Version 6
16 June 2009

THE WEST OF ENGLAND

MULTI-AREA AGREEMENT

West of England Partnership

Bath & North East Somerset Council

Bristol City Council

North Somerset Council

South Gloucestershire Council

FOREWORD

The West of England

The West of England is a prosperous area with an excellent quality of life, a commitment to cutting carbon emissions and reducing the impact of climate change, and a growing national and international profile. It has an enviable track record in innovation and creativity, and a diverse range of knowledge-based businesses. It is recognised as an outstanding strategic location for investment. Over the last ten years the diverse population has grown faster than the UK average to more than one million people and continuing high levels of growth are forecast in the medium and long term. Such rapid growth means investment in infrastructure is critical to relieving current pressures and to taking full advantage of high levels of future growth. It also faces the challenge of the physical and social regeneration of its disadvantaged communities, and mitigating and tackling the impact of the current economic recession.

The West of England Partnership

The Partnership was established to enable joint-working on key strategic issues which cross administrative boundaries and reflect the economic geography of the area.

The West of England Partnership Board (WEP) comprises the Leaders of Council and eight other Councillors, cross-party, drawn from the four Unitary Councils in the sub-region:

- Bath & North East Somerset Council
- Bristol City Council
- North Somerset Council
- South Gloucestershire Council

Seven social, economic and environmental partners drawn from the business, higher education, health, voluntary and community, environmental and social sectors complete the Board along with senior representatives from HCA, SWRDA, South West Councils and GOSW. Neighbouring upper tier authorities are also observers at the Board.

The Multi Area Agreement

This is an agreement between the West of England Partnership, Government and its agencies about key commitments in the sub-region to deliver the Partnership vision for 2026. It will develop and represent the relationship between the parties. It will increase the outcomes from sub-regional working by further joining up the priorities and programmes of the authorities and their strategic partners, including national agencies and government. It will build upon existing partnerships and successes and increase the pace of delivery of the priorities that are critical to the economic well-being and quality of life of our communities.

Leader, Bath & North East Somerset Council	Leader, Bristol City Council
Leader, North Somerset Council	Leader, South Gloucestershire Council

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INTRODUCTION

This Multi-Area Agreement (MAA) covers the West of England, comprising the local authority areas of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire.

The population of the West of England is 1.1 million. The economy supports levels of prosperity and rates of economic activity above regional and national averages. The West of England achieves the highest growth in GDP per capita of any major city in England outside London; it joins London as the only other English City in the European top 40, based on GDP. The percentage of the working age population of the West of England with higher-level skills is above regional and national averages. In addition, Bristol and the sub-region maintain a very high employment rate, one higher than other Core Cities in England. Government population projections based on recent trends show a sharp rise in the population of the sub-region over the next 20 years.

The West of England economic strengths are matched by its high reputation for the quality of life it offers. Its attractive built and natural environment, cultural facilities, small market towns and rural areas are valued by residents and welcomed by visitors.

OUTCOMES FROM THE MAA

This projected change in population will mean that the sub-region faces a demanding set of challenges. This MAA is an important vehicle for meeting these challenges, driving economic performance and improving working relationships sub-regionally and with government.

The MAA is a unique set of five priority ‘outcomes’:

- **To mitigate the impact of the current Economic Recession and act to support an early Upturn**
- **To plan and manage the growth in homes and jobs in order to build mixed and sustainable communities**
- **To improve access and reduce traffic congestion to increase competitiveness and quality of life**
- **To attract and grow business investment to increase economic growth and competitiveness**
- **To improve skills and reduce worklessness to increase competitiveness, growth and regeneration**

These priority outcomes are mutually supportive; improvement in one will directly affect one or more of the others.

KEY CONSIDERATIONS

In pursuing the above outcomes the Partnership has emphasized the following:

- Its commitment to integrating continued growth with the aspiration to make a **cut in carbon emissions** in support of national targets and the Regional objective:

  > “Ensuring that the South West – through Strong leadership, good planning and appropriate allocation of resource – takes significant action to reduce carbon emissions, adapt to climate change, and take the economic opportunities that arise”.

  The partnership acknowledges the role the public sector has in delivering national and regional climate change policies and targets as well as supporting local action.

  In particular, the partnership is committed to action to reduce carbon emissions and the impact of climate change by ensuring sustainable economic growth, the development of mixed and sustainable communities and transport investment which prioritises the use of public transport, cycling and walking.

  Tackling Climate Change is a key consideration of the MAA and the West of England Partnership will be developing its capacity to understand the effects of its activity on Climate Change and integrating climate considerations into its arrangements.

- Its commitment to **providing for substantial growth in housing**, whilst recognising that the authorities may exercise their legal rights in response to the Government’s decision on the Regional Spatial Strategy.

- Its commitment to **mitigating the impact and tackling the implications of the Economic Recession** in support of individuals and businesses, and to taking action with strategic partners and Government to encourage the Upturn.

ACTIONS AND ASKS OF GOVERNMENT EXTRACTED FROM THIS AGREEMENT

(1) TO MITIGATE THE IMPACT OF THE CURRENT ECONOMIC RECESSION AND ACT TO SUPPORT AN EARLY UPTURN.

Asks of Government

- Provide for the MAA to be refreshed as necessary to reflect the development of the Economic Recession and Upturn.

(2) TO PLAN AND MANAGE THE GROWTH IN HOMES AND JOBS IN ORDER TO BUILD MIXED AND SUSTAINABLE COMMUNITIES.

Context

The West of England Integrated Sub-regional Delivery & Investment Plan for the required housing and employment growth is being prepared through the 'Single Conversation' with HCA, RDA and the Environment Agency, and engagement with the development industry. The joint agreed completion date is December 2009.

It will sequence and phase the delivery of the required housing and employment and necessary infrastructure across the sub-region. It will support the development and delivery of Core Strategies and RSS to timetable and by local authority area – the authorities may exercise their legal rights in response to the Government's RSS.

It will support the Economic Upturn by taking into account the priorities and needs of the development industry, especially the need to invest appropriately and up-front in infrastructure and provide a mix of development locations.

The Plan will be underpinned by the Strategic Housing Land Availability Assessment and the outcome of the studies on infrastructure and employment. It will ensure the development of mixed and sustainable communities, including a sufficient supply of affordable and supported housing based on the recent conclusion of the Sub-regional Strategic Housing Market Assessment.

Through this strategy the Sub-Region wishes to discourage inappropriate development, which fails to maximise the use of planned infrastructure or compromises our commitment to mixed and sustainable communities and cutting carbon emissions.

The Sub-Region will adopt a sub-regional SPD to incorporate the Integrated Sub-regional Delivery & Investment Plan, resolving the practical issue of maintaining its alignment with emerging Core Strategies.

Actions
Through strong partnership working with HCA and RDA using the Single Conversation

Conclude Core Strategies and Local Development Frameworks, ensuring they are informed by the sub-regional studies on infrastructure, employment, and plan the phasing of investment in infrastructure and delivery. The timetable for their preparation is set out in Section 6.

Conclude a high-level integrated delivery plan that aligns Core Strategies and LDFs, and informs the MAA delivery plans.

Determine the location, sequencing and phasing of development in housing and employment by taking into account the following factors:

- Infrastructure needs and investment streams;
- technical and environmental considerations and obstacles;
- the impact and implications of the Economic Recession;
- market conditions and engagement with the HCA, SWRDA, EA, Utilities and the development industry and;
- Council/sub-regional priorities confirmed in the context of the final RSS.

Conclude strategic area investment frameworks - Joint Investment Plans - to identify, programme and deliver key strategic sites and portfolios of smaller sites, that enable the Councils, RDA, HCA and the private sector to determine the scale and nature of investment. Delivery plans will follow the production of those frameworks and include:

- targets for an increase in the provision of affordable and sub-market housing;
- support the Homes West sub-regional delivery vehicle;
- ensure the roll out of Extra Care provision and additional supported housing, reconciling the conflict between low cost units and the high cost of Extra Care;
- providing support to assist in the development of gypsy and traveller sites to meet RSS and LDF requirements.

Agree strategic development standards and policies, including level 5 of the Code for Sustainable Homes, to ensure that developers deliver mixed and sustainable communities. This will be factored into the strategic area investment frameworks (Joint Investment Plans) and will include early action to engage utilities and other businesses in mapping opportunities for CHP plant and waste/sewage into energy facilities to reduce costs and deliver carbon reductions.

Partners to identify site development stalled by recession and promote investment in

- selected developments in partnership with developers and RSLs;
- site and business infrastructure in priority locations;
- site assembly.

Simplified checks and controls, and more flexibility in the use of resources, based on agreed arrangements with the Agencies for business planning and the approval, programming and management of resources:

- using common appraisal systems (based on the HM Treasury Green Book);
- re-profiling the sequencing of individual projects, as necessary;
- streamlined and integrated performance management arrangements.

Asks of Government

CLG endorse the approach to the preparation of the Integrated Delivery & Investment Plan by the West of England authorities, HCA & RDA, with a joint agreed completion date of December 2009, particularly its:

- Support to the delivery of well-evidenced, timely and deliverable Core Strategies. The timetable for their preparation is set out in the MAA.
- Contribution to implementing economic, social and environmental infrastructure to maximise the delivery of growth and the development of mixed and sustainable communities;
- Contribution to working with the development industry both to assist the market recovery and to provide confidence to investors in the Sub-Region;
- Provision of a well-evidenced Plan for the sequencing and phasing of development in the sub-region which benefits from the Single Conversation, including engagement of the development industry

CLG also endorse the adoption of a Joint Sub-Regional Development Trajectory in the Plan based on 5-year tranches which demonstrates a rolling, deliverable supply of housing as set out in PPS3. The sequencing and phasing will assist best use of infrastructure, the delivery of mixed & sustainable communities and market recovery; this will provide confidence to developers and discourage inappropriate development.

The authorities will embody the Integrated Delivery & Investment Plan in a Joint Supplementary Planning Document to the Regional Spatial Strategy, to include it within the planning framework as a material consideration in making planning decisions.

CLG confirm that targets NI 154 and NI 155 will be re-negotiated to reflect the evidence of the impact of the Economic Recession.

CLG/HCA acknowledge that the West of England in its response to Government will promote the award of Housing Planning Delivery Grant based on linking allocations to the scale of growth being planned and progress against Development Plan Document Milestones in updated Local Development Schemes.

(3) TO IMPROVE ACCESS AND REDUCE TRAFFIC CONGESTION TO INCREASE COMPETITIVENESS AND QUALITY OF LIFE

Asks of Government

Accelerate the delivery and reduce the development costs of major transport schemes

- DfT to agree joint measures with the West of England to increase the pace of delivery, release capacity and reduce costs of developing and securing approval for Major Transport Schemes.
- As a key regional scheme, DfT to agree to use the North Fringe to Hengrove Package scheme as a national pilot for developing and testing these joint measures, e.g. at the outset, through an early inception meeting, ensuring a better and shared understanding of major scheme objectives, elements and timescales; streamlining the detailed questioning process; agreeing and committing to a joint timetable; aligning modelling and appraisal requirements proportionate to risk and complexity; and, co-commissioning and supervision of consultants.

- DfT to consider other measures including:
    - Treatment of preparatory costs incurred in the development of major scheme business cases.
    - Making the cost of land acquisition eligible for funding once Programme Entry is achieved, rather than at Full Approval.
    - Sharing risk to allow more routine elements of Major Schemes to be brought forward, whilst the more demanding elements of the bid are being finalised, to enable early scheme starts and reduced inflation costs. Recent proposals by the Department for Transport (February 2009) to 'decouple' packages of schemes are welcome in this respect, although the scope for 'decoupling' could be extended.

Improve Rail Services

- DfT to engage at an early stage with the West of England, in the development of any future High Level Output Specification (HLOS) relevant to the sub-region. In response, the sub-region would provide evidence on future sub-regional housing and economical growth, other planned investment and priorities.

  (The first High Level Output Specification set out the outputs the railway is expected to deliver in terms of reliability, safety and capacity and listed the major schemes and initiatives that DfT required the railway to deliver).

  This engagement will be complemented by Network Rail's arrangements for taking these factors into account when determining their future investment priorities. This engagement will enable the West of England to have an earlier influence on future HLOS.

- DfT to engage at an early stage with the sub-region in the development of future franchise specifications as they affect the West of England. In response, the sub-region would provide evidence on future housing and economic growth and other planned investment and priorities.

  This will enable the West of England to have early influence over the franchise specification rather than act as a consultee. Independently the West of England will seek a memorandum of understanding with each of the rail operators in the sub-region to ensure full and timely consultation when they are planning services policy and investment.

- DfT to work with the West of England Partnership and other partners, in enabling the sub-region to deliver outcome and output objectives for local and regional rail schemes which may include frequency improvements.

  This will bring DfT early to the table to help the partnership make progress in taking forward schemes such as Bristol Metro and Portishead. The operation of the franchise which covers reliability and short-formed trains is covered through adherence to the franchise agreement.

Complementary working with the Highways Agency

- Support the sub-region's formal involvement in the prioritisation of investment by the HA through a memorandum of understanding between the West of England four councils and the HA. Memorandum to include agreeing the programme and phasing of HA and West of England schemes, pricing of joint schemes and working together strategically and operationally.

- Ensure a balanced response from HA, through the memorandum of understanding, to the use and development of the trunk road network, and to local planning applications which deliver economic growth and journey time reliability. This is exemplified by the need for HA support to facilitate development at Avonmouth.

- HA to work with the West of England to achieve the Delivering a Sustainable Transport System (DaSTS) goal to support national economic competitiveness and growth by delivering reliable and efficient transport networks including Strategic National Corridors 6 London to the South West and South Wales and 7 Bristol to the Midlands.

(4) TO ATTRACT AND GROW BUSINESS INVESTMENT TO INCREASE ECONOMIC GROWTH AND COMPETITIVENESS

Objective 1: to accelerate, through a programme of public and private investment, the development of a set of strategic employment locations in the sub-region

Actions

- Prioritise the phasing of development and public investment in strategic employment locations across the sub-region to meet objectives for business investment and regeneration, and helping to achieve sustainable communities.
- Improve and integrate engagement with private investors and developers to bring forward and promote investment in priority strategic employment locations.
- Prioritise ambitions for business investment across the sub-region to enable the development of sectoral clusters and reinforce the delivery of the spatial strategy.

Objective 2: innovate to improve the marketing of the city-region to attract high value-added businesses

Actions

- review the city-region marketing strategy and initiate new ways of promoting inward investment
- with business and public sector partners, review and promote the package of integrated support services provided to business investors.
- with strategic partners, develop a strategy to grow West of England as an international benchmark for the location of high growth, knowledge-based, environmentally sustainable businesses. Focus on clusters of HE expertise and sectors that build on the sub-region's competitive advantage, linking with Objective 4 below.

Objective 3: to simplify and strengthen business support solutions to enhance indigenous business competitiveness

Actions

- Promote greater use by local businesses of the services and portal of a renewed Business Link service portfolio
- Ensure the priority needs of local businesses for support are identified and prioritised within the services offered.
- Enhance sub-regional support to start-up businesses in targeted growth sectors.

