

A meeting of the
West of England Combined Authority Committee

will be held on

Date: Friday, 8 April 2022

Time: 1.00 pm

**Place: South Gloucestershire Council Chamber, Kingswood Civic
Centre, High St, Bristol BS15 9TR**

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

Metro Mayor Dan Norris, West of England Combined Authority
Cllr Kevin Guy, Bath & North East Somerset Council
Mayor Marvin Rees, Bristol City Council
Cllr Toby Savage, South Gloucestershire Council

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West of England Combined Authority Committee Agenda

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In the event of a fire, please await direction from South Gloucestershire Council staff who will help assist with the evacuation. Please do not return to the building until instructed to do so by the fire warden(s).

2. APOLOGIES FOR ABSENCE

To receive apologies for absence from Members.

3. DECLARATIONS OF INTEREST UNDER THE LOCALISM ACTION 2011

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

4. MINUTES

7 - 20

To consider and approve the minutes from 28th January 2022.

5. CHAIR ANNOUNCEMENTS

To receive announcements from the Chair of the West of England Combined Authority.

6. COMMENTS FROM CHAIRS OF LOCAL ENTERPRISE PARTNERSHIP AND OVERVIEW & SCRUTINY

To be presented by the Chairs of the West of England LEP and West of England Combined Authority Overview and Scrutiny.

7. ITEMS FROM THE PUBLIC

Members of the public can speak for up to 3 minutes each. The total time for this session is 30 minutes so speaking time will be reduced if more than 10 people wish to speak.

If you wish to present a petition or make a statement and speak at the meeting, you are required to give notice of your intention by noon on the working day before the meeting by e-mail to democratic.services@westofengland-ca.gov.uk. **The deadline is 12pm on Thursday 7th April 2022.**

If you wish to ask a question at the meeting, you are required to submit the question in writing to democratic.services@westofengland-ca.gov.uk no later than 3 clear working days before the meeting. **The deadline is 5pm on Monday 4th April 2022.**

8. PETITIONS

Any member of the West of England Combined Authority may present a petition at a West of England Combined Authority Committee Meeting.

9. LATEST COMBINED AUTHORITY & MAYORAL BUDGET OUTTURN REPORT

21 - 36

This report presents the revenue budget financial outturn information for the West of England Combined Authority and the Mayoral budget for the financial year 2021/22 based on data for the period April to February 2022.

10. INVESTMENT FUND REPORT

37 - 82

To update on the overall programme and headroom.

11. INVESTMENT FUND REPORT - CHANGE REQUESTS	83 - 94
To seek approval for change requests for schemes within the current Investment Fund programme.	
12. DELIVERY ASSURANCE AND MANAGEMENT OF CAPITAL PROJECTS	95 - 102
At the committee meeting in January, CEOs were tasked to come to the next Committee meeting with a collective proposal for the management and mitigation of Investment Fund project delays. This must include:	
<ul style="list-style-type: none"> • A formal process of robust challenge and support for project Senior Responsible Owners (SROs). • A public quarterly report at Committee that does not just note delays but sets out what action has been agreed to mitigate and bring projects back on track – or in significant cases moved out of the current programme to allow for other projects. • All projects with an aggregate value of over £5m and / or an overall delay of over 6 months must be actively reviewed by Leaders and Mayors. • Projects where recovery actions are not correcting delays and budgetary or other issues will be reported as appropriate by the new Programme Delivery Board. 	
13. CLIMATE AND ECOLOGICAL EMERGENCY STRATEGY AND ACTION PLAN	103 - 178
This report provides an overview of the revised Climate and Ecological Emergency Strategy and Action Plan including how it relates to the Green Recovery Fund, and outlines the intention to keep the Strategy and Action Plan under review.	
14. GREEN RECOVERY FUND	179 - 194
To provide further detail of Green Recovery Fund and seek agreement for assessment criteria and first business cases to be drawn down from the GRF.	
15. REGIONAL RECOVERY & ADAPTATION FUND	195 - 202
To seek approval for additional funding of £5m towards the newly established Regional Recovery and Adaptions Fund.	
16. BUSINESS CASE - "THE COURTS"	203 - 208
To present the Full Business Case for The Courts and seek approval of £757,608 towards the project.	
17. BUSINESS CASE - "WEST OF ENGLAND CAREERS HUB"	209 - 212
To present the Full Business Case for match funding to continue the West of England Careers Hub beyond August 2022.	
18. BUS SERVICES - TRANSPORT LEVY	213 - 218
To seek approval to increase the Transport Levy by up to 10% to cover the increased cost of supported bus services, including Home to School transport for non-entitled children.	
19. CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT	219 - 232
Purpose of the report is to agree short term allocations from existing Transforming Cities Funding to support the overall delivery programme, and the delivery approach for the forthcoming City Region Sustainable Transport Settlement.	

20. FUTURE ARRANGEMENTS FOR LOCAL ENTERPRISE PARTNERSHIP 233 - 236

The Government White Paper "Levelling Up the United Kingdom", was published on 2 February 2022. It proposed changes to the current framework for the governance and funding of LEPs. The proposals were detailed in subsequent ministerial correspondence sent on 1 April 2022. This report sets out the proposals for the next steps proposed by the LEP following its meeting on the 30 March.

21. SPECIAL URGENCY - APPOINTMENT OF INTERIM DIRECTOR OF INFRASTRUCTURE 237 - 238

To seek the Committee's formal endorsement of the intended appointment of an interim Director of Infrastructure.

22. SPECIAL URGENCY - DELEGATION OF DECISION ON FUTURE OFFICE ACCOMMODATION 239 - 242

To seek the Committee's approval that the decision on the Combined Authority's future accommodation is delegated to the Combined Authority Chief Executive, in consultation with the Local Authority Chief Executives.

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MINUTES

WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

FRIDAY 28 JANUARY 2022

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

Richard Bonner, Chair, West of England Local Enterprise Partnership (non-voting member)

1. WELCOME AND INTRODUCTIONS

The Chair welcomed attendees to the meeting and introduced the members of the committee.

2. APOLOGIES FOR ABSENCE

There were no apologies for absence

3. DECLARATIONS OF INTEREST

The Chair declared an interest in relation to recommendation 1 of the report of the Independent Remuneration Panel (agenda item 20), which made a recommendation on the allowance to be paid to the Metro Mayor. He stated that he would not vote on that recommendation.

4. MINUTES OF PREVIOUS MEETING

a. Minutes - West of England Combined Authority Committee – 3 December 2021

RESOLVED –

That the minutes of the meeting of the West of England Combined Authority Committee held on 3 December 2021 be confirmed as a correct record.

b. Exempt minutes - West of England Combined Authority Committee – 17 December 2021

RESOLVED –

That the exempt minutes of the meeting of the West of England Combined Authority Committee held on 17 December 2021 be confirmed as a correct record.

5. CHAIR'S ANNOUNCEMENTS

The Chair stated that, following consultation with the Chair of the West of England Combined Authority Overview & Scrutiny Committee, an urgent item would be considered on the agenda relating to the interim appointments of statutory officers.

The Chair informed the meeting that due to the drafting of the Combined Authority Order he did not have a vote or certain items in relation to the budget. The voting arrangements for each item are indicated.

6. ITEMS FROM THE PUBLIC (QUESTIONS AND STATEMENTS)

The Chair advised that 10 questions had been submitted in advance of this meeting on the following subjects:

- Q 1 David Redgewell – Transport – passengers forum
- Q 2 David Redgewell - Transport – customer service website
- Q 3 Alison Allan – Carbon emissions
- Q 4 Suzanne Audrey – City Region Sustainable Transport Settlement
- Q 5 Cllr Mark Weston (Bristol CC) – Combined Authority web site – carbon generation
- Q 6 Cllr Mark Weston (Bristol CC) – Cancellation of meetings
- Q 7 Cllr Vic Pritchard (B&NES) – Mayor’s office
- Q 8 Cllr Karen Warrington (B&NES) – Mayor’s office
- Q 9 Cllr Alan Hale (B&NES) – Combined Authority comms team
- Q 10 Cllr Brian Simmons (B&NES) – Combined Authority comms team

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 12 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 following members of the public attended the meeting and addressed the Committee for up to three minutes each on the topic of their statements:

- David Redgewell – Budget and transport issues
- Cllr Duncan Hounsell – Salford station
- Cllr Joanna Wright – City Region Sustainable Transport Settlement
- Ian Barrett – Green Recovery Fund
- Cllr David Willcox (on behalf of Cllr Ed Plowden) - Supported bus services procurement

7. COMMENTS FROM THE CHAIR OF THE WEST OF ENGLAND LOCAL ENTERPRISE PARTNERSHIP

Richard Bonner, Chair of the Local Enterprise Partnership Board gave the following comments on the agenda papers on behalf of the Local Enterprise Partnership Board:

The LEP Board welcomed the meeting and the emphasis on both supporting the region’s recovery from the Covid-19 pandemic and tackling the climate and biodiversity emergency. The papers demonstrated the scale of ambition for the region and the LEP Board was committed to supporting the delivery of these vital projects that would support our region’s recovery.

Regional recovery and adaptations fund

The West of England Covid-19 Recovery Fund had been a lifeline for businesses and people living in the region during the pandemic. The LEP business members were therefore in support of the additional £5m towards the creation of a Regional Recovery and Adaptions Fund which will help businesses tackle the ongoing impact of the pandemic and disruption caused by new variants like Omicron. At its last meeting the LEP Board discussed the impact of the Plan B restrictions and ongoing uncertainty which continues to impact on the region's businesses, this fund would support the region's small business in overcoming these challenges.

Green recovery fund

We welcome the update and support the indicative allocations for the £50m Green Recovery Fund and the outlined approach for assessing proposals, particularly around recognising the need to create jobs and increase green skills provision.

Transport Papers

The business community supported the scale and ambition shown through the various transport initiatives and for continuously reviewing its key activities and work programmes to reflect changing priorities as a result of the Covid-19 pandemic. These schemes would help deliver our objectives both on lowering carbon emissions and on connecting jobseekers to employment and training opportunities in an efficient and affordable way.

Adult education budget

The Board welcomed the paper setting out direction of travel for the Adult Education Budget. It is positive to see that since being devolved, AEB has already supported 22,800 people to access basic skills to help them find, and progress, within employment. The West of England Skills Advisory Panel chaired by LEP Board members (Chris Grier and Joanne Rumley) has brought together businesses and training providers to highlight areas of focus for Adult Education. It was important that AEB could flexibly respond to skills gaps as they emerged, for example, in sectors like logistics, construction and social care, and in growth areas like digital and green.

The business community also supported the Combined Authority's bid to DfE for Wave 3 of its national Skills Bootcamps programme, which has the potential leverage more funding into the region to support our skills priorities.

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

The Chair advised that Councillor Winston Duguid, Chair of the Combined Authority's Overview and Scrutiny Committee had submitted written comments following on from the meeting of the committee held on 24 January. These comments had been circulated in advance of the meeting and were available to view on the Combined Authority web site.

Councillor Duguid presented the comments.

9. MAYORAL AND COMBINED AUTHORITY BUDGET 2022/23 AND MEDIUM-TERM FINANCIAL FORECAST

The Combined Authority Committee considered a report which sought approval of a revenue budget for the Mayoral functions and for the West of England Combined Authority for 2022/23. (agenda item 9).

Cllr Savage moved an amendment to recommendation (9) and asked for a short adjournment while the amendment was discussed. On return the amendment was moved by Cllr Savage and seconded by Cllr Guy as follows:

“9. Forgo the transfer of £384k of the 2021/22 transport levy into a Transport Smoothing Reserve and approve investing one-off funding of £384k in further support to regional bus services to protect routes, particularly in rural areas and other communities not well served by public transport, during 2022/23, the details to be developed by the Head of Strategic Transport Integration in consultation with Transport Board members.”

Cllr Guy stated that it was important that rural bus services be supported but that the bulk of the responsibility lay with the Government. The Metro Mayor stated that he was having ongoing discussions with local MPs on this matter.

The Director of Investment and Corporate Services was asked to address the meeting on the work that was going on to ensure that the Combined Authority was as efficient as possible. He stated that regular meetings between the authorities took place. To formalise this good practice an additional narrative would be brought back to the April Committee meeting. Upon receiving this reassurance Cllr Savage stated that he would not be moving an amendment to recommendation (5).

Upon agreement of this amendment, the recommendations were moved by Metro Mayor Norris and seconded by Cllr Guy.

The voting arrangements for this item were as follows:

Recommendations 1, 3, 5 - Unanimous vote of the constituent councils excluding the Metro Mayor, i.e. the Metro Mayor does not have a vote;

Recommendations 2, 8, 9 & 10 - Majority vote of the constituent councils including the Metro Mayor

Recommendations 4, 6, 7 - To note only – no voting or decision required

The Combined Authority Committee **RESOLVED**:

1. To approve a Transport Levy to the constituent councils of £19.5m for 2022/23, with a recharge of £2m applied to North Somerset Council, as detailed in Figure 6.
2. To approve 50% of surplus investment income achieved in 2021/22 to be transferred to the Treasury Management Reserve to cover the risk of capital losses and/or lower financial returns in future years.
3. To approve the Combined Authority budget for 2022/23 as detailed in Appendix 1.
4. To note the Combined Authority forecasted revenue outturn for 2021/22 as detailed in Appendix 2.
5. To approve the Mayoral Budget for 2022/23 together with the funding contribution from the Combined Authority, (Investment Fund), budget of £645k as set out in Appendix 4.
6. To note the Mayoral Fund 2021/22 forecasted revenue outturn as detailed in Appendix 5.
7. To note the Financial Reserves Policy as set out in Appendix 6.
8. To approve 'opting in' to the Public Sector Audit Appointment Framework for the

commissioning of external audit services for the period 2023/24 to 2027/28.

9. Forgo the transfer of £384k of the 2021/22 transport levy into a Transport Smoothing Reserve and approve investing one-off funding of £384k in further support to regional bus services to protect routes, particularly in rural areas and other communities not well served by public transport, during 2022/23, the details to be developed by the Head of Strategic Transport Integration in consultation with Transport Board members.

10. To approve the creation, and transfer, of £950k from the 2021/22 Transport Levy to a specific earmarked reserve to fund anticipated additional costs of maintaining continuity of bus services prior to the re-tender of major bus routes in August 2022.

10. CAPITAL STRATEGY REPORT 2022/23, INCLUDING TREASURY MANAGEMENT AND INVESTMENT STRATEGIES

The Combined Authority Committee considered a report which presented the Capital Strategy for the West of England Combined Authority including the:

- Capital budget for 2022/23, and indicative budget up to 2024/25
- Treasury Management Strategy for 2022/23
- Combined Authority Investment Strategy 2021 to 2026 (agenda item 10).

The Chair then moved the report recommendations.

This motion was seconded by Councillor Guy.

The voting arrangements for this item were as follows:

Recommendations 1, 3 & 4 - Unanimous vote of the constituent councils excluding the Metro Mayor, i.e. the Metro Mayor does not have a vote

Recommendation 2 - To note only – no voting or decision required

The Combined Authority Committee **RESOLVED**:

1. To approve the Capital Budget as detailed in Appendix 1.
2. To note the updated Combined Authority Investment Strategy detailed in Appendix 2.
3. To approve the Treasury Management Strategy for 2022/23 detailed in Appendix 3.
4. To agree the specific Highways and Transport Capital Grant allocations totalling £25M to the constituent councils for 2022/23 as set out in Figure 3.

11. INVESTMENT FUND PROGRAMME

The Combined Authority Committee considered a report which outlined the extension of the current programme to 2025/26 providing £450m of funding overall. (agenda item 11).

The Chair commented that this provided an opportunity for the Authority to refocus on delivery on current priorities.

The Chair then moved the report recommendations.

This motion was seconded by Councillor Guy.

An amendment to recommendation (1) was proposed by Cllr Guy and seconded by the Chair as follows:

“To allocate £2m for Strategic Masterplanning from the Investment Fund Headroom and delegate the approval of Feasibility and Development Funding Applications to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent councils.”

An additional recommendation was proposed by Metro Mayor Norris and seconded by Mayor Rees as follows:

“The committee recognise the need for new public transport across the region and will build on the previous work carried out on mass transit recognising that tunnels may well be needed in places where there are pinch points due to the historic nature of development including for example around Temple Meads and Gloucester Road.”

Mayor Rees commented that the modal shift to decarbonisation would need to be delivered at a region level and that the detail needed to be available with a planned programme of work, including time, dated and costed proposals to deliver the ambition a new public transport system. Decarbonisation of buildings and transport were key components of meeting the carbon neutral targets. He stated that there needed to be substance behind the phrase “in consultation with” in the recommendations.

The Chair stated that those proposals would be brought back to a future meeting.

Councillor Guy commented that it was important to deliver these transport priorities for the region and to move forward on transformational greener wellbeing proposals.

Councillor Savage commented that there were concerns about the Spatial Development Strategy and he asked whether dates could be agreed for discussion on that document. He welcomed the boost to eco-systems that would occur through agreement of Common Connections enhancing the accessibility of habitats from Lyde Green to Willsbridge in particular.

The following recommendation was not agreed by Committee, with the Chair voting in favour, Councillors Savage and Guy voting against and Mayor Rees abstaining:

“2. To return the £11.7m balance of the previous allocations for the Land Acquisition, Development Infrastructure and Housing and Regeneration Enabling Funds, Love Our High Streets and for Business and Skills to create further headroom”.

The voting arrangements for this item were as follows:

For all the recommendations: Majority vote of the constituent councils including the Metro Mayor

The Combined Authority Committee **RESOLVED**:

1. To allocate £2m for Strategic Masterplanning from the Investment Fund Headroom and delegate the approval of Feasibility and Development Funding Applications to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent councils;
2. To approve the Full Business Case for the Midsomer Norton High Street Market Square Project and award of £770k of additional funding;

3. To approve the Full Business Case for Common Connections and award of £999k subject to confirmation of the match funding;
4. To approve the Feasibility and Development Funding Application for the Bath River Line - Bristol Bath Railway Path Extension and award of £75k;
5. To delegate approval to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils to enter into funding agreements related to the delivery of the Temple Quarter Regeneration Programme, should there be urgency prior to the next Committee meeting;
6. The committee recognise the need for new public transport across the region and will build on the previous work carried out on mass transit recognising that tunnels may well be needed in places where there are pinch points due to the historic nature of development including for example around Temple Meads and Gloucester Road.

12. INVESTMENT FUND CHANGE REQUESTS

The Combined Authority Committee considered a report which set out the changes requested to the schemes in the current Investment Fund programme. (agenda item 12).

The Chair welcomed the chance to focus on delivery with a transparent process in public.

The Chair then moved the report recommendations.

This motion was seconded by Councillor Guy.

Mayor Rees commented that any commitment to building/changing the physical environment could be controversial so it was important that conversations continued at all levels.

Councillor Savage stated that he looked forward to an opportunity to discuss the Spatial Development Strategy.

Richard Bonner stated that from the business community point of view it was important that the funding continued and that proper consultation took place to ensure that the activities were aligned to the overall strategy.

The voting arrangements for this item were as follows:

For all the recommendations: Majority vote of the constituent councils including the Metro Mayor

The Combined Authority Committee **RESOLVED**:

1. To approve the Change Request for the Spatial Development Strategy and the award of a further £1m from the Investment Fund headroom.
2. To approve the change requests for schemes within the current programme as set out in Appendix 1.

13. REGIONAL RECOVERY AND ADAPTIONS FUND

The Combined Authority Committee considered a report which sought approval for additional funding to support the next phase of regional recovery and adaption in response to the continued economic impact of the Covid-19 pandemic (agenda item 13).

The Chair commented that this would help make the region more resilient in response to the pandemic and other non-Covid issues such as supply issues.

The Chair then moved the report recommendations.

This motion was seconded by Councillor Guy.

Mayor Rees commented that he hoped the phrase “in consultation with” stated in the recommendations would be meaningful. He stated that those hit hardest by the pandemic were the poorest so it was important that they could be reached with any support packages available.

The voting arrangements for this item were as follows: Majority vote of the constituent councils including the Metro Mayor.

The Combined Authority Committee **RESOLVED**:

To allocate £5m towards the creation of a Regional Recovery and Adaptions Fund and delegate the development of detailed assessment criteria and the approval of business cases to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

14. GREEN RECOVERY FUND

The Combined Authority Committee considered a report which provided an update on the Green Recovery Fund, including indicative allocations by priority theme, and outlines the process for developing and assessing proposals (agenda item 14).

The Chair welcomed the opportunity for the region to work together on this issue.

Cllr Savage welcomed the increase in the size of the fund through Committee and hoped that Councils and stakeholders could maximise the green recovery and to demonstrate meaningful impact to residents, businesses and communities.

Cllr Guy stated that this was the most pressing issue currently and that he hoped the Committee were mindful of cost of living rises.

Mayor Rees stated that he felt green recovery also needed to be inclusive recovery with those that were least likely to afford measures not falling through any cracks during any economic restructuring. He asked for discussions to take place around local supply chains. Sustainable system change was important.

The voting arrangements for this item were as follows: Majority vote of the constituent councils including the Metro Mayor.

The Combined Authority Committee **RESOLVED**:

* To agree the indicative initial allocations for the £50m Green Recovery Fund and the outlined approach for assessing proposals and awarding funding for priority projects that target the climate and ecological emergencies across the region.

Note: Following agreement for initial allocation of Green Recovery Fund funds, full businesses cases would be developed in collaboration with Unitary Authorities member unitary authorities and brought back to committee for agreement to release specific funding requests as applicable.

15. CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

The Combined Authority Committee considered a report which sought approval of the submission of the City Region Sustainable Transport Settlement to the Department for Transport on 31 January 2022 (agenda item 15).

The Chair moved the report recommendations.

This motion was seconded by Councillor Savage who welcomed the significant contributions to invest in local transport. The commitments made by the local councils had been significant in securing this funding and these would be discussed further by his Authority's Cabinet later in the month.

The voting arrangements for this item were as follows: Majority vote of the constituent councils including the Metro Mayor.

The Combined Authority Committee **RESOLVED**:

1. To agree the City Region Sustainable Transport Settlement (CRSTS) Strategic Outline Case submission to the Department for Transport as outlined in Appendix A.
2. To agree a further programme of work to the value of £4.80m (Appendix B) to establish an infrastructure pipeline in order to; secure funding as it becomes available, and to be ready for future CRSTS funding rounds.
3. To agree allocation of £640k revenue from the Investment Fund for those projects (Appendix C) that do not have revenue funding from elsewhere to undertake pre–Outline Business Case work before they become part of the CRSTS capital programme when a successful announcement is made.
4. To agree and support the principles behind delivering the CRSTS Local Contribution.
5. To agree and support the proposed principles behind the CRSTS governance and delivery.
6. To approve:
 - Cash flow of £5m Maintenance Funding to be repaid to the Investment Fund once CRSTS funding is secured in FY 22/23.
 - Delegate to CEOs the approval of SOBC for A37/A367 (Somerset Valley to Bath and Bristol Sustainable Transport Corridor) and commence Outline Business Case for A4 (Hicksgate to Bath) and for the allocation of up to £1.1m from the investment fund tail for bus infrastructure to progress both schemes to the next stages. Subject to Feasibility and Development Application Form by CEOs.
 - The CA will continue to work with the UAs to identify, and source, the required capacity to govern, manage and deliver the CRSTS programme. The CA Director of Investment and Corporate Services will work with the Section 151 Officers of the constituent councils to identify the cost of this capacity and develop relevant funding solutions.

16. ON BUS 'TAP ON, TAP OFF' PROJECT

The Combined Authority Committee considered a report which updated members on the development the On Bus Tap on Tap off project and seeks approval of the Full Business Case. (agenda item 16).

The Chair moved the report recommendations.

This motion was seconded by Mayor Rees.

The voting arrangements for this item were as follows: Majority vote of the constituent councils including the Metro Mayor.

The Combined Authority Committee **RESOLVED**:

To approve the Full Business case for the 'On bus tap on/tap off project' and related financial allocations subject to funding from North Somerset Council.

17. ENHANCED PARTNERSHIP PLAN AND SCHEME FOR BUSES

The Combined Authority Committee considered a report which sought provided an update on the development of a joint Enhanced Partnership Plan and schemes for buses. (agenda item 17).

The Chair moved the report recommendations.

This motion was seconded by Councillor Guy.

The voting arrangements for this item were as follows:

Recommendation 1 - To note only – no voting or decision required

Recommendation 2 - Majority vote of the constituent councils including the Metro Mayor.

The Combined Authority Committee **RESOLVED**:

1. To note the work that has been done so far with bus operators and local highway authorities on the development of an Enhanced Partnership Plan and Schemes.

2. To grant delegated authority to the Chief Executive of the West of England Combined Authority, in consultation with the Chief Executives of the constituent councils and North Somerset Council, to approve the making of a joint Enhanced Partnership Plan and Schemes for the West of England area (equivalent delegations are being sought at North Somerset Council to deliver a single EP for the region).

18. SUPPORTED BUS SERVICES PROCUREMENT

The Combined Authority Committee considered a report which set out the arrangements for carrying out the procurement of bus service contracts due to expire in August/September 2022 and for the Cribbs Patchway Metrobus Extension. (agenda item 18).

The Chair moved the report recommendations.

This motion was seconded by Councillor Savage who stated that this showed the importance of collaboration and sharing knowledge and expertise, especially amongst transport officers in the region, and hoped this collaboration be continued.

Councillor Guy commented that the scheme could be extended beyond the West of England area and into North Somerset working with neighbouring authorities and regions.

The voting arrangements for this item were as follows:

For all recommendations: Majority vote of the constituent councils including the Metro Mayor.

The Combined Authority Committee **RESOLVED**:

1. That a procurement process be initiated for new local bus service contracts to replace those expiring in August/September 2022, and that authority be delegated to the Head of Strategic Transport Integration, in consultation with relevant Members of the Transport Board, to award new local bus services contracts.
2. That permission for a procurement process be granted for a new local bus service operating on the Cribbs Patchway metrobus extension, if no commercial offer becomes available; and that authority be delegated to the Head of Strategic Transport Integration, in consultation with relevant Members of the Transport Board, to award new a service.
3. That permission for a procurement process be granted for any new local bus services which may be required as a result of the Bus Service Improvement Plan/Enhanced Partnership Plan and that authority be delegated to the Head of Strategic Transport Integration, in consultation with relevant Members of the Transport Board, to award any new local bus services.
4. That permission for a procurement process be granted for any bus service/s that the authority might need to support due to them no longer being commercially viable and that authority be delegated to the Head of Strategic Transport Integration, in consultation with relevant Members of the Transport Board, to award any new local bus services.

19. ADULT EDUCATION BUDGET – APPROACH FOR THE 2022/23 ACADEMIC YEAR

The Combined Authority Committee considered a report which sets out details of the proposed approach for the management and administration of the devolved Adult Education Budget for the 2022/23 academic year. It also includes details of the proposal from the Combined Authority to the Department for Education for National Skills Fund Bootcamp Wave 3 funding (agenda item 19).

The Chair then moved the report recommendations.

This motion was seconded by Mayor Rees.

Councillor Guy commented that the further skills were needed for the green recovery fund and this supported all communities in that venture.

The voting arrangements for this item were as follows:

Recommendations 1 & 3 - Majority vote of the constituent councils including the Metro Mayor

Recommendation 2 - To note only – no voting or decision required

The Combined Authority Committee **RESOLVED**:

1. To note and agree the proposed approach for the management and administration of devolved AEB for the 2022/23 academic year.
2. To note the submission of a proposal for National Skills Fund Skills Boot Camp Wave 3 funding.

3. To agree the following decisions are delegated to the WECA CEO in consultation with constituent council CEOs:
- a. Make decisions on the final approach for the 2022/23 academic year
 - b. Make decisions on final provider allocations once agreed provider curriculum delivery plans (CDP) are in place.
 - c. Make in-year exceptions funding decisions.
 - d. Make any in-year growth funding decisions.
 - e. Make decisions on provider re-allocations at all operational points including in-year and mid-year.
 - f. Make decisions relating to reconciliation and recovery after the end of the 2022/23 academic year.
 - g. Make decisions on the purpose and allocation of funds not distributed through the CDP process or funds used for the management and administration of devolved AEB.
 - h. Make any required decisions on the final approach for the National Skills Fund Skills Boot Camp Wave 3 funding.
 - i. Make funding decisions in relation to the National Skills Fund Skills Boot Camp Wave 3 funding.

20. REPORT OF THE INDEPENDENT REMUNERATION PANEL

The Combined Authority Committee considered the report of the Independent Remuneration Panel (agenda item 20).

The Chair commented that he would not be voting on the recommendation 1 as it was dealing with matters regarding his allowance.

Mayor Rees moved the recommendations stating that the recommendations were made by an independent panel. Cllr Guy seconded the recommendations.

Councillor Savage abstained from voting on the first recommendation. He stated that he was taking a similar position as when the issue was last discussed in 2020.

The voting arrangements for this item was as follows: Majority vote of the constituent councils including the Metro Mayor. The Metro Mayor did not vote on the recommendation 1.

The Combined Authority Committee **RESOLVED**:

To approve the recommendations of the Independent Remuneration Panel, which were as follows:

1. RECOMMENDATION: That the allowance for the WECA Mayor be increased to £72,000* with effect from May, 2021 (when the last election for Mayor took place), and that the allowance be increased in subsequent years, as described in para 13 above (i.e. incremental progression + pay awards)

2. RECOMMENDATION: That the present position regarding the Deputy Mayor be noted (i.e. that no allowance be paid) and the matter be re-considered once all options relating to this position have been explored and the Mayor's intentions known.

3. RECOMMENDATION: That an allowance for the Chair of the Overview and Scrutiny Committee be set at £5,625 with effect from May 2021.

4. RECOMMENDATION: That an allowance for the Chair of the Audit Committee be set at £5,625 with effect from May 2021.

5. RECOMMENDATION: That the allowance for the Independent Adviser to the WECA Audit Committee be set at £650 per annum, subject to the same application of annual pay adjustments as for all other allowances.

6. RECOMMENDATION: That the Panel's position stated at para 48 be noted and that the allowance for this position be upgraded to £268 per day.

21. Appointment of interim Monitoring Officer and interim Section 73 Officer

This item was taken as an urgent item following consultation with the Chair of the Authority's Overview & Scrutiny Committee.

The report sought the Committee's formal endorsement of the intended appointment of interim staff to fill the roles of Director of Legal Services (Statutory Monitoring Officer) and Director of Investment and Corporate Services (Statutory Section 73 Officer).

It was moved by the Chair and seconded by Cllr Guy.

The voting arrangements for this item was as follows: Majority vote of the constituent councils including the Metro Mayor.

The Combined Authority Committee **RESOLVED**:

1. The Committee endorses the appointment of Stephen Gerrard as Interim Director of Legal Services (Statutory Monitoring Officer and Statutory Data Protection Officer);
2. The Committee endorses the appointment of Richard Ennis as Interim Director of Investment and Corporate Services (Statutory Section 73 Officer).

The Chair then closed the meeting at 2.46 p.m.

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ITEM XX

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

DATE: 08 APRIL 2022

**REPORT TITLE: WEST OF ENGLAND COMBINED AUTHORITY &
MAYORAL BUDGET OUTTURN APRIL – FEB 2022**

**DIRECTOR: RICHARD ENNIS, INTERIM DIRECTOR OF
INVESTMENT AND CORPORATE SERVICES**

**AUTHOR: RICHARD ENNIS, INTERIM DIRECTOR OF
INVESTMENT AND CORPORATE SERVICES**

Purpose of Report

- 1 This report presents the revenue budget financial outturn information for the West of England Combined Authority and the Mayoral budget for the financial year 2021/22 based on data for the period April to February 2022.

Impact of Covid-19 pandemic

- 2 The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on, or are addressed through, this report are as follows:
 - (a) The achievability of business rates growth targets will be kept under regular review as we move out of the pandemic. This has a direct impact on a proportion of the Combined Authority's core operating revenue budget;
 - (b) Concessionary fare payments to bus operators have been made in line with budgeted profile to maintain continuity of service, along with contract payments for supported bus services and payments to community transport providers.
 - (c) Payments to Adult Education providers have also been made in line with budgeted profile to maintain stability of the provider base.

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

Recommendations

The West of England Combined Authority Committee:

- (a) Notes the Mayoral Fund forecasted revenue outturn as detailed in Appendix 1;
- (b) Notes the Combined Authority forecasted revenue outturn as detailed in Appendix 2;
- (c) Requests officers to undertake a risk-based assessment of reserves requirements as part of closing down the accounts for 2021/22;
- (d) Produce a paper for the next committee that reviews and forecasts the business rates position for 2022/23.

3. Mayoral Fund Revenue Budgets

- 3.1 **Appendix 1** details the Mayoral Fund's forecast outturn revenue position for the 2021/22 financial year based on actual information to the end of February 2022, which, overall, is £2.6m lower than the original budget due to reduced DfT Highways Capital Maintenance funding (which is passported to the constituent authorities) and election costs.
- 3.2 Since 2017/18 the funding source for Highways Capital Maintenance Grants has been the West of England Combined Authority's 100% Business Rates Retention pilot. This amount has been consistent at £17.5m for the last four financial years. The Combined Authority approved its 2021/22 budget on 29th January 2021 having received confirmation that the region's Business Rates Retention pilot would roll forward, (on a like for like basis), for one final year.
- 3.3 However, in early March 2021 the Department of Transport, (DfT), notified the Combined Authority that the region's Capital Highways maintenance funding would be reduced by 20% to £14.06m which was enacted through a negative adjustment of £3.5m to our Business Rates tariff charge for 2021/22. This reduction is in line with similar allocations across the country. The Mayoral budget for 2021/22 has therefore been amended to reflect this reduction in funding.
- 3.4 £7m in relation to Pothole Funding was received from DfT in the first quarter of 2021/22 and passported directly to the West of England (WoE) UAs on receipt.

4. West of England Combined Authority Revenue Budgets

- 4.1 **Appendix 2** details the Combined Authority's estimated revenue outturn position for the 2021/22 financial year based on actual information to the end of February 2022, which, overall, is projecting an end of year surplus of **£268k**. The main points to note are:

Transport Levy and Operations

- 4.2 The Transport Levy for 2021/22 was approved by the West of England Combined Authority Committee on 29 January 2021 at £21.455m. This revenue levy, funded by

the Unitary Authorities, reflects a 'like for like' service based on known and estimated demand for the financial year. An uplift of 2% was added to the budget to reflect projected increases in service costs and demand.

- 4.3 Since the January committee, the total levy has reduced slightly by £280k to £21.175m which reflects £252k reduced concessionary fares and £28k reduced supported bus services capacity in relation to North Somerset Council's contribution to the regional operational transport budget (accounted for through an annual recharge).

Figure 1: Transport Levy for 2021/22

Authority	Original 2021/22 Levy £000s	Post Jan21 committee adj. £000s	Revised 2021/22 Levy £000s
B&NES	5,194	0	5,194
BCC	10,261	0	10,261
SGC	4,014	0	4,014
Total Levy	19,469	0	19,469
NSC	1,986	-280	1,706
Total	21,455	-64	21,175

Transport operations continue to be significantly impacted through reduced patronage and amended provider routes as a result of the Covid pandemic. Government grants for supporting bus operations have been received within year although such grants are uncertain in terms of their future value and duration. At this point in time, a net £1.4m underspend, (difference between Levy income, grants received and spend), is expected in 21/22 in the areas of Concessionary Fares and Community Transport.

- 4.5 The Committee in January 2022 approved transferring the underspend in 21/22 to earmarked reserves to invest in further support to regional bus services to protect routes, particularly in rural areas and other communities not well served by public transport, during 2022/23.
- 4.6 With continued uncertainty surrounding future bus patronage and costs associated with re-tendering existing bus routes unknown, it is important that a reasonable reserve is maintained to manage any peaks and troughs throughout 2021/22. The contracts end in May 2022. The tender specification will reflect forecast future demand. Forecasted underspending and potential demands against the transport reserve will be regularly reviewed throughout the year with the Constituent Authority Section 151 Officers kept fully appraised.

Variations on Project Spend

- 4.7 Since the budget was set, various Investment Fund revenue schemes have been reviewed and rephased over financial years with a revised three-year revenue forecast for all investment fund projects detailed in **Appendix 3**.
- 4.8 In year spend on Government funded projects is forecasted to be **£2.7m** higher than originally budgeted with the main variations being various new approved projects which have been added since the budget was approved in January 2021 and increase in AEB as detailed in **Appendix 4**.

- 4.9 £4.1m revenue has been awarded to the Combined Authority by DfT to prepare for the significant five-year City Region Sustainable Transport Settlement. The profile of spend for this funding is still being worked through and will be added to the revenue budget once concluded.

Adult Education Budget

- 4.10 Final figures for the Adult Education Budget for the West of England Combined Authority were announced subsequent to setting the 2021/22 revenue budget with an extra £1.4m for the financial year which has been targeted, and fully deployed, against priority areas of adult education provision. This will fund 15,000 to 25,000 learners to address gaps in education and training to provide skills in order to progress into employment and positive progression.

Interest on Balances

- 4.11 An income budget of £1.03m was set in relation to the interest that the Combined Authority earns from investing cash balances held. Whereas interest rates have dropped to record low levels over recent months, through a number of 'forward deal' investments and longer-term placements in property and equity funds, we continue to significantly out-perform this income target. The forecast position for 2021/22 is a treasury surplus of **£0.5m**.
- 4.12 At the January 2022 West of England Combined Authority Committee, approval was obtained that 50% of surplus investment income achieved in 2021/22 be transferred to the Treasury Management Reserve to cover the risk of capital losses and/or lower financial returns in future years.

Drawdown from Reserves

- 4.13 Drawdowns from earmarked reserves of **£1,567k** are included in the forecast income for 2021/22 as detailed in *Figure 2*.

Figure 2: Drawdown from Earmarked Reserves

Transfer from Reserves	£000s
Earmarked Reserves as at - 1 April 2021	15,641
Central overhead apportionment 20/21	80
Accommodation Project	35
ICT	200
Website Design and Delivery	98
Mayoral Capacity Funding 18/19 & 19/20	305
Brexit Funding	94
M(Mayoral)10 contributions	108

Housing Capacity Funding	647
Forecast Earmarked Reserves as at - 31 March 2022	14,074

- 4.14 The Combined Authority General Reserve, as at 31 March 2022, is expected to be £2.363m which is 4.2% of the 2021/22 revenue budget. The future revenue position remains volatile whilst core operating costs are funded through temporary sources such as Mayoral Capacity Fund and Business Rates Retention pilot share.
- 4.15 Although there is no explicit guidance on the appropriate level of unearmarked financial reserves that an authority should retain, general practice suggests that these should be in the region of 5% of the annual net revenue budget. The Combined Authority's revenue budget for 2021/22, as approved by Committee on 29 January 2021, is £56.7m against which 5% would represent **£2.8m**. As such, our current reserve holding is respectively low and we will continue to review opportunities for further contributions in line with the Reserves Policy which was approved by Committee on 28 January 2022.
- 4.16 Business Rate Growth has slowed down in the region, even prior to the Covid situation, which will have a negative impact on future income projections. The Combined Authority's share of the business rates retention pilot is 5%, budgeted at £1.2m for 2021/22 which is unlikely to be achieved. Although the committee approved a drawdown of £400k against the Business Rates Retention Reserve in January 2021, the cumulative impact of actual rates received in the region along with government tariffs indicate that we could incur a shortfall of circa £686k by the end of the current financial year. The Combined Authority's business rates retention share is dependent on the actual returns of the individual constituent authorities which have been further complicated over the last 18 months due to various Covid related government grants received as compensation for business rate income losses.

Specific Grants and Reserves

- 4.17 The West of England Combined Authority continues to attract a variety of specific grants and funding through several different sources. The revenue budget for 2021/22 and Medium-Term Financial Forecast, as approved in January 2021, set out all revenue budgets and anticipated spend up to the period to March 2023.

Summary Revenue Budget position for West of England CA

- 4.18 The overall forecast position for the Combined Authority revenue budget for 2021/22 is a **£268k** surplus at year end which is mainly due to higher income received from investing cash balances. However, this forecast does rely on a drawdown of £400k against the business rates reserve to partially address specific income shortfalls in this area.

Consultation

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

Other Options Considered

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

Risk Management/Assessment

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

Public Sector Equality Duties

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

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

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

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

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

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

Climate Change Implications

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

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

Will the proposal impact positively or negatively on:

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

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

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

Finance Implications, including economic impact assessment where appropriate:

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

Advice given by: Richard Ennis, Interim Director of Investment & Corporate Services

Legal Implications:

- 11 This report monitors how the Combined Authority and the Mayoral Fund are performing against the financial targets set in January 2021 through the Budget setting process in accordance with the West of England Combined Authority Order 2017 and the Combined Authorities Financial Order 2017.

Advice given by: Stephen Gerrard, Interim Strategic Director - Legal Services

Human Resources Implications:

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

Advice given by: Alex Holly, Head of Human Resources

Appendices & Background papers:

Appendix 1: Mayoral Fund Revenue Outturn

Appendix 2: West of England Combined Authority Revenue Outturn

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

Appendix 4: Variations in spend on Government Funded Projects.

