



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

ITEM 11

19 JUNE 2020

REPORT SUMMARY SHEET

UPDATE ON RESPONSE TO COVID-19 PANDEMIC

Purpose

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

Summary

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

Impact of Covid-19 pandemic

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

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

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

Recommendations

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

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

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19 JUNE 2020

REPORT SUMMARY SHEET

UPDATE TO THE CONSTITUTION

Purpose

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

Summary

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

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

Recommendations

The Combined Authority Committee is asked:

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

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19 JUNE 2020

REPORT SUMMARY SHEET

WECA & MAYORAL BUDGET OUTTURN: APRIL 2019 – MARCH 2020

Purpose

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

Summary

This report includes the following key information:

Mayoral budget:

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

WECA revenue budget:

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

Impact of Covid-19 pandemic

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

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

Recommendations

Members of the Combined Authority Committee are asked to:

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

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19 JUNE 2020

REPORT SUMMARY SHEET

TREASURY MANAGEMENT OUTTURN REPORT 2019/20

Purpose

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

Summary

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

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

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

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

Impact of Covid-19 pandemic

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

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

Recommendations

Members of the Combined Authority Committee are asked to:

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

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19 JUNE 2020

REPORT SUMMARY SHEET

INVESTMENT FUND

Purpose

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

Summary

This report includes the following key information:

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

- The report presents the capital programme.

Impact of Covid-19 pandemic

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

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

Recommendations

The Committee is asked to:

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

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

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19 JUNE 2020

REPORT SUMMARY SHEET

COVID-19 BUS NETWORK RECOVERY

Purpose

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

Summary

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

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

Impact of Covid-19 pandemic

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

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

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

Recommendations

The Combined Authority Committee is asked:

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

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

ITEM 17

19 JUNE 2020

REPORT SUMMARY SHEET

WEST OF ENGLAND BUS STRATEGY

Purpose

To present a West of England Bus Strategy for adoption.

Summary

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

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

Impact of Covid-19 pandemic

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

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

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

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

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

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

Recommendations

The **Joint Committee** is asked:

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

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

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

ITEM 18

19 JUNE 2020

REPORT SUMMARY SHEET

BUS INFRASTRUCTURE INVESTMENT

Purpose

To agree proposals for further investment in bus infrastructure.

Summary

The report provides an update on Bus Infrastructure, specifically in relation to:

- Potential changes arising from the impact of Covid-19.
- Its relationship to the Bus Strategy
- Funding opportunities
- Priority corridors
- Prioritisation criteria
- Phase One Delivery Plan (including Metrobus consolidation)
- Phase Two Delivery Plan

The report also provides an update on the following key projects:

- Mass Transit progress and finance
- Modelling progress and finance
- Bath Transport Study progress and finance
- Bristol to Bath Strategic Corridor programme and delivery approaches

Impact of Covid-19 pandemic

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

1. Covid-19 has created a significant change for bus and public transport operations nationally. Members will be aware that significant work has been, and is being, progressed across the West of England Authorities to manage the impact and continue to provide a critical bus network for essential journeys and key workers.
2. WECA continues to be in close dialogue with operators, and the Department for Transport, and work continues with other bodies such as the Urban Transport Group to understand ongoing funding, legacy and recovery issues.
3. The Bus Strategy adoption paper (see separate report on the agenda) details the proposed Bus Strategy. This paper also notes the need to develop an understanding of the steps towards bus network recovery both in the short-term and in tackling legacy issues as

the country emerges from lockdown. This will enable more to be understood with regard to the levels of usage and the environment within which bus services are operating.

4. Whilst the previously proposed Bus Operator Agreements clearly require further consideration post Covid-19, the key principles of the Bus Strategy remain irrespective of the specific bus operator environment.

5. The principles for investment in bus priority corridors and Park & Ride also remain sound. The provision of bus priority measures, and Park & Ride facilities, will continue to underpin the delivery of the Region's wider transport objectives, irrespective of the starting point that bus operations and bus patronage will be in as we emerge from Covid-19. Whilst recovery and legacy issues must be considered alongside these plans, it is still critical that investment in our bus infrastructure is continued to ensure we can deliver efficient, low carbon services into the future.

6. Whilst the Bus Network Recovery report (see separate report on this agenda) steers the short-term support for bus operations and the network, this report builds on those aspects, guiding the development of the bus infrastructure programme beyond the current crisis. This recognises the importance of managing the current situation as well as the criticality of an effective long-term public transport system for the region. This paper focuses on the plans for infrastructure delivery in order to:

- progress the infrastructure to unlock the network principles set out in the Bus Strategy and consistent with any Covid-19 recovery and legacy issues;
- support our complementary plans for Strategic Park & Ride; and
- review the approach to Operator Agreements once recovery and legacy issues are better understood.

