation for the Joint Committee's consideration, as follows:

Recommendation for the Combined Authority Committee:

- To earmark from the existing Combined Authority Investment Fund headroom £20m for a Green Recovery Fund.

Recommendation for the Joint Committee:

- To note the fund's objectives and framework.

The Chair moved the recommendation for the **Combined Authority Committee** as follows:

'To earmark from the existing Combined Authority Investment Fund headroom £20m for a Green Recovery Fund.'

In moving the motion, the Chair stressed that this proposal was in line with and would deliver his manifesto commitment to create a Green Recovery Fund of this scale. He emphasised that retrofitting of properties to reduce emissions would be a key element of the proposal. The fund was also designed to lever in additional resources and opportunities. He was determined that the region should be at the 'cutting edge' of green delivery, with the region showing that it was a national leader, well placed to take advantage of government funding opportunities.

This motion was not seconded. The motion therefore fell.

Councillor Guy indicated his support for the principle of a Green Recovery Fund but advised he was not able to second the current proposal. The fund in his view needed to be bolder, more ambitious and at least three times bigger than the £20 million proposed in the report, i.e. at least £60 million.

The Chair commented that the item would be brought back for discussion at the October meeting, adding that officers will explore how the £20 million fund could be increased as he was keen to ensure that the proposal is as ambitious as possible.

Councillor Savage referred to the fact that he had circulated to committee members a potential new recommendation for consideration by the Combined Authority Committee. He indicated that it was not necessary for him to formally move this new recommendation, noting that committee members were in agreement about the need to create a more ambitious Green Recovery Fund. He asked for a verbal assurance from the Metro Mayor that there will be collaboration between the Combined Authority Chief Executive and the unitary authority Chief Executives on the refreshed proposal in advance of the October committee meeting.

In response, the Chair stated that the authorities will need to work very closely together to achieve the ambitions around this fund, including increasing the size of the fund.

Councillor Cheney commented that from Bristol's perspective, there was a lack of clarity in the current report about how the Green Recovery Fund would be financed, including information about how funding this priority may potentially affect the funding of other priorities.

The Chair confirmed that a further report on the Green Recovery Fund would be brought back to the October meeting, linked in with the latest Investment Fund report.

The **Joint Committee** then noted the proposed fund's objectives and framework.

Councillor Davies commented that from the Joint Committee's perspective, it was important to place on record support for Combined Authority committee members' ambitions for the size of the Green Recovery Fund, also noting the importance of clearly identifying the funding sources and any priorities that may no longer be funded as a result of this. He added that if the aim was to demonstrate the scale of ambition, it was incumbent upon the Combined Authority, in conjunction with the constituent councils, to bring forward a report and plan for action for consideration at the October meeting. It was essential to clearly articulate both the ambition and what will be done, and what may not be done because of the priority afforded to the green recovery.

The Chair then closed the meeting at 5.33 pm, and again thanked Watermore Primary School for hosting the meeting.

Signed:

Date:



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 9

3 December 2021

REPORT SUMMARY SHEET

GREEN RECOVERY FUND

Purpose

To provide an overview of the Green Recovery Fund, its objectives and suggested funding priority themes and allocate initial £30m seed funding towards it. Full businesses cases will be developed and brought back to committee for agreement to release resources from the Green Recovery Fund.

Summary

COP26 has highlighted the importance and urgent need to mobilise private finance to tackle the climate emergency. Billions of pounds of public funds must be used to leverage the trillions of pounds in private finance needed for a climate resilient, net zero world that keeps the 1.5-degree global temperature rise limit alive.

The Green Recovery Fund proposed in this report will kick-start a wide range of activity within the region to help us advance our journey to achieve our 2030 ambitions and stimulate the market to encourage private investment.

The objectives of the fund will be to:

- * Reduce the region's carbon emissions from buildings and transport, and enhance our natural habitats;
- * Raise employment in businesses providing solutions to climate transition; and
- * Develop viable and sustainable markets for housing and transport transition, by overcoming obstacles or developing innovative solutions.
- * Support the region's economy to decarbonise.
- * Leverage external funding into the region to tackle climate and ecological emergencies.

The fund will operate over a four-year period up to 2025, after which point performance and outputs will be reviewed, and a decision made on further resourcing requirements.

Full business cases will be developed for projects taken forward through the Green Recovery Fund. These business cases will be developed in line with the themes of the Climate Emergency Action Plan and in consultation with the unitary authorities. Funding from the Green Recovery Fund will be targeted at the highest causes of emissions and preserving and enhancing our ecological systems

Recommendations

1. To support the creation of the Green Recovery Fund to leverage £50m through it on priority projects that target the climate and ecological emergencies, including allocating £30m from the existing Combined Authority Investment Fund headroom to contribute to the Green Recovery Fund.
2. To approve an initial award of £300k from the Green Recovery Fund to expand the Innovate Housing Retrofit Scheme, as part of the Low Carbon Challenge Fund project.

Note: Following agreement for the initial allocation of funds to create the Green Recovery Fund, full businesses cases will be developed and brought back to committee for agreement to release specific funding requests.

