

West of England

**Bath & North East
Somerset Council**



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

Date: Monday 9th March 2015
Time: 10.00 – 12.30pm
**Venue: The Old Council House, Corn Street, Bristol,
BS1 1JG**

Members of the West of England Joint Scrutiny Committee:

Bath & North East Somerset Council

Cllr Lisa Brett
Cllr Martin Veal
Cllr Robin Moss

Bristol City Council

Cllr Helen Holland
Cllr Gary Hopkins
Cllr Chris Windows

North Somerset Council

Cllr Tony Moulin
Cllr David Pasley
Cllr Clive Webb

South Gloucestershire Council

Cllr Pat Hockey
Cllr Bill Bowrey
Cllr Colin Hunt

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West of England

Bath & North East
Somerset Council



West of England Joint Scrutiny Committee

Agenda

AGENDA ITEM	Page Numbers	Time
1. Apologies for absence		10am
2. Declarations of Interest		
3. Member and Public Forum* i. Petitions ii. Statements iii. Questions		10.05am
4. Minutes of meeting held on 9th December 2014	1	10.35am
5. Report from Strategic Leaders Board 9 th January and LEP update. To outline matters considered by the Strategic Leaders Board related to the Local Enterprise Partnership, Growth Deal and One Front Door funding arrangements Pete Davis	9	10.40am
6. Report on Joint Planning and Transport Strategy, To explain the key principals, phasing and engagement process Bill Davies	21	11.10am
7. Joint Transport Board Committee to consider reports and provide their views for Joint Transport Board (JTEC/LTB) on 13th March 2015, (agenda & reports to follow on Thursday 5 th March)		12.00midday
8. Review of Municipal Year and Forward Plan	26	12.20pm
Date of next meeting Monday 6 th July 2015		

West of England

Bath & North East
Somerset Council



* *Members of the public can speak for up to 5 minutes each. The total time for this session is 30 minutes so speaking time will be reduced if more than 6 people wish to speak. Notice is required as follows:*

- *By noon on the working day before the meeting for **petitions** or **statements***
- *3 full working days notice for **questions**.*

West of England



Draft minutes of the meeting of the

West of England Joint Scrutiny Committee

Monday 8th December 2014 at BAWA, Southmead Road, South Gloucestershire

Present

Bath & North East Somerset Council

Cllr Lisa Brett

Bristol City Council

Cllr Helen Holland

North Somerset Council

Cllr Tony Moulin

Cllr David Pasley

Cllr Clive Webb

South Gloucestershire Council

Cllr Pat Hockey (Chair)

Cllr Bill Bowrey

Cllr Colin Hunt

In attendance

Barbara Davies

Adam Powell

Pete Davis

John Malyckyj

Laura Ambler

West of England LEP

1. Apologies for absence

Cllr Veal, Bath & North East Somerset Council

Cllr Windows, Bristol City Council

It was noted that Cllr Kent had been replaced by Cllr Gary Hopkins, Bristol City Council who was unable to attend the meeting.

2. Declarations of Interest

There were none.

3. Public Forum

- David Redgewell
 - Disabled access to MetroBus and MetroWest
 - Bus subsidies and the impact of public spending cuts in the area
 - The need for a garage to house MetroBus vehicles
 - The need for clear consultation on any changes to MetroBus
 - The need for a West of England director of buses
 - A combined authority with transport powers
 - There needed to be a division between the business side of the LEP and the local authorities

- Christina Biggs
 - MetroWest Phases One and Two and provision for new stations

Cllr Holland noted the comments made regarding a possible station at Ashton Gate and pointed out that although there were fields to the south, the area was in fact densely populated to the north.

- Transport for Greater Bristol Alliance
 - The re-development of Temple Meads and the need for a transport hub at the site

- Brian Price
 - On skills issues commenting on the report (Agenda Item 5) that had been prepared for the meeting
 - A monitoring framework needed to be developed
 - South Bristol should be given Enterprise Area or Enterprise Zone status
 - There needed to be a LEP annual report
 - Targets were insufficiently clear and baselines had not been set
 - There needed to be greater provision for care leavers

Barbara Davies noted the suggestion about an annual report for the LEP.

4. Minutes of the Meeting held on 8th September 2014

The minutes were agreed.

5. West of England LEP Skills Presentation, Update and Baseline Report

Members received a presentation from Barbara Davies, LEP Chief Executive around the following areas:

- LEP governance, structure and organisation
- Governance for LEP skills and transition arrangements for 2015-16 to move towards a more strategic function.
- Planned action for 2015-16 in the skills area
- Targets and measures of success
- Possible arrangements for devolution and LEPs post election 2015

Members responded with the following comments and concerns

Cllr Brett asked how long the EU SIF would run.

Adam Powell said that it was programmed to run from 2014-2020

With regard to the inward investment figures that were quoted in the presentation Cllr Bowrey asked if details could be given on the 331 safeguarded jobs.

Barbara Davies said that she would follow this up.

Cllr Brett said that effective scrutiny was underpinned by firm and clear targets, she felt that some of those set for the skills team were insufficiently robust.

Barbara Davies noted the concerns but explained that the skills team are seeking the assistance from the local authority officers supporting skills agendas to achieve robust targets.

Cllr Brett suggested that this be brought back to the next meeting.

Cllr Moulin then made the following points:

- That it was important to involve SMEs in the major projects that would be undertaken in the area such as the redevelopment of Hinkley and HS2.
- There was a perception that local companies were not always involved in such initiatives
- There was a tendency to chase funding
- This could sometimes run counter to local needs and it should be recognised that communities had their own agendas
- Could we be certain that we had recognised the right skills gaps?
- Could future jobs be anticipated and the population be prepared accordingly?
- How did the West of England compare to other LEPs?
- Was there a role for business to play in terms of providing finance for skills training?
- A leadership and management training school was required in the West of England which would be a help to SMEs
- Was there a need for a regional syllabus?
- The avoidance of jargon in developing the skills plan was desirable

Barbara Davies acknowledged the points made but said that the Skills Team would move towards a far more strategic approach away from delivery.

Cllr Brett asked if this meant that work would be commissioned?

Barbara Davies said that this would be the case and would enable the LEP to carry out a monitoring function.

Cllr Holland then made the following points:

- Noted the emerging themes in terms of governance
- There was a need to be more open about the challenges
- Whilst the area was prosperous there were wards that were in the top 2% of the most deprived in the country
- There was need for sharper targets
- It wasn't clear what would have happened without any interventions at all and what the impact was on unskilled workers.
- What had the impact been on closing the gap between wages and housing

- costs
- Noted the amount of money available for projects compared to the authorities budgets
 - Noted the roles of higher and further education as well as private training companies but felt that there was a clear place for voluntary and charitable organisations
 - Expressed concern about co-ordination and clarity
 - There needed to be a breakdown in terms of job numbers which would indicate how the most deprived people fared.

Cllr Brett proposed that it would be desirable to have a workshop specifically on the issue of monitoring in the new year.

This was agreed as an action.

Cllr Bowrey said that it was important to identify pathways into the UAs so that members could gain an awareness and understanding of how funding was distributed. Blue chip companies had a role to play in the up-skilling agenda as SMEs would not have the resources.

Responding to the point on pathways Adam Powell said that the Skills Team was working with nominated officers in each of the authorities.

Cllr Moulin felt that it was important that the authorities didn't have a silo mentality when dealing with these issues as things changed rapidly in terms of drawing upon economic intelligence.

Cllr Pasley noted the apprenticeship target of 215 with 133 currently progressing and asked in what area of work these are? He also noted the targets set for house building in the area so this should perhaps encourage the development of training centres on school premises.

Adam Powell explained that the target referred to one contract, nationally apprenticeships were running at 15% below target but currently in the West of England it was 12.5% below profile, however there had been a rise in construction apprenticeships.

Cllr Brett asked how areas of multiple deprivation were linked into skills identification processes.