Objective 4: to increase business-led innovation and enterprise by further strengthening collaboration and partnership working between Higher Education institutions and business

Actions

- Support the delivery of the strategic aims of Science City Bristol and connect this work with the Science Park development
- Strengthen the connectivity of business and Higher Education through further developing networking and opportunities for interaction
- Enhance the visibility of the new partnerships between business and the scientific and creative industries communities to enhance inward investment
- Use the new partnerships to increase the engagement of schools and colleges in science and technology, to raise understanding and aspirations, and to contribute long-term to further developing and sustaining a high value-added skilled workforce.

Objective 5: Investing in Digital Infrastructure to support innovation in business and public services to underpin greener working and living, develop digital skills and to tackle digital exclusion.

Actions

- Realise the commitment to improved digital infrastructure outlined in the West of England RFA2 submission.
- Act as a sub-regional champion for the opportunities that the Government's Digital Britain report, Digital Inclusion Action plan, The Power of Information Review and DCSF Home Access Strategy provide.
- Position the city region as a priority area within the national roll out of smart (connected) energy meters, creating practical benefits through the smarter use of energy data and reduced carbon emissions.
- Identify opportunities to maximise inward investment in the city region and external knowledge transfer in the context of the EU Strategic Framework on Information Society (June 2005). This recognises that it is essential to build a fully inclusive information society, based on the widespread use of information and communication technologies in public services, SMEs and households. The European Commission's "Communication on mobilising ICT to facilitate the transition to a low-carbon economy" (March 2009) and the EU Economic Recovery Plan sets out the agenda.
- Build on existing networks and partnerships, such as Connecting South West and the DC10 Digital Inclusion Network, to develop a model that could be evaluated and replicated elsewhere. Elements of this model will include:
    - The roll out of Next Generation (super fast) Broadband and wireless connectivity in partnership with Government, Industry and Academia.
    - The creation of a Digital Economy Hub linking Bristol, Manchester and other city regions.
    - A focus on digital skills, inclusion and employment, building on the work of Connecting Bristol and the DC10plus National Digital Challenge Network to develop and implement a sub regional Digital Action Plan and the appointment of a public service champion of universal take-up and use of broadband and digital services.

- A channel strategy, capitalising on the opportunity that Digital Switchover provides and seeking to utilize one of the seven DAB digital radio networks.
- Developing a strategic focus on Green ICT and digital connectivity within the city region's Environmental Technologies Sector.

(5) TO IMPROVE SKILLS AND REDUCE WORKLESSNESS TO INCREASE COMPETITIVENESS AND REGENERATE COMMUNITIES

Driving Up Skills: Increasing Higher Level and Intermediate Level Skills

Actions

Level 3+

- To promote employer support for level 3+ qualifications by targeting LSC/SFA investment.
- To gear Further and Higher Education provision much more closely to employer need (including raising the capacity for innovation and enterprise within the workforce);
- To facilitate skills progression by young people and adults;

Level 2

- Developing and implementing Public Service Compacts with the Unitary Authorities and Health Service organisations;
- Rolling out the Single Jobs and Skills Offer to other high-employment sectors such as retail and hospitality;
- Targeting employment and skills activity on key development locations and projects in the West of England.
- Improving the engagement of individuals in skills development – focusing on the priority wards;
- Improving employer engagement to increase their demand for clients who have engaged.
- Developing a clear pathway to accreditation for individuals undertaking learning for employability

Asks of Government

Agreement from DBIS to recognise the Employment and Skills Board as the local employer-led body and to work with the Board to meet the criteria for securing by 1 April 2010 the strategy-setting powers available through Section 4 of the 2007 Further Education and Training Act. These powers will enable the Board to:

- join up and focus LSC (and its successor bodies) spending in the West of England
- set the priorities and overall direction for the delivery of adult (Post 19) skills
- identify strategic skills needs and priorities
- actively engage with employers to raise demand for, and investment in, skills provision

Impact of "Asks"

Section 4 status for the Employment and Skills Board, within the 2007 Further Education and Training Act, would enable the partnership to:

- strengthen business engagement and commitment to the employment and skills plan and the wider economic strategy;
- strengthen the engagement and local powers of public sector partners in agreeing new approaches and ensuring delivery;
- create longer-term commitment to spatial and sectoral initiatives with key local providers;

- allow for the allocation of additional investment and the opportunity to achieve outcomes above levels expected by individual partners or contained in the four LAAs;
- ensure the formal commitment of Board Partners to the single integrated offer is effective and strengthens working arrangements between Higher and Further Education providers;
- link more effectively the post- and pre-19 provision at sub-regional level to create a coherent offer both for businesses and individuals.

Reducing Worklessness

Actions

- Improving complementary working between the various public services, and the commissioning and management of contracted services.

- delivering a significant improvement in outcomes from public services by better utilising existing resources;

Asks of Government

- Agreement from DWP to work with the Employment & Skills Board with the aim of securing, by 2010/11, a Level 2 co-commissioning role in DWP contracts to support for the delivery of the new Integrated Service. The Board would work with partners to integrate the offer of local authority, Skills Funding Agency and the Voluntary and Community Sector, to focus essential specialist support and services, through an enhanced Flexible New Deal package, on individuals and families in the eleven Priority Wards. This would enable resources and local capacity to be used more effectively to meet the needs of workless people in the eleven Priority Wards, and employers' employment and skills needs.

Reducing the number of Young People in jobs without training

Actions

- Decrease the numbers of Jobs without training on offer to 16-18 year olds through the effective engagement of employers in 14-19 learning.

- Ensure that the range of provision is attractive to young people so that continuation in learning is an attractive proposition rather than an unwelcome requirement.

Asks of Government

- Agreement from LSC (and its successor bodies) to work with the Employment & Skills Board to develop a relevant Apprenticeship Entry/Foundation Offer for use in businesses employing 16-18 year olds in jobs without training. The Employment & Skills Board will support the piloting of the new offer.

West of England MAA

SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT

Plan and Manage Growth in Homes and Jobs to Build Mixed & Sustainable Communities

ACTION	BENEFIT	BARRIER	ASK
Conclude Core Strategies and Local Development Frameworks. Conclude an Integrated Delivery & Investment Plan that aligns Core Strategies and LDFs. Determine the location, sequencing and phasing of development in housing and employment.	Sets out the pattern of development required and the way in which the social, economic and environmental needs of the area can be delivered in the most sustainable way. Added value to Core Strategies setting out strategic priorities and supporting an economic upturn. Multi-Agencies & Development industry involved through the Single Conversation process. Engagement with the Development industry gives confidence and discourages inappropriate development which fails to maximise the use of planned infrastructure. Demonstrable supply based on robust evidence base of deliverable housing and employment sites.	Complexity of integrating delivery and investment. Limited strategic infrastructure investment; need to integrate planning to maximise its use and to support timely delivery. Inappropriate development which requires unplanned infrastructure costs and does not produce mixed and sustainable communities. Impact of economic Recession/Market Conditions Technical and environmental considerations	CLG endorse the approach to the preparation of the Integrated Delivery & Investment Plan by the West of England authorities, HCA & RDA, with a joint agreed completion date of December 2009, particularly its: - Support to the delivery of well-evidenced, timely and deliverable Core Strategies; - Contribution to implementing economic, social and environmental infrastructure to maximise the delivery of growth and the development of mixed and sustainable communities; - Contribution to working with the development industry both to assist the market recovery and to provide confidence to investors in the Sub-Region; - Provision of a well-evidenced Plan for the sequencing and phasing of development in the sub-region which benefits from the Single Conversation, including engagement of the development industry. CLG also endorse the adoption of a Joint Sub-Regional Development Trajectory in the Plan based on 5-year tranches which demonstrates a deliverable supply of housing as set out in PPS3. The sequencing and phasing will assist best use of infrastructure, the delivery of mixed & sustainable communities and market recovery; this will provide confidence to developers and discourage inappropriate development. The authorities will embody the Integrated Delivery & Investment Plan in a Joint Supplementary Planning Document to the Regional Spatial Strategy, to include it within the planning framework as a material consideration in making planning decisions.

West of England MAA

SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT

Plan and Manage Growth in Homes and Jobs to Build Mixed & Sustainable Communities

ACTION	BENEFIT	BARRIER	ASK
Conclude strategic area investment frameworks - Joint delivery for Investment Plans - to identify, programme and deliver key strategic sites and portfolios of smaller cities. Identify site development stalled by recession and promote investment. Agree strategic development standards and policies to ensure that developers deliver mixed and sustainable communities. Agree simplified checks and controls, and more flexibility in the use of resources.	Delivery of mixed & sustainable Communities Increase in provision of affordable and sub-market housing. Ensure the roll out of Extra Care provision and supported housing. Clear investment priorities to maximise use of planned infrastructure, and target investment to accelerate delivery. Balance the provision of development to support growth without compromising on design standards, and cutting carbon emissions. Flexibility to re-profile sequencing of individual projects Streamline integrated performance management arrangements	Infrastructure & funding shortfalls Market conditions restricting the market and impacting upon affordability. Reconciling conflict between low cost units and the high cost of Extra Care.	CLG confirm that targets NI 154 and NI 155 will be re-negotiated to reflect the evidence of the impact of the Economic Recession. CLG/HCA acknowledge that the West of England in its response to Government will promote the award of Housing Planning Delivery Grant based on linking allocations to the scale of growth being planned and progress against Development Plan Document Milestones in updated Local Development Schemes.

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SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT

To improve access and reduce traffic congestion to increase competitiveness and quality of life

ACTION	BENEFIT	BARRIER	ASK
Streamline major schemes approvals process.	Accelerated delivery. Reduced development costs. Better value for money. Joint commitment and understanding of the timetable and requirements of the approval process	Extent, complexity and cost of the DfT major scheme approvals process	DfT to agree joint measures with the West of England to increase the pace of delivery, release capacity and reduce costs of developing and securing approval for Major Transport Schemes. As a key regional scheme, DfT to agree to use the North Fringe to Hengrove Package scheme as a national pilot for developing and testing these joint measures, e.g. at the outset, through an early inception meeting, ensuring a better and shared understanding of major scheme objectives, elements and timescales; streamlining the detailed questioning process; agreeing and committing to a joint timetable; aligning modelling and appraisal requirements proportionate to risk and complexity; and, co-commissioning and supervision of consultants. DfT to consider other measures including: - Treatment of preparatory costs incurred in the development of major scheme business cases. - Making the cost of land acquisition eligible for funding once Programme Entry is achieved, rather than at Full Approval. - Sharing risk to allow more routine elements of Major Schemes to be brought forward, whilst the more demanding elements of the bid are being finalised, to enable early scheme starts and reduced inflation costs. Recent proposals by the Department for Transport (February 2009) to ‘decouple’ packages of schemes are welcome in this respect, although the scope for ‘decoupling’ could be extended.

West of England MAA **SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT** **To improve access and reduce traffic congestion to increase competitiveness and quality of life**			
ACTION	**BENEFIT**	**BARRIER**	**ASK**
Formal engagement with rail industry partners & stakeholders.	Rail industry priorities for improvements in rail capacity and services more closely aligned to delivering high levels of growth in homes required by the Regional Spatial Strategy and economic growth by the Regional Economic Strategy. More effective delivery of rail projects within RFA2 to meet plan and meet growth requirements, including the Greater Bristol Metro.	DfT and Network Rail's criteria for engaging the sub-region and recognising the importance of planning for the requirements of housing and economic growth are unclear. Structure of industry can make it difficult to know how best to engage with rail operators on strategic planning and the review of local rail services to meet the requirements of growth. Network capacity, a lack of appropriate rolling stock, the need for resignalling and priority given to long distance trains over local services are all barriers to providing the rail network and capacity required to support high levels of growth in the West of England.	• DfT to engage at an early stage with the West of England, in the development of any future High Level Output Specification (HLOS) relevant to the sub-region. In response, the sub-region would provide evidence on future sub-regional housing and economical growth, other planned investment and priorities. (The first High Level Output Specification set out the outputs the railway is expected to deliver in terms of reliability, safety and capacity and listed the major schemes and initiatives that DfT required the railway to deliver). This engagement will be complemented by Network Rail's arrangements for taking these factors into account when determining their future investment priorities. This engagement will enable the West of England to have an earlier influence on future HLOS. • DfT to engage at an early stage with the sub-region in the development of future franchise specifications as they affect the West of England. In response, the sub-region would provide evidence on future housing and economic growth and other planned investment and priorities. This will enable the West of England to have early influence over the franchise specification rather than act as a consultee. Independently the West of England will seek a memorandum of understanding with each of the rail operators in the sub-region to ensure full and timely consultation when they are planning services policy and investment. • DfT to work with the West of England Partnership and other partners, in enabling the sub-region to deliver outcome and output objectives for local and regional rail schemes which may include frequency improvements. This will bring DfT early to the table to help the partnership make progress in taking forward schemes such as Bristol Metro and Portishead. The operation of the franchise which covers reliability and short-formed trains is covered through adherence to the franchise agreement.

West of England MAA

SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT

To improve access and reduce traffic congestion to increase competitiveness and quality of life

ACTION	BENEFIT	BARRIER	ASK
Formal joint planning with the Highways Agency (HA).	HA and West of England priorities more clearly aligned and achieving a better balance between the delivery of the National Highway Strategy and the improved transport provision necessary to achieve high levels of housing growth required by the Regional Spatial Strategy and economic growth sought by the Regional Economic Strategy.	HA focus on its responsibility for the delivery of the National Highways Strategy gives insufficient recognition to the needs of the high levels of growth in housing and jobs in the sub-region.	Support the sub-region's formal involvement in the prioritisation of investment by the HA through a memorandum of understanding between the West of England four councils and the HA. Memorandum to include agreeing the programme and phasing of HA and West of England schemes, pricing of joint schemes and working together strategically and operationally. Ensure a balanced response from HA, through the memorandum of understanding, to the use and development of the trunk road network, and to local planning applications which deliver economic growth and journey time reliability. This is exemplified by the need for HA support to facilitate development at Avonmouth. HA to work with the West of England to achieve the Delivering a Sustainable Transport System (DaSTS) goal to support national economic competitiveness and growth by delivering reliable and efficient transport networks including Strategic National Corridors 6 London to the South West and South Wales and 7 Bristol to the Midlands.