Contact officer: Jess Lee

Position: Head of Policy & Strategy

Email: strategy@westofengland-ca.gov.uk

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

DATE: 3 DECEMBER 2021

REPORT TITLE: GREEN RECOVERY FUND

DIRECTOR: JESS LEE, HEAD OF POLICY & STRATEGY

**AUTHOR: LIZZY UPTON, SENIOR POLICY OFFICER & HELEN
ILES, SENIOR POLICY MANAGER**

Purpose of Report

1. To provide an overview of the Green Recovery Fund, its objectives and suggested funding priority themes and allocate an initial £30m seed funding towards it. Full businesses cases will be developed and brought back to committee for agreement to release resources from the Green Recovery Fund.

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:
 - Providing investment to support action on climate and biodiversity to ensure a sustainable future for the region, promote economic recovery and help achieve the region's net zero ambitions.

Recommendation

- To support the creation of the Green Recovery Fund to leverage £50m through it on priority projects that target the climate and ecological emergencies, including allocating £30m from the existing Combined Authority Investment Fund headroom to contribute to the Green Recovery Fund.
- To approve an initial award of £300k from the Green Recovery Fund to expand the Innovate Housing Retrofit Scheme, as part of the Low Carbon Challenge Fund project.

Note: Following agreement for the initial allocation of funds to create the Green Recovery Fund, full businesses cases will be developed and brought back to committee for agreement to release specific funding requests.

Background / Issues for Consideration

3. COP26 has highlighted the importance and urgent need to mobilise private finance to tackle the climate emergency. Billions of pounds of public funds must be used to leverage the trillions of pounds in private finance needed for a climate resilient, net zero world that keeps the 1.5-degree global temperature rise limit alive.

3.1. In line with this, Government's recent Spending Review settlement announced future funding opportunities intended to deliver against national objectives including most notably:

- a £450m 'Boiler Upgrade Scheme' to encourage people to move away from gas boilers towards heat pumps.
- additional £620m for zero emission vehicle grants and EV charging infrastructure with a focus on local on-street residential charging.
- Increased funding for green infrastructure and green spaces through a further £625m for the Nature for Climate Fund and £30m Big Nature Impact Fund.

3.2. The detailed guidance and allocation of these funding schemes have yet to be released by government, but they represent opportunities for the Combined Authority or our partners to leverage in additional funds for the region.

Financing Net Zero in the West of England

4. As a combined authority, we want to be more ambitious in the actions that we are taking to reduce emissions and protect the environment.

4.1. To do this, we must also be more ambitious about the amount of funding we dedicate to delivering our net zero ambitions. This will need to be done in a way that unleashes private finance and supports our residents to take advantage of government initiatives (such as those announced in the Spending Review) when they become available.

4.2. We propose to create a £50m Green Recovery Fund with two clear objectives to:

- Protect the environment and reduce carbon
- Create jobs

5. The Green Recovery Fund

5.1. The Green Recovery Fund will act as an investment programme for the region, with the aim of using Combined Authority funding to leverage in external funding to the region. This will consist of:

- £30m seed funding to be allocated from the existing Combined Authority Investment Fund headroom.

- £20m match funding leveraged from other funding sources, including central government and private finance

5.2. The Green Recovery Fund will kick-start a wide range of activity within the region to help us advance our journey to achieve our 2030 ambitions and stimulate the market to encourage private investment.

5.3. The objectives of the fund will be to:

- Reduce the region's carbon emissions from buildings and transport, and enhance our natural habitats;
- Raise employment in businesses providing solutions to climate transition; and
- Develop viable and sustainable markets for housing and transport transition, by overcoming obstacles or developing innovative solutions.
- Support the region's economy to decarbonise.
- Leverage external funding into the region to tackle climate and ecological emergencies.

5.4. The fund will operate over a four-year period up to 2025, after which point performance and outputs will be reviewed, and a decision made on further resourcing requirements.

5.5. Full business cases will be developed for projects taken forward through the Green Recovery Fund. These business cases will be developed in line with the themes of the Climate Emergency Action Plan and in consultation with the Unitary Authorities. Funding from the Green Recovery Fund will be targeted at the highest causes of emissions and preserving and enhancing our ecological systems.

5.6. Appendix 1 sets out the expected priority areas for investment for the Green Recovery Fund. This includes:

£3m ringfenced for Housing retrofit - carbon emissions from domestic buildings remains one of the largest sources of carbon entering the atmosphere. 250,000 homes in the region need to be retrofitted if we are to meet our 2030 zero carbon target. To date government programmes have been ineffective, short term and underfunded. We will develop effective interventions that can provide greater certainty to the industry, build skills for providers, provide clear advice for home owners, complement other interventions and be up and ready when serious investment in retrofitting homes begins to flow.

Electric Vehicle Infrastructure – transport is the other major source of carbon in the region and alongside the creation of a world class public transport system, facilitating the switch to electric vehicles is a major priority. Investment needs to complement and speed up the investment already being done by constituent councils and the private sector. This action is increasingly urgent. Relative to population size, our region is falling behind the rest of the UK in the rollout of Electric Vehicle charging infrastructure.