Adam Powell said that the key was to link communities to job growth in partnership with the authorities.

Barbara Davies said that in Bristol the Mayor had established a commission to look at this issue and the LEP is supporting this initiative.

Cllr Bowrey said that it was important to ensure that good transport links were established across the West of England to ensure that people could get to the areas where there was job growth.

6. Report from Strategic Leaders Board of 17th October 2014 and LEP Update

Pete Davis presented the report.

With reference to the Local Growth Fund Cllr Hockey asked whether there was specific money set aside for transport to make the Enterprise Areas and Zones more accessible.

Pete Davis explained that capital funding that had been secured through the Local Sustainable Transport Fund (LSTF) to address this issue.

Cllr Pasley asked about the total amount of money that had been secured through the investment fund and asked about the processes and scrutiny arrangements.

Pete Davis explained that the total allocation for the West of England had been £86.2 million. The governance arrangements included the Strategic Leaders Board (SLB) and Investment Board as the decision making mechanism with the Joint Scrutiny Committee carrying out the scrutiny function.

Cllr Pasley felt that more detail was required and the processes needed to be fully transparent.

Barbara Davies said that the SLB and Investment Board had met twice so far, processes were still developing. Pete Davis added that no scheme had yet been fully signed-off.

Cllr Hockey said that she had been attending the SLB and encouraged colleagues to e-mail questions to her which she could put to the Board. There was also the opportunity for any member to attend and speak during the public forum session.

Cllr Holland mentioned the issue of devolution and said that this might have an impact on arrangements after the election. In terms of JSC being able to carry out a scrutiny function sufficient time was required to do this properly.

Cllr Moulin then asked in terms of methodology what processes were used to determine funding priorities. He was concerned about the abilities of rural based SMEs to access funds against large companies who perhaps had a greater strategic influence. Account needed to be taken of changing technology and a strategic view taken in terms of meeting the needs of local business joining up transport, skills and addressing unemployment. How could assurance be given that a methodology was being applied that works.

Cllr Brett agreed and said that it was important to have a vision to ensure that everything fitted together.

Pete Davis said that the vision was the Strategic Economic Plan (SEP) that had been agreed by the four authorities. The funding streams came with clear conditions so there were some constraints and this guided the processes.

Cllr Moulin noted the response but felt that eventually it should be for the area to determine its priorities and not be constrained.

It was agreed that the Joint Scrutiny Committee recommended that the LEP produce an annual report detailing what had been achieved in terms of the spend of grant funding.

It was also agreed that the JSC meetings for the 2015/16 be timed so as to fit into the timetable of SLB meetings rather than the current pattern to enable timely overview and scrutiny of the papers for that meeting.

7. Update on Strategic Housing Market Assessment

Laura Ambler provided members with an update on the Strategic Housing Market Assessment (SHMA) as reported to the meeting of the Planning Housing & Communities Board (PHCB) held on 28th November 2014. It was explained that members had opted to defer the report on the SHMA for further consideration at the meeting to be held on 18th December 2014.

Cllr Moulin asked if there was concern regarding the possible scale of development that might be felt necessary throughout the West of England?

Laura Ambler said that the SHMA was an evidence base and part of the process for the Joint Strategic Planning Strategy (JSPS) that had been agreed in a Memorandum of Understanding (MOU) signed by the four authorities.

Cllr Moulin noted that there were so many pressures to consider and asked if every possible angle was covered in terms of looking at the final distribution of housing?

Laura Ambler explained that the SHMA would be a technical document and the next stage would be to look at distribution through the JSPS.

Cllr Moulin noted the pressure of speculative development on rural wards which could lead to infrastructure difficulties.

Cllr Hockey acknowledged that the issues were very sensitive and noted the importance of demonstrating the Duty to Co-operate and the possible impact upon the next round of Core Strategies.

Laura Ambler advised timings were set out in the West of England Joint Planning Strategy MOU.

Cllr Brett noted the importance of looking at this as a sub-regional issue.

8. Transport Update

JSC received a presentation from Pete Davis updating members on major schemes, rail matters, the Joint Transport Strategy, the Joint Local Transport Plan (JLTP) progress report and MetroBus.

Cllr Pasley asked about the timing of the submission to the office of Rail Regulation on the possible siting of a level crossing in Portishead.

This wasn't known but officers would check and the information circulated.

Cllr Moulin asked with reference to JLTP3 and targets to reduce carbon emissions, what was the proportion of spend from the Local Sustainable Transport Fund and

other schemes on cycling and walking provision?

These figures were not to hand but would be checked and the information circulated.

Cllr Moulin said it was important to encourage cycling and walking and this should be given priority in the visioning work for the Joint Transport Strategy. Could the model established by the old London Transport which integrated rail and bus services be followed in the West of England or be used as part of the visioning?

Cllr Hockey said that the emphasis on cutting carbon was important but there were other pollutants coming from diesel which were now a greater threat and this should be included in any update of the JLTP.

Cllr Pasley noted the importance of incentivising bus fares to make public transport more attractive to commuters. It was suggested that schemes could be trialled over short periods of time but cost reductions needed to be made really attractive to encourage modal shift.

Cllr Brett said that operators needed to demonstrate that they understood the demographic profile of their customers or the elasticity of demand which didn't appear to be necessarily the case at present.

Members expressed great dissatisfaction that smartcards were not yet widely available throughout the West of England and asked that this be conveyed to the Joint Transport Board.

Cllr Moulin suggested that First Great Western be encouraged to consider 3 coach trains on Weston-super-Mare trains at peak times as demand was currently very high.

Cllr Brett said that the A36/A46 Link and the East of Bath Park & Ride service should be included in the Joint Transport Strategy

9. Draft Forward plan 2014/15

It was agreed that there should be a workshop on skills monitoring.

A report on the achievements of JSC should be prepared for the last meeting of the municipal year.

Date of next meeting: Monday 9th March 2015

Signed.....
Chair, West of England Joint Scrutiny Committee

Date.....

Actions List

Item	Action	Office/Officer/Member responsible
5	Workshop to be held on Skills Monitoring	South Gloucestershire Council
6	That JSC recommend to the LEP that an annual report be produced detailing grant fund spend	JSC Chair
6	Meetings in 2015/16 to be arranged to shadow SLB	West of England Office
9	To enquire into the timing of the submission to the office of Rail Regulation on the possible siting of a level crossing in Portishead	West of England Office
9	With reference to JLTP3 and targets to reduce carbon emissions, what was the proportion of spend from the Local Sustainable Transport Fund and other schemes on cycling and walking provision?	West of England Office
10	A report on the achievements of JSC should be prepared for the last meeting of the municipal year.	West of England Office

West of England Joint Scrutiny Committee 9th March 2015

Report from Strategic Leaders Board 9 January 2015

Purpose of the report

1. To outline matters considered at the meeting of the Strategic Leaders Board (SLB) on 9 January 2015 related to the Local Enterprise Partnership, Growth Deal and One Front Door funding arrangements.

Background

2. An overview of the role of the SLB, with particular reference to the One Front Door funding arrangements and the activities of the Local Enterprise Partnership, was reported to the meeting of the Joint Scrutiny Committee in December. The aspects of the terms of relevance of the SLB with particular bearing on the matters covered by this report include:
 - Take any decisions required to deliver the Strategic Economic Plan, including additional funding, freedoms and flexibilities, and delivery directly resulting from the Plan and the subsequent Growth Deal.
 - Making decisions based on recommendations from the LEP Board.
 - Provide a formal and accountable forum for decision making relating to all relevant LEP or West of England funding streams; recommendations will come from the Investment Board via the LEP.
3. The Strategic Leaders Board met on 9 January 2015 and copies of the reports on the Local Growth Fund and the West of England Investment Board were provided to members of Scrutiny alongside the other papers in advance of the meeting, and are included as Appendix 1 and 2.
4. At the meeting of the Joint Scrutiny Committee in December it was agreed that meetings in 2015/16 would be better aligned with those of the SLB to enable more timely overview and scrutiny of the reports for that meeting.