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SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT

Improve Skills and reduce worklessness to increase completeness and regenerate communities

ACTION	BENEFIT	BARRIER	ASK
Maximise the achievement of level 3+ qualifications relevant to the needs of the local economy and in particular: - To promote employer support for level 3+ qualifications by targeting LSC/SFA investment. - To gear Further and Higher Education provision much more closely to employer need (including raising the capacity for innovation and enterprise within the workforce); - To facilitate skills progression by young people and adults; Increase the number of people qualified to at least level 2 by: - Developing and implementing Public Service Compacts with the Unitary Authorities and Health Service organisations; - Rolling out the Single Jobs and Skills Offer to other high-employment sectors such as retail and hospitality; - Targeting employment and skills activity on key development locations and projects in the West of England. - Improving the engagement of individuals in skills development – in the priority wards; - Improving employer engagement to increase their demand for clients who have engaged. - Developing a clear pathway to accreditation for individuals undertaking learning for employability;	Achievement of an additional 5,500 level 3 qualifications over the lifetime of this agreement. Achievement of an additional 6,500 level 2 qualifications in the sub-region over the lifetime of this agreement.	Inability to commit LSC/SFA to incorporate these targets into their planning processes for the lifetime of the agreement. Difficulty therefore in securing long-term commitment from: - Providers - Employers Inability to manage quick turnaround of recently unemployed individuals capable of securing a level 3 qualification (and greater employability).	Agreement from DBIS to recognise the Employment and Skills Board as the local employer-led body and to work with the Board to meet the criteria for securing by 1 April 2010 the strategy-setting powers available through Section 4 of the 2007 Further Education and Training Act. These powers will enable the Board to: - join up and focus LSC (and its successor bodies) spending in the West of England - set the priorities and overall direction for the delivery of adult (Post 19) skills - identify strategic skills needs and priorities - actively engage with employers to raise demand for, and investment in, skills provision.

West of England MAA
SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT
Improve Skills and reduce worklessness to increase completeness and regenerate communities

ACTION	BENEFIT	BARRIER	ASK
Reduce worklessness in the sub-region particularly in the 11 priority wards by: - Improving complementary working between the various public services, and the commissioning and management of contracted services. - delivering a significant improvement in outcomes from public services by better utilising existing resources;	Reduce the gap between the rate of worklessness in the most deprived wards of the sub-region and the national average by 1 percentage point.	The key barrier in terms of current working is the lack of contractual connection between the services and resources commissioned by JCP and those of the other local partners engaged with the workless through working relationships with partners are excellent. This means that partners cannot: Make full use of the unique local knowledge, powers and visibility of local and health authority workers and their third sector partners in neighbourhoods; Complement Jobcentre Plus services and channel people into their mainstream programmes' Develop a model that can support clients to tackle barriers (e.g. childcare, debt) which have previously prevented them accessing or sustaining employment; Fully exploit the new Adult Advancement and Careers Service to develop a 'no wrong door' approach to accessing employment and complementary services; Harness the support of local third sector organisations in engaging inactive residents; Develop the 'neighbourhoods' approach to worklessness promoted in the 2007 Sub – National Review of Economic Development and Regeneration.	Agreement from DWP to work with the Employment & Skills Board with the aim of securing, by 2010/11, a Level 2 co-commissioning role in DWP contracts to support the delivery of the new Integrated Service. The Board would work with partners to integrate the offer of local authority, Skills Funding Agency and the Voluntary and Community Sector, to focus essential specialist support and services, through an enhanced Flexible New Deal package, on individuals and families in the eleven Priority Wards. This would enable resources and local capacity to be used more effectively to meet the needs of workless people in the eleven Priority Wards, and employers' employment and skills needs.

West of England MAA
SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT
Improve Skills and reduce worklessness to increase competitiveness and regenerate communities

ACTION	BENEFIT	BARRIER	ASK
Decrease the numbers of Jobs without training on offer to 16-18 year olds through the effective engagement of employers in 14-19 learning. Ensure that the range of provision is attractive to young people so that continuation in learning is an attractive proposition rather than an unwelcome requirement.	Make significant progress in reducing, year on year, the number of school-leavers in jobs without training. 16-18 yr olds in: 2010 - 8.30% 2011 – 8.30% 2012 – 7.20% 2013 – 6.20% 2014 – 5%	The current Apprenticeship offer restricts the partners' ability to delivery this action because: - these are not businesses likely to be taking on apprentices; - much of the employment being offered is short-term or contract-based; - these are not individuals likely to be apprentices. For the most part young people opting for jobs without training on leaving school are the least qualified and have formally rejected a structured training opportunity delivered through the September guarantee.	Agreement from LSC (and its successor bodies) to work with the Employment & Skills Board to develop a relevant Apprenticeship Entry/Foundation Offer for use in businesses employing 16-18 year olds in jobs without training. The Employment & Skills Board will support the piloting of the new offer.

MEASUREMENT

Measurement of performance improvement against the priority outcomes will be monitored by a variety of methods; many of these will be work stream specific and will be identified as part of the negotiation of the 'asks'.

The table below shows the linkage between our MAA objectives, the suggested indicators for inclusion in our MAA and the National PSA targets.

MAA Objective	MAA Indicator	National PSA Target
Plan and manage growth in homes, jobs and communities	NI 159: Supply of ready to develop housing sites NI 154: Net additional homes provided	PSA 20: Increase long-term housing supply and affordability. PSA 28: Secure a healthy natural environment for today and the future
Improve access and reduce traffic congestion	NI 167: Congestion on key routes: average journey time per mile during the morning peak NI 177: Local bus passenger journeys originating in the authority area DfT	PSA 5: Deliver reliable and efficient transport networks that support economic growth. PSA 27: Lead the global effort to avoid dangerous climate change.
Sustainable economic growth and competitiveness	No national indicators. Actions include promoting innovation and enterprise (Science City), developing employment sites & premises, and inward investment programmes	PSA 1: Raise the productivity of the UK economy. PSA 6: Deliver the conditions for business success in the UK. PSA 7: Improve the economic performance of all English regions and reduce the gap in economic growth rates between regions.
Increase skills; reduce worklessness	NI 152: Working age people on out of work benefits NI 163: Working age population qualified to at least Level 2 or higher NI 117: 16 to 18 year olds not in education, training or employment (NEET)	PSA 2: Improve the skills of the population, on the way to ensuring a world-class skills base by 2020. PSA 14: Increase the number of children and young people on the path to success

When identifying these indicators it is recognised that the local authorities in the sub region will have differing levels of achievement and need. Consequently whilst the targets for these indicators will be aggregated sub regional targets to which all four local authorities contribute each local authority will have a different area specific target.

3. INTRODUCTION

West of England Vision 2026

The establishment of the West of England Partnership in 2005 was marked by widespread support for Vision 2026. This sets out its ambitions for the sub-region based on the aspirations, strengths and potential of its communities.

> *One of Europe's fastest growing and most prosperous sub-regions which has closed the gap between disadvantaged and other communities – driven by major developments in employment and government backed infrastructure improvements in South Bristol and North Somerset.*
>
> *A buoyant economy competing internationally, based on investment by innovative, knowledge-based businesses, prestigious universities and a high level of graduate and vocational skills.*
>
> *A rising quality of life for all, achieved by the promotion of healthy lifestyles, access to better quality healthcare, an upturn in the supply of affordable housing of all types and the development of sustainable communities.*
>
> *Easier local, national and international travel, thanks to transport solutions that link communities to employment opportunities and local services, control and reduce congestion and improve strategic connections by road, rail and through Bristol International Airport and the Port of Bristol.*
>
> *Cultural attractions that are the envy of competitor city regions across Europe, making the West of England the place of choice for talented, creative workers and visitors.*
>
> *Success secured in ways that are energy efficient, protect air quality, minimize and manage waste and protect and enhance the natural and built environment. Built upon the benefits of its distinctive mix of urban and rural areas.*
>
> *Real influence with regional and national government, by demonstrating vision, leadership and capacity and delivering these achievements.*

Adapting to and mitigating Climate Change

The West of England supports the South West's objective for adapting to and mitigating climate change. In particular, it supports action to:

- Work with Government to achieve the targets set out under the Climate Change Act.
  - Provide support and coordination of activity to achieve low and zero carbon new development by 2016 (housing) and 2019 (non domestic sector).
  - Understand the impacts of and take action to respond to increasing flood risk.
  - Stimulate the increased installation of renewable energy technologies in the region.
  - Undertake regional activity to support carbon reductions and demand management from regional and local multi-modal transport.
  - Embed long term carbon management and resource efficiency in business planning and investment and economic development.
  - Increase business preparation for the opportunities and risks of climate change.

- Comprehensively assess the risks and opportunities of changes in our climate, respond to priority issues such as flood risk, embed climate change in the plans and decision making of public and private sector organisations.

Economic Recession

Whilst these medium and long-term ambitions remain in the short term, the Partnership recognises the importance of mitigating and tackling the impact of the current Economic Recession and taking specific actions to encourage the Upturn.

Partnership Governance

The West of England Partnership is underpinned by meetings of Leaders of Council and social, economic and environmental partners, Joint Executive Committees, Boards including the Employment and Skills Board and a Joint Scrutiny Committee comprising 12 councillors.

Each of these bodies is complemented by the contribution of appropriate government agencies, strategic partner organisations and a range of special interest and voluntary organisations.

More details about the organisation of the Partnership are set out at Governance & Delivery, Section 10 of this Agreement. This section also explains how the Partnership operates and is developing. It also describes the Partnership's commitment to further strengthening governance and delivery capacity – taking full advantage of government's proposals.

Appendix 3 provides the existing Partnership Constitution.

"City Region Forerunner Bid

The Partnership applied in March 2009 to be one of the city region forerunners to enable a stepped change in local powers, to support greater integration of public services and their priorities, and to ensure a more focused and more dynamic response to the City Region's ambitions and needs.

The bid for forerunner status was ultimately unsuccessful. Where relevant, some of the material in the bid has been incorporated into the MAA. However, it is recognised that the forerunner bid required a more radical and strategic approach than would be appropriate for the MAA".

The West of England

The underlying strengths and ambitions of the West of England are briefly further summarised below: these strengths and ambitions are being challenged by the current Economic Recession. The Partnership Board is committed to meeting this challenge successfully.

The West of England has a high reputation for the quality of life it offers, with a mix of attractive urban communities – Bristol and Bath – with attractive built environment, cultural facilities, small market towns and rural areas. Good strategic access nationally and internationally through good motorway, rail and air connections adds to its attractiveness. Bristol International Airport and the Port of Bristol are large and ambitious and have been fast-growing.

The scale and diversity of the knowledge-based growth sectors and companies provides high quality jobs and levels of prosperity, which exceed all other major cities in England outside London. These sectors include: advanced engineering and aerospace, creative media and ICT, business and financial services and environmental technologies. Such investment is attracted by the proportion of people with graduate and higher level skills and the impact of its prestigious universities, which achieve high research and teaching assessments and spur enterprise and innovation. The Science Park on the eastern edge of the main conurbation is supported by the three largest universities and sponsored by SWRDA; 6000 knowledge-based jobs are planned in scientific sectors such as aerospace, biotechnology and digital technologies.

High graduate retention, talented workers and affluent visitors enjoy the cultural life of the sub-region, drive the diverse creative sectors and contribute to the highest employment rate of the 8 core cities in England.

Notwithstanding the current recession, in the medium to long-term the high levels of projected growth in jobs, population and housing will need to be accommodated – but in a sustainable way, which takes full account of quality of life and responsibility for cutting carbon emissions in line with National Targets under the Climate Change Act.

Through the opportunities that growth in the medium and long term provides, the sub-region is committed to building more mixed and sustainable communities to achieve the physical and social regeneration of disadvantaged urban communities and to plan large new communities, in those urban extensions necessary to meet existing housing needs and sustain the needs of a growing economy.

Early investment in improved strategic and local access, and providing for economic, social and environmental infrastructure, is key to sustaining economic competitiveness and to building more sustainable communities with homes of mixed types and tenure, well-designed with good local facilities and jobs.

Investment is key to the physical and social regeneration of disadvantaged communities – largely in Bristol and Weston-super-Mare –which nationally feature in the worst 10% deprived wards and 3% Super Output Areas. Improved opportunities to gain the skills and access essential to securing employment is equally important to the needs of the individuals in these communities and to support the sub-region's future high levels of projected growth.

Action to improve educational attainment in schools, to build better pathways in education and into employment and to tackle long-term unemployment is key to improving life chances and quality of life in the sub-region, and to efforts to secure the Upturn and, in the medium term the needs of a successful and growing economy. A stepped-change in the number of people with basic qualifications is as important as increasing the higher and graduate level skills required by knowledge-based companies, if productivity and competitiveness are to increase.

Business investors need much greater support: solutions through Business Link, especially during the Recession; the provision of serviced sites and business infrastructure; and, the drive and support of strong enterprise and innovation networks, in order to increase productivity and compete globally.

In the short-term the sub-region with government, its agencies and economic, social and environmental partners, is committed to mitigating the impact of the current recession and acting to encourage and prepare for the upturn, whilst planning and providing for the projected high-levels of growth in the medium and long-term.

Outcomes from the Agreement

This mix of ambitions, strengths and potential, leads the sub-region to a commitment:

- in the short term, to meet successfully the challenges of the current Economic Recession and encourage and prepare for the Upturn;
- and, in the medium and long term to increase sustainable economic growth and competitiveness, and to create successful places.

The West of England seeks the support of this Agreement to increase the pace and progress of its work towards the following outcomes:

- Mitigate the impact of the current Economic Recession and act to support an early Upturn
- Plan and manage the growth in homes and jobs in order to build mixed and sustainable communities
- Improve access and reduce traffic congestion to increase competitiveness and quality of life
- Attract and grow business investment to increase economic growth and competitiveness
- Improve skills and reduce worklessness to increase competitiveness, growth and regeneration communities

4. WEST OF ENGLAND ECONOMIC CONTEXT
(Please refer to Appendix 1 Economic Evidence and Section 5 Economic Recession)

The West of England Economy

The population of the West of England is 1.1 million and represents about 30% of the regional total. About two thirds live in the Bristol urban area and adjacent settlements, 10% in Bath and 8% at Weston-super-Mare.[1]

The West of England is virtually self-contained in terms of journeys to work and shopping trips. About 90% of the jobs in the West of England are filled by local residents[2], while the sub-region accounts for the majority of the shopping catchments of the main centres. The West of England as whole functions as a city-region in terms of economic linkages and shopping patterns; Bristol and to a lesser extent Bath are the dominant centres attracting commuters and shoppers from large parts of the sub-region.

The West of England economy supports levels of prosperity and rates of economic activity above regional and national averages[3]. It has been delivering the highest growth in GDP per capita of any major city in England outside London[4]. Factors accounting for this prosperity include the high representation of diverse knowledge-based 'growth industries'[5] attracted by high-skill levels, prestigious universities with high ratings for research and teaching[6] and good strategic connections.

The percentage of the working age population of the West of England with higher order skills, especially where resident in B&NES and Bristol, is higher than the regional and national averages[7]. In addition, Bristol and the sub-region maintain a very high employment rate that stands above other Core Cities in England[8]. The sub-region has an especially high proportion of people who are graduate-level qualified, but a lower proportion of people with lower order qualifications. GCSE pass rates for Bristol LEA schools, although improving, remain well below the national average[9]. GCSE pass rates at Levels 1 and 2 in the other three authorities are either equal to or higher than the South West average.

However, although the West of England appears particularly strong in terms of higher level skills, the presence of four universities in the sub-region places the number of higher education students at well above regional and national averages[10]. As a result of this the West of England's undergraduate population accounts for a disproportionately large section of the higher level skills base.

