

**REPORT TO: WEST OF ENGLAND JOINT COMMITTEE**

**DATE: Friday 17<sup>th</sup> December 2021**

**REPORT TITLE: WEST OF ENGLAND INVESTMENT PRIORITIES**

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### **Purpose of Report**

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

### **Recommendation**

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

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

### **Background / Issues for Consideration**

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

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

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

## Consultation

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

## Public Sector Equality Duties

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

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

## Climate Change Implications

- 5 On 19 July 2019, the West of England Combined Authority and Joint Committee declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision making process. Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:
- Will the proposal impact positively or negatively on:
- \* The emission of climate changing gases?
  - \* The region's resilience to the effects of climate change?
  - \* Consumption of non-renewable resources?
  - \* Pollution to land, water or air?
- Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements

## Appendices:

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

## West of England Combined Authority Contact:

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

Appendix 1 – Investment Priorities by Unitary Authority

Project	Theme: Sustainable Economic Recovery/Green Recovery/ Transport/Planning/ Culture & Tourism	Combined Authority/ Joint Committee/ Unitary Authority lead	Details	Desired outcome	Investment Source
Green Recovery Fund (GRF)	Green Recovery	Combined Authority Area	<p>Funding will be targeted at the highest causes of emissions and preserving and enhancing our ecological systems. Full business cases will be developed for each project, in line with the themes of the Climate Emergency Action Plan and in consultation with the Unitary Authorities.</p> <p>A minimum of £10m earmarked for Green Infrastructure and biodiversity projects and to deliver a coherent local nature recovery framework across the region</p>	<p>Reduce the region’s carbon emissions from buildings and transport, and enhance our natural habitats; Raise employment in businesses providing solutions to climate transition; and Develop viable and sustainable markets for housing and transport transition, by overcoming obstacles or developing innovative solutions. Support the region’s economy to decarbonise.</p> <p>Green infrastructure has many purposes and outcomes that both reduce carbon emissions (by encouraging active travel, by planting trees etc) and mitigate for the effects of climate change (providing habitats, green spaces, flood protection etc). We want to see a range of exemplary projects across all three constituent Councils such as the Bath Riverline project that will generate all of the outcomes above. Projects do not necessarily need to be large, landscape scale. The Green Recovery</p>	<p>£30m from Investment Fund subject to the approval of the Combined Authority Committee.</p> <p>To include £800k for capacity funding and a minimum of £10m for green infrastructure.</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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