West of England Investment Board

5. The development of the Strategic Economic Plan (SEP), and the new funding opportunities through the EU Structural and Investment Fund (SIF) and Local Growth Fund (LGF), has provided an opportunity to manage funds smartly. It allows the most appropriate funding stream(s) to be identified for a particular scheme, and enables a programme level approach to managing changing circumstances, to for example, ensure grant spend meets allocations.
6. The cornerstone of this 'One Front Door' arrangement is a single West of England Investment Board overseeing a wide programme of schemes delivered through a number of funding streams and reporting to the LEP Board and SLB. This

arrangement spans the EDF, LGF (including Skills Capital projects) and EU SIF. For the Revolving Infrastructure Fund (RIF) whilst governance and accountable body arrangements are already in place for the existing programme, new or significantly changed schemes will fall within the One Front Door process. The arrangements are shown diagrammatically in Figure 1 (in terms of links with wider governance including JSC) and Figure 2 (for the scope of the Investment Board).

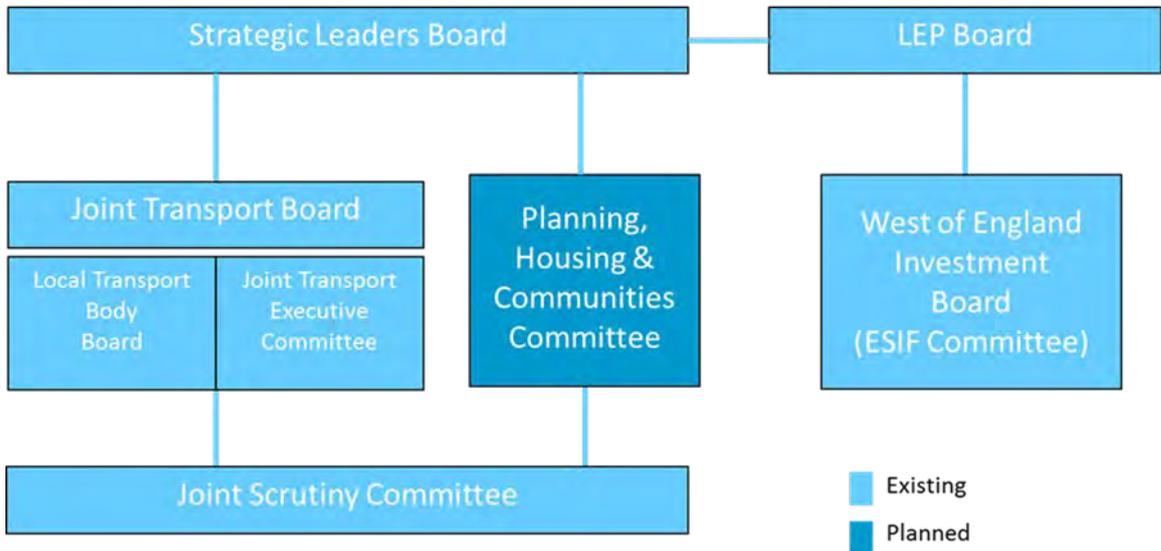
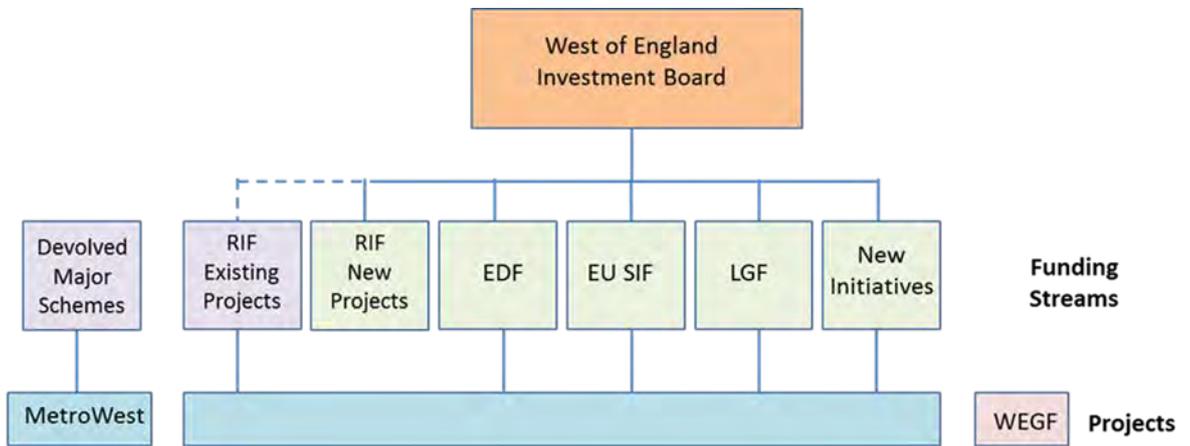


Figure 1 – ‘One Front Door’ Arrangements



- = Outside of One Front Door arrangements.
- MetroWest overseen by Local Transport Body Board.
- RIF existing projects highlight reporting only to Investment Board.
- Grants through West of England Growth Fund (WEGF) reported to LEP Board

Figure 2 – West of England Investment Board

7. The Investment Board met in February and a number of decisions and recommendations will be presented to the LEP Board and then to the SLB on 25 March 2015. A presentation will be provided at the meeting which will provide an overview of the schemes and issues expected to come forward to these meetings. In addition the reports for the March SLB meeting will be provided upon dispatch to allow any views of Joint Scrutiny Committee to be presented to the meeting.

Recommendation

8. Views are sought on the schemes and issues included in reports to the SLB related to the Local Growth Fund and One Front Door funding mechanism.

Appendices

- Appendix 1: Local Growth Fund Round 2 Update – Report to Strategic Leaders Board
9 January 2015
- Appendix 2: West of England Investment Board – Report to Strategic Leaders Board
9 January 2015

Author: Pete Davis, West of England
Tel: 0117 903 6867; Email: pete.davis@westofengland.org

Local Government (Access to Information) Act 1985

Background Documents:

None

**West of England
Strategic Leaders Board
9 January 2015**

Local Growth Fund Round 2 Update

Purpose

1. To update the Board on progress on the Local Growth Fund round 2 and set out the next steps.

Recommendation(s)

- I. To note the progress update and the proposed approach of focussing on deliverability and business case development for the Local Growth Fund, strengthened through the Investment Board governance arrangements.
- II. To give views on prioritisation of projects for 16/17 to enable full business case development and to ensure schemes are ready for delivery.

Background

2. On the basis of Government advice which indicated that funding levels would be modest and that schemes should focus on deliverability in 16/17, the LEP Board gave a steer at their meeting in September to pursue the following schemes for round 2 LGF funding:

- | | |
|---|-----------------------------|
| 1. Pinch Points Transport | (£3.5m) |
| 2. Bath Innovation Quay | (not supplied at this time) |
| 3. Engine Shed Phase 2 | (£3.2m) |
| 4. Food & Drink Technology Centre | (£2m) |
| 5. iAero-Advanced Technology Centre | (not supplied at this time) |
| 6. Superfast broadband | (£2m) |
| 7a. Bristol Aerospace Centre (culture element) | (£0.5m) |
| 7b. Bristol and Bath Cultural Destinations Media Bank | (£147k) |
| 8. Robotics Manufacturing (not supplied at this time) | |

3. At the Strategic Leaders Board meeting in October it was confirmed that the proposal for Bath Innovation Quay was not deliverable in 2016/17, although this remained a priority for future years. Similarly the Robotics Manufacturing and iAero proposals could not be formulated into a business cases in the time available.
4. Draft Full Business Cases for the remaining 6 schemes were developed and were subject to an independent review from commissioned consultants. The outcome of the review was that all schemes should be sent to Government for consideration in allocations for round 2 of the LGF.
5. It had been anticipated that this may be announced as part of the Autumn Statement however, this did not happen.
6. Following the Autumn Statement Government have confirmed that the original commitment of £2bn per year into the LGF was still supported. There is a remaining £1bn from the Growth Fund to allocate in round 2. There is no new money beyond the

existing Government commitment.

