

Minutes of the Joint meeting - West of England Combined Authority Committee and West of England Joint Committee

Friday, 20 March 2020

West of England Combined Authority Committee - members present:

Mayor Tim Bowles, West of England Combined Authority
Cllr Steve Reade, South Gloucestershire Council (substituting for Cllr Toby Savage, Leader, South Gloucestershire Council)
Cllr Helen Godwin, Bristol City Council (substituting for Mayor Marvin Rees, Bristol City Council)
Cllr Dine Romero, Leader, Bath & North East Somerset Council

West of England Joint Committee - members present:

Mayor Tim Bowles, West of England Combined Authority
Cllr Steve Reade, South Gloucestershire Council (substituting for Cllr Toby Savage, Leader, South Gloucestershire Council)
Cllr Helen Godwin, Bristol City Council (substituting for Mayor Marvin Rees, Bristol City Council)
Cllr Dine Romero, Leader, Bath & North East Somerset Council
Cllr Donald Davies, Leader, North Somerset Council

1	<p>WELCOME, INTRODUCTIONS & EVACUATION PROCEDURE</p> <p>The Chair thanked Bristol City Council for hosting the meeting. It was noted that due to the Coronavirus situation, the meeting location had been moved from the original location of Kingswood Civic Centre to Bristol City Hall.</p> <p>The Chair then welcomed attendees to the meeting and introduced his colleagues:</p> <ul style="list-style-type: none"> • Cllr Dine Romero, Leader, Bath & North East Somerset Council • Cllr Donald Davies, Leader, North Somerset Council • Cllr Helen Godwin, Bristol City Council (substituting for Mayor Marvin Rees) • Cllr Steve Reade, South Gloucestershire Council (substituting for Cllr Toby Savage) <p>The Chair then advised that in line with the practice adopted at the previous meeting, today's meeting was again being run as a joint meeting of the Combined Authority Committee and the Joint Committee, enabling a more streamlined approach to the business to be transacted.</p> <p>The Chair then advised details of the evacuation procedure.</p> <p>The Chair then informed everyone present that the meeting was being recorded and that the recording would be available to view after the meeting on the Combined Authority website. Any individuals present who did not wish to be filmed were asked to indicate this.</p>
2	<p>APOLOGIES FOR ABSENCE</p> <p>Apologies for absence were received from Cllr Toby Savage, Mayor Marvin Rees and Professor Steve West, Chair of the Local Enterprise Partnership.</p>
3	<p>DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011</p> <p>There were no declarations of interest.</p>
4	<p>MINUTES OF PREVIOUS JOINT MEETING</p> <p>RESOLVED:</p> <p>That the minutes of the joint meeting of the West of England Combined Authority Committee and the West of England Joint Committee held on 31 January 2020 be confirmed as a correct record and signed by the Chair.</p>
5	<p>CHAIR'S ANNOUNCEMENTS</p> <p>The Chair shared the following updates:</p> <p>1. Covid-19 epidemic:</p> <p>The Chair drew attention to the very active work taking place across the Combined Authority and the West of England unitary authorities at this difficult time. He wished to place on record his thanks to all staff, and to emergency workers and others in communities who were working so hard at this time to help keep the region running and assist people.</p> <p>The Chair referred to the significant investment package being made available by the government to provide support for public services, individuals and businesses. The Combined Authority was working closely with the government in terms of how the additional funding was managed and distributed throughout the region. This work was progressing on a daily basis, and Mayors and Leaders were working collectively to tackle the challenges faced. He was</p>

liaising also with other regional Mayors. It was important to work together to address the current challenges and ensure that key information was shared between authorities to help signpost the most vulnerable people in need of assistance. As more guidance became available, the Combined Authority would continue to work collaboratively with colleagues across the West of England councils to address these challenges. Key information for businesses was being made available on both government and the Combined Authority websites.

The Chair pointed out that the Combined Authority was also taking a key role in assessing the impact on transport, and working with the Department for Transport, bus operators, train companies, the port and the airport to help co-ordinate required action.

The Chair also recognised that unitary authorities were playing a vital role, especially with regard to protecting vulnerable people and he wished to place on record his thanks to all those frontline staff and key workers involved.