Recommendations

The **Combined Authority Committee** is asked:

- 1) To agree the strategic criteria for initial prioritisation.
- 2) To agree the prioritised corridors.
- 3) To agree to the principles set out in Section 7 for progressing Operator Agreements.
- 4) To note progress on the Mass Transit project and Bath Transport Study.
- 5) To agree to the creation and funding of the Bristol to Bath Strategic Corridor programme and agree the suggested delivery approach.

The **Joint Committee** is asked to note this update report.

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19 JUNE 2020

REPORT SUMMARY SHEET

WEST OF ENGLAND LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Purpose

To present a West of England Local Cycling and Walking Infrastructure Plan for adoption.

Summary

The Local Cycling and Walking Infrastructure Plan is a sub-regional plan which identifies priority walking and cycling routes for investment and proposes improvements to walking and cycling infrastructure along these routes.

It has been created following a defined methodology set out by the Department for Transport. The Local Cycling and Walking Infrastructure Plan is a technical document and is not a walking and cycling strategy and doesn't constitute the totality of the region's approach to cycling and walking. The key principles within the Joint Local Transport Plan remain, of which the Cycling and Walking Infrastructure Plan is a sub-document.

Impact of Covid-19 pandemic

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

WECA has been allocated initial funding from Tranche 1 of the DfT's Emergency Active Travel fund. North Somerset Council has separately been allocated an amount.

The current funding is being applied to a programme of measures across the region to promote walking and cycling and to enable passengers to access and egress bus and rail services as safely as possible within social distancing guidelines. Many of the proposed schemes align with or compliment Local Cycling and Walking Infrastructure Plan schemes and the existence of and alignment to the Local Cycling and Walking Infrastructure Plan is specifically referenced in the DfT's Emergency Active Travel guidelines and funding.

Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. None of the DfT's suggested measures or suggested approaches are new – they are interventions that are a standard part of the traffic management toolkit, but a step-change in their roll-out is needed to ensure a green restart

The Investment Fund Report (see separate report on the agenda) proposes the creation of a

£10m capital funding pot to build on the Emergency Measures as well as delivering additional high value active travel measures in the region in line with Local Cycling and Walking Infrastructure Plan proposals and cycling and walking initiatives within JLTP4.

Recommendations

The **Joint Committee** is asked:

1. To agree the West of England Local Cycling and Walking Infrastructure Plan for adoption.
2. To note the summary of feedback from public consultation
3. To note linkages with, and impacts of, the COVID-19 lockdown on cycling and walking strategy and delivery.
4. To delegate the agreement of any subsequent minor changes to the adopted Local Cycling and Walking Infrastructure Plan to WECA Director of Infrastructure.
5. To agree the delegation of decisions on the final content of route plans for the Local Cycling and Walking Infrastructure Plan document to WECA Director of Infrastructure in consultation with the relevant Directors of the West of England Councils.

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

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

ITEM 20

19 JUNE 2020

REPORT SUMMARY SHEET

STRATEGIC RAIL INVESTMENT

Purpose

1. To provide a progress report on the MetroWest Programme and Bristol Temple Meads Eastern Entrance, and to make recommendations for the necessary delegations to support the budget and contractual requirements to deliver these programmes.
2. To provide a progress report on the approach to delivering the Rail 10 Year Plan and 25 Year Strategic Outline Business Case (SOBC), to be delivered in collaboration with Network Rail.

Summary

This report includes updates and seeks appropriate delegations to enable officers to progress further work to deliver the following:

- MetroWest programme - Phase 1a – Severn Beach & Westbury Line, Phase 1b – Portishead line and Phase 2 – Henbury and Yate lines.
- MetroWest GWR rail services and access to Department for Transport funding.
- Delivery of the Bristol Temple Meads Eastern Entrance project.
- Work that WECA and Network Rail are undertaking to produce a joint 10 Year Delivery Plan and 25 Year Strategic Outline Business Case (SOBC) for rail investment in the West of England.

Impact of Covid-19 pandemic

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

- Transport infrastructure can play a key role in regenerating economies by job creation during construction and also permanently, post scheme opening. The infrastructure works referenced within this report will contribute positively to the post Covid-19 economic recovery.
- Increased employment opportunities for residents through bringing more people within reach of the railway for use as commuting option as employers will have a larger skills workforce pool to draw on.
- Investments in railway could significantly reduce carbon dioxide emissions from transport and its contribution to air pollution while providing access to efficient and

sustainable transport for all. Expanding rail transport in growing urban centres would also increase reliability, reduce congestion and noise pollution, and improve local air quality.