A minimum of £5m earmarked for Green Infrastructure and biodiversity projects across all 3 constituent Councils – green infrastructure has many purposes and outcomes that both reduce carbon emissions (by encouraging active travel, by planting trees etc) and mitigate for the effects of climate change (providing habitats, green spaces, flood protection etc). We want to see a range of exemplary projects across all three constituent Councils such as the Bath Riverline project that will generate all of the outcomes above. Projects do not necessarily need to be large, landscape scale. The Green Recovery Fund can also support smaller projects e.g. to increase trees and pollinator habitats and engage communities within the region. In line with this, we are exploring holding a ‘pollinator day’ in March which could be used to launch some relevant activity.

Innovation – Our region is famous for innovation and we will launch the Business Innovation Fund Round Two soon after COP26. This existing project was approved by Committee in 2019 to help stimulate business innovation within amongst companies looking to tackle the climate and ecological emergencies. Over £1m in grant funding will be made available to support business-led research, development and innovation, aligned with our climate emergency ambitions, in order to bring new products, processes and services to the market.

Match funding – As we get closer to various climate emergency target dates there are likely to be funding opportunities emerging from Government for carbon and environmental programmes. The Green Recovery Fund will allow us to be prepared for opportunities where rapid match funding is required.

- 5.7. In recognition that action needs to be taken urgently, it is proposed that an award of £300k is made to expand the Low Carbon Challenge Fund’s Innovative Housing Retrofit project, match funded by £200k from the European Regional Development Fund (ERDF). This would enable the delivery of an innovative housing retrofit programme to reduce energy consumption in 25 hard-to-treat homes delivering an estimated 100 tonnes of additional annual greenhouse gas emission savings.

Consultation

6. No statutory consultation is required in relation to this report.

Other Options Considered

7. To not create a Green Recovery Fund i.e. do nothing. This would not support the necessary scale of action required to support net zero ambitions.

Risk Management/Assessment

8. The actions proposed in this report will address the risk that insufficient action will be taken by the region to address the Climate Emergency and make progress towards Zero Carbon in 2030.

Public Sector Equality Duties

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

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.

10. 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.

11. There are no direct equalities issues resulting from this report.

12. For projects seeking funding through the Green Recovery Fund, promoters will be required to include as part of their Full Business Case, an equality and diversity assessment and plan.

Finance Implications, including economic impact assessment where appropriate:

There is currently £67m of uncommitted Combined Authority Investment Funding up to March 2026 against which the £30m for Green Recovery, as recommended within this report, will be allocated.

The £300k to extend the Low Carbon Challenge Fund project to deliver the Housing Retrofit schemes can be accommodated within the current headroom in the Investment Fund programme. Business Cases for other projects within the Green Recovery Fund, and their fit within the Investment Fund programme, will be considered as these come forward.

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

Legal Implications:

No additional legal implications arising from the report.

Advice given by: Shahzia Daya, Director of Legal Services

Climate Change Implications

On 19 July 2019, the West of England Combined Authority declared a climate emergency, 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

This report will create an investment fund to support action on climate and biodiversity to ensure a sustainable future for the region, promote economic recovery and help achieve the region's net zero ambitions

Business cases will be required for any proposals put forward for consideration for Green Recovery Fund funding. The specifics of the process are yet to be finalised but all projects will be required to demonstrate alignment with the refreshed ambition for tackling the climate and ecological emergencies and delivery against its key principles.

Land/property Implications

There are no direct land and property implications arising from this report.

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

Human Resources Implications:

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

Advice given by: Alex Holly, Head of People and Assets

Appendices:

Appendix 1 – Green Recovery Fund – Overview of suggested themes for funding

Background papers:

None.

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird on 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

Appendix 1

Green Recovery Fund – Suggested Themes and Projects

Theme	Detail	Estimated impact	Link to recovery
Retrofit Accelerator (£3m GRF proposed)	Programme to stimulate retrofit market – skills and demand. First step to commission feasibility study to determine best intervention method e.g. skills provision, providing information and advice to home owners	Increasing capacity for retrofit in the region	Increasing rate of retrofit within likely to create jobs and training opportunities in installation and supply chain. Green skills report – To meet the Combined Authority’s Net zero by 2030 ambition it is projected that the retrofit sector will need to create around 14,000 new green jobs at all skill levels. Stimulating demand within the retrofit sector will help to unlock these opportunities.
Transport - Electric vehicles	Work with UAs and community groups to determine suitable sites and deliver schemes to increase the number of electric vehicles on the road. This will be driven and informed by the developing EV Strategy	Increase in number of EVs in region Facilitating modal shift away from petrol vehicles	Job creation in supply chain and installation/ Green skills report suggests low carbon transport sector will create 2,300 jobs in order to transition to net zero Stimulating demand within the EV sector will help to unlock these opportunities.
Green Infrastructure and biodiversity projects	A variety of large, landscape scale and smaller scale local projects. For example Bath Riverline - a continuous and high quality 5km walking and cycling connection between Bath City Centre and the Western City Limits, together with a series of improved public access points and improved parks, hard landscaped and green spaces.	Protect and enhance natural environments and biodiversity; Adaptation to improve climate resilience;	Nature based recovery. New and improved walking and cycling infrastructure. Health benefits

