

Public Document Pack

A meeting of the
West of England Joint Committee
will be held on

Date: Friday, 17 December 2021
Time: 12.00 noon
Place: Council Chamber, Bristol City Hall

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

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

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AGENDA

1. WELCOME AND INTRODUCTIONS

2. APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTEREST

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

4. MINUTES OF PREVIOUS MEETINGS

5 - 34

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 Joint Committee.

5. CHAIR'S ANNOUNCEMENTS

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

WRITTEN PUBLIC QUESTIONS (written procedure)

1. Any member of the public can submit a maximum of two written questions in advance of this meeting.
2. The deadline for the submission of questions is 5.00 pm, at least 3 clear working days ahead of a meeting. For this meeting, the deadline for questions is 5.00 pm on Monday 13 December.
3. Questions should be addressed to the Chair of the meeting and e-mailed to democratic.services@westofengland-ca.gov.uk
4. Under the direction of the Chair, wherever possible, written replies to questions will be sent to questioners by the end of the working day prior to the meeting.
5. Please note - under the committee procedures, there is no opportunity for oral supplementary questions to be asked at committee meetings.
6. The written questions and replies will be circulated to committee members in advance of the meeting and published.

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 16 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 OVERVIEW & SCRUTINY COMMITTEE	
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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:

REPORT TO: WEST OF ENGLAND JOINT COMMITTEE

DATE: 17 December 2021

REPORT TITLE: West of England Joint Committee governance and voting arrangements

**DIRECTOR: WEST OF ENGLAND COMBINED AUTHORITY
MONITORING OFFICER**

AUTHOR: SHAHZIA DAYA

Purpose of Report

To clarify voting arrangements for the Joint Committee.

Recommendation

To note that the Metro Mayor does not have a right of veto on matters relating to the Joint Committee; all voting is by way of a simple majority of those present and voting and will exclude the Metro Mayor for the particular items set out in the Joint Committee Terms of Reference (Appendix 1).

Background

At a joint meeting of the Combined Authority and Joint Committee on 21 September, the Metro Mayor exercised a right of veto on matters being discussed by the Joint Committee.

This was based on advice received from James Goudie QC which stated that the Metro Mayor had a right of veto on both committees. The advice was caveated with the proviso that the position was open to interpretation but in the limited time available the QC advised that the better interpretation was that the Metro Mayor did have a right of veto on both committees.

Following representations made by the constituent authorities contained at Appendix 2, Richard Clayton QC was asked to review this advice.

Having considered the advice from James Goudie and the note prepared by the constituent authority Monitoring Officers, Richard Clayton advises that the Metro Mayor does have a right of veto on CA matters but does not believe that this can be extended to the Joint Committee, as it is not explicitly set out in the constitution (Appendix 3)

Given that Richard Clayton had the benefit of time to fully consider the matter and the briefing note from the constituent authorities, future meetings should proceed on the basis that the Mayor can exercise a right of veto at the Combined Authority committee but that this right does not extend to the Joint Committee.

Decisions taken at the committee on 21 September are unaffected as the motion on the airport was unanimously agreed and the other items where this was an issue have either been withdrawn or will be coming back to committee for a future decision.

Consultation

- 3 The constituent authority Monitoring Officers were consulted with as part of the preparation of this report.

Public Sector Equality Duties

- 4 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
- 4.1 The Act explains that having due regard for advancing equality involves:
- Removing or minimizing disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 4.2 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.

Climate Change Implications

- 5 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

None

Finance Implications, including economic impact assessment where appropriate

6 None

Legal Implications

7 See report

Appendices:

Appendix 1 – Joint committee terms of reference

Appendix 2 – Monitoring Officers briefing note

Appendix 3 – Advice from Richard Clayton QC

Background papers:

Combined Authority constitution

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

West of England Joint Committee terms of reference:

Terms of Reference of the Joint Committee comprising of the Constituent Councils of the West of England Combined Authority, the Mayor and North Somerset Council (“The Joint Committee”)

Summary of West of England Joint Committee Functions

The West of England Joint Committee is established under Section 101(5) of the Local Government Act 1972, as applied by Section 9EB of the Local Government Act 2000 and Regulation 11 of the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 by the Executives of Bath and North East Somerset Council, Bristol City Council, South Gloucestershire Council, North Somerset Council. Following the election of the Mayor of the West of England Combined Authority, the Mayor shall become a member of the West of England Joint Committee.

The Joint Committee is established to deal with any relevant functions that fall outside those set out in the West of England Combined Authority Order 2017; in particular the West of England Joint Spatial Plan and Joint Transport Plan, the receipt of any relevant recommendations from the Local Enterprise Partnership Business Board and any other relevant legacy matters that involve the West of England Combined Authority area and the area of North Somerset Council.

Core Strategic Legacy Functions

The West of England Joint Committee functions:

- Prepare and adopt a Joint Transport Plan
- Prepare and adopt the Joint Spatial Plan
- Agreeing expenditure from the 2012 City Deal Funding including;
 - Economic Development Fund
 - 10-year Local Major Transport Funding allocation
 - The Growth Hub
- Approval of West of England One Front Door Programme Schemes including;
 - LGF Rounds 1, 2 and 3
 - Revolving Infrastructure Schemes
- Approving and Monitoring funding awarded for one off projects including from;
 - Cycling Ambition Fund
 - Local Sustainable Transport Fund
 - Better Bus Areas
- Review of the West of England Growth Fund
- Support the West of England Growth Hub
- Support Invest Bristol & Bath

The West of England Joint Committee will contribute to the following work that will be led by the West of England Combined Authority:

- The delivery and development of key strategies to improve the economic condition across the West of England area.
- Agreement and delivery of a set of strategic priorities that enables the region to deliver on its climate commitments.
- Championing the delivery of policy, projects and programmes of work that enables the region to deliver on its climate commitments.

Matters requiring a decision on the following functions are to be determined by a majority of those Members in attendance, or their substitutes (one vote representing each Authority) and excluding the West of England Combined Authority Mayor, subject to the proviso that any such matter that solely impacts the area of a single unitary authority requires that unitary authority to vote in favour of the proposal:

- Agreeing expenditure from the 2012 City Deal Funding including;
 - Economic Development Fund
 - 10-year Local Major Transport Funding allocation
 - The Growth Hub
- Approval of West of England One Front Door Programme Schemes including;
 - Revolving Infrastructure Schemes
- Monitoring / approving application for existing joint funding awarded for one off projects including;
 - Cycling Ambition Fund
 - Local Sustainable Transport Fund
 - Better Bus Areas

Matters requiring a decision on the following functions are to be determined by a majority of those Members in attendance, or their substitutes (one vote representing each Authority) and including the West of England Combined Authority Mayor subject to the proviso that any such matter that solely impacts the area of a single unitary authority requires that unitary authority to vote in favour of the proposal:

- West of England One Front Door Programme Schemes including;
 - LGF Rounds 1,2 and 3
- West of England Growth Fund Review
- Support the West of England Growth Hub
- Support Invest Bristol & Bath

Matters requiring a decision on the following functions are to be determined by unanimous agreement of all Members, or their substitutes (one vote representing each Authority) and excluding the West of England Combined Authority Mayor:

- Prepare and adopt a Joint Local Transport Plan
- Prepare and adopt the Joint Spatial Plan

Save for the provision in Section A – Standing Orders (Descriptions and Rules of Procedure), that can only apply to a meeting of the West of England Combined Authority, the rules of procedure will apply to meetings of the Joint Committee save that the voting arrangements applicable to the Joint Committee shall be as referred to in these Terms of Reference.

Appendix 2 - Briefing Note

Governance arrangements in respect of the West of England Joint Committee

1. This Briefing Note has been agreed by Monitoring Officers at Bristol City Council, South Gloucestershire Council, Bath and North East Somerset Council and North Somerset Council to support decision making by the Mayor/Leaders and Chief Executives in their respective authorities. Given the issues that this note raises, this note has been prepared on the basis that it will be shared with the West of England Combined Authority.

Introduction

2. This Briefing Note addresses a number of governance issues relating to the West of England Joint Committee (“the Joint Committee”) arising from its relationship with the West of England Combined Authority (“WECA”). In particular, this note considers the scope of the functions of the Joint Committee, the voting arrangements of the Joint Committee, the lawfulness of decision making by the Joint Committee, options to resolve these issues and some practical considerations.

Scope of West of England Joint Committee Functions

3. The Joint Committee is responsible for matters which fall outside the remit of WECA. The responsibilities of the Joint Committee are summarised at page A9 in the WECA Constitution as follows:

“The Joint Committee is established to deal with any relevant functions that fall outside those set out in the West of England Combined Authority Order 2017; in particular the West of England Joint Spatial Plan and Joint Transport Plan, the receipt of any relevant recommendations from the Local Enterprise Partnership Business Board and any other relevant legacy matters that involve the West of England Combined Authority area and the area of North Somerset Council.”

4. Further details regarding the relevant functions of the Joint Committee are set out on pages A9-A10 of the WECA Constitution as follows:

“Core Strategic Legacy Functions

The West of England Joint Committee functions:

- Prepare and adopt a Joint Transport Plan
- Prepare and adopt the Joint Spatial Plan
- Agreeing expenditure from the 2012 City Deal Funding including;
 - o Economic Development Fund
 - o 10-year Local Major Transport Funding allocation
 - o The Growth Hub
- Approval of West of England One Front Door Programme Schemes including;
 - o LGF Rounds 1, 2 and 3
 - o Revolving Infrastructure Schemes

- Approving and Monitoring funding awarded for one off projects including from;
 - o Cycling Ambition Fund
 - o Local Sustainable Transport Fund
 - o Better Bus Areas
 - Review of the West of England Growth Fund
 - Support the West of England Growth Hub
 - Support Invest Bristol & Bath”
5. Furthermore, the WECA Constitution acknowledges the role of the Joint Committee in supporting work that is led by WECA as set out on page A10 of the WECA Constitution:

“The West of England Joint Committee will contribute to the following work that will be led by the West of England Combined Authority:

- The delivery and development of key strategies to improve the economic condition across the West of England area.
- Agreement and delivery of a set of strategic priorities that enables the region to deliver on its climate commitments.
- Championing the delivery of policy, projects and programmes of work that enables the region to deliver on its climate commitments.”

6. These are the only functions that are the responsibility of the Joint Committee. There have been no further delegations to the Joint Committee since it was established. Many of these functions and responsibilities are no longer current, for example the Joint Spatial Plan is not progressing, so responsibility for the Spatial Development Strategy now rests with WECA.

Voting arrangements for the Joint Committee

7. The voting arrangements for the Joint Committee are also set out in the WECA Constitution. The voting arrangements vary depending on the item of business being considered by the Joint Committee. In preparing this part of the note, consideration has been given to the legal advice provided by James Goudie QC relating to the exercise of a right of veto by the WECA Mayor at the Joint Committee.
8. The voting arrangements governing decisions to be taken by a majority of members of the Joint Committee and which do not confer a voting right on the WECA Mayor are set out at page A10 in the WECA Constitution:

“Matters requiring a decision on the following functions are to be determined by a majority of those Members in attendance, or their substitutes (one vote representing each Authority) and excluding the West of England Combined Authority Mayor, subject to the proviso that any such matter that solely impacts the area of a single unitary authority requires that unitary authority to vote in favour of the proposal:

- Agreeing expenditure from the 2012 City Deal Funding including;
 - o Economic Development Fund
 - o 10-year Local Major Transport Funding allocation
 - o The Growth Hub
- Approval of West of England One Front Door Programme Schemes including;
 - o Revolving Infrastructure Schemes
- Monitoring / approving application for existing joint funding awarded for one off projects including;
 - o Cycling Ambition Fund
 - o Local Sustainable Transport Fund
 - o Better Bus Areas”

9. This voting arrangement establishes the principle of majority voting for the Joint Committee. It also states that the WECA Mayor has no voting rights in respect of these matters and therefore it follows that the WECA Mayor cannot have a veto in respect of these matters. The only proviso in respect of these matters is a “veto” on Joint Committee business is given to a member of the joint Committee where the business being transacted relates to only one single unitary authority area.

10. The voting arrangements governing decisions to be taken by a majority of the members of the Joint Committee and which also confer a voting right on the WECA Mayor are set out at page A10 in the WECA Constitution:

“Matters requiring a decision on the following functions are to be determined by a majority of those Members in attendance, or their substitutes (one vote representing each Authority) and including the West of England Combined Authority Mayor subject to the proviso that any such matter that solely impacts the area of a single unitary authority requires that unitary authority to vote in favour of the proposal:

- West of England One Front Door Programme Schemes including;
 - o LGF Rounds 1,2 and 3
- West of England Growth Fund Review
- Support the West of England Growth Hub
- Support Invest Bristol & Bath”

11. This section also reinforces the principle of majority voting for the Joint Committee. However, in respect of these matters, the WECA Mayor is entitled to vote. The only proviso in respect of these matters is a “veto” on Joint Committee business is given to a member of the joint Committee where the business being transacted relates to only one single unitary authority area. There is no veto in respect of these matters for the WECA Mayor. Clearly, if the WECA Mayor was intended to have a veto in

respect of these matters, then this would have been included in the same proviso granted to the unitary authorities.

12. The voting arrangements governing decisions to be taken unanimously by the unitary authorities of the Joint Committee and which do not confer a voting right on the WECA Mayor are also set out at page A10 in the WECA Constitution:

“Matters requiring a decision on the following functions are to be determined by unanimous agreement of all Members, or their substitutes (one vote representing each Authority) and excluding the West of England Combined Authority Mayor:

- Prepare and adopt a Joint Local Transport Plan
- Prepare and adopt the Joint Spatial Plan”

13. Furthermore, the WECA Constitution states at page A10 that

“Save for the provision in Section A – Standing Orders (Descriptions and Rules of Procedure), that can only apply to a meeting of the West of England Combined Authority, the rules of procedure will apply to meetings [of the] Joint Committee save that the voting arrangements applicable to the Joint Committee shall be as referred to in these Terms of Reference”

14. The effect of this section is that decisions of the Joint Committee are to be decided in accordance with the Terms of the Reference for the Joint Committee which set out the specific voting arrangements for the Joint Committee. In other words, whilst the WECA Standing Orders/Rules of Procedure apply to the Joint Committee, the voting arrangements in the WECA Standing Orders/Rules of Procedure are explicitly excluded by this section.

15. Based on the above analysis of the voting arrangements of the Joint Committee, the agreed view is that the advice that WECA received from James Goudie QC is not correct. That advice was based on a very brief and urgent instruction and did not have full regard to the wider voting arrangements that apply to the Joint Committee.