Recommendations

Recommendation 1: It is recommended that WECA Committee endorses the change to scope (extension to Westbury to be progressed) for MetroWest 1a on the condition that the business case is produced and approved. It is recommended that committee delegates responsibility for approving the business case for this to the WECA CEO in conjunction with UA CEOs.

Recommendation 2: It is recommended that WECA Committee delegates the responsibility for signing the Implementation Agreement for MetroWest 1a with Network Rail to the WECA CEO, in conjunction with UA CEOs, subject to funding.

Recommendation 3: It is recommended that WECA Committee delegates the responsibility for signing the MetroWest Phase 1a Inter-Authority Agreement to the WECA CEO, in conjunction with the UA CEOs, subject to funding

Recommendation 4: It is recommended that Joint Committee delegates the responsibility for agreeing procurement strategies for MetroWest 1b for detailed design and construction to the WECA and NSC CEOs, subject to funding.

Recommendation 5: It is recommended that Joint Committee delegates responsibility for signing Implementation Agreements and Asset Protection Agreements for MetroWest 1b with Network Rail to the WECA CEO and NSC CEOs, subject to funding.

Recommendation 6: It is recommended that WECA Committee endorses the change to scope for MW2 (extension to Gloucester) on the condition that the business case is updated, approved and represents good value for money.

Recommendation 7: It is recommended that WECA Committee delegates responsibility for signing a revised Inter-Authority Agreement for MetroWest 2 to the WECA CEO, in conjunction with UA CEOs, subject to funding.

Recommendation 8: It is recommended that WECA Committee delegates responsibility for signing the novation of the MetroWest Phase 2 Network Rail Development Services Agreement to the WECA CEO, subject to funding.

Recommendation 9: It is recommended that WECA Committee delegates responsibility for signing Implementation Agreements for MetroWest 2 with Network Rail to the WECA CEO, in conjunction with UA CEOs, subject to funding.

Recommendation 10: It is recommended that WECA Committee delegates responsibility for agreeing procurement strategies for delivery of the AfA station enhancements to the WECA CEO.

Recommendation 11: It is recommended that WECA Committee delegates the approval of the Bristol Temple Meads Eastern Entrance Full Business Case to the WECA CEO, in conjunction with UA CEOs, to a maximum value of £26.645m (which includes the £2.5m already awarded).

Recommendation 12: It is recommended that Joint Committee delegates responsibility for agreeing the programme of schemes for the 10 Year Delivery Plan for rail investment in the West of England to the WECA CEO, in conjunction with UA CEOs and Strategic Rail Board, should new DfT funding for rail become available during 2020.

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

ITEM 21

19 JUNE 2020

REPORT SUMMARY SHEET

STRATEGIC PLANNING UPDATE

Purpose

To give members an update on Strategic Planning and to seek the formal agreement of the constituent authorities of WECA and North Somerset on the Memorandum of Understanding (MoU) (at Appendix A) which sets out the start of the process for strategic planning.

Summary

In addition to the above-mentioned MoU, this report also gives an update on the following;

- * A proposed broad timetable for strategic planning activities, including the Spatial Development Strategy (SDS) and North Somerset Local Plan). This currently includes a workstream on transport modelling and a resources request (including funding from the Investment Fund - see report included in this agenda) to assist in supporting this joint strategic planning work.
- * The steps for the formal duty to co-operate arrangements and the preparation of the WECA Statement of Common Ground (SoCG) as a precursor to starting the respective plan making processes.
- * The proposed programme governance for the SDS.
- * An update on the North Somerset Local Plan process and SoCG.

Impact of Covid-19 pandemic

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

- The SDS provides an opportunity to position the West of England for post covid recovery and renewal, by setting out the longer term spatial vision for the area.
- The scale of the challenge requires a strategic joined up approach through strong Leadership.
- Having a strategic SDS in place, followed by local plans, will provide certainty for our communities, investors, and the development industry. This will mean investment in our homes, infrastructure, jobs and communities.
- A strategic approach will enable the sub region to plan positively for economic recovery.

The ambition for the future development of the area will take account of Sustainable Development principles to promote clean and inclusive growth so that everyone shares in the future opportunities for growth and renewal.