West of England Combined Authority Contact:

Report Author	Contact details
Richard Ennis	Richard.Ennis@westofengland-ca.gov.uk

APPENDIX 1

(West of England) Combined Authority Mayoral Outturn 2021/22

	Budget 2021/22 £'000s	Outturn 2021/22 £'000s	Variance £'000s
Staff	211	155	(56)
Premises	13	12	(1)
Support Services	10	10	0
Supplies & Services	15	15	0
	249	192	(57)
Election Costs including contribution to election reserve	396	1,089	693
Drawdown from Election Reserve	0	252	252
Mayoral Revenue Expenditure	645	1,533	888
<u>Contribution to Highway Grants</u>			
Integrated Highway	5,183	5,224	41
Highway Maintenance Grants	10,254	7,071	(3,183)
Highway Incentive Grants	2,135	1,768	(367)
	17,572	14,063	(3,509)
Total Expenditure	18,217	15,596	(2,621)
<u>Income</u>			
Business Rates Retention Pilot	17,572	14,063	(3,509)
Funding Contribution from CA	645	645	0
Reserves	0	888	888
Total Income	18,217	15,596	(2,621)

APPENDIX 2

(West of England) Combined Authority Revenue Outturn 2021/22

	Budget 21/22 £000s	Outturn 21/22 £000s	Variance £000s
<u>Expenditure</u>			
Staff	8,098	8,346	248
Supplies and Services	6,830	10,676	3,846
Third Party Payments	43,824	55,022	11,198
Overhead	-464	-692	-228
Recharge Income	-1,727	-1,074	653
Reserve	151	646	495
Total Expenditure	56,712	72,924	16,212
<u>Income</u>			
Levy Transport Function	21,455	21,176	-279
Business Rate Retention	1,200	514	-686
Government Grants	18,720	21,389	2,669
Investment Fund	14,307	28,583	14,276
Interest on Balances	1,030	1,530	500
	56,712	73,192	16,480
Surplus	0	268	268

APPENDIX 3

3-year Revenue Forecast for Investment Funded Projects

	2021/22	2022/23	2023/24	Total
	£000s	£000s	£000s	£000s
Investment Fund managed by WECA				
BTQ JDT	168	0	0	168
Transport Integration – strategic capacity	273	273	0	546
Mass Transit	1186	409	0	1595
Integrated Smart Ticketing	94	129	0	223
Strategic Park & Ride Outline Business Case	150	0	0	150
Bus Strategy	1026	1966	0	2992
Future Transport Zone	63	2138	1454	3655
Strategic Rail Investment	63	117	0	180
Local Walking and Cycling	36	42	0	78
Step Free Stations	197	50	0	247
10 Year Rail Delivery Plan	10	340	80	430
Bus Service Improvement Plan	537	0	0	537
Bristol to Bath Strategic Corridor	320	0	0	320
SDS/LTP Shared Evidence Base	1796	1387	803	3987
Strategic Master-Planning development	75	75	0	150
Strategic Master-planning North Fringe	90	0	0	90
Strategic Master-planning South West Fringe	219	196	0	415
Strategic Green Infrastructure	171	129	0	300
High Street Catalyst	524	278	0	802
Future Bright extension of project	1220	1200	1100	3520
Workforce for the Future (WFTF)	1102	1546	955	3603
WFTF European Match funding	1102	1546	955	3603
LIS Productivity Challenge	1297	1280	282	2859
Cultural Strategy	21	0	0	21
Research & Innovation Challenge Fund	92	69	23	184
Small Business Resilience Grant Programme	16	0	0	16
West of England Talent Retention Platform	95	100	5	200
Post-16 Education & Skills Delivery Inf. Analysis	50	0	0	50
Innovation for Renewal and Opportunity	612	2903	2576	6091
Digital Skills Investment Programme CQ	773	1227	0	2000
Culture and Creative Economic Fund CR	1367	633	0	2000
Community Recovery Fund	297	1203	0	1500
Energy Strategy & Climate Change	201	0	0	201
5G Logistics	137	21	0	158
WoE Visitor Economy Recovery	181	73	0	254

All Age Advice Centre Pilot	44	185	107	336
Financing	644	644	644	1932

Sub Total:	16,249	20,159	8,984	45,393
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	2021/22	2022/23	2023/24	Total
	<u>£000s</u>	<u>£000s</u>	<u>£000s</u>	<u>£000s</u>
Investment Fund managed through UAs				
South Glos by-pass feasibility	73	0	0	73
Yate Urban Living Master-Planning	225	0	0	225
B&NES High Streets - Pilot	30	0	0	30
SGC High Streets - Kingswood	64	0	0	64
BCC High Streets - Bedminster	179	0	0	179
Freezing Hill Lane: A420 to Bath	25	0	0	25
Temple Meads Masterplan	1193	0	0	1193
Realising Talent [NEET]	197	118	0	315
South Bristol Enterprise Support and Workspace	154	195	0	349
Working Well Institute	500	0	0	500
Manvers Street Regeneration	250	0	0	250
North Keynsham Master-planning	123	0	0	123
East Fringe Master Plan	300	50	0	350
Sevenside Master Plan	200	100	0	300
Parkway Station Master Plan	250	0	0	250
Frome Gateway & City Centre	235	565	0	800
Western Harbour	155	0	0	155
Charfield Station	1658	1599	0	3257
WE Work for Everyone	491	381	17	888
WE Work for Everyone European Match	491	381	17	888
Reboot West	121	330	233	684
North Fringe Public Infrastructure Package	300	0	0	300
Milsom Quarter Masterplan	434	0	0	434
The Coach House BAME Enterprise & Social Enterprise Hub	40	57	0	97
SEND Careers Info. and Guidance Collaboration Pilot	20	0	0	20
Bristol City Centre & High Streets	865	1837	23	2725
Thornbury High Street Public Realm	200	0	0	200
Bath City Centre High Streets Renewal Project	83	48	48	179
Bottle Yard Studios - Hawkfield Business Park	75	25	25	125
Temple Quarter Regeneration Programme	470	1756	0	2226
Common Connections	0	120	103	223
Investment Fund managed through third parties				
South West Institute of Future Technologies	162	0	0	162
Centre for Digital Engineering Tech & Innovation	2771	856	0	3627
Sub Total:	12,334	8,418	466	21,217

TOTAL	28,583	28,577	9,450	66,610
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IF	26,990	26,650	8,478	62,118
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Match Funding	1,593	1,927	972	4,491
	28,583	28,577	9,450	66,610

APPENDIX 4

Government Grants

Project	Original budget	Forecast	Variation
Accommodation Project	0	23	23
Active Travel Revenue Fund	0	660	660
Adult Education Budget	15,215	17,242	2,027
Brexit Funding	49	39	-10
Bus Services Improvements	0	100	100
Business Innovation Challenge Fund - ERDF	375	150	-225
Cultural Strategy	0	47	47
E-Cycle Extension	0	248	248
Emergency Active Travel	368	368	0
Housing Capacity Fund	1,043	647	-396
M9	142	52	-90
Manifesto Implementation	0	47	47
Mayoral Capacity Fund 2018/19 Balance	349	0	-349
Mayoral Capacity Funding	1,000	1,000	0
SME Grant and Talent Retention	0	150	150
WECA Grant Management & Assurance Team	0	11	11
Western Gateway Sub-National Transport Body	180	605	425
	18,720	21,389	2,669

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WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

08 April 2022

REPORT SUMMARY SHEET

WEST OF ENGLAND COMBINED AUTHORITY AND MAYORAL BUDGET OUTTURN REPORT

Purpose

To present the revenue budget forecasted outturn information for the West of England Combined Authority and the Mayoral budget for the financial year 2021/22 based on data for the period April 2021 to February 2022.

Summary

This report includes the following key information:

- Appendix 1 sets out the Mayoral Fund's forecast revenue out-turn position for the 2021/22 financial year, which, overall, is balanced a budget at year end.
- Appendix 2 sets out the Combined Authority's forecast revenue outturn position for the 2021/22 financial year which, overall, is projecting an end of year surplus of £268k. Main variations relate to surplus income from investments offset by a significant shortfall against the Combined Authority's budgeted income for the West of England 100% Business Rates Retention pilot;
- Appendix 3 sets out the revised 3-year forecasted revenue spend on Investment Fund projects and Appendix 4 details the increase in approved Government funded projects for 2021/22 compared to the budget that was set in January 2021.

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 achievability of business rates growth targets will be kept under regular review as we move out of the pandemic. This has a direct impact on a proportion of WECA's core operating revenue budget.
- Concessionary fare payments to bus operators have been made in line with budgeted profile to maintain continuity of service, along with contract payments for supported bus services and payments to community transport providers.
- Payments to Adult Education providers have also been made in line with budgeted profile to maintain stability of the provider base.
- Activity, and corresponding budgets, will be kept under regular review over the coming months with government advice and guidance taken into consideration.

Recommendations

Members of the Combined Authority Committee are asked to:

- (a) Note the Mayoral Fund forecasted revenue outturn as detailed in Appendix 1.
- (b) Note the Combined Authority forecasted revenue outturn as detailed in Appendix 2.
- (c) Requests officers to undertake a risk-based assessment of reserves requirements as part of closing down the accounts for 2021/22;
- (d) Produce a paper for the next committee that reviews and forecasts the business rates position for 2022/23.

Contact officer: Richard Ennis

Position: Interim Director of Investment & Corporate Services

Email: Richard.Ennis@westofengland-ca.gov.uk

ITEM x

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY

DATE: 8 April 2022

REPORT TITLE: INVESTMENT FUND PROGRAMME

**AUTHOR: RICHARD ENNIS, DIRECTOR OF INVESTMENT
AND CORPORATE SERVICES**

Purpose of Report

1. To update on the overall programme and headroom.

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:

- £16m of funding through the Investment Fund has already been awarded to drive Covid-19 economic recovery and the addition of a further £5m of funding is proposed.
- More generally supporting clean and inclusive economic growth is a key driver for the Investment Fund and all the projects within the programme will make a positive contribution to assisting the economic recovery.
- The Combined Authority will continue to review the deliverability, and priority, of its investment programme in response to Covid-19. Further updates will be provided through each committee cycle.

Recommendations:

The Committee is asked to:

1. **To return the £4.1m balance of the previous allocations for the Land Acquisition and Development Infrastructure Funds and Love Our High Streets to create further headroom.**
2. **To approve the Full Business Case for the Bath Local Centres High Street Improvement scheme and the award of £295k subject to confirmation of the match funding.**

3. To approve the Full Business Case for Bath River Line Phase 1 and the award of £1.048m subject to securing necessary planning consent and the value for money assessment for both phases presenting high value for money
4. To allocate £79k to the Mini-Holland Pilot Scheme and delegate the approval of a Feasibility and Development Funding Application to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.
5. To approve a further allocation of £10m for the development of an Outline Business Case for new public transport from the Investment Fund headroom.
6. To approve the Feasibility and Development Funding Application for the B&NES Strategic Masterplanning and award of £1.345m.
7. To approve the South Gloucestershire Council Feasibility and Development Funding Application for the Evidence to support Transition from Spatial Development Strategy to Local Plan Making programme and the award of £900k.
8. To allocate a further £750k for Strategic Masterplanning subject to this being drawn down at the next Committee and delivery being completed by 2023/24.
9. To approve the Feasibility and Development Funding Application for the Bristol Avon Flood Strategy – Active Travel & Green Infrastructure Greenway and the award of £482k.

Background

2. As reported to the Committee in January, in order to re-establish a five year programme, the time horizon for the Investment Fund programme has been extended by a further three years to March 2026. The total funding over the period to March 2026 amounts to £450m including overprogramming of some £40m (10% of funds unspent). The £450m of Combined Authority funding available up to March 2026 is made up of:
 - £30m of Investment Fund per annum x 10 years (16/17 to 25/26) £300m
 - Transforming Cities Funding (to be spent by March 2023) £103m
 - One year succession to Local Growth Funding for 21/22 £7.4m
 - Structured over-programming of delivery against spend £39.6m

Investment Fund Headroom

3. With the approvals made at the Combined Authority Committee meeting in January the headroom within the £450m Investment Fund programme to 25/26 stands at **£55.2m**. A summary of all the approved and allocated funding across

the Investment Fund and Transforming Cities Fund (TCF) is shown in Appendix 1 and is summarised in Figure 1, which includes the approvals proposed to this Committee. The changes through the approvals included in this report or elsewhere on the agenda are summarised in Figure 2.

Figure 1: Summary of Investment Programme to 2026 by Priority Theme

	Funding Awards and Allocations £000s	
	Jan 2022	Apr 2022
<i>Transport Infrastructure</i>		
Approved Awards and Allocations	116,341	119,968
Associated 'tail' required to deliver all projects up to March 2026	38,644	44,816
Total Investment in Transport Infrastructure	154,985	164,784
<i>Housing, High Streets and Green Infrastructure</i>		
Approved Awards and Allocations	79,655	77,627
Associated 'tail' required to deliver all projects up to March 2026	995	869
Total Investment in Housing Infrastructure	80,650	78,495
<i>Business and Skills</i>		
Approved Awards and Allocations	121,411	122,763
Associated 'tail' required to deliver all projects up to March 2026	18,949	18,628
Total Investment in Business and Skills Infrastructure	140,360	141,391
<i>Leverage Match Fund / Other</i>		
Funding put aside to respond to external funding opportunities	9,061	9,061
Approved CA set up, operating costs and elections up to 2026	9,768	9,768
Headroom	55,177	46,501
Total Investment Programme up to March 2026	450,000	450,000

Figure 2: Summary of Funding Approvals at this Committee

Para	Project/Programme	Amount	Change to Headroom	Headroom Balance
Position including decisions at the January Committee				£55.2m
4	Sub Funds	£4.1	+£4.1	£59.3m
5	Business Cases Utilising Existing Allocations or 'Tails'	£10.4m	-	£59.3m
7	Regional Recovery and Adaptions Fund	£5m	-	£59.3m
8	New Public Transport System	£10m	-£10m	£49.3m
10	Strategic Masterplanning	£995k	-£995k	£48.3m
15	Bristol Avon Flood Strategy	£482k	-£482k	£47.8m
17	South Bristol Light Industrial Workspace	£1.554m	-£1.554m	£46.2m
17	Cribbs Patchway New Neighbourhood Cycle Links	£300k	+£300k	£46.5m

Sub-Funds

4. As set out in the report to the January Committee, with the extended opportunity to present business cases or applications which are already in train, it is now planned to remove the balance of the allocations previously approved for a number of sub-funds, namely the Love Our High Streets programme, Land Acquisition, Development Infrastructure, and Housing and Regeneration Enabling Funds. It is proposed the balance of the Business and Skills allocation is used to fund items 3) – 5) below. The balance of £11.7m reported in January would be reduced by the following:
- 1) Bath Local Centres High Street Improvement Scheme £295k (see paragraph 6)
 - 2) B&NES Housing and Regeneration Enabling Fund application £750k - approved through delegation in March (see paragraph 18) and fully expends this fund.
 - 3) It is proposed the £5m business and skills allocation is rolled into the Regional Recovery and Adaptions Fund
 - 4) Careers Hub 22/23-24/25 £810k (see paragraph 6)
 - 5) The Courts £758k (see paragraph 6)

Therefore, the removal of the remaining balances for the sub-funds would return £4.1m to the headroom, bringing this to **£59.3m**.

Recommendation to return the £4.1m balance of the previous allocations for the Land Acquisition and Development Infrastructure Funds and Love Our High Streets to create further headroom.

Business Case and Applications Seeking to Draw on Existing Allocations

5. A number of business case and applications have been submitted seeking approval at this Committee. In line with the Delivery Assurance report on this agenda, these schemes will fall within the new provisions. In particular, to help counter delay which has been widespread across the programme, there will be a requirement for a Committee decision on whether to continue, pause and review, or cease funding for schemes which are delayed by an aggregate total of 12 months from the milestones agreed at approval. These milestones will include those for project completion which are set out in the project descriptions for schemes seeking approval below. It is also planned to strengthen the approach to reporting and the escalation of delays and cost changes to ensure effective utilisation of funding, and to incentivise timely delivery. The new funding approvals set out in this report will follow the delivery assurance 'use it or lose it' principles as set out in the Delivery Assurance Report on this agenda, subject to the approval of that report.

6. The following projects have presented business cases or development funding applications seeking to draw on a total of some £10.4m from existing allocations and delivery 'tails':
 - **Community Pollinator Fund £1.458m** – a [Full Business Case](#) from the Combined Authority for a three year grant funding programme to support community-led ecology projects that enhance biodiversity and pollinator habitats across the region. The project is expected to complete in March 2025. These funds could be accommodated with the Green Recovery Fund (see Green Recovery Fund report on this agenda). The Assessment Summary Table is shown in Appendix 2.

 - **Retrofit Accelerator £3m** – an [Outline Business Case](#) from the Combined Authority to create a single point of contact and support network for homeowners across the region who want to retrofit their property. The project is expected to complete in October 2025. The funds link to an existing allocation within the Green Recovery Fund (see Green Recovery Fund report on this agenda). The Assessment Summary Table is shown in Appendix 3.

 - **West of England Electric Vehicles (EV) Charging Strategy** – a [Feasibility and Development Funding Application](#) from the Combined Authority for £100k in 22/23 to develop business cases for infrastructure to support electric vehicles around the themes of low cost on-street residential charging, residential charging hubs, destination chargers in public car parks and EV Car Clubs (see Green Recovery Fund report on this agenda). The business cases will be produced by February 2023.

- **Careers Hub 22/23-24/25 £810k** – a Full Business Case from the Combined Authority for the continuation of the Careers Hub for a further three academic years running to August 2025. It is expected that match funding would be provided by the Careers Enterprise Company, but should this not be forthcoming further funding would need to be sought and/or activities scaled back (see separate report on this agenda). This project could draw on the Business and Skills allocation. The Assessment Summary Table is shown in Appendix 4 and the Full Business Case is published on the Combined Authority [website](#).
- **The Courts £758k** – a Full Business Case submitted by the Creative Youth Network to redevelop Bristol's old Victorian Magistrates Courts (The Courts) into a creative industries hub, opening employment pathways into the creative sector for young people, while also providing workspace for creative industry businesses (see separate report on this agenda). Project delivery is expected to complete by July 2023. This project could draw on the Business and Skills allocation. The Assessment Summary Table is shown in Appendix 5 and the Full Business Case is published on the Combined Authority [website](#).
- **Bath Local Centres High Street Improvement Scheme £295k** – a Full Business Case produced by Bath & North East Somerset Council for a package of interventions that improve the street environment and promote increased animation of public spaces across four district or local centres in Bath - Twerton High Street, Moorland Road, Weston High Street and Mount Road. These funds could be drawn from the Love Our High Streets allocation. The project is match funded by £180k from the Council and Bath Spa University, and a balance of some £14k from the High Streets Pilots, and delivery is expected to complete in June 2024. The Assessment Summary Table is shown in Appendix 6 and the Full Business Case is published on the Combined Authority [website](#).

Recommendation to approve the Full Business Case for the Bath Local Centres High Street Improvement Scheme and the award of £295k subject to confirmation of the match funding

- **Metrobus Consolidation £1.828m** – a Full Business Case for a package of interventions to provide facility and network improvements along the three existing Metrobus routes to improve the journeys for users and encourage increased bus patronage. The scheme is planned to complete in April 2023. These funds could be drawn from the 'tail' for bus infrastructure (see CRSTS Delivery report on this agenda). The Assessment Summary Table is shown in Appendix 7 and the Full Business Case is published on the Combined Authority [website](#).
- **A4 Portway Park & Ride Expansion £942k** – a Full Business Case for the expansion of the existing Park & Ride facility to serve future increased demand for bus and rail based journeys. The scheme is expected to complete in January 2023. These funds could be drawn from the 'tail' for bus infrastructure (see CRSTS Delivery report on this agenda). The Assessment Summary Table is shown in Appendix 8 and the Full Business Case is published on the Combined Authority [website](#).

- **A38 South Bristol Sustainable Transport Corridor £100k** – this project aims to improve the metrobus provision between Bristol and Hengrove to the Bristol and North Somerset boundary. An allocation of £100k is requested to commence the Outline Business Case for the corridor and the Full Business Case for the Bedminster Green section, with a requested delegation for the approval of a Feasibility and Development Funding application to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils. These funds could be drawn from the ‘tail’ for bus infrastructure (see CRSTS Delivery report on this agenda).
- **Mini-Holland Pilot Scheme £79k** - At the start of August 2021, the Combined Authority submitted an Expression of Interest from each of the Councils for the Department for Transport’s Mini-Holland pilot scheme. We were informed in March that we would be receiving £78,947 for a feasibility study for either the Bristol or the South Gloucestershire interest areas – East Bristol and Yate respectively.

The DfT will use the outputs from the feasibility study to identify the 12 pilot areas nationally that would receive delivery funding, expected to be in the region of £10m. It is proposed to match the £78,947 from the DfT with funding from the Investment Fund through a Feasibility and Development Funding Application to enable both areas to complete feasibility studies to the DfT guidance. The funds could be accommodated within the transport ‘tail’.

This approach would allow the Combined Authority to make an informed decision based on the outcome of the feasibility studies as to which scheme is likely to have the greatest chance of success of funding in the Mini-Holland pilot programme. The scheme that is not then submitted can still utilise the outputs from the feasibility study, as both areas identified have funding allocated through the Liveable Neighbourhood programmes in CRSTS.

Recommendation to allocate £79k to the Mini-Holland Pilot Scheme and delegate the approval of a Feasibility and Development Funding Application to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils

- **Bath River Line Phase 1 £1.048m** – a Full Business Case submitted by Bath & North East Somerset Council for a number of interventions in the west of Bath, between Newbridge and Bath Quays including improved paths, lighting, wayfinding and planting. The works on site are expected to complete in February 2023. These funds could be accommodated within the ‘tail’ for Bath River Line. Match funding of £563k is to be provided by the Council. The Assessment Summary Table is shown in Appendix 9 and the Full Business Case is published on the Combined Authority [website](#).

Recommendation to approve the Full Business Case for Bath River Line Phase 1 and the award of £1.048m subject to securing necessary planning consent

and the value for money assessment for both phases presenting high value for money.

Increased Allocations

Regional Recovery and Adaptions Fund

7. As set out elsewhere on this agenda, it is proposed to increase the Regional Recovery and Adaptions Fund by a further £5m which can be accommodated by reallocation from the current Business and Skills allocation, as set out in paragraph 4.

New Public Transport

8. Investing in public transport is a top priority for the West of England to tackle the climate emergency and to support our economy. We have funded the production of a Strategic Outline Business Case (SOBC) which will look to demonstrate that there is a practical, viable and affordable proposition for Government to invest in. We are also committed to taking this forward to the Outline Business Case and Full Business Case stage and propose to allocate a further sum at this stage to demonstrate that long term commitment.
9. In making an allocation it should be recognised that there remain levels of uncertainty around the costs of the project in particular, the scope of the project and the significant cost implications of different solutions still in play, the timing of the project and the practicality of moving forward with a number of major projects in parallel and our ability to attract development funding from the Department for Transport (DfT) and other sources once the SOBC is agreed. Given these uncertainties the following approach is therefore proposed.
 - Develop the SOBC using the existing £7m allocation to the project.
 - Immediately commit a further £10m from the headroom to develop the Outline Business Case (OBC) over the next 18 months.
 - Make a firm commitment by the Combined Authority to developing both the OBC and Full Business Case (FBC) – recognising that the overall development costs over time could run to very large sums depending on the scope.
 - Review the allocation in the Autumn in the light of the SOBC and negotiations with DfT to reflect more up to date info scope, timing and external funding.

Recommendation to approve a further allocation of £10m for the development of an Outline Business Case for new public transport from the Investment Fund headroom.

Strategic Masterplanning

10. Building on a number of previous awards for masterplanning across the area, at the Committee meeting in January a further £2m was allocated to support specific strategic masterplanning projects. The following applications have been received seeking to draw on this allocation:

- **B&NES Strategic Masterplanning** – a [Feasibility and Development Funding Application](#) has been submitted by Bath & North East Somerset Council seeking to draw on £1.345m of this funding together with £535k of match funding from the Council. The work will be undertaken in 22/23 and will involve improving the technical knowledge of the Broad Locations for Growth, and to support Strategic Place Assessments to help inform the local plan. This will culminate in the production of Strategic Planning Frameworks for specific locations which will help to deliver better planning outcomes.

Recommendation to approve the Feasibility and Development Funding Application for the B&NES Strategic Masterplanning and the award of £1.345m

- **Evidence to support Transition from Spatial Development Strategy to Local Plan Making** – a [Feasibility and Development Funding Application](#) has been submitted by South Gloucestershire Council seeking to draw on £900k of this funding. The work to be undertaken would have two strands a Local Area Transport Study to fully understand the impacts on the local transport network and the preparation of Concept Planning Frameworks necessary to get from SDS Broads Locations for Growth to South Gloucestershire local plan allocations. The work is planned to be complete by November 2023.

Recommendation to approve the South Gloucestershire Council Feasibility and Development Funding Application for the Evidence to support Transition from Spatial Development Strategy to Local Plan Making programme and the award of £900k

11. The total funding requirement of these two proposals is £2.25m which is above the allocation agreed at the last Committee. It is therefore proposed to increase the overall fund to £3m to enable a further proposal to come forward from Bristol City Council for consideration at the next Committee.

Recommendation to allocate a further £750k for Strategic Masterplanning subject to this being drawn down at the next Committee and delivery being completed by 2023/24.

Regional Investment Priorities

12. Work has been initiated to consider the investment priorities over the next 10-15 years which reflect the agreed key regional objectives. This process will look beyond the Investment Fund and the funding currently available, to establish the investment required to enable us to meet the agreed objectives. It is intended that these regional objectives, the principles to help shape and sequence the programme and the key interventions needed are to be reported to the Committee in June. Decisions on new schemes seeking to access the headroom

at this Committee at therefore focused on the business cases which were already in train.

13. It is clear that this process will result in shift in emphasis going forward as compared to the previous programme developed in 2019. In particular, with the £510m of additional transport funding secured through the City Region Sustainable Transport Settlement it is to be expected that the proportion of funding through the Investment Fund for transport interventions will reduce. That being said, work will clearly need to continue on a new and transformative public transport system (see paragraph 8-9) which remains key to tackling the climate emergency and supporting the economy.
14. The revised investment programme will need to reflect priorities that have emerged or strengthened since the previous investment plan was set in 2019. For example, Committee has asked for an increase in ambition in tackling the climate and ecological emergency. Our investment programme will therefore need to reflect this. Other key priorities for the revised investment programme are expected to include finding a solution to the housing crisis by supporting, with partners, comprehensive flood solutions that will unlock key regional housing growth sites. There also needs to be a greater emphasis placed on culture, including a proposal for the creation of a cultural investment fund.

Programmes and Projects Seeking to Draw on the Headroom

15. The following project have presented business cases or development funding applications seeking to draw on the Investment Fund headroom:
 - **Bristol Avon Flood Strategy – Active Travel & Green Infrastructure Greenway £482k** – a [Feasibility and Development Funding Application](#) to progress Phase 1 of the project to Outline Business Case by September 2023, including the development of a funding strategy. This funding will enable the scope of the OBC to be broadened to demonstrate the full potential of the Strategy for the region. The application notes that the additional elements may increase the overarching phase 1 estimate of £216m and the identified funding gap to be addressed by partner organisations.

Recommendation to approve the Feasibility and Development Funding Application for the Bristol Avon Flood Strategy – Active Travel & Green Infrastructure Greenway and the award of £482k.

16. The awards and allocations set out in paragraphs 8-9, 11 and 15 would draw on some £11.2m of the headroom reducing the balance to **£47.8m**.

Changes to Schemes in the Current Programme

17. Subject to approval, the changes to the schemes in the current programme as reported elsewhere on this agenda would have the following impact on the headroom available:
 - **South Bristol Light Industrial Workspace** – call on £1.555m of the headroom

- **Cribbs Patchway New Neighbourhood Cycle Links** – return of £300k to the headroom.

With these changes the headroom would stand at **£46.5m**

Delegated Decisions

18. The following decisions related to funding through previously agreed Investment Fund allocations have been taken since the last report:

- **B&NES Housing and Regeneration Enabling Fund** – the Combined Authority Committee in December 2020 allocated £2m for a Housing and Regeneration Enabling Fund and delegated the approval of Feasibility and Development Funding applications to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

A [Feasibility and Development Funding Application](#) was been submitted by B&NES seeking £750k through the HREF. The four areas of focus of the application are Twerton in Bath and the town centres of Keynsham, Midsomer Norton and Radstock. These regeneration areas relate closely to locations of strategic housing growth and areas of employment growth (including the Enterprise Areas and SDS growth areas) and are all town/local centres that have been significantly impacted by Covid 19 damaging the vitality as places. The expected outputs are Regeneration Action Plans for Keynsham & Radstock Town Centre and Concept Masterplans for Twerton and Midsomer Norton High Street Core (all completed by March 2025) together with business case development. The application was approved through the granted delegation in March.

Consultation

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

Other Options Considered

19. All Business Case 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

20. Specific risk assessments will be carried out as part of any feasibility studies for projects in development and business cases are required to set out the way that risks will be managed and a risk register. All projects underway will maintain a

specific risk register as part of the project management and monitoring arrangements.

21. Financial risks are managed through the process for considering cost increases as set out in the Combined Authority Investment Strategy. The overall Investment Fund and Transforming Cities Fund programme will be regularly reviewed.

Public Sector Equality Duties

22. 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.
23. 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.
24. 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.
25. For projects seeking funding through the Investment Fund scheme promoters are required to include as part of their Full Business Case, an equality and diversity assessment and plan. These assessments are published as part of the Business Case on the Combined Authority website.

Finance Implications, including economic impact assessment where appropriate

26. The financial implications for each proposal are set out in the body of the report. The Investment Fund allocations and awards are accommodated within the overall spending limit of £450m available up to March 2026.
27. The Combined Authority statutory finance officer will determine the appropriate use and apportionment of funding between the Transforming Cities Fund and Investment Fund within the overall funding available.

28. Supporting economic growth is central to this funding stream, and promoters are required to include an economic case within the FBC for each scheme which sets out how the project will create jobs and GVA growth as well as delivering wider benefits. In line with agreed processes these FBCs are published on the Combined Authority website at the point of decision making.

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Resources

Legal Implications

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

Advice given by: Stephen Gerrard, Interim Monitoring Officer, West of England Combined Authority

Climate Change Implications

30. 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.

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

Land /Property Implications

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

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Resources

Human Resources Implications

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

Appendices:

Appendix 1 – Investment Fund Programme

Appendix 2 - Community Pollinator Fund Assessment Summary Table

Appendix 3 - Retrofit Accelerator Assessment Summary Table

Appendix 4 - Careers Hub 22/23-25/26 Assessment Summary Table

Appendix 5 - The Courts Assessment Summary Table

Appendix 6 - Bath Local Centres Assessment Summary Table

Appendix 7 - Metrobus Consolidation Assessment Summary Table

Appendix 8 - Portway Park & Ride Expansion Assessment Summary Table

Appendix 9 - Bath River Line Phase 1 Assessment Summary Table

West of England Combined Authority Contact:

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

Appendix 1

Transport Infrastructure Projects – Awards and Allocations to 25/26 (£000s)

	Jan 2022	Apr 2022
Feasibility Studies		
A420 to Bath Highway Improvements	200	200
Bristol Temple Meads Masterplan	2,000	2,000
Winterbourne/Frampton Cotterell Bypass and Coalpit Heath/Westerleigh Bypass Study	413	413
Regional Operations Capability – Phase 1	75	75
Strategic Rail Investment	250	250
Improving Access to Bath from the East	200	200
Access for All – Step Free Access Study	100	100
10 Year Rail Delivery Plan Scheme Development	470	470
Bus Service Improvement Plan and Enhanced Partnership	537	537
Step Free Station Proposals Phase 2	150	150
Mini-Holland Pilot Scheme	-	79
Business Case Development		
MetroWest Phase 2	11,203	11,203
Charfield Station	4,123	4,123
MetroWest Phase 1	5,860	5,860
New Public Transport	2,863	2,863
Integrated Smart Ticketing	300	300
Local Cycling & Walking Infrastructure	100	100
Manvers Street Regeneration	250	250
Bus Infrastructure Programme and Park & Ride	4,150	4,150
West of England Station Enhancements Project	552	552
North Fringe Public Infrastructure Package	350	350
Bristol to Bath A4 Strategic Corridor	1,772	2,372
Bath Quays Bridge Cycle/Pedestrian links	170	170
Bath University Walking & Cycle routes	80	80
Old City and King Street	344	344
St George Liveable Neighbourhood	150	428
Strategic Cycle Route - Thornbury to A38 via Alveston	125	125
Strategic Cycle Route - Yate to East Fringe (Yate Spur)	125	125
Fieldings Bridge	50	50
Bath Road – Keynsham	62	62
Silver Street/Fosseway walking route	62	62
City Centre to Weston Cycle route	62	62

Concorde Way / Dovercourt Depot	400	400
Thornbury – Grovesend / Gillingstool (Phase 2	100	100
Ring Road – Filton to MOD	145	145
Keynsham Road to Bitton	145	145
Electric Vehicles Charging Strategy	-	100
A38 South Bristol Sustainable Transport Corridor	-	100

<i>Schemes in Delivery</i>		
Real Time Information System Upgrade	559	559
Lockleaze Sustainable Transport Improvements	3,915	3,915
Cribbs Patchway Cycle Links	3,306	3,006
Cribbs Patchway MetroBus Extension	22,151	22,151
Integrated Transport Authority Functions	1,000	1,000
On-Bus Contactless Bank Card Payment	416	416
Wraxall Road Roundabout Improvements	6,887	6,887
Future Transport Zone*	3,655	3,655
Bristol Temple Meads Eastern Entrance	23,648	23,648
Yate A432 Park and Ride	4,499	4,499
On Bus Tap On, Tap Off	1,200	1,200
Metrobus Consolidation	-	1,828
A4 Portway Park & Ride Expansion	-	942

<i>Completed Projects</i>	7,169	7,169
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Total of all Awards and Allocations:	116,341	119,968
Associated 'Tail' for Approved Schemes in Development	38,644	44,816
Total	154,985	164,784

Note: * Excludes DfT funding of £24.366m

Housing, High Streets and Green Infrastructure Projects – Awards and Allocations to 25/26 (£000s)

	Jan 22	Apr 22
Feasibility Studies		
B&NES Pilot High Streets Programme	250	250
Bedminster High Street Improvement	275	275
Kingswood High Street Improvements	322	322
Strategic Planning Shared Evidence Base	5,750	5,750
OPE8 Housing Enabling Fund	500	500
Business Case Development		
Masterplanning: Yate Urban Living Opportunity Area	580	580
Masterplanning: business case development	275	275
Masterplanning: North Fringe of Bristol	500	500
Masterplanning: South West Bristol	500	500
Masterplanning: Brislington and North Keynsham	250	250
Green Infrastructure	300	300
Milsom Quarter Masterplan	434	434
East Fringe Masterplan (including Junction 18a)	350	350
Sevenside Matserplan	300	300
Parkway Station Masterplan	250	250
Frome Gateway and Bristol City Centre Delivery Plans	800	800
Western Harbour Placeshaping Vision	155	155
Thornbury High Street	200	200
HREF – South Gloucestershire Council Capacity	750	750
Temple Quarter Infrastructure Programme	2,226	2,226
B&NES Housing and Regeneration Enabling Fund	-	750
B&NES Strategic Masterplanning	-	1,345
Evidence to Transition from SDS to Local Plan Making	-	900
Bristol Avon Flood Strategy	-	482
Schemes in Delivery		
Whitfield Tabernacle Stabilisation Works	682	682
Keynsham Town Centre Improvement	425	425
Chew Valley Lake Recreational Trail	1,006	1,133
North Keynsham Land Acquisition Fund	5,975	5,975
Bath City Centre High Streets Renewal Project	1,235	1,235
Bristol City Centre & High Streets Recovery & Renewal	2,725	2,725

Bottle Yard Studios - Hawkfield Business Park	11,953	11,953
Kingswood High Street	7,560	7,560
Thornbury Hospital (Land Acquisition Fund)	3,806	3,806
Common Connections	999	999
Midsomer Norton High Street Market Square	895	895
Bath Local Centres High Street Improvement Scheme	-	295

Allocations		
Love Our High Streets	691	-
Land Acquisition Fund (LAF)	219	-
Hengrove Park Enabling Works	19,800	19,800*
Development Infrastructure Fund (DIF)	3,018	-
Housing and Regeneration Enabling Fund	750	-
Strategic Masterplanning	2,000	750
LAF and DIF Repayments**	-8,297	-8,297
Completed Projects	9,247	9,247

Total of all Awards and Allocations:	79,655	77,627
Associated 'Tail' for Approved Schemes in Development	995	869
Total	80,650	78,495

Note: * Excludes repayment element, timing to be confirmed at Full Business Case.
 ** Includes Bath Riverside. Bottle Yard Studios - Hawkfield Business Park to be included.