Lawfulness of decision making by the Joint Committee

16. It is possible that recent decisions of the Joint Committee have been made other than in accordance with the voting arrangements set out in the preceding paragraphs. On the face of it that would arguably amount to maladministration. However, it is also possible that decisions have been taken which are outside the explicit delegation of functions to the Joint Committee. Any decisions that are taken by the Joint Committee which are outside of its Terms of Reference would be ultra vires and open to challenge by way of judicial review.

17. If the Joint Committee is to take decisions outside the scope of its current Terms of Reference, the only lawful basis on which it will be able to do so is through the delegation of additional functions and responsibilities to the Joint Committee by either the unitary authorities or WECA. With that in mind, a review and reset of the functions that should be delegated to the Joint Committee would be appropriate.
18. In respect of the current Terms of Reference there are a few improvements that could be made to ensure better governance of decision making. This could, in part, be addressed through better use of the forward planning process to give greater transparency in respect of matters which will be considered by the Joint Committee. The sharing of reports in advance of publication through a draft agenda planning process would add greater scrutiny to the committee process. Furthermore, the Joint Committee should avoid the tabling of last-minute reports.
19. These issues are also relevant to the formal meetings of the WECA Committee, where there is the absence of a committee Draft Agenda review cycle prior to actual meetings. Looking at the budget setting process normally there's an expectation that members would have had sight of detailed revenue and capital monitors. This information helps them understand the assumptions which underpin the draft budget proposals from the WECA Mayor. At this point in the year members should be receiving regular briefings on what budget the WECA Mayor is developing. It is not clear whether any of this is happening.

Options for governance arrangements

20. There are several options that the unitary authorities and WECA should consider to improve the governance arrangements of the Joint Committee.
21. It is recommended that the unitary authorities and WECA undertake a governance review of the functions of the Joint Committee to identify whether there are any legacy functions that the Joint Committee still needs to discharge. In particular this should include a review of any legacy funding that has been received by the Joint Committee and which still needs to be administered by it. For example, the Economic Development Fund was set up with 25 years of funding and has circa 20 years remaining. Engagement with S.151 Officers on this point will be required.
22. A governance review of the Joint Committee should also consider the extent to which the original delegations have now become obsolete, for example the requirement to produce a Joint Spatial Plan. As part of that review, the unitary authorities and WECA should consider whether there are additional functions which should be delegated to the Joint Committee.
23. Once the governance review of the Joint Committee has established whether there are any additional functions which should be delegated to the Joint Committee, the unitary authorities and WECA should determine whether those delegations should

be made to the existing Joint Committee or whether the Joint Committee should be constituted afresh. In either scenario, the appropriate decision-making procedures in the unitary authorities and WECA would need to be followed to delegate new functions or establish a new Joint Committee. This would involve decisions of Full Council and/or Cabinet depending on whether the functions delegated are executive or non-executive functions.

24. By way of indicative examples, the following potential arrangements may be required. A Joint Committee would continue to exercise the current legacy functions and any other functions that the unitary authorities decide to delegate to it. A further option could be the establishment of a Joint Committee by the WECA Mayor and North Somerset Council as Transport Authorities.
25. Finally, given the lack of transparency regarding the budget setting processes within WECA, the unitary authorities could consider the option for an alternative budget as provided for by Articles 5 to 10 of the Combined Authorities (Finance) Order 2017. Preparatory work would need to be started now.

Practical considerations

26. There are a number of practical points that should be considered.
27. In the short term, the advice above relating to the voting arrangements for the Joint Committee should be shared with the Monitoring Officer at WECA for consideration in advance of the next meeting of the Joint Committee on 15 October 2021.
28. A review of the Forward Planning and Agenda Setting processes for the Joint Committee needs to be considered to provide greater transparency around decision making. This would also reduce the risk of decisions being taken which are unlawful and which may be challenged.
29. A governance review of the functions of the Joint Committee with a view to agreeing the future governance of the Joint Committee should be carried out. This will establish whether there is a role for the Joint Committee going forward and if so, what it should be.

Agreed by Monitoring Officers for Bristol City Council, South Gloucestershire Council, Bath and North East Somerset Council and North Somerset Council

4 October 2021

RE: WEST OF ENGLAND COMBINED AUTHORITY

-and-

RE: MAYOR'S VOTE

ADVICE

1. I have been asked by the West of England Combined Authority (WECA) to advise on some voting issues which arise in relation to Joint Committee and the Mayor.

2. For these purposes I have been provided with:
 - (1) the WECA constitution;
 - (2) the WECA Order;
 - (3) the Advice of James Goudie QC; and
 - (4) the briefing note from constituent authority Monitoring Officers (MOs)

3. The Joint Committee is established under the Local Government Act 1972 and its Terms of Reference (**ToR**) are contained within the WECA constitution. The ToR set out voting arrangements that exclude the Metro Mayor from certain votes pertaining to legacy functions that existed before WECA was established.

4. The WECA Order (Sch 1 (4) (5)) and the WECA ToR provide the Mayor with a right of veto as he must vote in favour of any Combined Authority decisions. The final para of the Joint Committee ToR also states

Save for the provision in Section A – Standing Orders (Descriptions and Rules of Procedure), that can only apply to a meeting of the West of England Combined Authority, the rules of procedure will apply to meetings of the Joint Committee save that the voting arrangements applicable to the Joint Committee shall be as referred to in these Terms of Reference.

5. I clarified my instructions in a telephone conference on 21 October 2021 and have been asked to advise on my views in relation to the voting position of the Mayor as described in the briefing note dated 20 October 2021 agreed by Monitoring Officers for Bristol City Council, South Gloucestershire Council, Bath and North East Somerset Council and North Somerset Council.
6. Unfortunately, it should be emphasised that the relevant provisions have been drafted in obscure language which readily gives rise to confusion. In particular, it has been suggested that the Mayor has a right of veto based not on WECA's ToR themselves, but on the basis that the WECA committees' ToR would apply in all other circumstances.
7. However, I would advise that the question of whether the Mayor has voting rights will depend on the particular function in question and how that function is treated by the ToR.
8. I would also advise that the ToR do not confer a right of veto on the Mayor.
9. I shall set out the views expressed (i) in the Briefing Note and (ii) by my Instructing Solicitors before (iii) explaining in more details my reasoning for this conclusion.

The position described in the Briefing Note

10. The Note states that the voting arrangements for the Joint Committee are also set out in the WECA Constitution and vary depending on the item of business being considered by the Joint Committee. In preparing this part of the note, consideration was given to the legal advice provided by James Goudie QC relating to the exercise of a right of veto by the WECA Mayor at the Joint Committee.
11. The email advice given by Mr Goudie is extremely short and no reasons for his conclusion are provided. His email states:

Dear Shahzia,

We have now spoken.

This is not straightforward, and there are arguments either way, but I regard the better view as being that the general position as to the powers of the Mayor of the Combined Authority in relation to Committee decisions including the veto power is not excluded in the case of Joint Committee decisions. The Joint Committee ToR are subordinate and govern the decision that the Joint Committee makes, not the powers of the Mayor in relation to that decision.

Best Wishes

James

12. The Note goes on to state that voting arrangements governing decisions to be taken by a majority of members of the Joint Committee and which do not confer a voting right on the WECA Mayor are set out at page A10 in the WECA Constitution:

Matters requiring a decision on the following functions are to be determined by a majority of those Members in attendance, or their substitutes (one vote representing each Authority) and excluding the West of England Combined Authority Mayor, subject to the proviso that any such matter that solely impacts the area of a single unitary authority requires that unitary authority to vote in favour of the proposal:

- *Agreeing expenditure from the 2012 City Deal Funding including;*
 - o *Economic Development Fund*
 - o *10-year Local Major Transport Funding allocation*
 - o *The Growth Hub*
- *Approval of West of England One Front Door Programme Schemes including;*
 - o *Revolving Infrastructure Schemes*
- *Monitoring / approving application for existing joint funding awarded for one off projects including;*
 - o *Cycling Ambition Fund*
 - o *Local Sustainable Transport Fund*
 - o *Better Bus Areas*

13. The Note goes on to state that this voting arrangement establishes the principle of majority voting for the Joint Committee. It also says that the WECA Mayor has no voting rights in respect of these matters and therefore it follows that the WECA Mayor cannot have a veto in respect of these matters. The only proviso in respect of these matters is a "veto" on Joint Committee business is given to a member of the

joint Committee where the business being transacted relates to only one single unitary authority area.

14. The Note then states that the voting arrangements governing decisions to be taken by a majority of the members of the Joint Committee and which also confer a voting right on the WECA Mayor are set out at page A10 in the WECA Constitution:

Matters requiring a decision on the following functions are to be determined by a majority of those Members in attendance, or their substitutes (one vote representing each Authority) and including the West of England Combined Authority Mayor subject to the proviso that any such matter that solely impacts the area of a single unitary authority requires that unitary authority to vote in favour of the proposal:

- *West of England One Front Door Programme Schemes including;*
 - o *LGF Rounds 1,2 and 3*
- *West of England Growth Fund Review*
- *Support the West of England Growth Hub*
- *Support Invest Bristol & Bath*

15. The Note argues that this section also reinforces the principle of majority voting for the Joint Committee. However, in respect of these matters, the WECA Mayor is entitled to vote. The only proviso in respect of these matters is a "veto" on Joint Committee business is given to a member of the joint Committee where the business being transacted relates to only one single unitary authority area. There is no veto in respect of these matters for the WECA Mayor. Clearly, if the WECA Mayor was intended to have a veto in respect of these matters, then this would have been included in the same proviso granted to the unitary authorities.

16. The Note then argues that the voting arrangements governing decisions to be taken unanimously by the unitary authorities of the Joint Committee and which do not confer a voting right on the WECA Mayor are also set out at page A10 in the WECA Constitution:

Matters requiring a decision on the following functions are to be determined by unanimous agreement of all Members, or their substitutes (one vote representing each Authority) and excluding the West of England Combined Authority Mayor:

- o *Prepare and adopt a Joint Local Transport Plan*
- o *Prepare and adopt the Joint Spatial Plan*

17. It next points out that the WECA Constitution states at page A10 that:

Save for the provision in Section A - Standing Orders (Descriptions and Rules of Procedure), that can only apply to a meeting of the West of England Combined Authority, the rules of procedure will apply to meetings [of the] Joint Committee save that the voting arrangements applicable to the Joint Committee shall be as referred to in these Terms of Reference

18. The Note further argues that the effect of A10 is that decisions of the Joint Committee are to be decided in accordance with the Terms of the Reference for the Joint Committee which set out the specific voting arrangements for the Joint Committee. In other words, whilst the WECA Standing Orders/Rules of Procedure apply to the Joint Committee, the voting arrangements in the WECA Standing Orders/Rules of Procedure are explicitly excluded by this section.

19. The Note concludes on voting arrangement that, based on the above analysis of the voting arrangements of the Joint Committee, the agreed view is that the advice that WECA received from James Goudie QC is not correct. That advice was based on a very brief and urgent instruction and did not have full regard to the wider voting arrangements that apply to the Joint Committee.

The views expressed by those instructing me

20. Instructing Solicitors point out that the Joint Committee is established under the Local Government Act 1972 but its ToR are contained within the WECA constitution. The ToR set out voting arrangements that exclude the Metro Mayor from certain votes pertaining to legacy functions that existed before WECA was established.

21. Paragraph 4 of the WECA Order 2017 gives effect to the WECA constitution (which makes provision for the WECA's constitution. As Instructing Solicitors rightly point out, Sch 1 para 4(1) states that any questions to be decided by the WECA is to be

decided by a majority of the members present and voting on that question at a meeting of the Combined Authority, and such majority is to include the Mayor, or the deputy Mayor acting in place of the Mayor, and substitute members, acting in place of members. Sch 1 para 4(5) states that decisions must be carried by a majority of the Mayor and members of the Combined Authority appointed by the constituent councils, or substitute members acting in place of those members, present and voting on that question. Of course these provisions apply solely to the WECA and not specifically to the Joint Committee.

22. Again, as Instructing Solicitors rightly say, the terms of the WECA ToR are critical.
23. I also agree that the important question is to identify the proper meaning of page A10 of the WECA Constitution.
24. Instructing Solicitors suggest that, on the basis that the Joint Committee ToR specify the voting arrangements and then apply the constitution to the rest, By contrast, James Goudie seems to have proceeded on the basis that the WECA Committee rules applied with the result that the Mayor has the right of veto to anything not specifically listed in those voting arrangements.

My view of the Mayor's voting rights

25. I am afraid that the advice given by Mr Goudie is so brief and so absent of any reasons for his conclusion that it is safest to leave his view to one side and approach the issues by the issues by going back to first principles.
26. I agree with the Note on the following issues:
 - (1) the voting arrangements set out at page A10 in the WECA Constitution establishes (i) the principle of majority voting for the Joint Committee; and (ii) that the WECA Mayor has no voting rights in respect of these matters.

(2) I, again, agree that there is a proviso that there is veto on Joint Committee business is given to a member of the joint Committee where the business being transacted relates to only one single unitary authority area.

(4) I also agree that at page A10 in the WECA Constitution creates the principle of majority voting and expressly confers a right of vote to the Mayor subject to the proviso that any such matter that solely impacts the area of a single unitary authority requires that unitary authority to vote in favour of certain specifies proposals.

27. However, the crucial issue is the Note's contention that, whilst the WECA Standing Orders/Rules of Procedure apply to the Joint Committee, the voting arrangements in the WECA Standing Orders/Rules of Procedure are explicitly excluded by this section.

28. I would advise that the crucial issue is the proper meaning to A10 of the WECA Constitution which, as I have already said, states:

Save for the provision in Section A - Standing Orders (Descriptions and Rules of Procedure), that can only apply to a meeting of the West of England Combined Authority, the rules of procedure will apply to meetings [of the] Joint Committee save that the voting arrangements applicable to the Joint Committee shall be as referred to in these Terms of Reference

29. As I already stressed, A10 is not very happily drafted. However, I would advise that A10 is to be construed as meaning:

- (1) the WECA standing orders apply save in relation to those standing orders that can only apply to the WECA itself; and
- (2) voting arrangements are to be those set out in the ToR.

30. I, therefore, would advise that the ToR are determinative of the Mayor's voting rights and that the Mayor's right to vote depends on the particular function in question.