7. Given the tail end of existing commitments this £1bn equates to £164m across 39 LEPS in 16/17, £150m 17/18 and a further £150m 18/19. The profile increases slightly for 19/20-20/21, and is £268m for each of these years.
8. Government have also recently confirmed the current profile available for our tail end of spend for 15/16 schemes as set out below. Highlight reports for these schemes and their business case development and approval are outlined in item 6 on this agenda. The grant agreement when received from Government, will identify the quantum of funding available and is not expected to specify profiles for each scheme to be funded which is for the LEP to programme manage.

Round 1 Annual Allocation (Scheme Profiles as SEP) and Potential Round 2 Funding (£m)

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
MetroWest Phase 1 (competitive LGF)			4.3	4.3		
MetroWest Phase 2	1.1	0.4	0.8	0.8	0.1	
Sustainable Transport Package	3.0	3.0	3.0	3.5	3.5	4.0
Terabit West (Broadband)	4.6	6.0	3.9	0.5		
Bristol Robotics Laboratory	1.5	1.5	1.5			
Composite bridge construction	0.5	0.5				
FE skills capital	4.9	27.1				
Innovation in composites for marine energy	1.0	1.0				
LTB allocation (MetroWest Phase 1)			22.5	22.5		
TOTAL LGF (£m)	16.6	39.5	35.9	31.5	3.6	4.0
Potential Round 2 based on Population	-	3.5	3	3	6	7

9. On the basis of allocation of funding by population, the West of England can expect to achieve some £3.5m in 16/17, £3m in 17/18 & 18/19, £6m in 19/20 and £7m in 20/21.
10. Government have not yet confirmed if they will choose to award funding to specific projects in the West of England or whether we will have an allocation of funds to be spent on 'green lighted' projects. It is understood that specific projects will be named in the Growth Deal. Given the limited funding, not all projects can be funded in the early years. To ensure we retain flexibility it is important that we continue to prioritise projects. Flexibility will enable us to keep our programme under review and use local determination to bring forward schemes when appropriate.
11. It is understood that whilst round 2 will be fully allocated and profiled over a number of years to 2021, there is intended to be future rounds of LGF.

12. BIS have indicated that the envelope of spend (and potentially constituent schemes) for each LEP for LGF round 2 will be announced at the end of January 2015. Before this time there will be opportunities for discussion in early January to understand LEP priorities within the emerging funding envelope and to form an indicative programme. This will be based on the draft full business cases submitted, and the progress made by LEPs in implementing arrangements as set out in SEPs.
13. Views of the Board are requested, in particular regarding further prioritisation taking into account likely funding envelope and profile. Any update from Government in early January will be provided at this meeting.
14. The West of England are well placed given work that has been undertaken to strengthen governance including: arrangements for the Investment Board, the Strategic Leaders Board and the preparation of an assurance framework (reported to the last LEP Executive) and implementation plan. All of these measures have been welcomed by Government.

Author: Laura Ambler, West of England office

Local Government (Access to Information) Act 1985

Background Papers:

None

**West of England
Strategic Leaders Board
9 January 2015**

West of England Investment Board

Purpose

1. To update on the decisions and recommendations of the Investment Board and progress with the programme of schemes

Background

2. The development of the Strategic Economic Plan (SEP), and the new funding opportunities through the EU Structural and Investment Fund (SIF) and Local Growth Fund (LGF), provides the opportunity to manage funds smartly. It allows the most appropriate funding stream(s) to be identified for a particular scheme, and enables a programme level approach to managing changing circumstances, to for example, ensure grant spend meets allocations. Ultimately this will ensure delivery of projects on the ground faster and with more certainty.
3. The cornerstone of this 'One Front Door' arrangement is a single West of England Investment Board overseeing a wide programme of schemes delivered through a number of funding streams and reporting to the LEP Board and Strategic Leaders Board (SLB). This includes the Economic Development Fund (EDF), LGF (including Skills Capital projects) and EU SIF. For the Revolving Infrastructure Fund (RIF) whilst governance and accountable body arrangements are already in place for the existing programme, new or significantly changed schemes will fall within the One Front Door process, and all schemes will be included within highlight reporting. The arrangements are shown diagrammatically in Appendix 1 (in terms of links with wider governance) and Appendix 2 (for the scope of the Investment Board).
4. As reported to the SLB in July, it is recognised that transparency and accountability must be central to the One Front Door arrangements. Whilst the LEP Board will play a key role in enabling business to actively contribute to the formulation of an investment programme that delivers economic growth, equally there will be a need for the SLB to provide binding and public approval of this programme. On this basis the decisions and recommendations of the Investment Board will be regularly reported to the SLB.

Investment Board - Issues and Decisions for the SLB

5. The constitution of the SLB identifies the role to 'provide a formal and accountable forum for decision making relating to all relevant LEP or West of England funding streams; recommendations will come from the Investment...Board via the LEP'. Once a scheme has been identified within a funding programme by the LEP Board and SLB through the submission of an Outline Business Case (OBC) and a recommendation from the Investment Board, then the Investment Board can make funding decisions through approval of Full Business Cases (FBCs) as long as they fall within the envelope agreed by the SLB.

6. The West of England Investment Board met on 12 December 2014 and considered a number of OBC and FBC documents, together with progress reports provided by scheme promoters across the EDF, LGF and RIF. The key issues arising from the meeting are set out below:

Local Growth Fund

- a) **Future Technology Centre, Weston** (£2.74m from LGF) – a flagship facility based at the South West Skills Campus to up-skill learners with ‘work ready’ technology skills focused on the Creative and Digital, Advanced Engineering/Civil Engineering and Automated Manufacturing, and Low Carbon sectors.

⇒ The Investment Board approved the FBC for the scheme subject to clarification of equipment costs. Should satisfactory clarification not be provided a further report to be presented to the Investment Board.

- b) **Law and Professional Services Academy, Weston** (£14.9m LGF) – an inspirational learning centre located in the centre of Weston-super-Mare at the Winter Gardens and Arosfa Hotel which will support employer skills needs within the Law and Professional Services sectors, whilst providing a focus for the regeneration of Weston town centre.

The Weston College Law and Professional services Academy project has developed in its scale and ambition since the original submission and this has been previously raised with the LEP Board and the Strategic Leaders Board. This proposal aligns with the wider West of England Strategic Economic Plan’s vision, strategy, sector priorities and meeting skills needs, and also supports Weston’s economic growth as a key sub-regional centre and identified spatial focus for the LEP. The proposal in terms of the choice of location and the quality and the range of facilities provided better match the scale of ambition to grow the town centre and the Enterprise Area, using learning as a key lever for economic growth.

⇒ The Investment Board recommended approval and a contribution of up to £14.9m subject to clarification of ability to match fund, and further work being undertaken to firm up the proposal and address issues raised by the Investment Board. Should these not be met a further report to be presented to the Investment Board.

- c) **Advanced Engineering Centre Extension, Parkway** (£2.4m LGF) – an extension to City of Bristol College’s Advanced Engineering Centre which will service the growing skills needs of the Advanced Engineering sector through the provision of skills training in areas such as the maintenance and operation of 3D printers, Computer Numerical Control (CNC) machining and the use of composite materials.

⇒ Subject to both City of Bristol College projects proceeding, the Investment Board approved the FBC with 60% grant funding subject to clarification of the benefits within the business case. Should satisfactory clarification not be provided a further report to be presented to the Investment Board.

- d) **South Bristol Sustainable Construction Centre** (£4.0m LGF) – phase one of a two phase project to develop a dedicated skills centre for the construction industry in South Bristol which will address the emerging skills needs of the construction

sector which will be exacerbated with planned transport and housing projects and schemes such as Hinckley Point C nuclear reactors.