Business and Skills Projects – Awards and Allocations to 25/26 (£000s)

	Jan 22	Apr 22
Feasibility Studies		
Visitor Economy/Regional Tourism	100	100
Cultural Strategy	60	60
CEIAG Research and Improvement Project	50	50
Building Employment and Enterprise Skills	20	20
Local CEIAG Action Research Activities	20	20
5G Logistics	179	179
West of England Talent Retention Platform	200	200
West of England Post-16 Education and Skills Estate Analysis	50	50
SEND Careers Information and Guidance Collaboration Pilot	20	20
Age All Advice Centre Pilot	336	336
Business Case Development		
Somer Valley Enterprise Zone and Infrastructure	1,510	1,510
Bath River Line	150	150
Quantum Technologies Innovation Centre+	34,974	34,974
Energy Strategy Action Planning / Climate Change Planning	250	250
I-START	850	850
Driving the Covid-19 Economic Recovery	795	795
The Coach House BAME Enterprise Hub	97	97
West of England Visitor Economy Recovery Project	254	254
Bath River Line - Bristol Bath Railway Path Extension	75	75
Schemes in Delivery		
Realising Talent	499	499
South West Institute of Future Technology	500	500
Business Innovation Fund	242	242
Workforce for the Future	4,100	4,100
WE Work for Everyone	1,300	1,300
Future Bright Plus	3,600	3,600
South Bristol Enterprise Support	483	483
Centre for Digital Engineering Technology & Innovation	5,000	5,000
LIS Productivity Challenge Delivery Programme	3,557	3,557
Careers Hub and Enterprise Adviser Network 20/21	137	137
South Bristol Workspace	3,297	5,172

Reboot West	720	720
Low Carbon Challenge Fund Extension	2,243	2,243
Innovation for Renewal and Opportunity	6,717	6,717
Small Business Resilience Grant Programme	837	837
High Street Renewal Catalyst Fund	810	810
Culture and Creative Economy Recovery Fund	2,000	2,000
Digital Skills Investment Programme	2,000	2,000
Careers Hub and Enterprise Adviser Network 21/22	217	217
Community Support Fund	1,500	1,500
Community Pollinator Fund	-	1,458
Careers Hub 22/23-24/25	-	810
The Courts	-	758

Allocations		
Business and Skills allocation to be programmed up to 2026	6,991	-
Further Economic Recovery Measures	5,400	10,400
Green Recovery Fund	24,975	23,417
Retrofit Set Up Programme	200	200
Retrofit Accelerator	3,000	3,000

Completed Projects	1,098	1,098
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Total of all Awards and Allocations:	121,411	122,763
Associated Tail for Schemes in Development	18,949	18,628
Total	140,360	141,391

Appendix 2 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Community Pollinator Fund	Strategic Case	<p>A three year Community Pollinator Fund is proposed to promote and fund community-led ecology projects that enhance biodiversity and pollinator habitats across the region.</p> <p>Pollinators support biodiversity as they maintain the diversity of wild flowers and support healthy ecosystems, particularly by helping plants to produce fruits and seed which birds and other animals rely on. They are also vital for global agriculture, pollinating fruit, vegetable and many other food crops.</p> <p>The project aligns with the Government's 25 Year Plan policies to connect people and recovering nature, the DEFRA National Pollinator Strategy and the Climate Emergency Action Plan.</p> <p>The project will provide grants ranging from £1k to £100k for interventions such as the creation of native wildflower meadows/patches in community spaces and schools, planting for pollinators in community spaces, new paths or upgrading current informal paths, Green Roofs on public/community buildings and outdoor classrooms with suitable planting.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	West of England Combined Authority	Subsidy Control	<p>As there is a possibility that some applicants or projects will have the potential to distort markets, it will be necessary to undertake a subsidy control assessment for each project.</p> <p>If an application is received which has the potential to distort markets, the fund will utilise TCA Agreement Clause 3.2 (4) which can award subsidy aid below the level of 325,000 Special Drawing Rights (£344,600) over a three year period.</p>	Approval Requested	Full Business Case

Date of Submission	24/1/22	Economic Case and Value for Money	It is forecast that the project will create 31.2 hectares of new or improved pollinator habitats.	Funding Award	£1,458,075
Funding Requested	£1,458,075 revenue (profiled £135k 22/23, £676k 23/24 and £647k 24/25)		<p>The business case draws on work commissioned by Birmingham City Council's Parks and Green Space Service which established an annual value per hectare of publicly accessible green space. By applying the relevant metrics to ecosystem benefits for mental health, recreation, global climate regulation and biodiversity a total net present value of £4.47m is presented.</p> <p>Comparing this to the project cost gives a ratio of 2.6:1. Whilst this approach should be treated with some caution, it is recognised that there is no established methodology to determine value for money for an intervention of this type and few comparator schemes against which to benchmark.</p> <p>It is also forecast that the project will secure some 12,900 hours volunteer time.</p> <p>A letter has been provided by the Head of Strategy and Innovation confirming approval of the business case and the value for money statement.</p>		
Total Scheme Cost	£1.708m (£1.25m grants; £303k staff; £100k marketing; £55k other costs)	Risk	<p>There is no contingency allowed for in the costings.</p> <p>A risk register has been provided which identifies 10 key risks for the project. As the project moves into delivery these risks should be assigned owners, so responsibility of the risk and mitigation is clear.</p> <p>At this point in time the application process and assessment criteria are still to be developed and this will form part of the mobilisation phase.</p>	Grant Recipient	N/A

Match Funding %	29%	Delivery	Match funding of £500k is to be provided by grant beneficiaries The project will run over a three year period with delivery concluding in December 2024.	Payment Basis	N/A
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Scheme Description	Recommendation to the Combined Authority Committee	Approval of the Full Business Case
<p>The fund is expected to support in the region of 100 small scale habitat creation initiatives which empower and engage communities. Overall, the fund is expected to deliver the following outputs:</p> <ul style="list-style-type: none"> • 31.2Ha of new and improved pollinator habitats • 12,868 volunteer hours of community members practically engaged in habitat creation projects; • 3,639 community members practically engaged in habitat creation projects 	Conditions of Approval	None

Record of Approval

Combined Authority S73 Officer		West of England Combined Authority Committee	
Name	Richard Ennis	Date of Meeting	8 April 2022
Date		Decision	
Signature			

Appendix 3 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Retrofit Accelerator	Strategic Case	<p>Domestic emissions form 30% of the region’s total, largely from gas used for heating and cooking. Government have recently released the Heat and Buildings Strategy setting out its strategic plan for eliminating emissions from our homes and heating systems.</p> <p>There is some existing provision focussing on retrofit within the region, including but not limited to projects like Futureproof, recently awarded additional funding as part of the UK Community Renewal Fund, but there is nothing of sufficient scale to achieve the rate of retrofit that will be required to meet the area’s net zero ambition.</p> <p>The retrofit accelerator aims to create a highly visible, easily accessible support service for homeowners who want to retrofit their property. The service will offer advice and guidance to homeowners, encouraging and supporting them throughout the end-to-end process of retrofitting their properties, from initial thoughts about improvements, through surveying and advice on measures to apply and on to recommending and signposting to capable installers to carry out works.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	West of England Combined Authority	Subsidy Control	It is reported that the commercial approach to providing the network / service has not yet been agreed and this may involve either direct procurement or a grant approach. Should a grant approach be pursued it is noted that external expert advice would be needed in order to design the grant terms and conditions before it was offered. The approach, and as appropriate this advice, should be included in the Full Business Case (FBC).	Approval Requested	Outline Business Case

Date of Submission	14/2/22		<p>It is estimated the current level of retrofits is 1,100 households per annum. It is forecast that this project could increase this by 33%, a further 363 retrofits per annum, or 1,089 over the life of the project. A key driver of the assessment this 33% increase should be elaborated upon in the FBC.</p>		
Funding Requested	£3m revenue profiled £521k 22/23, £1.002m 23/24, £988k 24/25 and £489k 25/26)	Economic Case and Value for Money	<p>Based on evidence from other whole house retrofit programmes, it is assumed a whole house retrofit gives average saving to 1.5 tonnes per year and allocating a 10-year lifespan to measures installed generates a figure of 16,335 tonnes of CO2e saved. Applying a value of £245 for a tonne of CO2e saved from Valuation of Energy Use and Greenhouse Gas (BEIS) this gives benefits of £4.0m compared to the £3m cost.</p> <p>Drawing on a study, it can be expected that for each £1m invested in upgrading the energy efficiency of building stock will create 19 new direct jobs.</p> <p>It is estimated the average cost per home retrofitted is £20k, which based on the 1,089 additional homes retrofitted would generate some £22m of investment into retrofitting across the region. Applying the 19 jobs per £1m to the £22m, gives 418 direct new jobs relating to the additional works.</p> <p>A letter has been provided by the Director of Business and Skills confirming approval of the business case and the value for money statement.</p>	Funding Award	To be confirmed at Full Business Case
Total Scheme Cost	£3m (Service Provision £2.555m; Staff Costs £378k; Marketing £67k)	Risk	<p>No provision is made for risk or contingency in the high level costings.</p> <p>A risk register is provided which identifies 6 key risks. This should be developed and expanded for the FBC.</p>	Grant Recipient	N/A

Match Funding %	0%	Delivery	The Full Business Case is expected to be submitted later this year with service delivery to commence in October 2022. A Monitoring and Evaluation Plan will need to form part of the FBC.	Payment Basis	N/A
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Scheme Description	Recommendation to the Combined Authority Committee	Approval of the Outline Business Case
The project aims to increase the levels of whole house retrofitting of private homes, raise awareness of best practice and models for retrofit, lever in better than the proportional expected level of national funding for retrofitting and to enhance coordination, network links and intelligence across the retrofit system. The accelerator will operate to PAS 2035 principles. This is a specification for ‘whole building’ retrofit, supporting an approach to the installation of energy efficiency measures (EEMs) which takes into account the requirement of the entire building, both from a technical standpoint and considering factors like occupancy comfort.	Conditions of Approval	None

Record of Approval

Combined Authority S73 Officer		West of England Combined Authority Committee	
Name	Richard Ennis	Date of Meeting	8 April 2022
Date		Decision	
Signature			

Appendix 4 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Careers Hub 22/23-24/25 Academic Years	Strategic Case	<p>This proposal seeks funding to deliver the Careers Hub and Enterprise Adviser Network to 95 Schools and Colleges for a further three academic years. The Careers Hub holds a central role in delivery of WECA support for young people through the Employment and Skills Plan. This project will allow the Combined Authority to continue to build and develop its integrated portfolio of services, and deliver against Strategic Objective 2 (Enabling all young people to achieve their potential) and Strategic Objective 5 (Ensure employers are able to recruit and retain the diverse skills and talent they need to thrive).</p> <p>It is noted that the Careers Hub will continue to work collaboratively with partners to deliver and adapt the vision of the CEIAG strategy for young people. The strategic approach will better enable Combined Authority and its local authority partners to understand current provision, identify gaps and lever additional funding</p> <p>Careers Hubs are the delivery vehicle for the Government’s Careers Strategy which has been recently updated through the ‘Skills for Jobs’ white paper.</p> <p>The project aims to support the institutions in progressing towards attainment of 8 measures of effective careers guidance (Gatsby benchmarks).</p>	Funding Source(s)	Investment Fund
Scheme Promoter	West of England Combined Authority	Subsidy Control	The project is non-economic in nature	Approval Requested	Full Business Case

Date of Submission	3/2/22	Economic Case and Value for Money	<p>The economic case draws on the research paper The Economic Benefits of Careers Guidance, which states ‘evidence shows that career guidance can have substantial benefits for the economy by supporting individuals to enhance their capacities in ways that contribute to enhanced jobs, skills and growth’.</p> <p>In 2020, the CEC commissioned a report estimating the return on investment of personal guidance in England. This analysis indicates that, at a typical direct cost of £80 per young person for two interviews during secondary education, personal guidance is highly likely to achieve an average social return of £808 for each student.</p> <p>On the basis of that the programme will enable all 95 schools and Colleges to achieve all 8 Gatsby benchmarks over the three year period, this suggests a return of £18.6m, or £11 per every £ of investment.</p> <p>It is planned over the course of the 3 year programme to put in place systems to better understand the actual benefits to learners.</p> <p>A letter has been provided by the CA Director of Business and Skills confirming approval of the business case and the value for money statement.</p>	Funding Award	£810,000
Funding Requested	£810k (profiled £223k 22/23, £234k 23/24, £247k 24/25 and £106k 25/26)				
Total Scheme Cost	£1.875m (£1.578 staff including overheads; £210k Central Hub funds, £93k UA Collaboration Fund)	Risk	<p>There is no specific allowance for contingency in the costings.</p> <p>A risk register has been provided which includes 6 key risks for the project. It is advised this level of risk assessment has been adequate for delivery in previous years.</p> <p>£1.06m of match funding is assumed from the Careers Enterprise Company of which only the £206k for 22/23 is currently secure. Should the match funding not be secured the activity within this business case would have to be scaled back and/or further funding secured.</p>	Grant Recipient	N/A

Match Funding %	60% (although not all confirmed)	Delivery	<p>Careers Hubs are funded by the Careers and Enterprise Company who work in partnership through match funding agreements.</p> <p>The delivery of the Careers Hub will be through the existing team based at WECA with experience of previous phases.</p> <p>Funding of £93k is allowed for to enable the Careers Hub to work with B&NES, Bristol and South Gloucestershire Councils to deliver a hub and spoke model where funding is made available for local delivery of careers support to meet the specific needs of their residents. The Careers Hub will co-design activity with UAs and agree targets which meet shared objectives.</p>	Payment Basis	N/A
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Scheme Description	Recommendation to the Combined Authority Committee	Approval of the Full Business Case
<p>This proposal would continue the Careers Hub and Enterprise Adviser Network across all 95 secondary schools and colleges in the West of England for the next 3 academic years.</p> <p>The project will support these institutions in progressing against the eight Gatsby Benchmarks, used nationally by schools to underpin their careers education, information, advice and guidance (CEIAG) provision.</p>	Conditions of Approval	None

Record of Approval

Combined Authority S73 Officer		West of England Combined Authority Committee	
Name	Richard Ennis	Date of Meeting	8 April 2022
Date		Decision	
Signature			

Appendix 5 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	The Courts	Strategic Case	<p>The Courts project aims to upskill and support a more diverse mix of young people into creative sector employment, deliver new space for creative businesses and bring back into public life an historic piece of local infrastructure.</p> <p>There is clear alignment with the Employment and Skills Plan (the scheme proposes skills training for young creatives from disadvantaged backgrounds) and Recovery Plan. The project also fits with the region's creative economy strengths and addresses the lack of high-quality workspace for the creative sector.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	The Creative Youth Network (CYN)	Subsidy Control	<p>It is stated that the skills training activities are not subsidy on the basis that CYN will not receive payment (or any other non-financial advantage) for carrying out this activity.</p> <p>Further it is stated that the hiring of short-term hire spaces and organising local events and the use of the Courts for a café will not constitute subsidy on the basis that these activities serve the local population and are therefore unlikely to distort competition more widely.</p> <p>This is accepted by the Combined Authority noting the risk sits with the CYN.</p>	Approval Requested	Full Business Case

Date of Submission	6/12/21	Economic Case and Value for Money	<p>It is forecast the project will create 99 creative industry (at 90% occupancy from year 2) and 15 permanent staff jobs, equating to GVA of £3.77m</p> <p>Further it is forecast that 319 jobs (from year 2) in the creative sector will be secured through the project's activities equating to £7.34m GVA.</p> <p>Over a five year period this equates to GVA of some £54m giving a return of 8 to 1.</p> <p>A letter has been provided by the Creative Youth Network Chief Finance Officer confirming approval of the business case and the value for money statement</p>	Grant Award	£757,608
Funding Requested	£757,608 capital (profiled in 22/23)				
Total Scheme Cost	£6.38m (£6.1m capital; £282k revenue)	Risk	<p>Provision of £885k is made for contingency being 15% of the capital cost.</p> <p>A detailed risk register has been provided.</p>	Grant Recipient	The Creative Youth Network
Match Funding %	88%	Delivery	<p>The promoter the Creative Youth Network (CYN) was established as a young people's charity in 1973.</p> <p>Match funding of £4.25m is provided through the National Lottery Heritage Fund (NLHF) grant funding, with match of £1.375 from CYN and other sources.</p> <p>Full Planning Consent and Listed Building Consent have been approved.</p> <p>Project delivery is expected to complete by July 2023.</p>	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the Combined Authority Committee</i>	Approval of the Full Business Case
<p>It is planned that each year the Courts will deliver:</p> <ul style="list-style-type: none"> • New skills training opportunities for 500 16-25 year old emerging young creatives from disadvantaged backgrounds in Bristol and the West of England • Supported enterprise spaces for up to an additional 50 young people seeking to set up their own creative sector businesses • Paid internship opportunities for an additional 30 young people • Employment in the creative sector for at least 319 young people 	<i>Conditions of Approval</i>	None

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Committee</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	8 April 2022
<i>Date</i>		<i>Decision</i>	
<i>Signature</i>			

Appendix 6 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Bath Local Centres High Street Improvement Scheme	Strategic Case	<p>The project will include a package of targeted public realm interventions with support for events, animation and culture on the streets and in public spaces. These will be delivered across four district or local centres in Bath, namely Twerton High Street, Moorland Road, Weston High Street and Mount Road.</p> <p>The project aims to deliver against the five key priorities of 'Build Back Better High Streets' Strategy (July 2021) and focuses on a number of the concepts and interventions included within 'Supporting our High Streets after Covid-19' report (DLUHC, 2021) including mixed use High Streets, and 'meanwhile' uses to manage vacancy rates.</p> <p>The project links with the Council's Liveable Neighbourhoods initiative and the broader movement towards '15-minute cities/20-minute neighbourhoods'.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	Bath & North East Somerset Council	Subsidy Control	The interventions will be delivered on highway and will be open access.	Approval Requested	Full Business Case
Date of Submission	4/2/22	Economic Case and Value for Money	<p>It is forecast that 22 gross jobs will be created through planned pop up uses at the locations.</p> <p>After accounting for the additionality factors of leakage and displacement, and including the multiplier, it is estimated this equates to 19 direct net additional FTE jobs. Allowing for previous investment, 11 of</p>	Grant Award	£295,354

Funding Requested	£295,354 - £251k revenue and £44k capital (profiled £116k 22/23, £147k 23/24, £19k 24/25, £10k 25/26 and £5k 26/27)		<p>these can be attributed to this funding.</p> <p>Converting 11 FTEs to GVA and applying this over the duration of the interventions provides £1.42m of benefits. Comparing this to the cost gives a ratio of 2.9:1.</p> <p>Other social value impacts are also included such as from volunteering, returning people to work and supporting active travel.</p> <p>A letter has been provided by the B&NES S151 Officer confirming approval of the business case and the value for money statement</p>		
Total Scheme Cost	£489,297 (£39k Project Management; £371k Other Revenue costs; Pop Up Uses £22k, Public Realm £40k, Other Capital Costs £17k)	Risk	<p>Contingency of £32 is included in the costings being some 7% of the base cost.</p> <p>A detailed risk register has been provided which identifies the key risks for the project.</p> <p>It is not expected that the measures will require any planning, advertising or listed buildings consent, but this will not be confirmed until technical design is completed.</p>	Grant Recipient	Bath & North East Somerset Council
Match Funding %	40%	Delivery	<p>The project is match funded by £180k from the Council and Bath Spa University, and a balance of some £14k from the High Streets Pilots. £50k of the Council funding remains to be confirmed.</p> <p>No land acquisition is required with the works situated on the highway or Council owned land.</p> <p>Project delivery is planned to complete in June 2024.</p>	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the Combined Authority Committee</i>	Conditional approval of the Full Business Case
Measures to be delivered at various sites across the four locations include 'greening' interventions, cycle storage, community arts programme / trail, shopfront improvements, meanwhile uses, e.g. pop-up shops, community workspace, 'make space', wayfinding, events programmes, street furniture and community art.	<i>Conditions of Approval</i>	Confirmation of all match funding

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Committee</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	8 April 2022
<i>Date</i>		<i>Decision</i>	
<i>Signature</i>			

Appendix 7 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Metrobus Consolidation	Strategic Case	<p>The project will implement five facility and network improvements along three existing Metrobus routes in various locations in the greater Bristol area. These interventions will improve the journey experience for users and encourage increased bus patronage.</p> <p>The proposed interventions consist of modifications of some already existing infrastructure, as well as some additional infrastructure and re-routing.</p> <p>The project aligns with Joint Local Transport 4 and the Combined Authority Bus Strategy, in particular aims to develop the Metrobus network, maximise bus service reliability and reduce journey times, accessible passenger waiting facilities and better access to public transport.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	West of England Combined Authority	Subsidy Control	The scheme is not economic in nature	Approval Requested	Full Business Case
Date of Submission	28/1/22	Economic Case and Value for Money	<p>The economic appraisal estimates that the Metrobus Consolidation interventions would have benefits totalling £3.13m, and costs totalling £1.01m. The BCR for the scheme is estimated to be 3.08 and according to the DfT Value for Money categorisation, this scheme is likely to offer High Value for Money.</p> <p>The Optimism Bias used in the economic appraisal is 20%. Given the indicated level of quantified risk, it would be preferable that Optimism Bias was set on a consistent basis (ie at least 30%, if not the 36% indicated</p>	Funding Award	£1,827,977

Funding Requested	£1,827,977 (profiled in 22/23)		<p>from QRA). However, with the main BCR calculated at 3.08, increasing the Optimism Bias would still leave the BCR over 2.0 and not have material impact on the VfM statement.</p> <p>A sensitivity test has been undertaken using more conservative assumptions which provides reasonable confidence in the BCR being High.</p> <p>A letter has been provided by the CA Director of Infrastructure confirming approval of the business case and the value for money statement.</p>		
Total Scheme Cost	£1,827,977 (Preparation and PM £473k; Construction £820k; Other £535k)	Risk	The overall provision for risk/contingency is 36% of base costs based on the QRA outputs for each component of the scheme.	Grant Recipient	N/A
Match Funding %	0%	Delivery	Scheme opening is planned for December 2022, with iPoint installation to follow in April 2023.	Payment Basis	N/A

Scheme Description	Recommendation to the Combined Authority Committee
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<p>The planned measures include:</p> <ul style="list-style-type: none"> • Stoke Lane Priority Junction – a better priority solution for buses turning right onto Stoke Lane. • UWE bus stop upgrade – upgrade of one bus stop at the University of West England (UWE) bus station to accommodate Metrobuses in both directions. • Lyde Green Bus stop upgrade and re-routing – upgrade of bus stops opposite Lyde Green Primary School to Metrobus standard. • Thurlestone Bus Stops – the upgrade of one bus stop on Bamfield to Metrobus standard with a new Metrobus standard stop in the opposite direction. • Emerald Park - Increase bus layby length to improve bus pull out to mitigate against vehicles exceeding 30mph limit prior to limit increasing to 50mph. 	<p>Conditions of Approval</p>	
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Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Committee</i>	
Name	Richard Ennis	Date of Meeting	8 April 2022
Date		Decision	
Signature			

Appendix 8 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Portway Park & Ride Expansion	Strategic Case	<p>The Park & Ride facility provides key interchange opportunities for both car and pedestrian users, providing onward travel via bus. Whilst outside the remit of this business case, work is in progress to construct a single platform railway station on the Severn Beach railway line due to open in 2022.</p> <p>The site currently has capacity for 555 vehicles but a number of factors, such as continued growth in Park & Ride service after recovery from the decline during COVID and new demand for the rail station, are anticipated to lead to increasing demand to the point where it far exceeds the supply. It is therefore proposed to increase the capacity to 792 spaces.</p> <p>The proposal aligns a number of regional and national policies, including the Joint Local Transport Plan and Bus Strategy objectives in terms of improving public transport and delivering growth in bus usage.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	West of England Combined Authority	Subsidy Control	The scheme is not economic in nature	Approval Requested	Full Business Case
Date of Submission	28/1/22	Economic Case and Value for Money	<p>The appraisal estimates that the proposed car park expansion would lead to benefits totalling nearly £2m in the medium scenario, and costs totalling £0.75m, over a 20-year appraisal period. The BCR for the scheme is forecast as 2.64 in the medium (core) scenario. According to the DfT VfM categorisation, this scheme is likely to offer High Value for Money.</p> <p>The Optimism Bias used in the economic appraisal is 20%. This is substantially lower than the level of risk indicated in the Financial Case</p>	Funding Award	£942,216

Funding Requested	£942,216 (profiled in 22/23)		(35%). However, applying a higher level of Optimism Bias whilst reducing the BCR would not change the overall VfM conclusion that the scheme will provide High Value for Money A letter has been provided by the CA Director of Infrastructure confirming approval of the business case and the value for money statement.		
Total Scheme Cost	£942,216 (£622k Works; £75k Preparation and PM; £244k Risk and Inflation)	Risk	The overall provision for risk is 33% of base costs based on the QRA. All the works are contained within the boundary of the existing P&R site with existing consent. Therefore, no land acquisition or planning permission are required.	Grant Recipient	N/A
Match Funding %	0%	Delivery	It is planned to start the construction of the car park expansion in September 2022 and this to complete in January 2023. It is noted that potential improvements to the site entrance for cyclists and pedestrians are to be considered separately as part of A4 Portway scheme, and that separate proposals are under development for a Future Zone Mobility Hub at the site. While there may be practical reasons for progressing each of these separately, given the small scale of investments involved it would have been preferable for all these elements to be considered within a single business case (as was the case for the Yate Park & Ride scheme) for the development of the site as a multi-purpose hub.	Payment Basis	N/A

<i>Scheme Description</i>	<i>Recommendation to the Combined Authority Committee</i>	Approval of the Full Business Case
<p>As a key commuter route, the A4 Portway between the M5 and Bristol city centre is already congested. A large proportion of trips along the A4 are undertaken by private car, with most trips having destinations in the city centre. As such, in order to tackle the existing congestion challenges, a modal shift is needed from private cars to more sustainable transport modes.</p> <p>The proposed expansion of the Park and Ride facility will support the ambitions of intercepting private car trips on the A4 and shifting users to sustainable modes of travel such as bus and rail.</p>	<i>Conditions of Approval</i>	None

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Committee</i>	
<i>Name</i>	Richard Ennis	<i>Date of Meeting</i>	8 April 2022
<i>Date</i>		<i>Decision</i>	
<i>Signature</i>			

Appendix 9 - Business Case Assessment Summary Table

Scheme Details		Appraisal Summary		Recommendation/ Conditions	
Project Name	Bath River Line Phase 1	Strategic Case	<p>The entire Bath River Line (BRL) is some 10km in length and will run from Newbridge in the west (connecting to the NCN4 Bristol- Bath cycle path) to Batheaston in the east.</p> <p>Phase1 will focus on an initial package of interventions in the western section of the BRL between Green Park and Newbridge. The western section was chosen as the first phase due to the strong partnership and collaborative practices already in place with partners the Canals and Rivers Trust.</p> <p>The project has strong fit with national, regional and local policy including 'A Green Future: Our 25 Year Plan to Improve the Environment', the West of England Joint Green Infrastructure Strategy, Joint Local Transport Plan 4 and the B&NES Draft Core Strategy and Place Making Plan Partial Update.</p>	Funding Source(s)	Investment Fund
Scheme Promoter	Bath & North East Somerset Council	Subsidy Control	The scheme is not economic in nature	Approval Requested	Full Business Case
Date of Submission	3/2/22	Economic Case and Value for Money	<p>The initial BCR for the scheme is 2.3:1, suggesting it has the potential to deliver high value for money.</p> <p>It is noted that the scheme will also have environmental benefits which are not reflected in the BCR calculation.</p>	Grant Award	£1,048,490

Funding Requested	£1,048,490 capital (profiled in 22/23)		A letter has been provided by the B&NES S151 officer confirming approval of the business case and the value for money statement		
Total Scheme Cost	£1.612m (£369k Preparation and PM; £122k Preliminaries; £683k Works; £338k Other Costs)	Risk	An allowance of £331k have ben made for risk and contingency representing 26% of the base cost. It is expected that the interventions on Bath Spa University and Rotork land will require planning permission. The team have had positive discussions with planning officers, and it is expected that there will be no problems in obtaining planning permission.	Grant Recipient	Bath & North East Somerset Council
Match Funding %	35%	Delivery	The project has £563k of secured match funding largely from CIL and S106. It is planned that construction works on site will run from July 2022 to February 2023.	Payment Basis	Quarterly in arrears on expenditure incurred

<i>Scheme Description</i>	<i>Recommendation to the Combined Authority Committee</i>	Conditional approval of the Full Business Case
<p>The measures proposed include:</p> <ul style="list-style-type: none"> • Wayfinding totems from Newbridge to Bath Quays, as well as at key access points. • Pilot lighting solutions - to address the conflict between needing to light the path, whilst safeguarding natural habitats and protecting sensitive species. • Improved access and gateways, widening and resurfacing the existing footpath and providing sections of new, accessible cycle path. • New tree and wildflower planting. • New seating and cycle racks. 	<i>Conditions of Approval</i>	Securing necessary planning consent and the value for money assessment for both phases presenting high value for money.

Record of Approval

<i>Combined Authority S73 Officer</i>		<i>West of England Combined Authority Committee</i>	
<i>Name</i>		<i>Date of Meeting</i>	8 April 2022
<i>Date</i>		<i>Decision</i>	
<i>Signature</i>			

8 April 2022

REPORT SUMMARY SHEET

INVESTMENT FUND PROGRAMME

Purpose

To update on the overall programme and headroom.

Summary

This report includes the following key information

- It is proposed to remove the balance of the allocations previously approved for the Love Our High Streets programme, Land Acquisition Fund and Development Infrastructure Fund to increase headroom.
- Full Business Case approvals are sought for the Bath Local Centres High Street Improvement scheme and Bath River Line Phase 1.
- An allocation of £10m is requested for the development of an Outline Business Case for new public transport.
- Approval is sought for development funding applications for B&NES Strategic Masterplanning, and South Gloucestershire's Evidence to support Transition from Spatial Development Strategy to Local Plan Making, and an increased allocation for masterplanning of £750k is also proposed.
- The approval of the Bristol Avon Flood Strategy – Active Travel & Green Infrastructure Greenway funding application is requested.

Impact of Covid-19 pandemic

£16m of funding through the Investment Fund has already been awarded to drive Covid-19 economic recovery and the addition of £5m of further funding is proposed.

Members of the Combined Authority Committee are asked to:

- 1) To return the £4.1m balance of the previous allocations for the Land Acquisition and Development Infrastructure Funds and Love Our High Streets to create further headroom.
- 2) To approve the Full Business Case for the Bath Local Centres High Street Improvement scheme and the award of £295k subject to confirmation of the match funding.
- 3) To approve the Full Business Case for Bath River Line Phase 1 and the award of £1.048m subject to securing necessary planning consent and the value for money assessment for both phases presenting high value for money.
- 4) To allocate £79k to the Mini-Holland Pilot Scheme and delegate the approval of a Feasibility and Development Funding Application to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.
- 5) To approve a further allocation of £10m for the development of an Outline Business Case for new public transport from the Investment Fund headroom.
- 6) To approve the Feasibility and Development Funding Application for the B&NES Strategic Masterplanning and award of £1.345m.
- 7) To approve the South Gloucestershire Council Feasibility and Development Funding Application for the Evidence to support Transition from Spatial Development Strategy to Local Plan Making programme and the award of £900k.
- 8) To allocate a further £750k for Strategic Masterplanning subject to this being drawn down at the next Committee and delivery being completed by 2023/24.
- 9) To approve the Feasibility and Development Funding Application for the Bristol Avon Flood Strategy – Active Travel & Green Infrastructure Greenway and the award of £482k.

Contact officer: Richard Ennis

Position: Director of Investment and Corporate Services

Email: Richard.Ennis@westofengland-ca.gov.uk

ITEM x

REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY

DATE: 8 April 2022

REPORT TITLE: INVESTMENT FUND – CHANGE REQUESTS

**AUTHOR: RICHARD ENNIS, DIRECTOR OF INVESTMENT
AND CORPORATE SERVICES**

Purpose of Report

1. To seek approval for change requests for schemes within the current Investment Fund programme.

Impact of Covid-19 pandemic

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

- Supporting clean and inclusive economic growth is a key driver for the Investment Fund and all the projects within the programme will make a positive contribution to assisting the economic recovery.
- The Combined Authority will continue to review the deliverability, and priority, of its investment programme in response to Covid-19.

Recommendations:

The Committee is asked to:

- 1) **Approve the funding increase of £1.875m for the South Bristol Light Industrial Workspace.**
- 2) **Approve a further drawdown of £600k for the Bristol to Bath Strategic Corridor.**
- 3) **Approve the funding increase of £126,500 for the Chew Valley Lake Recreational Trail (Northern Section)**

- 4) **Approve the funding increase of £278k for the East Bristol Liveable Neighbourhood project.**
- 5) **Approve the change requests for schemes within the current programme as set out in Appendix 1.**

Changes to Schemes within the Current Investment Programme

2. The Combined Authority Committee agreed to delegate approval of changes within stated tolerances for schemes within the approved Investment Fund programme to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils. The changes which fall outside of these tolerances, and require a Committee decision, are set out in Appendix 1.
3. The following projects seek changes to their funding within the current investment period to 25/26:
 - **South Bristol Light Industrial Workspace** – as a result of building contract tendered prices being significantly higher than budgeted for, overall costs have increased by £1.875m after identified savings. This reflects the sustained period of volatility in market conditions, including material and equipment shortages and significant price inflation which has occurred since the previous cost plan used to support the business case approval. Of this total £320k could be accommodated from the relevant ‘tail’ whilst the balance of £1.555m would need to be found from the current headroom.
 - **Cribbs Patchway New Neighbourhood Cycle Links** - scheme delivered £300k under budget, to be returned to the headroom
 - **Bristol to Bath Strategic Corridor** – a request to drawdown an additional £600k to commence the Outline Business Case for Bath & North East Somerset section. The funding could be accommodated within the transport ‘tail’.
 - **Chew Valley Lake Recreational Trail (Northern Section)** – request for an within the additional £126,500 due to extended land negotiations prohibiting on and off highway works being undertaken concurrently and increased tender costs. It is proposed to underwrite the full cost increase whilst a contribution from co-funder the Rural Payments Agency is sought. Funding could be accommodated from the ‘tail’ for Green Infrastructure.
 - **East Bristol Liveable Neighbourhood Pilot** – request for an additional £278k due to planned extensive engagement with the community to ensure public support for the proposed measures. These funds could be accommodated within the transport ‘tail’.

4. As reported to the Committee in January, similar to the vast majority of public sector capital programmes across the country, there have been delays, slippage and/or cost over-runs on several Investment Fund projects over the last couple of years. A report elsewhere on this agenda sets out the steps being undertaken to improve programme management and reporting arrangements going forward.
5. In particular, there has been delay and/or the reprofiling forward of funding across a number of the ten Investment Fund awards to date to support strategic masterplanning, including most recently for North Keynsham, North Fringe and South West Bristol as set out in Appendix 1. Whilst there have been resource issues for some projects, following initial feedback from the public and the Cabinet leads, several projects have taken the decision to take a more community lead approach. This has required additional engagement with the community, which has resulted in a delay to overall project completion. In addition to this the masterplanning projects need to tie into the wider infrastructure programme and Spatial Development Strategy. This has had some impact on delivery timescales and delays to agreeing scope and approach.
6. Going forward a stronger coordination across these masterplanning projects via a dedicated lead in the Combined Authority is proposed. This will ensure that synergies, shared experience and lessons learned are maximised, the expected outputs are delivered in line with the original applications and delay mitigated where possible.

Consultation

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

Other Options Considered

8. All 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

9. All projects underway will maintain a specific risk register as part of the project management and monitoring arrangements. Key risks are included in regular Highlight Reports.

Public Sector Equality Duties

10. The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:
 - Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share a protected characteristic and those who do not.
11. 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.
12. The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.
13. For projects seeking funding through the Investment Fund scheme promoters are required to include as part of their Full Business Case, an equality and diversity assessment and plan. These assessments are published as part of the Business Case on the Combined Authority website.

Finance Implications

14. The financial implications of the change requests detailed within this report are within the overall funding as previously approved by the CA Committee.

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Resources

Legal Implications

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

Advice given by: Stephen Gerrard, Interim Monitoring Officer, West of England Combined Authority

Climate Change Implications

16. 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.

17. Each business case coming forward for decision on inclusion in the Investment Fund programme includes consideration of environmental sustainability which sets out how sustainability is being considered in the development of the project as well as during its operational stage. Details of the planned creation of a new Green Recovery Fund are set out in paragraph 35-41 of this report.

Land /Property Implications

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

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Resources

Human Resources Implications

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

Appendices:

Appendix 1 – Change Requests for Schemes within the Current Programme Seeking Approval

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the report author.

Appendix 1

Change Requests for Schemes within the Current Programme Seeking Approval

- **South Bristol Light Industrial Workspace** – increase in cost of £1,874,982 as a result of tender prices being significantly higher than budgeted for. [Revised profile £98k 20/21, £148k 21/22, £4.434m 22/23 and £492k 23/24, total £5.172m].
- **Chew Valley Lake Recreational Trail (Northern Section)** - additional £126,500 requested due to extended land negotiations [Revised profile £1.132m 21/22} Underwriting full cost whilst contribution from Rural Payment Agency being progressed.
- **Cribbs Patchway New Neighbourhood Cycle Links** – scheme delivered £300k under budget . Reprofiting £216k from 21/22 to 22/23 [Revised profile £344k 19/20, £1.491m 20/21, £774k 21/22 & £216k 22/23 Total £2.825m].
- **East Bristol (St George) Liveable Neighbourhood Pilot**
Cost: Additional £278k requested due to planned extensive engagement with the community to secure public support. [Revised profile £156k 21/22 and £272k 22/23, total £428k]
Milestones: Delay of 5 months (to September 2022) for the submission of the OBC.
- **Winterbourne, Frampton Cotterell Bypass & Coalpit Heath Westerleigh Bypass**
Cost: Reprofiting £72k from 21/22 to 22/23 due to delay in accessing data for the Movement Study [Revised profile £1k 18/19, £231k 19/20, £107k 20/21 & £72k 22/23 Total £412k]
Milestones: Delay for the movement study until April 22.
- **SEND Careers Information and Guidance Collaboration Pilot** - delay of 5 months for Information event for parents/carers (to Feb 22) and School CPD Event (Mar 22).
- **Bristol City Centre & High Streets Recovery and Renewal Programme** - reprofiling £592k from 21/22 to 22/23 and 23/24 [Revised profile £273k 21/22, £2.428m 22/23, & £24k 23/24, total £2.725m]
- **Bottle Yard Studios - Hawkfield Business Park**
Cost: Reprofiting £2.056m from 21/22 to 22/23 [Revised profile £7.633m 21/22 & £4.184m 22/23, total £11.818m]
Milestones: Delay of up to 6 months across milestones with additional milestone of Fit out Works, including PV Work Package to Autumn 2022.

- **Wraxall Road Roundabout Improvements** - reprofile £131k from 21/22 to 22/23
[Revised profile £25k 17/18, £65k 18/19, £406k 19/20, £2.592m 20/21, £3.638m 21/22 & £161k 22/23, total £6.887m]
- **Temple Meads Masterplan**
Cost: Reduction of overall grant to £1.725m owing to Homes England funding and the Combined Authority meeting costs directly [Revised profile £161k 18/19, £423k 19/20, £579k 20/21 & £562k 21/22].
Milestones: Delay of 18 months or the completion of the feasibility study (to Sep 22).
- **North Keynsham Strategic Masterplanning**
Cost: Reprofile £142k from 21/22 to 22/23 [Revised profile £108k 20/21 and £142k 22/23, total £250k]
Milestones: Delay of up to 14 months for Finalised North Keynsham Masterplan Report (to Mar 23).
- **Manvers Street Regeneration**
Cost: Reprofile £250k from 20/21 to 22/23 [Revised profile all £250k funding in 22/23]
Milestones: Delay of up to 27 months across milestones including OBC submission (to Mar 23).
- **Age All Advice Centre**
Cost: Reprofile £80k to 24/25 [revised profile £94k in 22/23, £161k in 23/24 and £81k in 24/25, total £336k]
Milestones: Delay of up to 18 months across 5 milestones including start of pilot phase (to Aug 22) and final evaluation of pilot (to Sept 24)
- **Innovation for Renewal and Opportunity** - reprofiling £252k from 21/22 to 22/23 and 23/24 [revised profile £360k in 21/22, £3.12m in 22/23, £2.611m in 23/24 and £625k in 24/25, total £6.717m]
- **Strategic Rail Investment**
Cost: Reprofile £20k from 21/22 to 22/23 and 23/24 [revised profile £70k 20/21, £130k in 22/23 and £50k in 23/24, total £250k]
Milestones: 3-5 months delay across a number of milestones including Draft SOBC (to Mar 23).
- **West of England Post-16 Education and Skills Delivery Infrastructure**
Cost: Reprofile £14k from 21/22 into 22/23 [revised profile £36k in 21/22 and £14k in 22/23, total £50k]
Milestones: 4-6 months delay to two milestones including receipt of draft report (to Mar 22) and project delivery concludes and final report submitted (to Apr 22)

- **West of England Visitor Economy Recovery**
Cost: Reprofiled £29k from 21/22 to 22/23 [revised profile £152k in 21/22 and £102k in 22/23, total £254k]
Milestones: 5 months delay for Regional Recruitment - Business Marketing and Resident Marketing campaign to start (to Feb 22).
- **Bristol to Bath Strategic Corridor** - Request for an additional £600k to deliver the Outline Business Case for the Bath & North East Somerset section in expectation of approval of the Strategic Outline Case for the corridor [revised profile £652K in 21/22 and £1.675m in 22/23, total £2.372m].
- **North Fringe Masterplan** - reprofiling £107k from 21/22 to 22/23 [revised profile £79k in 20/21, £202k in 21/22 and £219k in 22/23, total £500k]
- **South West Bristol Infrastructure Investment Plan**
Milestones: 10 month delay for Completion of Final Investment Plan (to Sept 22).
Cost: Reprofiled £133k from 21/22 to 22/23 [revised profile £85k in 20/21, £86k in 21/22 and £329k in 22/23, total £500k]
- **Step Free Station**
Milestones: delay of 12 -15 months for four milestones including Outline Design completion (to March 23) and three new milestones added including construction (to Jan 24).
Spend: reprofiling £158K from 21/22 to 22/23 [revised profile £3K in 20/21, £14K in 21/22 and £223K in 22/23, total £250K]
- **Local Walking and Cycling Infrastructure (EAST)** - reprofiling £15k from 21/ 22 to 22/23 [revised profile £22k in 20/21, £21k in 21/22 and £57k in 22/23, total £100k] and reallocating spend between cost categories.
- **Future Bright** - reprofiling £211k from 21/22 to 22/23 [revised profile £80k in 20/21, £1.009m in 21/22, £1.411m in 22/23 and £1.1m in 23/24, total £3.6m].
- **Bristol Temple Meads Eastern Entrance**
Spend: reprofiling £9.2m from 20/21, 21/22 and 22/23 to 19/20 and 23/24 [revised profile £560k in 19/20, £1.7m in 20/21, £7.242m in 21/22, £4.590m in 22/23 and £9.556m in 23/24, total £23.648m]. Reallocating spend between cost headings.
Milestones: 8 month delay for Phase 2 GRIP 6 construction completed (to May 23) and three new milestones including Phase 3 GRIP 1-5 (to Sept 22) and Phase 3 GRIP 6-8 (to Dec 23).
- **Metrowest Phase 2**

Spend: reprofiling £4.784m Investment Fund from 21/22 to 22/23 and 23/24. [Revised profile £800k 21/22, £6.702m 22/23 and £3.153m 23/24]. Reprofiling £2.324m EDF from 21/22 to 23/24.

Milestones: Delays of up to 26 months across the milestones including 22 months for operation to March 2025.

8 April 2022

REPORT SUMMARY SHEET

INVESTMENT FUND – CHANGE REQUESTS

Purpose

To seek approval for change requests for schemes within the current Investment Fund programme

Summary

This report includes the following key information

- The report sets out the changes requested to the schemes in the current Investment Fund programme.
- Further drawdown of development funding is requested for the Bristol to Bath Strategic Corridor
- Further funding is sought to develop the Outline Business Case for the East Bristol Liveable Neighbourhood project.
- The South Bristol Light Industrial Workspace and Chew Valley Lake Recreational Trail (Northern Section) report cost increases for which additional funding is sought for scheme delivery.

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, including revising and refocusing a number of existing projects within the Investment Fund programme.

Members of the Combined Authority Committee are asked to:

- 1) Approve the funding increase of £1.875m for the South Bristol Light Industrial Workspace.