Recommendations

The Joint Committee is asked to agree:

1. The Memorandum of Understanding at Appendix A.

The WECA Committee is asked to agree:

1. The Memorandum of Understanding at Appendix A.
2. The proposed draft Spatial Development Strategy (SDS) programme subject to ongoing review, draft at Appendix B.
3. To note the funding request to support the strategic evidence base work required including the transport modelling work (as referenced in the Investment Fund report elsewhere on this agenda).
4. The process for progressing the WECA Statement of Common Ground and the cross-boundary issues to be considered. Officers are asked to work through the detail of the Statement of Common Ground with the Planning & Housing Board and to report back progress to a future WECA/Joint Committee (an example structure/contents page for a Statement of Common Ground is set out at Appendix C).
5. That officers work with the Planning & Housing Board and Transport Board to develop and agree the ongoing non-statutory engagement programme for the SDS and report back progress to a future WECA/Joint Committee.
6. The proposed officer support for the SDS process.
7. The governance and decision-making process for the SDS.
8. To note and support the North Somerset update on progress with their local plan.

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

ITEM 22

19 JUNE 2020

REPORT SUMMARY SHEET

UPDATE ON CLIMATE EMERGENCY PLANNING

Purpose

This report provides an update on climate emergency planning, including progress towards developing a Climate Emergency Action Plan.

Summary

In July 2019, the West of England Combined Authority Committee agreed an action to work up the options and actions for delivering carbon neutrality by 2030.

This report provides an update on the work currently underway to develop a Climate Emergency Action Plan and details how the climate emergency is factored into the authority's planning for Covid-19 recovery.

To ensure full engagement with officers and politicians on the emerging Climate Emergency Action Plan, the Plan will be submitted to the October committees. This will ensure effective engagement with core officers, including transport, business and skills officers, initially diverted onto Covid-19 crisis management and members at every stage of the work. It will also ensure that the work set out in this report will provide up to date data and help to inform the Covid-19 recovery planning process, ensuring that climate emergency ambitions are properly integrated.

Impact of Covid-19 pandemic

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

Work on COVID-19 recovery planning is underway, steered by the West of England Regional Economic Recovery Taskforce. The aim of the Taskforce is to address the adverse impacts of the Covid-19 outbreak and to drive economic recovery that reflects the region's priorities of clean and inclusive growth.

This work offers the opportunity to consider how we can better integrate low-carbon solutions within our plans for economic recovery in a way that boosts growth and puts the region on a firm long-term low carbon footing. The region is already a low carbon market leader and has created a low carbon sector sub-group to form part of the Covid-19 recovery taskforce in recognition of this; recovery plans should build on these strengths and give thought to how we can create growth and jobs within the low carbon, renewable energy and energy efficiency sectors.

The changes created by lock-down, such as increased working at home, reduced car travel and more cycling and walking have demonstrated that the changes needed to achieve a low-

carbon future can be less dramatic and more publicly palatable than previously thought. This creates an opportunity to consider how we can maximise on this shift in public behaviour to deliver plans and projects that reduce carbon emissions such as plans that encourage more cycling and walking.

The work set out in this report will provide up to date data and help to inform the Covid-19 recovery planning process, ensuring our climate emergency ambitions are properly integrated through this approach.

Recommendations

The **WECA Committee** is asked to note this update report on climate emergency planning and development of the Climate Emergency Action Plan.

The **Joint Committee** is asked to note this update report on climate emergency planning.

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19 JUNE 2020

REPORT SUMMARY SHEET

WEST OF ENGLAND JOINT GREEN INFRASTRUCTURE STRATEGY

Purpose

To seek the committees' endorsement of the Joint Green Infrastructure Strategy and a proposal for joint working through the proposed Environment Officer Working Group to support this work.

Summary

- The West of England Combined Authority and the four West of England unitary authorities, recognising the critical role that Green Infrastructure plays in supporting sustainable growth and communities, agreed a programme of work and set up the West of England Green Infrastructure Working Group. The Group comprises the five authorities, Environment Agency (EA), Natural England (NE), West of England Nature Partnership (WENP) and Bristol Avon Catchment Partnership (BACP). This workstream included stakeholder engagement throughout the process, including workshops with the local authorities' planning officers and wider partners.
- The resulting, proposed West of England Joint Green Infrastructure Strategy (JGIS) provides a framework for delivering a strategically planned and managed Green Infrastructure network and has been endorsed by the Environment Agency and Natural England.
- The Joint Green Infrastructure Strategy will provide Green Infrastructure evidence, guidance and tools to support the delivery of other regional and local plans and strategies including the Local Industrial Strategy, Joint Local Transport Plan, Local Plans and any future joint strategic planning.