31. Accordingly, I would advise as follows:

- (1) in relation to the “*functions*” specified in A8 (key strategies to improve economic conditions, strategic priorities to deliver on climate commitments and championing the delivery of policies to deliver on climate commitment) , the Mayor has a right to vote;
- (2) in relation to decisions on the following functions at A8 (agreeing expenditure on the 2012 City Deal funding, approving Front Door Programme Schemes, monitoring/approving existing funding), the Mayor is, again, excluded from voting- except “*that where any such matter that solely impacts on the area of single unitary authority requires the unitary authority to vote in favour of the proposal*”;
- (3) in relation to decisions on the following functions at A8-9 (One Front Door Programme Schemes, Growth Fund Review, Growth Hub and Support Invest), the Mayor is entitled to vote- “*that where any such matter that solely impacts on the area of single unitary authority requires the unitary authority to vote in favour of the proposal*”; and
- (4) in relation to decisions on the following functions at A9 (joint transport and spatial plan), the Mayor cannot vote;

Whether the Mayor has a right of veto

32. I am afraid I disagree with the view that the Mayor has a right of veto because that possibility is not excluded by the general position of the rights of the Mayor.

33. The WECA constitution confers certain functions and powers on the Mayor.

34. I would, therefore, advise the Mayor has no right of veto for the following reasons:

- (1) the Mayor can only do that which he is empowered to do what the WECA rules entitle him to do; and

- (2) on the material I have seen it is difficult to maintain that the Mayor has a right of veto by virtue of any statutory power, whether expressly or by inference.

Conclusion

35. I would, accordingly, advise that the Mayor's right to vote depends on the ToR as defined by the ToR's express terms. The upshot is that the question of whether or not the Mayor has voting rights will depend on the particular function in question and how that function is treated by the ToR.
36. If there are any matters which Instructing Solicitors might wish to discuss further, they should not hesitate to contact me.

RICHARD CLAYTON QC

22 October 2021

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REPORT TO: WEST OF ENGLAND JOINT COMMITTEE

DATE: 17th December 2021

REPORT TITLE: JOINT COMMITTEE GOVERNANCE REVIEW

DIRECTOR: UNITARY AUTHORITY CHIEF EXECUTIVES

AUTHOR: BEN MOSLEY

Purpose of Report

- 1 West of England Mayors and Leaders are committed to building a culture of trust in political and public engagement, shared objectives, shared key messages and ensuring that governance processes exist to maximise collaborative strategic discussion and delivery; and minimise bureaucracy and centralised policy and project development.
 - 1.1 The governance of the Joint Committee needs to be reviewed to deal with any relevant functions that fall outside those set out in the West of England Combined Authority Order 2017 including the receipt of any relevant recommendations from the Local Enterprise Partnership Business Board and any other relevant legacy matters that involve the West of England Combined Authority area and the area of North Somerset Council.
 - 1.2 This report sets out the next steps which may be considered to ensure effective collaboration between all West of England Joint Committee constituent authorities as a way of ensuring maximum impact and efficiency.
 - 1.3 The report commissions the Chief Executives and Monitoring Officers of the four Unitary Authorities to review the administrative arrangements for Joint Committee's investment sources including the Local Growth Fund (LGF), Economic Development Fund (EDF), Revolving Infrastructure Fund (RIF) and to bring forward recommendations regarding the future administrative and management arrangements for these funds.

Recommendations

The Joint Committee agree:

1. To commission the Monitoring Officers of the Unitary Authorities which constitute the Joint Committee to review the Joint Committee's current constitutional arrangements and to make recommendations which will be considered by the Joint Committee by March 2022.
2. To implement a review into the governance and administration of the Joint Committee's funding streams and to commission the Chief Executives and

Monitoring Officers of the four Unitary Authorities to review the administrative arrangements for Joint Committee's investment sources including the Local Growth Fund (LGF), Economic Development Fund (EDF), Revolving Infrastructure Fund (RIF).

3. To requisition a meeting of the Joint Committee by March 2022 at Weston-super-Mare's Town Hall to consider the next steps.

Background / Issues for Consideration

- 2 All parties are committed to the success of the West of England as a region and raising the profile of the region both nationally and internationally.
- 2.1 The West of England Joint Committee is established under Section 101(5) of the Local Government Act 1972, as applied by Section 9EB of the Local Government Act 2000 and Regulation 11 of the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 by Bath and North East Somerset Council, Bristol City Council, South Gloucestershire Council, North Somerset Council.
- 2.2 Since January 2020, the West of England Joint Committee has met jointly with the West of England Combined Authority Committee – this joint meeting is the main member decision-taking meeting. Prior to January 2020, the Combined Authority Committee and the Joint Committee met separately on the same day. To streamline arrangements and to enable more efficient meetings, Mayors and Leaders agreed in January 2020 that the Combined Authority Committee and the Joint Committee should in future meet together at a joint meeting. This enables, for example, all reports to be published as one, unified agenda and means that one public forum session can take place near the start of the meeting. The two committees are separate bodies in legal terms but now meet together.
- 2.3 However due to concerns regarding how the governance of the Joint Committee has been implemented, especially with regards to voting arrangements and the content of reports, a review of the Joint Committee's governance arrangements is now necessary.
- 2.4 To this end it is recommended that the Chief Executives and Monitoring Officers of the Joint Committee's four Unitary Authorities (Bristol City Council, South Gloucestershire Council, Bath and North East Somerset Council, North Somerset Council) carry out a review of the constitutional and administrative arrangements of the Joint Committee and to bring forward recommendations to a Joint Committee meeting in February 2022
- 2.5 Furthermore it is recommend at that Chief Executives and Monitoring Officers of the Joint Committee's four Unitary Authorities review the administrative arrangements for Joint Committee funding streams not bound by WECA (LGF, EDF, RIF). The Joint Committee makes all decisions related to the following funding streams including:
 - The Economic Development Fund (EDF) – the City Deal signed in 2012 by the West of England Councils, the LEP and Government included a range of measures aimed at driving economic growth. Several of the Deal elements have been adopted in ongoing programmes (such as developing an integrated inward investment service) or have been completed. One ongoing element is the

Growth Incentive whereby the local authorities retain 100% of business rates growth in five West of England Enterprise Areas. £500m of the growth in these Enterprise Areas, together with the Bristol Temple Quarter Enterprise Zone, over a 25 year period is being used to create the LEP's Economic Development Fund to deliver infrastructure to help unlock these locations. Whilst the operation and monitoring of the Enterprise Zone and Areas is undertaken by the relevant Council, the overall growth performance is overseen by the Business Rates Pooling Board which comprises the four Council s151 Officers and the LEP. Periodic reports are presented to the LEP Board and the West of England Joint Committee.

- Revolving infrastructure Fund (RIF) – this fund was formed from awards by Government through the Regional Growth Fund and Growing Places. This is a revolving fund aimed at advancing the infrastructure which enables development.
- Local Growth Fund (LGF) – the £202m of funding covering the period 2015/16-20/21 awarded to the LEP through Growth Deals with Government.

2.6 Currently the day to management of these funds is carried out by the West of England Combined Authority acting as the Accountable Body. Accountable bodies are responsible for the proper administration and financial probity of external funds received. They are legally constituted bodies with a statutory role. The Accountable body must ensure the effective use of public money and have responsibility for the proper administration of funding received and its expenditure.

2.7 As the West of England Joint Committee has met jointly with the West of England Combined Authority Committee confusion has arisen around the processes of how proposals and decisions are made regarding these funds.

2.8 It is recommended that Monitoring Officers and Chief Executives of the four Unitary Authorities that constitute the Joint Committee review the current constitutional and administrative arrangements for these investment funds and propose recommendations regarding the future administration, management and transparent decision-making arrangements for the Joint Committee funding streams.

2.9 Once a review of the current arrangements and proposals for future working arrangements of the Joint Committee have been developed, it is recommended that meeting of the Joint Committee is requisitioned for Friday 25th February. As the Leaders of the Unitary Authorities are keen to demonstrate that the Joint Committee area includes North Somerset, it is recommended that the next meeting of the Joint Committee should take place at the Town Hall in Weston-Super-Mare, depending on availability.

Public Sector Equality Duties

- 6 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected

characteristic and those who do not.

- Foster good relations between people who share a protected characteristic and those who do not.

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

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

6.2 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.

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

REPORT TO: WEST OF ENGLAND JOINT COMMITTEE ITEM 11

DATE: 17 December 2021

REPORT TITLE: LEP & IBB BUDGET OUTTURN APRIL- OCTOBER 21

DIRECTOR: MALCOLM COE, DIRECTOR OF INVESTMENT AND CORPORATE SERVICES

AUTHOR: MALCOLM COE

Purpose of Report

- 1 This report presents the forecasted revenue outturn for the West of England Joint Committee for the financial year 2021/22 based on data for the period April 2021 to October 2021. The report covers the Local Enterprise Partnership (LEP) and Invest Bristol and Bath (IBB) revenue budgets.
- 2 To present a high-level overview of performance of the Invest Bristol and Bath (IBB) service.

Impact of Covid-19 pandemic

- 3 The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on, or are addressed through, this report are as follows:
 - (a) There is a potential impact on future year revenue budgets as activity is re-prioritised and focused on supporting economic recovery. Activity, and corresponding budgets, will be kept under regular review over the coming months.

RECOMMENDATIONS:

The voting on the following recommendations will be as follows:

The Joint Committee:

- a) **Notes the LEP revenue outturn as set out in Appendix 1;**
- b) **Notes the IBB performance overview as set out in Appendix 2.**

Background / Issues for Consideration

- 3 The West of England Combined Authority acts as the Accountable Body for a range of funding streams on behalf of the West of England Councils and LEP. The Combined Authority Financial Regulations require that it regularly reports on the financial monitoring position of these funds.

Local Enterprise Partnership Budget Out-turn

- 3.1 **Appendix 1** details the LEP revenue out-turn for the 2021/22 financial year based on actual information to the end of October 2021 which shows spend of £14.8m against an original budget of £5.98m. The difference of **£8.8m** is mainly due to the receipt and phasing of additional government grants in relation to the South West Energy Hub and associated Green Homes grant.
- 3.2 There is a forecast net underspend of £79k on core staffing due to greater costs allocated to specific projects which is partially offset by a shortfall in forecasted treasury income of £18k. The overall net revenue budget is forecasted to deliver a balanced position at year end.
- 3.3 Total grants attained across the three-year period is circa **£19.1m**. We continue to review and update the anticipated timing of spend against these grants and re-profile the income accordingly as detailed in *Figure 1*.

Figure 1: Analysis of LEP External Grants revised as @ October 2021

	2021/22 £000s	2022/23 £000s	2023/24 £000s	Total
Asylum Migration Integration Fund	120	0	0	120
Careers Hub	546	0	0	546
Creative Scale Up	471	145	0	616
EDF Business Case Review	61	61	62	184
(South West) Energy Hub	2,059	2,678	0	4,737
Green Homes grant	7,341	0	0	7,341
Growth Hub	850	0	0	850
Invest in Bristol and Bath	1,142	1,000	1,000	3,142
Infrastructure & Investment Plan	109	123	123	355
Low Carbon Challenge	273	380	0	653
LEADER	3	0	0	3
LEP Additional Capacity	185	145	0	330
One Public Estate	209	0	0	209
Skills Advisory Panel	75	0	0	75
Total	13,444	4,532	1,185	19,161

- 3.4 The original 2021/22 budget for external grants was £4.7m. For Growth Hub, Green Homes, (South West) Energy and Careers Hub, we have been successful, in significantly increasing the overall funding available as detailed in *Figure 2*.

Figure 2: Original 2020/21 Grant Budget compared to Year End Forecast.

	Budget 2021/22 £000s	Forecast 2021/22 £000s	Funding Difference £000s	Comments
Asylum Migration Integ. Fund	140	120	(20)	Re-phasing of expenditure
Careers Hub	178	546	368	Additional Funding
Creative Scale Up	473	471	(2)	Re-phasing of expenditure
EDF Business Case Review	61	61	0	
(South West) Energy Hub	902	2,059	1,157	Re-phasing of expenditure and additional funding
Green Homes grant	148	7,341	7,193	Additional Funding
Growth Hub	328	850	522	Additional Funding
Housing Advisers Programme	7	0	(7)	-
Invest in Bristol and Bath	1,000	1,142	142	Carried forward from 20/21
Infrastructure & Invest Plan	109	109	0	
Low Carbon Challenge	1,076	273	(803)	Funding transferred to capital expenditure
LEADER	0	3	3	-
LEP Additional Capacity	84	185	101	Carried forward from 20/21
One Public Estate	209	209	0	-
Skills Advisory Panel	0	75	75	Additional Funding
Totals	4,715	13,444	8,729	

- 3.5 In July 2020, the chancellor announced £2 billion of support through the Green Homes Grant, targeted at saving households money, cutting carbon and creating green jobs. The Combined Authority has received a total of £53.3m, (for the wider South West region), which comprises of £7.3m of revenue costs for delivering the scheme with the remainder being capital spend in terms of the grants provided. The terms of the government grant requires the spend to be fully incurred by the end of the 2021/22 financial year.

Drawdown from Reserves

- 3.6 The accumulated LEP Reserve, held by the Combined Authority as Accountable Body, was £1,002k at the beginning of the financial year. Accounting for drawdown and receipt of funds, as approved by the Joint Committee, the reserve balance is forecasted to be £723k. This is detailed in *Figure 3*:

Figure 3: LEP Reserve Balances £'000s

LEP Reserve balance b/fwd 1st April 2021	(1002)
Drawdown for Local Industrial Strategy – to deliver our region’s ambition to be a driving force for clean and inclusive growth.	77
Contributions towards LEP operating costs (to reduce the corresponding UA contribution for ‘match funding’ LEP Capacity Fund)	102
Drawdown for specialised work to develop an evidence based picture of current digital connectivity across the West of England	100
Forecasted LEP Reserve balance c/fwd 31st March 2022	(723)

Interest on Balance

- 3.7 Investment interest earned on LEP balances held relates entirely to cash holding of the Local Growth Fund, (LGF), and Getting Building Fund (GBF). LGF was fully exhausted, (as per the terms of the grant), by 31 March 2021, thereby LEP interest is now only calculated against a diminishing GBF balance along with any holding of general LEP reserves. As a result, forecasted interest at year end is £18k lower than the £50k income budget set. Forecasted income will continue to be reviewed regularly and updated in future budget monitoring reports to the Committee.

Consultation

- 4 Consultation has been carried out with the Chief Executives, West of England Section 151 Officers and the Combined Authority Monitoring Officer.

Other Options Considered

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

Risk Management/Assessment

- 6 This report forms a core part of the governance and risk management process. The forecast budgets presented in this report take account of known financial risks and their potential impact on the outturn financial position. The West of England Office agreement underpins the LEP; a Memorandum of Understanding between the four West of England UAs underpins the IBB service. These agreements deal with the risk sharing mechanisms between the four West of England councils. For all other WoE budgets administered by the Combined Authority, it acts as “agent” with a straight pass through of funding and related costs.