- 2) Approve a further drawdown of £600k for the Bristol to Bath Strategic Corridor.
- 3) Approve the funding increase of £126,500 for the Chew Valley Lake Recreational Trail (Northern Section)
- 4) Approve the funding increase of £278k for the East Bristol Liveable Neighbourhood project.
- 5) Approve the change requests for schemes within the current programme as set out in Appendix 1.

Contact officer: Richard Ennis

Position: Director of Investment and Corporate Services

Email: Richard.Ennis@westofengland-ca.gov.uk



REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 8 April 2022

REPORT TITLE: DELIVERY ASSURANCE

DIRECTOR: RICHARD ENNIS – INTERIM DIRECTOR OF INVESTMENT & CORPORATE SERVICES
KATHRYN VOWLES – INTERIM DIRECTOR OF INFRASTRUCTURE

Purpose of Report

At the committee meeting in January, CEOs were tasked to come to the next Committee meeting with a collective proposal for the management and mitigation of Investment Fund project delays. This must include:

- A formal process of robust challenge and support for project Senior Responsible Owners (SROs).
- A public quarterly report at Committee that does not just note delays but sets out what action has been agreed to mitigate and bring projects back on track – or in significant cases moved out of the current programme to allow for other projects.
- All projects with an aggregate value of over £5m and / or an overall delay of over 6 months must be actively reviewed by Leaders and Mayors.
- Projects where recovery actions are not correcting delays and budgetary or other issues will be reported as appropriate by the new Programme Delivery Board

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, recognising that pandemic issues have caused some project delay and re-prioritisation, and this is taken on board in the development of this paper.

Recommendation

- *It is recommended that Committee approve the proposed reporting and delivery assurance process as set out in this paper.*

Background / Issues for Consideration

1. A summary of current reporting mechanisms is set out in Appendix A.

2. It is recognised that there have been significant improvements in project reporting against the regional delivery programme, and we have created a culture of openness and transparency in reporting progress and capturing risks and opportunities.
3. Both BCC and BANES have undertaken significant steps to improve project and programme management process and resources within their organisations.
4. We now have further regional funding through the City Region Sustainable Transport Settlement. We need to ensure we are delivering that programme effectively and will have to report publicly on delivery performance via a proposed Department for Transport website.
5. We also need to ensure we are making best use of our Investment Fund and delivering value for money solutions, quickly and efficiently, for our regional communities.
6. The next stage is to:
 - strengthen the approach to reporting and the escalation of delays and cost changes to ensure effective utilisation of our funding, and to incentivise timely delivery ensuring both realistic and challenging delivery timescales that avoid over optimism bias,
 - create a ‘use it or lose it’ culture with respect to regional funding allocations.
 - provide quarterly public reporting of deliver in line with our committee cycle.

This paper sets out a proposed approach for Committee approval.

Budget Exchange ‘use it or lose it’ principles: This is one of the constructive, robust and supportive challenge mechanisms that will be introduced and used to drive delivery of projects and good practice, to agreed timescales. It is a positive mechanism to re-allocate unspent budgets for a range of reasons where projects stall and fail to meet these milestones without understandable and or unreported reasons.

It is intended that this will be one of a number of changes to enhance delivery of projects across the region for the benefit of those who live, work in and visit the region.

The ultimate principle is there should be no assumption that unspent budgets will roll forward, in particular where delivery has been delayed and full appropriate reporting and recovery actions have not been reported and undertaken. Year-end budget roll forward decisions will be a decision for the Committee or as delegated by the Committee.

These mechanisms should be implemented in the 2022/23 delivery year in full and this year-end report for 2021/22 should be used to trial the principles.

Principles:

1. Project leads must forecast accurately and any underspends not forecast in advance of the end of the financial year will be returned to the Investment Fund.
2. Projects with an aggregate value greater than £5m, that fall more than 6 months behind of an agreed key milestone date will report to the Committee at the next available quarterly meeting, after reporting earlier and taking actions as requested at the new monthly 'programme delivery board' chaired by the West of England Combined Authority S73 Officer.
3. Projects with any pressures are expected to be managed down through for example re prioritising and making off-setting savings elsewhere in the project
4. Exceptionally project leads may seek additional support from the Investment Fund through the Committee

Reporting and Delivery Assurance Proposal

7. The proposed approach for reporting and delivery assurance is set out in Appendix B, alongside the principles above. Once approved, this approach will be adopted immediately, with the first report to Committee in June 2022. The terms of reference of the new programme delivery board will be agreed with S151 Officers in April 2022.

Recommendation

- *It is recommended that Committee approve the proposed reporting and delivery assurance process as set out in this paper.*

Consultation

8. N/A

Other Options Considered

9. N/A

Risk Management/Assessment

10. It is important to note that risks are captured on a project by project basis, and risks are reported back to

Public Sector Equality Duties

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

- 10.1 The Act explains that having due regard for advancing equality involves:
- Removing or minimising disadvantages suffered by people due to their protected characteristics.
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 10.2 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.
- 10.3 Project Equalities implications are addressed on a case by case basis.

Finance Implications, including economic impact assessment where appropriate:

12. There are no direct financial implications from this report explicitly. Its purpose is to improve the delivery of projects through constructive challenge, and support to unlock issues.

Legal Implications:

13. N/A

Climate Change Implications

14. 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

Land/property Implications

15. N/A

Human Resources Implications:

16. N/A

Appendices:

Appendix A – Current Reporting Arrangements and information flow

Appendix B – Proposed Approach for Reporting and Delivery Assurance

Background papers:

N/A

West of England Combined Authority Contact:

Report Author	Contact Details
Kathryn Vowles	Interim Director of Infrastructure – Kathryn.vowles@westofengland- ca.gov.uk

Appendix A – Current Reporting Arrangements and information flow

Documents	What are these used for	Who looks at the outputs
Funding Applications Business Cases	Committee investment decisions	Grant Assurance External Assurance Reviewers External Funding Organisations Stakeholders Scrutiny Committee Committee
Change Requests	Committee investment decisions	Grant Assurance Scrutiny Committee Committee
Highlight Reports PMO Update Reports / Dashboards	Project RAG status Upcoming Decisions Spend & Programme Slippage Risks, Opportunities and Mitigations Issue Escalation	Steering Groups, Directors, CEO's and Mayor, reporting to external funding organisations
Options Assessments Appraisal Assessments Monitoring Reports	Assessment of funding decisions & benefits monitoring	Grant Assurance
Long list, short list Consultation, Communications, Deep dive or spotlights	Decisions on options, advice on overlaps, constraints, resources or impact on public	Steering Groups, Directors, CEO's and Mayors & Leaders of respective organisations

Appendix B - Proposed approach for reporting and delivery assurance

Decision Making Reporting		
Action	Principles	Responsibility
Monthly exception reporting to a new Programme Delivery Board (PDB) meeting with Directors and S151 Officers (Chaired by the West of England Combined Authority S73 Officer)	To create clarity and focus on programme issues and identify effective mitigation. SROs to attend and report on projects with 6 month delays or cost changes, or upon significant emerging issues if earlier. Outputs to report to CEOs and Mayors and Leaders as below. (Terms of reference of the PDB to be agreed with S151 Officers)	S73 Officer Project SROs Directors (Infrastructure) Directors (Business & Skills) S 151 Officers
Quarterly Reporting to CEOs, Mayors & Leaders	Focus on exception reporting from meeting above to ensure mitigation is enacted effective. Ensure all implications for Investment Fund are identified for decisions at the next committee meeting, this can include releasing funding for through awards or allocations, or noting further funding asks.	CEOs, Mayors and Leaders
Public Reporting		
Action	Principles	Responsibility
Quarterly Reporting to Overview & Scrutiny Committee	To receive a summary report of risks and opportunities. To review adequacy of mitigation measures and appropriateness of funding returned to the Investment Fund and of any future funding asks. To provide advice to the West of England Committee.	Project SROs Overview & Scrutiny Committee
Quarterly Reporting to West of England Committee	To report on projects over £5m value and / or over 1 year delay setting out risks and opportunities, programme delays, and mitigation measures.	West of England Committee
Delivery Assurance		
Action	Principles	Responsibility
Revised Funding Conditions	Revise funding conditions to incorporate: <ul style="list-style-type: none"> 1. Stage gate reviews by CEOs for projects with significant delay to: <ul style="list-style-type: none"> o reconfirm full funding and project continuation 	

	<ul style="list-style-type: none">o capture ongoing mitigation and lessons learnedo Make recommendations to committee with regard to continuing, pausing or stopping schemes delayed by a cumulative total of 12 months from the milestones agreed at approval of initial funding. <p>This would create a 'use it or lose it culture'.</p> <p>2.Priority for subsequent funding within similar programmes, within the frame of regional prioritisation processes.</p>	
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REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 8th April 2022

REPORT TITLE: CLIMATE AND ECOLOGICAL EMERGENCY STRATEGY AND ACTION PLAN

DIRECTOR: JESS LEE, HEAD OF STRATEGY & INNOVATION

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

Purpose of Report

- 1 This report provides an overview of the revised Climate and Ecological Emergency Strategy and Action Plan including how it relates to the Green Recovery Fund, and outlines the intention to keep the Strategy and Action Plan under review.

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:

- Providing a renewed ambition for addressing the climate and ecological emergency and ensuring that recovery from the pandemic is consistent with those aims.

Recommendation

- Approve a new Climate and Ecological Emergency Strategy and Action Plan.

Background / Issues for Consideration

1. The West of England Climate and Ecological Strategy Emergency Strategy and Action Plan has been developed following agreement of the committee that the region needed a plan with increased ambition. The principles for the revised

plan were agreed by the committee in September 2021.

2. The Strategy and Action Plan sets out the scale of the challenge that we face and the actions we will take in response. In order to meet our 2030 ambitions we know that we will need to go further, faster to tackle the climate and ecological emergencies. We will need to:
 - Cut 464kt of CO₂ each year (10% of today's total) to reach net zero by the end of 2030
 - Ensure that wildlife and the natural environment are in recovery, with their decline halted and (in line with the West of England Nature Partnership ambitions) the abundance of wildlife has increased by 30% by 2030
3. To do this, we will need to take action now and make hard decisions, including:
 - retrofitting 250,000 homes and 8,000 non-residential properties by 2030 in order to meet our carbon neutral ambitions.
 - Protecting wildlife – including increasing pollinator habitats and increasing the abundance of wildlife from 2020 levels by 30% by 2030
 - Drastically reduce the number of car journeys, facilitating a modal shift from private cars and reducing car mileage by 40% by 2030.
4. The Strategy & Action Plan highlights how we will:
 - Focus on taking action – we cannot afford further delays to reduce emissions and protect the environment
 - embed our goals within our policies, programmes and projects.
 - Facilitate a just transition – making sure no one gets left behind
 - support Unitary Authority partners and business and residents to take action to reduce emissions and halt the decline of wildlife
5. Since June 2021, progress has already been made including:
 - Creating a £50m Green Recovery Fund
 - Securing over £500m to help decarbonise transport through the City Region Sustainable Transport Settlement
 - Establishing a regional Climate Action Panel of key stakeholders and businesses across the region
 - Launching new programmes to support residents and businesses to learn new green skills.
6. The Strategy and Action Plan will inform the delivery of the Green Recovery Fund. Initial funding requests and business cases are presented to the

Committee for consideration to drive action on:

- Increasing scale & pace of retrofit within the region with the Retrofit Accelerator
 - Halting the decline of wildlife and creating more green spaces for pollinators & bees with the Community Pollinator Fund.
 - Reducing emissions from transport by increasing the amount of electric vehicle charging points.
7. However, even with this increased pace and scale of activity, we know we do not have all the levers available to us. We cannot achieve the ambitions working in isolation and the Strategy and Action Plan sets out where Government needs to step in to do more.
8. The Strategy and Action Plan is intended to support the prioritisation of our activity as a region based on the evidence available to us at this point in time. We will keep the plan under review to ensure that it is a living document that keeps pace with changes in our understanding of the challenge and is responsive to changes in the levers available to us to respond. The need to revised and adapt our response to these issues is particularly relevant in light of rising energy prices, the cost of living crisis and the impact of the situation in Ukraine.

Consultation

9. The Strategy and Action Plan has been developed in discussion with the Unitary Authorities and other stakeholders including through:
- Committee agreement of the refreshed principles (Sept committee)
 - Monthly meetings for energy action group
 - Co-production workshops with UAs
 - Climate Action Panel – full panel, bilaterals with each panel member & bespoke workshop
 - Discussion with environment officers steering group
10. In addition, the Climate workstream including the Strategy and Action Plan and associated Green Recovery Fund has been discussed at 5 committee meetings since June 2021 including agreement to the Green Recovery Fund in December 2021 and to indicative allocations January 2022.

Other Options Considered

11. Not developing a revised Climate and Ecological Emergency Strategy and Action Plan has been considered. This has been discounted on the basis that a plan will enable action to be prioritised and ensure we are focused on the actions that will have most impact.

Risk Management/Assessment

12. The Climate & Ecological Strategy and Action Plan sets out how we tackle risks associated with the climate and ecological emergencies. Full risk assessments will be undertaken for each action or project outlined within the action plan as they are brought forward.

Public Sector Equality Duties

13. 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.
14. 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.
15. 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.
16. An Equality & Diversity Impact Assessment and Plan has been completed for the Climate & Ecological Strategy and Action Plan – see Appendix 1. It commits to carrying out more detailed Equality Impact Assessments for each individual project or programme as these are developed in detail and brought forward for approval.

Finance Implications, including economic impact assessment where appropriate:

17. There is no direct financial implications from this report. The strategy and plans will have financial implications that will be set out in more detail as part of the delivery reports as this progresses.

Advice given by: Selonge Russell, Head of Finance

Legal Implications:

18. Advice given by:

Climate Change Implications

19. The Climate & Ecological Strategy & Action Plan outlines the scale of the challenge caused by the climate and ecological emergencies and the actions that will be taken to reduce emissions and recover nature. The actions are the start of our work to address the emergencies.
20. Particular projects within the action plan will be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements.

Land/property Implications

- 10 *Please state any land/property implications arising as a result of this report.*
- Advice given by:

Human Resources Implications:

- 11 *Please state any HR implications arising as a result of this report.*
- Advice given by:

Appendices:

List any appendices to the report:

Appendix 1 – Equality & Diversity Impact Assessment and Plan

Background papers:

Insert details (any documents listed will need to be made available for public inspection on request – where possible, insert links to documents quoted)

West of England Combined Authority Contact:

Report Author	Contact Details
Jess Lee	

Appendix 1

Equality & Diversity Impact Assessment and Plan

**Scheme - West of England Climate and Ecological Strategy and
Action Plan (CESAP)
SCHEME PROMOTER - WECA**

Step 1: What is the project / proposal?

Please briefly explain your project in Plain English, avoiding acronyms and jargon. This section should explain how the project will impact service users, staff and/or the wider community.

1.1 What is the project?

A strategy and action plan for the West of England to tackle the climate and ecological emergency. The regional authority has set a target to achieve net zero by 2030 by drastically reducing emissions and ensuring that nature is in recovery, halting the decline of wildlife and the natural environment. The plan covers five key priority areas: low carbon transport, low carbon building and places, nature recovery, low carbon business and renewable energy. The overall ambition of the plan is to create and foster a more environmentally friendly region for all residents while contributing to the region's overall net zero ambitions. By reducing emissions and restoring and enhancing our natural environment, the Combined Authority can improve the health of our population through improved air and water quality, an increased uptake in active travel and an equitable distribution of new green funds and initiatives.

Step 2: What information is available?

Please use this section to demonstrate understanding of who could be affected by the project.

2.1 What data or evidence is there that explains who could be affected by the project?

At the national level, the evidence is vast and clear - the climate emergency will continue to impact communities in unequal and disproportionate ways. For example, national data illustrates how:

- Rising energy prices are likely to hit lower income households disproportionately as they spend a higher proportion of their income on utility bills and are more likely to live in fuel poverty. ([ONS 2022](#))

- Ethnic communities and disadvantaged communities are hardest hit by air pollution - in England, the most deprived 20% of neighbourhoods had higher air pollution levels than the least deprived neighbourhoods. ([Imperial College London 2015](#))
- People with disabilities are at great risk during power outages if they rely on electronic medical devices. Power outages could remove crisis alerts, social support and information sources to someone with communication impairments. ([Kings College 2021](#))

Similarly, local and national efforts to tackle the climate emergency often overlook the unique needs and circumstances of different communities. National level data demonstrates how by overlooking these factors, policies risk leaving already marginalised groups, further behind:

- National-level data tells us that women cycle half as much as men in the UK ([DfT 2021](#)) and 34% of women in London reported being very or quite worried when using public transport ([TFL 2018](#)).
- Black and Asian adults cycle at significantly lower levels than people from mixed ethnic backgrounds and White British people. 17% of White British people cycle at least once a week compared to 7-8% of Black and Asian adults. ([DfT 2020](#))
- Difficulty in accessing transport is the second most common barrier to work among people with disabilities - 52% of working age people with a disability stated difficulty in accessing bus services as a barrier. ([DfT 2020](#))

National level evidence is a key foundation to understand the current inequalities and inequities common across both the consequences of the climate emergency and the policies designed to mitigate it. There is a significant amount of both statistical and survey data - largely at the national level - that the Combined Authority has consulted to understand where inequalities lie.

2.2 Are there any gaps in the data?

Having access to more disaggregated data is critical when designing plans and programmes aimed at tackling problems that have disproportionate impacts on minority and disadvantaged communities. For this CESAP, the Combined Authority is aware that there is a lack of localised, disaggregated quantitative and

qualitative data which if available, could have provided a greater evidence base to support our ambitions and actions.

Ideally, the Combined Authority would have more local data on several key priority areas including but not limited to:

- Barriers to using low carbon transport for different segments of the population.
- Disaggregated data on access to green finance and green reskilling opportunities.
- Inequality in access to renewable energy sources and electric vehicle infrastructure.
- Differences in access to green space between the most advantaged and disadvantaged communities at the local level.

2.3 How have communities and groups that could be affected been involved / or will be involved?

All 5 priority areas have been developed with the principle of a just transition in mind. The Combined Authority included some specific action points in the plan to ensure different parts of the regional population have their say in the changes required to get the region to Net Zero. For example, the plan commits to:

- Launching a public consultation with a diverse sample from the population on a future transport system within the region to prioritise deliverable routes and mode by Autumn 2022.
- Working with all schools and colleges within the region to green their curriculum and ensure that skills provision is aligned to industry needs including renewable energy, biodiversity and ecology.

Step 3: Who might the proposal impact?

Analysis of impacts on people with protected characteristics must be rigorous. Please demonstrate your analysis of any impacts in this section, referring to all of the equalities groups as defined in the Equality Act 2010.

3.1 Does the project / proposal have any potentially adverse impacts on people with protected characteristics?

Age - None identified

Disability - None identified

Gender Reassignment - None identified

Race - None identified

Religion or belief - None identified

Gender - None identified

Sexual Orientation - None identified

Marriage and Civil Partnership - None identified

Pregnancy and Maternity - None identified

3.2 Can these impacts be mitigated or justified? If so, how?

No adverse impacts were identified for any of the groups with protected characteristics.

3.3 Does the project / proposal create any benefits for people with protected characteristics?

The current CESAP is intended to be an overarching strategy and action plan for the future of the region. Our intention is to build out each of the 5 priority areas in more detail going forward with detailed Equality Impact Assessments for each individual project or programme. By doing so, we will be able to provide more detailed analysis of the impacts and benefits to those with protected characteristics as the action plan gets to a more granular, delivery stage. At this stage of the process, our commitment is to ensure the plan going forward accounts for groups with protected characteristics and ensures they are not adversely affected by any future actions. All 5 priority areas were developed with a 'just transition' in mind. The full benefits of achieving a net zero region where nature is in recovery by 2030 are only realised if the benefits reach all groups in the region. Once achieved, our priority areas of change will benefit the whole population, including people with protected characteristics. Below are some examples of how the CESAP will be inclusive, accessible and considerate of all communities and populations in the region:

Age

The action plan to follow will ensure people of all ages are not adversely affected by the actions we are taking and will benefit from the changes. Examples of benefits to this population are:

- People of all ages will benefit from improved access to public transport. Young people will benefit from a new e-Bike service in Bristol and later throughout the wider region.
- Integrated and accessible ticketing options will benefit older people navigating the public transport network.

- Improved frequency and accessibility of rail and bus services will enable working-age persons to better access employment opportunities.
- Improved space on road networks will benefit older people who use wheelchairs.
- School-age children will benefit from new careers advice through the Careers Hub aimed at supporting key skills needed to support our 2030 ambitions.
- Young people at school and college will benefit from new green curriculums that aim to ensure they have access to work experience and training opportunities aligned with identified green skills gaps.

Disability

Projects and programmes that fall out of the action plan will ensure people with disabilities are not adversely affected by the actions we are taking and will benefit from the changes. Examples of benefits to this population are:

- Integrated and accessible ticketing options will help people with disabilities better navigate the public transport network.
- Improved affordability of the transport network will benefit people with disabilities who often report public transport affordability concerns at a national and local level.
- Better bus shelters will benefit people with disabilities who use wheelchairs as they will include level access.
- Improved rail service accessibility (such as greater step-free access) and better transport information will benefit people with disabilities by ensuring they can gain better access to public transport.
- Improved space on road networks will benefit people with disabilities who use wheelchairs.

Gender Reassignment

Projects and programmes that fall out of the action plan will ensure the non-binary and transgender population are not adversely affected by the actions we are taking and will benefit from the changes. An example of the future benefits to this population is:

- Improvements to bus stops including new real-time information displays to improve bus travel safety and security - benefitting groups who may not feel safe using public transport.

Race

Projects and programmes that fall out of the action plan will ensure people from all ethnic and racial minorities are not adversely affected by the actions we are taking and will benefit from the changes. An example of the future benefits to this population is:

- Improved affordability of the transport network will benefit people from ethnic minorities who face unemployment rates at double the rate of people from white backgrounds and who are less likely to have access to a private vehicle ([DfT 2020](#)).

Religion or belief

Projects and programmes that fall out of the action plan will ensure people from all religious minorities are not adversely affected by the actions we are taking and will benefit from the changes. An example of the future benefits to this population is:

- Improvements to bus stops including new real time information displays will improve bus travel safety and security - benefitting groups such as religious minorities who may not feel safe using public transport.

Gender

Projects and programmes that fall out of the action plan will ensure people of all genders - particularly women - are not adversely affected by the actions we are taking and will benefit from the changes. Examples of the future benefits to this population are:

- Improved affordability of the transport network will benefit women who are more likely to work part-time, be on a lower-income and are less likely to have access to a private car ([DfT 2020](#)).
- Improvements to the road network to make space for cyclists will benefit women who often report feeling unsafe cycling on roads.

Sexual Orientation

Projects and programmes that fall out of the action plan will ensure people from all sexual minorities are not adversely affected by the

actions we are taking and will benefit from the changes. An example of the future benefits to this population are:

- Improvements to bus stops including new real time information displays will improve bus travel safety and security - benefitting groups such as the LGBTQ+ population who may not feel safe using public transport.

Marriage and Civil Partnership

- No benefits identified.

Pregnancy and Maternity

Projects and programmes that fall out of the action plan will ensure new parents and pregnant people are not adversely affected by the actions we are taking and will benefit from the changes. Examples of the future benefits to this population are:

- Improved bus shelters will benefit people with pushchairs as they will include level access and will provide seating - a particularly important facility for pregnant people.
- Improved rail service accessibility (such as greater step-free access) will benefit people with pushchairs by ensuring they can gain better access to public transport.
- Improved air quality from reduced emissions will benefit pregnant people who require a healthy environment throughout pregnancy.

3.4 Can they be maximised? If so, how?

The Combined Authority's intention is to continue to deliver benefits to all groups with protected characteristics and other underserved communities by consulting with affected communities and feeding their input back into the action plan. We will continually monitor our progress and ensure the benefits are being felt across all segments of the population, and where they are lacking, we will strive to make improvements. Critically, we will seek to improve the data we have available at a disaggregated, local level to enable us to identify gaps and work to level them.

Step 4: Impact and assessment

This section asks how your understanding of impacts on people with protected characteristics has influenced your proposal, and how the findings can be measured going forward.

4.1 How has the impact assessment informed or changed the project / proposal?

The Strategy and Action Plan was developed with a clear focus on achieving a ‘just transition’. The CESAP made it clear that the decisions we made would ‘not adversely affect specific social groups’. As a result, all action points were formulated with both this principle in mind, and the evidence from national data that illustrate how inequities across climate policy and climate inaction remain a growing concern.

The Combined Authority intends to continue to grow our local evidence base as much as practicable, including through consultations with diverse and representative samples of the population across all priority areas while developing methods of gathering more quantitative data.

4.2 What actions have been identified going forward? Reference in Objectives and Actions table

Our detailed objectives and actions will be developed at a later stage, we are currently only setting out an overarching strategy and high-level action plan across the 5 priority themes.

4.3 How will the impact of your project / proposal and actions be measured moving forward?

Our intention is to use the indicators of progress within the CESAP to build out a more detailed understanding of whether progress has been felt equitably across different parts of the population. Where possible, we will disaggregate our metrics to better understand where our efforts are having the biggest impact. Ideally, the metrics we use will generate a more disaggregated understanding of where these changes are being made.

Based on the availability of local data and the Combined Authority’s resources, we aim to improve the evidence base around communities with protected characteristics to continuously measure and monitor the distribution of benefits that will arise from climate action.

Additionally, we intend to create more detailed Equality Impact Assessments for each individual project or programme as these are developed in detail and brought forward for approval. The availability of national and regional data will inform the extent to which equality impact can be assessed at the local level.

Objectives and Actions

Our intention is to build out each of the 5 priority areas in more detail going forward with detailed Equality Impact Assessments for each individual project or programme. At this stage, we are only setting out a strategy and a high-level action plan which encompasses a commitment that future actions will benefit groups with protected characteristics and not adversely affect them.

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WEST OF ENGLAND CLIMATE AND ECOLOGICAL STRATEGY AND ACTION PLAN 2022



FOREWORD



The West of England is an amazing place to grow up and grow old in. But we are living in the midst of a deadly climate and ecological emergency. We therefore need to take urgent steps to protect our brilliant part of the world.

The scale of the challenge is daunting. It will involve taking action at four equally important levels – locally, regionally, nationally and globally. It won't be easy. In fact, it will be hard. We will all have to do things differently. There will be trade-offs, compromises and we will need to make some very big choices.

Many of the people that I meet and hear from are deeply concerned about the environment. Young people are particularly anxious – they are most alert to climate change and know they have the most to lose. Aware of the great strength of public opinion here in the West of England we have rightly set a very ambitious target to achieve net zero by 2030. I also want to tackle the ecological emergency and to make our region the bee and pollinator capital of the U.K.

I know West of England people wherever they live – from our most rural communities to our market towns and our great cities of Bristol and Bath – want to meet these hugely important goals. Indeed, I often think local people are way ahead of our politicians when it comes to the environmental agenda.

So, I will always strive to ensure that the West of England Combined Authority, which I lead, takes bold action and makes the difficult, but necessary, decisions to rise to the challenge of saving our planet.

The big choices that have to be made cannot be done in isolation. The West of England Combined Authority will need to work in very close partnership with residents, regional partners and our local councils. We will desperately need Government to do much, much, more too – and I will continue to relentlessly make our case to them.

This strategy and action plan is only the start. It sets out practical steps we can take as a region. It highlights the challenges we must address. It sets us on a path that I know people right across the West of England are committed to. But it is a living document and will be amended and updated to reflect changing circumstances and new ideas that we will need to embrace, if we are not only to successfully protect the planet, but make it better than now.

I'm hugely proud of our great region for many reasons. I know that together we can make a real difference in the fight against climate change. Let's get to it and show our country and the world how it can be done.

Dan Norris

West of England Metro Mayor

To tackle the climate and ecological emergencies across the West of England we will need to:

- Drastically reduce emissions – cutting our West of England CO₂ on average by 10% year-on-year
- Halt the decline in the number and range of animals and plants and protect existing wildlife spaces and create more high-quality green spaces and green corridors within our region

Since May 2021 we have:

- Created a £50m Green Recovery Fund and made our first investments
- Secured over half-a-billion pounds to help decarbonise transport
- Established a regional Climate Action Panel of key stakeholders across the region
- Launched new programmes to support residents and businesses to learn new green skills and create green jobs

Now we plan to:

- Increase the scale and pace of housing retrofit within the region with a Retrofit Accelerator
- Halt the decline of wildlife and create more green spaces for pollinators and bees by establishing a Community Pollinator Fund
- Reduce emissions from transport by increasing the amount of electric vehicle (EV) charging points across the region

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OUR PRIORITIES AT A GLANCE

We have set five priorities where action is needed and where the Combined Authority working with partners including North Somerset Council can deliver tangible progress to tackle the climate emergency across the wider West of England region.

Our five themes are priority areas that have been developed in collaboration with our partners. They reflect our understanding of where the emissions are generated in the region.

Key to the delivery for all is funding, data accuracy, skills and training. By targeting these priority areas we are expecting to deliver significant climate and ecological benefits.

Our Priorities	Our Key Actions for 2022/3
By targeting these priority areas we are expecting to deliver significant climate and ecological benefits.	This strategy and action plan sets out actions we will take to 2030. In the next year, progress we will make includes:
<p>1 Low Carbon Transport</p> <p>Decarbonise the transport system, reduce car dependency, manage demand, increase cycling and walking and the use of public transport.</p>	<p>Opening £50m Green Recovery Fund to business case applications for projects to meet our 2030 objectives</p>
<p>2 Low Carbon Buildings & Places</p> <p>Increase the energy performance of buildings and develop low carbon standards in new developments.</p>	<p>Developing and launching the Retrofit Accelerator to increase the scale and pace of retrofit within the region</p>
<p>3 Nature Recovery</p> <p>Wildlife and the natural environment are in recovery, with their decline halted and in line with the West of England Nature Partnership the abundance of wildlife has increased by 30% by 2030.</p>	<p>Enhancing the ecological network to create new spaces and habitats for wildlife including pollinators through delivery of Green Infrastructure projects (Bath Riverline, Chew Valley Lake and Common Connections) and launch the Community Pollinator Fund to make the West of England the UK Pollinator Capital</p>
<p>4 Low Carbon Business</p> <p>Help business and local people benefit from growth in the green economy; maximising government investment in the region and supporting our businesses to grow.</p>	<p>Reducing carbon emissions from our transport system and car dependency through better bus service, delivering walking and cycling infrastructure, travel planning and investing £5m Green Recovery Fund to improve the EV charge point infrastructure and matching this with the recently announced £500m as part of the national EV strategy.</p>
<p>5 Renewable Energy</p> <p>Work to decarbonise the energy system and increase local renewable energy.</p>	<p>Increasing the amount of renewable energy generated within the region delivering over £1m of programmes such as Solar Together, Local Energy Scheme and Rural Community Energy Scheme</p>

OUR STRATEGY

The Challenge

The West of England Combined Authority's ambition is that in 2030:

- the West of England is net zero carbon, and
- wildlife and the natural environment are in recovery, with their decline halted.

These ambitions are separate and have equal standing and status within the region. Although linked, we know that solving the climate emergency alone will not resolve the ecological emergency, and vice versa.

Achieving these formidable ambitions requires rapid and significant action to transform our region. We must work across levels of government, catalyse private sector action, and empower the public to take action as well. We must adapt our behaviours and use existing technology rather than waiting for future solutions. We must adapt to an uncertain and changing national context.

As a Combined Authority, and working with North Somerset Council, our adopted strategies including the Joint Local Transport Plan, Joint Green Infrastructure Strategy and our developing planning policies are already contributing towards our ambitions.

This plan takes us further – setting out a route map between now and 2030. The plan:

- defines our long-term strategic approach to tackling the climate and ecological emergency – the ways that we will deliver and the objective for each priority area;
- sets out our short-term action plan – including those actions already underway;
- describes the medium and longer-term actions we will develop as we continue to build our plans for the future.

The Strategy and Action Plan provides a framework for our action up to 2030, but is not the final word. We will revisit these actions regularly, building up a programme that will realise our ambitions.

A Green, Just Transition

The actions required to address the impacts of climate change and encourage the recovery of nature will create new economic opportunities. But the benefits from this transition must be shared widely, and support provided for those who may lose out. We must ensure the transition to a green economy does not leave anyone in the region behind.

The Strategy and Action Plan will help to tackle some of the most challenging issues we face as a region through this transition, including improvements to air quality, health and wellbeing, supporting nature's recovery, and addressing social inequalities.

We will make hard decisions to cut emissions and protect the natural environment and will support our stakeholders to do the same.

Our actions and decisions will continue to be driven by science-based evidence, but we recognise that the urgency of the challenge means we will need to take decisions while the data remain uncertain. Where gaps in data are identified we will work with our stakeholders to address them.

OUR APPROACH

This Strategy and Action Plan is designed around the five priorities that were developed and agreed by Combined Authority partners. Each section sets out:

- **Our objective for 2030**
- **How we will deliver this objective** – our strategic approach, outlining the key ways in which we will lead change
- **2022/23 actions** – the immediate steps we will take to deliver swift action
- **Medium-term actions and long-term ambition** – our plans to deliver further progress and to continue building our action. Further into the future, these will need to remain flexible so that we can continue to identify the actions needed to meet our ambitions.

We know we cannot meet our ambitions alone. The priority areas are interlinked, and impacts are often connected. The plan also sets out how the Combined Authority's actions will complement work already under way by our Unitary Authority partners, including North Somerset Council, and ensure we continue developing our plans in collaboration.

This plan also includes our asks of government: where we will need devolution, policy direction, regulation, or funding to be able to co-ordinate and drive forward the transition.

We will provide progress reports every six months and update the plan annually to ensure we maintain momentum and ambition. This Strategy and Action Plan is a living document and will remain under constant review.

The Strategy and Action Plan has been prepared in collaboration and consultation with key stakeholders via engagement workshops, including:

- Unitary Authority partners,
- our regional Climate Action Panel, representing key businesses and stakeholders from across the region including Wessex Water, Business West and Bristol University, and
- the Local Enterprise Partnership.

The West of England Combined Authority Committee has agreed five principles for the plan:

- **Take action now on the highest sources of emissions and causes of destruction of the natural environment** and where we can have most impact as a Combined Authority – our five priority themes.
- **Make the hard decisions to cut emissions and protect the environment** – we know that cutting emissions and protecting

the environment will require taking hard decisions that will change the way we live and work in the region. We are not afraid to take these decisions and need our Unitary Authorities, residents and businesses to make the same tough decisions.

- **Take a data led approach** – providing metrics to fully understand the impact of actions taken and decisions made where the data is available. However, we recognise that the data to support some decisions is still in development. Where this is the case, we will not let lack of certainty be used as grounds for inaction or the avoidance of risk.
- Ensure that we are **adapting** to the effects of climate change by protecting and enhancing the natural environment and **ensuring climate resilience in our infrastructure and across our region**
- **Facilitate a just transition** – working to promote the green skills and high-quality jobs within a net zero and nature-rich economy. Ensuring that the decisions that we take do not adversely affect specific social groups.

To ensure that we deliver against these priorities, we will need to act as a region to address the way we work to build our skills, leverage funding and manage data. These issues are reflected in the Action Plan.

OUR APPROACH continued

Role of the Combined Authority

Tackling the climate and ecological emergencies are a priority across the region. Yet achieving it will require changing what we do, how we live and work in the region and how we work together to make our decisions.

In order to meet the challenges we have set ourselves, we must work in collaboration – with regional partners, with residents, with businesses, and with Government.

The Combined Authority and our partner Unitary Authorities must take action, but we also have an important responsibility to enable strategic changes and inspire behaviour change across all five of our priority themes.

There is no simple answer as to who does what. We need a flexible approach with a commitment to joining up, working together, avoiding overlaps and pooling resource where it makes sense to do so.

As a Combined Authority, we will focus on working in partnership with our unitary authorities to fulfil our role to:

- Deliver the actions within this plan to meet our challenging 2030 objectives, including:
 - reducing carbon emissions from our transport system and reducing car dependency

- Significantly increasing retrofit across the region to reduce emissions from homes and other buildings
- Supporting nature recovery by creating new spaces and habitats for wildlife including pollinators

- Change the things within our direct control to help reduce emissions and halt the decline of wildlife including our own buildings, operations and travel and the way that we procure and commission.
- Grow the resources available to deliver action across the region. Developing successful fundable programmes, attracting private investment, and making the case for further investment in the region.
- Deliver changes to our regional infrastructure and planning policies to ensure that they enable us to meet our 2030 objectives
- Grow the skills within the region to support the delivery of action by developing successful skills training programmes, supporting businesses and residents with their own transition towards our 2030 objectives and making the case for further devolution and investment in skills in the region.
- Showcase good practice within the region to ensure we are involving and engaging

our communities and building partnerships where we need to drive effective change.

As Unitary Authority partners and the Metro Mayor, we have already worked together to take action on fulfilling these roles and increasing the scale and pace of delivery towards our 2030 objectives.

Accelerating our ambition: action since June 2021

In 2021-22 we have:

- Increased resources by creating a £50m Green Recovery Fund
- Secured over £500m to help decarbonise transport through the City Region Sustainable Transport Settlement
- Launched new programmes to support residents and businesses to learn new green skills
- Identified a range of strategic green infrastructure projects across the region
- Established a regional Climate Action Panel of key stakeholders and businesses across the region

OUR APPROACH continued

Our Key Actions for 2022/23

We know that the scale of the challenge is huge and meeting our ambitions will not be easy. The successful delivery of our 2030 objectives is at risk if we do not increase the pace of delivery and take difficult decisions now.

This plan sets out a range of actions that we will work with our partners on to deliver to help meet this challenge.

Our key actions for 2022/23 are to:

- Page 126
- 1 Open £50m Green Recovery Fund to business case applications for projects to meet our 2030 objectives
 - 2 Develop and launch the Retrofit Accelerator to increase the scale and pace of building retrofit within the region
 - 3 Develop the Local Nature Recovery Strategy – enhance and create new spaces and habitats for wildlife including pollinators through delivery of Green Infrastructure projects (including Bath Riverline, Chew Valley Lake and Common Connections) and launch the community pollinator fund to make the West of England the UK Pollinator Capital
 - 4 Reduce carbon emissions from our transport system and car dependency through better bus service, delivering walking and cycling infrastructure, travel planning and investing £5m to improve the EV charge point infrastructure

- 5 Increase the amount of renewable energy generated within the region delivering over £1m of programmes such as Solar Together, Local Energy Scheme and Rural Community Energy Scheme

Our Key Asks of Government

In order to meet the scale of the challenge and achieve our objectives, we are clear that government will need to do more to support our ambitions us to go further, faster. We need government to work with us flexibly and responsively, listening to our needs.

To make progress across all themes we will need government to:

- Provide more resources e.g. the skills funding and training frameworks required to ensure the transition towards net zero and to protect and enhance the natural environment. The investment required goes way beyond the resources available to the Combined Authority or unitary authorities. Central Government needs to step up and invest in programmes we are developing.
- Devolve powers and adapt national regulation –it is not just about resources. The Combined Authority and Unitary Authorities need the powers to manage our transport, planning, energy infrastructure and skills systems to achieve our ambitions and need national regulation to reflect this and be supportive of our 2030 ambitions.

Our top 5 asks of government are to:

- 1 **Develop a national retrofit strategy** and provide long term funding streams – piecemeal, stop-start national policy interventions, such as the failure of the Green Homes Grant voucher scheme, are preventing retrofit at scale
- 2 **Provide accelerated powers** for demand management and funding to reduce car dependency and improve alternatives to private car use, including increasing the pace of electrification of the buses and rail services – government's current delivery plans do not have sufficient clarity or urgency
- 3 **Provide sufficient capacity funding to produce, deliver and monitor Local Nature Recovery Strategies** including by launching further rounds of the National Green Recovery Challenge Fund
- 4 **Launch further innovation funding rounds to promote low carbon goods and services** and promote roll out of new energy systems including tidal, hydrogen and nuclear fusion
- 5 **Open further funds to support the mainstreaming of new energy systems** including hydrogen, tidal, nuclear fusion and battery storage

DELIVERING OUR AMBITIONS

As a region, we have committed to going further and faster than the national government to improve meet net zero and protect the natural environment. With this increased ambition, comes increased scale and pace of delivery. We know that this will require a significant increase in funding.

As such, we have collectively agreed to create the Green Recovery Fund – a £50m investment fund to help stimulate further action and leverage in additional funds to the region.

Page 127 The Green Recovery Fund provides one route to funding the some of the proposals set out in this document, and proposals brought forward for the Green Recovery Fund will need to align with the themes of this Strategy and Action Plan.

Significantly increased levels of investment will need to be leveraged in the coming years to deliver our ambitions. Government have begun to take action on this including creating £500m to improve EV charge infrastructure and announcing its intention to create a Woodland Creation Accelerator Fund to help increase the amount of trees and woodland in the country. The Green Recovery Fund will help us as a region to be able to access these funds.