- ⇒ Subject to both City of Bristol College projects proceeding, the Investment Board approved the FBC subject to clarification of the benefits within the business case and assurance regarding the proposed land swap. Should satisfactory clarification not be provided a further report to be presented to the Investment Board.

Progress since the Investment Board with Schemes a) to d)

Following the Investment Board contact has been made with the Colleges and there has been positive progress regarding the issues raised by the Board in respect of schemes a) to d) above. It is hoped that the conditions placed on approval can be resolved early in the New Year

- e) **Sustainable Transport Package** (£3m LGF) - this project consists of a package of transport measures, including new and improved routes and facilities for walking and cycling, public transport improvements such as dedicated bus lanes and priority measures, and other sustainable transport initiatives focused on Bristol Temple Quarter Enterprise Zone and five Enterprise Areas.

⇒ The Investment Board approved the FBC.

- f) **Robotics Laboratory - BRL Institute of Technology and UEZ** (£4.5m LGF) - building on the strengths of the Bristol Robotics Lab and the high growth potential of the major cluster of technology businesses in the area, this project will provide essential start-up and grow-on space for technology and knowledge-based businesses in robotics and autonomous systems, bio-sensing and bio-technology, bio-medical and related high tech fields.

⇒ The Investment Board approved the scheme subject to planning consent being secured or confirmation being provided that it is not required.

- g) The Investment Board noted the requirement for FBCs to be developed for the next Investment Board and to take account their advice for the following LGF 2015/16 schemes: **Terabit West, Innovation in Marine Composites** and the **Composite Bridge Construction**. An update will be provided at the next SLB.

Economic Development Fund

- h) **North Somerset Enterprise Technical College** (£3.7m from EDF) – the majority of the building works are funded by Weston College and the Education Funding Agency whilst these funds are for specialist equipment and fit-out required to meet the business/vocational aspirations of the scheme and for construction of the Motor Sports Centre.

⇒ The Investment Board approved the FBC subject to planning being in place and the fixtures, fitting and equipment list being confirmed by the NSETC Curriculum Group by the February Investment Board. A further report to be brought to Investment Board should conditions not be met.

- i) **Bristol Aerospace Centre** (£1m EDF, £0.5m Round 2 LGF) – this attraction in the Filton Enterprise Area will showcase the brilliance of Bristol’s innovation, design and engineering and will have international appeal attracting at least 120,000 visitors per year.
- ⇒ The Investment Board requested a further report to be brought to their next meeting to clarify the outputs relating to LGF and EDF, reflecting the positive Heritage Lottery Fund bid, and the planning consent. This will help inform the Boards decision once the allocation for LGF Round 2 is known. The Scheme could then be approved in February for EDF with an appropriate funding blend.
- j) **Innovation Quay Phase 1** (£1.23m EDF) – the project will enable the delivery of much needed office stock for the city in a highly attractive and sustainable location transforming the current business offer. Phase 1 of this project includes the key enabling works aimed at releasing the site for redevelopment including the demolition of the Avon Street multi-storey car park.
- ⇒ The Investment Board approved the FBC subject to planning consent being in place by the February Investment Board.
- k) **Costs for developing the Avonmouth/Sevenside Flood Mitigation and Ecology FBC** (£1.9m EDF) – funding associated with undertaking Phase 1 (design and development works) of these complex schemes.
- ⇒ The Investment Board approved this key development milestone within EDF funding envelope for the existing scheme. Payment to be on delivery of approved FBC for the entire scheme.
- l) **Invest in Bristol and Bath** (£5.1m EDF) – a five year funding package to maintain a strong investment promotion service for the area that creates jobs by attracting new businesses and private sector investment.
- ⇒ The Investment Board approved the FBC subject to agreeing the underwriting mechanism.
- m) **Temple Quarter Enterprise Zone (TQEZ) Cross Central and Local Delivery Team** (£3.5m) – the co-funding with delivery partners of a programme team to support the accelerated delivery and ensure early collaboration and a joint vision for the TQEZ (see Outline Business Case in Appendix 3).
- ⇒ In recognition of this as an emerging national infrastructure project, costs for this scheme from April 2104 to be recommended to the LEP Board/SLB for inclusion in the EDF programme, subject to headroom being made available in the currently fully committed fund.

Comments of S151 Officers of EDF Accountable Body and Business Rate Pool Accountable Body

The Economic Development Fund is limited to £500m and current allocations total £520m meaning the fund is over-allocated by £20m which will need to be managed over the period of the EDF. The Business Rates Pooling and EDF agreements

(which were reported as currently being sealed at the LEP Board on 19 December) will include a sharing allocation formula in the event cash shortfalls do materialise.

The request from Bristol City Council for the TQEZ Local Delivery Team would form a further revenue funding commitment on the early years of the EDF, increasing the over allocation of the fund by a further £3.5m. In addition the cash flow timing of projected business rates growth already identifies a cash shortfall from 2021 and the allocation to this new project would advance this to 2020. This could be mitigated by reducing the allocation of funding to other Bristol City Council EDF projects by an amount equivalent to that requested.

It should be noted that the funding for local delivery teams relating to Enterprise Area's in the other areas, where they are in place, is being met through the relevant council's own revenue and capital budgeting processes

It is also suggested that the SLB should highlight that no further requests for funding from EDF should be considered for a period of 3 – 5 years unless the sponsoring Council is making a corresponding reduction to its existing approved projects. This will provide a sufficient review period to establish if other projects are underspending or not proceeding with no replacement schemes from respective authorities and thus creating some funding headroom for new projects.

- n) The Investment Board also received an Outline Business Cases for the ***Arena, Avonmouth Severnside Enterprise Area Flood Defences*** and ***Avonmouth Severnside EA Ecology Mitigation***.

Programme Level

- o) ***Aztec West roundabout*** – a £2.56m scheme which involves widening the A38 approach to the roundabout from the north and the construction of associated pedestrian and cycle crossing facilities on the A38 north and Aztec West arms. This scheme is part of the RIF and EDF programmes and is also a component of the Pinch Point Programme seeking round 2 LGF (see agenda item 5)

⇒ The OBC for this scheme is to be considered at the next Investment Board when the outcome of the LGF round 2 is known.

- 7. A report on the decisions and recommendations above was provided to the LEP Board on 19 December. The LEP Board noted and supported the recommendations from the Investment Board.

EU SIF

- 8. As reported to the SLB in July, the LEP is required to convene a committee that includes a set of key stakeholders with an interest in how EU SIF funding is allocated and other stakeholders required to be involved by EU regulation. The Investment Board considered a recommendation on the constituency of this committee and it met for the first time informally on 12 December. No formal decisions can be made by the EU SIF Committee until the national Operating Programmes have been signed off by the European Commission. Delays are anticipated in achieving this until spring/early summer 2015.

Highlight Reports

9. At the meeting in July it was agreed that to enable the SLB to have an overview of progress with the programme, regular reports would be produced by the respective promoter for schemes within the One Front Door setting out key achievements, issues and risks. A summary of progress across the programme, and the individual scheme reports are shown in Appendix 4.

Recommendations

That Members:

- 1) Agree that the Temple Quarter Enterprise Zone Cross Central and Local Delivery Team (scheme m) be included in the EDF programme.
- 2) Approve the LGF schemes described at a) to f) subject to resolution of any conditions.
- 3) Approve the EDF schemes described at h), j), k) and l) subject to resolution of any conditions.
- 4) Note schemes i) and o) will await the outcome of LGF round 2.