		Increase active travel, trees, habitats etc	
Habitats & pollinators	Grant funding programme to involve communities and experts in the delivery of multifunctional Green Infrastructure scheme notably to increase pollinator habitat in region. Starting with the commissioning of B-lines evidence base to provide target areas for interventions.	Increase in pollinator habitats	Nature based recovery - pollinator habitat and spaces are reducing, leading to species reduction and irreparable damage to the environment, and putting food chains at risk. Taking action to protect and increase habitat spaces will help nature to recover and add resilience to agriculture and food chains.
Business Support/ Innovation	Supporting key businesses and industry to decarbonise incl. increasing/continuing the LCCF, supporting aviation industry	Decrease in emissions in businesses Increase in green jobs in the region	Helping businesses to transition to net zero and increase the number of green skills and job opportunities within the region.
Renewable and Community energy	Taking action to increase grid capacity, renewable energy generation and stimulating community energy network	Increase in renewable energy generation in region	Building sustainable energy systems and generating jobs
Match funding for green projects	Enabling a rapid response to new opportunities emerging from Government for carbon and environmental programmes where match funding is required.	Increasing ability to bid for new government programmes	Enabling West of England participation in carbon and environmental programmes which link to recovery.

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WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 10

3 December 2021

REPORT SUMMARY SHEET

GREEN SKILLS AND ADVICE PRIORITISATION IN RESPONSE TO BUDGET AND SPENDING REVIEW

Purpose

To propose funding for a new programme to help prime the retrofit and heat pump markets within the region to leverage in new government funding through the Boiler Upgrade Scheme.

Summary

As a region, we have set the ambition to reduce our greenhouse gas emissions and become net zero by 2030. Achieving this will require regional action on the highest sources of emissions, including those coming caused by our buildings.

We need to do more to encourage and increase the pace of retrofitting properties to make them more energy efficient and move them away from gas heating. Achieving this will save thousands of tons of carbon as well as create jobs and business opportunities for our residents.

This report summarises the positive action being taken forward on developing a retrofit programme and seeks specific next-stage funding approvals.

Recommendations

1. To ringfence £3m of the £30m Green Recovery Fund towards a retrofit programme subject to business case approval.
2. To allocate £200k from the Green Recovery Fund to create a Retrofit Step-Up programme and delegate the approval of a Feasibility and Development Funding Application to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

Contact officer 1: Stephen Bashford

Position: Director of Business & Skills

Email: directorbusinessandskills@westofengland-ca.gov.uk

Contact officer 2: Jess Lee

Position: Head of Policy & Strategy

Email: strategy@westofengland-ca.gov.uk

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

DATE: 3 December 2021

**REPORT TITLE: GREEN SKILLS AND ADVICE PRIORITISATION IN
RESPONSE TO BUDGET AND SPENDING REVIEW**

DIRECTOR: STEPHEN BASHFORD & JESS LEE

**AUTHOR: HELEN ILES, SENIOR POLICY MANAGER & LIZZY
UPTON, SENIOR POLICY OFFICER**

Purpose of Report

1. This report proposes funding for a new programme to help prime the retrofit and heat pump markets within the region to leverage in new government funding through the Boiler Upgrade Scheme.

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:
 - Facilitating economic resilience and growth by increasing training and employment opportunities within the retrofit and heat pump installation sectors
 - Improving the energy efficiency of homes

Recommendation

3. That committee:
 - Ringfence £3m of the £30m Green Recovery Fund towards a retrofit programme subject to business case approval.
 - Allocate £200k from the Green Recovery Fund to create a Retrofit Step-Up programme and delegate the approval of a Feasibility and Development Funding Application to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

Background / Issues for Consideration

4. Context

- 4.1. As a region, we have set the ambition to reduce our green house gas emissions and become net zero by 2030. Achieving this will require regional action on the highest sources of emissions, including those coming caused by our buildings.
- 4.2. Domestic emissions form 30% of the region's total, largely from gas used for heating and cooking. Government have recently released the Heat and Buildings Strategy setting out its strategic plan for eliminating emissions from our homes and heating systems. Some funding streams have already been announced to help the delivery of this programme, with further initiatives anticipated. In order to best place the region to take advantage of these opportunities and reduce emissions, we need to develop a programme of activity to increase the pace of retrofit in the region and develop a long term approach to sustainable delivery.
- 4.3. There is existing provision focussing on retrofit within the region, including but not limited to:
 - Futureproof project - an initiative that aims to stimulate local supply and demand for low carbon retrofit in the West of England. This was recently awarded additional funding as part of the UK Community Renewal Fund.
 - Innovative Housing Retrofit Scheme – part of the Low Carbon Challenge fund, offering grant funding to retrofit 25 hard- to-treat homes (as detailed in paper 1)
- 4.4. However, the scale of demand for retrofit and low carbon heating systems far exceeds the supply of available resources. To increase the energy efficiency of buildings we will need to retrofit over 250,000 homes and 8,000 non-residential properties by 2030, including installing low carbon heating systems.
- 4.5. However, current deployment levels of heat pumps and low carbon heating systems within the region are too low. Evidence from the Green Skills report indicates that the heat pump market will need to grow by an average of 80% each year for us to reach our 2030 objectives.
- 4.6. At the current pace of installations in the region, it would take around 557 years to install the required solid wall insulation and 857 years for the required heat pumps to meet net zero.
- 4.7. We need to do more to encourage and increase the pace of retrofitting properties to make them more energy efficient and move them away from gas heating. Achieving this will save thousands of tons of carbon as well as create jobs and business opportunities for our residents.