2. Urgent decision making:

The Chair referred to the constitutional position in terms of future decision making that may be required during through the Covid-19 situation:

- The constitution allowed the Combined Authority's Chief Executive to take urgent and emergency decisions in consultation with himself as the West of England Mayor.
- These powers would only be used when absolutely necessary and, in those circumstances, consultation would take place with the other West of England authorities' Chief Executives and politicians whenever this was possible. He would also ensure that the Chair of scrutiny was kept fully informed of any such decisions whenever this was practical.

The Chair also advised that the Local Government Association was pressing the government to allow decisions to be taken through virtual meetings and it was hoped that this would come into effect in the near future, thereby removing the need for this form of urgent decision making.

3. Future Transport Zone:

The Chair advised that the region had been selected by the government as one of only three Future Transport Zones in the UK. The Combined Authority would lead a £28m package of transport improvements that would soon see people able to plan and move around the region at the touch of button, using the very latest technology, including E-scooters.

4. Government budget:

The Chair advised that the recent government budget had released further significant investment to assist Combined Authorities. The region was set to benefit from a share of additional investment in transport, the Affordable Homes Programme, investment to help homeless people and to release brownfield sites for the establishment of housing. All of this additional investment would impact positively on people's lives.

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

8 questions had been submitted in advance of this meeting, as follows:

1. James Mee - subject: Joint Local Transport Plan
2. Alan Morris - subject: Joint Local Transport Plan
3. Kim Hicks - subject: Joint Local Transport Plan

4. Mary Collett - subject: Joint Local Transport Plan
5. Diana Warner - subject: Joint Local Transport Plan
6. Tony Lloyd - subject: Joint Local Transport Plan
7. Tony Lloyd - subject: MetroWest
8. Faye Dicker - subject: Joint Local Transport Plan

The Chair advised that written replies had been sent to all questioners in advance of the meeting. The questions and replies had been circulated to committee members in advance of the meeting and were available on the Combined Authority web site.

The Chair advised that 35 statements had been received in advance of the meeting. The statements had been circulated to committee members in advance of the meeting and were available on the Combined Authority web site.

The statements received were as follows (statements were presented by those in attendance):

1. David Redgewell - subject: Transport issues
2. Alison Allan - subject: Joint Local Transport Plan
3. James Mee - subject: Joint Local Transport Plan
4. Steve Melia - subject: Joint Local Transport Plan
5. Mary Collett - subject: Joint Local Transport Plan
6. James Collett - subject: Joint Local Transport Plan
7. David Gray - subject: Joint Local Transport Plan
8. Rachel Lunnon - subject: Joint Local Transport Plan
9. Faye Dicker - subject: Joint Local Transport Plan
10. Tony Lloyd - subject: Joint Spatial Plan/Joint Local Transport Plan
11. Cllr Martin Fodor - subject: Joint Local Transport Plan
12. Note: this statement was withdrawn
13. Tony Jones - subject: Joint Local Transport Plan
14. Rosemary Collins - subject: Joint Local Transport Plan
15. Tom Bosanquet - subject: Joint Local Transport Plan
16. Jacqueline Jarrett - Joint Local Transport Plan
17. Jon Oates - Joint Local Transport Plan
18. Julie Wright - Joint Local Transport Plan
19. Tom Ronan - Joint Local Transport Plan
20. Linda Lapington - Joint Local Transport Plan
21. Cheryl Westbury - Joint Local Transport Plan
22. Christopher Orlik - Bus/Cycling & Walking Strategies
23. Fi Radford - Joint Local Transport Plan
24. Elizabeth Wright – Joint Local Transport Plan
25. Jill Tarlton - Joint Local Transport Plan
26. Mike Chaloner - Joint Local Transport Plan
27. Laura Sorensen - Joint Local Transport Plan
28. Susan Sidey - Joint Local Transport Plan
29. Amanda Philips - Joint Local Transport Plan
30. Sue Flint – M32 / traffic
31. Kim Hicks - Joint Local Transport Plan
32. Richard Baxter - Joint Local Transport Plan
33. Jo Trotter - Joint Local Transport Plan
34. Martin Garrett - Joint Local Transport Plan
35. Caroline New - Joint Local Transport Plan
36. Andrew Philips - Joint Local Transport Plan