Public Sector Equality Duties

- 7 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected

characteristic and those who do not.

- Foster good relations between people who share a protected characteristic and those who do not.

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

- Removing or 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.

7.2 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.

7.3 There are no specific public sector equalities issues arising from this report although budget managers are reminded to consider how they could positively contribute to the advancement of equality and good relations.

Climate Change Implications

8 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

8.1 Several of the specific LEP workstreams have a strong focus on improving climate change especially the *South West Energy Hub*, *Green Homes Grant*, *Low Carbon Challenge Fund* and *One Public Estate*. Where funds are allocated as grants to local businesses and organisations, the criteria used to prioritise funding allocations will incorporate climate improvement.

Finance Implications, including economic impact assessment where appropriate:

- 9 The financial implications are contained within the body of the report. The LEP and IBB functions support the economic growth and vitality of the region.

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

Legal Implications:

- 10 This report monitors how the Local Enterprise Partnership (LEP), and Invest in Bristol and Bath (IBB) revenue budgets are performing against the financial targets as set in January 2021 through the Budget setting process.

Advice given by: Shahzia Daya, Director of Legal Services

Human Resources Implications:

- 11 Fixed term contracts are applied where staff are appointed against specific LEP grant funding streams that are time limited in nature.

Advice given by: Alex Holly, Head of Human Resources

Appendices

Appendix 1: LEP revenue Out-turn position

Appendix 2: Invest Bristol and Bath – Latest Performance Overview

Background papers:

LEP Revenue Budget Setting Report 2021/22 – Joint Committee 29 January 2021

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 07436 600313; email:

democratic.services@westofengland-ca.gov.uk

LEP Budget Monitoring Out-turn as at October 2021

	2021/22 Budget £'000s	2021/22 Forecast £'000s	Variance £'000s
Core staff and related overheads	1,262	1,183	(79)
<u>Project Spend</u>			
Staff	1,791	3,021	1,230
Services and third-party payments	2,482	10,081	7,599
Overheads	442	522	80
Total Expenditure	5,977	14,807	8,830
Funded by:			
UA Contribution	440	440	0
Other Government Grants	4,715	13,444	(8,729)
RIF Admin Grant	112	112	0
DCLG Core & Capacity Grant	500	500	0
Interest on Balances	50	32	18
Use of Reserves	160	279	(119)
Total Income	6,977	14,807	(8,830)
Surplus	0	0	0

Invest Bristol and Bath – Latest Performance Overview

Invest Bristol & Bath (IBB) – the Combined Authority’s inward investment service – seeks to attract new investment, development and employment for the region to drive growth in our economy.

The service, working closely with the West of England unitary authority economic development teams, provides extensive tailored support to businesses that want to relocate or expand in the area through a dedicated team of specialists who can help with any query, from introductions to potential partners or industry contacts, to property searches.

The service forms part of the Combined Authority’s Business and Skills Directorate, working closely with its dedicated business support team West of England growth Hub) and employment and skills functions.

Performance overview

Although the Covid-19 pandemic has had a significant impact on the regional economy, inward investment has remained relatively buoyant. Between April and October 2021, IBB generated 246 active leads – a 30% increase on the same period a year ago. The majority of inward investment interest has been generated through proactive lead generation, where the team have focussed resource on strategically significant sectors to the region.

High tech, Professional service and creative industries continue to be the most significant sectors, collectively accounting for around 65% of leads.

The last full year of data (2020/21) shows the highest record level of jobs created and safeguarded (at 2,660). Data so far for 2021/22 looks equally encouraging.

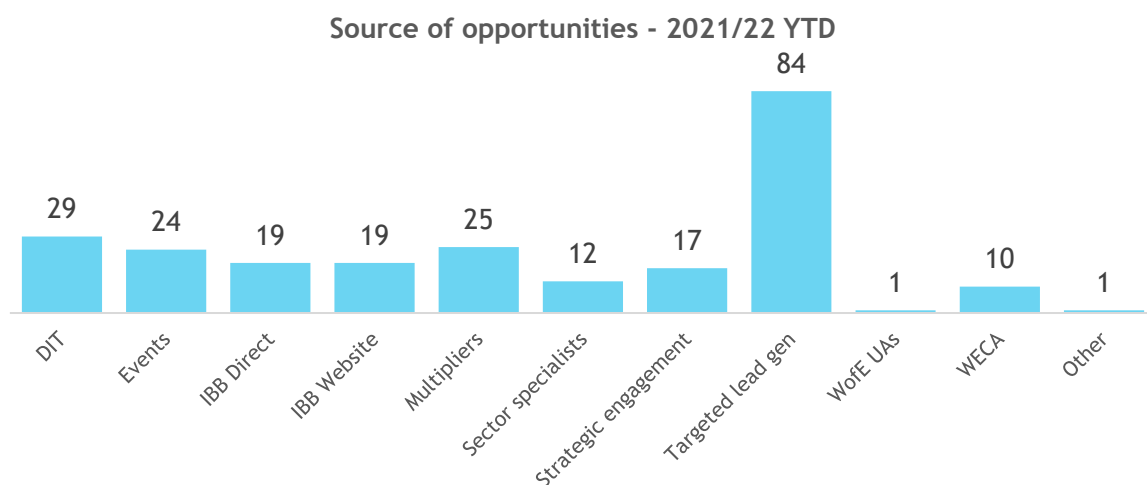
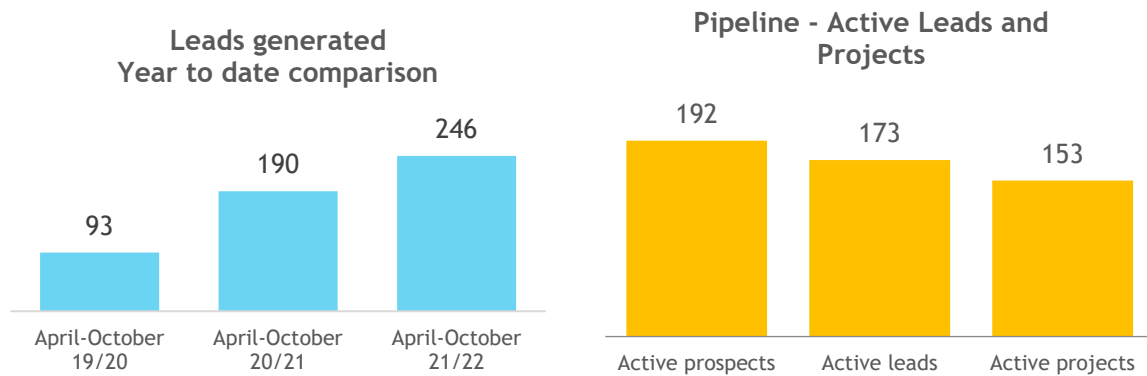
There has been an increase in the number of international visits to the region and successes since the lifting of Covid restrictions, with an increase of 21% in new jobs created by FDI investments compared to 20/21. Wins are mainly in high tech, digital, professional services and low carbon/nuclear and we continue to see an increase in enquiries and leads from sustainable aviation and advanced air mobility, life sciences and clean energy sectors.

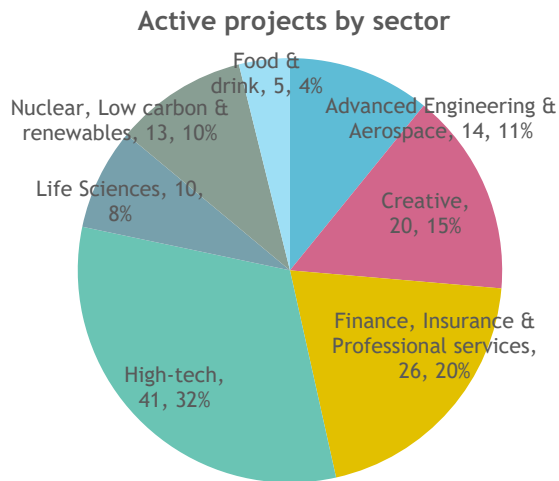
Some of the new leads and major opportunities the team is currently supporting include:

- A quantum technology company based in Silicon Valley looking to establish a headquarters in Europe with the West of England as one of its selected potential locations. This major investment will to a return of £4.8 billion (across the 9-year project build) and the creation of over 4,000 high value jobs nationally.
- A space sector company looking at the UK to potentially set-up its solar array manufacturing factory for satellite applications creating 200 jobs. We have supplied an overview of the region, skills and talent, and property options. We are awaiting short listing and direct company engagement.
- An Argentinian space company interested in setting up R&D facility in the UK. IBB to assist putting together a visit programme to the region.

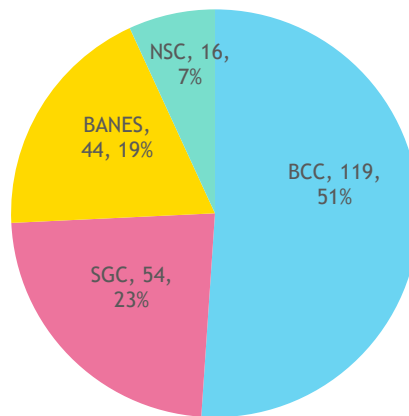
- A software company looking to rapidly scale from 3 employees to 60 over the next 3 years. IBB supporting with talent pipeline and industry connections to support them in raising profile.
- A US FinTech company looking at expanding into the UK. IBB was approached directly as Bristol is amongst a long list of 15-20 other city regions. A shortlist is being created in early December. Expected job creation is 150 engineering jobs.

Performance Dashboard

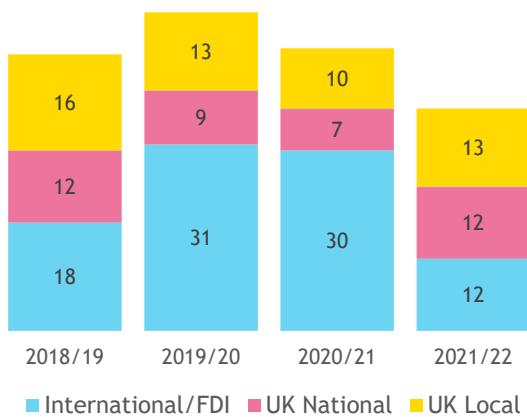




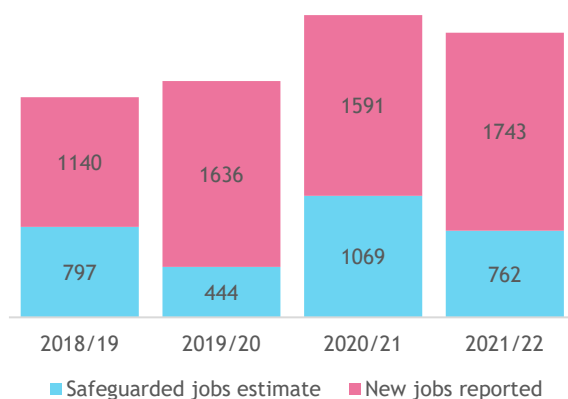
UAs Breakdown - Active Projects



IBB successes by financial year and origin



New and safeguarded job estimates by year



NB figures for 2021/22 as of November 2021

Campaign activity

The service has targeted a number of events to secure active leads. These include:

Global Investment Summit: successful attendance at DIT COP26 London investment event (19th Oct) including a showcase of West of England companies (Graphcore, Vertical, AUAR, OVO etc.) and meetings with the Metro Mayor and prospective investors. The region's Smart and Sustainable Aviation High Potential Opportunity (HPO) was launched as part of the DIT Investment Atlas campaign.

Aerospace, Advanced Engineering and Sustainable Aviation: supporting launch of GKN Global Technology Centre and the Institute of Advanced Automotive Propulsion Systems (IAAPs) with IBB and DIT orientation tours and a number of visits from prospective investors; attending UK Advanced Engineering event in Birmingham (Nov '21) and planning for Amsterdam Drone Week (Jan '22) and GUUAS, Farnborough (Jan '22).

Space & Satellite campaign: following a successful bid for the Regional Space Development Fund, additional funds to support targeted inward investment activities working with DIT and UK Space Agency, including a bespoke HPO and national and international activities with the Australia Space bridge, showcase at Singapore Airshow (Feb '22) and Paris Space Week (Mar '22).

Nuclear South West: the service is seeing a strong pipeline of new leads and investments related to Hinkley PC and the EPR Design centre; the team has been liaising with DIT France on specific opportunities and planning attendance at World Nuclear Expo, Paris (Dec '21). Further opportunities may arise from development of Small Modular Reactors.

International Multipliers: an ongoing Innovate Bristol & Bath campaign to target overseas networks and DIT posts in the key markets identified by the West of England International Market Prioritisation study (by OCO Ltd); in October the team engaged with international trade and investments teams in India, Singapore, Germany, France, Australia, Brazil, and the US.

Regional events – the team has supported a number of regional business events in October including Bristol Tech Festival, Bath Digital Festival, South Gloucestershire Business Show, launch of UMBRELLA, and worked with Netflix to support its Made in the South West event in Bath (Nov '21).

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REPORT TO: WEST OF ENGLAND JOINT COMMITTEE ITEM 12

DATE: 17 December 2021

**REPORT TITLE: LOCAL GROWTH/GETTING BUILDING FUNDS,
ECONOMIC DEVELOPMENT FUND AND REVOLVING
INFRASTRUCTURE FUND CHANGE REQUESTS**

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

AUTHOR: MALCOLM COE

Purpose of Report

- 1 To seek the approval of the latest scheme change requests in relation to the above funds. The report will also seek approval of the updated West of England Local Growth Assurance Framework.

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:
 - The Local Growth, Getting Building, Economic Development and Revolving Infrastructure Funds are focused on supporting economic growth and the delivery of the schemes within these programmes will positively contribute to the economic recovery.