However, we are clear that this will still not be sufficient. Throughout the plan, we have highlighted where we think additional funds are required from government but as a Combined Authority and region, we are also committed to:

- Working with private sector partners to secure further funding.
- Supporting innovative forms of finance and the green finance sector to develop within the region.

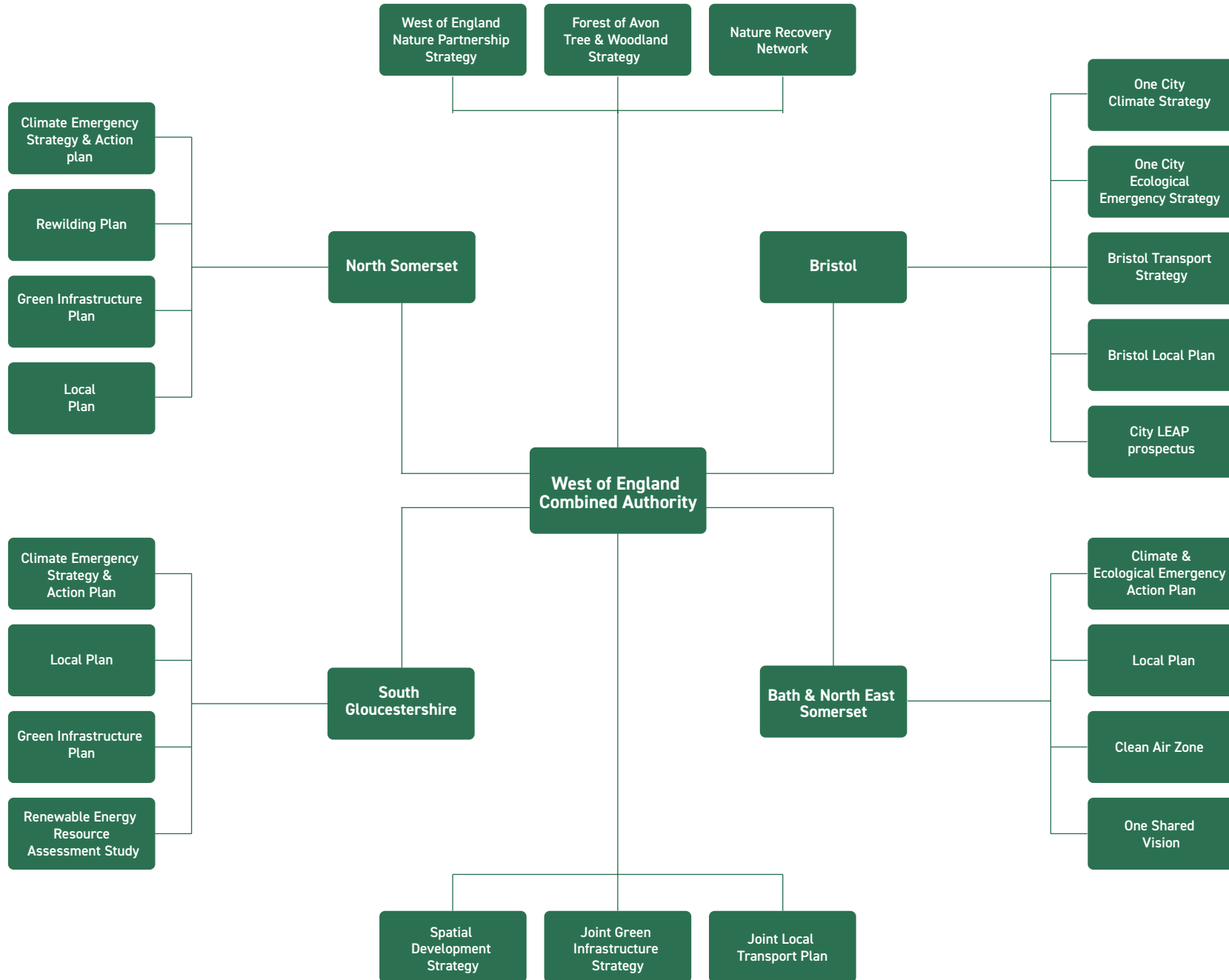
Strategies & Plans in the Region

This strategy and action plan builds on the existing regional strategies within the region, including the spatial plans, Joint Local Transport plan, Joint Green Infrastructure Strategy and action plan. All of our partner Unitary Authorities have also published their own climate strategies and action plans and have declared ecological emergencies.

The Climate and Ecological Strategy and Action Plan is not intended to replace or supersede the policies and activity contained within these documents. It is meant to complement them, providing an overview of our strategic approach and key actions to tackling the

climate and ecological emergencies. As such, it should be read alongside our other regional strategies and action plans. Future actions and the development of this plan will take into account the wider regional strategies.

A snapshot of the key regional documents and strategies is below



UNDERSTANDING THE SCALE OF THE CHALLENGE



THE CHALLENGE FOR:

LOW CARBON TRANSPORT

LOW CARBON BUILDINGS AND PLACES

DELIVERING NATURE RECOVERY

LOW CARBON BUSINESSES

RENEWABLE ENERGY

UNDERSTANDING THE SCALE OF THE CHALLENGE

Achieving our 2030 ambitions will require rapid and significant changes in the region. Current trends are not fast enough, and action must accelerate.

The West of England emitted 4,960kt of CO₂ in 2019. This amounted to 4.3 tonnes per person, slightly lower than the national average of 5.2 tonnes per person.

From 2005 to 2019, emissions fell by an average of 3.3% each year. If the same trend were to continue, the region would still emit 3,300kt CO₂ in 2030.

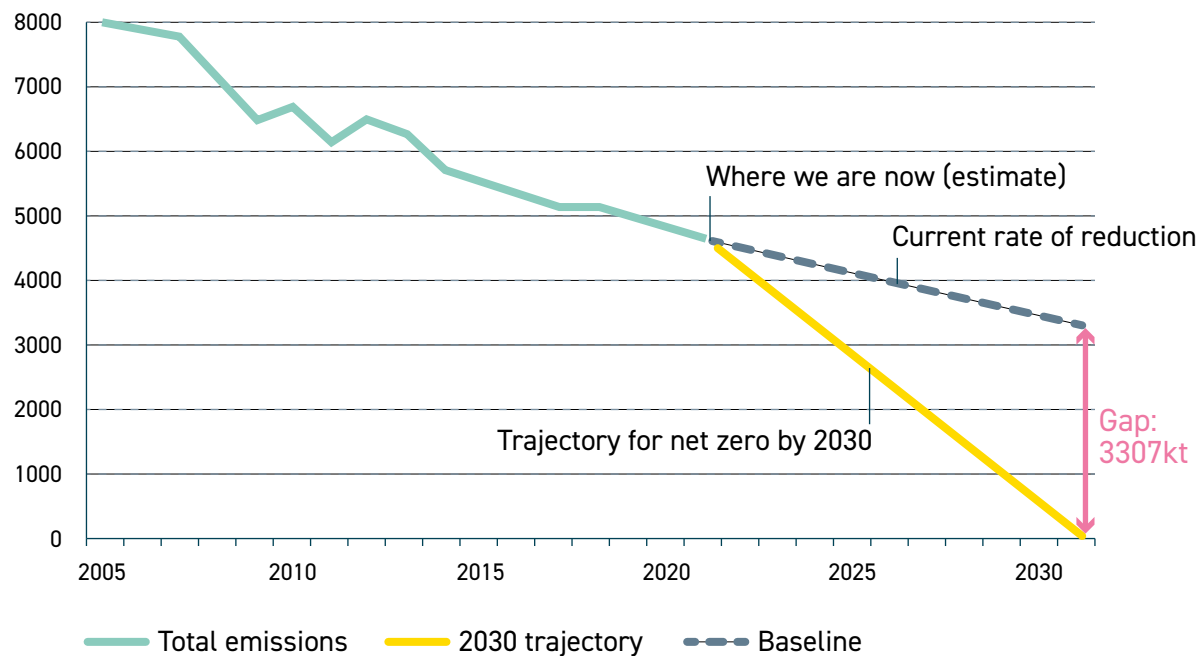
To reach net zero, emissions must fall by 464kt every year – 10% of current levels. This requires a significant acceleration of the progress made in recent years.

The region's emissions arise from transport (44%), domestic uses of power and heating (30%), and businesses (26%). Reductions in emissions in recent years have arisen largely from the decarbonisation of the national electricity grid, which has reduced domestic and business emissions.

On the other hand, transport emissions have remained level over the past 15 years. Increasing fuel efficiency has been off-set by rising car journeys.

Figure 1: West of England greenhouse gas emissions must fall rapidly to meet our net zero ambition!

West of England trajectory to net zero (kt CO₂ per year)



UNDERSTANDING THE SCALE OF THE CHALLENGE continued

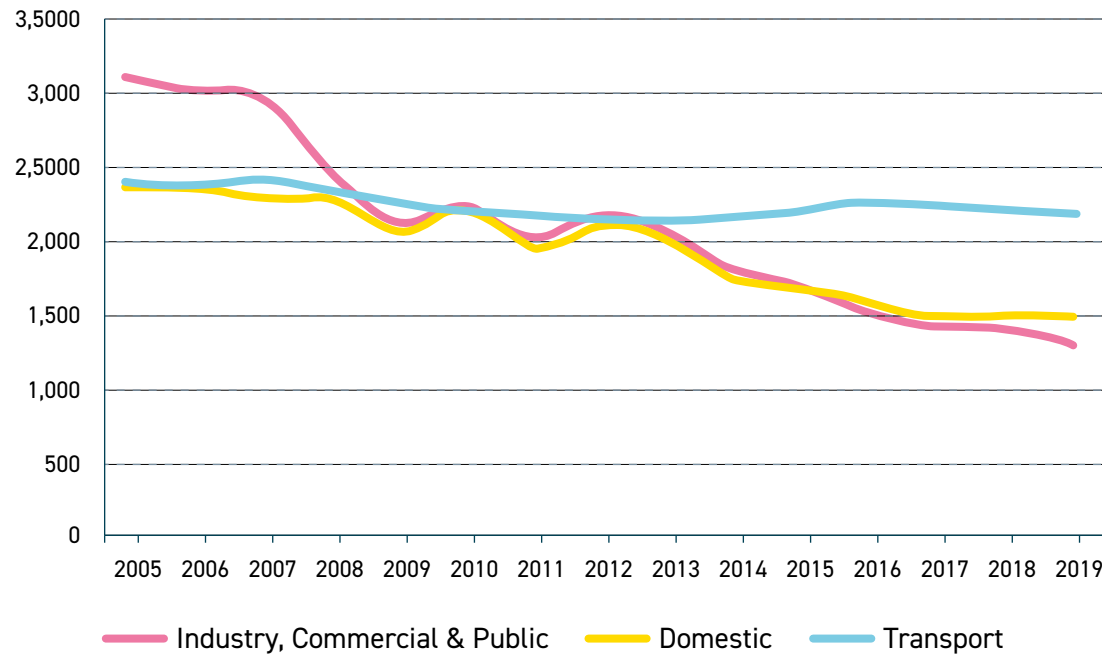
And we know that these figures do not provide the full story: they cover only emissions produced within the UK. Our businesses and residents consume imported goods and services, which have their own carbon footprint that is not accounted for here. Emissions embedded in imported goods and services account for over two-fifths (43%) of the UK's total carbon footprintⁱⁱⁱ. Consumers and businesses in the West of England have some control over the products they choose, but action is needed nationally and internationally to fully tackle this source.

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The following sections discuss the current position for each of the five priority themes in this plan.

Figure 2: The sources of regional carbon emissions have changed since 2005. Domestic and business sources have declinedⁱⁱ.

CO₂ emissions (kt), West of England



UNDERSTANDING THE SCALE OF THE CHALLENGE continued

The Challenge for Low Carbon Transport

Emissions from transport are among the largest contributors to greenhouse gas and CO₂ emissions in the region, representing 44% of the total. Overall, it is not reducing in line with other emissions. Population growth means that car trips are expected to increase by a further 8% up to 2030^{iv}.

Emerging findings from the West of England Transport Decarbonisation Study show that there is a considerable gap between our forecast carbon emissions reductions and 2030 ambitions. Even considering planned activity and commitments such as the City Region Sustainable Transport Settlement and MetroWest, this will only reduce carbon emissions to around 25% of current levels by 2030.

In order to fill this gap, we need to substantially reduce the use of the private car mileage by 40%, reducing the number of trips and their length. A shift towards electric cars will not be enough.

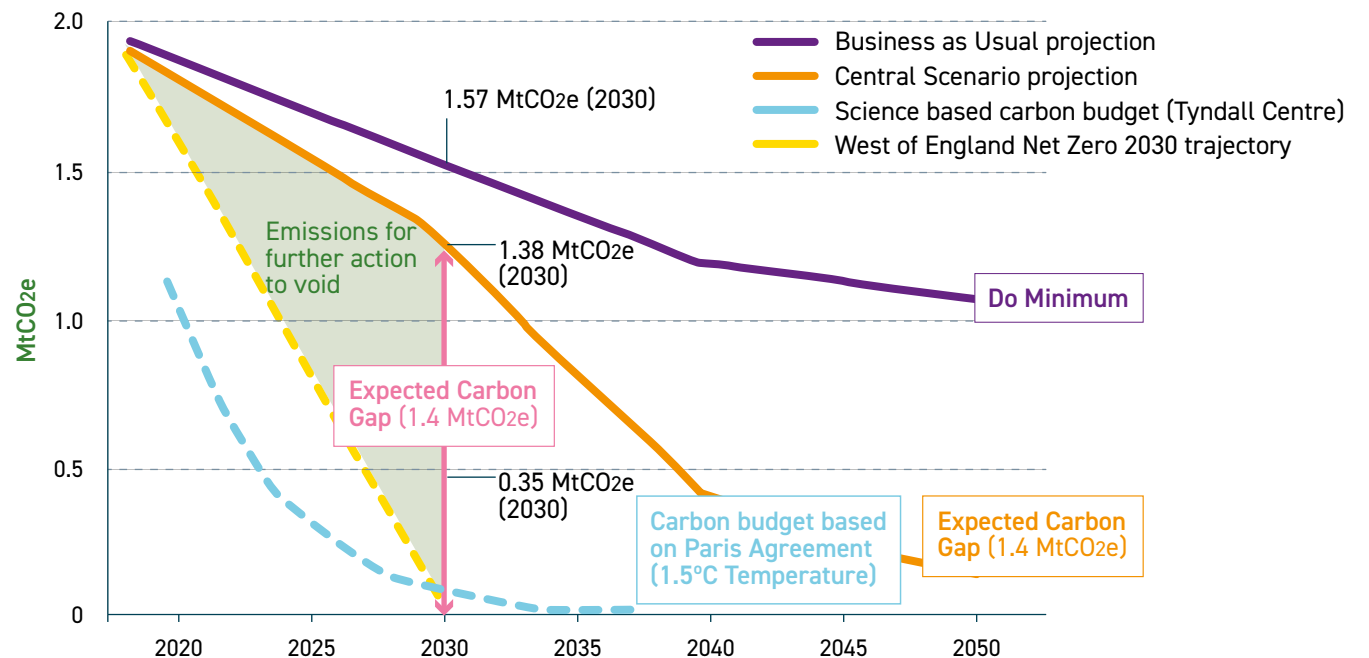
We will need to further ramp up infrastructure improvements to walking, cycling and public transport beyond existing plans to provide alternative journey options to the private car. We will also need a range of demand

management measures to help reduce the number of car trips within the region. Including travel planning, marketing, parking policy, and a package of workplace parking levies and/or congestion charging areas.

This graph illustrates the scale of the challenge in moving transport towards net zero. Our 2030 ambition is broadly in line with the Paris

Agreement, but we will need to do much more to reduce car use given the likely proportion of non-electric vehicles by 2030.

Figure 3: Emissions cuts required by 2030 from transport (yellow line) compared with baseline following national trends (orange line) (WSP)



Reference: Tyndall Centre Carbon Budget <https://carbonbudget.manchester.ac.uk/reports/>

UNDERSTANDING THE SCALE OF THE CHALLENGE continued

The Challenge for Low Carbon Buildings & Places

Heating and powering our homes accounts for just under a third (30%) of the region's CO₂ emissions. To reach net zero, we will need to improve the energy efficiency of our buildings and move over to low-carbon heating sources. A total of 250,000 homes will need retrofitting with insulation and low-carbon heating.

Across the UK, emission reductions from buildings have levelled off since 2015. To achieve a 2050 net zero target, the Committee on Climate Change recommends:

- All new buildings to be zero-carbon by 2025,
- All homes for sale must be rated EPC "C" level by 2028,
- 100% of heating systems off the gas grid to be low-carbon from 2028 – i.e. not coal or oil, and,
- 100% of systems off natural gas by 2033^v.

The West of England will need to act faster than this.

On **energy efficiency**, over 170,000 homes in the region need to increase their insulation and reduce energy use as far as possible. This will lower fuel use and bills, and reduce the costs of decarbonisation. Currently, around 1,700 homes are retrofitted with insulation in the region each year, but the rate needs to increase to 29,000 per year: 21,000 properties installing wall insulation,

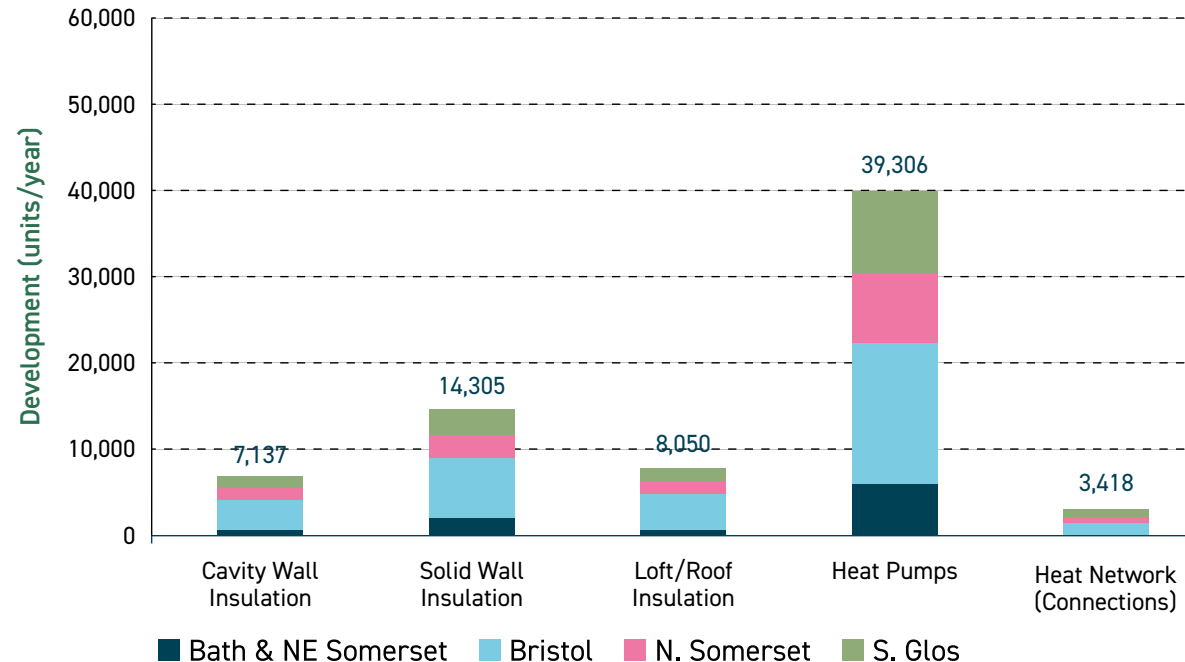
and 8,000 loft or roof insulation^{vi}. And a further 8,400 non-domestic buildings across the region will need improvements to insulation as well.

To **decarbonise heating**, heat pumps or connections to heat networks will be needed for over 250,000 homes and 8,000 non-domestic properties. This will require 40,000 installations per year. This is a significant shift: that rate exceeds the current rate of heat pump

installations in the whole of the UK (30,000 per year)^{vii}.

The costs of retrofitting homes will be high, and beyond the capacity of the public sector to fund alone. Public policy will need to stimulate private investment, to share the costs. By illustration, the cost of increasing insulation and installing heat pumps varies significantly, depending on the age and construction of the building.

Figure 4: Yearly average domestic retrofit installations required in the West of England to meet net zero by 2030^{viii}, Ecuity Economics



UNDERSTANDING THE SCALE OF THE CHALLENGE continued

Many homes in our region have heritage or conservation status that will affect the measures that are appropriate. A conservative estimate would be for an average cost of around £20,000 for a range of insulation measures and installation of a heat pump^x. Applying this figure to 250,000 homes needing measures gives a rough estimate of a total cost of £5bn. Costs could rise if supply chain bottlenecks are encountered as the rate of installations increases.

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Buildings and developments have a significant impact on the natural environment, impacting the quality and quantity of habitats such as woodland, wetland, grasslands and our water courses. The Environment Act will introduce the requirement for all new developments to show how they can deliver 10% Biodiversity Net Gain, with the aim of leaving the natural environment in a better state than before. This requirement will come into effect from Winter 2023 and should have a positive impact across the region in terms of delivering our nature recovery objectives. However, it will place an increase demand for skills and jobs within ecological services sector in order to meet the demands of delivering Biodiversity Net Gain requirements.

UNDERSTANDING THE SCALE OF THE CHALLENGE continued

The Challenge of delivering Nature Recovery

In common with other parts of the country, wildlife and the natural environment have come under increasing pressure in the West of England. As an example, numbers of once common songbirds like swifts and starlings have dropped by more than 96%.

A functioning and resilient natural environment is vital to our society, economy, and wellbeing, and will also be crucial to mitigating the effects of climate change. Half of the world's GDP is moderately or highly dependent on nature, and 75% of the crop types grown by humans require pollination^x.

Containing both urban and rural areas, the region provides a network of natural spaces for residents and wildlife. However, we need to expand and better connect these areas and improve their quality as natural habitats to enable nature's recovery, as well as improving access. Currently, the region's natural spaces include:

- 5,583 hectares of accessible green space (4% of the region's area)^{xi}
- 11,657 ha of woodland (9% of the area)^{xii}
- 100km² of water and wetland (8% of the area)

- 366,000 people (32% of the population) have access to substantial green space within 300 metres of home^{xiii}.

The West of England Nature Partnership has mapped the region's Nature Recovery Networks to identify the best opportunities to deliver improvements^{xiv}.

Wildlife habitats across the West of England need to be strengthened to promote the recovery of nature. Nationally, only 28% of habitats of European importance were in a favourable or improving condition in 2019 – down from 53% in 2007^{xv}. Key species are much less abundant than in the past: down to 39% of their 1970 levels nationally by 2019. And abundance of farmland birds has declined by 55% from 1970-2019, and butterflies by 22% since 1976, across the UK.

The RSPB State of Nature Report for the UK set out that this harm is ongoing^{xvi}.

- 41% of species assessed decreased from 2009 to 2019;
- 15% of all wildlife in the UK is threatened with extinction;
- 2% are already extinct;
- Butterflies are down 16% since the 1970s and familiar birds like the house sparrow have reduced by more than half in the last 40 years.

These are the results of long-term damage to ecosystems and habitats, and they will need a comprehensive response to improve the quality, quantity and connectivity of our natural environment. The requirement to develop Local Nature Recovery Strategies, deliver Biodiversity Net Gain and existing work across our networks such as the West of England Nature Partnership will help to address some of this challenge, but we will need to do more to fully address the damage.

UNDERSTANDING THE SCALE OF THE CHALLENGE continued

The Challenge for Low Carbon Businesses

Cutting emissions: Businesses need to fully decarbonise their operations, ranging from heating and powering their buildings to logistics and production processes. Businesses and organisations in the West of England emitted 1,290kt of CO₂ in 2019. These emissions have fallen 40% in the past 10 years, but a significant challenge remains in removing the remaining emissions.

Industrial firms produced 43% of these emissions; commercial businesses 37%, the public sector 16%, and agriculture 4%. Emissions were split roughly evenly between electricity (42%) and gas (35%), with industrial firms also using other fuels (18% of the total). The prevalence of gas and other fuels demonstrates that decarbonising the electricity grid will not solve the problem alone, and that substantial changes will be needed by businesses in how they power and heat their buildings and business processes. Furthermore, firms will need to manage their supply chains to minimise 'imported' emissions embedded in goods and services they import from abroad.

Green jobs: Achieving net zero will need people with new skills and in new jobs. The West of England will need over 45,000 green jobs by 2030. This is made up of jobs in manufacturing

(10%), construction and installation (52%), and operation and maintenance (38%)^{xvii}. Evidence from our unitary authorities and key stakeholders also shows that demand for jobs within the ecological sector is likely to grow with the increased focus on delivering Biodiversity Net Gain.

Employment and skills provision will need to increase to meet this requirement. Around 6,250 people are estimated to currently work in low carbon jobs in the West of England.

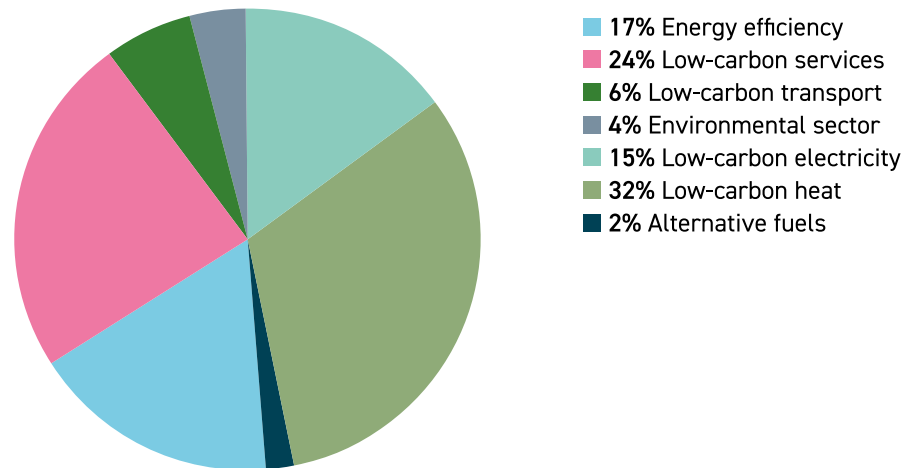
Green business opportunities will also emerge. New low-carbon products and services will require innovation, and the West of England's businesses are well placed to take advantage of these growth areas. The low carbon economy is

predicted to grow by 11% per year up to 2030, creating around one million jobs nationally^{xviii}. Areas of green sector growth include:

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

As set out above, this could create 45,000 green job opportunities by 2030 in the West of England. And these businesses could lift the region's low carbon GVA from £760m in 2020 to £3.7bn per year by 2030^{xix}.

Figure 5: Forecast low carbon job opportunities by sector, 2030, Ecuity



UNDERSTANDING THE SCALE OF THE CHALLENGE continued

The Challenge for Renewable Energy

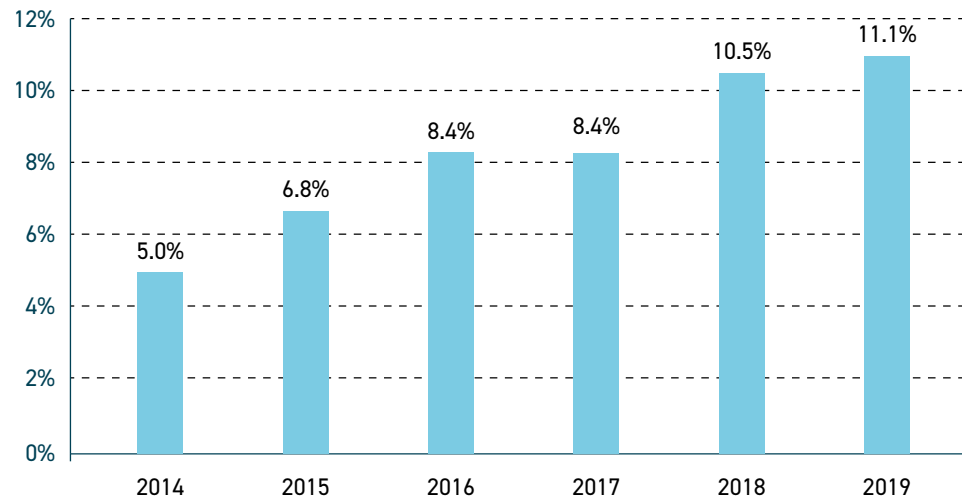
To reach net zero, we will need fully low-carbon electricity. In 2020, national grid electricity was 59% low carbon, comprising 16% from nuclear and 43% renewable^{xx}. The Government is aiming for a fully decarbonised electricity system by 2035, due to grid inflexibility to maintain supply and demand, integrating renewables is still a major challenge.

Within the region, renewable electricity generation has more than doubled since 2014, yet still only provides 11% of the region's electricity consumption.

Photovoltaics (PV) are the largest source regionally, providing almost half (44%) of locally-generated renewables, followed by onshore wind (20%)^{xxi}.

Figure 6: The share of our electricity consumption generated from renewable sources within the region has increased significantly

Share of electricity consumption generated from renewable sources within the West of England

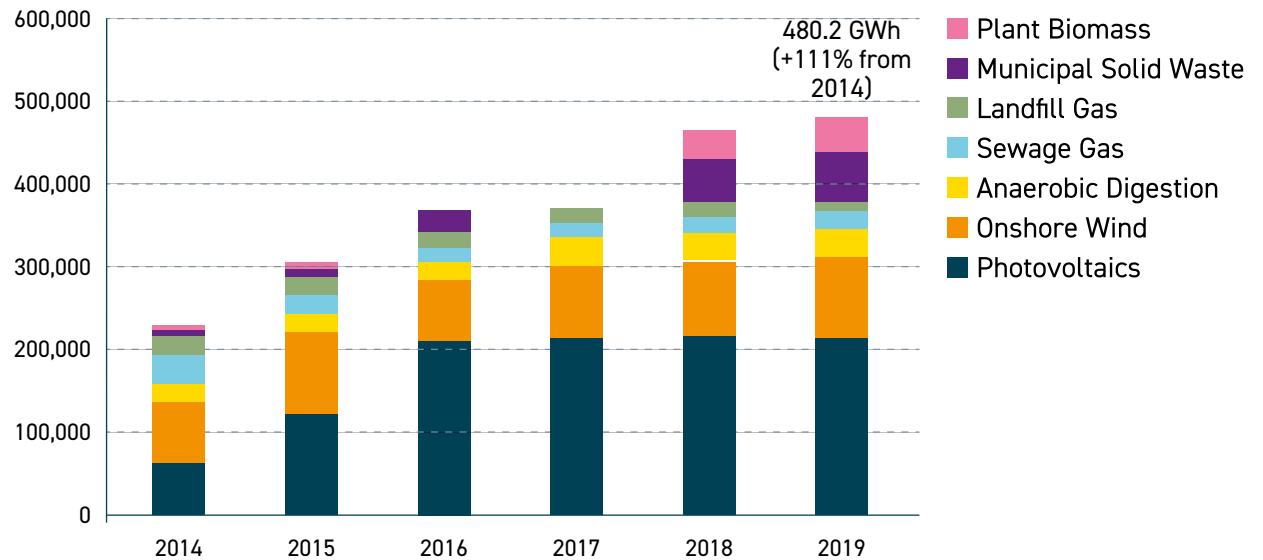


UNDERSTANDING THE SCALE OF THE CHALLENGE continued

Community renewable energy schemes will play an important role in increasing generation within the region, and will need to be accelerated. There are currently 18,600 sites with photovoltaic generation across the West of England. Nationally, community schemes generated less than 1% of renewable electricity, but they have a significant role in promoting engagement and support for new renewables developments^{xxii}.

Figure 7: Photovoltaics and wind turbines are the largest sources of renewable generation within the region

Renewable electricity generation (MWh) in the West of England



UNDERSTANDING THE SCALE OF THE CHALLENGE continued

What does this evidence mean for our Strategy and Action Plan?

The evidence for the region is clear. We are not on track to meet our 2030 objectives for the climate and ecological emergencies.

Our regional emissions and the scale of damage to the natural environment are still too high and are not projected to reduce or recover quickly enough. If we do not take action now to change this pathway, we will continue the pattern of doing irreversible damage to the region, putting the lives and businesses of our residents at risk.

This document provides the strategic framework and long term vision for us to achieve our 2030 objectives. The actions set out provide the first steps in meeting these ambitions and enabling the changes that we need to see across the region. However, we are clear that these alone will not be sufficient for us to match our targets.

As a region, we will need to work collectively to take the big decisions, accepting that there will need to be trade-offs in the way we invest our money and live and work within the region to meet our objectives. Addressing the climate and ecological emergencies will be the greatest challenge of our times, but one that we cannot afford to get wrong.

OUR ACTION PLAN



OUR STRATEGY FOR:

LOW CARBON TRANSPORT

LOW CARBON BUILDINGS AND PLACES

NATURE RECOVERY

LOW CARBON BUSINESS

RENEWABLE ENERGY



OUR ACTION PLAN

Working with partners across the region (including our Unitary Authority partners and the region’s Climate Action Panel) we have identified five core areas that we must focus on to achieve our ambitions. Whilst these areas have been separated for ease of reference within this plan, the actions are often interlinked, and the impacts will be shared between them all.

Our action plan sets out what we will do to make progress towards net zero in each of these five priority areas.

In each section of the action plan, we set out:

Our challenge	Setting out the challenge we must address in relation to this priority
Our focus	Highlighting the areas we have agreed with partners we should focus on to meet that challenge
Action across our region	Highlighting the action being taken by our Unitary Authority partners on each priority
Our call to Government	Setting out what we will call on Government to do to enable swifter progress



Immediate action we will take in 2022-23



Medium-term actions we will take or develop with our partners in 2024-28



Longer-term ambitions that will be further developed in future iterations of our climate and ecological emergency action plan

LOW CARBON TRANSPORT

STRATEGIC OBJECTIVE: Transport CO₂ emissions are Net Zero by 2030

The Challenge	Our focus How we will deliver the objective:	Our actions will be complemented by UA action such as:	Our ask of government:
<p>Emissions from transport, including freight, is one of the largest contributors to greenhouse gas and CO₂ emissions [around 44%] in the region and it is not reducing in line with other emissions.</p> <p>Furthermore, population growth means that car trips are expected to increase. To deliver the scale of change needed on transport, significant modal shift from private cars is vital, with a 40% reduction in car mileage required to meet our 2030 objectives.</p>	<ul style="list-style-type: none"> • Reducing the number of car trips and freight journeys, promoting mode shift to sustainable alternatives • Increasing cycling and walking • Increasing uptake of low carbon vehicles incl electric vehicles • Increasing the uptake of public transport 	<ul style="list-style-type: none"> • Electrification and decarbonisation of their fleet vehicles • Delivery of liveable neighbourhoods • Implementing clean air zones e.g. Bath and Bristol • Delivery of local walking, wheeling & cycling programmes 	<ul style="list-style-type: none"> • Change national policies on demand management including pay per mile options to make them fairer and more easily implemented • Increased funding to support rural bus routes to reduce the number of car trips • Continue support for walking & cycling programmes • Completion of electrification of the rail network in the region • Further devolution of transport powers to enable more local strategic decision making

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LOW CARBON TRANSPORT continued

Strategic Objective: Transport CO₂ emissions are Net Zero by 2030

NEXT YEAR WE WILL:	Anticipated timescale
Reduce number of car trips and freight journeys by:	
Reviewing our transport major scheme programme to confirm how our schemes perform in terms of their carbon impact.	Develop for the Oct 2022 Committee
Increasing the pace of transport decarbonisation by progressing demand management measures including Travel Planning, marketing, parking policy, and a package of Workplace Parking Levies and/or congestion charging areas (we will do this by updating JLTP4)	Oct 2022
Developing detailed plans for a liveable neighbourhood in Bristol and confirming areas to develop liveable neighbourhoods in B&NES and South Gloucestershire with a view to rolling out a programme of delivery across the region to reduce reliance on cars.	March 2023
Increase cycling & walking by:	
Delivering 14 cycling and walking schemes as identified in the cycling & walking strategy and work with partners to start to design schemes and proposals to submit to active travel fund (round three).	Deliver throughout 2022/23
Launching e-Bike offer within Bristol, with a view to expanding across the region	Deliver throughout 2022/23
Increase uptake of public transport by:	
Delivering tap on tap off transport ticketing, offering a simpler public transport fares system which provides better value for money through fare capping in place for adult single trips and developing an integrated ticketing plan to provide a single consistent offer to customers across the region.	Dec 2022
Improving frequency and accessibility of rail services through commencement of key infrastructure delivery including MetroWest Phase 1a and Phase 2 and commencing CRSTS delivery	April 2023
Improving frequency and accessibility of bus services through commencement of key infrastructure delivery including commitments made in the Bus Service Improvement Plans and transport hubs in Future Transport Zones	Deliver throughout 2022/23

LOW CARBON TRANSPORT continued

NEXT YEAR WE WILL:	Anticipated timescale
Increase uptake of public transport by:	
Building better bus shelters, enabling green roofs and investing in green areas around stops including commissioning at least 15 new green roof bus stops and designing new standards to improve quality of wildlife habitats and buses and the surrounding verges	March 2023
Launching new transport brand to build a consistent brand across the region to increase awareness of public transport capabilities and provision and build trust amongst users	Sept 2022
Launching public consultation on a new public transport system within the region to prioritise deliverable routes and modes	Autumn 2022
Increase uptake of low carbon vehicles including electric vehicles by:	
Increasing the amount of electric charge infrastructure in the region by investing £5m in a range of new projects (informed by EV charging strategy & feasibility work) and accessing government funds through £500m EV Charging Strategy to enhance our work where possible	Initial Business Case for December 2022 committee

LOW CARBON TRANSPORT continued

IN THE MEDIUM TERM WE WILL:	OVER THE LONG TERM, WE WILL:
Medium Term Actions 2024-2028	Long Term Vision 2028-2030
Open six new railway stations by 2025/26, increasing access to rail for more people across the region	Create a network of 15 minute liveable neighbourhoods that will contribute to the longer-term reduction in emissions
Increase use of rail by 1,300,000 new rail journeys per year by 2025/26 developing our regional rail network (delivering measures outlined in our CRSTS programme and Rail Delivery Plan)	Achieve a significant reduction in car usage through the successful implementation of demand management
Increasing bus travel by 500,000 new bus journeys per year by 2025/6 through the development of our regional bus network in the delivery measures outlined in our CRSTS programme and Bus Service improvement Plan	Improve our sustainable public transport system, offering an affordable, convenient and easy to use alternative to the car for all our rural and urban residents
Limit the increase in emissions of new development by designing and implementing planning policy to deliver viable sustainable transport offerings.	Support industry partners to develop future transport fuels or energy systems for transport including the aviation industry
Work with Unitary Authorities to design and implement demand management measures within the region	Have a road network that makes space on roads for cyclists, walkers and wheelers as standard.
Work with government and Unitary Authorities to build a case for further devolution to enable more strategic decisions to be made on public transport in the region.	Work with government and Unitary Authorities to build a case for further devolution to enable more strategic decisions to be made on public transport in the region.
Expand car-share / car club services to offer services across the region, working with Unitary Authorities and private operators to shape and deliver	

LOW CARBON TRANSPORT continued

Low Carbon Transport Case Study

Delivering bus service improvements – metrobus and the Greater Bristol Bus Network

The region has a strong track record of success in delivering improvements to bus services which have led to increases in passenger numbers. Over the last 15 years we have worked together to improve bus services over the region with the introduction of projects such as the Greater Bristol Bus Network, Bath Transport Package and metrobus. Representing an investment exceeding £300m, following the introduction of these schemes the region saw an increase in use of 42% until 2017, and a further increase of 6% following the introduction of metrobus, bucking the national trend.

The West of England councils working in partnership with bus operators, brought several key corridors up to showcase and metrobus standards with:

- Over 150 new buses offering higher service frequencies including biomethane-fuelled metrobus services.
- Around 1,000 improved bus stops including new shelters, level access and more than 300 new real time information displays.
- Significant new bus priorities, including a new bus lane and bus-only junction on the M32.
- Improvements to pedestrian and cycle access and safety.