7	<p>PETITIONS TO BE PRESENTED BY ANY MEMBER OF THE WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE OR WEST OF ENGLAND JOINT COMMITTEE</p> <p>None for this meeting.</p>
8	<p>COMMENTS FROM THE CHAIR OF THE LOCAL ENTERPRISE PARTNERSHIP</p> <p>None for this meeting.</p>
9	<p>COMMENTS FROM THE CHAIR OF THE COMBINED AUTHORITY'S OVERVIEW & SCRUTINY COMMITTEE</p> <p>The Chair advised that the Chair of the Overview and Scrutiny Committee had submitted comments for consideration at this meeting. The comments had been circulated in advance of the meeting and were available to view on the Combined Authority web site.</p> <p>Cllr Stephen Clarke, the Chair of the Overview and Scrutiny Committee then presented the comments and highlighted the following points:</p> <p>Joint Local Transport Plan 4 (JLTP):</p> <p>a. Scrutiny members had established a transport sub-group which met to review the JLTP. The sub-group had produced a detailed statement which had been circulated.</p> <p>b. Scrutiny members had been informed of the legal advice obtained by the Combined Authority which had confirmed that JLTP4 complied with the Paris Agreement (following the Court of Appeal ruling on the Heathrow third runway).</p> <p>c. One of the issues identified by scrutiny members was that the Plan felt as though it had been written by a number of different people. The introductory preamble “setting the scene” section at the start of the document referred to a range of broad principles, many of which were carbon-aware and concerned with recognising the significance of climate change. However, these principles were sometimes not reflected fully in the subsequent detailed sections of the plan, in particular through the numerous major road building schemes that were proposed, including a new motorway junction. Scrutiny members’ overriding view was that too many road schemes were included; new roads just attracted more cars and the inclusion of so many road schemes should be reviewed.</p> <p>d. Scrutiny members were unclear about the proposed working lifetime/timeline of the Plan. It was understood from officers’ comments that the Plan was a “stopgap” and that the drafting of a new Plan (JLTP5) would begin almost immediately. Members would like to see as much transparency and clarity as possible about how the future development of JLTP5 would be taken forward. Members had been advised by officers that there would be a need for schemes and major interventions included in JLTP4 to be kept under review (for example, to take account of government infrastructure announcements/plans) and would like clear information to be made available about the review process for JLTP4.</p> <p>e. Scrutiny members had found it confusing in certain instances about where and how decisions would be taken on major schemes. Each prioritised scheme should have a published ‘decision tree’. Scrutiny members would also like an assurance that they would be kept informed and engaged in commenting on schemes as they were developed.</p> <p>f. It would also be critical to have clarity about how the evaluation of major schemes in terms of climate change impact was assessed and how the current proposed set of schemes was prioritised following the declaration of the Climate Emergency. Scrutiny members felt the list</p>