Appendices

Appendix 1: Strategic Economic Plan 'One Front Door'

Appendix 2: Scope of West of England Investment Board

Appendix 3: Outline Business Case - TQEZ Cross Central and Local Delivery Team

Appendix 4: Scheme Highlight Reports

[Note: Appendices not included]

Authors: Pete Davis West of England Office

Local Government (Access to Information) Act 1985

Background Papers:

None

**West of England Joint Scrutiny Committee
9th March 2015**

Joint Strategic Planning and Transport Strategy

Purpose of the report

1. To update members on the West of England Joint Strategic Planning and Transport Strategy project and request views.

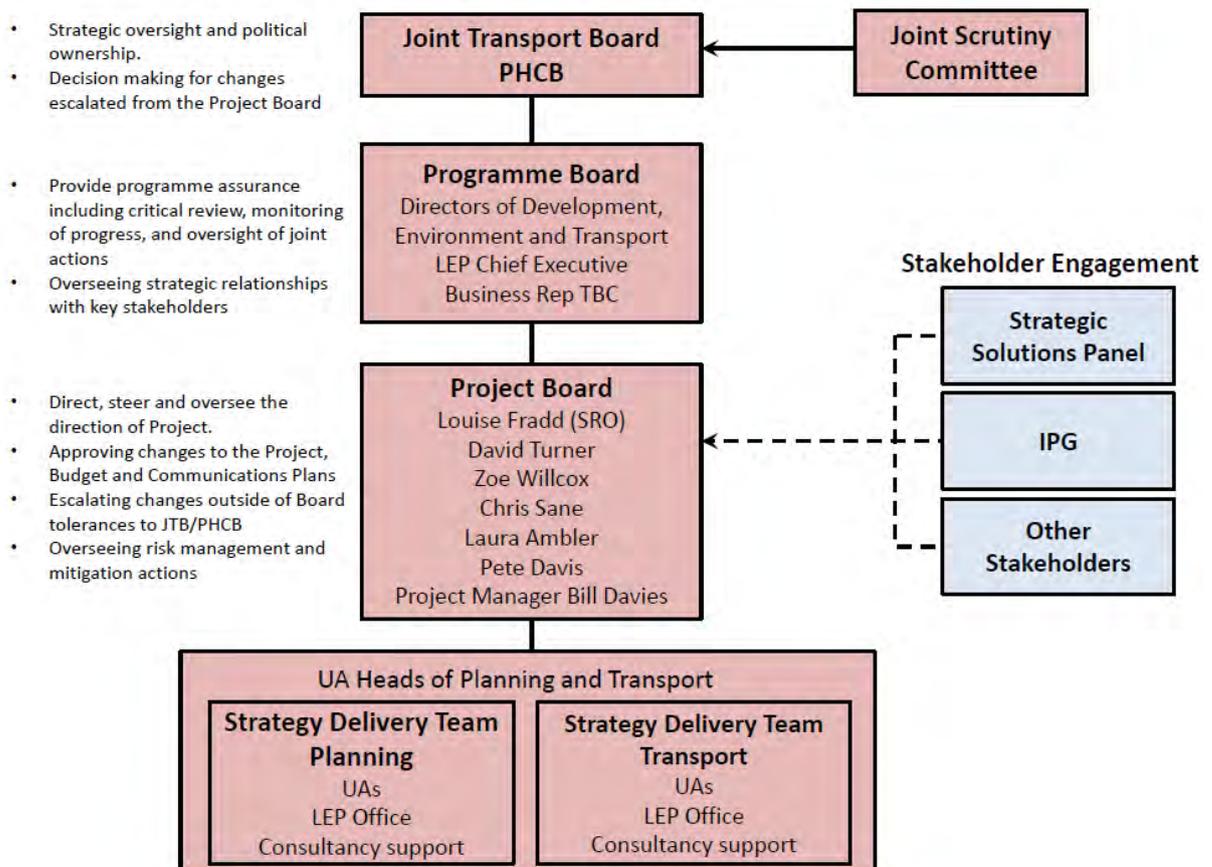
Background

2. As highlighted to the December 2014 Joint Scrutiny meeting, the West of England authorities have commenced the production of a Joint Strategic Planning and Transport Strategy project, to help clarify the area's transport major scheme programme following the delivery of the MetroBus and MetroWest schemes, and confirm the most appropriate development scenario for the delivery of housing and employment growth, as an integrated package.
3. On 12th December 2014, the Joint Transport Board agreed to the commissioning of consultants to help formulate a Future Transport Strategy as part of this process.

Key Principles

4. The Joint Strategic Planning and Transport Strategy project will be undertaken throughout 2015/16 and report its recommendations by Spring 2016. The strategy has two core, parallel, work packages, comprising the assessment and prioritisation of transport intervention packages, and the development of a statutory joint strategic planning strategy development plan document. Milestones are complementary and each work package will inform and help guide the other.
5. As reported at the September 2014 Joint Scrutiny meeting the Joint Strategic Planning Strategy work package will cover the combined administrative area of the four West of England councils. It will consider through joint working the outputs of the new Strategic Housing Market Assessment alongside other evidence and technical studies, to test spatial scenarios and adopt a new statutory sustainable strategic framework, to guide the review and progression of the councils' local plans.
6. The last strategic assessment of transport major scheme investment in the West of England was undertaken through the Greater Bristol Strategic Transport Study, which reported in 2006. The Joint Transport Strategy work package is proposed to provide a timely update to the West of England's transport major scheme programme for delivery post 2020. This update will take account of updated spatial planning scenarios, consider a range of investment proposals and thresholds for transport spending, and recommend a preferred package of transport major scheme investment up to 2036 and beyond.

7. The development of the recommended transport package alongside potential development scenarios will facilitate closer integration between the two work packages. Consequently, recommendations from the Joint Transport Strategy will inform the 2016 update to the Joint Local Transport Plan and prioritised schemes will in turn inform the Joint Strategic Planning Strategy.
8. A proposed programme of work and phasing is attached as Appendix One. The work packages will be undertaken in two strategic phases, and can be broadly summarised as follows:
 - Phase 1 confirmation of objectives and preliminary generation of strategic scenarios from April to July 2015, including initial assessment and prioritisation of transport options;
 - Phase 2 – detailed assessment of shortlisted transport options, confirmation of preferred planning and transport strategies, and incorporation into West of England policy documents in 2016.
9. A governance structure is shown below. The work packages are managed through a Project Board, with senior representatives of the four authorities and chaired by Louise Fradd, Director for Place in Bath and North East Somerset Council.



Recent Progress and Next Stages

10. Since December 2014, the councils have progressed the procurement of transport consultants to progress the transport studies required to inform the Joint Transport Strategy during 2015/16, with a budget allocation of £370,000 for the commission, sourced from four equal contributions from the four councils. The procurement has been undertaken through the North East Procurement (NEPRO) framework, of which Bath and North East Somerset Council is an associate member. Officers from the four councils have scored the proposals received against quality criteria set out in the study brief, and an appointment will be confirmed at the meeting.
11. It is proposed that initial, high level, spatial scenarios will be formulated to help inform the consultants who will undertake the first stage of transport option generation. This technical transport work will be alongside the work undertaken as part of the formal planning process over April-Sept as outlined in Appendix 1. These scenarios will therefore be provisional, for the purposes of outline transport option generation only, and subject to agreement on approach by the councils' planning officers. Members will be updated and their views sought during quarterly meetings throughout the process.

Engagement Strategy

12. Engagement on the Joint Strategic Planning and Transport Strategy project will play an important role in the formulation of spatial scenarios and transport packages. The Engagement Strategy is still being formulated, but is likely to involve a phased approach including the following themes:
 - Formal engagement as part of the statutory planning process (for example notification on the pre-commencement document, the update on the Call for Sites [currently underway] and other stages as required);
 - A strategic 'conversation' with key stakeholders on the role and principles of sustainable development, and inviting comment on the relative sustainability of different scenario types and characteristics to accommodate development; and
 - Requests for ideas and suggestions for transport schemes and packages, including different thresholds of funding, and the suitability of transport interventions and impacts in relation to possible development areas.
13. An initial focus will include some high level engagement on the project approach, with the Infrastructure and Place Group as key stakeholders prior to wider public engagement expected to commence in June. The June engagement is likely to take account of the experience and key questions raised in other areas in the UK, to facilitate a political and strategic, structured dialogue around growth priorities. Further engagement on emerging transport prioritised options is then envisaged to follow in September.