Alongside leading economic opportunities, the West of England offers an enviable pace and quality of life[11]. With the historic cities of Bristol and Bath, together with Weston-super-Mare and other centres, the sub-region benefits from an attractive built and natural environment, good amenities, and a cultural vibrancy and diversity. With a strong commitment to sustainable development, demonstrated by the West of England's designation as the UK's first sustainable city region and Bristol being voted as

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1 2007 Mid-Year Population estimates. ONS
2 Population Census Workplace Data/Special Workplace Statistics, 2001
3 Appendix 1, Figure 1.1
4 Appendix 1, Figure 1.2
5 Appendix 1, Figures 2.1 and 2.2
6 Appendix 1, Figure 5.5
7 Appendix 1, Figure 5.6
8 Appendix 1, Figure 1.1
9 Appendix 1, Figures 5.2 and 5.3
10 Appendix 1, Figure 5.4
11 Appendix 1, Figure 1.3

Britain's most sustainable city[12], the sub-region is leading the way in addressing future environmental challenges.

These advantages have encouraged re-investment by existing businesses and significant inward investment leading to local economic success in adjusting to changing economic circumstances.

The success of the West of England economy, prior to the current Economic Recession, is demonstrated by the continually low level of unemployment and proportion of persons claiming unemployment benefits, both of which fell well below the regional and national averages[13]. Nevertheless, persistent concentrations of joblessness remain, closely associated with educational under achievement, low skills and the decline of traditional industries[14]. At the same time, the growth of technical and skilled employment sectors in the sub-region[15] mean the importance to employers of good education, training and skills, and the future prosperity of the sub-region, continue to rise.

The Regional Spatial Strategy

The emerging Regional Spatial Strategy (RSS) proposes substantial growth for the sub-region including provision for some 122,000 additional jobs and 117,000 new homes[16]. 25% of these additional jobs are likely to arise in **Bristol and Bath City Centres** as a result of the expansion of office work, technology based businesses, and further growth of retailing and other services. A similar proportion of jobs is likely to be accounted for by the **North and East Fringe of Bristol**. Again, offices and high technology businesses are likely to account for much of this growth.

Proposals in the RSS, and the implementation of urban regeneration and intensification and major urban extensions, are such that significant growth in jobs is planned in **South Bristol**. Many of these jobs will arise through meeting the need for services of the rising local population of South Bristol. But significant numbers of jobs are also likely to be provided by the attraction of businesses to new development locations within and on the edge of the area. In excess of 20,000 additional jobs will flow from these proposals in a range of service, technical and more traditional manual occupations.

Proposals for the regeneration of **Weston-super-Mare** and a major urban extension, supported by the RSS, give much emphasis to improving the balance between homes and jobs in the town and reducing the commuter outflow to Bristol. An extension to the town centre and significant new opportunities for retail and office development in the town centre, and industrial and high technology expansion at an urban extension are proposed. These opportunities for new development are expected to secure some 10,000 additional jobs between 2006 and 2026.

Employment projections suggest that business services are likely to account for many (54,000) of the extra jobs identified for the West of England by the Regional Spatial Strategy. Other major contributions are expected to arise in education and health (29,000), and retailing (23,000). A gradual fall is anticipated in the level of manufacturing jobs (-15,000). These falls are likely to focus on lower skilled occupations. In contrast, stable and in some cases rising numbers of jobs are likely to be created by high technology and research based businesses for persons with technical and more specialist skills required by these areas of work.

In acknowledgment of the potential of the West of England to support the development of high technology industries, the Regional Development Agency has made significant investment in establishing a Composites Research Centre at Filton in support of the aerospace industry, as well as

[12] Appendix 1, Figure 1.4
[13] Appendix 1, Section 4
[14] Appendix 1, Figures 1.5 and 1.6
[15] Appendix 1, Figures 2.3 and 5.1
[16] Appendix 1, Figure 6.2

in **the Science Park, SPark** (Emersons Green) in South Gloucestershire on the East Fringe of Bristol. Current proposals for the development of the Science Park offer the potential to support the creation of some 6,000 jobs in innovative, science based industries with opportunity available to secure an extension to the Park at a later stage. Many other office and high technology jobs are likely to arise in the wider **North and East Fringe** areas, as a result of the take-up of existing business development opportunities.

As a result of economic expansion, changing locational requirements, and the ageing of business premises, the West of England has already attracted considerable amounts of new industrial and commercial development[17]. Very considerable growth and regeneration has taken place in Bristol City Centre and the success of the North Fringe, adjacent to the motorway network in South Gloucestershire, as a business location has continued apace[18].

However, few sites for industrial expansion on the edge of Bristol remain available; the expansion of port-related, distribution and industrial activity at Avonmouth and Severnside requires major new investment if it is not to be constrained in the longer-term by flood risk and limited transport capacity.

Changing Population

Government population projections relying on extrapolation of recent trends show the population of the sub-region rising sharply over the next 20 years[19]. The increase in population, changes in the age structure of the population and a falling household size contribute to concerns about rising shortfalls in the supply of housing, shortages of affordable housing and the need to accelerate house-building.

The ageing population coupled with a slowdown in the growth of the working-age population also creates the potential for future labour shortages in the sub-region.20 The government's trend-based projections, derived from 2004 data, had predicted a considerable slowdown in the growth in the sub-region to about 2,100 per annum between 2006 and 2026 compared with 3,000 per annum between 1991 and 2001. With this rate of increase, the resident workforce of the West of England would rise by 58,000 between 2006 and 2026, substantially less than the 122,200 jobs planned for by the draft Regional Spatial Strategy.

More recent government projections show that higher migration rates may address these potential labour shortages, but although the revised 2004-based projections imply that the resident workforce of the sub-region would rise by about 90,000 between 2006 and 2026, evidence suggests that that the high levels of immigration experienced in recent years by the UK as a whole may not be maintained over the long term, and hence the extrapolation from current trends may give an overly optimistic picture. Many of the new arrivals following the enlargement of the European Union are now returning. Furthermore, arguably, a large inflow of international migrants is unlikely to be maintained over the longer-term owing to a range of social and political considerations.

This potential for labour shortage underlines the importance of raising economic activity rates. It implies in particular the need for additional efforts to ensure that high levels of worklessness amongst some communities are eradicated and that opportunities for raising the skill levels of the workforce are maximised in order to ensure that proposals for economic growth in the West of England can be delivered.

[17] Appendix 1, Figures 3.1 – 3.4
[18] Appendix 1, Figures 2.4 and 2.5
[19] Appendix 1, Figure 6.3
[20] Appendix 1, Figures 6.4 and 6.5

Impact of the Recession

The recession is leading to a sharp fall in economic output, jobs and development activity, in particular, housebuilding. This will need to be taken into account by the government when finalising the RSS housing targets. In the medium term, it is still envisaged that housing growth in the sub-region will be substantial. However, short-term housing targets will need to be revised downwards. In the medium term, new development and substantial investment in transport and other infrastructure will be needed to accommodate this growth and to address the existing high levels of congestion that are adversely affecting business.

There is much concern about the depth of the recession and timing and pace of the recovery. In contrast to the recessions of the 1980s and early 1990s, the West of England may not well placed to withstand the impacts. Levels of job losses and unemployment are rising more rapidly than at national levels. Between March 2008/9, unemployment climbed by some 230% in the West of England compared with 180% for England and Wales. The rise in unemployment in the sub-region would have been some 4,000 less over this period if the rate of increase had followed the national trend. Similarly, mortgage possession orders have risen more rapidly in the West of England than nationally.

Mortgage possession orders made in the county courts (not seasonally adjusted)

	April 2007 - March 2008	**April 2008 - March 2009**	% **Change 2007/8-2008/9**
Bath	105	101	-3.8
Bristol	851	1,025	20.5
Weston-super-Mare	252	300	19.0
West of England*	**1,208**	**1,426**	**18.1**
South West	***8,381***	***9,524***	***13.6***
England & Wales	***97,446***	***107,084***	***9.9***

Source: Ministry of Justice, Mortgage and Landlord Possession Statistics, 2009

* Note: Whilst the majority of possession orders made by the county courts in the West of England will be served within the sub-region, a minority may be served outside.

Factors accounting for the more rapid rise in local unemployment and job losses than nationally include the difficulties affecting the large financial services sector of the sub region. The previous buoyancy of this sector cushioned the local economy from earlier recessions whereas now job losses from financial services, as a result of the crisis within the sector, are increasing the local severity of the recession. Other factors are exacerbating the recession in the West of England. These include the sharp falls in development activity and possibly retail spending from the high levels before the recession, and the consequences for jobs in construction and local services.

The significant impacts of the recession on the West of England underlines the importance of recognising the requirements of the West of England economy, and the need for actions that both ameliorate and mitigate the effects of the recession. Greater priority needs to be given to tackling the needs of the unemployed, young persons, and in particular, disadvantaged groups. At the same time, the locational advantages of the West of England and the contribution these advantages may offer to securing national economic recovery needs to be acknowledged.

Until the Economic Recession, projections indicated a prospect of continuing growth and prosperity in the West of England[21]; given its underlying strengths it is envisaged that such growth will return. Dealing with the impact of the recession will be challenging. Realising the potential of the economy will be affected by national economic conditions, action to reinforce the attractiveness of the sub-region's strategic location, and support for business investment in new technologies and products. This in turn requires action to ensure that the skills and development opportunities required are available, supported by the appropriate investment needed to enhance the amenity of the sub-region and to ensure that growth proceeds in a sustainable way.

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[21] Appendix 1, Figure 6.1

5. OUTCOME: MITIGATE THE IMPACT OF THE CURRENT ECONOMIC RECESSION AND ACT TO SUPPORT AN EARLY UPTURN

Background

The global economic downturn, and now recession, arose when the banks were no longer able to provide finance for business and for homeowners. Denied investment capital and/or cash flow support, some businesses are re-trenching and reducing their workforce, others are closing down. The absence of mortgage credit has cut-off demand for homes, brought many developments and regeneration schemes to a standstill, and reduced confidence in the current and future value of homes.

Government is taking action to support the banking system; supporting business and families to keep the economy moving and to keep people in work; and, working with the banks to re-establish business-lending, mortgages and a greater sense of security about savings.

Economic Forecasts

Successive forecasts of national economic performance show an increasingly pessimistic view of the economic outlook, the depth and length of the recession. Further jobs losses can be expected in the West of England over the short-term and the strength and timing of the eventual recovery is uncertain.

In May 2009 the Treasury released an updated comparison of independent economic projections:

Year	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**
% GDP Growth	-	-3.9	0.2	1.9	2.4	2.6
Inflation:						
- consumer index	-	1.6	1.5	1.5	1.8	2.0
- retail price index	-	-1.3	1.7	2.3	2.9	2.5
Claimant unemployment	-	1.74	2.27	2.23	2.09	1.91

These most recent national economic forecasts suggest that further job losses can be expected in 2009 and perhaps 2010 with stability and then falling unemployment again in 2011/12. Research by Oxford Economic Forecasting suggests that a 2% fall in UK GDP in 2009 would lead to a loss of some 6,800 jobs in Bristol (and perhaps, about 13,000 in the West of England). This outlook is confirmed by projecting the trend in local unemployment recorded over the last year. Recent research carried out for the RDA suggests that, within the region, construction is likely to be the worst affected sector in 2009, both in relation to output and employment. Improving economic conditions in 2010,as suggested by the above forecast, may arrest the rate of increase in unemployment but appear to be unlikely to prevent some further increase.

The West of England remains well placed however, to contribute significantly to a national economic upturn. The locational strengths of the sub-region remain intact and are likely to support the successful structural readjustment of the local economy. Support for new development and infrastructure can boost the scale and pace of this readjustment and contribute to national economic performance. Similarly, support for business investment and innovation, for skills development and for overcoming the wide range of factors accounting for worklessness, will help deliver growth potential and reductions in local labour market inequalities.

The forecast set out above is set in the context of the lowest ever Bank of England 'base rate' and a fall in house prices of some 15 - 20%. Whilst considerable uncertainty remains, current forecasts predict 2009 as the depth of the recession with recovery beginning in 2010 at the earliest.

Estimated workplace-based job losses by broad industry, June 08 – June 09

Area	Manufact-uring	Constructi-on	Distribution, hotels and restaurants	Transport and communi-cations	Banking, finance and insurance, etc	Other services
Great Britain	-119,253	-85,126	-173,699	-73,380	-107,502	-55,394
South West	-10,107	-8,044	-17,342	-5,203	-9,189	-4,827
West of England	**-1,967**	**-1,790**	**-3,528**	**-1,226**	**-2,713**	**-1,115**
B&NES	-265	-339	-680	-112	-340	-208
Bristol	-965	-895	-1,752	-751	-1,787	-582
N. Somerset	-288	-308	-638	-178	-322	-157
South Glos.	-453	-248	-461	-186	-264	-164

Source: GWE Business West Research 2009

Sustainable Communities and New Homes

The authorities in the West of England are committed to ensuring that new development in the sub-region, both within existing settlements and as urban extensions, delivers communities that are sustainable in social, environmental and economic terms. This means that all new development must be well designed, accompanied by the appropriate social, community and physical infrastructure, and must provide new homes that are affordable and meet the highest possible levels of sustainable construction. Traditionally, these needs have been met through conditions on planning permissions and provisions in Section 106 agreements.

The current economic recession potentially affects the viability of sites currently coming forward though the planning process and there is pressure from developers to dilute the requirements to provide appropriate infrastructure, to reduce the level of affordable housing and to compromise on standards of sustainable construction.

Whilst the West of England authorities will work positively with developers to examine whether some flexibility around the exact nature or timing of Section 106 contributions might assist in bringing forward development, they are unwilling to compromise on the longer-term objective of delivering sustainable communities. We do not wish to take short term, expedient decisions today that will adversely affect the lives of people for years to come.

To this end, the West of England will work with a range of agencies, and particularly the Homes and Communities Agency (HCA), housing associations and developers in an effort to continue to deliver sustainable new development.

In common with the West of England authorities, the HCA consider that the current recession should not be an excuse to compromise on sustainability targets. In particular, the Agency recognises that in the absence of uplifts in land values in the foreseeable future, it has to increase its investment in housing sites to replace Section 106 contributions. This could involve subsidising mixed tenure schemes that are unviable, purchasing land, investing in site infrastructure and working with housing associations to restart stalled projects.

Currently the authorities are working with the HCA on short-term issues relating to individual schemes and developments. The current Single Conversation with the HCA, RDA and other regional bodies will enable a co-ordinated, longer-term approach to be agreed and implemented within the sub-region. This will assist in preparing for the economic upturn.

On the supply side, the dramatic reduction in house building must mean reductions to both short and medium term housing targets as the market adjusts to the economic challenges and begins to recover. Current housing targets and the government's proposed changes to the RSS will need to be modified to take account of the recession.

It is also important that government supports local authorities in resisting development that would not result in long-term sustainable development. The authorities will work with developers and the HCA to explore the maximum level of flexibility and subsidy that could justifiably be incorporated into proposals for new developments and the provision of the infrastructure required to support them. However, developments that cannot be programmed and profiled to secure sustainable development in the longer term should not be permitted just to meet housing targets that were established when economic circumstances were significantly different.