	<p>of major schemes should be re-prioritised in an open and clear way to take account of the declaration of the Climate Emergency by the Combined Authority. The current priorities were determined before the Climate Emergency had been declared.</p> <p>In summary, the Overview and Scrutiny Committee would like the list of major schemes that were going forward to be prioritised to show clear delivery timelines and a 'decision tree' in each case, and for a clear assessment to be provided in each case against climate change criteria which took into account the Climate Emergency that the Combined Authority had declared.</p> <p>The Chair thanked Cllr Clarke for presenting the scrutiny comments.</p> <p>Cllr Romero then referred to previous discussions about whether the Combined Authority should establish a Climate Emergency Board or perhaps look to embed Climate Emergency expertise within scrutiny and sought Cllr Clarke's views on this. In response, Cllr Clarke advised that, as discussed at their January meeting, scrutiny members had expressed the strong view that expertise should be developed and that a specific Combined Authority Climate Emergency Board should be considered. Scrutiny members' understanding was that the Combined Authority's Climate Emergency Action Plan was scheduled for the June committee cycle; members felt that as part of the action plan, each scheme brought forward should be measured for compliance against clear climate change criteria.</p>
10	<p>COMMENTS FROM THE COMBINED AUTHORITY'S BOARDS</p> <p>The Chair advised that specific comments from the Boards about items on this agenda had been circulated in advance of the meeting and were available to view on the Combined Authority web site.</p>
11	<p>LOCAL ENTERPRISE PARTNERSHIP & INVEST BRISTOL AND BATH REVENUE BUDGET OUTTURN REPORT, APRIL 2019 - JANUARY 2020</p> <p>The Joint Committee considered the latest Local Enterprise Partnership (LEP) and Invest Bristol and Bath (IBB) revenue budget outturn report for the financial year 2019/20 based on actual data for the period from April 2019 to January 2020 (agenda item 11).</p> <p>The Chair highlighted that the report essentially presented an update for members' information, setting out the revenue budget position for the Local Enterprise Partnership and Invest Bristol and Bath.</p> <p>The West of England Joint Committee RESOLVED:</p> <ol style="list-style-type: none"> 1. To note the LEP budget as set out in Appendix 1. 2. To note the IBB Budget as set out in Appendix 2.
12	<p>LOCAL ENTERPRISE PARTNERSHIP ONE FRONT DOOR FUNDING PROGRAMME</p> <p>The Joint Committee considered a report seeking the latest required approvals in relation to the Local Enterprise Partnership One Front Door funding programme (agenda item 12).</p> <p>The Chair highlighted the following aspects of the report:</p> <ul style="list-style-type: none"> • The report included a proposal to award £500k from the Regional Infrastructure Fund to support the Watershed phase 1 development, supporting the expansion of one of the region's key creative hubs. This project would see the development a new ground floor

cinema and a new café with covered outdoor seating.

- An Expression of Interest was being progressed in connection with the Healthy Ageing Challenge Fund – the Combined Authority was leading this bid, working with partners, and encouragingly was now going into the bid interview stage. This proposal had great potential in terms of home design, technology and care, once again demonstrating the innovative approach being taken to facing some of the largest challenges around how people live and work.

The report recommendations were then moved by the Chair and seconded by Cllr Godwin.

Cllr Godwin particularly welcomed the proposed investment in Watershed's development proposals.

The Chair then moved to the voting on the recommendations.

Voting took place as per constitutional requirements.

The **West of England Joint Committee RESOLVED** (unanimously):

1. To note the submission of the Healthy Ageing Challenge Fund Expression of Interest, and, should the outcome be successful, to delegate the use of funds received and the submission of the Stage 1 business case to the WECA Chief Executive in consultation with the West of England Chief Executives.
2. To delegate grant giving for Workforce for the Future to the WECA Chief Executive in consultation with the West of England Chief Executives.
3. To approve the change requests for schemes within the Local Growth Fund programme as set out in Appendix 2.
4. To approve the Watershed development phase 1 and award of £500k subject to Bristol City Council confirming arrangements for repayment, securing all match funding and finalising the Monitoring and Evaluation Plan.
5. To approve the change requests for schemes within the Economic Development Fund (EDF) and Revolving Infrastructure Fund programmes as set out in Appendix 3.

13

ADOPTION OF JOINT LOCAL TRANSPORT PLAN

The Joint Committee considered a report seeking the adoption of the Joint Local Transport Plan 4 (agenda item 13).

The Chair highlighted the following points:

- As seen from the statements and questions submitted to this committee, there had been a great deal of public interest in the development of the Joint Local Transport Plan. It was for this reason that he had wanted to ensure that the report was brought before the committee today, where the public would have the opportunity to make their comments through the statements submitted.
- The plan before the committee today had been developed by officers in each of the councils and the Combined Authority and had been considered through the governance processes in each of the West of England unitary authorities.

- The plan addressed the region's current transport challenges; however, it was recognised that emerging national guidance, legislation and targets, particularly around climate change issues and decarbonisation would need to be further developed at national level before being incorporated into plans and policies at the regional and local level.
- It was also important to recognise that the region's approach to spatial planning would be undergoing further development over the next 2-3 years and this would need to be informed closely by the current and next version of the Joint Local Transport Plan.
- In light of the above, in addition to recommending the adoption today of Joint Local Transport Plan 4, the report included a recommended specific delegation to officers to start work on identifying the resources that would be needed to progress the Joint Local Transport Plan 5 process. The development of JLTP5 would run in parallel with the transport evidence base that was being commissioned for the spatial planning approach. A further report would be brought to the Joint Committee on the detail of the proposed timeline and resources identified for JLTP5.
- Following the consideration of the Plan through the governance process of each of the West of England unitary authorities, and following discussion with Mayors and Leaders of the authorities, it was proposed to make 4 minor amendments to the Plan – these were set out in full in an addendum to the Plan, which had been circulated and published on the Combined Authority website.