Recommendation

14. That Joint Scrutiny Members note progress towards the Joint Strategic Planning and Transport Strategy project and give views.

Appendices

Appendix 1: Proposed Programme of Work

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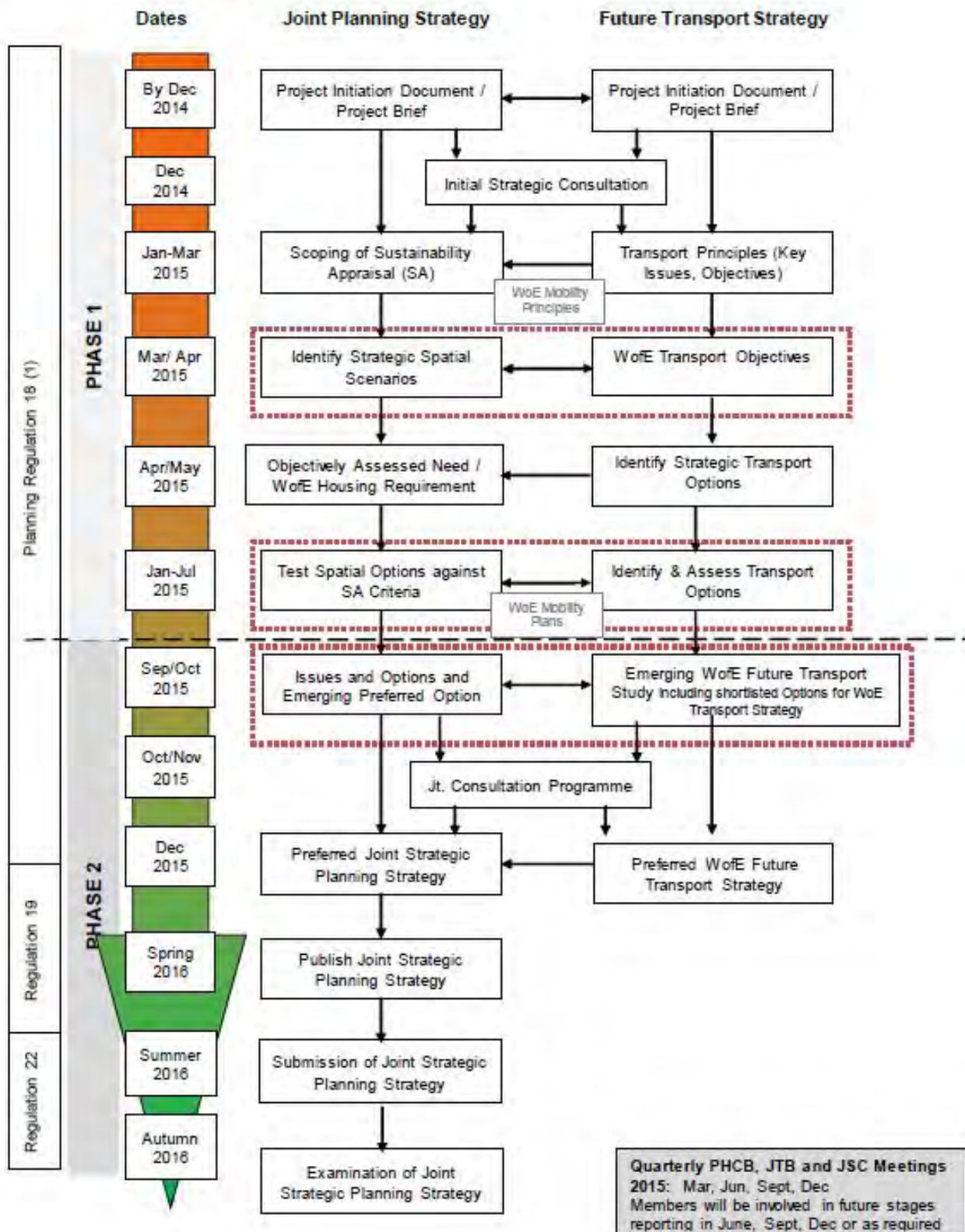
Local Government (Access to Information) Act 1985

Background Documents:

None

APPENDIX 1

West of England Joint Planning Strategy and Future Transport Strategy Proposed Programme of Work



West of England Joint Scrutiny Committee
9th March 2015

2014/15 Joint Scrutiny Committee Progress and Achievements

Purpose

1. This report is intended to provide an assessment of the achievements of the Joint Scrutiny Committee to date during the current municipal year.

Background

2. The Committee's remit is to concern itself with the aspects of the Local Enterprise Partnership that relate to public funding and resources. Within the LEP structure the Committee may:
 - Scrutinise any relevant proposals from the Joint Transport Executive Committee, Planning Housing and Communities Board and the Strategic Leaders Board in relation to the activities outlined in their terms of reference
 - Scrutinise other relevant proposals related to public funding and resources made from the Local Enterprise Partnership Board and the Skills Sub-Group
 - Review actions taken and decisions made by these bodies related to public funding and resources
 - Make reports or recommendations to these bodies, as appropriate and/or the constituent authorities' respective Overview and Scrutiny Committees or equivalent
 - Scrutinise the activities of private sector companies, recognising that the private sector is not under the same obligation to appear in public or have regard to recommendations made by a Scrutiny committee in the same way that public service providers are required to do so.
3. The Committee has met three times to date in this municipal year.

The Committee carried out its remit in the following ways:

Meeting held on 30th June 2014

4. A report on the Duty to Co-operate and West of England Strategic Housing Market Assessment (SHMA) was considered by the committee. The views of the Committee were presented to the next meeting of the Planning, Housing & Communities Board this included:
 - Need to consider neighbouring authorities
 - Members expressed concern over the definition of affordability, and how that would differ across the West of England

5. The Committee was updated on transport matters and considered the papers that had been published for the Joint Transport Board meeting to be held on 4th July 2014. The Committee received presentations on:
- Gender equality in the planning of transport schemes following a request at a previous meeting
 - Members recommended that cycle paths should be delineated, but recognised that this was not always possible given the condition and size of existing infrastructure
 - Members wished to see broader advertising and awareness-raising of the Bikability training
 - Metrobus, the following points were communicated to the Joint Transport Board
 - Members were concerned that sub-standard vehicles would detract from the offer and dilute the appeal of the network
 - There was concern that commonality between the stops of background services and MetroBus could impact on the commercial viability of existing services
 - Disabled access should be of the highest quality
 - The importance of evaluation of the scheme given the level of investment
 - MetroWest phases 1 and 2 the following points were communicated to the Joint Transport Board
 - Politically it had been made very clear that the priority was for a Henbury Loop, not a spur. Why were plans and business cases persisting with a spur?
 - Concern about the length of time it was taking to re-open the Portishead line. There is local demand for this. Is there anything more the UAs could have done to bring it forward?
 - There should be the potential to run mainline services from Portishead.
 - Members largely agreed with the West of England's response to the Great Western Rail Franchise consultation and endorsed it.
 - Temple Meads should be seen as a hub. Taunton and Swansea should also be considered as part of the network. How far is JTEC looking at the submissions from the other transport authorities.
 - Members largely agreed with the West of England's response to the Great Western Rail Franchise consultation and endorsed it.
6. Members views were summarised and conveyed to the subsequent Joint Transport Board.
7. The Committee endorsed the proposed changes to its terms of reference which were being amended in the light of the creation of the Strategic Leaders Board.

Meeting held on 8th September 2014

8. The Committee received a presentation around the West of England Skills agenda from Adam Powell, Director of Skills West of England. This raised a number of issues and it was agreed that a base line report of LEP skills activity be prepared for the December meeting to address the points made and questions posed, by members.