LOW CARBON BUILDINGS AND PLACES

STRATEGIC OBJECTIVE: Retrofit 250,000 homes and 8,000 commercial properties by 2030 to net zero standards. Carbon neutral developments in New Homes Standard

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The Challenge	Our focus How we will deliver the objective:	Our actions will be complemented by UA action such as:	Our ask of government:
<p>Emissions from heat is one of the largest contributors to greenhouse gas and CO₂ emissions [around 35%] in the region. Most of our heat is supplied by gas.</p> <p>Retrofitting and improving the energy efficiency in buildings and homes is highly complex as a result of different levels of ownership, building types including commercial and industrial buildings and responsibility for property maintenance</p> <p>Population growth, and government requirements, mean an increase in housing. With no action this will lead to an increase in emissions unless they are fitted with low carbon or carbon neutral heating systems and are built to high energy efficiency standards.</p> <p>New developments and Buildings can also have a significant impact on the natural environment. From Winter 2023, all new developments will be required to deliver 10% Biodiversity Net Gain.</p>	<ul style="list-style-type: none"> • How we will deliver the objective • Increase the number of new carbon neutral homes and buildings being developed that deliver Biodiversity Net Gain • Increase the energy performance of homes and buildings across the region • Reduce reliance on fossil fuel based heating systems 	<ul style="list-style-type: none"> • Our actions will be complemented by UA action such as: • Revising local plans to support and accelerate net zero developments, biodiversity net gain and the use of land for the generation of renewable energy • Delivering retrofit programmes to support low income households including Green Homes Grant, Social Housing Decarbonisation Warm & Well initiatives • Delivering low carbon & new energy heating systems e.g. supporting skills training and apprenticeship training opportunities within construction and retrofit sector through planning requirements and procurement 	<p>Our ask of government:</p> <ul style="list-style-type: none"> • Provide policy consistency for the sector through a national retrofit strategy • Provide long term, sustainable funding for large scale retrofit programmes, including our Retrofit Accelerator • Instil confidence in the retrofit supply chain by establishing and maintaining clear quality accreditation standards for retrofit installers • Change National Planning Policy Frameworks to support the development of carbon neutral buildings and the use of land for renewable energy generation

LOW CARBON BUILDINGS AND PLACES continued

STRATEGIC OBJECTIVE: Retrofit 250,000 homes and 8,000 commercial properties by 2030 to net zero standards. Carbon neutral developments in New Homes Standard

NEXT YEAR WE WILL:	Anticipated timescale
Increase the energy performance of homes and buildings across the region by:	
Increasing retrofit across the region. Working in partnership to develop and launch the regional Retrofit Accelerator to increase the scale and pace of retrofit within the region by creating a hub for homeowners to access information on retrofit and increase the number of accredited surveyors, co-ordinators and designers	Summer 2022
Developing further retrofit interventions, building on the retrofit accelerator, and focussing on development of supply chain and skills (developing a business case for this to access funding from the Green Recovery Fund)	Autumn/Winter 2022
Delivering the Low Carbon Challenge Fund's Innovative Housing Retrofit Scheme to retrofit 25 hard-to-treat properties within the region, acting as a demonstrator for new technologies and to support the wider roll out of retrofit	March 2023
Continue to grow delivery of the Low Carbon Challenge Fund Green Business Grants to improve energy efficiency of commercial and industrial properties (developing a business case for this to access funding from the Green Recovery Fund)	March 2023
Delivering training programmes to increase the number of retrofit installers within the region including construction skills	Throughout 2022/23
Working with South West Net Zero Hub to deliver retrofitting schemes to improve energy efficiency to homes in fuel poverty including Green Homes Grant	Throughout 2022/23
Increase the number of new carbon neutral homes and buildings being developed that deliver Biodiversity Net Gain by:	
Requiring increased development of low emission and net zero new build homes standards through our planning policy	Consultation in 2022, adoption in 2023

LOW CARBON BUILDINGS AND PLACES continued

NEXT YEAR WE WILL:	Anticipated timescale
Increase the number of new carbon neutral homes and buildings being developed that deliver Biodiversity Net Gain by:	
Developing a long-term strategic plan setting out where homes, jobs and infrastructure are to support low emissions developments that are linked with biodiversity objectives including increasing wildlife abundance and new habitat creation.	Consultation in 2022, adoption in 2023
Use planning policy to ensure delivery of minimum 10% Biodiversity Net Gain across new developments	Throughout 2022/23
Reduce reliance on fossil-fuel based heating by:	
Using planning policy to develop and implement an energy hierarchy for preferred energy systems to influence new developments and help shift from fossil fuel heating	Consultation in 2022, adoption in 2023
Releasing the regional Placemaking Charter, setting out the quality standards expected in the region for developers, architects and house builders.	Summer 2022

LOW CARBON BUILDINGS AND PLACES continued

IN THE MEDIUM TERM WE WILL:	OVER THE LONG TERM, WE WILL:
Medium Term Actions 2024-2028	Long Term Vision 2028-2030
Support new low emissions developments that maximize the use of onsite renewable heat and energy are linked with biodiversity objectives including increasing wildlife abundance and new habitat creation (through local and regional planning policy)	Increase the scale and pace of retrofit within the region to ensure that the majority of properties within the region achieving EPC C as a minimum, as a result of local interventions, improved national policy and access to funding.
Support retrofitting of over 1,000 homes through the Retrofit Accelerator programme and supporting supply chain and skills development	Only build carbon neutral new properties and buildings.
CA and UA using their unique position as strategic planning and housing authorities to raise awareness and understanding of retrofit options for various building types;	Deliver a widescale transition towards non-fossil fuel reliant heating systems across all buildings within the region.
Develop a range of sustainable funding mechanisms for retrofit and the transition to non-fossil fuel reliant heating within the region, including securing private and government funding.	Deliver a minimum of 10% biodiversity net gain to increase wildlife abundance and protect green spaces across all new developments and infrastructure projects in the region.
Stimulate the market for non-fossil fuel heating systems encouraging the transition from gas and oil boilers through encouraging behaviour change, the innovation of new technology, and improving supply chain capacity for new energy systems.	
Increase the number of Energy Performance Certificates for both housing and commercial buildings in the region, up from the 44% figure to raise awareness of energy performance and the improvement measures required to retrofit to achieve 'grade C' to help reduce emissions from buildings.	

LOW CARBON BUILDINGS AND PLACES continued

Low Carbon Buildings & Places Case Study

Delivering developments with robust employment and skills plans-

On Site Bristol is a unique training provider delivering high quality construction apprenticeships with Bristol City Council and for local employers. These construction training apprenticeships (with 220 SMEs) have enabled job matching with job seekers. There is preparation to launch the 'Building Bristol' scheme which requires all major developments to have robust employment and skills plan utilising frameworks such as TOMS to increase the opportunity for apprenticeships and green jobs in the area.

NATURE RECOVERY

STRATEGIC OBJECTIVE: Wildlife and the natural environment are in recovery, with their decline halted

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The Challenge	Our focus How we will deliver the objective:	Our actions will be complemented by UA action such as:	Our ask of government:
<p>Rapidly changing climate and habitat degradation</p> <p>Protecting and enhancing the natural environment of the West of England including key priority habitats such as woodland, wetland, grasslands is integral in maintaining the ecosystem services.</p> <p>A lack of accessible green space has broad impacts including on community health and wellbeing and climate resilience.</p>	<ul style="list-style-type: none"> • Improve the quality and connectivity of existing spaces for nature and wildlife • Create new spaces for nature and wildlife • Enable business, other stakeholders and residents to contribute to nature's recovery including unlocking investment in nature-based solutions 	<ul style="list-style-type: none"> • Reduction in use of pesticides and effective management of public spaces to allow nature recovery and rewilding • Tree-planting and protection schemes • Local plans and planning policy to create new spaces for nature and wildlife and protect existing spaces • Investment in strategic projects to restore nature in line with existing strategies e.g. joint Green Infrastructure, Nature Recovery network, Tree and Woodland 	<ul style="list-style-type: none"> • Provide capacity funding to produce Nature Recovery Strategies and their ongoing delivery • Ensure sufficient funding is available to delivery Biodiversity Net Gain • Establish training routes and frameworks to support anticipated increase in need for ecologists and nature recovery experts • Increase funding available for the delivery of large scale projects

NATURE RECOVERY continued

STRATEGIC OBJECTIVE: Wildlife and the natural environment are in recovery, with their decline halted

NEXT YEAR WE WILL:	Anticipated timescale
Improve the quality and connectivity of existing spaces for nature and wildlife by:	
Improving existing natural spaces including Common Connections, Bath Riverline and Chew Valley Lake (Delivering Green Infrastructure Strategy projects)	Throughout 2022/23
Developing a Local Nature Recovery Strategy that provides a coherent regional vision for nature's recovery, building on the West of England Nature Recovery Network and helps direct investment in the natural environment into the most effective areas	By March 2023 (subject to confirmation of government timelines)
Opening Green Recovery Fund for projects to create new habitats and improve quality and connectivity of existing spaces for nature	Autumn 2022
Planting more trees and create habitat spaces along strategic corridors (incl. CRSTS and strategic nature recovery networks) and improved bus shelters (as part of replacement programme)	Throughout 2022/23
Working with partners (incl. Natural England) to develop a monitoring framework for the natural environment in the West of England to enable us to measure progress towards our ambitions, including the possibility to use a wildlife index to measure abundance and diversity of wildlife amongst the current ecological network	In line with nature recovery strategy
Create new spaces for nature and wildlife by:	
Launching the Community Pollinator Fund to increase the number and quality of habitats for pollinators and bees across the region	May 2022
Using planning policy to set out where homes, jobs and infrastructure are needed linking in with the biodiversity and ecology objectives, including those set out in Joint Green Infrastructure Strategy, Environment Act, Tree and Woodland Strategy, including the delivery of at least 10% Biodiversity Net Gain	Formal consultation in 2022, adopted 2023

NATURE RECOVERY continued

NEXT YEAR WE WILL:	Anticipated timescale
Ensuring that transport and planning projects delivered by the Combined Authority positively contribute towards nature's net recovery, including delivering at least 10% Biodiversity Net Gain	Throughout 2022/23
Supporting WENP and the Forest of Avon Trust in accelerating action to deliver the ambitions of the Forest of Avon Plan and access government funds such as Woodland Creation Accelerator Fund	Throughout 2022/23
Enable business, other stakeholders and residents to contribute to nature's recovery, including unlocking investment in nature-based solutions by:	
Launching the West of England Placemaking Charter for creating high quality, biodiverse places that support access to nature and encourage health and wellbeing	May 2022
Working with business to protect pollinators and create green spaces by holding first regional Bee Bold Day and creating a targeted business campaign around this, including reducing pesticide use	May 2022
Supporting and promoting UA and partner organisations (e.g. WENP, Eat Local) engagement campaigns to raise awareness of and engagement with the natural environment, and encourage conservation volunteering and pro-environmental behaviours	Throughout 2022/23
Working with partners to support the development of platforms that enable businesses to invest in the natural environment (e.g. Bristol and Avon Catchment Market)	Throughout 2022/23
Using regional skills programmes including Skills bootcamps and adult education budget to build skills required for ecology and natural environment sector.	Throughout 2022/23

NATURE RECOVERY continued

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IN THE MEDIUM TERM WE WILL:	OVER THE LONG TERM, WE WILL:
Medium Term Actions 2024-2028	Long Term Vision 2028-2030
All Combined Authority investments in infrastructure to deliver aspects of nature protection and recovery including minimum 10% Biodiversity Net Gain	Support the ambitions of the West of England Nature Partnership to: <ul style="list-style-type: none"> • Increase the abundance of wildlife from 2020 levels by 30% by 2030
Delivery of over 375ha of improved natural green spaces by 2025/6	<ul style="list-style-type: none"> • Increase our semi-natural broadleaved woodland cover by 2500ha (from 8,000 to 10,500 ha, or by 31%)
Provide strategic support to develop regional relevant skills required for nature recovery	<ul style="list-style-type: none"> • In addition to woodland, create 2000 hectares of wildlife-rich habitat outside the protected site network
Lead on work with industry and commerce to recognise economic reliance on nature	<ul style="list-style-type: none"> • Close at least 40% of the Nature Recovery Network connectivity gaps through the creation of new habitat
Develop and implement planning policy to deliver a coordinated strategy on climate change adaptation and mitigation, including the management of natural capital and ecosystem services	<ul style="list-style-type: none"> • Ensure all water catchments are in at least moderate ecological status, with half in good ecological status by 2030
Use the Green Recovery Fund to support upscaling of measures to increase the abundance and distribution of species and quality and quantity of habitats.	<ul style="list-style-type: none"> • Ensure 70% of designated sites are in favourable condition by 2030.

NATURE RECOVERY continued

Nature Recovery Case Study

Avonmouth Severnside Enterprise Area (ASEA) A joint £80m project by Bristol City Council, South Gloucestershire Council and the Environment Agency is being constructed to protect the ASEA, which includes 2,500 homes, against flooding. The Severn Estuary is an important ecological area.

The scheme will create at least 80 hectares of new wetland habitats around Hallen Marsh and Northwick for internationally important birdlife.

LOW CARBON BUSINESS

STRATEGIC OBJECTIVE: Support businesses and individuals to meet our 2030 objectives and benefit from a growing green economy

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The Challenge	Our focus How we will deliver the objective:	Our actions will be complemented by UA action such as:	Our ask of government:
<p>The UK Government estimates that the green economy could grow 11% each year, significantly faster than the projected growth of the economy.</p> <p>The physical risk of climate change e.g. flooding, heatwaves, wildfires, could have a detrimental impact on businesses, their supply chains and workforce.</p> <p>The region is currently missing the skills required to deliver the 2030 net zero ambition.</p>	<ul style="list-style-type: none"> • Support businesses to transition to low emission, sustainable practices and adapt for climate resilience • Prepare business for emerging green economies • Support local people to access green jobs and bring 23,000 green jobs across the region 	<ul style="list-style-type: none"> • Providing information advice and guidance to businesses on how to decarbonise their operations • Supporting low carbon industries (incl. retrofit) to grow through business support and providing training opportunities to ensure quality labour supply 	<ul style="list-style-type: none"> • Continue to provide funding for Growth Hub Net Zero Advisors to encourage businesses to decarbonise • Encourage all businesses to make a climate resilience plan, to ensure that they understand their risks and liability against a changing climate to help ensure business continuity • Launch further innovation funding rounds to promote low carbon goods and services • Work with Metro Mayor to create a trade campaign focussed on increasing investment and trade in low carbon goods and services in the west of England

LOW CARBON BUSINESS continued

STRATEGIC OBJECTIVE: Support businesses and individuals to meet our 2030 objectives and benefit from a growing green economy

NEXT YEAR WE WILL:	Anticipated timescale
Support businesses to transition to low emission, sustainable practices and adapt for climate resilience by:	
Delivering 400+ free carbon surveys and funding 200+ small & medium enterprises to make energy saving improvements to their buildings and equipment will be completed for SMEs as part of the Green Business Grant Scheme	By March 2023
Developing and implementing a carbon literacy programme for businesses to improve their understanding of climate and ecological emergencies and actions they can take to help address it	By March 2023
Using the Growth Hub Net Zero Cluster to support and promote low carbon business practices with our Net zero enterprise advisers incl. developing a regional communications campaign to business and industry – measure, monitor and reduce emissions, prepare for the local impacts of a changing climate, protect, and restore nature.	Throughout 2022/23
Continue to grow delivery of Low Carbon Challenge Fund Green Business Grants to improve energy efficiency of commercial and industrial properties (developing a business case for this to access funding from the Green Recovery Fund)	March 2023
Ensure local people to access green jobs and bring 23,000 green jobs across the region by:	
Delivering careers advice to school aged children through the Careers Hub to encourage them into careers to support key skills needed to support our 2030 ambitions, including ecology	By March 2023
Using Workforce for the Future to deliver business support to 220 SMEs to understand what skills / knowledge they need in place to meet the 2030 ambitions and support the growth of modern methods of construction	Throughout 2022/23
Revising the regional skills and employment plan to focus on green job growth.	By March 2023

LOW CARBON BUSINESS continued

NEXT YEAR WE WILL:	Anticipated timescale
Prepare business for emerging green economies by:	
Helping key sectors (incl. manufacturing & engineering) to innovate new sustainable technologies and supply chains via a range of projects, including through DETI and Made Smarter projects	Throughout 2022/23
Encouraging innovation in low carbon services, goods and technologies by awarding 50 new R&D grants to SMEs and 15 new products, processes or services (via Business Innovation Fund)	By March 2023
Revising our regional procurement strategy to maximise the use of social value weighting to procure locally sourced goods and services.	Sept 2022
Using Invest Bristol & Bath to create a campaign to attract new green businesses to the region	Throughout 2022/23

LOW CARBON BUSINESS continued

IN THE MEDIUM TERM WE WILL:	OVER THE LONG TERM, WE WILL:
Medium Term Actions 2024-2028	Long Term Vision 2028-2030
Deliver multimillion-pound infrastructure projects to support our 2030 objectives and grow the economy including flood defences to protect and enable 19,400 jobs and £3.8bn of GVA.	Enable businesses to develop new sustainable products and services that support the delivery of renewables, retrofit, increase circularity, protect and restore nature.
Develop programmes to re-skill existing trades/ industries (especially fossil fuel reliant) implemented by 2025.	Ensure that the region has the workforce and skills to deliver our 2030 objectives by providing training and reskilling opportunities to new green jobs, particularly targeting fossil-fuel reliant sectors and engineering.
Update the Green Skills Report by 2025 to identify new green skills gaps and ensure that skills provision is aligned to industry needs including renewable energy, biodiversity and ecology.	Prepare our regional economy for a lack of energy security and local climate risks – including key regional infrastructure such as transport/ buildings/IT infrastructure, health care, food, water.
Work with all schools and colleges within the region to green their curriculums and ensure work experience and training opportunities aligned with identified green skills gaps.	
Deliver Digital Transformation Programme by April 2025 to support green skills development and business growth through the improvement of digital infrastructure and capacity within the region.	

LOW CARBON BUSINESS continued

Low Carbon Business Case Study

Low carbon challenge fund: Bascom Ltd

With a Green Business Grant, this printer and mailing house replaced an inefficient air compressor with a new unit and automatic controls.

The project cost £7,745 and was awarded a £3,098 grant. The new equipment will reduce energy use by 10%, meaning an annual reduction of 3 tonnes of greenhouse gases and annual saving the business £830 on energy bills.

RENEWABLE ENERGY

STRATEGIC OBJECTIVE: Decarbonise the energy system and increase local renewable energy production

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The Challenge	Our focus How we will deliver the objective:	Our actions will be complemented by UA action such as:	Our ask of government:
<p>Renewable energy generation in the region has increased by 75% in five years, mainly from photovoltaics and wind, but still represents a relatively low proportion of energy use [BEIS 2021].</p> <p>Average domestic fuel bills have more than doubled in the last ten years pushing households into fuel poverty.</p> <p>The National Grid will decarbonise by 2050. But decarbonising mains electricity quickly is crucial in order to realise the benefits of electric vehicles, heat pump electric heating, etc.</p>	<ul style="list-style-type: none"> • Increase renewable energy generation across the region, including through local, community focussed generation • Work in partnership to develop new smart approaches to the decarbonisation, storage, management and distribution of energy 	<ul style="list-style-type: none"> • Using local planning policy and development funds so support renewable energy and community energy generation e.g. Bath & West Community Energy, Bristol Energy cooperative, City Leap 	<ul style="list-style-type: none"> • Allow innovation within regulation of grid to test and trial new approaches to maximise smart energy use and renewable energy generation and storage • Open further innovation funds to support the mainstreaming of new energy systems including hydrogen, tidal, nuclear fusion and battery storage • Continue funding for local Net Zero Hubs to provide technical support and capacity for local energy generation systems • Create funding schemes to derisk community energy generation schemes, providing loans or grants for development costs

RENEWABLE ENERGY continued

STRATEGIC OBJECTIVE: Decarbonise the energy system and increase local renewable energy production

NEXT YEAR WE WILL:	Anticipated timescale
Increase renewable energy generation across the region, including through local, community focussed generation by:	
Using Green Recovery Fund to stimulate further renewable energy generation and capacity, including securing ongoing funding for Local Energy Scheme	From April 2022
Undertaking a feasibility study to de-risk the development stage of community energy, including creating a revolving fund	Sept 2022
Delivering Solar Together to increase number of Solar Panels in the region and reviewing its impact to decide if we will participate in a second round	September 2022
Delivering Innovative Local Energy Scheme (round 2) to support the implementation of innovative renewable energy projects of between 50kW and 5MW, that also deliver community benefits	From April 2022
Encourage development of renewable energy schemes across the region (working with the South West Net Zero Hub to allocate funding and advice focussed on proven cheaper technologies e.g. solar, wind)	Throughout 2022/23
Continue to develop and fund the Low Carbon Challenge Fund's Innovative Local Energy Scheme to support renewable energy generation	Throughout 2022/23
Work in partnership to develop new smart approaches to the decarbonisation, storage, management and distribution of energy by:	
Ensuring new developments gas & electricity requirements are accurately included energy planning building on North Fringe & SW Bristol development plans (EPIC project)	Throughout 2022/23
Increasing energy innovation funding coming to the region, working with partners such as Western Power	By 2023
Developing a long-term strategic plan setting out where homes, jobs and infrastructure are to support low emissions development that they are linked with renewable energy generation and storage ambitions	Throughout 2022/23

RENEWABLE ENERGY continued

IN THE MEDIUM TERM WE WILL:	OVER THE LONG TERM, WE WILL:
Medium Term Actions 2024-2028	Long Term Vision 2028-2030
We will work with Western Power Distribution to develop proposals to trial a new flexibility solution in the West of England and enable new approaches to develop lower cost alternatives for grid reinforcement	Reduce reliance on the wholesale energy market, increasing self-sufficiency through the generation of more locally supplied renewable energy
Conduct a feasibility study/options analysis into ways of financing local renewables, including a tariff by 2025	Increase community energy to 10% of locally generated renewables
Explore the feasibility of other energy generation options such as tidal energy and hydrogen power by 2025 and develop business cases to implement them	Implement a local renewables tariff, if proven feasible
Increase the amount of energy storage within the region by reflecting its strategic priority within spatial planning, encouraging business innovation and increasing funding to support installation of energy storage systems.	Deliver infrastructure enhancement projects to facilitate the roll out of more renewable generation taking into consideration ecological impacts and regional place

RENEWABLE ENERGY continued

Renewable Energy Case Studies

The South West Net Zero Hub (formerly the South West Energy Hub)

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

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

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

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

Low Carbon Challenge Fund: 150-meter Wind Turbine

The West of England Combined Authority has awarded £500,000 capital grant to an innovative, onshore wind turbine in Avonmouth, Bristol as part of our Local Energy Scheme. The project is being developed by the local community in Lawrence Weston, working collaboratively with its partner organisations. The funding comes from the European Regional Development Fund (ERDF).

Bristol City Leap – a new approach to £1 billion city scale decarbonisation

Bristol City Council has delivered £60m of investment into renewable and low carbon technologies over the past 5 years. It is now aiming to rapidly accelerate action by working in partnership with the private sector.

The City Leap Energy Partnership is creating a new approach to decarbonisation. It is designed to attract £1bn of new investment into Bristol's energy projects and support the creation of a zero-carbon, smart energy city by 2030. The initiative will focus on a range of project types, including low-carbon heat networks, renewable energy from wind and solar, as well as energy efficiency, electric vehicles and smart energy systems using emerging technology. City Leap will seek to leverage its work on the Council's estate to deliver projects in the domestic and commercial sectors.

As well as tackling the city's environmental challenges, City Leap will deliver significant social and economic benefits for the citizens and businesses, including investment in local facilities and jobs, clean air, and warmer healthier homes.

GOVERNANCE AND MONITORING

We must work together to ensure we maintain momentum, take the tough decisions needed and monitor our progress towards meeting the goals our local leaders have agreed for the region. To do this we will put clear governance and monitoring arrangements in place.

To maintain the momentum required to deliver against our ambitions by 2030, we will update the Combined Authority Committee on progress every six months, following a review with the Mayor and the members of the Climate Action Panel. This reporting will follow the Combined Authority's monitoring and evaluation framework.

Each year, we will update the actions set out in our five themes, to ensure that we continue to develop a pipeline of actions that will meet the ambitions.

This responsibility will sit with the Combined Authority's Head of Environment, who will manage the process, engaging Unitary Authorities through a dedicated working group. This will build on existing governance structures such as the Environment Officers Steering Group.

As actions are developed to the business case stage (where applicable), we will estimate the carbon reductions and ecological benefits they will deliver with more precision and will evaluate these estimates during delivery. This approach will make sure that our actions evolve as we gain new learning and when things change nationally.

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

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

MEASURING THE REGION'S PROGRESS

To track the region's progress towards our ambitions of net zero and nature recovery, we will establish a dashboard of indicators summarising the current position for each of the five priority areas.

These indicators will help to demonstrate where the region is on track, and where further progress is needed from the Combined Authority, government, and other partners.

Page 167 As far as possible, these indicators will draw on public statistics. In some areas, data are not currently available at a local level. We will work with our partners to identify suitable metrics, and will investigate where data-gathering is required to fill the gaps.

A first draft of these indicators is included in the appendix. It is important to note that the covid-19 pandemic will have a significant impact on many of these indicators, and that the latest data available do not always show these effects yet. Transport outcomes in particular have been heavily affected by covid measures, and do not necessarily reflect the underlying trends.

In addition, our projects and programmes will be based in evidence. Specific evidence-gathering will be conducted to inform the design of projects as they are developed.

GLOSSARY & APPENDIX



WEST OF ENGLAND NET ZERO SCOPE

BIODIVERSITY NET GAIN

POTENTIAL FUNDING SCHEMES

CARBON OFFSET GUIDELINES

DRAFT INDICATORS OF PROGRESS

REFERENCES



GLOSSARY & APPENDIX

West of England Net Zero Scope

The West of England declared a climate emergency in July 2019 and has set an ambitious goal for tackling climate change:

'In 2030, the West of England is net zero carbon'

There isn't a globally recognised definition of a net zero city or region. In line with national reported data, we will target emissions including the following:

- Scope 1 emissions: direct use of fuels within the region, for example in cars and gas boilers
- Scope 2 emissions: energy used within the region that is produced elsewhere, such as electricity used by regional businesses
- Certain scope 3 emissions including waste and transport.

produced within the region on an end-user basis.

We use the following working definition of a Net Zero region:

'A Net Zero region will set and pursue an ambitious target for all emission sources covered within scope 1 and 2 including selected scope 3 emissions, specifically including waste and transportation. Any remaining hard-to-decarbonise emissions can be compensated with certified greenhouse gas removal'

Biodiversity Net Gain

Biodiversity Net Gain (BNG) is an approach that aims to leave the natural environment that is subject to development in a better state than before. It is often linked to planning applications and development through the National Planning Policy Framework (NPPF) Paragraphs 170(d), 174(b) and 175(d) and the Natural Environment Planning Practice Guidance (PPG). The Environment Act provides that all planning permission granted under the Town and Country Planning Act 1990 will be subject to a requirement for the developer to submit a biodiversity gain plan which shows how at least 10% net gain can be achieved. The net gain will be calculated using the approved Biodiversity Metric which was developed to help stakeholders assess changes in biodiversity value.

Under the Act, habitat identified to deliver the net gain must be secured for at least 30 years via obligations/conservation covenant and can be delivered on or off-site.

GLOSSARY & APPENDIX continued

Potential funding schemes

Funding scheme	Description
Woodland Creation Planning Grant	Landowners, land managers and public bodies (other than Forestry England) can apply to the Forestry Commission to support the design of new woodland under the Woodland Creation Planning Grant (WCPG). Up to £1,150 funding to support gathering and analysing information needed to make sure your proposal meets the requirements.
England Woodland Creation Offer (EWCO)	EWCO is one of a suite of Forestry Commission initiatives to support woodland creation and tree planting across England. Landowners, land managers and public bodies can apply to the England Woodland Creation Offer (EWCO) for support to create new woodland, including through natural colonisation, on areas as small as one hectare. You could receive over £10,000 per hectare to support your woodland creation scheme.
Small Business Research Initiative (SBRI) competition	Innovate UK has opened a £5m Small Business Research Initiative (SBRI) competition to demonstrate and deploy innovative solutions that integrate climate and environmental factors into financial services. The competition will fund companies to develop cutting-edge solutions for greening finance and to trial these solutions with partners in the finance industry. Under an SBRI competition, successful organisations win a contract for developing their innovation. <ul style="list-style-type: none"> • £50,000 in the first to define a minimum viable product • £1m in the second to refine and deploy a solution with a formal industry partner.
Hydrogen BECCS Innovation Programme	Backed with £5m in government funding, the new Hydrogen BECCS Innovation Programme will support the development of technologies to produce hydrogen generated via BECCS (bioenergy with carbon capture and storage). The BECCS process produces hydrogen from biomass and waste, with the ability to capture and store the carbon released during the process. Applicants from small businesses and large companies, to research institutions and universities, will be able to bid for a share of £5m new government funding under Phase 1 of the Hydrogen BECCS Innovation Programme. Each project will be able to bid for up to £250,000 to help develop their project plans and demonstrate the feasibility of their proposed innovation. Phase 1 will then be followed by a second Phase, that will provide further funding to support the most promising Phase 1 projects to demonstrate their projects.
Veolia Environmental Trust	The Trust's Community Grant Scheme is available to constituted not-for-profit organisations, local authorities and Environmental Bodies (EBs). Grants of between £10,000 and £75,000 are available to create or improve buildings or outside spaces for the benefit of the community.

GLOSSARY & APPENDIX continued

Potential funding schemes continued

Funding scheme	Description
HSBC Green SME Fund	HSBC UK has announced the launch of a £500m Green SME Fund as part of its commitment to support businesses of all sizes to transition and thrive in a low carbon economy. The new £500m fund is available for businesses with a turnover of less than £25m and will offer 1% cashback on loans, starting from £1,000 to help SMEs invest in green activities. This is the first green offering for small businesses with a cashback proposal in the UK.
Green Heat Network Fund	The GHNF is a capital grant programme that aims to stimulate the growth of low-carbon heat networks that will support the delivery of the UK's 2050 climate change commitments and expand the current heat networks supply chain. It will be open to public, private and third sector applicants in England, will open for applications in April 2022 and is anticipated to run to 2025. The GHNF will be a key part of plans to reduce carbon emissions from heating homes and businesses by 2050.

GLOSSARY & APPENDIX continued

Carbon Offset guidelines

Carbon offset through purchased credits should only be considered as the final option when all other reduction or avoidance measures have been exhausted. The Science Based Targets initiative (SBTi) encourages reduction when transitioning to net zero, but ultimately net-zero is based on the ability to remove an equivalent amount of tCO_{2e} to what you emit. This does not apply to any offset capability that is the result of initiatives implemented within the green environment theme, such as additional tree planting or habitat restoration.

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Prior to embarking on external carbon offset, there are a number of factors which must be considered:

- Limited availability of offsets on the market and increasing costs: The demand for offsetting is increasing, in particular from the private sector and high carbon industries. In some cases, nature-based offsets have increased more than threefold between June 2021 and January 2022.
- UK-based or international: UK-based schemes are approximately 10 times the cost of similar schemes overseas due to the increased costs of planning, manufacture, installation and monitoring.
- Nature based or technological offset: Whilst nature-based solutions have the potential to deliver additional biodiversity benefits they are becoming less popular due to their reliability and long term security. In contrast significant social value can be delivered through offsetting schemes in developing countries, such as providing clean cooking facilities and community energy facilities.
- Offsetting through sequestration on land either owned by the Unitary Authorities or stakeholders would only be considered if it met the relevant standards, such as the Woodland Carbon Code or the Peatland Code and was independently verified.

GLOSSARY & APPENDIX continued

Draft indicators of progress

The indicators below are intended to provide an overview of the region's progress in each of the five priority areas. They are not wholly within the control of the Combined Authority but provide a summary of where we are seeking positive change. In several areas further work is required to develop the indicators or identify sources of data. These areas have been noted in the framework below.

Note: the covid-19 pandemic will have a significant impact on many of these indicators, but the latest data available do not always show these effects yet. Transport outcomes in particular have been heavily affected by covid measures. Public transport usage has recovered from 2020 levels, but remains below 2019. However, the overall longer-term trend is positive.

1. Low carbon transport

How we will deliver	Indicator of progress	Where we are now	Year	Change in the last year	Source
Reducing car trips	Share of people travelling to work by car	60%	2021	▲ +8 pts	TravelWest Travel to Work Survey
Increasing cycling and walking	Proportion of adults who travel at least once a week by cycling	15%	2019/20	▼ -1.1 pts	DfT
	Proportion of adults who travel at least once a week by walking	71%	2019/20	▼ -3.8 pts	DfT
Increasing uptake of low carbon vehicles incl. EVs	Share of vehicles with ultra low emissions	3.2%	Q3 2021	▲ from 1.2%	DfT
Increasing uptake of public transport	Bus trips per head per year	18.8	2020/21	▼ -67%	DfT
	Rail station usage (journeys to and from the region's stations)	5.2m	2020/21	▼ -81%	ORR
Outcome:	CO₂ emissions from transport	2,205kt	2019	▼ -1.3%	BEIS

GLOSSARY & APPENDIX continued

2. Low carbon buildings and places

How we will deliver	Indicator of progress	Where we are now	Year	Change in the last year	Source
Increase number of net zero and low emissions homes and buildings being developed	Share of new homes with an Energy Performance Certificate rating of A	8%	2021	▲ 6 pts	DLUHC
Increase energy performance of homes and buildings	Share of homes with an Energy Performance Certificate rating C or above	44% of certificates	2020	TBC	DLUHC & Combined Authority estimates
Reduce reliance on carbon heating systems	Number of homes installing low-carbon heating systems?	-	-	-	To be developed
Outcome:	Domestic CO₂ emissions	1,473kt	2019	▼ -1.8%	BEIS

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3. Nature recovery

How we will deliver	Indicator of progress	Where we are now	Year	Change in the last year	Source
Improve quality of existing spaces for nature and wildlife	Area covered by open green space	5,583 hectares 4% of the region's area	Oct 2019	No previous data	OS Open Greenspace
	Share of Sites of Special Scientific Interest with favourable status	68%	Mar 2022	-	Natural England
Create new spaces for nature and wildlife	Area covered by woodland	11,657 hectares 9% of the region's area	2019	▲ +0.3%	ONS and Forestry Commission Open Data

GLOSSARY & APPENDIX continued

How we will deliver	Indicator of progress	Where we are now	Year	Change in the last year	Source
Enable business, stakeholders & residents to contribute to nature's recovery	Residents with at least 2ha accessible green space within 300m of home	366,000 32% of population	-	-	Natural England
	Activity, engagement or volunteering in natural spaces	-	-	-	To be developed

4. Low carbon business

How we will deliver	Indicator of progress	Where we are now	Year	Change in the last year	Source
Support businesses to transition to low carbon practices & adapt for climate resilience	Share of non-domestic buildings with an Energy Performance Certificate rating of A or A+	3%	2021	▲ +1 ppt	DLUHC
	Measure of carbon efficiency of business processes?	-	-	-	To be developed
Prepare business for emerging green economies	Number of businesses operating in low carbon sectors?	-	-	-	To be developed
Support local people to access green jobs	Number of green job advertisements	5,723	2021	▲ +63.7%	Burning Glass Labour Insights
Outcome:	CO ₂ emissions from industry & commercial	1,082kt	2019	▼ -9%	BEIS
	CO ₂ emissions from public sector	208kt	2019	▼ -6%	BEIS

GLOSSARY & APPENDIX continued

5. Renewable energy

How we will deliver	Indicator of progress	Where we are now	Year	Change in the last year	Source
Increase local, community focussed, energy generation	Locally generated renewable electricity	476,427 MWh	2020	▼-0.8%	BEIS
	Renewable electricity generated by community schemes?	-	-	-	To be developed
Work in partnership to develop new smart approaches to decarbonisation, storage, management & distribution of energy	Measure of readiness of grid for net zero?	-	-	--	To be developed
Outcome:	Locally generated renewable electricity as a proportion of total electricity consumption	11%	2019	▲ +0.6 ppts	BEIS – source 1 and source 2

GLOSSARY & APPENDIX continued

References

- i BEIS, UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019
- ii *Ibid.*
- iii Defra, UK Carbon Footprint 1997-2018
- iv WSP, West of England Transport Decarbonisation Study, 2022
- v Committee on Climate Change, The Sixth Carbon Budget: Buildings
- vi Ecuity, West of England Retrofit Skills Market Analysis, 2021. Available [here](#)
- vii *Ibid.*
- viii Ecuity, *op. cit.*
- ix BEIS, What Does It Cost To Retrofit Homes?, 2017, available [here](#), and House of Commons Environmental Audit Committee, Energy Efficiency of Existing Homes, 2021, available [here](#)
- x World Economic Forum, The New Nature Economy Report, 2020, available [here](#)
- xi Ordnance Survey, Open Greenspace
- ixi Forestry Commission
- xiii Natural England
- xiv West of England Nature Partnership, Nature Recovery Network, available [here](#)
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- xviii Ecuity, West of England Green Skills Market Analysis, 2021. Available [here](#)
- xviii Ricardo, UK business opportunities of moving to a low carbon economy, 2017
- xix Ecuity, West of England Green Skills Market Analysis
- xx BEIS, UK Energy in Brief 2021
- xxi BEIS, Regional Renewable Statistics
- xxii Community Energy England, Community Energy State of the Sector 2021

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REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
DATE: 8th April 2022
REPORT TITLE: GREEN RECOVERY FUND
DIRECTOR: JESS LEE, HEAD OF STRATEGY & INNOVATION
AUTHOR: HELEN ILES, SENIOR POLICY MANAGER & LIZZY UPTON,
SENIOR POLICY OFFICER

Purpose of Report

1. To provide further detail of Green Recovery Fund and seek agreement for assessment criteria and first business cases to be drawn down from the GRF.
2. To agree an award of £100,000 from the Green Recovery Fund to finalise the business case for investment in EV charging infrastructure and note the Combined Authority's intention to seek £5m from the GRF to deliver a package of infrastructure investment proposals once business cases are fully developed.
3. To agree delegated authority to the West of England Combined Authority Chief Executive, in conjunction with the Chief Executives, to agree the final scope and work required to finalise the Combined Authority's EV charging proposals.

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:

- Supporting action on climate and ecological emergencies to ensure a sustainable future for the region

Recommendation

4. Committee are asked to:
 - Approve the Gateway criteria for the Green Recovery Fund
 - Approve the outline business cases for retrofit accelerator programme and should there be urgency to delegate approval of the full business case to the

Combined Authority Chief Executive in consultation with the Chief Executive of the constituent Councils.

- Approve the full business case for the Community Pollinator Fund and the award of £1.45m from the Green Recovery Fund
- Approve the Feasibility and Development Funding Application and the award of £100k from the Green Recovery Fund to finalise the business case for investment in EV charging infrastructure, helping to accelerate the uptake of electric vehicles.
- To agree delegated authority to the West of England Combined Authority Chief Executive, in conjunction with the Chief Executive of the constituent Councils, to agree the final scope and work required to finalise the Combined Authority's EV charging proposals.

Background / Issues for Consideration

5. The Green Recovery Fund represents an initial programme of investment to kick-start a wide range of activity within priority areas for the region to help us advance our journey to achieve our 2030 ambitions and stimulate private investment. It provides one route to funding the proposals set out in the regional Climate and Ecology Strategy & Action Plan. Additional government resources are required, amongst other things, to enable the region to reach our shared 2030 ambitions.

Objectives & Principles for Green Recovery Fund

6. As initially outlined in the December 2021 Committee, the objectives of the fund will be to:
 - Reduce the region's emissions from buildings and transport, and enhance our natural habitats;
 - Raise employment in businesses providing solutions to climate transition;
 - Develop viable and sustainable markets for net zero transition, by overcoming obstacles or developing innovative solutions;
 - Support the region's economy to decarbonise, including increasing green skills provision; and
 - Leverage external funding into the region to tackle climate and ecological emergencies.
7. The key outcomes of the fund will be to:
 - Protect the environment and reduce emissions
 - Create jobs and increase green skills provision
8. Principles for the Green Recovery Fund, including eligibility include:
 - Funding to be released through process of Full Business Case development, subject to combined authority Committee approval mirroring the process for the Investment Fund.
 - Any organisation can apply, including our unitary authority partners, not-for-profit organisations such as community groups, charities and social

enterprises, along with the Combined Authority and others are eligible. Eligible organisations are also able to apply on behalf of commercial businesses.

- Multiple applications from the same applicant will be assessed independently from one another and the success of one will not influence the success of another.
- Proposals must meet a basic set of gateway criteria, and will be assessed against more detailed assessment criteria that is specific to a priority theme or funding call.
- Requirements for match-funding can be in the form of money or in-kind resources, or through commitment to create investable programmes or projects that will attract future funding or become self-sustaining. Where any minimum amount or percentage of cash match is required, this will be clearly stipulated.

Green Recovery Fund - Gateway Criteria

9. In order to progress proposals to business case development stage, all applications will initially need to meet the following gateway criteria.

First Stage entry Criteria	Assessment - must score Y in all categories to pass initial gateway	Notes
Deliver on Green Recovery Fund objectives	Y/N	Outline delivery against one or more of the funds' objectives, as agreed via Committee: <ul style="list-style-type: none"> • <i>Reduce the region's emissions from buildings and transport, and enhance our natural habitats;</i> • <i>Raise employment in businesses providing solutions to climate transition;</i> • <i>Develop viable and sustainable markets for net zero transition, by overcoming obstacles or developing innovative solutions;</i> • <i>Support the region's economy to decarbonise, including increasing green skills provision; and</i> • <i>Leverage external funding into the region to tackle climate and ecological emergencies.</i>
Scope to align with Green Recovery Fund priority themes	Y/N	Outline scope to align with one or more priority themes, as agreed via Committee: <ul style="list-style-type: none"> • <i>Low carbon buildings and places</i> • <i>Green environment</i> • <i>Low carbon transport system (inc. EV infrastructure)</i> • <i>Renewable energy & Energy Capacity</i>
Strategic Fit: revised CESAP, SDS, JLTP4, JGIS or other relevant strategic programmes	Y/N	Applicant to provide written submission for sign-off
Demonstrate match-funding	Y/N	Applicant to provide evidence of identified match-funding, ideally 30% of total project cost. This can be financial or in-kind resources.