5. Green Skills and Retrofit Sector

5.1. Over the past six months, the Combined Authority has undertaken two pieces of research into the greens skills and retrofit sector within the region:

- **Green skills report** – an interview and desk-based study carried out by Equity Consulting Ltd into the retrofit market (phase 1) and the wider green skills market in the region (phase 2). It included a review of existing skills markets and relevant skills provision, barriers, and the regional levers for market interventions available.
- A recent **evidence gathering exercise** was undertaken to inform a Spending Review submission for retrofit. This encompassed a market review and high-level options analysis for a regional retrofit strategy, [focused on the domestic 'able-to-pay' market]. Work included a workshop with our unitary authorities, Severn Wye and the South West Energy Hub.

5.2. These have identified that there are several significant barriers to increasing the scale and pace of retrofit within the region, notably:

- **Supply side issues** – there are insufficient numbers of trained fitter or construction specialists to carry out the retrofit work required. Recent government funding programmes such as the Green Homes Grant have struggled to achieve their goals in part due to a shortage of trained professionals.
- **Demand side issues** – interest from homeowners needs to be stimulated through improved access to finance and better, unbiased information, advice and guidance on how to retrofit their property including an understanding of the benefits of doing so. Feedback from the workshop to develop the Spending Review submission highlighted a range of barriers to taking action, including a lack of trust in and skills within the current retrofit value chain, and insufficient knowledge and education amongst homeowners.
- **Funding/policy uncertainty** – the retrofit market has been through cycles of boom and bust with national government policies and grant funding offered for specific interventions over time limited periods. This uncertainty has hampered market growth, preventing suppliers from training new workers or expanding their operations.

5.3. In order for the region to begin to increase the pace and scale of retrofitting within the region, we will need to ensure that these issues are addressed and that homeowners have the right level of information and suppliers have a stable policy and funding background. The recommendation from the evidence gathering workshop with UAs and other partners suggests that taking action to stimulate demand via property owner education and engagement, as well as supply via boosting specialist retrofit skills in the region can prove effective.

6. Retrofit Programmes

6.1. Over the past two years, government have released funding programmes to

try and increase the pace of retrofitting on a national scale, including the Green Homes Grant programme. This included different funding streams including:

- Green Homes Grant Vouchers – A voucher scheme for homeowners and residential landlords, offering up to £5,000 towards the cost of installing energy efficient improvements including most insulation and low carbon heating measures. Up to £10,000 was available for those receiving certain benefits. Applications closed on 31 March 2021.
- Local Authority Delivery (LAD) scheme - including the allocation of £300m to local Energy Hubs (including £7m to South West Energy Hub) who are working directly with local authorities in their region to deliver energy efficiency upgrades in low income homes by end of March 2022.

6.2. However, the customer voucher scheme strand of the programme had to be scrapped due to a lack of suppliers and poor administration of the scheme. The Local Authority Delivery funding stream needs to be complete by March 2022 meaning that success is dependent on referrals and informed homeowners wishing to participate in scheme.

6.3. We know that there is further government funding that will be imminently available through the Boiler Upgrade Scheme, announced at the recent Spending Review.

6.4. The £450m 'Boiler Upgrade Scheme', will offer £5,000 grants to replace household gas boilers with heat pumps over the next three years. This is intended to stimulate and grow the heat pump market as part of a broader government ambition to reduce the costs of heat pumps by 25-50% by 2025. The scheme is expected to launch in April 2022 and run for three years, with Government yet to confirm the delivery mechanism.

6.5. We want to ensure that the region's suppliers and property owners are primed to be able to take advantage of the remaining green homes grant funding and the imminent boiler upgrade scheme when it becomes available. This requires urgent action.

6.6. In order to do this, we recommend that committee allocate £200k from the Green Recovery Fund (as detailed in Item 1) to create a Retrofit Step-Up programme, and delegate the approval of a Feasibility and Development Funding Application to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

6.7. This funding will be used as seed funding to ready the region's market and supply chains. It will aim to:

- Run a targeted marketing campaign to households within the region, making them aware of the funding opportunities incl. Green Homes Grant, the Boiler Upgrade scheme and other schemes within the region including finance options
- Enable approximately 90 retrofit assessments and plans for households within the region – providing in-depth advice and assistance to residents looking to make their homes more energy efficient or install heat pumps

- Facilitate approximately 90 retrofit training opportunities to local tradespeople or heat-pump installers. This will include ensuring that installers meet any government required quality standard (e.g. Trustmark, MCS, PAS2-35, PAS2030:2019), PAS2035 retrofit co-ordinator qualifications and industry specific short courses.
- 6.8. The programme will deliver against a number of key priorities including increasing the pace of retrofit and working to maximise the amount of external funding leveraged into the region. It will offer a short-term stimulus and support to existing retrofit provision while a longer programme of activity is developed to address the systemic issues within the sector.
- 6.9. A full funding prospectus for the £200k will be developed as part of the Feasibility and Development Funding Application for approval by Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils, with a view to delivery commencing in early 2022 and concluding by the end of 2022.