Support for Business

Government action to remove obstacles to bank lending is key to companies seeking working capital to deal with cash flow problems caused by the slowdown in otherwise healthy businesses. National and regional initiatives to make public loans available is being complemented by intensifying the work of Business Link in providing advice and support to help companies adapt to the tougher economic climate. This work is key both to the short term and to investing in the health of the economy in the medium and long term.

The West of England's priorities for improving economic growth and competitiveness remain essential. The action to plan and prioritise investment in strategic employment sites and business infrastructure, in conjunction with regional bodies, is now even more important, if business investment is to be supported and recovery encouraged. Strengthening business support, and enterprise and innovation in companies, is essential to both sustaining and increasing growth and competitiveness in the sub-region.

Commentators recognise the underlying diversity and strength of the West of England's knowledge-based economy. They also emphasise the importance to its competitiveness of the planned medium and long term action to improve business productivity through investment in connectivity, access to jobs, basic and immediate skill levels, the availability of well-serviced employment sites and premises, and an increased supply of more affordable homes.

There remain other short-term challenges to the health of the economy particularly the impact of the recession on the large financial services sector, notably the future of Lloyds TSB and HBOS, the creative services sector, particularly engineering and architectural services, and business services. The impact of the recession on the tourism sector may be lessened by the weakening of the pound.

Finally, work in the West of England, monitoring activity on a regional basis, to help foster and develop the Environmental Technology Sector and to help other business sectors reduce their environment impact, future proof themselves in terms of supply chain compliance, utility and resource cost increases, and be aware of the opportunities greening the market place is having, will also help to mitigate the impact of the recession and build strong foundations for future sustainable growth.

Supporting Individuals and Businesses

In order to be ready for the upturn there is widespread commitment in business and government to retaining skills within companies wherever possible. Action to remove obstacles to bank lending to support cash flow is being complemented with Business Link advice on the retention of skills in the short and medium term.

Government and its key economic agencies, nationally and regionally, are organising to assist companies and individuals to increase their competitiveness by investing further in existing skills, or to improve employment prospects by investing in the development of new skills. Government-backed initiatives are designed to increase training opportunities and to introduce a wide range of measures to ensure that short-term unemployment does not translate into long-term unemployment.

The Employment & Skills Board is taking up this challenge locally through the work of its public sector employment, education and training partners, including their responsibility for national initiatives. The Board's existing work, in tackling worklessness, supporting young people and adults into employment with training, and raising basic and higher-level skills, also remains relevant.

Monitoring the Recession and Initiatives to Reduce and Tackle its Impact

This appraisal of the nature and impact of the economic recession so far will be reviewed in the light of national and regional advice, and the effects of the recession locally. This will enable essential short-term action to be taken to complement and modify the medium and long term priorities set out in this Agreement, which build on the core economic strengths and potential of the West of England.

6. OUTCOME: PLAN AND MANAGE THE GROWTH IN HOMES AND JOBS IN ORDER TO BUILD MIXED AND SUSTAINABLE COMMUNITIES

OBJECTIVES

The following objectives take into account what is currently viewed as the short-term challenge of the economic recession, and planning to meet the projected medium and long-term needs of the sub region. They are built on the work of the sub region and individual councils in setting direction, especially in supporting the development of Local Development Framework Core Strategies. These objectives underpin our approach to ensuring success in managing and harnessing the high levels of projected growth to increase quality of life, support the regeneration of communities and minimise environmental impact.

- To work with strategic partner organisations and government to mitigate and to overcome the impact of the current economic recession on our plans to meet the needs of existing and future residents for homes, and to continue planning to meet the projected medium and long term needs.

- To accommodate the housing needs of existing and future residents including the appropriate diversity of size, types, price and tenure, including affordable and supported housing.

- To ensure new development provides a mix of uses to support homes and jobs in sustainable communities, and to reduce the need to travel.

- To prioritise development locations which contribute to urban regeneration and intensification, whilst ensuring timely joint spatial and infrastructure planning of the required urban extensions.

- To engage stakeholders, local communities and developers in planning and delivering well designed, mixed use and sustainable new and existing communities.

- To secure the investment required in economic, social and environmental infrastructure, to match the growth in homes and jobs, and to create successful, mixed and sustainable communities with access to local services and facilities which contribute to the distinctiveness and vibrancy of places and communities.

- To ensure that all new buildings are efficient in the use of energy and water and capable of being used flexibly in their lifetimes, with the aim of addressing and reducing the effects of climate change.

- To ensure new development is designed and constructed to the highest quality in terms of appearance and sustainability to ensure it improves and enhances our natural and built environment and heritage, and minimises environmental impact and delivers successful neighbourhoods.

LOCAL DEVELOPMENT FRAMEWORKS:
CORE STRATEGY PREPARATION

The timetable

The timetables for the four Core Strategies are set out below. These are dependent on the publication by government of the Final Regional Spatial Strategy which it is assumed will be by July 2009. Final programmes for each authority's Core Strategy and Local Development Scheme will be subject to further discussion with GOSW during Summer 2009. Should the final adoption of the RSS be delayed beyond July 2009, then Local Development Scheme programmes would need to be adjusted accordingly.

Authorities' Core Strategies	Current Dates
Bath & North East Somerset Publication Submission to Secretary of State Publication (adoption stage)	 July 2010 January 2011 December 2011
Bristol Publication Submission to Secretary of State Publication (adoption stage)	 September 2009 December 2009 December 2010
North Somerset Publication Submission to Secretary of State Publication (adoption stage)	 October 2009 May 2010 March 2011
South Gloucestershire Publication - draft Submission to Secretary of State Publication (adoption stage)	 August 2010 May 2011 February 2012

COMPLETION OF THE SUB REGIONAL CONTEXT

Amongst the sub regional work necessary to complement the councils' work on Core Strategies are the following sub-regional work. These will be completed by Summer 2009 as part of ensuring that the strategic basis for the authorities' core strategy work is comprehensive and consistent, that it aligns with other key strategies and that there are no gaps. This work will also provide an evidence base to ensure that the Core Strategies meet all the tests of soundness, as set out in PPS12.

Infrastructure

The RSS does not specify the transport and other infrastructure required to enable delivery of the proposals for growth. In responding to the RSS Proposed Changes, the Partnership has emphasised that greater recognition should be given to the wider infrastructure requirements of growth. It is important that provision for new development should be linked with infrastructure as identified by sub-regional and local delivery plans supporting the Core Strategies.

Independent consultants are now making a sub-regional assessment of strategic infrastructure requirements at key development locations, the linkages between infrastructure and the progress of development, the investment required, sources of finance and their implications for the sequencing and phasing of development.

Employment

This study is providing a sub-regional framework to enable Core Strategies to identify, in a consistent way, the employment land required to meet RSS growth targets and to support wider aspirations for raising competitiveness, bringing forward sustainable communities and regenerating existing ones. It will take account of functional relationships across the sub-region, to determine how RSS job growth and employment land targets are to be distributed and met.

Green infrastructure

The West of England is seeking to inform decision-making and more joined up thinking to support urban and regional environmental planning through work that informs from a sub-regional perspective the provision to be made for green infrastructure. This will address the physical environment within and between our cities, towns and villages. It will inform master planning and contributions to the delivery of sustainable communities.

Strategic Urban Design Framework

This framework will support the West of England Partnership's wish to see high quality and inclusive design create well-mixed and integrated developments which avoid segregation, as well as places which function well and add to the unique character and quality of the area. The framework will add a critical ingredient to "place making" by focusing on connectivity so that the diversity of the sub-region's communities and places add to the overall quality of West of England as it grows and changes.

The outcome of the framework will inform decision-making during delivery which can support quality in design and guide the variety of actions and influences necessary to raise standards. It will also support the framework for the achievement of integrated design, combining environmental performance, the use of resources, the stability of communities and economic viability.

This framework will build-on and complement work already completed by individual unitary authorities. For example consultants commissioned by North Somerset have based their work on the 'Forum for the Future' principles produced by SWRDA. The West of England Partnership Office are collaborating with CABE in the production of a scope and brief for this work.

THE SECRETARY OF STATE'S PROPOSED CHANGES TO THE REGIONAL SPATIAL STRATEGY (RSS)

The Secretary of State's Proposed Changes to the Regional Spatial Strategy significantly increase the scale of provision for additional dwellings in the West of England. The West of England authorities have major reservations about the ability of the West of England to accommodate the scale of change and the implied delivery rates proposed by the Secretary of State, without further consideration of the possible effects on sustainability, the environment and quality of life. The delivery rates themselves will need to be changed, at least in the early years, to take account of the impact of the Economic Recession. Together with the West of England Partnership, the authorities have set out their concerns in their formal response to the Secretary of State and may exercise their legal rights in response to the Government's decision on RSS. The background to the Proposed Changes is as follows.

FIGURE 6.2 (taken from Appendix 1)

Draft Regional Spatial Strategy Proposed Housing Numbers

Area	Draft RSS Allocation 2006-2026	Draft RSS Panel Recommendations 2006-2026	Secretary of State Proposed Changes 2006-2026
B&NES	15,500	18,800	21,300
Bristol	28,000	30,000	36,500
North Somerset	26,000	26,750	26,750
South Gloucestershire	23,000	30,800	32,800
West of England Sub-Region	**92,500**	**106,350**	**117,350**

Source: Regional Spatial Strategy 2006, EIP Panel Report 2007

Whether the housing provision finally determined for the West of England is closer to the draft RSS or the Proposed Changes, the scale of housing growth in the sub-region will be substantial and will exceed past requirements. In view of this, this Agreement assumes that the Secretary of State will confirm future housing provision for the West of England, in accordance with the Proposed Changes set out in the table above.

This Agreement takes account of:

- phasing of development in line with earlier expectations of development capacity, but which the Agreement now seeks to re-negotiate in the light of the impact of the Economic Recession;
- outline timescales for the delivery of the required infrastructure which a current further study, the Economic Recession and these negotiations will finally determine;
- other ongoing technical work undertaken in the sub-region to support the preparation of Core Strategies.

The scale of infrastructure required is challenging, but if it is not made available there is a real risk that even the lower levels of growth will not be delivered and there will be serious difficulties in achieving the overall ambition of developing more sustainable communities for the future.

In various parts of the West of England, the challenge is not just to cater for the needs potentially arising from the growth planned as part of the RSS, but to secure the infrastructure which is needed to support already committed development.

This includes the City Centres in both Bristol and Bath. The challenge in the North Fringe of Bristol includes significant regional developments such as the Science Park, Emersons Green East and a cluster of major housing developments centred on the northern end of the M32. Congestion at M5 Junction 21 and Junction 19, arising from recent development, badly affects access to the motorway and through the junctions from West-super-Mare and Portishead. Significant investment in transport infrastructure is essential to support these developments.

The West of England is committed to building mixed and sustainable communities with appropriate investment in transport, economic, social and environmental infrastructure with local services and facilities and access to jobs.

These indicative priorities for development will be confirmed as part of developing each Council's Local Development Framework; in the meanwhile the planning of key locations will continue.

PRIORITY DEVELOPMENT LOCATIONS

The following maps and tables summarise the scale of the projected growth in jobs and homes and identify priority transport infrastructure (section 7 of the Agreement).

- Indicative housing and jobs trajectory 2006 – 2026;
- Illustrative maps showing key development locations coupled with priority transport schemes 2008/9-2018/19: the sub-region and the Principal Urban Area;
- Indicative housing trajectory in 5 year tranches 2006 – 2026;
- Indicative employment trajectory in 5 year tranches 2006 – 2026;
- Indicative sequencing and phasing of priority locations.

The West of England Partnership proposes to prioritise development locations which contribute to city and town centre regeneration, intensification and expansion, and minimise the impact on the environment, but is ensuring early joint spatial and infrastructure planning of the required key strategic sites, including Urban Extensions.

All locations shown below include housing and employment with the exception of Avonmouth Severnside and locations that are too small to provide scope for both. Much of the development within the urban areas will be dispersed; substantial investment in cross-urban infrastructure, as well as site specific, will therefore be required.

Whilst the sequencing and phasing of development will be determined taking into account the unitary authorities response and possible challenges to the final RSS, other factors to be taken into account include:

- phasing of strategic Infrastructure delivery and investment streams;
- deliverability on the basis of technical and environmental considerations and obstacles balanced with strategic objectives and success factors;
- the impact and implications on Economic Recovery and Regeneration;
- market conditions and engagement with the development industry, communities and key stakeholders;
- and, Council/sub-regional priorities confirmed in the context of the final RSS.

The completion of Strategic Housing Land Availability Assessments for the four UAs is underway. North Somerset has a completed SHLAA and will present it to the Housing Market Partnership for sign-off in March 2009. Progress has been interrupted on the remaining SHLAAs by uncertainty over the RSS. Assuming that the RSS is published by July 2009, they would be completed by the end of 2009. Their production is following consistent methodology so that they can be aggregated to the benefit of the sub-region and to comply with CLG guidance.

Each Unitary Authority (UA) is reviewing progress on both housing and employment requirements so that it is co-ordinated with infrastructure requirements locally. This work will be complemented by the sub regional studies on Infrastructure, Employment, Green Infrastructure and Urban Design Framework for completion by August 2009. This work will confirm the key interdependencies between infrastructure and key development locations and approach to sequencing and rates of housing and employment delivery.

WEST OF ENGLAND INDICATIVE HOUSING & JOBS TRAJECTORY: KEY LOCATIONS 2006-2026

These indicative housing and job numbers are based on the Secretary of State's Proposed Changes to the Regional Spatial Strategy. The West of England authorities are providing for substantial growth but may exercise their legal rights in response to the Government's decision on RSS.