Delivery timescales: delivery must commence before March 2025	Y/N	Applicant to outline proposed timetable for commencing and completing delivery
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Key Outputs for each theme:

10. In addition to meeting the gateway criteria, projects brought forward under the Green Recovery Fund will be expected to meet at least one of the following key outputs in order to secure funding.

Low carbon buildings & places	<ul style="list-style-type: none"> ▪ Deliver an increase in Energy Performance Certificate (EPC) rating for each property or deliver an improvement in SAP scores indicative of an increase in the EPC rating for each property ▪ Reduce emissions from building & places within the region ▪ Demonstrate innovative, scalable technologies, innovative approaches or techniques, including new ways to combine a range of existing measures, that demonstrate cost-effective retrofit; ▪ Stimulate the supply chain for retrofit to make it more affordable and accessible at scale across the region. ▪ Increase the skills provision and number of accredited retrofit providers, in line with industry accreditations incl PAS2035
Low carbon transport	<ul style="list-style-type: none"> • Reduce the number of car journeys made by internal combustion engine vehicles and support alternatives to private car ownership • Increase the number of electric vehicle charge points within the region, helping to accelerate EV uptake • Support the West of England's commitment to carbon reduction • Stimulate the supply chain for electric vehicles within the region • Increase skills provision and number of trained professions to install and maintain electric vehicles and EV charging infrastructure.
Nature recovery (formerly Green Environment)	<ul style="list-style-type: none"> • Create new wild-life rich habitats, including pollinator habitats. • Increase the number trees and woodland cover across the region, including replacing those lost to storms • Improve water catchments to ensure that they are in at least moderate ecological status • Close nature recovery network connectivity gaps through the creation of new habitats.
Renewable energy & energy capacity	<ul style="list-style-type: none"> • Increase the amount of mega watt hours of renewable energy generated within the region • Address grid capacity issues in order to increase the capacity for renewable energy generation and use within the region • Bring innovative, scalable renewable energy systems, innovative approaches or techniques to the region, including hydrogen, tidal or nuclear fusion • Increase the amount of community energy generation with the region

Assessing Green Recovery Fund Applications

11. In addition to meeting the gateway criteria and relevant key outputs for the theme, all proposals will be assessed against a range of standard criteria spanning the five areas of the 5-case business case model. This includes value for money, deliverability, financial viability and added social value.

Future Pipeline for the Green Recovery Fund

12. Of the total funds available, Committee have already allocated from the Green Recovery Fund:

- £3.2m for retrofit programmes including Retrofit Accelerator
- £1.45m for green infrastructure projects (incl Bath RiverLine)

13. The remaining funds, will be allocated over the next three years, up to 2025 in line with the initial allocations that were agreed at January Committee;

- £10m for Low carbon buildings and places
- £10m for Nature recovery (formerly Green Environment but changed to align with the revised Climate & Ecological Emergency Strategy & Action Plan - green infrastructure and biodiversity projects)
- £5m for Low carbon transport system, including EV infrastructure
- £5m for Renewable Energy & Energy capacity

14. The table below summarises the funds that have already been allocated from the Green Recovery Fund and the projects that it is anticipated that the Combined Authority will work with our partners to bring forward to full business case stage. For ease of reference, the projects that have already been committed too are greyed out.

GRF theme	Outline Proposal	Indicative funding request	Status	Business case anticipated	Project delivery anticipated
Low carbon buildings & places	Retrofit Accelerator	£ 3,000,000	OBC in submitted to April 22 committee, delegated approval for FBC to CEOS.		Summer 2022
	Retrofit Step-up	£ 200,000	Funding allocated at Dec 21 committee.		Summer 2022
	Retrofit supply chain	£5,000,000	Building on retrofit accelerator to look at supply chain generation/stimulus and economic stimulus (grant/loans).	Business case to be developed after FBC for retrofit accelerator.	

	LCCF – Green Business Grants continuation	£ 2,000,000	Continuation of existing scheme, replacing ERDF funding.	FBC Sept 22	April 2023 onwards
Totals		£10m			
Low carbon transport system, including EV infrastructure	Trials of innovative low cost on-street residential charging infrastructure	Schemes will total £5m but further feasibility required to determine exact costs	Further feasibility & development required to inform business cases	FBC Dec 2022	Spring 2023
	Trial residential charging hubs			FBC April 2023	Summer 2023
	Install destination chargers in public car parks			FBC April 2023	Summer 2023
	Support EV Car Clubs			FBC April 2023	Summer 2023
Totals		£5m			
Nature recovery (formerly Green Environment)	GI projects (incl Bath RiverLine)	£ 1,450,000	Agreed at Jan 2022 committee		Delivery underway
	Community Pollinator Fund	£ 1,450,000		FBC April 22 committee	May 2022
Totals		£2.9m			
Renewable Energy & Energy Capacity	LCCF – Community Energy Scheme (local energy scheme continuation)	£ 2,000,000	Capital grant support for community energy groups to deliver renewable energy and smart grid schemes up to 5MW.	FBC Sept 2022	March 2023 onwards
Totals		£2m			

15. All business cases lead by the combined authority will be developed in partnership with our Unitary Authorities and key partners within the region and meet the Gateway criteria and relevant key outputs for each theme.

Allocating the remaining Green Recovery Fund

16. The amount already allocated from the Green Recovery Fund and projected future pipeline is summarised below:

GRF theme	Allocation & future pipeline	Outstanding funds
Low carbon buildings & places	£10m	-
Low carbon transport system, including EV infrastructure	£5m	-
Nature recovery (formerly Green Environment)	£2.9m	£7.1m
Renewable Energy & Energy Capacity	£2m	£5m

17. The remaining funds will be administered through separate open calls for applications to the Green Recovery Fund. These calls will be open to applications from eligible partners including the Unitary Authorities, as defined within the gateway criteria.
18. The funding calls will be opened according to the follow schedule and in line proposed committee dates. It is intended that all funds will be allocated by March 2024 with the expectation that delivery of programmes will commence by March 2025.

Funding application round	Deadline for business case submissions	Date of Committee
Round one	July 2022	Sept 2022
Round two	Feb 2022	April 2023
Round three	Feb 2022	April 2024

19. In order to make an application to the Green Recovery Fund, Unitary Authorities and eligible partners will be expected to submit a completed business case, that meets the Gateway criteria, has match funding and delivers at least one of the key outputs for the selected relevant theme. Guidance and templates for completing a business case will be provided.
20. Operating the fund in this way will help to manage and prioritize the development of business cases and ensure that proposals can be considered alongside each other, allowing officers and politicians to better understand the relative merits of each application and overarching impact of the programme.
21. The fund will be reviewed regularly as part of the Delivery Assurance process and reports to committee. To help counter potential delays there will be a requirement for a Committee decision on whether to continue, pause and review, or cease funding for schemes which are delayed by an aggregate total of 12 months from the milestones agreed at approval. It is also planned to strengthen the approach to reporting and the escalation of delays and cost changes to ensure effective utilisation of funding, and to incentivise timely delivery. This will help to create a 'use it or lose it' culture with respect to regional funding allocations.

Initial Businesses Cases and funding development

22. In line with earlier Committee updates confirming priority areas for investment, and agreed funding allocations (in the case of retrofit), the Combined Authority has developed and is seeking approval for:
- 1) Full business case for £1.45m funding for a multi-year Community Pollinator Fund; and
 - 2) Outline Business Case for initial elements of the £3m Retrofit Accelerator programme, for which funding allocation was approved at December Committee.
23. The business cases have been assessed and meet the gateway criteria and key thematic outputs for the Green Recovery Fund.

Community Pollinator Fund

24. A three year 'Community Pollinator Fund' (2022-2024) is proposed to promote and fund community-led ecology projects that enhance biodiversity and pollinator habitats across the region. The fund, would invite proposals for a range of smaller scale projects i.e. below landscape-scale¹ that offer multiple environmental and societal benefits, with an emphasis on supporting pollinators and community engagement.

Retrofit Accelerator programme

25. An initial allocation of £3m of Green Recovery Fund funding was agreed at December Committee for a Retrofit accelerator programme to sustainably increase the pace of retrofit in the region. The funding was approved subject to subsequent business case approval.
26. The retrofit accelerator will take the form of a three-year programme of activity, working in close partnership with a network of expert organisations already active in the field within the region to address demand and supply-side weaknesses in the retrofit market.
27. As discussed with and supported by unitary authority partners and expert regional stakeholders, the ambitions for the retrofit accelerator 'offer' is to create a single wrapper for a range of demand- and supply-side interventions, including, namely:
- end-to-end homeowner retrofit advice service;
 - forms of homeowner incentives;
 - accreditation and skills support for installers; and
 - wider marketing and communication.
28. Different elements of the accelerator require varying degrees of development and market engagement, hence proposals will be brought forward in stages

¹ As defined in the Green Infrastructure Strategy

once sufficiently advanced.

29. The initial retrofit accelerator business case seeks to create a PAS2035 based end-to-end service for homeowners that will support them from the initial stages of thinking about retrofitting right through to the completion of retrofit works to their properties. The service will offer a single point of contact and provide assured, independent and expert advice, encouraging and enabling the retrofit of private homes.

Electric Vehicles & Charging Infrastructure – further development

30. With the transport sector being a significant source of emissions, there is a need to accelerate the uptake of EVs as part of a range of interventions to reduce carbon emissions.
31. The Combined Authority commissioned EV specialists to support with the development of its EV approach and to develop investable propositions, with the intention of bringing forward business cases for the Green Recovery Fund.
32. The development work is being completed in two stages:
 1. Stage 1: Investment Proposal report, setting out the strategic case for public sector intervention in EV charging infrastructure and a range of priority investment opportunities.
 - a. These investment options provide an opportunity to build on work undertaken by the West of England's Unitary Authorities to date, with a focus on:
 - On-street chargers, including low-cost on-street charging trials;
 - Residential charging hubs;
 - Destination charging in Council-owned car parks; and
 - Support for EV car clubs, with the aim of establishing a more comprehensive network of car club vehicles.
 - b. Appendix 1 provides further detail on the strategic case for each of these investment options.
 - c. Investment in EV infrastructure is expected to unlock further grant funding from central government for the delivery of residential charging infrastructure (providing opportunities to match-fund UA bids to the [ORCS](#) scheme which are currently in development).
 - i. *DfT will match fund local capital investment to varying percentages depending upon the type of infrastructure. This option therefore provides an opportunity to maximise investment.*
 - d. These options are intended to support work currently being undertaken by UA officers on EV charging in the region.
 2. Stage 2: Expected to complete in the Spring, EV specialists have worked with the Combined Authority and Unitary Authorities to identify a range of complementary delivery options and policy-based interventions that will bring complementary benefits to the investment options taken forward at Stage 1 and support the region's wider decarbonisation agenda, including:
 - aligning planning policy to hold developers to account

- influencing market consistency to make regional and countrywide usage more straightforward
- development of measures to improve rural EV charging provision

Investment ask

33. In order to build on this existing work and develop investable propositions and business cases, committee are asked to award £100k from the Green Recovery Fund for the development and refinement of the investment options identified in Stage 1 (outlined in Annex 1). This will enable an additional Investment Fund ask of £5m to be subsequently brought to Committee to secure funds required for the delivery these investment options
34. It should be noted that, although some additional refinement of these proposals is required, we have been proactive in focusing work undertaken to date on an output which can be used to support a future business case, thus reducing the scope of the additional work required to meet Combined Authority business case requirements.
35. While we currently expect the total package of measures outlined in Annex 1 to exceed £5m in terms of their total cost, we have sought to develop a wide range of investment options in anticipation of further match-funding opportunities from central government.
36. Aside from the current match funding, it is anticipated that DfT will launch new funding bids for EV infrastructure to accelerate the current low provision and slow up take of existing match funding. The proposed work would provide a pipeline of investment in preparation for any potential bid opportunities.
37. Committee members are requested to delegate authority to the West of England Combined Authority Chief Executive, in conjunction with the UA Chief Executives, to agree the final scope and commissioning of work required to refine the Combined Authority's EV charging proposals.

Consultation

38. No statutory consultation was required in the development of the report, though our partner unitary authorities were consulted through existing officer working groups such as Environment Officer Steering Group and the Energy Action Group.

Other Options Considered

- Not opening the Green Recovery Fund – not making the fund accessible would further slow down action on tackling the climate and ecological emergencies within the region.
- Delivering the Green Recovery Fund internally – not opening the GRF to applications from outside the Green Recovery Fund would minimise its impact, and prevent us from further collaborating with our partner Unitary Authorities.

Risk Management/Assessment

39. Full risk assessments will be undertaken for each project funded by the Green Recovery Fund will be developed as part of the business case application process.

40. The management of the fund will be overseen by the Combined Authority's Grant Assurance team and processes, in line with the Investment Fund management.

Public Sector Equality Duties

41. Full equalities impact assessments will be undertaken for each project funded by the Green Recovery Fund as part of the business case application process in order ensure that we are meeting our duties under the Equality Act 2010.

Finance Implications, including economic impact assessment where appropriate:

42. The available funding is set out in the body of the report. The evaluation of bids will need to ensure that all grant conditions are met.

Advice given by: Richard Ennis – Interim Director of Investment and Corporate Services.

Legal Implications:

43. *Please state any legal implications arising as a result of this report.*

Advice given by:

Climate Change Implications

44. The Green Recovery Fund has been designed to help address the climate and ecological emergencies. The projects taken forward through the Green Recovery Fund will work to reduce emissions and/or help nature to recover, as outlined in the criteria set out in this report.

45. A full assessment of the implications and outputs of the projects taken forward will be undertaken as part of the business case application process and ongoing project monitoring.

Land/property Implications

46. *Please state any land/property implications arising as a result of this report.*

Advice given by:

Human Resources Implications:

47. *Please state any HR implications arising as a result of this report.*

Advice given by:

Appendices:

List any appendices to the report:

Appendix 1 – xx

Appendix 2 – xx

etc.

Background papers:

Insert details (any documents listed will need to be made available for public inspection on request – where possible, insert links to documents quoted)

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird / Tim Milgate on 0117 332 1486; or by writing to West of England Combined Authority, 3 Rivergate, Temple Quay, Bristol BS1 6EW; email: democratic.services@westofengland-ca.gov.uk

Annex 1

Current indicative proposals for EV charging investment

Investment Opportunity	Description	Strategic Case	Recommended delivery approach
<p>On-street residential chargers</p>	<p>On-street chargers, including a trial of low-cost lamp column or satellite bollard chargers in residential streets</p>	<p>21% of households across the sub-region do not have access to off-street parking where they can charge a car. The innovative solutions considered can be rolled out widely and quickly due to relatively low cost and do not require complex grid connections.</p>	<p>Phase 1: To implement Bristol's shovel ready lamp column charger scheme. Across 150 planned locations in Bristol. Acting as a trial phase.</p>
			<p>Phase 2: Installation of on-street charging infrastructure in South Gloucestershire, supporting proposals for residential charging currently in development.</p>
<p>Trial community charging hubs</p>	<p>Hubs consisting of multiple chargers in off-street car parks in residential areas. Allowing residents to charge overnight close to their homes.</p>	<p>21% of households do not have access to off-street parking where they can charge a car. Off-street hubs, where possible present ideal sites, complemented by on-street chargers where suitable car parks are not available.</p>	<p>Install residential charging hubs in council run car parks, typically comprising around 6 fast and 2 rapid chargers per site but tailored to the most suitable combination based on site specific characteristics. If initial trials are successful, invest further in an exemplar hub using innovative technologies such as solar charging canopies and battery storage.</p>
<p>Install destination chargers in publicly-owned car parks</p>	<p>Destination chargers installed in council owned car parks, serving visitors to high streets, leisure, supermarkets, railway stations etc. Allowing them to top up on the go.</p>	<p>The ability to 'top-up' whilst parked at a destination relieves range anxiety which is a key barrier to EV uptake. Installation of charge points in public car parks where people are already wishing to visit and spend time is an efficient means of catering to charging demand without introducing additional stops, and potentially supports more slower charging.</p>	<p>Install groups of four destination chargers in council car parks, typically working to a ratio of 75% fast and 25% rapid chargers but tailored to the most suitable combination based on site specific characteristics. Phased approach starting with 20 highest priority sites in year 1 and 20 in subsequent years.</p>

Support EV Car Clubs	A car club is a form of short-term car rental service which provides members access to vehicles parked locally on public roads and car parks. Making the vehicles on offer EVs, supported by the associated charging infrastructure, enables a wider transition to EVs.	Car-sharing allows users to have access to a car without the need to own a private vehicle and has been demonstrated to reduce overall car mileage through reduce car ownership. It encourages the user to make journeys by active or sustainable travel where possible, whilst allowing the use of a car when required. Converting the vehicles to EVs mitigates the remaining climate impacts further by removing tail pipe emissions, and removes cost barriers to EVs, as well enabling more people to experience driving EVs	Work with Co-wheels to expand upon their 9 existing EV car clubs in Bristol to 20 bays. TBC - following discussion with BCC and Co-wheels.
			Feasibility study to understand how to roll out EV car clubs to other areas. Including engagement with additional prospective operators
			If viable invest in large scale roll out of EV car clubs across the West of England

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REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 8TH APRIL 2022

REPORT TITLE: REGIONAL RECOVERY AND ADAPTIONS FUND

DIRECTOR: STEPHEN BASHFORD, DIRECTOR OF BUSINESS AND SKILLS

Purpose of Report

- 1 To seek approval for additional funding of £5m towards the newly established Regional Recovery and Adaptions Fund.

Impact of Covid-19 pandemic

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

- The report sets out the proposed use of the Investment Fund to deliver additional regional economic recovery and adaption measures.

Recommendation

The Committee is asked to:

Allocate a further £5m to the Regional Recovery and Adaptions Fund and delegate the approval of business cases to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

Background / Issues for Consideration

Regional Recovery and Adaptions Fund

- 2 The Combined Authority Committee of 28th January 2022 agreed to establish the Regional Recovery and Adaptions Fund with an initial £5m allocation committed¹.
- 3 The Fund has been established to help people and businesses tackle the

¹ [13b - Recovery and Adaptions Fund report - FINAL.pdf \(modern.gov.co.uk\)](#)

ongoing economic impact of the pandemic. While the economy has shown some signs of recovery, there is a risk this will not be sustained, and economic activity will need to adapt in the short, medium, and long term. Business sectors and their supply chains, and communities, will have to change the way in which they operate and, importantly, people across the region will need to retrain and find new jobs.

- 4 The Fund will focus on new measures to help rebuild a resilient, fairer, and more inclusive regional economy, recognising the uneven impact of the pandemic. It will aim to minimise the scars of Covid-19 on people's livelihoods and prospects through skills development, by tackling inequality, and by supporting businesses to grow, adapt, and create new sustainable jobs which also aligns with efforts to tackle the climate and ecological emergency.

This will be achieved by three core objectives:

- a) To help people to adapt and overcome barriers to jobs and training – particularly where these barriers have been exacerbated by Covid-19 – and ensure regional and local provision is inclusive and responsive to existing and future skills gaps.
- b) To help businesses and their supply chains adapt to the new economic and regulatory landscape, increasing their financial stability and growth prospects.
- c) To support recovery and adaption of business and employment in central and local high streets, in ways that can be sustained in the long term.

- 5 The four investment priorities and activities are summarised below:

- 5.1 **Skills Recovery and Adaptions Package:** aimed at helping people adapt to and benefit from the jobs and training opportunities generated across the West of England, by significantly increasing and simplifying access e.g.

- Through scaling up and better co-ordinating regional and local training and careers support services – adopting a 'hub and spoke' model with the Combined Authority and Unitary Authorities, recognising local arrangements in place, and building added value which maximises our collective reach across the region.
- Alongside this core offer, target specific groups, communities, and sectors, to address barriers to access for those that need the support most, and where Covid-19 has deepened issues. This will include focussed activity on young/people and school leavers, with evidence showing rates of NEETs for 16- to 17-year-olds rising in the region.
- Development of a flexible fund for priority skills needs, to respond to gaps and opportunities based on regional and local intelligence.
- Deliver sector-based jobs matching and training programmes including for hospitality, logistics (HGV) and health and social care sectors, where vacancy rates are highest.

5.2 **Business Recovery and Adaptions Package:** investment to help businesses adapt and rebuild a more resilient, fairer economy in the medium-term, minimising the scars of Covid-19 and providing job opportunities:

- Business Growth and Adaptation Fund – grants to incentivise investment in production, expansion and adaptation of operations and supply chains. This will be based on learning from the Business Growth Grants programme (funded in the first phase) and align with other existing grant schemes to create added value.
- Enterprise Support Programme – targeted support for existing businesses in underserved sectors, geographically (including areas of deprivation and rural areas) and business owners/entrepreneurs with protected characteristics. This will draw on evidence of current delivery, for example, BSWN’s Covid-19 Emergency Response Business Support project, which shows that relevant and targeted support is needed to rebuild trust of black and minoritised entrepreneurial communities into mainstream supporting systems.
- Business Start Up School – a new regional service, engaging people from different communities, ages, and background to create more inclusive new tech focussed businesses. This will be designed to work alongside existing schemes like the Universal Business Support programme.

5.3 **High-Streets Recovery and Adaptions Package:** additional investment to help high-street businesses adapt over the medium-to-longer term:

- Enhanced regional leadership and coordination, drawing on local, regional, and national best practice to inform our approach.
- Drive innovation in utilising buildings and spaces including, for example, the concept of ‘co-location hubs, cultural and creative activity, and inclusive entrepreneurship/start-ups.
- Extend successful support activities across the region where impact is greatest.

5.4 **Cultural Compact start-up investment:** to take the first steps in implementing the West of England Cultural Plan and it’s four priorities:

- Cultural and Creative Skills - developing our creative and cultural people through pathways into the sector, including by engaging with schools, young people, and underrepresented groups within the sector.
- Creative Freelance, Start Up & SME Economy – more support to grow the sector and enable it to thrive, drawing in more investment to create jobs, including through high-end TV production, building off the success of the Combined Authority’s investment in The Bottle Yard Studios, for example.
- Placemaking – to position culture at the centre of placemaking, community-making and regeneration strategies, creating a unique regional narrative.
- Wellbeing – to ensure all residents and visitors can access culture and cultural activities for their own wellbeing, development, and enrichment.

Progress so far

- 6 As reported in January, the first phase of regional recovery projects (totaling £11.4m) are now either completed or in advanced delivery. Building on these foundations, the initial £5m investment for the Regional Recovery and Adaptions Fund is enabling good progress on business cases where evidence shows the need for quick and decisive action is greatest, for example:
- 6.1 *HGV/logistics project (Investment Package 1)* – targeted support for the logistics sector, particularly for HGV drivers, where there are significant jobs and skills challenges. The project will increase awareness of the job opportunities offered by the sector, alongside training and support.
- 6.2 *All Age Advice Centre (Investment Package 1)* – capacity building regionally and locally to create a hub and spoke model for specialist careers and training advice and support, targeting specific groups and communities facing barriers to access.
- 6.3 *Business Recovery and Adaptions Fund; Enterprise Support Programme (Investment Package 2)* – development of a business case for a new grant programme as set out above; alongside a series of pilots to increase the reach of our core business support into underserved sectors and communities.
- 6.4 *High Streets (Investment Package 3)* – an evaluation of work undertaken to date through the High Street Catalyst Fund and Love Our High Streets programmes, to inform a regional framework to prioritise activity for future funding including, for example, the UK Shared Prosperity Fund.
- 6.5 *Cultural Plan capacity building (Investment Package 4)* – to oversee implementation of the Cultural Plan and create a business case for funding, including by targeting the Art Council’s Place Partnership Fund.
- 6.6 **The delivery period for completion of this first wave of business cases is February – May 2022.**

Case for further investment now

- 7 It is clear given the scale of ambition set by the Recovery and Adaptions Fund, additional funding is now needed to build on the momentum created by the first tranche of support and develop more substantial cases for investment across the four priority areas.
- 7.1 A further £5m investment (taking the fund to £10m) will enable:
- Greater progress towards our goal of simplifying and increasing access to skills regionally and locally – this is critical as the Combined Authority takes on responsibility for national programmes like Skills Bootcamps and Multiply, and alongside devolved AEB, now has direct influence over a significant volume of training provision. Funding will help unlock ambitions for a single

branded regional 'hub and spoke' careers support service, alongside additional targeted and flexible support to tackle critical skills needs as they arise.

- Following initial work to evaluate existing programmes, more funding will be directed towards high streets, as they continue to undergo significant change and regeneration to recover from the impacts of the pandemic and secure a sustainable future.
- It will help us build on pilot projects within our enterprise support programme to further extend the reach of services where they are needed most. It will also help us build and extend our support to creative and cultural industries, in line with the ambitions set by the Cultural Plan.

7.2 The delivery period for completion of the second wave of business cases is April – October 2022.

- 8 As reported in January 2022, development of business cases for the Regional Recovery and Adaptions Fund is being overseen by the Business and Skills Directors Group, supported by officer groups including the Economic Development Managers, Skills Officers Group and Cultural leads.
- 9 This project will follow the delivery assurance 'use it or lose it' principles as set out in the Delivery Assurance Report on this agenda, subject to that reports approval. A case for a further tranche of funding may be considered at a later date, subject to all funding being fully committed and the development of a robust business case for extension.
- 10 The broad assessment criteria for the fund is set out in Appendix 1

Consultation

- 11 No statutory consultation is required in relation to this report.

Other Options Considered

- 12 No additional allocation – rejected – an allocation of £5m is not enough to make tangible progress on the four investment packages.

Risk Management/Assessment

- 13 The Fund will tackle the economic risks resulting from the impact of Covid-19 by providing further investment and support where this impact has fallen hardest. Business cases will be developed to ensure a clear economic rationale and value for money assessment informs the delegated decision making.

Public Sector Equality Duties

- 14 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.

14.1 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.

14.2 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.

14.3 Full equality assessments will be included as part of individual business cases.

Finance Implications, including economic impact assessment where appropriate:

15 Funding for the Regional Recovery and Adaptations Fund will come from the CA Investment Fund. Drawdown of approved funding will be dependent on the submission of compliant business cases.

Advice given by Richard Ennis, Interim Director of Investment and Corporate Services

Legal Implications:

16 None

Advice given by Stephen Gerrard, Interim Director of Law and Democratic Services.

Climate Change Implications

17 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.

17.1 The Regional Recovery and Adaptation Fund will align strongly with the recently agreed £50m Green Recovery Fund, to maximise progress towards Net Zero.

Land/property Implications

18 None

Advice given by Richard Ennis, Interim Director of Investment and Corporate Services

Human Resources Implications:

19 None

Advice given by Alex Holly, Head of People and Assets

West of England Combined Authority Contact:

Report Author	Contact Details
Stephen Bashford	Stephen.Bashford@westofengland-ca.gov.uk

Appendix 1: Regional Recovery and Adaptions Fund Investment Criteria

First Stage entry Criteria Assessment	Must be Y in all categories	Notes
Contribute to one of the three core 'objectives' of the Regional Recovery and Adaptions Fund	Y/N	a) To help people to adapt and overcome barriers to jobs and training b) To help businesses and their supply chains adapt to the new economic and regulatory landscape c) To support recovery and adaption of business and employment in central and local high streets, in ways that can be sustained in the long term.
Fit within one of the four agreed Fund's 'Investment Packages'	Y/N	1. Skills Recovery and Adaptions 2. Business Recovery and Adaptions 3. High-Streets Recovery and Adaptions 4. Cultural Compact start-up investment
Deliver at a regional level where common issues exist, and economies of scale can be achieved.	Y/N	Recognising that some problems are local in nature and need more targeted intervention.
Show how they work together as part of a coherent recovery and adaption programme	Y/N	For example, proposals should leverage other existing regional or local activity funded e.g. Adult Education Budget, Green Recovery Fund.
Preferably be completed within three years [by March 2025] to reflect a medium-term response to recovery.	Y/N	



REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 8th APRIL 2022

REPORT TITLE: THE COURTS FULL BUSINESS CASE

DIRECTOR: STEPHEN BASHFORD, DIRECTOR OF BUSINESS AND SKILLS

Purpose of Report

- 1 To present the Full Business Case for The Courts and seek approval of £757,608 towards the project

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:

- As set out in detail in the Business Case, The Courts project will support the inclusion of one of the region's most impacted groups – young people from disadvantaged or under-represented backgrounds, who have been disproportionately affected by the pandemic

Recommendation

- **Approve the Full Business Case for The Courts and award £757,608 funding towards the total project costs of £6,383,549 with match funding from the National Lottery Heritage Fund and other sources.**

Background / Issues for Consideration

- 2 The recently published West of England Cultural Plan¹ sets out to create a region which is *an international exemplar of the power of culture to transform and enrich lives, places and businesses*. It identifies four areas of focus and cross-cutting themes to amplify and support world-class culture and creativity

¹ [West of England Cultural Plan \(westofengland-ca.gov.uk\)](https://www.westofengland-ca.gov.uk)

across the West of England – ‘Cultural and Creative Skills’, ‘Creative Freelancers, SMEs and start-ups’, ‘Placemaking’ and ‘Wellbeing’.

- 3 The Courts project, aligning with the strategic direction set by the Plan, is a youth-skills development that binds key clean and inclusive recovery principles:
 - Skills development for disadvantaged or marginalised young people whose abilities merit careers in the creative industries – particularly those impacted by the pandemic.
 - A more diverse employment base for the region’s creative sector, one of our fastest growing industries, helping it better reflect the populations it serves
 - New life for a derelict Victorian building, refurbished to provide training, employment, business success and playing a part in rejuvenating business and culture in the city centre.

- 4 Employment in the creative industries does not represent the diverse communities of Bristol and the wider West of England region. For young people with the talent but not the networks, educational attainment, personal wealth or other advantages, the barriers are almost impossible to overcome, and many do not have the chance to achieve their potential. This has been exacerbated by the pandemic. Covid-19 has added digital poverty, isolation, unemployment, increased responsibility at home, depleting mental health and diminished opportunity. There is a danger diversifying the creative industries will lose momentum, young people left further behind. The Courts will match young people’s talent and potential to creative industry opportunities:
 - The training to take their talent to the level where they can secure employment or start their own creative business.
 - The networks young people need to identify opportunities, build their experience and develop contacts for the future.
 - The space to experiment, develop ideas, create, produce and showcase their work.
 - Wellbeing support and mentoring to help them overcome the barriers they face.
 - Financial support through free-to-use space, and training and mentorship.

- 5 With three converted courtrooms, offices, and other working spaces and meeting rooms, The Courts will be an inclusive enterprise hub for new creative voices, new attitudes, new ideas. Young people will be supported by Creative Youth Network staff and tenants of The Courts – creative professionals and enterprises whose tenancy conditions will oblige mentoring, work placements and internships. Each year, The Courts will deliver:
 - Skills training opportunities for 500 16-25 year old emerging young

creatives from disadvantaged backgrounds in Bristol and the surrounding region.

- Supported enterprise spaces for up to 50 young people setting up their own businesses.
- Paid internship opportunities for 30 young people
- Pathways into the creative sector for young talent
- New space for 110 workers from creative industry businesses
- £3.77m GVA for the West of England region in year 1 and £7.34m annually thereafter.

6 The Courts development is ready to start. Reaching RIBA Stage 4 and contractor procurement, The Courts development can be underway as soon as June 2022, subject only to reaching its final financial goal through this grant award – with the building opening as early as summer 2023. Managed by Creative Youth Network, the West of England’s largest youth charity, with experience of managing large capital developments of this kind, keeping them on time and on budget. This is a unique opportunity to support young people through the Covid recovery period and give them the opportunities they need to thrive.

7 This project will follow the delivery assurance ‘use it or lose it’ principles as set out in the Delivery Assurance Report on this agenda, subject to that reports approval.

Consultation

8 Details on the level of engagement and consultation are set out in the Full Business Case.

Other Options Considered

9 A full options appraisal is included in the Full Business Case.

Risk Management/Assessment

10 This is set out in detail in the Business Case ‘Management case’

Public Sector Equality Duties

11 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.

11.1 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.

11.2 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.

11.3 An Equality and Diversity Impact Assessment is included as part of the Business Case.

Finance Implications, including economic impact assessment where appropriate:

11 Total Spend – Capital and Revenue

	21/22	22/23	23/24	24/25	Total
NLHF	150,000	4,100,300	0	0	4,250,300
Other match	153,000	917,000	0	0	1,070,000
WECA	0	757,608	0	0	757,608
Creative Youth Network	0	42,439	172,132	91,070	305,641
Total	303,000	5,817,347	172,132	91,070	6,383,549

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Services

Legal Implications:

12 None

Advice given by: Stephen Gerrard, Interim Director of Law and Democratic Services

Climate Change Implications

13 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

13.1 Full Environmental Sustainability and Climate Change Considerations are included in the Business Case.

Land/property Implications

14 None

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Services

Human Resources Implications:

15 None

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

Appendices:

Full Business Case [The Courts](#)

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REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 8TH APRIL 2022

REPORT TITLE: WEST OF ENGLAND CAREERS HUB

DIRECTOR: STEPHEN BASHFORD, DIRECTOR OF BUSINESS AND SKILLS

Purpose of Report

- 1 To present the Full Business Case for match funding to continue the West of England Careers Hub beyond August 2022.

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 Careers Hub has effectively adjusted its model of delivery over the last two years to help provide careers support to schools in challenging circumstances brought about by Covid-19.

Recommendation

- **To agree the Full Business Case for the West of England Careers Hub and award £810,000 to match Careers Enterprise Company funding and continue the service for another three years.**

Background / Issues for Consideration

- 2 The West of England Careers Hub was established in Sept 2018 and built on the Enterprise Adviser Network which had been delivered by the Local Enterprise Partnership, and then the Combined Authority, since 2015.
- 3 The Careers Hub brings together schools and colleges, universities, employers, and other local organisations to better support 97 schools and colleges to improve career outcomes for young people as well as better align

education to the needs of the local labour market. The Hub is a team of specialised careers individuals who work with school leadership teams to build and strengthen careers advice into the school curricula. It aims to improve young people's understanding of the potential career routes open to them and helps bring employers closer to schools.

4. The work is currently part funded by the Careers Enterprise Company (CEC) and by the West of England Combined Authority's investment fund. CEC funding is contingent on match funding from the Combined Authority – without this the Hub would not exist. A three-year funding allocation of £810,000 will bring in an additional £1.78m investment to the region. It also enables the Combined Authority to bid into additional CEC funds for enhanced local delivery (see below).
5. Careers Hubs are the delivery vehicle for the Government's Careers Strategy which has been recently updated through the "Skills for Jobs" white paper and Skills Bill currently going through parliament. Secondary schools and colleges should work towards achieving the eight Gatsby Benchmarks and are supported by Careers Hubs to do this. Evidence shows that schools and colleges within Careers Hubs have better careers provision (evidenced by performance against the Gatsby framework) than those not in a Hub.
6. The attached Full Business Case shows that through the Careers Hub, the region's schools are now performing above the national average on careers education, with strong progress against the Gatsby benchmarks. In addition, 96% of schools and Colleges are matched with a volunteer from a local employer to support their employer engagement. The Careers Hub has also linked to other regional programmes, including the Digital Engineering Technology Innovation (DETI) programme which has helped 4,200 children with STEM skills.
7. The Careers Hub receives a 'local hub fund' each year from the CEC. This is a flexible fund which can be used to support delivery of careers activities. The Combined Authority is working collaboratively with the Unitary Authorities to co-design activities and delivery which will complement and add value to local arrangements. A further £93,000 has been created for a UA collaboration fund to further strengthen the links between regional and local delivery.
8. In addition to the core delivery and funding, over the past year the Careers Hub has been able to secure additional funding to support Unitary Authorities through £200k funding for prevention of NEET, £72k to support looked after children, and £60k (over 3 years) to support young people who face additional barriers to transition.
9. Feedback and input from the Business and Skills board members has been gathered and an emphasis on co-design and collaborative working with the Unitary Authorities will be a priority in future delivery of the Careers Hub. Complementary careers programmes being delivered by the Unitary Authorities will continue to work collaboratively to explore opportunities to

access funding to further expand local, targeted support.

10. We are also committed to working with Unitary Authorities to develop further support for young people (via the Regional Recovery and Adaptions Fund) through developing our 'All Age Access Hub' to ensure full linkage and access to advice and guidance in the most appropriate way to meet need and look forward to beginning to work up ideas on how that can best complement the Careers Hub and all other existing initiatives.
11. This project will follow the delivery assurance 'use it or lose it' principles as set out in the Delivery Assurance Report on this agenda, subject to that reports approval.

Consultation

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

Other Options Considered

13. These are set out in detail in the Full Business Case.

Risk Management/Assessment

14. A risk assessment is included in the Full Business Case.

Public Sector Equality Duties

15. 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.
- 15.1 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.
- 15.2 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.
- 15.3 An Equality & Diversity Impact Assessment and Plan is included within the

Full Business Case.

Finance Implications, including economic impact assessment where appropriate:

16 Forecast of spend on salaries

	Forecast				Total
	Sept 22 to Mar 23	Apr 23 to Mar 24	Apr 24 to Mar 25	Apr 25 to Aug 25	
Investment Funded - Staff costs	£129,566	£234,376	£247,018	£106,433	£717,392
CEC Funded - Staff Costs	£166,070	£284,784	£284,784	£118,660	£854,298

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Services

Legal Implications:

17 None

Advice given by: Stephen Gerrard, Interim Director of Law and Democratic Services

Climate Change Implications

18 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.

18.1 Funding will be used to support schools to align their careers programmes and curriculum to the green skills agenda, including through for example the Green Futures Fund.

Land/property Implications

19 There are no land/property implications associated with this report.

Human Resources Implications:

20 There are no HR implications arising as a result of this report. The management of the Careers Hub will be through the existing team.

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

Appendices: Full Business Case [Careers Hub](#)

West of England Combined Authority Contact:

Report Author	Contact Details
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REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 8 April 2022

REPORT TITLE: TRANSPORT LEVY

HEAD OF SERVICE: PETER MANN, HEAD OF INTEGRATED TRANSPORT OPERATIONS

DIRECTOR: KATHRYN VOWLES, INTERIM DIRECTOR OF INFRASTRUCTURE

Purpose of Report

To seek approval to increase the Transport Levy by up to 10% to cover the increased cost of supported bus services, including Home to School transport for non-entitled children.

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:

- Maintenance and enhancement of a comprehensive network of local bus services and modification of it in line with the adopted Bus Strategy will contribute positively to economic recovery and growth, assist residents in seeking employment and support the principles of clean and inclusive growth

Recommendations

1. That the Transport Levy is increased by up to 10% from the 2023/24 financial year to cover additional contract costs for supported bus services, including Home to School transport for non-entitled children.
2. That delegated authority is given to the CEOs to agree the final increase by the end of April 2022 for bus service contracts to be awarded, for subsequent confirmation during the budget making process for 2023/24.

1. As a region, we have set ambitious plans to enhance the region's transport network. The current Joint Local Transport Plan (JLTP4), adopted in March 2020, provides the overarching framework within which our Bus Service Improvement Plan (BSIP) sits. By 2036 we will deliver a well-connected sustainable transport network that works for residents, businesses, and visitors across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural ways to travel.
2. The framework of JLTP4, the BSIP, and the preceding West of England Bus Strategy, sets out how we will improve bus services, with supported bus services a complementary but necessary aspect of achieving the wider West of England transport vision of 'Connecting people and places for a vibrant, inclusive and carbon neutral West of England'.
3. The Transport Act 1985 de-regulated bus services in England (outside London), removing control from Local Transport Authorities. On this basis, most bus services (around 90%) in the West of England region are provided on a commercial basis by private bus companies.
4. As a Local Transport Authority, the Combined Authority provides financial support to non-commercial bus services that it considers to be socially necessary (around 10%). These services are generally orbital/rural in nature or provide links between communities that are not connected by arterial routes.
5. The cost of these services is approximately £4m per annum which is covered by the Transport Levy from the three authorities, government Bus Service Operator Grant and developer contributions. The services provided are a combination of fully supported where the full operation of the service is paid for, or partially supported services where only certain journeys or extensions to the route are funded.
6. The Combined Authority currently supports 80 bus service contracts including park and ride services that were not viable as commercial operations prior to the onset of the pandemic. In addition, it supports some limited Home to School transport services in SGC and B&NES for children not entitled to free school transport.
7. The pandemic has had a dramatic effect on bus services due to the sudden and sustained loss of passengers. Even now, bus passenger numbers remain only at around 75% of pre-Covid levels in the region. It is anticipated that unless passenger figures recover significantly and swiftly a number of previously commercial services may not be viable in the longer term.
8. The current supported bus service contracts end on 27th August 2022, with no opportunity for extension – some have already been extended to align with other expiry dates. Tenders were invited for new five-year contracts for these services, along with some previously commercially operated services which are no longer commercially viable, during February and March (tender returns were due back by 21st March).