RECOMMENDATIONS:

Members of the Joint Committee are asked to:

- 1) **Approve the updated Local Growth Assurance Framework.**
- 2) **Approve the treatment of the schemes within the RIF programme as set out in paragraph 4.2 and the RIF principles detailed in Appendix 1.**
- 3) **Approve the change requests for schemes within the Local Growth and Getting Building Fund programmes as set out in Appendix 2.**
- 4) **Approve the change requests for schemes within the Economic Development Fund programme as set out in Appendix 3.**

Local Growth Assurance Framework

- 3.1 A consistent approach has been developed for the identification, development, approval and change management for schemes seeking funding through the LEP Local Growth Fund (LGF), Getting Building Fund (GBF), Economic Development Fund (EDF) and Revolving Infrastructure Fund (RIF). This involves recommendations being made by the West of England Chief Executives, oversight by the LEP Board and formal decision making by the West of England Joint Committee. For schemes within the EDF advice is provided by the four Council S151 officers as part of the business case approval decision.
- 3.2 It is recognised that transparency, accountability and ensuring value for money must be central to these arrangements, and Government have set out their expectations in this regard in the 'National Local Growth Assurance Framework' guidance. The way that these requirements are met is set out in the [West of England Local Growth Assurance Framework](#) which has been updated to reflect updated guidance and the inclusion of the City Region Sustainable Transport Settlement.

Revolving Infrastructure Fund

Weston Business Quarter (WBQ)

- 4.1 An [Outline Business Case](#) was submitted by North Somerset Council for the Weston Business Quarter (WBQ) seeking funding through the RIF. The project will deliver the infrastructure and utilities required to service the remaining 30 acres of land which is yet to be developed and in the ownership of North Somerset Council in the WBQ, which is part of the J21 Enterprise Area. The project seeks to de-risk the site making it attractive for commercial development, enabling jobs and business rates growth and helping to facilitate future phases of The Food Works which was supported through the Local Growth Fund. In line with the delegation granted at the Committee meeting in June, the Outline Business Case was approved by the Combined Authority Chief Executive in consultation with the West of England Chief Executives in July. Funding of £674k was awarded to progress the project to Full Business Case. There are RIF funds available to fund this initial award, and subject to the other repayments expected in 21/22 being made, full funding of an additional £10.4m could be accommodated within the RIF programme, (to be confirmed at Full Business Case). The RIF is a repayable fund and it is planned that funds would be returned from the land receipts over the period 24/25 to 28/29. The Assessment Summary Table is shown in Appendix 4.

RIF Principles

- 4.2 A set of principles for the operation of the RIF have been produced, (in consultation with the region's Section 151 Officers), to maximise the opportunity to utilise funding on projects such as WBQ going forward. These principles are shown in Appendix 1. Three schemes have previously granted outline or conditional approval for RIF funding over recent years, namely the J21 Northbound Merge, J21 Queensway Junctions and Watershed Redevelopment. Given that these historic schemes have not been confirmed for funding, it is proposed that, if appropriate, they will need to re-enter the programme at some point in the future via the submission of a Business Case, should funding be available. Alternatively, these schemes may also progress through other funding opportunities.

Changes to Schemes within the LEP One Front Door Programme

5. The Joint Committee in October 2019 agreed to delegate approval of changes within stated tolerances for schemes within the approved programme to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils. The changes to the LGF, GBF, EDF and RIF programmes which fall outside of these tolerances and require a Committee decision are set out in Appendix 3 and 4 respectively.

Consultation

6. Consultation has been undertaken with the Chief Executive Officers and four Section 151 Officers across the West of England alongside the Combined Authority's Statutory Finance Officer and Monitoring Officer

Other Options Considered

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

Risk Management/Assessment

8. Business cases are required to identify key risks to delivery and set out the way that risks will be managed. All projects underway will maintain a specific risk register as part of the project management and monitoring arrangements

Public Sector Equality Duties

- 9.1 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
 - Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
- 9.2 The Act explains that having due regard for advancing equality involves:
 - Removing or minimising disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 9.3 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.
- 9.4 For projects seeking funding through the One Front Door programme scheme promoters are required to include as part of their Full Business Case, an equality and

diversity assessment and plan. These assessments are published as part of the Business Case on the Combined Authority website.

Climate Change Implications

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

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

Will the proposal impact positively or negatively on:

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

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

- 10.2 Each business case coming forward for decision on inclusion in the One Front Door funding programme includes consideration of environmental sustainability which sets out how sustainability is being considered in the development of the project as well as during its operational stage.

Finance Implications, including economic impact assessment where appropriate:

- 11.1 The specific financial implications are set out in the body of this report.
- 11.2 Supporting economic growth is central to the One Front Door funding streams, and promoters are required to include an economic case within the Outline or Full Business Case for each scheme which sets out how the project will create jobs and GVA growth as well as delivering wider benefits. In line with agreed processes, these business cases are [published](#) on the Combined Authority website at the point of decision making

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

Legal Implications:

- 12 There are no additional legal implications arising from this report.

Advice given by: Shahzia Daya, Director of Legal Services

Human Resources Implications:

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

Appendices

Appendix 1: Principles for the operation of the Revolving Infrastructure Fund

Appendix 2: Change Requests Recommended for Approval – LGF and GBF

Appendix 3: Change Requests Recommended for Approval – EDF and RIF

Appendix 4: Business Case Assessment Summary Table - Weston Business Quarter

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

Principles for the operation of the Revolving Infrastructure Fund

- 1) The general presumption is that funding awarded through the RIF is:
 - a) For capital projects (including any repayable revenue associated with developing or promoting such projects)
 - b) Repayable in order to replenish the pot available to support future projects and retain this as a funding mechanism going forward.
- 2) Business Cases submitted seeking to access the RIF should clearly commit to repayment and set out the profile of this repayment which will be embodied in the grant offer letter. Such repayments should be made within 5 years of the completion of the project to maximise the opportunity for the fund to revolve, or exceptionally within 10 years. Such repayments will be underwritten by the relevant Council.
- 3) Funding for new projects will be:
 - a) Indicatively allocated to the programme at Outline Business Case stage as notional commitments, including expected payments and repayments. These will remain as commitments with funds held in abeyance unless the project is withdrawn, or the project does not progress to Full Business Case within a year of Outline Business Case approval.
 - b) Only be confirmed at Full Business Case where funds already held by the Combined Authority can accommodate this, without relying on future repayments, unless the risk is accepted by the Combined Authority and this is acknowledged as part of the decision at the Joint Committee.
- 4) All RIF applications need to be made by one of the constituent Councils or the Combined Authority, aside from where an application by another party is underwritten by one of the authorities.
- 5) Projects may exceptionally be considered for funding which is not repayable where there is West of England scale impact. These exceptional projects will be limited to £1m in any financial year. Such proposals will first be considered and agreed by the West of England Section 151 Officer group prior to any Committee decision.
- 6) Any wholly revenue proposals exceptionally submitted will have regard to the amount of RIF funding held which can be considered as revenue within the overall RIF balance. To date this has been considered that part of the RIF which is repaid from the Economic Development Fund
- 7) Aside from the circumstances in 8) below, all RIF repayments will be made in line with the profile agreed as part of the business case, and included in the offer letter, and these need to be underwritten by the Councils. Any exceptional request for reprofiling will need to be agreed by the Joint Committee in line with the terms of the grant offer letter.
- 8) Should the balance of EDF funding and commitments impact on the ability of the EDF to repay the RIF as profiled, the Business Rates Pooling Board may exceptionally request deferral of these repayments. The impact on the RIF and a refreshed summary table will be reported to the next Section 151 Officer meeting to provide transparency on the impact of the decision.
- 9) The Combined Authority will submit a request for the repayment for the given financial year in April, unless a request has been received to delay this to later in the year.
- 10) A six-monthly update on the RIF summary table including recent payments, repayments and balances, progress against milestones and outputs, and any issues or risks will be presented to the S151 Officer group. This will provide a regular forum to discuss headroom, emerging Business Cases and the opportunity for new propositions to be brought forward.

Change Requests Recommended for Approval

Local Growth Fund and Getting Building Fund

- **Weston-Super-Mare Town Centre Transport Enhancement Scheme**
Cost: Increase to total project cost of £215k due to ground conditions to be met from other sources. Change to cost categories for Design and Supervision fees from £440k to £1.061m and Risk from £600k to £193k.
- **Umbrella**
Milestones: Delays of 3 – 5 months including completion of fibre build and network promotion.
Cost: Increase in cost of £400k due to delays and additional costs associated with power and fibre connectivity, restrictions from safe working and future proofing connectivity. Increase to be met from GBF to be spent in 21/22. £340k swop of EDF for GBF to be spent in 21/22. [Revised LGF/GBF profile £771k 19/20, £2.749m 20/21 and £552k 21/22, total £4.072m. Revised EDF profile £13k 21/22]
- **Emersons Green Local Transport Enhancements**
Milestones: Delays of 3 – 15 months for completion of various works including bridge refurbishments and sustainable transport.
Costs: Reprofile £1.729m from 21/22 to 22/23. £592k of GBF swapped with EDF with £142k additional EDF [Revised GBF profile £1.378 to 20/21 and £1.022m 21/22, total £2.4m and revised EDF profile £767m 21/22 and £1.883m 22/23, total £2.65m]
- **South Gloucestershire Sustainable Transport Package**
Milestones: Delays of 5-8 months to delivery of transport and improvements schemes
Cost: Spend reprofile of £316k EDF from 21/22 to 22/23 [revised profile £235k 21/22, £316k 22/23, total £551k]
- **Institute for Advanced Automotive Propulsion Systems (IAAPS)**
Milestones: Delays of up to 12 months to advisory board, construction completion and operation.
- **Keynsham Town Centre** - £252k of EDF to be swapped for GBF [revised GBF profile £170k 19/20, £230k 20/21, £1.1m 21/22, total £1.5m]

Change Requests Recommended for Approval

Economic Development Fund

- **Avonmouth Severnside Ecology Mitigation & Flood Defences** – changes to profile including reprofiling £5.066m of EDF from 21/22 to 22/23 [revised EDF profile £11.776m pre 20/21, £7.869m 21/22, £22.139m, 22/23, £4.955m 23/24 and £17.162m 24/25+, total £63.9m]
- **Temple Quarter Enabling Works**
Scope: Significant changes to the project including descoping of Southern access improvement and new scope of £1.26m allowance for a construction haul road and river wall repairs.
Milestones: Delays of 6 months for project completion due to rework and changing scope of the project.
Cost: Change of cost categories and spend reprofile of £23m from 19/20, 20/21 and 21/22 into 22/23 [revised EDF profile £413k 19/20, £593k 20/21, £5.473m 21/22, £18.46m 22/23, £7.06m 23/24, total £32m]

Revolving Infrastructure Fund

No changes to report

Appendix 4 - Business Case Assessment Summary Table


Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Weston Business Quarter	Strategic Case	<p>The Weston Business Quarter (WBQ), and is an established commercial location, with most plots on neighbouring land built out and occupied and the recent opening of The Food Works, food and drink innovation centre, generating a spike in investor interest.</p> <p>The site is part of the J21 Enterprise Area, one of six Enterprise Zones and Areas agreed as priority locations for commercial growth across the West of England.</p> <p>Funding is sought to fund infrastructure and utilities to service the remaining some 30 acres of land which is yet undeveloped and in the ownership of North Somerset Council.</p> <p>The plots benefit from the previous public funded RIF flood protection scheme, but ground raising will still be required in line with the adopted flood protection strategy for the area.</p>	Funding Source(s)	Revolving Infrastructure Fund
Scheme Promoter	North Somerset Council	Subsidy Control	<p>Advice has been provided which concludes that the Council will not be an economic actor when delivering the enabling scheme on the basis that it will be doing so in its capacity as a public authority discharging a statutory function. In addition, a significant proportion of the funding will be used to fund the construction or improvement of roads which will be adopted by the Council as highway authority as open access infrastructure. This is accepted by the Combined Authority, noting that the risk sits with the Council.</p>	Approval Requested	Outline Business Case

Date of Submission	26/4/21	Economic Case and Value for Money	The City Deal monitoring and forecasting refresh (2019) modelled that by 2036 the totality of WBQ would see the creation of 914,000 ft ² of commercial floor space, creating 1,700 direct jobs and GVA of £140m.	Grant Award	£674k to develop the Full Business Case
Funding Requested	£674k		The Council's development land enabled by this proposal, comprises some 40% of the developable land within WBQ, proportionately equating to 760 jobs and £62.6m GVA across some 408,500 ft ² of floor space. This equates to GVA per £ of investment of £5.65. A more detailed economic appraisal should be provided with the Full Business Case including the acceleration delivered by this proposal and the attribution of benefits between this and the previously funded flood relief proposal. Confirmation has been provided by NSC's s151 officer that the business case has been approved and endorsing the value for money statement.		
Total Scheme Cost	£11.078m (£674k FBC Development; £10.404m Works, Fees and Risk; £150k Site Management, Marketing and Disposal)	Risk	An allowance of £1.326m has been made for risk and contingency being some 13% of the capital cost. A risk register has been provided which identifies 12 key risks. RIF funding is repayable (including the funding to develop the Full Business Case) and repayment will need to be underwritten by the Council. The proposed profile of repayment is £1.88m 24/25, £2.924m 25/26, £1.796m 26/27, £1.284m 27/28 and £3.194m 28/29.	Grant Recipient	NSC
Match Funding %	0% (but revolving)	Delivery	All land for this project is in the freehold ownership of the Council. Planning consent for infrastructure and services will be required, anticipated to be secured in Dec 2021, with start on site in Apr 2022 and completion in Sep 2023. The procurement strategy for the works is to be developed further as part of the Full Business Case. On completion of roads and utilities, it is expected that the infrastructure will be adopted and maintained as a standard part of the Council's estate. Revenue	Payment Basis	Quarterly in arrears on defrayed expenditure

			funding is sought to cover the marketing and management costs until all plots are occupied.		
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Scheme Description	Recommendation to Chief Executives	Approval of the Outline Business Case
<p>The project will provide the infrastructure and utilities to service the remaining as yet undeveloped land, enabling this to be split into smaller, more desirable plots through provision of the following:</p> <ul style="list-style-type: none"> • Utility servicing, • Upgrading the existing access road, • A new road to connect the access road to the existing access to other plots, • Road spurs to each plot, • Opening of existing rhyne (drainage channel), and relocation of a rhyne that subdivides one of the largest plots, • Realignment of services into combined utilities corridor (subject to feasibility studies), • Improve site security and management, • Surcharge ground level to mitigate future flood level. 	Conditions of Approval	None

Record of Approval

WECA S73 Officer		Chief Executives	
Name	Malcolm Coe	Date of Meeting	28 July 2021
Date	23 July 2021	Decision	Approval of the Outline Business Case
Signature			

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REPORT TO: WEST OF ENGLAND JOINT COMMITTEE

DATE: 17 December 2021

REPORT TITLE: METROWEST 1B – PORTISHEAD LINE UPDATE

DIRECTOR: KATHRYN VOWLES – INTERIM DIRECTOR OF INFRASTRUCTURE

Purpose of Report

- 1 To update the Joint Committee on progress on the delivery of the MetroWest 1b – the Portishead line, the delay to the Development Consent Order (DCO), and steps to mitigate that delay.