Impact of Covid-19 pandemic

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

- The JGIS provides an opportunity to position the West of England for post covid recovery and renewal, by setting out the longer-term strategic vision for delivering Green Infrastructure, and therefore a 'green recovery'.
- The JGIS includes an Action Plan that is set to support the West of England Authorities in further evidence gathering, addressing future legislative requirements within the Environment Bill, and identifying future GI projects that will benefit people

and place. Note there is a funding request for funding from the Investment Fund to support the development of outline Business case(s) for suitable projects- see report included in this agenda).

- Proposals for new Environmental Governance that will be able to support the delivery of a West of England vision and strategy for Green Infrastructure delivery.

Recommendations

The WECA Committee is asked to:

1. Endorse the JGIS (at Appendix A).
2. Endorse the proposed arrangements for the Environment Officer steering group (as set out at para 4.6).

The Joint Committee is asked to:

3. Endorse the JGIS (at Appendix A).
4. Endorse the proposed arrangements for the Environment Officer steering group (as set out at para 4.6).

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19 JUNE 2020

REPORT SUMMARY SHEET**LOCAL ENTERPRISE PARTNERSHIP (LEP) & INVEST BRISTOL AND BATH (IBB)
BUDGET OUTURN, APRIL 2019 - MARCH 2020****Purpose**

This report presents the forecast revenue outturn budget for the West of England Joint Committee for the financial year 2019/20 based on data for the period from April 2019 to March 2020. This report covers the LEP and IBB revenue budgets.

Summary

This report includes the following key information:

LEP budget:

- Appendix 1 details the LEP forecast revenue out-turn for the 2019/20 financial year which shows spend of £3.6m against an original budget of £4.7m. The difference of £1.1m is mainly due to the receipt and phasing of spend for government grants;
- Total grants attained across the four-year medium term financial plan, (MTFP), period now exceeds £10m. We have recently reviewed and updated the anticipated timing of spend against these grants and re-profiled the income accordingly;
- In relation to the core operating costs of the LEP, there is a net underspend of **£163k** with a recommendation that this should transfer into the LEP general reserve;
- Accounting for the £163k end of year surplus, the LEP reserve balance would be £662k;
- Interest received at the end of the year is £14k higher than the £400k income budget as set. The income target for 2020/21 has been adjusted down to £200k as cash balances continue to reduce as we reach the end of the Local Growth Fund period;

IBB budget:

- The IBB delivered a balanced budget with the detail as set out in Appendix 2;
- 2019/20 was the last year of five years where IBB has been funded through the Economic Development Fund. From 2020/21, IBB is funded through the Revolving Infrastructure Fund as part of a new five-year deal.

Impact of Covid-19 pandemic

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

- (a) In terms of budget monitoring information, there is very little impact from the Covid 19 pandemic on the authority's management accounts for 2019/20;
- (b) However, there is potential impact on 2020/21 revenue budgets as activity is re-prioritised and focused on supporting economic recovery. Activity, and corresponding budgets, will be kept under regular review over the coming months.

Recommendations

Members of the Joint Committee are asked to:

- a) Note the LEP revenue outturn as set out in Appendix 1;
- b) Note the IBB revenue outturn as set out in Appendix 2;
- c) Approve the net underspend on core LEP activities of £163k to be transferred to the LEP general reserve.

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REPORT SUMMARY SHEET

LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME

Purpose

To consider changes to schemes within the current Local Growth Fund (LGF), Economic Development Fund (EDF) and Revolving Infrastructure Fund (RIF) programmes.

Summary

This report includes the following key information:

- An update is provided in on the current LGF programme and the profile of spend (Figure 1).
- The report sets out changes to schemes within the current funding programme for which approval is sought.
- The report seeks a delegation for grant awards through the Research and Innovation Challenge Fund funded through the European Regional Development Fund (ERDF) and Investment Fund.
- An update is provided on the additional £515,000 of Government funding provided for the SW Energy Hub.
- The report updates on applications for innovative renewable energy projects for the Low Carbon Challenge Fund.

Impact of Covid-19 pandemic

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

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

Recommendations

Members of the Joint Committee are asked to:

1. Approve the change requests for schemes within the LGF programme as set out in Appendix 1.
2. Approve the change requests for schemes within the EDF and RIF programmes set out in Appendix 2.

3. To delegate grant award decisions for the Research and Innovation Challenge Fund to the WECA Chief Executive in consultation with the West of England UA Chief Executives
4. To conditionally approve the £500k application to the Low Carbon Challenge Fund from Ambition Community Energy Ltd.

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