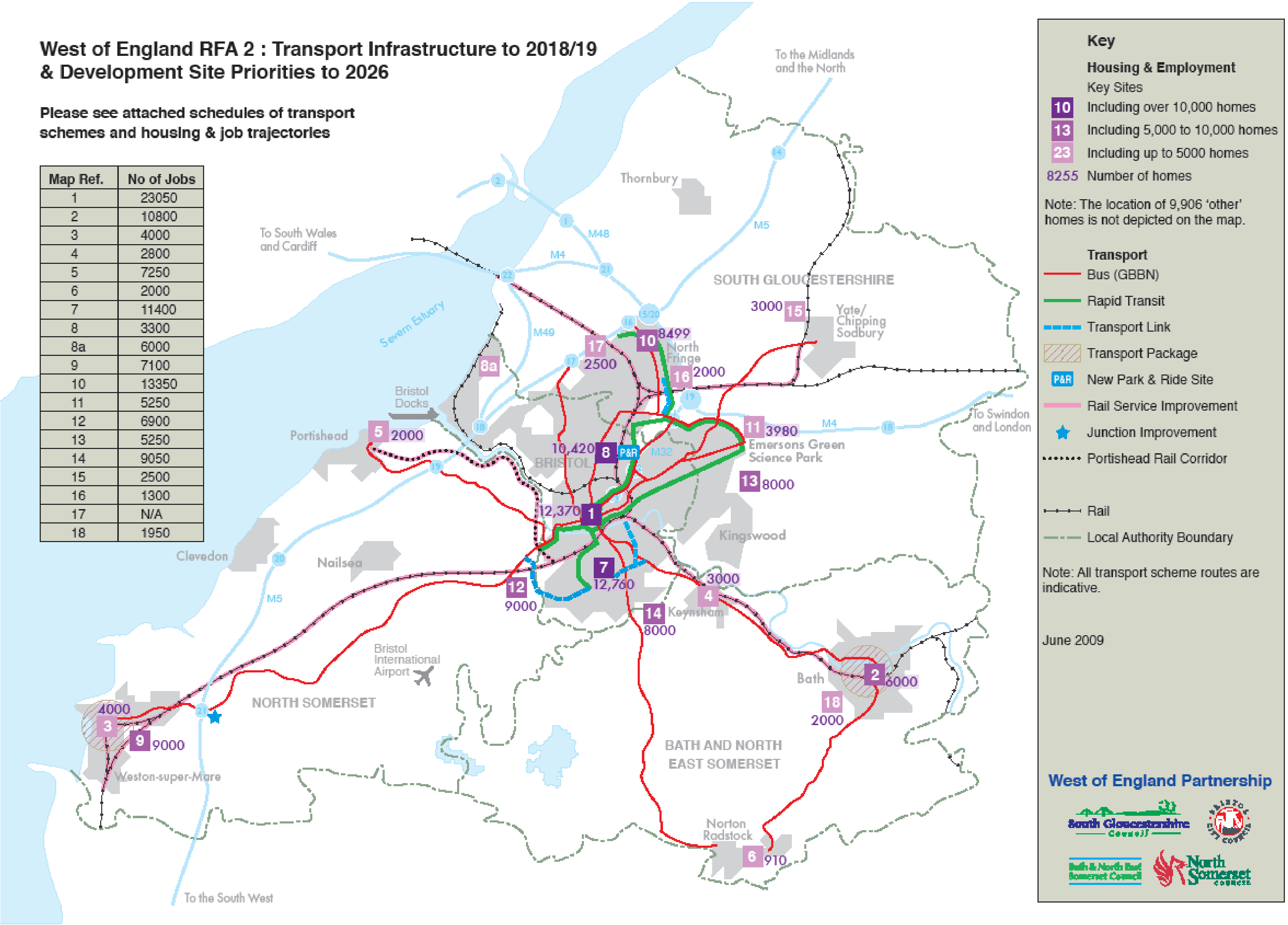
Map Ref	Key Development Sites	2006-2026	
		Homes	**Jobs**
	A. URBAN REGENERATION AND INTENSIFICATION		
	City & Town Centre		
1	Bristol including St. Phillips	12,370	23,050
2	Bath	6,000	10,800
3	Weston-super-Mare	4,000	4,000
4	Keynsham	3,000	2,800
5	Portishead	2,000	7,250
6	Midsomer Norton and Radstock	910	2,000
	Suburban & Urban Edge		
7	South Bristol including Hengrove Park & Knowle West	12,760	11,400
8	North Bristol including Lockleaze	10,420	3,300
8a	Avonmouth/Severnside	-	6,000
9	Weston, on previously developed land urban extension	9,000	7,100
10	North Fringe of Bristol, South Gloucestershire	8,499	13,350
11	East Fringe of Bristol, Emersons Green & Science Park, S. Glos.	3,980	5,250
	Sub-Total	**72,939**	**96,300**
	B. URBAN EXTENSIONS		
12	S.W. of Bristol, North Somerset	9,000	6,900
13	East of Bristol, South Gloucestershire	8,000	5,250
14	South East of Bristol, Bath & North East Somerset	8,000	9,050
15	Yate	3,000	2,500
16	West of M32, South Gloucestershire	2,000	1,300
17	North West of Bristol, Cribbs Causeway, South Glos.	2,500	N/A
18	South of Bath	2,000	1,950
	Sub-Total	**34,500**	**26,950**
	C. OTHER **-** Includes past completions, homes in rural areas, small sites and not yet allocated sites	**9,906**	-

	TOTAL FOR WEST OF ENGLAND	**117,345**	**123,250**

West of England RFA 2 : Transport Infrastructure to 2018/19 & Development Site Priorities to 2026

Please see attached schedules of transport schemes and housing & job trajectories

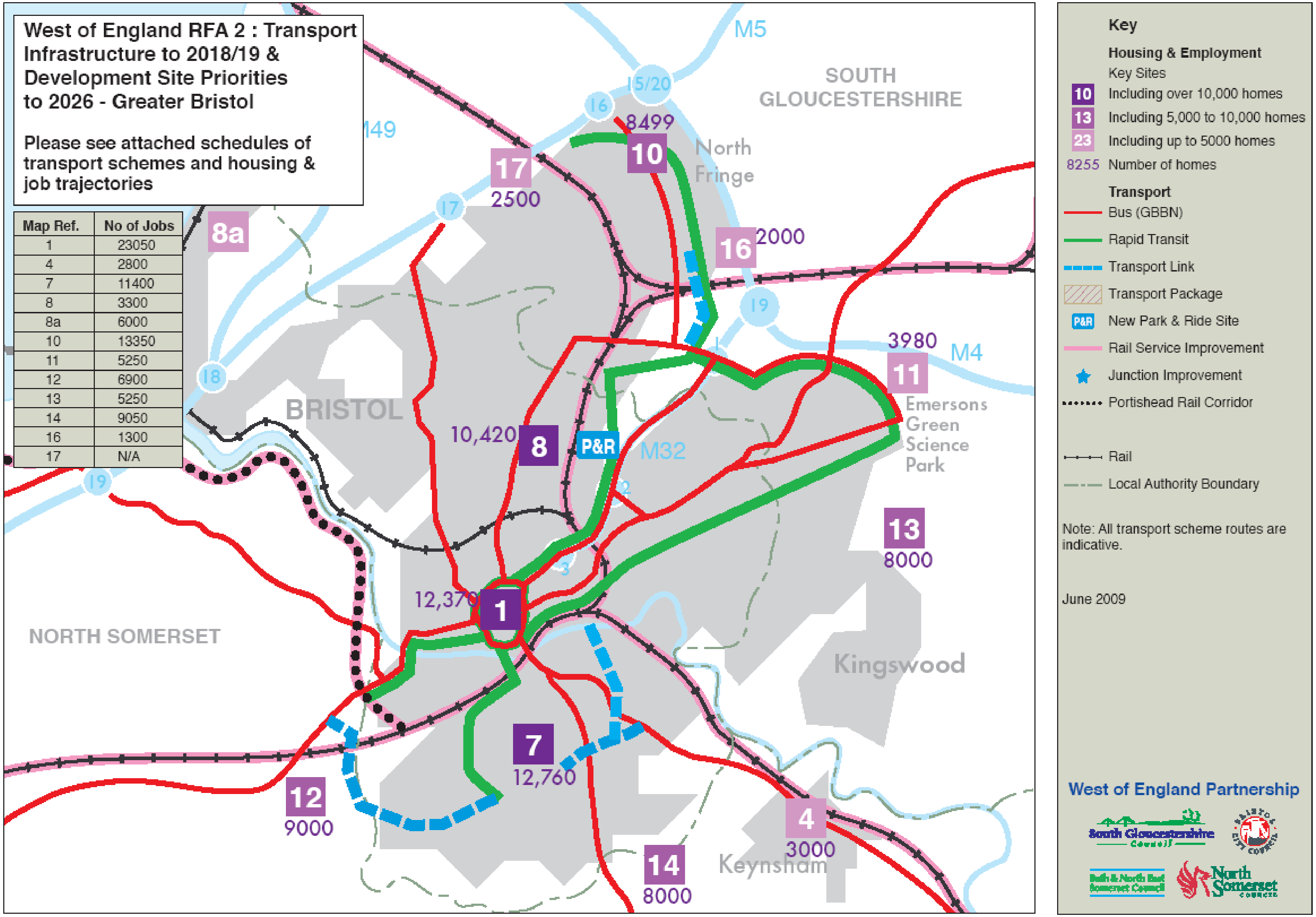
Map Ref.	No of Jobs
1	23050
2	10800
3	4000
4	2800
5	7250
6	2000
7	11400
8	3300
8a	6000
9	7100
10	13350
11	5250
12	6900
13	5250
14	9050
15	2500
16	1300
17	N/A
18	1950



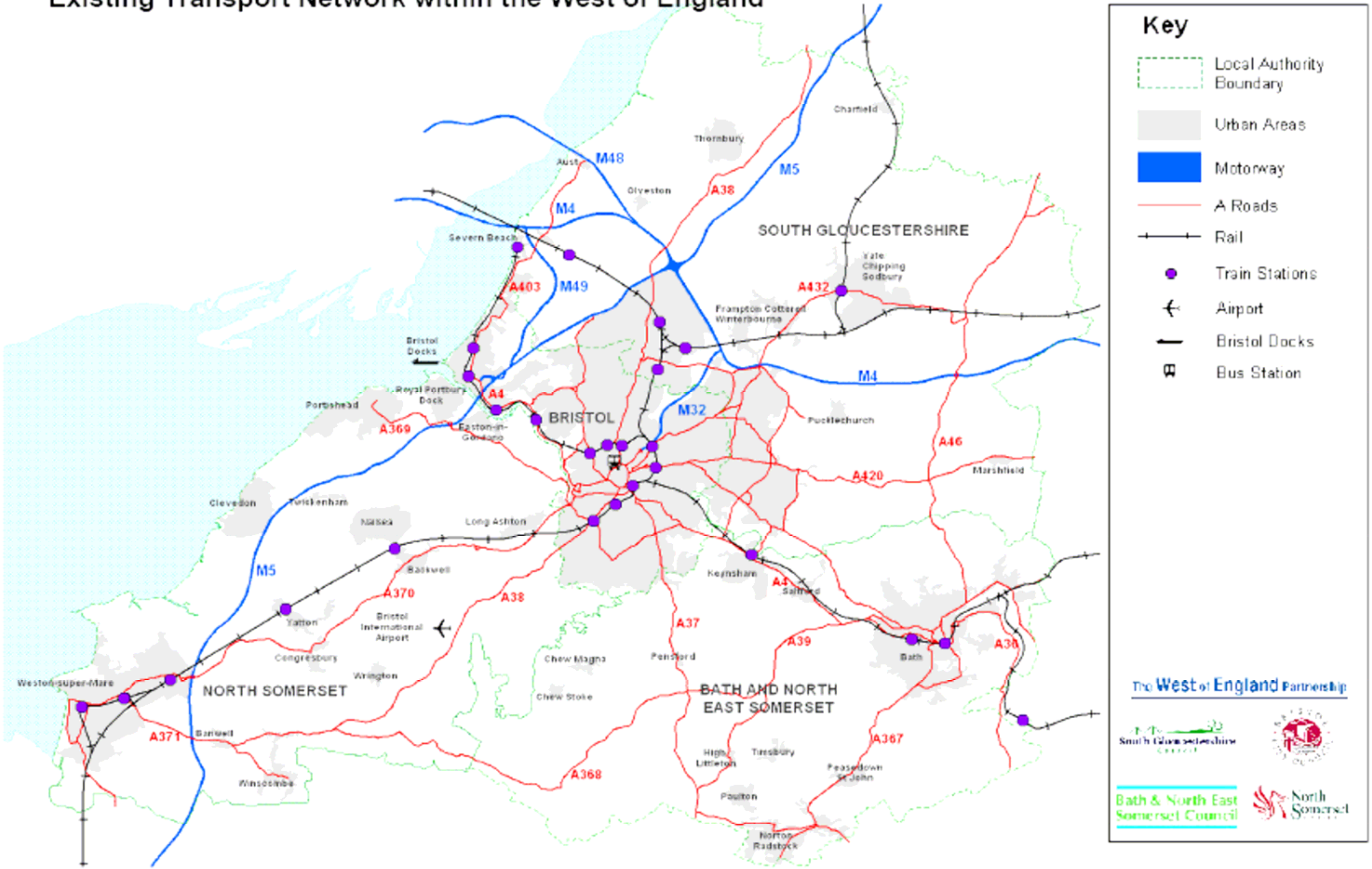
West of England RFA 2 : Transport Infrastructure to 2018/19 & Development Site Priorities to 2026 - Greater Bristol

Please see attached schedules of transport schemes and housing & job trajectories

Map Ref.	No of Jobs
1	23050
4	2800
7	11400
8	3300
8a	6000
10	13350
11	5250
12	6900
13	5250
14	9050
16	1300
17	N/A



Existing Transport Network within the West of England



WEST OF ENGLAND INDICATIVE HOUSING TRAJECTORY IN 5 YEAR TRANCHES:
KEY LOCATIONS 2006-2026 VERSION 2

NB: These indicative housing an job numbers are based on the Secretary of State's Proposed Changes to the Regional Spatial Strategy. The West of England authorities are providing for substantial growth and may exercise their legal rights in response to the Government's decision on RSS.

Key Locations	2006-2011	2011-2016	2016-2021	2021-2026	2006-2026
BATH & NORTH EAST SOMERSET					
Bath Urban Area including Western Riverside	1150	1625	2375	850	6000
Midsomer Norton and Radstock	465	345	50	50	910
Keynsham	250	930	1050	770	3000
Urban Extension South of Bath	0	200	1000	800	2000
Urban Extension SE of Bristol	0	800	3200	4000	8000
Rural	720	565	50	50	1385
Bath & North East Somerset Total	**2585**	**4465**	**7725**	**6520**	**21295**
BRISTOL					
Central Bristol Total including	**3130**	**3670**	**3000**	**2570**	**12370**
Dove Lane	0	0	0	420	420
St Phillips	0	0	0	1000	1000
Meadam Way. Cumberland Road, Harbourside	0	0	310	120	430
Former Courage Brewery, Redcliff	400	0	0	0	400
Thomas Street, Three Queens Lane, Redcliff Street, Redcliff	0	360	240	0	600
Wapping Wharf/Princes Wharf, City Docks.	0	590	0	0	590
North Bristol Total including	**4220**	**2300**	**2300**	**1600**	**10420**
Hewlett Packard, Lockleaze	100	240	0	0	340
Blackberry Hill Hospital, Stapleton	0	0	320	30	350
Lockleaze	690	640	320	250	1900
South Bristol Total including	**2360**	**3540**	**3220**	**3640**	**12760**
Broomhill	0	0	0	960	960
Inns Court	0	200	680	0	880
Filwood Open Land	0	210	0	0	210
Knowle West Health Park	0	0	0	200	200
The Park	0	0	0	130	130
Hangar Lane	0	130	0	0	130
Filwood Broadway	0	100	0	0	100
Hengrove Phase 1 & 2	0	500	700	250	1450
Kingswear & Torpoint	100	130	0	0	230
Diesel Depot Bath Road, Totterdown	0	200	250	250	700
Land off Elsbert Drive	0	0	150	150	300
Land off Silbury Road/Ashton Fields	0	0	210	210	420
Imperial Tobacco Office Building, Hengrove Way	210	200	0	0	410
Hartcliffe Campus Teyfant Road Hartcliffe	0	340	0	0	340
Unallocated Sites	**0**	**310**	**310**	**330**	**950**
Bristol Total	**9710**	**9820**	**8830**	**8140**	**36500**
NORTH SOMERSET					
Weston urban area	377	734	1444	1445	4000
Rest of North Somerset	2400	1550	500	300	4750
Weston urban Extension	0	1300	3850	3850	9000*
SW Bristol Urban Extension	0	1300	3850	3850	9000*
North Somerset Total	**2777**	**4884**	**9644**	**9445**	**26750**
SOUTH GLOUCESTERSHIRE					
Bristol Urban Area Total including	1297	6959	2897	1326	12479
Wallscourt Farm, Stoke Gifford	140	770	0	0	910
Emersons Green East	0	1500	1250	0	2750
Northfield , Filton	150	1700	350	0	2200
East of Coldharbour Lane	0	350	150	0	500
Land at Harry Stoke, Stoke Gifford	200	700	300	0	1200
Other sites with planning permission, allocated or small sites – Bristol Urban Area in South Glos.	807	1939	847	1326	4919
Proposed Area of Search – Cribbs Causeway	0	500	1250	750	2500
Proposed Area of Search C – East of Urban Area	0	0	2500	5500^	8000
Proposed Area of Search D – M32 Area	0	600	1000	400	2000
Proposed Area of Search E – Yate	0	200	1500	1300	3000
Rest of South Gloucestershire	514	699	500	500	2213
Total past completions	2608	0	0	0	2608
South Gloucestershire Total	**4419**	**8958**	**9647**	**9776**	**32800**
WEST OF ENGLAND					
Total Key Sites Projected completions	**19491**	**28127**	**35846**	**33881**	**117345**
Cumulative Total	**18281**	**47618**	**83464**	**117345**	

* 3250 of these dwellings at Weston Urban Extension and 2850 of these dwellings at SW Bristol Urban Extension are not yet accounted for based on independent consultant study

^ Note 1000 dwellings not yet accounted for.