Impact of Covid-19 pandemic

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

- The initial lockdown period early 2020 initially impacted the DCO programme. The current delay reported in this paper is unrelated.
- Delivery implications of the pandemic have been addressed through a competitive procurement process.

Recommendation

- *Joint Committee to note the DCO delay and associated mitigation measures.*

Background / Issues for Consideration

- 2 MetroWest 1b, the Portishead Line is an important transport project for the region. It will see the delivery of two new stations at Pill and Portishead, the reopening of the disused line between the two stations, and an hourly passenger service to Bristol Temple Meads.
- 3 The project will deliver a range of benefits for residents, employees/employers and visitors to the region, as outlined below:
 - GVA growth post scheme opening: £31.86m
 - Additional jobs post opening: 514
 - Provides improved connectivity to Bristol Temple Quarter Enterprise Zones (EZ) 17,000 jobs and Bath Riverside EZ 9,000 jobs
 - Car-km network reductions of 4,000 in morning peak and 2,000 in evening peak
 - 50,000 additional people will have direct access to the rail network
 - 180,000 will have enhanced services to existing stations
 - Passenger trips will be 958,980 in 2021 rising to 1,295,103 in 2036
 - New stations will be DDA compliant
 - Reduced travel times; Portishead to Bristol by bus/car is 50+minutes

by train 23 minutes, Avonmouth to Bristol by bus/car up to 65 minutes
by train 28-32 minutes

- 4 The Portishead line is a "nationally significant infrastructure project" as defined under the Planning Act 2008. As a result, we have been required to submit an application for a DCO to the Planning Inspectorate, who will examine the application on behalf of the Secretary of State. The DCO (287 documents) was issued to the Planning Inspectorate Directorate on 15 November 2019 and accepted for examination on 12 December 2019.
- 5 The initial Covid lockdown in March 2021 caused some delay to the DCO process as arrangements for the Examination in Public had to be amended to enable the process take place remotely in a Covid safe manner.
- 6 The Planning Inspectorate, as Examining Authority, issued a Recommendation Report to the Secretary of State on 19 July 2021. Initially, the decision was anticipated by late October 2021, and the project has been progressing through procurement to ensure we can deliver at pace as soon as the decision was secured.
- 7 On the 20 October 2021, the Secretary of State confirmed the DCO decision will be delayed up to 6-months (from October 2021 to April 2022). The reason given related to further consideration of environmental matters.
- 8 On 9 November 2021 the Planning Inspectorate requested further information in relation to assessment of the scheme against carbon budgets. A comprehensive response was provided by the North Somerset Project Team on 23 November.
- 9 The decision to delay, lack of a clear reason and / or request for further information beyond that noted above, has been difficult to understand. It is understood there is sensitivity around the judicial review of current road schemes, but we don't believe this is applicable to our public transport scheme.
- 10 There is risk associated with delays. The project is currently being tendered to start early 2022 for delivery 2024 and reopening the railway 60 years after it closed. The risk of delay is heightened as ecological works need to take place early next year and are restricted to certain seasons. A delay to the DCO decision over three months, could become a year, with associated cost implications.
- 11 The project team at North Somerset Council and the Combined Authority have been working proactively with Network Rail and the DfT Delivery Team to put pressure on the DfT Planning Team to minimise the delay and resulting risk to the project. CEOs of both sponsor organisations have written to the Secretary of State, and Liam Fox MP secured a debate in the House of Commons on Friday 26 November on 'the future of Portishead railway.'
- 12 We have had positive engagement and support at CEO level with the DfT Delivery Team, and we believe it is likely that the delay can be limited, and a resolution will be secured over the next few weeks. In the meantime, the project team have been working with Network Rail and the DfT to ensure we are scenario planning to mitigate the risk of delay.

- 13 The aim of this paper is to keep Joint Committee informed of the risk and associated mitigation. We hope to share a resolution in advance of our next meeting in January 2022.

Consultation

- 14 This paper has been developed by the West of England Combined Authority in conjunction with North Somerset Council and Network Rail. No further consultation required on the content of the paper.

Other Options Considered

- 15 Not applicable

Risk Management/Assessment

- 16 A full risk register is in place for this project and recognises the risks and mitigation in relation to the DCO delay.

Public Sector Equality Duties

- 17 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.
- 18 The Act explains that having due regard for advancing equality involves:
- Removing or minimizing disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 19 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.
- 20 The project has been subject to an Equalities Impact Assessment, which will inform future decision making.

Climate Change Implications

- 21 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

- 22 Taking the above specifically into account, please comment on any climate change implications arising as a result of this report, and include details of any mitigation:

This project is an important intervention as we move towards a decarbonised transport system, and providing a viable alternative to the private car, and specifically:

- Maximising the opportunities to enhance services in a joint up way that enable integration of transport services, and, a shift to more sustainable forms of transport
- Maximising the opportunities to minimise the carbon footprint of any construction project, through deliver to the whole life of the infrastructure.

Appendices: N/A

Background papers: N/A

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

REPORT TO: WEST OF ENGLAND JOINT COMMITTEE

DATE: Friday 17th December 2021

REPORT TITLE: WEST OF ENGLAND INVESTMENT PRIORITIES

AUTHOR: BEN MOSLEY

Purpose of Report

- 1 To note the illustrative set of opportunities and priorities for investment in the West of England region and the breadth of activity happening across the region to develop key infrastructure priorities.
 - 1.1 To update the committee on investment priorities, the next steps, the associated risks, gaps and opportunities, and the need for more action and investment to ensure delivery.
 - 1.2 To confirm the key principles behind key projects and level of investment that is required. To develop strategic proposals for accelerated scaled-up action and develop a joint plan for delivery with all West of England Joint Committee Members, with a progress report to come back to Committee at its meeting in the spring of 2022.

Recommendation

Members of the West of England Joint Committee are asked to:

- Note the work that is underway to progress the region's key infrastructure priorities.
- Agree the key principles behind the illustrative set of key project as outline in appendix 1 and the investment required from various investment sources to progress and deliver the region's key infrastructure priorities.
- Agree to explore options to streamline the funding processes with the Combined Authority to help accelerate delivery.

Background / Issues for Consideration

- 2 West of England Leaders and Mayors are rightly ambitious about delivery and have challenged each other to make swift and positive investment decisions to realise sustainable clean growth in the region. Each of the constituent members recognise the significant added-value that the Investment Fund in particular has brought to the region and they are determined to increase the pace of delivery.
 - 2.1 Given the challenges posed by the Covid-19 pandemic and the need to support economic recovery, while at the same time addressing the challenges posed by the Climate Emergency, West of England Leaders and Mayors are resolved to developing a joint delivery plan for the key infrastructure projects in the West of England region.

- 2.2 West of England Leaders and Mayors also recognise that there are different views as to how funding should be allocated across different investment sources and that there is an appetite for this to be discussed further. It is necessary to provide greater coherence to decision making and investment, which has to date been fragmented by local authority boundaries with at times some funding being split across organisations rather than placed based or needs led.
- 2.3 To achieve more and optimise funds, initiatives, programmes and infrastructure need to be looked at in the round: exploring evidence-based issues from a place perspective and developing joined up strategies across traditional 'silos' to deliver integrated public services that seek to turn the curves on the issues identified.
- 2.4 It is also recognised that each Mayor/Leader have their own legitimate political priorities, often matters upon which they have been elected and/or campaigned for. It is suggested that through a greater co-production approach there should be an onus on all parties to reconsider how they promote investment priorities to other West of England colleagues in order to develop and collectively own the strategic narrative for major infrastructure projects, rather these appearing to be individually prioritised schemes. More often than not there is a genuine regional impact to the investment fund interventions, irrespective of the entity leading their development.
- 2.5 Key indicators for project acceptance should primarily be economic and environmental indicators, however a vibrant economy goes beyond financial and economic returns and recognises productivity and prosperity go hand in hand. It should take more account in a meaningful and where possible a measured way the wellbeing of society, everybody's ability to thrive, considers prosperity, dynamism and opportunity; inclusion and equality; health, wellbeing; resilience and sustainability; and community, trust and belonging.
- 2.6 To ensure projects deliver best value for the public, a clear assurance framework is in place which explains how projects are to be appraised, monitored and schemes evaluated, to ensure objectives can be delivered and achieve value for money. The framework is supported with a clear business case structure, highlight reports and change control process
- 2.7 However to increase the pace of delivery there is an appetite among West of England Unitary Authorities that all parties continue to explore options for streamlining the funding process, from feasibility development through to grant claim with the Combined Authority. Projects like the Love our High Streets and Recovery Fund initiatives have demonstrated the Combined Authority's flexibility to deliver innovative, pilot projects that don't have a wealth of economic data and analysis behind them but meet critical needs for intervention. The current business case process can become cumbersome and 'data-heavy' to the detriment of progressing delivery and where possible the Unitary Authorities would welcome continued challenge as to the level of detail deemed essential to realising a funding decision and proceeding to grant offer letter. The application of too stringent quality assurance frameworks for all projects / programmes, may work against the spirit of the flexibility offered through the devolution deals and restrict the chance for decisions to be made locally e.g. by communities and responsibility to be placed closer to the source of policy.

- 2.8 Joint Committee members would welcome a further commitment to co-production across the key aspects of Combined Authority work; in strategy development, engagement, communications, commissioning, development of project capacity and ultimately project delivery. Opportunities for existing and/or new shared resources should be explored rather than an assumption that top-slicing project funding is necessary for all projects.
- 2.9 Collectively Unitary Authorities recognise there is a need to avoid circumstances where business cases are presented without the full engagement of the relevant Joint Committee/Combined Authority leads and where new resources are committed without a clear understanding of the existing capacity to deliver.
- 2.10 The development of a joint delivery plan for key infrastructure projects across the West of England region will help overcome these challenges and help give greater transparency to the public.
- 2.11 To that end this report acts as a 'first step' in the development of a delivery plan. It outlines the work that is underway to progress the regions key infrastructure priorities. It confirms the key principles behind key project and the investment required from various investment sources to progress and deliver the region's key infrastructure priorities.
- 2.12 To further demonstrate strategic narratives, the value of regional devolution and benefit of joint working between West of England partners it is recommend that a report is coproduced to record how key infrastructure projects delivered regional change. This will use key indicators from inception (2017/18 as the baseline) in areas such as productivity, average earnings, skills levels, business formation rates, travel time, congestion, housing affordability.
- 2.13 Appendix 1 outlines an illustrative set of opportunities and priorities for investment in the West of England by Unitary Authority area. It should be noted that this not a comprehensive list of investment priorities.

Consultation

- 3 West of England priorities have been developed in consultation with Joint Committee Partners. Project development and delivery will include all applicable public consultation as applicable.

Public Sector Equality Duties

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

-
- Foster good relations between people who share a protected characteristic and those who do not.
- 4.1 The Act explains that having due regard for advancing equality involves:
- Removing or minimizing disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 4.2 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.

Climate Change Implications

- 5 On 19 July 2019, the West of England Combined Authority and Joint Committee 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

Appendices:

Appendix 1 – Illustrative set of opportunities and priorities for investment in the West of England by Unitary Authority area

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 – Investment Priorities by Unitary Authority

Project	Theme: Sustainable Economic Recovery/Green Recovery/ Transport/Planning/ Culture & Tourism	Combined Authority/ Joint Committee/ Unitary Authority lead	Details	Desired outcome	Investment Source
Green Recovery Fund (GRF)	Green Recovery	Combined Authority Area	<p>Funding will be targeted at the highest causes of emissions and preserving and enhancing our ecological systems. Full business cases will be developed for each project, in line with the themes of the Climate Emergency Action Plan and in consultation with the Unitary Authorities.</p> <p>A minimum of £10m earmarked for Green Infrastructure and biodiversity projects and to deliver a coherent local nature recovery framework across the region</p>	<p>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.</p> <p>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</p>	<p>£30m from Investment Fund subject to the approval of the Combined Authority Committee.</p> <p>To include £800k for capacity funding and a minimum of £10m for green infrastructure.</p>

Appendix 1 – Investment Priorities by Unitary Authority

				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.	
Community support fund (CSF)	Economic Recovery	Combined Authority Area	<p>The Community Support Fund (CSF) will support the most vulnerable within our communities, including those who’ve suffered disproportionately due to COVID-19. The project aims to provide the vital first step towards learning, training and work.</p> <p>This £1.5m programme is a key part of the West of England Combined Authority’s Recovery Plan. It will support those who face the greatest risk of negative social, health or economic consequences as a result of the pandemic.</p>	<p>The funding provided by the Community Support Fund will strengthen inclusion through targeted projects which support one or more of these areas:</p> <p>Fostering strong family and community cohesion to address the impact of COVID-19 on people, their networks and communities Helping people rebuild their lives and confidence following COVID-19 through skills training, employment advice and support Local voluntary, community or not-for-profit projects which help groups of vulnerable individuals and communities across our region recover economically and socially from the COVID-19 pandemic Emotional and mental health wellbeing activities Reducing barriers to accessing Adult Education Outreach projects or services (either face-to-face or online) tackling social</p>	£1.5m

Appendix 1 – Investment Priorities by Unitary Authority

				<p>exclusion; promoting digital entitlement and connectivity in hard-to-reach areas; or raising awareness of – and access to – community and cultural services.</p> <p>Raise awareness of and access to community and cultural activities which foster strong community links, cohesion and resilience. Projects will be linked and signposted to (where appropriate) to the Cultural and Creative Fund.</p>	
Digital accelerator	Economic Recovery	Combined Authority	<p>Regional investment to accelerate connectivity and digital inclusion, particularly in rural and deprived areas of the region where this presents a direct barrier to reskilling and employment. This would also include the next phase of development for UMBRELLA (Urban Multi Wireless Broadband & IoT Testing for Local Authority and Industrial Applications).</p>	<p>Increase and improve digital connectivity throughout the West of England Region.</p>	Investment Fund, EDF,
Strategic Site Acquisition	Economic Recovery	Combined Authority	<p>Allocation of further funding to the Land Acquisition Fund LAF) for strategic site acquisition to support:</p> <ul style="list-style-type: none"> - delivery of key regeneration sites in WoE including TQ, Milsom Quarter, Yate, North Fringe, East Fringe, Parkway Station and Severnside - bring forward stalled or additional housing delivery sites; - support the renewal & revitalisation of the city centres and 	<p>Support greater housing delivery in the region & renewal of urban centres.</p>	Investment Fund, LAF,