The Chair advised that 2 of the amendments added clarity in respect of the Paris Agreement and 2 of the amendments reflected feedback from the West of England authorities.

In respect of the Paris Agreement, legal advice had been received which had provided positive feedback on JLTP4's alignment with the principles of the Agreement and had suggested some minor additions to further enhance clarity in this respect and to emphasise the positive role that JLTP4 would have.

Amendment 1 therefore added an additional paragraph at page 6 to reflect that there was full commitment within JLTP4 to reducing carbon and that JLTP4 was fully in line with and took account of the Paris Agreement.

Amendment 2 added an additional paragraph at page 147, to reflect that the JLTP's Strategic Environmental Assessment also took into account the Paris Agreement.

Amendment 3 was a deletion of a particular sentence at page 75 in the section about the South East Bristol Orbital Low Carbon Corridor case study.

Amendment 4 was a minor adjustment at page 87, making clear, in terms of local connectivity that the authorities will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure forms part of the design from the outset.

The report recommendations, including the 4 minor amendments to the JLTP4 document as set out in the addendum to the report were then moved by the Chair and seconded jointly by Cllr Godwin, Cllr Reade, Cllr Romero and Cllr Davies.

Cllr Romero referred to the many comments raised through the public statements to the meeting and to comments/emails received outside of the formal meeting process. She felt it should be acknowledged that the Plan was not perfect; it did look, as some had commented, as though it had been written by a number of different people. The Plan had been developed over a period of time, and during that time certain things had changed, for example full

recognition of the impact of climate change. Whilst the Plan was not perfect, it did need to be approved in order that the authorities could move on to working on the next iteration of the Plan (JLTP5) as quickly as possible. Moving to the JLTP5 process would enable the authorities to better meet the challenges faced by communities across the region and develop a much better Plan for the future.

Cllr Davies indicated his agreement with Cllr Romero's comments. He referred to the recent North Somerset decision to confirm the refusal of the airport expansion planning application, noting that part of the reasoning for that decision was based around the lack of sustainability in terms of access to the airport. He noted the comments in the public statement from Tony Lloyd about increasing rail services, but it was important to recognise that the options for this were limited at this point. The region also faced a housing crisis and more homes would need to be built. The suggestion from some people that no new roads should be built was difficult to achieve in practice given that most public transport infrastructure currently needed to be provided through a roads-based system. Any additional spend on roads moving forwards should be led, from the North Somerset perspective, by public transport demands; a nuanced approach was required to prioritise public transport needs in terms of the road network. He supported the current Plan on the basis it was very much an interim document and that work would be taken forward on the next, improved version of the Plan.

Noting the comments of Cllr Romero and Cllr Davies, Cllr Reade stressed that it was important that JLTP4 was approved in order to progress the delivery of the ambitions around greater transport choices, so that residents could travel more sustainably. The region aimed to achieve carbon neutrality by 2030 and would need to go 'further and faster' to achieve this, so there was a need to work up evidence to determine what carbon neutrality looked like in transport terms for the region. With this information, the plan could then be further reviewed and updated. Work on this needed to start now in response to the Climate Emergency and the JLTP provided the mandate for this work to be taken forward.

Noting the previous member comments, Cllr Godwin stated that it was important to recognise JLTP4 as a 'stepping stone'. It was clear there was a need to have infrastructure in place which supported greener and more climate friendly, sustainable transport choices; the Plan provided a basis to take forward further work to deliver this.

The Chair then moved to the voting on the recommendations including the 4 minor amendments to the JLTP4 document as set out in the addendum to the report.

Voting took place as per constitutional requirements.