AFFORDABLE AND SUPPORTED HOUSING

The West of England Housing Market Area is a relatively prosperous area with a diverse economic base. It needs to retain its population to contribute to the growth in the local economy and to ensure that lack of appropriate housing does not begin to cause labour shortages potentially threatening competitiveness. The growth of longer distance car commuting in response to the lack of suitable housing is ultimately unsustainable given its impact on the local environment and its contribution towards congestion.

Future housing supply strategies need to recognise these wider impacts and seek to maximise affordable housing provision within the existing stock and on new sites, in both urban and rural areas.

There is a high level of need for affordable housing in the West of England that is not being met through existing policies and levels of delivery. The current draft 2009 Strategic Housing Market Assessment indicates that the net housing market need for the four authorities in the West of England affordable housing has risen from 3,713 homes to 4,180 pa.

It is recognised that the Planning System has limitations and cannot be the only source of supply of new affordable housing. In view of this and the impact of the Economic Recession public intervention is necessary to ensure policy development and investment is made to assist RSLs in delivering affordable and supported housing where it is not viable. The work of RSLs in providing housing support for vulnerable adults, estate regeneration and improvements in private sector rented accommodation is essential. In the West of England the Homes West Partnership has taken a lead in increasing affordable housing delivery, improving cost effectiveness and raising the quality of design and build.

HOW GROWTH HELPS TACKLE DISADVANTAGE

The delivery of sustainable growth is rooted in local needs and opportunities. This provides a basis for addressing disadvantage and exclusion by providing opportunities for affordable housing and employment and contributing to investment in facilities and services in areas of disadvantage. The development of workforce skills and in particular investment to help people into work and to increase skill levels, remains key to harnessing growth and tackling disadvantage and exclusion.

Overall this Agreement will contribute to:

- linking the development of housing and employment;
- sustainable homes in sustainable communities;
- improving access to primary health care through new facilities linked to housing growth;
- providing better and more affordable public transport, reducing journey to work times and costs, making it easier for people to take up jobs;
- creating new opportunities for training and employment, and linking those opportunities to the development of skills and reducing barriers to employment amongst the long-term unemployed;
- providing more access to post 14 education to develop vocational and academic skills.

APPROACH TO DEVELOPMENT, REGENERATION AND GROWTH IN THE WEST OF ENGLAND

The West of England's strategy for development aims to:

- secure the prosperity of its strategically significant cities and towns (SSCTs);
- regenerate areas that failed to prosper from past growth in housing and employment;
- seek to minimise growth in the Greenfield and Greenbelt.

The integrated approach to growth and regeneration aims to ensure that existing urban areas are transformed through social economic and physical regeneration, together with significant new employment uses, including offices, new homes and new district centres.

Whilst there are some substantial key urban sites currently identified for development, such as Hengrove Park in South Bristol, the majority of this urban growth in Bristol will need to be found from the long-term redevelopment of existing, currently occupied residential estates and other previously used land, the re-working of open space, and infilling in all four Unitary Authority Areas.

The greater housing numbers further increase the need for a programme of funding for urban regeneration and investment in infrastructure that supports smaller-scale redevelopment schemes as much as the larger 'key strategic' sites.

Such developments should facilitate programmes of sustainable construction, mixed-housing tenure, decentralised energy, high-speed broadband, district centres, and small workspace and keyworkers provision. Although in the long-term these will be required across the urban area as well as in the more dispersed parts of the sub-region, they could initially be rolled out around priority sites as a catalyst unlocking uses and attracting other complementary commercial uses.

Similarly, although the priorities can and will be broken down into a series of individual projects, a spatial ‘place-based’ approach is strongly supported, bringing partners and funding streams together in a single conversation to phase and integrate developments for maximum economic, social and environmental sustainability.

URBAN REGENERATION & INTENSIFICATION

South Bristol

The successful regeneration of South Bristol is an immediate high priority. Subject to Regional Spatial Strategy and Bristol Development Framework processes, this area is set to deliver up to 12,550 jobs and 12,760 homes in the period from 2006 – 2026.

Much of this growth will be achieved through through programmes of estate renewal in Knowle West and brownfield land regeneration at Hengrove Park. The outcome of this will be denser, more sustainable communities supported by diversifying land use to bring homes and jobs closer together and socio-economic mix to stimulate local economies.

Comprehensive regeneration of South Bristol would include additional mixed-use, employment, and residential development. The revitalisation of South Bristol will help address imbalances in employment opportunities and travel to work patterns in the city that have arisen as a result of extensive development on the north fringe of the Bristol urban area. It will also improve the current poor retail and service provision in the area and provide a focus for South Bristol. This focus will provide a major opportunity for the council, community and service partners to work together on place-shaping.

The regeneration of South Bristol will require the release of lower ‘value’ open space sites and reconfiguration of poor quality urban form to support better comprehensive redevelopment opportunities. This would result in better quality open space overall and a mix of different housing types and tenures.

It is essential that regeneration within the urban area is closely tied to the development of urban extensions to South East and South West Bristol.

The following are some indicative costs and priority proposals for South Bristol. These should not be considered to be comprehensive. For example, they do not include costs for mainstream utilities.

Priorities
Early priority to the Local Housing Company for estate regeneration in Knowle West, delivering 3,000 homes, of which 45% would be affordable. The development of District Housing Infrastructure for this scheme.
ERDF urban enterprise programmes (citywide, but with targeting of South Bristol areas).
Employment land & offices and industrial premises for 12,550 jobs over 20 years.
Employment and skills – substantial share of citywide activity to be targeted on South Bristol Priority Wards
Transport major scheme priorities: Greater Bristol Bus Network; South Bristol Link Phases 1 & 2; Callington Road Link / Bath Road improvements; North Fringe to Hengrove Package; Rapid Transit Ashton Vale to Emersons Green Phases 1 & 2; Rapid Transit to Bristol International Airport.
Knowle West Media Centre Stage 2: Managed workspace, business support & digital connectivity for creative businesses. Community facilities and support for young people into employment.
Hengrove Park: Phase 1 & 2 Mixed-use development.
South Bristol District Centre: Identification of location and phasing for development

* Profiling / trajectories available on request.

Regeneration in Bristol of the Northern Arc and Inner City / East, inc. Lockleaze

Comprehensive approaches to regeneration have also been identified for two further areas of Bristol: the Northern Arc and Inner City / East. The emerging Bristol Regeneration Framework will develop ongoing opportunities for social and economic regeneration, whilst further physical development opportunities within the Northern Arc and Inner City / East and their wider context will be developed through delivery later on in the Core Strategy period. Growth and regeneration in these areas will focus on providing higher-density development in existing centres and in accessible areas.

Description
Employment and skills, targeted on areas of deprivation including Northern Arc and Inner City / East, as below
Transport priorities: Cycle City
Lockleaze visioning & community engagement
Muller Road Development Areas.
Bonnington Walk Development
Gainsborough Square regeneration
Romney Avenue road improvements

Bath Western Riverside

The biggest housing and regeneration project in central Bath involves the development of the derelict Bath Western Riverside site, the only significant area of vacant and derelict land in the central area.

To realise the opportunities requires investment:

- to relocate some uses and release sites for development;
- in infrastructure to improve access to and movement through the city;
- in cultural facilities to ensure a sustainable centre which meets the needs of the community and visitors;
- in renewable energy infrastructure;
- in flood attenuation works, both within the centre and through new approaches involving upstream management;
- in skills to ensure that the workforce in Bath is able to take up the opportunities created.

The economic downturn means there is a significant gap between development costs and values. This is due to the high costs of clearing, remediating and servicing the site. Funding for this gap would unlock not just the 2,000 homes and potential to create 300 jobs on site, but also 1,400 homes and 2,600 potential jobs on other sites in the town centre.

Bath, Lower Bristol Road

The Lower Bristol Road area runs westward from the central part of the city, along the River Avon. It is another area of potential major change. Currently the area lacks coherence and much of the land is inefficiently used. For the more disadvantaged communities in the south west of the City it acts as a barrier to the central area of Bath and to the river and open space amenities to the north. A comprehensive mixed-use approach to this area is required to maximise its potential, including provision of new homes and provision of benefits to the established communities.

Weston-super-Mare Regeneration

The regeneration strategy for Weston-super-Mare aims to stimulate retail, leisure and subsidiary residential development in the town centre, and to ensure the town's urban extension (3000 homes in the town centre, 9000 in the Weston Regeneration Area) is high quality, sustainable and employment-led.

Town Centre

A vital and vibrant town centre is essential to ensure sustainability of the growth in Weston-super-Mare to 2026. Several large companies based in Weston closed in the 1990s, resulting in the loss of skilled and high-value jobs. Many of the jobholders remained living in the town but found paid employment elsewhere; this resulted in the considerable out-commuting (36%) experienced today and the traffic congestion at Junction 21 on the M5. Unemployment is at the national average but affects specific groups of people.

In common with many seaside towns, Weston has a relatively high population of retired people. Weston also has 11% of the national total of treatment beds for substance abuse rehabilitation (268 in Weston compared to 310 in London) resulting in a greater impact on unemployment, housing and social care.

The North Somerset Retail and Leisure Study estimates are is demand for over 4635,000sqm of retail space (43,000sqm comparison and 3,000sqm convenience) in the town centre up until 2021 which is estimated to provide around 2325500 jobs[22]. In terms of attracting shoppers Bristol, Bath, Taunton and Exeter are Weston-super-Mares key competing centres. All these centres are set to significantly improve their retail offer still further with major new retail schemes either under construction or in the pipeline. In order for Weston-super-Mare to maintain its position in the sub-regional hierarchy, in light of the improved retail offer in towns, and to provide the retail offer expected of a growing SSTC, the town centre needs to significantly increase it's comparison retail floor space.

Other drivers for development and growth are the key development sites on the sea front (the Grand Pier and the Tropicana Lifestation) and Birnbeck Pier/Island at the northern end of the town centre.

The success of Weston College and their future plans for expansion and higher education provision creates a unique opportunity to change the demography of the town centre.

The regeneration strategy consists of site assembly in the town centre. This is likely to be necessary to drive inward investment. Dolphin Square is a prime office/retail site that is mostly in

[22] Based on 50 jobs per 1,000sqm. Figures from Economic and Planning Study – Employment Densities: A Full Guide. ARUP, 2001

council ownership; the Victoria Square area properties are privately owned and closely linked to the existing Sovereign Centre. Development on both sites is crucial to increasing the viability of the High Street and improving the links between the town centre and the sea front. The council recognises that concerted action is necessary, including joint venture and the use of compulsory purchase powers, if comprehensive development in the town centre is to be realised.

South Ward, Weston-super-Mare

A super output area (SOA) in the ward has attracted Neighbourhood Management funding as it is in the top 3% most disadvantaged in England with high levels of benefit claimants, many on incapacity benefits, the lower levels of life expectancy and a the high concentration of NEET young people.

The key partners to the existing Neighbourhood Management programme have identified a set of aims for the improvement of the neighbourhood and to utilise Growth point funding.

URBAN EXTENSIONS

South East and South West Bristol

Two major urban extensions are proposed on the edge of the Bristol City Council administrative area, to the South West and South East, of which some 1,500 new homes are indicated within the Bristol boundary for each one.

Bids for major transport schemes which would accommodate growth within and beyond the existing boundary have been prepared and are identified in the transport priorities.

South West Extension

Work has been commissioned by North Somerset Council to assess the capacity of the South West Bristol urban extension and come forward with a detailed masterplan for the area. The outcome of this work is very dependant on the housing figures emerging from the Regional Spatial Strategy. The work done so far illustrates the importance of green infrastructure, quality design, safe and convenient links to surrounding areas and a full range of community facilities in achieving a sustainable community. The proposed density of the development will influence the land take required for the development and the extent of the development (if required) will need to be identified in the forthcoming North Somerset Core Strategy.

Action is already being taken to secure collaboration with Bristol City Council to ensure that the planning and development of the urban extension takes into account plans for the regeneration of existing areas of South Bristol. Particular priorities are joint action to plan and secure employment and investment in transport infrastructure.

South East Bristol Urban Extension

The draft RSS proposes an urban extension of 6,000 new homes. Delivery will require appropriate design and infrastructure provision to ensure that the development functions as a well integrated extension to Bristol and complements plans for the regeneration of south Bristol and the market towns within Bath and North East Somerset.

Bath Urban Extension

The scale and location of an urban extension will be determined through the final Regional Spatial Strategy and the Local Development Framework. It will be essential to ensure that the extension is well integrated with the city through design and infrastructure provision and that it provides a mix of homes, jobs and other uses to provide the opportunities and facilities needed for a sustainable and inclusive community.

Area of Search C - East of Bristol Urban Area in South Gloucestershire

Of the areas of search proposed by the RSS in South Gloucestershire, this is potentially the most challenging to deliver. Development here will potentially involve substantial losses of open Green Belt land; tackling how to integrate existing rural communities into the urban fabric will be a key task. Successful delivery may also need to involve creating new communities for the future, rather than additions to existing communities. The Council would be required to develop strategies to deal with the real lack of jobs in the neighbouring urban area, as well as helping to provide jobs which are easily accessible to new residents. Significant improvements to transport would be required, particularly to improve access to a range of facilities and jobs in different areas.