7. Developing a long term retrofit solution

- 7.1. The Retrofit Step-Up programme will provide short-term support to the sector with a view to optimising existing or imminent funding streams. However, we know that we need to develop a longer-term solution to tackling the entrenched supply and demand issues currently evident within the retrofit sector.
- 7.2. We have already started to pivot our skills provision and employment support towards green skills development in the region. Including:
- Through the second phase of our £8m investment in Workforce for the Future, projects to provide expert advice to small businesses to help them create new green skills, including through a focus on Modern Methods of Construction.
 - The development of a new Green Futures Fund to help our secondary schools align their careers strategy and curriculum to the retrofit and green skills agenda.
 - Through successful bids to the UK Community Renewal Fund, further support for increasing skills for green jobs and entrepreneurship (£700K UWE award), alongside targeted support for expanding the market and supply chain for low carbon housing retrofit in the West of England (£100k CSE award).
- 7.3. However, given the scale of the challenge within the retrofit and low-carbon heating sector, we need to do more as a region. We have eight years to achieve our 2030 ambitions and we cannot do this without taking radical action on improving the buildings within the region.
- 7.4. To achieve this, we propose ringfencing £3m of the £30m Green Recovery Fund (as detailed in item 1) to develop a long term Retrofit Accelerator. This will build on (and be in addition to) the Retrofit Step-up programme to provide a sustainable support package to the retrofit sector.
- 7.5. The Retrofit Accelerator will aim to increase the scale and pace of delivery by:

- Continue to improve the skills offers in place including retrofit assessors and co-ordinator roles e.g. PAS2035 by directly funding skills interventions and working with skills providers and industry bodies to meet existing skills gaps and prevent further gaps from emerging.
- Increase the amount of the information, advice and guidance aimed at property owners to help guide them through the retrofit process, building on existing programmes and good practice within the region, including the development of a one-stop shop approach.
- Develop a flexible grant funding scheme to provide certainty to market, giving suppliers and home owners confidence where government schemes have previously failed.

7.6. As well as offering increased delivery of skills and guidance as outlined above, the Retrofit Accelerator will also take a strategic approach to enabling others to deliver and draw in funding from elsewhere. This will include:

- Enabling a wide variety of property owners (including private and social landlords) to take action on retrofit by developing a housing archetype evidence base. This will provide a breakdown of the types of property across the region and detail suggested approaches to retrofit and installation of low carbon heating systems.
- Leveraging in external sources of funding from national government and other sources to supplement the Green Recovery Fund and create a sustainable finance offer.
- Promoting best practice in the region, including the delivery of the Innovative Housing Retrofit Scheme.

7.7. This strategic approach will draw upon existing expertise within including the Mayor's recently established Climate Action Panel which includes members with prominent positions within the regional retrofit sector. We will draw upon their expertise to shape interventions and a longer term retrofit strategy for the region and informing how investment is best targeted in a way that complements existing initiatives.

7.8. Officers will develop a business case to support this wider programme of activity, with the ambition to create a long term, sustainable programme to increase the pace of retrofit in the region. The Accelerator programme will operate over a three-year period up to 2025 and build on the expertise developed through existing programmes such as Retrofit Step-up and FutureProof

7.9. It will be developed in conjunction with the Unitary Authorities and other key partners. It is intended that this will be brought to committee in the New Year with the start of delivery overlapping with the conclusion of the Retrofit Step-up programme.

8. Summary of key activities and funding

Project	Aim	Timescale	Funding	Funding Source
Innovative Housing Retrofit	to reduce energy consumption in 25 hard-to-treat homes delivering an estimated 100 tonnes of additional annual greenhouse gas emission savings	2022-March 2023	£200,000 (ERDF) £300,000 (GRF)	ERDF & Green Recovery Fund
Retrofit Step Up	To maximise uptake of existing retrofit schemes through skills and guidance	Jan 2022- Dec 2022	£200,000	Green Recovery Fund
Retrofit Accelerator	To develop a long-term strategic approach to retrofit	Spring 2022 - 2025	£3million	Green Recovery Fund

Consultation

There is no statutory consultation required in the development of this paper.

Other Options Considered

Not investing in retrofit – rejected. The need to develop a comprehensive approach to tackling retrofit will mean that we are unlikely to meet our 2030 ambitions as we will not be addressing the largest sources of emissions.

Risk Management/Assessment

Full risk assessments will be undertaken as part of the Feasibility & development reports and business case proposals

Public Sector Equality Duties

The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

The Act explains that having due regard for advancing equality involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

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.

There are no direct equalities issues resulting from this report.

Full equality and diversity assessment plans will be undertaken as part of the Feasibility & development reports and business case proposals.