The **West of England Joint Committee RESOLVED** (unanimously):

1. That the final version of the Joint Local Transport Plan (JLTP4) be adopted subject to minor amendments as set out in the addendum to the report (the full detail of the addendum is set out below).

ADDENDUM - minor amendments to the Joint Local Transport Plan:

Changes to the final version of the Joint Local Transport Plan 4 (JLTP4) following its publication are set out below.

In respect of minor amendments relating to the Paris Agreement:

Amendment 1: The first minor amendment is to add a new paragraph on page 6 of the document into the opening section detailing 'Climate Change and the Challenge Ahead', to be titled:

JLTP4 and the Paris Agreement

And to read:

In line with and taking account of the Paris Agreement, the JLTP4 is fully committed to reducing carbon. The JLTP4 has a significantly positive role to play in meeting the UK's international obligations through providing a well-connected and sustainable transport network which accelerates the shift towards low carbon trips, supporting sustainable development and the take up of Ultra Low Emission Vehicles to decarbonise transport. In many respects, with the commitment to be carbon neutral by 2030, the JLTP4 goes beyond the Paris Agreement. Looking ahead, the next JLTP as outlined above will serve to strengthen this role. As described in the following section, Central Government will be expected to play its role.

Amendment 2: The second minor amendment relates to the JLTP's Strategic Environmental Assessment (the SEA). This is covered in Section 13: Environmental, equalities and health impact assessments of the JLTP4. A new paragraph to be added to the introduction section on page 147. This to read:

The SEA takes into account the requirements of the Paris Agreement through including climatic factors as one of the environmental baseline topic areas. Alongside this are the two SEA objectives to 'Reduce transport related carbon emissions in line with national targets' (SEA03) and 'Adapt transport network to effects of climate change and minimise the vulnerability of transport network to flood risk' (SEA04). For SEA03, the SEA noted that numerous policies within the JLTP4 will have a minor or potential major positive effect whilst for SEA04 strategic and major transport infrastructure schemes will have to be designed to take into account the effects of climate change in line with national policy and best practice design.

In respect of minor amendments that were considered as part of the West of England authorities' governance processes:

Amendment 3: The third minor amendment relates to the Case Study: South East Bristol Orbital Low Carbon Corridor case study. The following wording on p75 of the document to be deleted:

An orbital corridor to the South East of Bristol, which could connect the A4 to the A37 and further into South Bristol forms part of the JTS.

Amendment 4: The fourth minor amendment relates to Section 8: Local Connectivity

The current paragraph on page p87 of the document which reads:

We will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure is considered from the outset. This will ensure that new developments prioritise walking and cycling.

To be amended to read:

We will work with key housing developers, employers, education providers and leisure sites from an early stage of planning to ensure that funding for walking and cycling infrastructure forms part of the design from the outset. This will ensure that new developments prioritise walking and cycling.

2. That delegation is given to the WECA Director of Infrastructure and WECA Director of Investment and Corporate Services to identify the resources required, through re-prioritisation of investment funding, to sufficiently progress the JLTP5 process; the anticipated breakdown

of spend to be reported to the June WECA committee, prior to which all spend will be agreed by the WECA Chief Executive in consultation with constituent authority Chief Executives.

The Chair advised that the Joint Committee had concluded its business and that the remaining items of business were for consideration solely by the Combined Authority Committee.

14 COMBINED AUTHORITY & MAYORAL REVENUE BUDGET OUTTURN REPORT, APRIL 2019 - JANUARY 2020

The Combined Authority Committee considered the latest Combined Authority and Mayoral budget outturn report for the financial year 2019/20 which was based on actual data for the period from April 2019 to January 2020 (agenda item 14).

The Chair highlighted the following aspects of the report:

- From 1st April, the Combined Authority would be taking over a number of integrated transport functions, including responsibility for the direct delivery of funding for community transport. The budget for this was included as part of the transport levy to the constituent councils. In 2020/21, the existing commitments to community transport providers would be honoured, and the report recommended a delegation to the Director of Infrastructure to award these grants.
- A particular, pressing situation had emerged in relation to First Bus service no. 17 which ran from Keynsham to Southmead Hospital via Kingswood and Fishponds. First Bus had informed the authorities that the late evening service on this route was to be withdrawn from 5th April.