Appendix 1 – Investment Priorities by Unitary Authority

			our market towns (Thornbury) to support place shaping. Land receipts recycled to unlock further infrastructure investments, including green infrastructure projects		
Temple Quarter	Economic Recovery	Bristol/West of England Combined Authority	Bristol Temple Quarter, one of the largest urban regeneration projects in the UK, sits right in the heart of Bristol. Covering over 100 hectares of land and with Bristol Temple Meads at its core, it is home to a wide range of projects and initiatives that will see the area transformed into a vibrant new city quarter, with a mix of employment, residential and leisure uses.	Unlocking the regeneration of Temple Quarter will be key to the region's economic recovery. This will go hand in hand with our commitment to sustainable growth in the context of a climate and ecological emergency, supporting regeneration and delivery of homes on brownfield sites and linking investment to decarbonised development. Temple Quarter unlocks over 10000 homes, 22000 jobs and £1.6bn a year to the city region economy.	Investment Fun/ EDF/ RIF
Mass Transit	Transport	West of England Combined Authority	We must take a transformational approach to transport in our city region if we are to truly tackle the climate emergency, help people to move around more sustainably and deliver an inclusive recovery. A Green recovery must include a focus on driving forward our work towards a mass transit system for the region. We remain the only core city without one. A £4bn+ infrastructure programme also represents lots of jobs, a boost to our local supply chains and	We want to position the strategic corridors programme as the first step towards mass transit. There will be a discussion in the spring about what the preferred option will be for each corridor, e.g. overground or underground, This may be a difficult discussion but we want work to move forward at pace.	£30-40m. Investment Fund

Appendix 1 – Investment Priorities by Unitary Authority

			significant economic growth to support our recovery.		
Flood defence infrastructure	Planning	West of England Combined Authority	Housing delivery in relation to the SDS, freeing up key brownfield sites such as St Philips Marsh through flood mitigation is critical. Government stresses their commitment to a brownfield-first approach, and thousands of homes and jobs, and the resilience of our city region economy are contingent on appropriate flood infrastructure	<p>New and upgraded engineering solutions, combined with Green infrastructure, to reduce the region’s exposure to flooding and increased sea levels as a results of climate change and extreme weather events.</p> <p>Key outcomes include inclusive growth, housing and jobs are dependent on significant investment in flood defence infrastructure.</p> <p>Flood defences could take the form of a green space that provides additional wildlife and recreation benefits everyday address both a Climate Emergency and severe ecological decline, and we are seeking to incorporate biodiversity improvements into the river corridor.</p>	The Bristol Avon Flood Strategy alone is a £216m project which currently has a £128m funding gap – securing Investment Fund and other support from the Combined Authority will be a significant part of the solution.
High streets	Economic Recovery	Combined Authority Area	<p>A planned and funded regional programme of investment and development of high streets and town centres with clear dates and measurable outcomes</p> <p>Our 47 high streets and our city centre have been hard hit by Covid and need our support to be the thriving economic centres our communities need.</p> <p>A champion within WECA who is coordinating activity and projects that support the City Centre and</p>	<p>We need longer-term funding and commitment to supporting our City Centre and High Streets, and of a scale to enable physical regeneration for those high streets that need it. Essentially, we want mainstream funding that can be applied for on an on-going or as needed basis as regeneration plans for high streets are developed.</p> <p>We need better join up in planning of transport, housing and infrastructure</p>	WECA's High Street Catalyst Fund

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			<p>High Streets would provide the support and investment to ensure they can be vibrant spaces with a mix of retail, hospitality and cultural offering.</p> <p>We welcome support to ensure they can be vibrant spaces with a mix of retail, hospitality and cultural offering. High streets aren't only vital to jobs but to community cohesion.</p> <p>We need to agree a planned and funded a city regional programme of investment and development of high streets and town centres with clear dates and measurable outcomes.</p>	<p>that takes into account high street needs.</p>	
<p>Green energy infrastructure / green jobs</p> <p>Page 98</p>	<p>Sustainable Economic Recovery</p>	<p>Combined Authority Area</p>	<p>Meeting net zero will require fundamental shifts across all areas of the economy including transport, power, industry and the natural environment.</p> <p>Green skills encompass the expertise that we need to develop and support a sustainable society. The green skills report identifies the jobs our region requires to help us meet our net zero target.</p> <p>Analysis by Ecuity found that for the region to meet net zero by 2030, more than 50,000 new jobs would be required.</p>	<p>Unitary Authorities are seeking WECA's support in building the demand for green services / jobs as well as accelerate domestic retrofit, specifically for low income households.</p> <p>There has been a failed bid to government seeking £12m to do this, so we have an existing programme ready to go. With any new scheme we would to explore the opportunity for all Unitary Authorities take part in the scheme to help advance their retrofit ambitions.</p> <p>Crucially, we need to position ourselves to attract greater investment – more of a promotional piece.</p>	<p>All</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 99</p>			<p>We need to ramp up work to make ourselves more resilient to changes when it comes to climate.</p> <p>This means supporting people to retrain for the jobs that will be needed to enable the large-scale change in our energy infrastructure, and is particularly important as we seek to reduce carbon emissions from heating homes.</p> <p>Skills training will also be needed to ensure we deliver a “Just Transition” and avoid the structural unemployment that traditional hurt working communities when we have experience major economy adjustments.</p>	<p>There needs to be a regional offer of support for businesses to get to net-zero / decarbonise rapidly. This could be something that is hosted/coordinated by Business West. It would stimulate demand in the sector and increase resilience in our economy locally.</p> <p>We are seeking the Low Carbon Challenge Fund to included a £100K skills development fund that would cover costs of an upskilling innovation pilot, which would complement rather than duplicate existing school/college funding. It was disappointing that this advice wasn’t followed and the fund was not made available.</p>	
<p>Place-making & Town Centres / high streets (Weston / Portishead / Clevedon / Nailsea)</p>	<p>All</p>	<p>NSC</p>	<p>Support for remediation & development of brownfield sites incl. better quality private rental homes and quality housing conversions. Requires changes to Homes England metrics to re-focus energy & funding on urban brownfield locations.</p> <p>Long-term holistic and programmatic approach to town centre / visitor economy re-structuring & revival, incl.</p> <ul style="list-style-type: none"> Promotion of “safe staycation” and higher value visitor economy, with focus on better 	<ul style="list-style-type: none"> Delivery of > 2,000 high quality, sustainable homes on urban brownfield sites. Increase in town-centre living and working; improvements in quality of life and productivity. Increase in visitor expenditure through longer visit times (overnight stays) and all-year-round tourism. Increase in private sector investment. 	<ul style="list-style-type: none"> Homes England. One Public Estate. DLUHC / BEIS.

Appendix 1 – Investment Priorities by Unitary Authority

			<p>productivity, employee conditions and health / sports / "green" themes.</p> <ul style="list-style-type: none"> • Business tourism offer for conferences & events. • Provision of Enterprise Spaces" and workspace platforms for testing and growth of new enterprises, for example created from vacant retail units. 		
<p>Junction 21 Enterprise Area</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 100</p>	<p>Sustainable economic recovery</p>	<p>NSC</p>	<ul style="list-style-type: none"> • Weston Business Quarter phase 2: infrastructure & servicing of land (RIF OBC approved; FBC being prepared). • Foodworks phase 2 • Hive phase 2 • Regional MMC Housing Factory and sustainable construction centre (linking to Weston College Construction Training). 	<ul style="list-style-type: none"> • Enable the creation of 1,020 jobs and £15m business rates in a location which will benefit some of the most deprived communities in England (also part of City Deal EDF). • Establish an "escalator" approach to food grade premises where start-up and growth SMEs occupy incubator style units at The Food Works will be supported to move on, to larger units in the planned and future phases 2 and 3. • Increase the commercial sustainability of The Food Works concept –through income derived from additional management fees, increased use of product development facilities, technical support and business consultancy. • Other sector-based opportunities including MMC, green technologies & digital. 	<ul style="list-style-type: none"> • RIF • FE - MMC

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<p>Enabling sustainable growth</p>	<p>Green recovery / sustainable economic recovery / transport</p>	<p>NSC</p>	<ul style="list-style-type: none"> • Investments in Digital Connectivity, including Dark Fibre networks; connecting the remaining 5% of households without broadband; and programmes to support digital inclusion. • Promoting active and sustainable travel: focus on commuter routes to and within town/city centres and under/over/across motorway junctions, incl. Clevedon to Yatton strategic link and the final section of the North Somerset Coastal Route from Clevedon to Portishead. • Feasibility support and capital investment to support solar farms and battery storage schemes. • Package of rapid and scalable climate change and carbon reduction measures, incl. retro-fitting, community energy, and boiler replacements. • Subsidised roll-out of Electric Vehicle Charging Points. 	<ul style="list-style-type: none"> • Reduce carbon emissions across the area. • Increase and improve digital connectivity, enabling higher productivity, better social inclusion and less need for travel. • Offer convenient & attractive alternatives to carbon-based travel, reducing emissions from commuting and leisure trips. • Develop viable and sustainable markets for renewables. • Improve housing quality and quality of life for residents. 	<p>TBC</p>
<p>Supporting our communities</p>	<p>Sustainable economic recovery / social inclusion / health & well-being</p>	<p>NSC</p>	<ul style="list-style-type: none"> • A comprehensive package of interventions to support employability, skills, re-training and inclusion, including: • Community-based work and health programme with health partners, including devolution of 	<ul style="list-style-type: none"> • A skilled & productive workforce. • Lower levels of unemployment. • Better career progression within employment. • Improvements in health, well-being, quality of life and social inclusion. 	<p>Community Renewal Fund (June 2022)</p> <p>DWP</p> <p>AEB</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 102</p>			<p>commissioning powers for the next round of ‘welfare to work’ interventions.</p> <ul style="list-style-type: none"> • Access to digital equipment, training and ongoing support in low income, digitally excluded households. • Piloting targeted action in areas of greatest deprivation and exploring the scope to scale up successful interventions through social impact bonds. • Support to Weston College aspirations for full university status. • Investment in skills to support the creation of green jobs. 	<ul style="list-style-type: none"> • Establishment of Weston College as the fourth university within the West of England. 	<p>ESF</p>
<p>Housing & Infrastructure</p>	<p>Planning / transport / sustainable economic recovery / green recovery</p>	<p>NSC</p>	<ul style="list-style-type: none"> • Increased support to Registered Providers of Affordable Housing to purchase standing stock from stalled development sites. • Transport and wider infrastructure packages to support delivery of urban expansions through local plan. • Feasibility and capital funding for local authorities looking to bring forward housing or other development on council-owned land. 	<ul style="list-style-type: none"> • Increase in delivery of high quality, sustainable housing in agreed locations. • Provision of all necessary infrastructure to support sustainable communities and low carbon living. 	<p>Homes England</p> <p>Further rounds of HIF</p> <p>DfT and other govt departments with responsibility for infrastructure, e.g. education.</p>
<p>Park and Rides</p>	<p>Transport</p>	<p>Combined Authority & Joint Committee</p>	<p>We have ambitious plans for sustainable and active travel options, but we accept that some people still have no alternative to the</p>	<p>By connecting into fast and direct rail and bus services, alongside mass transit routes, people will use new infrastructure and transport services</p>	<p>Investment Fund, Green Recovery Fund</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 103</p>			<p>private car so we must provide a ring of strategic park and ride sites within the West of England.</p> <p>We have a proposal that will be looked at as part of the study to identify preferred sites which is fine, but we need to maintain momentum.</p> <p>New sites for the M32 and A4018 would reduce congestion, while improved facilities and services from Hicks Gate (A4) and Long Ashton would take thousands of car journeys off our roads.</p> <p>The need will grow as the population of our city region grows. We need to agree the sites and delivery plan.</p>	<p>for part of their journey reducing carbon emission and congestion.</p> <p>It appears increasingly evident that National Highways (formerly Highways England) will be a blocker to progress so we should really be accelerating discussions around de-trunking (WECA would take on ownership of the road) to enable the scheme to move forward.</p>	
<p>Western Harbour Masterplan & Harbour Place shaping Vision</p>	<p>All</p>	<p>Combined Authority, Bristol</p>	<p>Western Harbour is a key area in the continuing regeneration of Bristol's city centre and the floating harbour.</p> <p>It's a significant gateway to the city, in a historic and landscape setting, and has the potential to grow and thrive.</p> <p>Western Harbour is one of the Growth and Regeneration Areas in the Local Plan Review (2019). The need to replace parts of the highway infrastructure at Cumberland Basin</p>	<p>The project is an opportunity to:</p> <ul style="list-style-type: none"> • build sustainable and affordable homes close to the city centre • create new jobs • encourage people to use their cars less • create good quality public space for all • improve access to the water <p>This will support Bristol's economy by improving connections between homes, jobs and the rest of the city.</p>	<p>From various funding sources.</p> <p>Funding currently required:</p> <ul style="list-style-type: none"> • Western Harbour Masterplan circa £3m • Harbour Place shaping Vision circa £200k

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			<p>also provides an opportunity for change in the area.</p> <p>The Local Plan sets out the intention to develop Western Harbour to create:</p> <ul style="list-style-type: none"> • a mixed and inclusive community • Opportunities for new homes, workspace, leisure and services 	The regeneration will also address flood risk and the climate and ecological emergencies.	
Albion Dock (SS Great Britain)	Culture and Tourism	Combined Authority, Bristol	<p>Shipshape and Brunel Fashion' project – restoration of the Albion dockyard as a continued functional dry dock, as well as expansion of the existing visitor attraction harnessing.</p> <p>Maintaining Bristol's Floating Harbour as a thriving space for people and nature, the project will embrace the marine environment as well as the built heritage.</p> <p>It is also important to save the listed Albion dockyard to support the ship repair economy for the city.</p>	<p>A significant boost to our tourism offer and hospitality sector which now need support as we plan our receiver for the pandemic. It will enable Bristol's growth as a celebrated international destination.</p> <p>Attracting more vessels to the Harbour into the future and supporting new skills and jobs, while protecting heritage, will help the harbour to continue to flourish as a working dock.</p>	Investment Fund 10-15m
Charfield Station	Transport	Combined Authority, South Gloucestershire, Bristol	<p>Charfield Station will provide for better connectivity for residents between Bristol and Gloucester, providing significant economic and transport benefits, supporting the Western Gateway Sub-National Transport Body Rail Strategy. It will also demonstrate a timely collaborative investment in a public transport location which could</p>	<p>To move forward with the development of the full business case, including the planning application and the commissioning of Network Rail to continue with working up the detailed design work and next stages of work to support the full business case completion.</p>	<p>Funding of £2.923m to develop the Full Business Case was, together with provision in the programme being retained for the capital tail until 22/23 and the balance to be met through the CRSTS and local contributions where possible was agreed at the</p>