Finance Implications, including economic impact assessment where appropriate:

The £3.2m funding identified in this report will fall within the £30m Green Recovery Fund allocation recommended for approval elsewhere on this agenda. Business case approval will be required to unlock the £3m of funding ringfenced for the retrofit programme.

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

Legal Implications:

No additional legal implications arising from the report.

Advice given by: Shahzia Daya, Director of Legal Services

Climate Change Implications

On 19 July 2019, the West of England Combined Authority declared a climate emergency, 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

This report outlines a programme of activity to reduce emissions from buildings and heating systems within the region. This will positively contribute towards the meeting our 2030 ambitions to be net zero as a region.

Land/property Implications

There are no direct land and property implications arising from this report.

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

Human Resources Implications:

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

Advice given by: Alex Holly, Head of People and Assets

Appendices:

None.

Background papers:

None.

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird on 07436 600313; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

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WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 11

3 December 2021

REPORT SUMMARY SHEET

BRISTOL TEMPLE MEADS EASTERN ENTRANCE - FUNDING

Purpose

To seek approval for the inclusion of full funding for the Temple Meads Eastern Entrance in the Investment Fund programme.

Summary

Bristol Temple Meads Eastern Entrance represents an essential component of the infrastructure that will help facilitate successful delivery of the urban regeneration of land around Temple Meads rail station. The scheme will also overcome existing and future operational issues at Bristol Temple Meads railway station. The station has passenger capacity constraints, regularly reaching capacity during peak periods, and this problem is likely to be exacerbated in future years as demand for rail travel grows as a result of significant investment in an improved station, and new passenger rail services (for example through the introduction of MetroWest services). The Outline Business Case for the Eastern Entrance was approved by the Combined Authority Committee in June 2019.

This report seeks approval to include the full cost of £23.65m for the Bristol Temple Meads Eastern Entrance in the Investment Fund programme.

Recommendation

To approve the inclusion of the full cost of £23.65m for the Bristol Temple Meads Eastern Entrance in the Investment Fund programme.

Contact officer: Kathryn Vowles

Position: Interim Director of Infrastructure

Email: directorinfrastructure@westofengland-ca.gov.uk

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

DATE: 3 December 2021

**REPORT TITLE: BRISTOL TEMPLE MEADS EASTERN ENTRANCE -
FUNDING**

**AUTHOR: KATHRYN VOWLES, INTERIM DIRECTOR OF
INFRASTRUCTURE**

Purpose of Report

1. To seek approval for the inclusion of full funding for the Temple Meads Eastern Entrance in the Investment Fund programme.

Impact of Covid-19 pandemic

The Combined Authority continues to review the deliverability, and priority, of its investment programme in response to Covid-19

Recommendation: To approve the inclusion of the full cost of £23.65m for the Bristol Temple Meads Eastern Entrance in the Investment Fund programme.

Bristol Temple Meads Eastern Entrance

2. Bristol Temple Meads Eastern Entrance represents an essential component of the infrastructure that will help facilitate successful delivery of the urban regeneration of land around Temple Meads rail station. The scheme will also overcome existing and future operational issues at Bristol Temple Meads railway station. The station has passenger capacity constraints, regularly reaching capacity during peak periods, and this problem is likely to be exacerbated in future years as demand for rail travel grows, as a result of significant investment in an improved station, and new passenger rail services (for example through the introduction of MetroWest services). The Outline Business Case for the Eastern Entrance was approved by the Combined Authority Committee in June 2019.
3. As reported to the Committee in June 2021, following a previously granted delegation to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils, the Full Business Case for the Temple Meads Eastern Entrance was approved in January 2021. Following approval, detailed design commenced in March to enable the use of the existing blockade this summer to extend the subway. It was hoped that alternative funding for this scheme would become available whilst the Investment Fund cash flowed this work, but in the absence of any decision on other funding, the scheme is now

being included in the Investment Fund programme in full, at a cost of £23.65m from the 'tail' of funding previously allocated to this project.

4. Phase 1, delivery of the subway and tunnel access for the Eastern Entrance to Temple Meads Station has now completed. The Phase 2 planning application was submitted to Bristol City Council on 23 June 2021. There are Phase 2 delays due to design consideration that are being addressed between partners and key stakeholders. The postponed opening date of the University of Bristol Enterprise Campus in 2025 creates the need for early access and public realm to the entrance to be considered and delivered with the opening of the entrance in 2023 (new proposed phase 3).

Consultation

5. Project development and delivery has been undertaken with the involvement of key stakeholders including Network Rail, Bristol City Council, Historic England, the University of Bristol and Great Western Railway

Other Options Considered

6. An Options Assessment Report has been produced as part of the Business Case.

Risk Management/Assessment

7. A Quantified Risk Assessment has been undertaken which forms part of the Business Case.

Public Sector Equality Duties

8. Network Rail and the proposed station operator, Great Western Railways are both bound by the Equality Act. They apply the regulation through an independent assurance process, the Built Environment Accessibility Panel (BEAP). Phase 3 will engage stakeholders through the development of accessibility options prior to BEAP.