The current position was that the government had indicated that authorities would be given further revenue for bus services, but the full details were awaited. In the meantime, there was currently no direct extra funding available to meet the £57k annual cost of maintaining the evening service to the end of the current contract period. The Chair added that he recognised that Service 17 was a really key service for many residents, that also took in all 3 of the constituent councils' areas. Due to the particular circumstances, officers were asked to identify a way to continue funding for this route in the short term, without setting a precedent for the future. Today's report recommended that the Combined Authority would fund the evening service from April this year until February 2021 through a drawdown against the general reserve.

The report recommendations were moved by the Chair and seconded by Cllr Reade.

Cllr Godwin welcomed the interim funding solution in relation to the Service 17 evening service, highlighting the importance of this service for many residents.

Cllr Reade drew attention to the fact that this was a very sensitive time for access to health services; it had been disappointing to hear that the late evening Service 17 was being cut, and he was grateful that the committee had the opportunity to make the proposed allocation from reserves to enable the continuation of this service until such time as a wider review of contracts could be undertaken. He recognised that Service 17 was a truly regional service.

Although noting that Cllr Davies was not a member of the Combined Authority Committee, the Chair invited him to comment. Cllr Davies commented that many North Somerset bus services served Bristol as well. He was aware that the HCT group were about to stop operating some services and suggested there may be a need to communicate with the community bus provider(s) to ascertain if any support was needed at this time.

Cllr Romero stated that in terms of solutions that may be drawn up at the current time to help bus services, it would be useful to look to ensure that knowledge gained from this experience could potentially be used to inform future decisions about bus services.

The Chair then moved to the voting on the recommendations, noting that recommendation 1 was for information only.

Voting took place as per constitutional requirements.

The West of England Combined Authority Committee RESOLVED
(unanimously):

1. To note the Mayoral Fund and WECA revenue forecasts as set out in Appendices 1 and 2.
2. To delegate the award of grants to Community Transport providers for 2020/21 to the WECA Director of Infrastructure.
3. To approve a drawdown of £57k against the WECA General Reserve to fund the No.17 bus route between Southmead Hospital and Keynsham from April 2020 to February 2021; the reserve to be replenished upon the receipt of new revenue bus funding from government.

15

INVESTMENT FUND

The Combined Authority Committee considered a report setting out the latest proposed approvals in relation to the Investment Fund (agenda item 15).

The Chair highlighted the following specific approvals sought through this report:

- The Full Business Case for the A4174 Wraxall Road roundabout signal scheme, a programme that would help alleviate congestion in the area and had been requested by public transport operators.
- The award of a further £1.5m into our region's bus network; specifically, this funding would improve infrastructure in the city centre of Bristol.
- Investment in railways, including £250k to put together a strategic plan for future improvements and enhancements to the region's network and £552K to improve stations in the West of England and start bringing them up to the new MetroWest standard.
- A recommended allocation of £585k of Love Our High Streets funding for the Keynsham town centre project.

The report recommendations were moved by the Chair and seconded by Cllr Reade.

Cllr Reade welcomed the Full Business Case for the A4174 Wraxall Road roundabout signal scheme; the roundabout suffered from serious congestion at peak times at this strategically important location on the ring road. The scheme would help to improve traffic flows and journey reliability, including buses. He also welcomed the investment proposed in the report to improve railway stations.

Cllr Romero welcomed the allocation which would enable improvements to be implemented at Keynsham town centre. In general terms, it was important to be aware that investment in schemes and projects across the region may help open up the potential to link in with future government funding opportunities.

Cllr Godwin welcomed the investment in the bus strategy infrastructure programme and drew

attention to the importance this could have in helping to get bus services back on track given the current emergency situation.

The Chair then moved to the voting on the recommendations, noting that recommendation 2 was for information only.

Voting took place as per constitutional requirements.