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			<p>support commuter journeys connected with our Severn Edge STEP Fusion nomination which has reached the final stages of assessment with the UK Atomic Energy Authority. It is included in JLTP4 and the WECA 10 year rail plan.</p> <p>The Strategic Outline business case for the scheme was approved on 4th December 2020.</p> <p>The Outline business case has now been submitted and consultation on the scheme has commenced.</p>		WECA Committee on the 3rd December 2021.
<p>SGC Business Case Development and delivery of place shaping ambitions</p>	Economic Recovery	Combined Authority, South Gloucestershire	<p>SGC Business Case Development - £12m HREF top up to support Yate, East Fringe, North Fringe, Severnside and Parkway Masterplans.</p> <p>There is need to secure the public sector investment required to deliver these masterplans/place shaping priorities and to catalyse the private sector investment needed to deliver on the high ambition we have for these areas.</p> <p>There is a need to accelerate the early unlocking of sites in each of the masterplan/place shaping priority areas.</p>	We need to be in a position to deliver on our place shaping ambitions as they will make a significant contribution to the economic success of the region and will provide key opportunities to work collaboratively across authority.	£12m HREF Additional funding to deliver the business case development – Investment fund
Thornbury	Economic Recovery	Combined Authority, South Gloucestershire	<p>The focus in Thornbury to date has been on the High Street and its transformation, phase 1.</p> <p>Thornbury has suffered from a significant level of unplanned</p>	Historic market towns play a key role in the success and attractiveness of the region and accelerating and supporting them not only impacts upon the communities within them,	£750k to develop a business case

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 106</p>			<p>housing growth in recent years which is still being constructed. The result of which is a town which has suffered in terms of a lack of infrastructure to fully support that growth, including active travel, green and community infrastructure. Our ambition is to build upon the benefits arising from the High Street transformation and realise wider place shaping ambitions. This includes delivering upon key Council owned sites such as Thornbury hospital whilst looking holistically about the wider needs of Thornbury including projects such as the relocation and redevelopment opportunities around the Thornbury Library site.</p>	<p>but plays a major role in supporting the regions visitor economy.</p>	
<p>M49 junction and associated works</p>	<p>Transport</p>	<p>Combined Authority, South Gloucestershire</p>	<p>The construction of the link road and associated infrastructure to provide access between the M49 junction and the local highway network.</p>	<p>To unlock the benefits of the new junction on the M49 to provide access to the Severnside industrial areas and reduce the impact of traffic on the local road network and impact on local communities.</p>	<p>A contribution of £1m towards the project</p>
<p>Green energy/GI and skills</p>	<p>All</p>	<p>West of England region</p>	<ul style="list-style-type: none"> In order to retain and attract investment we need to be able to demonstrate that we have assessed the risks and have an adaptation to plan in order to reduce the economic shock of an extreme weather event but also to provide investor confidence. 	<p>We need WECA to lead on a systematic approach to understanding climate resilience and how the inevitable impacts of a changing climate will disproportionately impact on individuals, groups and business.</p> <p>In addition, we need to fully invest in green skills development</p>	<p>All</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 107</p>			<ul style="list-style-type: none"> • In terms of low carbon energy and heat increasingly investors are wanting to know that they can move towards net Zero and in doing so need solutions that support them to do so. We need to develop area wide heat and energy strategies that clearly show a trajectory to zero carbon with appropriate investment in generation and distribution infrastructure with opportunities for investment in local renewable energy and carbon offsetting through trusted public sector partners who are supported to design and deliver solutions. • 15 minute communities sitting at the heart of low carbon, climate resilient, levelled up communities. Investment in co working space where individuals who are unable to work from home still have the opportunity of entering this new sector and are not excluded. Using co working space to link in to maximising B2B opportunities and all becoming part of a new post retail focus for town centres 		
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 108</p>			<ul style="list-style-type: none"> Understanding that the decarbonisation of heat in the domestic sector is more involved than just swapping one boiler for another, the investment in non-product sponsored independent energy and domestic retrofit advice at the community level creates the informed and consistent demand which then gives the supply side the certainty to invest in training, support and product development. Given that over the next 15 years the vast majority of UK homes will need to invest between £10k and £45K per dwelling in energy retrofit works the need to nurture and guide this investment is critical. 		
<p>City Regions Sustainable Transport Settlement Fund</p>	<p>All</p>	<p>West of England region</p>	<p>Government has allocated the West of England a 5 year £540m funding settlement through the City regions Sustainable Transport Settlement (CRSTS) to invest in local transport network improvements for sustainable transport. The fund is the first commitment of an ongoing rolling 5 year settlement. A programme of infrastructure improvements will be delivered between 2022 and 2027 using the CRSTS Additional investment is</p>		<p>Need to invest in the concept and definition phase of schemes for 2027-2032</p> <p>£12m</p>

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			allocated to develop a pipeline of follow on schemes for delivery between 2027 and 2032 to enable deployment early in the period		
Milsom Quarter	Economic Recovery	BANES & WECA	Top up to DIF to move from masterplan to delivery with early interventions and enabling infrastructure including repurposing retail to residential, repurposing carparks and facilitating the relocation of the Fashion Museum	An anchor to the renewal of Milsom St as Bath’s cultural/creative district.	£3.5
Somer Valley, Keynsham & Bath	Economic Recovery	BANES & WECA	Top up to HREF funding beyond business case development stage to increase capacity, accelerate delivery and the early unlocking of sites. Particular focus on green infrastructure, energy infrastructure and development capability.	To regenerate post Covid and deliver SDS broad locations for growth	£7.5
Locksbrook cultural skills and regeneration quarter	Economic recovery, Skills,	BANES & WECA	A new facility using the transfer of the Bath Fashion Museum Collection as a catalyst to the provision of creative workspace and a creative and cultural skills cluster centred on Bath Spa University Locksbrook Campus.	Much-needed regeneration of industrial area close to deprived communities in Bath. Develop skills and employment opportunities in partnership with the university. Safeguard world-leading heritage collection. Supporting the recovery and renewal of our creative economy increasing graduate retention in creative industries, arts and culture, within the city, particularly supporting employment opportunities within our most deprived communities within B&NES.	£8.5

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REPORT TO: WEST OF ENGLAND JOINT COMMITTEE

DATE: 17 DECEMBER 2021

REPORT TITLE: WESTERN GATEWAY UPDATE

DIRECTOR: DR JO DALLY, DIRECTOR, WESTERN GATEWAY

AUTHOR: JAMES COOKE, EXECUTIVE OFFICER, WESTERN GATEWAY

Purpose of Report

1 To consider a progress update on the Western Gateway (a cross-border economic partnership of Local Authorities, City Regions, Local Enterprise Partnerships and Governments (in Wales and Westminster)).

Impact of Covid-19 pandemic

2 As the vaccination programme has been rolled out and restrictions have lifted, the Western Gateway is capitalising on the opportunity to develop a robust identity and brand that will support our communities, to deliver a greener, fairer future, levelling-up the economy and connecting the Union.

3 The Western Gateway was in its infancy when the Covid-19 pandemic struck. A formal Secretariat function was established in Spring 2020. The pandemic has significantly constrained the emergence of this powerhouse partnership, not least the capacity for partners and new staff to convene, host events and develop opportunities.

4 Partner organisations have had to prioritise their resources on responding to the pandemic and the powerhouse partnership has taken this opportunity to set the economic evidence base and subsequent identification of workstream priorities within the context of recovery from the Covid-19 pandemic.

Recommendation

- Joint Committee is asked to note the update.

Background / Issues for Consideration

5 The Western Gateway powerhouse partnership is the UK's first pan-regional powerhouse that spans two countries. Stretching across South Wales and Western England, the Western Gateway connects the Union and has the core cities of Bristol and Cardiff at its heart. The partnership pulls together City Regions, the Combined Authority, multiple Local Authorities, three LEPs plus representatives from business and academia.

The partnership is chaired by an independent business representative in the form of Katherine Bennett, CBE who is Chief Executive of the High-Value Manufacturing Catapult.

6 The West of England Joint Committee Members are all partner Members of the Western Gateway. The Secretariat and Accountable Body status is hosted by South Gloucestershire Council on behalf of the partnership. West of England Member Authorities have played a leading role in establishing, shaping and contributing to the Western Gateway since its inception. Councillor Toby Savage, Leader of South Gloucestershire Council is one of two Deputy Chairs of the Partnership Board.

7 The Secretariat is a small team such that realising the full potential of the partnership will rely on partners playing an active role. The partnership is focused on realising economic growth for the people we serve both now and in the future. By working together, around a shared goal of achieving carbon net zero, we can create the sustainable, levelled-up economy that all our communities can benefit from.

Economic Positioning and Priorities

8 The Western Gateway commissioned a detailed dual-phased Independent Economic Review which reported in the Autumn. In summarising the findings of the report Sir Howard Bernstein noted:

'The Western Gateway offers a unique proposition which combines strategic location, an innovative economy, and significant natural and economic assets. Home to market leading multinationals, creative enterprises, and academic expertise, the region is an innovation powerhouse and can play a crucial part in engineering and designing the industry and economy of tomorrow.'

9 The Western Gateway Partnership Board has collectively identified a series of priority workstreams. These opportunities align around a very straightforward unified objective to deliver a net zero carbon economy.

- **Tidal Energy:** Board Members agreed to explore unlocking the Tidal Energy potential of the Severn Estuary.
- **Hydrogen Ecosystem:** There are Hydrogen strengths, capabilities, and activities across the Western Gateway in both the public and private sector. A programme to map this activity and to inform future opportunities is underway.
- **STEP Fusion:** The Western Gateway 'Severn Edge' nomination was successful in being selected into the last five contenders for a UK first prototype fusion power plant
- **Rail Connectivity:** The Board asked that work to map the 2050 'ideal' national and regional rail network in the Western Gateway area be commissioned. This will be done in close collaboration with leading authorities on either side of the Severn, notably for the purposes of this report – The Western Gateway Sub-National Transport Body.
- **Innovation and Investment:** Working with the Combined Authority, City Regions & LEPs to advocate for inward investment

10 These priorities will be framed in a robust workstream governance with regular reporting to the Board. As new and complementary opportunities emerge there will be additional and potentially significant roles for partners and stakeholders to play in delivery.

Severn Edge STEP Fusion

11 In Autumn 2020 the UK Atomic Energy Authority (UKAEA) released a call for site nominations for the UK's first prototype STEP fusion power plant, seeking just one single site to be announced by December 2022.

12 A consortium of partners was convened by the Western Gateway and Nuclear South West to explore the viability of land at the decommissioned nuclear power station sites of Oldbury (South Gloucestershire) and Berkeley (Gloucestershire). Landowners, industry and academic leads, Local Authorities, WECA and the LEPs have come together under the Western Gateway umbrella to form a powerful nomination consortium that delivered a compelling and unique dual-site nomination to the UKAEA in March 2021.

13 The nomination identifies the 'new nuclear site' at Oldbury as the proposed host site for the plant, whilst Berkeley offers a ready-made and operational Science and Technology Park and University Technical College, with room for expansion and with skills, learning and education at its heart.

14 The nomination was followed by a further desktop submission in July 2021 and on 14 October 2021, the Severn Edge nomination was announced as one of just 5 sites proceeding to the final assessment phase.

15 As a home for a STEP Fusion prototype power plant, Severn Edge at Oldbury & Berkeley would offer;

- Access to the largest nuclear industry cluster in the UK
- 46% of the UK Steel industry in South Wales
- Proximity to world-leading expertise in; high-temperature engineering; construction & welding; and fusion research itself in Oxfordshire
- Proximity to an enormous active and talented supply chain (Hinkley Point C)
- Proximity to the UK's primary source of lithium in Cornwall which is essential to the fusion process.
- A great environment to live and learn and a place known for retaining talent
- A knowledgeable local community with a rich nuclear and engineering heritage
- The opportunity to promote skills and employment investment in nearby 'Priority 1' communities identified in the Government's Levelling-Up Fund (notably Forest of Dean and South Wales)

16 Berkeley was home to the first UK commercial fission power station. The Severn Edge nomination presents a timely and compelling legacy for Western Gateway to be the pioneer of STEP fusion, sustaining the wealth of talent and expertise which will otherwise become at-risk. The project will reach disadvantaged, but resource-rich communities, upskilling and inspiring young people of today to become the researchers, operators and supply-chain needed to for the power plant of tomorrow.

17 UKAEA's objective of developing fusion technology to deliver limitless low carbon electricity is well aligned with the West of England's Climate Change commitments, and

presents a major opportunity for our area to be at the forefront of this emerging and very green technology.

18 The project enjoys very widespread and publicly stated support at all levels, from MPs, Local Authority Leaders and Councillors, Business West, Nuclear South West and the host Parishes, Town Councils and Site Stakeholder Groups for both Oldbury and Berkeley.

19 The nomination is now going through further technical reviews and commercial discussions with landowners, which are expected to complete in Spring 2022 and we expect further stakeholder and public engagement in February 2022.

Western Gateway Conference

20 The Western Gateway's Inaugural Conference is to be held on 20 January 2022 at the International Convention Centre, Newport.

Higher Education Representation

21 The Western Gateway is currently recruiting roles for two leaders from the higher education, innovation and research community to join the Western Gateway Partnership Board. [Independent Representative – Higher Education, Innovation and Research - Western Gateway in - South Gloucestershire Council \(southglos.gov.uk\)](https://www.southglos.gov.uk/independent-representative-higher-education-innovation-and-research-western-gateway)

Consultation

22 The Western Gateway is happy to arrange for stakeholder briefing sessions in respect of STEP Fusion and is expecting further engagement in February 2022.

Risk Management/Assessment

23 West of England Joint Committee Members are Members of the Western Gateway Partnership Board. The Western Gateway Secretariat has prepared an Indemnity Agreement for all partners to manage any risk exposed by Membership.

Public Sector Equality Duties

24 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.

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

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

26 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.

Climate Change Implications

27 The Members of the West of England Joint Committee have 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

28 The Severn Edge STEP Fusion project is expected to make a positive contribution to tackling climate change by providing long-term safe and sustainable energy

Finance Implications, including economic impact assessment where appropriate

29 None directly in relation to this report

Legal Implications

30 None directly in relation to this report

Land/Property Implications

31 None directly in relation to this report.

Human Resources Implications

32 None directly in relation to this report

Background papers:

[About Us - Western Gateway \(western-gateway.co.uk\)](http://western-gateway.co.uk)

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