Finance Implications

9. The funding for this project can be accommodated within the Investment Fund programme.

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

Legal Implications

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

Advice given by: Shahzia Daya, Monitoring Officer, West of England Combined Authority

Climate Change Implications

11. Forecast increases in the demand for rail travel, as a result of shorter journey times provided by the scheme, will decrease the distance travelled by road and reduce greenhouse gas emissions.

Land /Property Implications

12. Agreement needed with University of Bristol Enterprise Campus for land needed for the early access and public realm considerations of the Eastern Entrance.

Human Resources Implications

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

Appendices: None

Background papers: None

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird tel. 07436 600313; email: democratic.services@westofengland-ca.gov.uk



WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

ITEM 12

3 December 2021

REPORT SUMMARY SHEET

UK COMMUNITY RENEWAL FUND

Purpose

To update on the outcome of the UK Community Renewal Fund submission and seek approval for grant giving to the successful projects.

Summary

The UKCRF is a Government programme which is providing £220m of additional funding nationally with the aim to support innovative responses to local challenges and needs, including removing barriers that people face in accessing skills and labour market opportunities, building the evidence base for future interventions and exploring the viability of new ideas. This programme is a pilot programme to prepare for the more extensive UK Shared Prosperity Fund.

The Combined Authority were responsible for assessing and shortlisting bids into Government for the UKRCF, as lead authority for the Combined Authority area. A total of 30 bids were submitted to the Combined Authority in June 2021, of which 11 were [shortlisted](#) within the funding cap set by Government.

These projects will collectively support 115 people into education or training (including skills for green jobs), assist 300 people who are economically inactive, safeguard 50 jobs, create 40 decarbonisation plans and save over 2,500 tonnes of CO₂, alongside other outputs.

Recommendation

To approve grant giving to the successful UK Community Renewal Fund projects, as set out in the report.

Contact officer: Malcolm Coe

Position: Director of Investment & Corporate Services

Email: directorinvestmentandcorporate@westofengland-ca.gov.uk

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

DATE: 3 December 2021

REPORT TITLE: UK COMMUNITY RENEWAL FUND

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

Purpose of Report

1. To update on the outcome of the UK Community Renewal Fund submission and seek approval for grant giving to the successful projects.

Impact of Covid-19 pandemic

The funded UKCRF projects help support recovery by creating and safeguarding jobs and assisting people into education and training.

Recommendation:

To approve grant giving to the successful UK Community Renewal Fund projects, as set out in the report.

UK Community Renewal Fund (UKCRF)

2. The UKCRF is a Government programme which is providing £220m of additional funding nationally with the aim to support innovative responses to local challenges and needs, including removing barriers that people face in accessing skills and labour market opportunities, building the evidence base for future interventions and exploring the viability of new ideas. This programme is a pilot programme to prepare for the more extensive UK Shared Prosperity Fund.
3. The Combined Authority were responsible for assessing and shortlisting bids into Government for the UKRCF, as lead authority for the Combined Authority area. A total of 30 bids were submitted to the Combined Authority in June 2021, of which 11 were [shortlisted](#) within the funding cap set by Government. In November the bids that had been approved for funding by Government were announced, totalling £2.4m, as shown in Figure 1.
4. These projects will collectively support 115 people into education or training (including skills for green jobs), assist 300 people who are economically inactive,

safeguard 50 jobs, create 40 decarbonisation plans and save over 2,500 tonnes of CO2, alongside other outputs.

- The Combined Authority will be responsible for entering into funding agreements with these organisations, based upon the terms and conditions of the Government funding.

Project	Applicant	Project Value
Bath & North East Somerset Social Enterprise Programme (BSEP)	School for Social Entrepreneurs	£594,491
Futureproof: scaling up (expanding the market and supply chain for low carbon housing retrofit in the West of England)	Centre for Sustainable Energy	£113,098
Skills for Green Jobs and Entrepreneurship	University of the West of England	£760,475
South Gloucestershire Council Community Renewal Fund	South Gloucestershire Council	£950,000
Total		£2,418,064

Figure 1: UKCRF Projects Approved for Funding by Government

Consultation

- The opportunity to apply for funding through the UKCRF was promoted widely by the Combined Authority.

Other Options Considered

- The projects approved were selected by Government from those shortlisted.

Risk Management/Assessment

- The terms and conditions in the funding agreement between Government and the Combined Authority will be reflected in the funding agreements with the four projects to mitigate risks around underperformance.

Public Sector Equality Duties

- The projects will provide a range of benefits to support people into work and training, or to help them progress.

Finance Implications

- The Combined Authority will contract with the successful projects on the basis of the funding awarded by Government. UKCRF lead authorities receive funding to

support the administration of the funding, which for the Combined Authority is £48k (2% of funds awarded to the projects).

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

Legal Implications

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

Advice given by: Shahzia Daya, Monitoring Officer, West of England Combined Authority

Climate Change Implications

12. The projects will deliver a number of environmental benefits including greenhouse gas savings.

Human Resources Implications

13. Funding is available to meet additional staff costs arising from the administration of the programme.

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; email: democratic.services@westofengland-ca.gov.uk

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