9. High fuel prices, labour costs and continued suppressed passenger numbers suggest that tender prices will be higher than for the previous set of contracts, putting pressure on budgets. Experience from other city regions suggests this could be as much as 50% in some cases.
10. In order for new contracts to be awarded in early May for services to commence in late August 2022 sufficient funding would need to be secured for the duration of these contracts. The contract duration specified in the tenders is 5 years which has historically always been the optimum contract duration to achieve best value for money. It would be possible to terminate a contract with 6 months' notice should that be necessary. Changing the contract period at this stage however, would require a full retender exercise and is therefore not viable if we are to award contracts to align with the current August expiry date.
11. It is anticipated that due to continuing low use of concessionary passes releasing savings through 2022/23, additional funding from the Levy would be required from the 2023/24 financial year. Without an increase in the Transport Levy it is likely that some of the services previously supported by the Combined Authority will not be able to continue. The evaluation of tenders will identify which services offer the best value for money and this information is to be shared with the Mayor and other Transport Board members.
12. The reason for the recommendation to delegate this decision to CEOs is to provide more information to understand the financial implications of the contracts to be awarded. This information is not available at the time of finalising this report.

Consultation

13. As part of the review of supported services in the autumn of 2021 the Combined Authority carried out a passenger survey on all existing supported bus services. This was designed to invite comments on the performance of these services and provide complementary information on journey purpose, time of travel, what alternatives people had to using the bus, suggested improvements etc. However, the survey was specifically not to provide a 'count' of users and therefore will not be used to justify any decision as to whether to continue to support a particular service based on usage alone – although we do have usage data for supported services provided separately by operators. The survey generated over 1500 responses of which over 80% were from users of these supported services.
14. The matter of increasing the Transport Levy was raised with the authorities' Finance Directors in early March and separately with the Transport lead members and officers from the authorities who have been understanding of the challenges faced in keeping essential bus services running. We have worked with officers across the authorities to ensure that services at risk were supported for the period 24th April until 27th August. Officers utilised the underspend from the 2021/22 financial year as agreed at the January Committee to ensure that these services or alternatives continue to operate whilst longer term options are assessed as part of the Supported Bus Service tender. The justification for the request for an increase in the Transport Levy

was discussed. The Finance Directors sought further information on the potential for extensions to current contracts and the type of contract being offered. This information was provided to them.

Risk Management/Assessment

15. Should the current set of bus service contracts be allowed to expire without the required funding in place for their replacement, there is a real risk that some communities will see a reduction in access to public transport or even lose it completely. Making best use of the available funding to support socially necessary services reduces this risk.

Public Sector Equality Duties

16. 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.
17. 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.
18. 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.
19. A comprehensive, accessible and affordable bus network is vital to enabling people to access jobs, health, food, leisure and other services and opportunities. The measures proposed in this report aim to maintain and improve bus services across the region which will help meet the Combined Authorities obligations under the Equality Act.

Finance Implications, including economic impact assessment where appropriate:

20. Supported bus services are funded primarily through the Transport Levy from the three constituent councils. This includes developer contributions that have

been secured by the councils as Local Planning Authorities where these funds are suitable for use to support public transport.

21. It is envisaged that this procurement process will result in a higher demand on the Transport Levy, which is why an increase is sought over and above the previously planned uplift to cover these costs.
22. Although exact funding requirements are not known (due to the tender process currently being underway) a 10% increase in the Transport Levy would equate to £530k for B&NES, £1.044m for BCC and £409k for SGC. This is set out in the following comparison table:

Table 1 - Transport Levy comparison 2021-24

	2021/22 Final	2022/23 MTF Confirmed	2023/24 MTFF	Proposed 2023/24 max	Diff
Unitary Authority Transport Levy	£000s	£000s	£000s	£000s	£000s
B&NES	5,194	5,194	5,298	5,828	530
BCC	10,236	10,235	10,440	11,484	1,044
SGC	4,014	4,014	4,094	4,503	409
Total	19,444	19,443	19,832	21,815	1,983

Advice given by: Richard Ennis

Legal Implications:

23. The Local Transport Authority has a responsibility to seek to secure any bus services which are deemed to be socially necessary where they are not provided commercially.

Advice given by: Stephen Gerrard

Climate Change Implications

24. 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

25. Provision of a good public transport network is essential to help mitigate the impact of climate change by reducing the number of vehicles on the road to meet the demand for travel. Exhaust emission standards for buses have been raised progressively over recent years and bus operators have invested heavily in new vehicles.

Land/property Implications

26. None

Human Resources Implications:

27. None

Appendices: None

Background papers: None

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the contact officer for the meeting who is Ian Hird 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 COMBINED AUTHORITY COMMITTEE

DATE: 8 April 2022

REPORT TITLE: CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT - DELIVERY

DIRECTOR: KATHRYN VOWLES – INTERIM DIRECTOR OF INFRASTRUCTURE

AUTHORS: NAOMI GORNALL, KATHRYN VOWLES

Purpose of Report

- 1 *To agree short term allocations from existing Transforming Cities Funding to support the overall delivery programme.*
- 2 *To agree the delivery approach for the forthcoming City Region Sustainable Transport Settlement*

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:

- Ensuring that our delivery approach recognises the resource challenges created by covid, and the potential for long term materials availability and cost increases.

Recommendations

- **Recommendation 1:** Approval of full business case and funding of £922,216 to deliver the expansion of Portway P&R
- **Recommendation 2:** Approval of full business case and funding of £1,827,973 to deliver metrobus Consolidation
- **Recommendation 3:** Approval of Strategic Outline Case and confirm funding of £500k to deliver the next stage of an Outline Business Case for the Somer Valley to Bristol and Bath Corridor Scheme
- **Recommendation 4:** Allocation of £100k to commence an Outline Business Case for the A38 South Bristol Sustainable Transport Corridor plus commence Full Business Case for the Bedminster Green section. Delegation for the approval of a Feasibility and Development Funding application to the

Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

- **Recommendation 5:** It is recommended to allocate £450k for financial year 22/3, from the CRSTS funding, for capacity building within the UAs, and a further £450k cash flow from CRSTS project allocations for the initial year of the programme. The funding will be to support the specific activities detailed above. It is recommended that approval of a Feasibility and Development Funding Application Form for Mobilisation (detailing project activities) to be delegated to the West of England CEOs in consultation with the Chief Executives of the constituent Councils.

Background / Issues for Consideration

The Combined Authority Committee approved the submission of a Strategic Outline Business Case in support of our City Region Sustainable Transport Settlement (CRSTS). As noted at the time, the CRSTS aims to:

- drive growth and productivity through infrastructure investment.
- level-up services towards the standards of the best; and
- decarbonise transport, especially promoting modal shift from cars to public transport, walking and cycling

The settlement consolidates existing funds (to the value of approximately £155m over 5 years) including Integrated Transport Block, Highways Maintenance Funding, Potholes Action Fund and the last year of Transforming Cities Fund (approx. £30m).

The settlement is in addition to existing funding streams, including bus revenue support, cycling and walking funding, Local Electric Vehicle Charging funds etc.

Key Dates can be summarised as:

- 17 September 2021, initial programme submission to DfT
- 27 October 2021, DfT announced CRSTS allocation for Mayoral Combined Authorities. £540m was allocated to the West of England
- 29 January 2022 Strategic Outline Business Case. Submitted to DfT

Activity To Date

Since submission we have only received minor comments and clarification regarding the Strategic Outline Business Case. Overall DfT have confirmed that the submission has been received positively through the assessment and moderation process. They are pleased with our overall approach; the strategic vision and the step change this programme will make to public transport in the West of England. There may be some further clarification/requirements put upon us but, it is understood that these will be resolved through settlement funding conditions.

Although funding was originally planned for April 2022. We now understand that some funding may be delayed. However, maintenance funding and continued TCF funding will be forthcoming soon. We therefore are confident that we can cashflow the entire programme until full funding is announced, based on existing decisions.

Early Project Decisions

The following project decisions relate to existing funding allocations (Transforming Cities Fund) that will lead into our CRSTS programme.

The Portway P&R and metrobus Consolidation projects are key deliverables within the Transforming Cities Programme running until March 2023.

Expansion of the Portway P&R site has been a long term aspiration to increase capacity. The delivery of the new rail station at the site provides an opportunity to transform how people travel into central Bristol from the wider region (and beyond) and also in north west Bristol. This will be the first stage of work to improve the wider A4 Portway with improved sustainable transport infrastructure, including allowing for bus access into and out of the P&R site from the north and upgrading to Transport Hub with multi-modal opportunities.

Recommendation 1: Approval of full business case and funding of £922,216 to deliver the expansion of Portway P&R

The metrobus scheme was constructed between 2014 and 2017. In 2019 a review was undertaken of the infrastructure impact on operations and a list of schemes were identified to improve the services. At June 2021 Committee it was agreed to separate these schemes out into:

- Schemes to be delivered through the UA annual maintenance programmes
- Schemes to be delivered by other projects
- Schemes to be delivered as part of TCF / CRSTS

Schemes are in the latter category and are:

- Metrobus standard bus stops on Bamfield (Thurlestone) in Whitchurch, Bristol
- Changes to the junction at Stoke Lane to better prioritise bus access from the M32 metrobus bridge in Frenchay, Bristol
- Upgrade of existing bus stop to metrobus standard at Frenchay Campus of University of the West of England
- Extension of bus layby on A4174 (northwestbound) close to Westerleigh Road junction
- Upgrade of bus stops by Lyde Green Primary School and re-routing of metrobus into the centre of Lyde Green

Recommendation 2: Approval of full business case and funding of £1,827,973 to deliver the schemes as set out above.

The project costs for Portway and metrobus consolidation take into consideration inflation and contingency for each of the projects. For metrobus consolidation, the maintenance regime for all bus stops would be similar of existing standard or metrobus stops with the maintenance of the iPoints and RTI systems being covered by the transport levy. Therefore, these costs are not included within the funding requests.

The project delivery timescales are from Summer 2022 to early 2023.

The Somer Valley to Bristol & Bath project aims to improve the travel options for people living in the Somer Valley and along the corridors. The Strategic Outline Case

sets out six strategic options:

- Major multimodal hubs
- Small multimodal hubs
- Bus priority at key junctions
- End to end walking and cycling improvements
- Making the best use of existing infrastructure
- A balanced treatment for Wellsway in Bath

Recommendation 3: Approval of Strategic Outline Case and confirm funding of £500k to deliver the next stage of an Outline Business Case

The **A38 South Bristol Sustainable Transport Corridor** project aims to improve the metrobus provision between Bristol and Hengrove and to the BCC/NSC boundary where needed.

The OBC will look at the full corridor from Bristol, via Hengrove to the boundary. We are also working closely with North Somerset Council to ensure a joined up approach to bus provision in the area. The works will include upgrades to existing metrobus route to Hengrove. Additional priority provided through Hengrove Park and Filwood and Bedminster Green. Bus stop upgrades as required. Potential extension to Hartcliffe and along Colliters Way.

Recommendation 4: Allocation of £100k to commence an Outline Business Case for the A38 South Bristol Sustainable Transport Corridor plus commence Full Business Case for the Bedminster Green section. Delegation for the approval of a Feasibility and Development Funding application to the Combined Authority Chief Executive in consultation with the Chief Executives of the constituent Councils.

CRSTS Delivery Model

Government Expectations

The Metro Mayor is responsible for the delivery of the CRSTS programme. DfT will assess performance against the following criteria:

Criteria	Notes
Value for money	DfT want to see economy of scale – through streamlined procurement, buying in bulk etc
Growth and productivity	CRSTS interventions must enable journey time saving and better reliability through strategic intervention.
Levelling up	The CRSTS programme serves a number of areas of deprivation. Creating better connections.
Decarbonisation, especially modal shift to public transport and active travel	The CRSTS will deliver the infrastructure required to enable decarbonisation. Further demand management measures may be required to ensure modal shift away from the private car to public transport.

Local contribution	BCC, SGC and B&NES are contributing a further 20% across the programme. [An agreement is required on how to manage overspend.]
Deliverability	All projects within the programme need to be delivered with the 5 year timeframe. They need to deliver on the criteria above. See below for further information.

The funding settlements for all Combined Authorities, along with the outcomes, will be published online. Delivery against the outcomes will be monitored, giving government and local communities the opportunity to judge each Mayor's performance. Mayors (and therefore Combined Authority Investment Funds) will bear responsibility for cost and schedule overruns.

The January committee paper sets out:

- CRSTS Governance Structure (Annex A)
- Key principles for governance (Annex B)
- Key principles for delivery (Annex C)

Current Delivery Model

The Combined Authority has an Assurance Framework for projects. Current projects are either grant funded or the Local Authorities are commissioned to complete. These projects go through the assurance framework at each stage of the project (SOBC, OBC, FBC) for approval to proceed to the next phase. The existing process:

- Is designed for individual project delivery
- Does not fully align with the criteria for the CRSTS
- Has had to deal with unexpected overspend
- Is not designed to deliver a programme of this size

It is proposed that we move to a more programme-based approach. There are a number of advantages as summarised below:

Challenge	Summary
Network Management	There will be substantial disruption on the road network over the next 5 years. Managing this disruption at a regional level will allow for better strategies to minimise impact on residents.
Lack of resource	Through options such as pooling staff, ring fencing resources and having a delivery partner will ensure that we have the resources needed to deliver. Ring fencing resource to the CRSTS (from the LA / CA) will allow for a team to deliver the CRSTS as a whole. Pooling talent and

	ensuring efficient delivery. Recruiting to the programme rather than the individual organisations also helps with efficient delivery.
Ensuring strategic delivery	To meeting the criteria of the CRSTS, the project must be delivered in a strategic way (as a complete programme). If delivered in a fragmented way they may not meet the criteria of the CRSTS.
Programme management (Finance, budget and performance criteria)	Management of programme, finances and performance criteria at a programme level (rather than at individual project level) offers substantial certainty and will ensure deliver on time, to budget and the delivery of the outcomes intended.
Communication & engagement	CRSTS is likely to impact people's travel over the next 5 years. Having a coherent and joined up communication strategy and delivery will help residents to understand why this is happening and what the final benefits are.

To coordinate all of the above a CRSTS Programme Team will be required to ensure budget, and programme management as well as ensuring full monitoring and evaluation of the programme. At January Committee, the following point was noted:

Capacity Building / Statutory Function Capacity - *It is recognised that UAs have been subject to significant funding cuts, and there is a risk of the under resourcing of statutory functions that could introduce risk and delays to the programme. It is therefore proposed to provide capacity funding and consideration of Investment Fund to ensure there is ringfenced resource to support the programme and this will be put in place as soon as possible.*

Capacity building is required ensure the programme starts to deliver, minimising delays in advance of a full project budget becoming available to:

- Commence all Walking, Cycling and Liveable Neighbourhood schemes including early Strategic and Outline Business Case requirements and, where appropriate, planning pilot schemes
- Commence OBCs for Sustainable Transport Corridors, where not already underway
- Deliver statutory function activities including Planning and Highway Authority duties to support programme delivery

The recommendation below is proposed to facilitate effective capacity building within the UAs.

- **Recommendation 5:** It is recommended to allocate £450k for financial year 22/3, from the CRSTS funding, for capacity building within the UAs, and a further £450k cash flow from CRSTS project allocations for the initial year of the programme. The funding will be to support the specific activities detailed above. It is recommended that approval of a Feasibility and Development Funding Application Form for Mobilisation (detailing project activities) to

delegated to the West of England CEOs in consultation with the Chief Executives of the constituent Councils.

Options for Delivery

Given the diverse range of projects within the CRSTS there are different approaches that can be adopted depending on the project type. Three differing approaches to delivery have been identified:

- Locally coordinated, locally delivered. Locally coordinated by the appropriate unitary authority (UA) and delivered by the Unitary Authority.
- Centrally coordinated, locally delivered. Centrally coordinated to a greater or lesser degree by the Combined Authority and delivered by the relevant Unitary Authority.
- Centrally coordinated, centrally delivered. Centrally coordinated and centrally delivered by the Combined Authority.

For the June Committee paper, we will return with a final agreed approach regarding the delivery model and routes to market for design and construction.

Risk Management/Assessment

- 5 A full programme level risk register is being prepared and key risks will be reported to June Committee.

Public Sector Equality Duties

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

review.

- 6.3 The CRSTS programme will be subject to Equalities Assessment on a project by project basis to ensure that the programme is delivered

Finance Implications, including economic impact assessment where appropriate:

- 7 The funding allocated in this report is from existing Transforming Cities Funding, the final year of which will be folded into the CRSTS funding. The Mobilisation Funding will be capitalised against the CRSTS funding, and is subject to CEOs approval of a Feasibility and Development Application Form for Mobilisation.

Advice given by: Richard Ennis

Legal Implications:

- 8 There are no specific legal implications of this report. The legal implications of our delivery model will be covered in the report to January Committee.

Climate Change Implications

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

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

Will the proposal impact positively or negatively on:

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

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

- 9.1 The premise of our CRSTS is the decarbonisation of our regional transport system. We region declared a climate emergency in 2019, setting a target to be carbon neutral by 2030. To reach this target, we need to cut 464 kilo tonnes of CO2 each year, and transport will need to be a major contributor to this. Both our Climate Emergency Action Plan and our Local Industrial Strategy focus on clean, inclusive growth and prioritise the decarbonisation of the transport system.

Significant work has already been undertaken in the region across many sectors, and carbon emissions in the region in 2019 (including North Somerset) are 62% of their 2005 figure. Public sector carbon emissions have dropped by more than 50%, while industrial emissions in Bristol are less than a third of their 2005 baseline. However, progress on reducing transport carbon emissions has been slower than average. The average reduction in carbon emissions from transport has been less than 10% since 2005.

The CRSTS will provide us with the funding and the opportunity to make critical improvements that will aid our decarbonisation goals, including developing a private transport infrastructure for electric vehicles and increasing public transport demand.

Land/property Implications

- 10 Land and property implications will be reported back on a project by project basis.

Human Resources Implications:

- 11 There are no HR implications for this report. HR implications for the Delivery Model will be reported in the report to June Committee.

Appendices:

Annex A – CRSTS Agreed Governance

Annex B – Key Principles for Governance for the CRSTS programme

Annex C - Key Principles for Delivery of the CRSTS programme

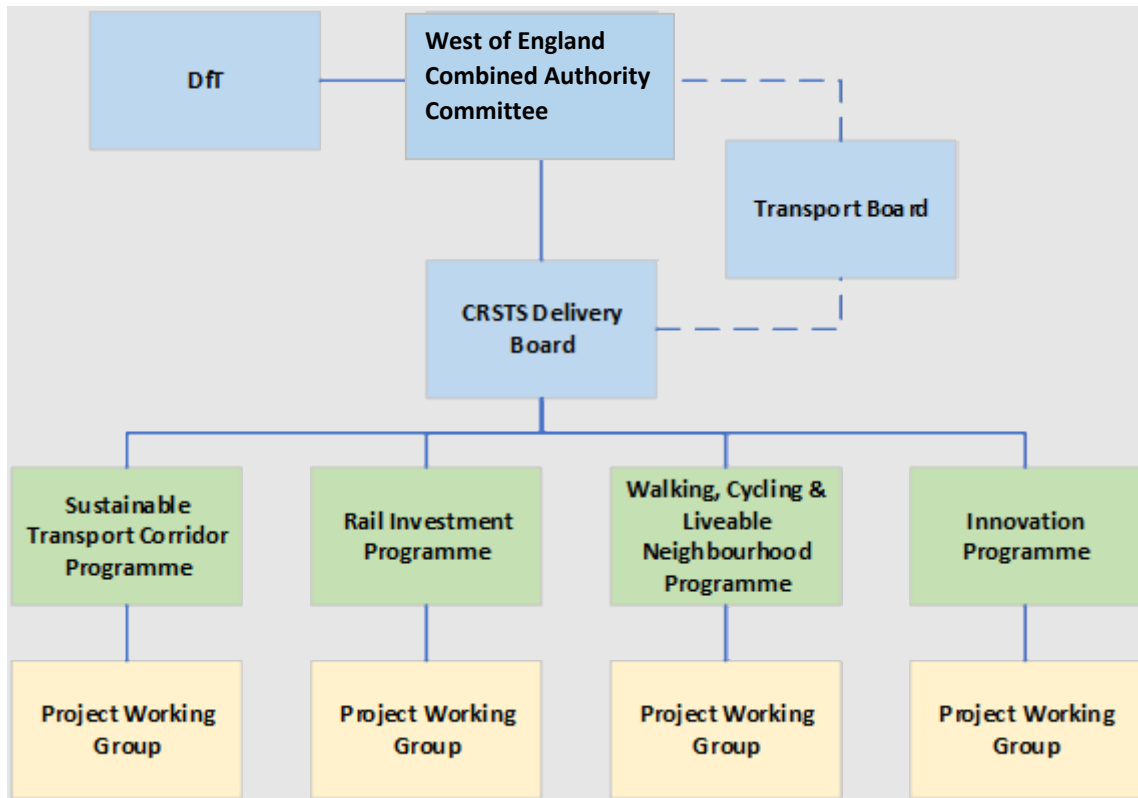
Background papers:

N/A

West of England Combined Authority Contact:

Report Author	Contact Details
Kathryn Vowles – Interim Director of Infrastructure	Kathryn.Vowles@westofengland-ca.gov.uk

Annex A – CRSTS Agreed Governance



Annex B – Key Principles for Governance for the CRSTS programme

1	<p>Governance will be developed based on the structure included in our original submission, establishing a Delivery Board with Programme Working Groups reporting in. The Delivery Board will ensure that risks are actively managed and drive focus on delivery progress, supporting officers to ensure on time and cost delivery.</p>
2	<p>Funding allocations will be in line with our existing Assurance Framework. As set out by central government in the programme guidance, funding may be reduced if agreed schemes are not delivered to agreed quality or time, modified, delayed significantly, or removed. We will drive efficiency thorough taking a programme approach to business case development.</p> <p>The MoU (to be agreed) will outline all options on how to manage funding to ensure that overspend is minimised. This will include measures to be agreed and will include: clear flow diagram of activities and gateways, scaling of projects to ensure they meet budget and ensuring that the prioritised projects within the programme are delivered.</p>
3	<p>Programme change control will be developed in line with DfT requirements (yet to be confirmed). Where projects are removed from the programme, due to deliverability and benefit realisation challenges, we will review costs within the existing programme and then include from the pipeline listed in Annex B.</p>
4	<p>Criteria for the Maintenance Challenge Fund are to be confirmed, but will be based on:</p> <ul style="list-style-type: none"> • Deliverability • Delivery of objectives of the CRSTS fund: • drive growth and productivity through infrastructure investment; • level-up services towards the standards of the best; and • decarbonise transport, especially promoting modal shift from cars to public transport, walking and cycling
5	<p>Contingency and risk will be managed at programme level and draw down of funding will be processed via our assurance framework, subject to approvals from the CRSTS Delivery Board.</p>
6	<p>All projects within the programme will be subject to the Combined Authority Assurance Framework which mandates set gateway checkpoints to ensure peer review, challenge and sharing of lessons is embedded into the delivery culture.</p> <p>The Assurance framework will utilise the City Regions Delivery Board to provide open and transparent peer review and assurance of all schemes from inception to completion to ensure these deliver to consistent standards. Regular gateway reviews will be undertaken at agreed checkpoints, alongside deep dive sessions on any projects which are reporting red or amber for more than two months.</p>
7	<p>Alongside our quarterly Grant Assurance Highlight reporting process, the Combined Authority PMO will continue to provide monthly reporting on all projects, with the additional requirement for monthly spend and benefits reporting. This is to ensure that the Programme Steering Groups, and Delivery Board have oversight and ownership of thematic and portfolio level risks, issues and dependencies.</p> <p>The PMO will, subject to approval from the CRSTS Delivery Board, be accountable for providing the DfT with regular reporting on financial performance, work programme and delivery timescales. This will be published by the DfT on a single, easily accessible website, giving government and local electorates the opportunity to judge the programmes performance.</p>
8	<p>We will work with central government to agree the monitoring and evaluation process and key reporting metrics; all programme business cases will need to comply with these conditions and participate in the national process for evaluation as required.</p>

Annex C - Key principles for delivery of the CRSTS programme

1	<p>Sustainable Corridors & Rail – These programmes will be centrally managed via the Combined Authority taking a programme approach to both development and delivery. Resources for development (to Outline Business Case) will be:</p> <ol style="list-style-type: none"> 1. Identifying available resource across the region, from the Combined Authority and Unitary Authorities, using local knowledge and stakeholder understanding 2. Utilising supply chain partners as appropriate <p>We will work collaboratively with UAs to review and agree our delivery routes prior to commencement of the programme in April. This will include:</p> <ul style="list-style-type: none"> • Review of existing resource within the CA and UAs (including established in-house delivery and supply chains). • Review all existing delivery partnerships and available frameworks to ensure we can access appropriate resources. This will include, but is not necessarily limited to: <ul style="list-style-type: none"> ○ Crown Commercial Services ○ Scape ○ Southern Construction Framework ○ BCC Strategic Capital Partner • Review Delivery Partner options to enable us to take advantage of early contractor involvement, economies of scale and incentivised programme level delivery. We recognise there could be benefits of establishing a programme level partner for design and delivery. The benefits of this approach are being reviewed and discussed between the CA and UAs. • Regardless of programme delivery route, we will be establishing both standards and procurement routes for any standard elements. This includes items such as Bus Stops, Cycle Storage and other street furniture etc. This is a requirement of Treasury. The aim will be to establish both efficiency but establishing a standard and recognisable look and feel for our regional transport network and infrastructure. This is, of course, recognising our regional complexities in relation to heritage.
2	<p>Walking & Cycling and Liveable Neighbourhoods – again, we are very aware of the need for local ownership, co-design and therefore sensitive delivery, particularly for Liveable Neighbourhoods and any stand-alone walking and cycling interventions.</p> <p>Existing programmes are delivered through a mixture of in-house resource and supply chain. This approach will be developed and enhanced to ensure we are delivering efficiently and effectively. As with maintenance, Gateway Reviews will be used to ensure that across the region we are using economies of scale where possible, we are taking a standard quality approach and we are utilising resources and skills in a collaborative way.</p>
3	<p>Maintenance - the maintenance programme is in line with the scale of existing activity delivered by our UA colleagues. This programme will be delivered through their existing routes, with Gateway Reviews over the 5 years to ensure we are maximising economies of scale and delivering efficiently.</p>
4	<p>Standards - all programmes will meet the design and delivery standards set out in the Bus Back Better and Gear Change. As set out in the CRSTS Business case guidance, the application of consistent and high standards will therefore be required.</p> <p>As per the National Bus Strategy, we will deliver schemes which meet the following standards - bus lanes on any road where there is a frequent bus service, congestion, and the physical space to install one.</p> <p>Active travel schemes must meet the standards set out in Local Transport Note 1/20, including separation from volume traffic. The new delivery body for cycling and walking, Active Travel</p>

	England, will review these schemes: schemes which it assesses as non-compliant with LTN 1/20 will not be funded.
5	<p>Resources - It's critical that we have effective resource across the region to deliver our CRSTS programme within our 5-year programme, and to ensure we realise benefits as effectively as we can. We recognise it is not just resource availability, we also need to ensure we have appropriate experience, skills and local knowledge to ensure success.</p> <p>We are splitting the overall portfolio into programmes each with an appropriate route to efficient and effective delivery. We will also require ring fencing of resources to support delivery on all projects. Alongside this we will take a programme-level approach to optimise the use of resources.</p>
6	<p>Pipeline – utilising investment from our regional Investment Fund, we are establishing a prioritised pipeline of schemes that support this first round of investment. These schemes will:</p> <ul style="list-style-type: none"> • Be ready with business cases should any project need to be removed from the programme due to circumstances beyond our reasonable control, subject to DfT change control processes. • Be ready for any further future funding, particularly in relation to walking & cycling • As we move through the programme, these schemes will form the basis of our CRSTS 2 programme 5-10 years. <p>We recognise that establishing this programme will require resources, and whilst the requirement will be secondary to immediate development and delivery, we will ensure that the pipeline is established in a timely manner to ensure the current work is a catalysts for ongoing and incremental improvement across the network. Particularly as we develop our learning through the application of Enhanced Partnerships across our network.</p>
7	<p>Continual Improvement - It is important to us that we drive continual improvement across our programme. In the same way we are utilising the Lessons Learnt from our exiting metrobus and MetroWest programmes and Walking & Cycling Schemes to confirm our delivery approach, we are also ensuring we use our Gateway Reviews to drive Continual Improvement across the portfolio using a Plan, Do, Check, Act model.</p>

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REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 08 APRIL 2022

REPORT TITLE: FUTURE ARRANGEMENTS FOR LOCAL ENTERPRISE PARTNERSHIP

DIRECTOR: INTERIM DIRECTOR OF LAW

AUTHOR: INTERIM DIRECTOR OF LAW

Purpose of Report

1. The Government White Paper "Levelling Up the United Kingdom", was published on 2 February 2022. It proposed changes to the current framework for the governance and funding of LEPs. The proposals were detailed in subsequent ministerial correspondence sent on 1 April 2022. This report sets out the proposals for the next steps proposed by the LEP following its meeting on the 30 March.

Recommendation

2. The Committee is asked support the recommendation from the LEP that a working group, comprising representatives from the Combined Authority, the LEP, North Somerset and a representative from the three other Unitaries to consider options and proposals to bring before the respective bodies in the early summer.

Background / Issues for Consideration

3. The LEP is a non-statutory body, a business led partnerships with representatives from the local authorities and others to promote economic development in this area. The overarching purpose of the LEP is to be a mechanism for the constructive partnership between the business community, universities, the Unitary Authorities and the West of England Combined Authority to deliver the strategic economic plan for the region.
4. The LEP covers the area of four Unitary Councils, Bath and North East Somerset, Bristol City Council, South Gloucestershire and North Somerset. The

West of England Combined Authority covers the same area less North Somerset. The LEP and the Combined Authority are not wholly coterminous.

5. The recommendations of the LEP are currently reviewed and approved by the Joint Committee of the Four Unitary Councils and the West of England Combined Authority.
6. The accountable body, which oversees delivery and provides assurance to government of due diligence and process is the West of England Combined Authority.

Recent Developments

7. The recent white paper Levelling Up the United Kingdom included proposals in relation to the future of LEPs. It included proposals for those areas where a LEP is not coterminous with a Combined Authority.
8. The arrangements in the case of a LEP (such as the West of England LEP), which includes the area of a combined authority but extends beyond it are set out on the Minister's letter. This essentially provides that where a LEP is not coterminous it is for local solution. In particular it provides

“Pathway III: Finding a local solution where one or more (M)CA or institution with devolved powers for the purpose of hosting a county deal covers only part of the LEP area, leaving part(s) of the LEP area outstanding

“Integrating LEP functions and roles into (M)CAs ... may create boundary issues in some areas. We will engage with local partners to understand the range of possible outcomes for LEP integration in such cases, which we will consider on a case-by-case basis through the integration plan process guided by local preferences. If an (M)CA ... cuts across a LEP area and only part of the LEP area is integrated, leaving another part outstanding, we will consider each case against the following guiding principles. We will want to hear from local partners on their preferred local solution for dealing with any outstanding areas. We expect that each local solution will provide a template for other LEPs in similar circumstances to consider. Any outstanding overlaps between LEP geographies must be removed as part of the preferred local solution.”

It goes onto say

“[A]... neighbouring (M)CA ...but not a LEP – may, in some instances, be able to ‘serve’ the outstanding area. It will be for the (M)CA ...to ascertain whether this arrangement is legally feasible, considering, for example, the formal powers conferred by its devolution deal. Where it is

feasible, a proportionate mechanism should be agreed for the outstanding area to be able to input into decision-making processes which have a bearing on its local economy. This mechanism should be jointly developed between the (M)CA ... and the council(s) covering the outstanding area.”

9. The effect of these statements is that there appear to be a number of options open to the Combined Authority, North Somerset and the LEP in terms of future arrangements. The appropriate arrangements for final consideration will require significant work and commitment in order to meet the government timescales as set below:

“LEPs in areas where there are existing (M)CAs can be integrated over the coming year. Where integration can happen quickly, and if integration plans can be developed, given proper consideration and approved, mitigating any consequences for neighbouring areas and managing any implications for staff, where relevant, we will work with local partners to give effect to the integration of LEP functions and roles at the earliest practicable opportunity, subject to HMT business case approval. This will require submission of an integration plan before 29 July 2022. There will be a second opportunity to submit an integration plan, by 27 January 2023, where more time is needed.”

It is suggested that the parties work to the earlier date (submission of an integration plan before 29 July 2022) if at all possible to demonstrate commitment and to avoid the issue becoming an ongoing distraction to delivery.

10. The LEP considered its response on the 30 March, after the White Paper but before the details in the ministerial letter.
11. The LEP considered at the meeting on the 30 March that the Government proposals pose a number of questions which will need careful consideration for all stakeholders including
- What should be the broad purpose and role of the LEP in future?
 - What should be the preferred geographical footprint of the LEP?
 - What would be its preferred governance and accountability arrangements in future?
 - How will the funding arrangements work?
12. The LEP further considered that these were questions which are best worked up in consultation and discussion with the Combined Authority, the LEP, North Somerset and a representative from the three other Unitaries to consider options and proposals to bring before the respective bodies in the early summer.

13. The Board resolved to recommend to the Combined Authority Committee and the Joint Committee that a working group, comprising representatives from the Combined Authority, the LEP, North Somerset and a representative from the three other Unitaries to consider options and proposals to bring before the respective bodies in the early summer.

Background papers:

[Levelling Up the United Kingdom White Paper \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

Integrating Local Enterprise Partnerships into local democratic institutions – a letter of 31 March from the Department of Levelling UP, Housing and Communities.

West of England Combined Authority Contact:

Report Author	Contact Details
Interim Director of Law	



REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 8th APRIL 2022

REPORT TITLE: URGENT ITEM – APPOINTMENT OF INTERIM DIRECTOR OF INFRASTRUCTURE

DIRECTOR: PATRICIA GREER, CHIEF EXECUTIVE

AUTHOR: ALEX HOLLY, HEAD OF PEOPLE AND ASSETS

1. Purpose of Report

1.1 To seek the Committee's formal endorsement of the intended appointment of an interim Director of Infrastructure.

2. Recommendations

2.1 The Committee endorses the appointment of Alistair Kirk as Interim Director of Infrastructure.

3. Background / Issues for Consideration

3.1 Following the departure of the previous permanent Director of Infrastructure, the role has been covered by Kathryn Vowles through an acting up arrangement.

3.2 Kathryn is due to leave the Authority on 8th April 2022, meaning that the appointment of an interim is necessary to ensure continuity of leadership to the Infrastructure Directorate of the Combined Authority.

3.3 A strong interim candidate has been sourced, following a series of interviews that concluded on Friday 1st April 2022. The candidate is Alistair Kirk.

3.4 Subject to the endorsement of Committee, it is proposed that Alistair commences in post on 11th April 2022, to ensure there is no gap in leadership. Given that the interview process was only concluded on 1st April 2022, it is necessary for this to be endorsed by Committee as an urgent item of business.

3.5 Stephen Peacock, Executive Director of Growth and Regeneration at Bristol City Council, was involved in the interview process and is satisfied of the candidate's experience and suitability for the interim role.

- 3.6 It is therefore proposed that Alistair Kirk is appointed as the interim Director of Infrastructure.
- 3.7 Alistair's CV has been shared with Committee Members separately via email, however it is attached to this paper for ease.
- 3.8 The advert for the permanent Director of Infrastructure is currently live, and the process is being supported by headhunters. We will keep the Committee fully informed on progress with the permanent appointment.

4. Risk Management/Assessment

- 4.1 The endorsement of the recommendations outlined in this report will mitigate the risk of the Authority not having a Director of Infrastructure in post at a crucial time.

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

- 5.1 The cost of the interim for a period of say 4 months working on a 20 day working month is £84,000. The budget available for the same period for the permanent employee is £55,000 including pension and employer national insurance costs. The additional costs will need to be met through utilising the anticipated improvements in treasury earnings this year.

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Services

6 Legal Implications:

- 6.1 There are no additional legal implications.

Advice given by: Stephen Gerrard, Interim Director of Law and Governance

7 Human Resources Implications:

- 7.1 The interim was sought with the aid of an interim agency, and thorough interviews were conducted with the recommended candidate. The ratification of the proposed interim appointment will ensure that the Authority can continue to deliver its requirements until a permanent appointment is secured.

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

West of England Combined Authority Contact:

Any person seeking background information relating to this item should seek the assistance of the report author.



REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE

DATE: 8th APRIL 2022

REPORT TITLE: URGENT ITEM – DELEGATION OF DECISION ON FUTURE OFFICE ACCOMMODATION

DIRECTOR: PATRICIA GREER, CHIEF EXECUTIVE

1. Purpose of Report

1.1 To seek the Committee's approval that the decision on the Combined Authority's future accommodation is delegated to the Combined Authority Chief Executive, in consultation with the Local Authority Chief Executives.

2. Recommendation

2.1 The decision on the Combined Authority's future accommodation is delegated to the Combined Authority Chief Executive in consultation with the Local Authority Chief Executives.

2.2 That if majority agreement of the Combined Authority Chief Executive and Local Authority Chief Executives cannot be reached, the decision is taken at a special meeting of the Combined Authority Committee, at an urgent date to be confirmed should the necessity arise.

3. Background / Issues for Consideration

3.1 The Combined Authority has occupied the ground floor of 3 Rivergate since 23rd June 2017. The lease expires on 23rd December 2022. The Combined Authority were in discussions on extending its existing lease term but the Landlord's position has recently hardened to an exit being required at the end of this calendar year in order to undertake significant refurbishment of the building without any tenant presence. This brings an increased urgency to matters, and it is therefore imperative that the Combined Authority find new accommodation imminently.

3.2 The Authority has worked with commercial property agents to source options which balance the need for suitable accommodation with economic and organisational benefits, alongside the need to be prudent with public money. As a result of this search, a number of options are now being considered. These

are commercial in confidence given ongoing negotiations so are not explicitly listed in this paper. The options are being considered according to the following criteria:

- Accessible location, ideally in a central Bristol location due to the majority of Combined Authority staff living in the Bristol area and travel to work using active travel or public transport
- Space to accommodate the Authority's current staffing numbers on a minimum 50% desk ratio
- Strong sustainability credentials, including cycle parking, electric vehicle charging points and efficient lighting and heating systems
- Good value for public money in the context of the current commercial property market in the region
- Ability to keep staff together in one building
- Ability to offer to others the utilisation of part of the space
- Ability to meet the tight timescales given the expiry of the Authority's existing lease

- 3.3 A provisional project plan, that supports the need for an urgent decision, has been devised for the required actions and works, including the necessary legalities for the move, procuring a fit-out contractor and coordinating the associated internal fit-out, ensuring ICT provision, and the movement of furniture and staff from 3 Rivergate.
- 3.4 The plan, taking all of the above into account, will result in best-case completion at the end of October 2022, and with project tolerance built in, takes the timeline to the end of November 2022, assuming a decision in April 2022. This would ensure the organisation enters the important final quarter of the financial year to focus on project delivery for the benefit of residents and business.
- 3.5 This timeline is clearly very close to the required exit date from 3 Rivergate, meaning that the Combined Authority needs to progress to a decision imminently.
- 3.6 Following a thorough financial analysis, the Combined Authority can meet any additional costs internally, so there is no financial ask from the Authority's constituent Councils. This can therefore be considered an operational matter that can be concluded at officer level.
- 3.7 It is therefore requested that the Combined Authority Chief Executive is delegated the authority to take the appropriate operational decision on the future office accommodation, in consultation with the Local Authority Chief Executives.
- 3.8 If majority agreement of the Combined Authority Chief Executive and Local Authority Chief Executives cannot be reached, the decision will need to be taken at a special meeting of the Combined Authority Committee, since the next Committee meeting in June 2022 will be too late to meet the required timescales.

4. Risk Management/Assessment

- 4.1 The endorsement of the recommendations outlined in this report will mitigate the risk of the Authority not having suitable accommodation at the expiry of its lease at the end of 2022.

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

- 5.1 The full financial implications including the net present value of the options that meet the strategic and operational needs of the Combined Authority will be considered by officers as appropriate in making their decision.

Advice given by: Richard Ennis, Interim Director of Investment and Corporate Services

6 Legal Implications:

- 6.1 All legal implications will be considered when the delegation is exercised.

Advice given by: Stephen Gerrard, Interim Director of Law and Governance

7 Human Resources Implications:

- 7.1 Any change in office accommodation will not affect the terms and conditions of Combined Authority staff. There are no other HR implications arising as a result of this paper.

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

West of England Combined Authority Contact:

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

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