9. The Committee considered the agenda and papers of the Strategic Leaders Board held in July, members made the following points:
- It was felt that there should be a greater overview function rather than scrutiny but this came back to the issue of greater resourcing to support the work. There was a duty to scrutinise the spending of large amounts of money and the public needed to know that this was being done
 - There was a clear desire for greater transparency in the operation of the LEP
 - It was proposed that at the next SLB the chair request that the LEP produce an annual report with accounts.
 - It was noted that JSC members had not been invited to the most recent LEP conference. Members requested that they be invited to the next event and that they receive any resulting outputs or reports in the future.
10. An update on the Strategic Economic Plan was provided together with an explanation of the One Front Door approach to funding streams and the creation of the West of England Investment Board.
11. An update on the SHMA and Duty to Co-operate was provided members expressed the following points of view:
- How housing allocations were dealt with in Wales.
 - It was explained that because of the differing powers of the Welsh Government this issue was dealt with in a slightly different way.
 - The logistical implications for officer time and resources in being engaged in the SHMA.
 - The work was part of the Duty to Co-operate so it was regarded as a core activity.
 - Would the Regional Spatial Strategy (RSS) have any bearing upon the SHMA.
 - The RSS had been abolished, however some of the census data used to inform that would still have some relevance but also other things had changed in completing the SHMA amongst those were the importance of considering travel to work areas. Authorities could not be forced to take additional housing need.
 - Were officers consulting with colleagues in West Wiltshire Council to share data.
 - It was confirmed that West Wiltshire officers were involved in the work.
 - How had the changes that had occurred since the census such as the creation of the Enterprise Areas and Zone impact upon the SHMA?
 - There were a number of different factors to consider, population, employment and available workforce, alongside this, economic sensitivities are tested such as job projection numbers.
 - Housing targets should be based on employment linked development. The expectation in North Somerset was that homes had to have employment to go with them if they weren't to face infrastructure pressures.
 - The 2014-2030 evidence base would take these factors into account.
 - The relaxation of planning regulations around the conversion of office accommodation to living space was noted.
12. Members received a presentation around the Preliminary Business Case for MetroWest Phase 1. Members expressed views and asked questions which were subsequently communicated to the Joint Transport Board.

- Members noted with concern the possible delays that might be caused by investigating the creation of a level crossing in Portishead to site a station on the safeguarded site and asked if risk assessments had been carried out. Supporters of the level crossing had compared it with the existing level crossing at Ashton Gate and why if a level crossing is permissible there, why not at Portishead?
 - Officers responded by saying that no risk assessment had been carried out for a level crossing. It was explained that the difference between Ashton Gate and Portishead was that the crossing was already in existence and the daily footfall and traffic movements would not be comparable. It was acknowledged that the process of selecting a site for the station could be slowed with the intervention of legal challenges.
- There had been a perception that a service on the Henbury Loop might operate as soon as 2019 but this had now seemed to slip until 2021.
 - It was explained that the original timetable for Phase 2 of MetroWest had indicated 2023 but this had now been brought forward to 2021. It was pointed out that compulsory purchase orders might be required for new stations with the possibility of public inquiries.
- It was important to demonstrate a clear political will to see the progression of the project through to completion against the backdrop of the CPNN development which impacted across authority boundaries.
- South Gloucestershire members said that there was a consensus view and desire to see the Henbury Line open to passengers.
- What measures were required to accommodate the wishes of the Bristol Port so that passenger services could be accommodated?
 - Technical work as part of the GRIP Stage 1-2 report will identify the measures required.
- The importance of connectivity between rail and bus services.
 - It was explained that integration between MetroBus and MetroWest were seen as crucial and this was always part of the overall project. Rail wasn't the only answer to addressing transport issues in the area. Bus services had a crucial part to play, but there was the issue of commercial viability to consider.
- Connectivity between the Bathampton Park and Ride and rail services.
 - It was explained that this didn't form part of the MetroWest scheme but consultants had been commissioned to look at the options. Whatever the outcome it was important that any proposals would be fully in line with MetroWest.
- Would parking charges at the new stations form part of the revenue streams for MetroWest?
 - This hadn't yet been considered.
- The need for landscaping measures at the Bath Park & Ride site.
 - Members noted that there was a balance to be struck between revenue generation and excessive charging that might encourage commuters to park in streets adjacent to stations.
- Concern was expressed about the need and importance of involving officers working on the MetroBus and MetroWest projects during the strategic planning process.

Meeting held on 8th December 2014

13. The Committee received a presentation from the LEP Chief Executive this covered:

- An update on LEP governance, structure and organisation,
- Governance arrangements for LEP skills and transition arrangements for 2015-16 to move towards a more strategic function were explained.
- Planned action for 2015-16 in the skills area, targets and measures of success were outlined.
- It was explained that the input from JSC around the skills agenda had assisted in the review process and had underlined the need for a strategic approach.

Members responded by making further points building upon the previous meeting, with the following outcomes:

- A workshop to be organised to focus on how outcomes might be measured
- Identified the need to have clear, transparent lines of communication between the Skills team and the authorities that could be recognised by Members.
- Contributed to the strategic thinking and ongoing planning of the LEP Skills team.

14. The committee received a report from the Strategic Leaders Board of 17th October 2014 and update on funding activities.

- It was agreed that the Joint Scrutiny Committee recommend that the LEP produce an annual report detailing what had been achieved in terms of the spend of grant funding.
- It was also agreed that the JSC meetings for the 2015/16 be timed so as to fit into the timetable of SLB meetings rather than the previous pattern to enable timely overview and scrutiny of the papers for that meeting.

15. The committee received an update on the Strategic Housing Market Assessment (SHMA) as reported to the meeting of the Planning Housing & Communities Board (PHCB) held on 28th November 2014. It was explained that members had opted to defer the report on the SHMA for further consideration at the meeting to be held on 18th December 2014.

- Members views were summarised and conveyed to the subsequent PHCB

16. The committee received a presentation updating members on major schemes, rail matters, the Joint Transport Strategy, the Joint Local Transport Plan (JLTP) progress report and MetroBus.

- Members views were summarised and conveyed to the subsequent Joint Transport Board, specific recommendations and comments were made:
 - It was important to encourage cycling and walking and this should be given priority in the visioning work for the Joint Transport Strategy. Could the model established by the old London Transport which integrated rail and bus services be followed in the West of England or be used as part of the visioning?
 - The emphasis on cutting carbon was important but there were other pollutants coming from diesel which were now a greater threat and this should be included in any update of the JLTP

- The importance of incentivising bus fares to make public transport more attractive to commuters. It was suggested that schemes could be trialled over short periods of time but cost reductions needed to be made really attractive to encourage modal shift.
- Expressed great dissatisfaction that smartcards were not yet widely available throughout the West of England and asked that this be conveyed to the Joint Transport Board
- The A36/A46 Link and the East of Bath Park & Ride service should be included in the Joint Transport Strategy

Public Participation

17. Throughout the municipal year the committee has received regular contributions from stakeholders during the public forum agenda item at each meeting. Statements have been published on the LEP website and where appropriate views and comments have been included in reports summarising the views of JSC that have been considered at the relevant boards.

Forward Plan 2015/16

18. Following the decision to shadow the meeting dates of the SLB in 2015/16 it is suggested that much of the work of JSC will be determined by the forward plan of that board. The view of the JSC is now a standing item on the agenda of the SLB in relation to each meeting and reports published. It is planned that each SLB will follow an agenda which will include:

- Views of Joint Scrutiny
- Growth Deal Update
(To update on progress and engagement with Government)
- Investment Board Update
(To update on the progress with the programme schemes)
- Transport, Planning and Skills Update
(To provide an update on key matters relating to transport, planning and skills)

Recommendation

19. The Joint Scrutiny Committee:

- Consider how they ensure that they meet the terms of their remit when topics arise that do not fit with the planned pattern of meetings
- Notes the report, which will be updated at the end of the municipal year

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