The West of England Combined Authority Committee RESOLVED
(unanimously):

1. To approve the Full Business Case for Wraxall Road Roundabout Signal Scheme and award of £5.199m subject to finalising the economic case and Monitoring and Evaluation Plan.
2. To note the award of £548k of funding for the West of England Station Enhancements Project through DfT's Access for All programme and the allocation of up to £552k match funding through the Investment Fund, subject to business case.
3. To approve the Feasibility and Development Funding Application for the Bus Strategy Infrastructure Programme and award of £1.5m to progress a Full Business Case.
4. To approve the Feasibility and Development Funding Applications set out in Appendix 2 and award of £1m.
5. To delegate approval of the detailed scoping of the Strategic Rail Investment and Bus Strategy Infrastructure Programme development work to the WECA Director of Infrastructure in consultation with the Directors of the constituent councils.
6. To approve the change request and award of £585k of Love Our High Streets funding for the Keynsham Town Centre project subject to confirmation that all funding is in place and the Monitoring and Evaluation plan is extended to cover the additional outputs/outcomes.
7. To delegate grant giving for Workforce for the Future to the WECA Chief Executive in consultation with the West of England Chief Executives.
8. To decline the request for a further £300k of development funding for the Bath College Digital and Creative Innovation Centre.
9. To approve the change requests for schemes within the current programme as set out in Appendix 3.

16

ADULT EDUCATION BUDGET - APPROACH AND DRAFT ALLOCATIONS FOR THE 2020/21 ACADEMIC YEAR

The Combined Authority Committee considered a report setting out the proposed approach for the management and administration of the devolved Adult Education Budget (AEB) for the 2020/21 academic year and the proposed draft provider allocations for the 202/21 academic year (agenda item 16).

The Chair highlighted the following aspects of the report:

- The Department for Education had confirmed that the authority's AEB budget for 2020/21 was £15.3m. This was an increase of more than half a million pounds compared to the

previous year.

- The proposed approach for 2020/21 was based around delivering the changes to support the delivery of the Local Industrial Strategy and Employment and Skills Plan, whilst continuing to provide stability for providers and developing that positive working relationship.
- The Chair reassured members that Combined Authority officers were in contact with adult education providers to ensure as little disruption as possible given the situation at this time.

The report recommendations were moved by the Chair and seconded by Godwin.

The Chair then moved to the voting on the recommendations.

Voting took place as per constitutional requirements.

The **West of England Combined Authority Committee RESOLVED** (unanimously):

1. To approve the proposed approach for the management and administration of devolved AEB for the 2020/21 academic year.
2. To approve the proposed draft provider AEB allocations for the 2020/21 academic year.
3. To approve the request to provide delegated authority to the WECA Chief Executive, in consultation with the Chief Executive Officers of WECA's constituent authorities to:
 - a. Confirm final provider allocations once agreed provider curriculum delivery plans are in place.
 - b. Make in-year exceptions funding decisions.
 - c. Make in-year growth funding decisions.
 - d. Make decisions on provider re-allocations at mid-year and end-of-year points.
 - e. Make decisions relating to distribution of funding for continuing learners.
 - f. Make decisions relating to procurement of WECA's devolved provision.

17

APPOINTMENT OF AN INDEPENDENT MEMBER OF THE COMBINED AUTHORITY'S AUDIT COMMITTEE

The Combined Authority Committee considered a report recommending the appointment of an independent member of the Combined Authority's Audit Committee (agenda item 17).

The Chair highlighted that the report set out the detail of the rigorous selection process that has taken place in relation to this proposed appointment.

The report recommendations were moved by the Chair and seconded by Reade.

The Chair then moved to the voting on the recommendations.

Voting took place as per constitutional requirements.

The **West of England Combined Authority Committee RESOLVED** (unanimously):

1. That Mr Mark Hatcliffe be formally appointed as an Independent Member of the WECA Audit Committee.
2. That the remuneration for the independent member be 1% of the Mayor's salary and be set at £650 per annum as previously recommended by the Independent Remuneration Panel and

	endorsed by the WECA Committee at its meeting on 31 January 2020.
18	<p>INFORMATION ITEM - DECISIONS TAKEN AT THIS MEETING</p> <p>In closing the meeting, the Chair advised that details of the decisions taken at this meeting and the draft minutes of the meeting would be published as soon as possible on the Combined Authority website.</p> <p>The meeting finished at 11.37 a.m.</p>
	<p>Signed:</p> <p>Date:</p>