Cribbs Causeway /Filton - possible area of search in South Gloucestershire

The RSS identifies the Cribbs Causeway/Filton for further housing development within the existing urban area, rather than as an urban extension. This new development needs to be carefully balanced against the requirement to protect the long-term operation of Filton airfield and jobs in the aerospace industry. A key challenge will be to integrate new development with existing communities, particularly in terms of access to services, as well as improving transport links. This includes enhancing the contribution of the Cribbs Causeway retail area (including the Mall) to meeting the requirements of local communities.

North Fringe of the Bristol Urban Area in South Gloucestershire

The north Fringe of the Bristol Urban area faces a number of challenges. The whole area requires the character and facilities of a modern urban area to meet the needs of the working populations and local residents. The distinctive character of different localities needs to be recognised and enhanced, to give residents a sense of community. A better balance needs to be achieved between jobs and housing.

Transport is a key concern and significant investment in public transport is required to tackle existing poor public transport and congestion.

New housing development is already committed at key locations such as Filton /Northfield, Wallscourt Farm and East of Coldharbour Lane. Together with the large number of smaller, already committed housing sites in the urban area, these sites are critical in terms of delivering against LAA targets NI154, 155 and 159 and could bring forward over 12,000 homes over the next ten years.

The Council is working with developers to ensure that all new development is well integrated with existing residential, employment and educational communities. High standards of design and open space provision are being aimed for, to help redress the current imbalances.

Area of Search D - M32 area in South Gloucestershire

Centred on the M32, this proposed urban extension extends the development already planned at Harry Stoke in an eastwards and southerly direction. Located very prominently, it is effectively part of the green gateway into the city, so it will be very important that any new development enhances the historical settings of Stoke Park and Hambrook and makes its contribution to a high quality network of green spaces, which link the city with the surrounding countryside.

At the same time, the challenges of delivering a new transport corridor that connects Bradley Stoke/Harry Stoke with the Avon Ring Road need to be tackled. With the development of the Proposed Rapid Transit network in the North Fringe it will be important to exploit options for transport interchanges at the University of the West of England and Parkway Train Station. It is envisaged that development will be primarily for housing, as there are currently more jobs than workers in the immediate area. A high proportion of new homes need to be affordable, to help tackle the current shortfall in provision.

East Fringe of the Bristol Urban Area in South Gloucestershire

The East Fringe of the Bristol urban area shares many of the challenges being experienced by the North Fringe – such as limited open space, declining traditional retail centres and pressure for development on infill sites. It differs, however, in that levels of employment are low and small businesses are being squeezed out by housing development. There is therefore a very real need to protect existing employment sites and achieve a better balance between homes and jobs. New housing development at Emersons Green East and the development of the Science Park will play a key role in tackling some of these issues.

Weston-super-Mare Urban Extension

This area of Weston-super-Mare would provide for significant housing growth. Of the locations identified below, Locking Parklands is in the joint ownership of HCA and SWRDA who have commissioned a company to promote its development; the site will be delivered as part of a sustainable, integrated mixed-use development.

The employment-led strategy for Weston Regeneration Area envisages an average of 1.5 jobs per home by 2026. Given the current deficit of jobs today, it is necessary for 2.4 jobs to be provided per home in the early years. A large proportion of these jobs will be skilled/high-value jobs. Key employment sites are Locking Parklands (circa 25ha), Weston Airfield (circa 33ha) and Gateway (circa 10ha).

As the **infrastructure** is already at capacity it is necessary to ensure that there is an overall solution to each element of strategic infrastructure, treating the whole area as one development. Three key strategic elements are:

- flood alleviation and management;
- transportation;
- site remediation.

STRATEGICALLY SIGNIFICANT CITIES AND TOWNS (SSCTs)

Bristol

The city centre has a pivotal role in the economic future of Bristol, not least as the focus of commercial, retail and cultural activities. The centre offers a sustainable location for future growth, sitting at the centre of travel networks. It provides significant opportunities in further developing the role of the city as a knowledge-based economy and enhancing international competitiveness.

Within the city centre a number of areas and sites of major change need to be identified. , These further areas of change include promoting a higher density and mix of development of the existing Broadmead, Nelson Street and St James Barton area, capitalising on the recent development of Cabot Circus.

Investment proposals for city centre and St. Philips

Description
Employment land and offices and industrial premises for 35,080 jobs over 20 years.
Employment and skills – share of citywide activity to link with employment opportunities in city centre
Transport major scheme priorities: Greater Bristol Bus Network; Rapid Transit Ashton Vale to Emerson's Green Phase 1; North Fringe to Bristol Package; Bristol Metro Rail Project; Rapid Transit Emersons Green to City Centre Phase 2; Rapid Transit to Cribbs Causeway; Cycle City.
Baptist Mills Regeneration Scheme.
Westmoreland House: housing and employment use.

Description
St. Mary-Le-Port, High Street / Wine Street: mixed-use regeneration project. Outputs include 43,417 sq ft retail, 102,349 sq ft office, 111,233 sq ft residential and a 200-room hotel, supported by extensive improvements to the surrounding public environment and adjoining city centre park.
Broadmead West, Nelson Street Regeneration Framework: 61,000 to 76,500 square metres mixed-use.
Redcliffe Way: Masterplanning & subsequent physical development, inc. public realm.
Colston Hall Phases 2a (Front of House, Hall z, Studio) and 2b (main hall and backstage).

Bath

Proposals for future development of central Bath will be determined through the Local Development Framework (LDF). The Future for Bath Initiative has confirmed that the central area of the city presents major opportunities in respect of housing and regeneration. Initial indicative capacities suggest a development potential of some 42 Ha of land.

The MOD is a significant land owner, with three large but under utilised operational sites in the city. The planned consolidation of the residual activity on their Foxhill site would retain the employment generated whilst freeing previously developed land for new homes.

Particular issues in Bath are very high quality standards required in a World Heritage Site and the need and high costs of restructuring already developed land to ensure more efficient and appropriate use.

OTHER STRATEGIC SITES AND LOCATIONS

St. Philips, Bristol

Redevelopment of the area of St Philips north of the Feeder Canal is proposed to accommodate an increased density of employment and other uses, to provide jobs, homes and connections to improve the prospects of neighbouring areas with high levels of deprivation, and to improve accessibility to the main rail links and the City Centre. A comprehensive approach is required to address a range of issues, in particular the impact of redevelopment on existing businesses and flood risk, and to take advantage of the opportunity to plan and enhance the area as a whole, rather than in an incremental way.

The location of redevelopment would maximise the potential of the proximity of the station, Temple Quay and the former Temple Meads diesel depot site whilst promoting developer, market and business interest in an attractive destination. The area could improve access to a more balanced range of jobs, services and additional housing for adjacent areas with high deprivation.

Accessibility to the area would need to be substantially improved, including the provision of new infrastructure such as bridges, road capacity and public transport.

Avonmouth / Port of Bristol

Avonmouth, the adjacent Severnside area in South Gloucestershire, and the Port of Bristol, straddle the boundary with North Somerset. These are strategic employment sites which support important industrial and warehousing employment with 7,000 jobs in port-related activities, logistics, energy and waste infrastructure.

Actions to bring forward further development of Avonmouth and the Port include:

- proposals for a Deep Sea Container Terminal which will provide additional opportunities and needs;

- further joint work with South Gloucestershire to establish the capacity of the Avonmouth / Severnside area to accommodate further employment uses, particularly in relation to flood risk, biodiversity, extant planning permissions and transport issues;
- support for existing areas of employment provision, and redevelopment of these areas to provide industrial and warehousing uses, including port-related activities, waste management, energy production and distribution;
- redevelopment to maximise the efficient use of land and to mitigate any impacts on biodiversity and flood risk;
- the area is home to the largest cluster of environmental technologies in the UK, and continued sectoral support will be of benefit, including through land supply.

Yate Area and Chipping Sodbury Area

Our objective for Yate and Chipping Sodbury is to strengthen their respective roles as separate but distinctive towns. If new development is to be accommodated at a scale to be determined in the final RSS, it is essential that it is well integrated with existing communities in terms of access by foot, cycle, public transport and car. More jobs and affordable homes are required to meet already identified shortfalls. Similarly, access to the greater Bristol area, both for people and goods, needs to be substantially improved.

Market Town Centres

Whilst the focus for growth is on SSCTs, Key Strategic Regeneration sites and areas of Search/Urban Extensions, some new housing provision is required in Market Town Centres.

In Midsomer Norton, Radstock, Keynsham, Thornbury, Chipping Sodbury and Yate to meet local needs and/or contribute to regeneration. The town centres require investment to provide some new homes, create job opportunities and improve their retail and wider offer, to enable them to better serve the local communities and reduce the need for travel.

- Cadbury Somerdale, Keynsham which could, subject to proper consideration through the planning process, deliver up to 600 new homes;
- Radstock railway land – Delivery through Midsomer Norton and Radstock Regeneration Company (a community interest vehicle) and Bellway of 210 homes.

There will be particular requirements in relation to Keynsham in respect of any urban extension, depending on the final outcome of the RSS process.

ACTION TO DELIVER SUB-REGIONAL HOUSING INFRASTRUCTURE

Infrastructure costs

The Housing and Employment Trajectories set out the high levels of growth and development projected for the West of England in the medium and long term, and highlights the scale of investment required in economic, social and environmental infrastructure.

Timely investment in both transport and housing infrastructure is vital to managing growth successfully and building mixed and sustainable communities.

To meet these requirements the sub-region will need to maximise the use of public assets, negotiate successfully for developer contributions, use cash flow support such as the Regional Infrastructure Fund, and anticipating increased non-domestic rate to finance infrastructure (Accelerated Development Zones). The government's final proposals on Community Infrastructure Levy are awaited. It will also need very substantial public investment if the infrastructure requirements are to be met successfully.

The assessment of strategic infrastructure requirements and costs is underway and will report in July 2009.

Affordable and supported housing.

In addition the disparity between the cost of housing and the average wage levels means there is a shortfall in affordable homes; this is a major constraint on the growth of employment as existing and prospective employees find they cannot find suitable homes.

The current draft 2009 Strategic Housing Market Assessment indicates that the net housing market need for the four authorities in the West of England affordable housing has risen from 3,713 homes to 4,180 pa. In view of this, and the severe impact of the current Economic Recession on development, the sub region needs to maximise ways in which RSLs can be supported by the HCA:

- to continue or restart developments which can provide affordable and supported housing,
- in the medium, term to establish arrangements which are less dependent on rising land and house values.

Delivery arrangements including cross-boundary working

The West of England Partnership is well established. The diagram at Appendix 2 illustrates the governance and delivery arrangements; Section 10 and Appendix 3 provide more details. Governance and delivery is underpinned by formal constitutions and joint working legal agreements between the Councils. Both the RDA and HCA attend the Partnership Board and contribute in relevant Committees and Boards, as necessary.

Overall the Partnership gives leadership and direction, and oversees delivery on spatial planning, transport, housing, waste management, economy and skills.

The spatial and infrastructure investment plan and overall policy direction is overseen by the Planning, Housing and Communities Board where members work collaboratively across Council boundaries. Joint working by Executive Members with Strategic partners, such as the HCA and RDA, is already taking place in the case of the South West urban extension from Bristol into North Somerset.

Area based sub-groups of the Board are planned to oversee proposals for cross-boundary development. These will link with the proposed delivery vehicle which it is proposed be an arms length, local authority owned company to commission and project manage consultants and contractors, on a wide range of transport, housing and waste infrastructure and investment projects across the sub region.

The Planning Housing & Communities Board comprises 4 Executive Members for Spatial Planning, and 4 for Strategic Housing. There is cross-membership with the Joint Transport Committee, where Executive Members take ‘key decisions’ collectively on behalf of their authorities. The Board is advised and supported by the West of England Partnership Office, in conjunction with senior managers from the four authorities.

These arrangements fit well with a spatially-integrated, place-based approach proposed by the ‘Single Conversation’ model proposed by the Homes & Communities Agency. We ask that other funding bodies such as government departments, the RDA, Highways Agency, Environment Agency and employment and skills organisations commit to active participation in this process.

CONTEXT

The West of England Integrated Sub-regional Delivery & Investment Plan for the required housing and employment growth is being prepared through the 'Single Conversation' with HCA, RDA and the Environment Agency, and engagement with the development industry. The joint agreed completion date is December 2009.

It will sequence and phase the delivery of the required housing and employment and necessary infrastructure across the sub-region. It will support the development and delivery of Core Strategies and RSS to timetable and by local authority area – the authorities may exercise their legal rights in response to the Government's decision on RSS.

It will support the Economic Upturn by taking into account the priorities and needs of the development industry, especially the need to invest appropriately and up-front in infrastructure and provide a mix of development locations.

The Plan will be underpinned by the Strategic Housing Land Availability Assessment and the outcome of the studies on infrastructure and employment. It will ensure the development of mixed and sustainable communities, including a sufficient supply of affordable and supported housing based on the recent conclusion of the Sub-regional Strategic Housing Market Assessment.

Through this strategy the Sub-Region wishes to discourage inappropriate development, which fails to maximise the use of planned infrastructure or compromises our commitment to mixed and sustainable communities and tackling climate change.

The Sub-Region will adopt a sub-regional SPD to incorporate the Integrated Sub-regional Delivery & Investment Plan, resolving the practical issue of maintaining its alignment with emerging Core Strategies.

ACTIONS:
Through strong partnership working with HCA and RDA using the Single Conversation

Conclude Core Strategies and Local Development Frameworks, ensuring they are informed by the sub-regional studies on infrastructure, employment, and plan the phasing of investment in infrastructure and delivery. The timetable for their preparation is set out in Section 6.

Conclude a high-level integrated delivery plan that aligns Core Strategies and LDFs, and informs the MAA delivery plans.

Determine the location, sequencing and phasing of development in housing and employment by taking into account the following factors:

- Infrastructure needs and investment streams;
- technical and environmental considerations and obstacles;
- the impact and implications of the Economic Recession;
- market conditions and engagement with the HCA, SWRDA, EA, Utilities and the development industry and;
- Council/sub-regional priorities confirmed in the context of the final RSS.

Conclude strategic area investment frameworks - Joint Investment Plans - to identify, programme and deliver key strategic sites and portfolios of smaller sites, that enable the Councils, RDA, HCA and the private sector to determine the scale and nature of investment. Delivery plans will follow the production of those frameworks and include:

- targets for an increase in the provision of affordable and sub-market housing;
- support the Homes West sub-regional delivery vehicle;
- ensure the roll out of Extra Care provision and additional supported housing, reconciling the conflict between low cost units and the high cost of Extra Care;
- providing support to assist in the development of gypsy and traveller sites to meet RSS and LDF requirements.

Agree strategic development standards and policies, including level 5 of the Code for Sustainable Homes, to ensure that developers deliver mixed and sustainable communities. This will be factored into the strategic area investment frameworks (Joint Investment Plans) and will include early action to engage utilities in mapping opportunities for CHP plant and waste/sewage into energy facilities to reduce costs and deliver carbon reductions.

Partners to identify site development stalled by recession and promote investment in

- selected developments in partnership with developers and RSLs;
- site and business infrastructure in priority locations;
- site assembly.

Simplified checks and controls, and more flexibility in the use of resources, based on agreed arrangements with the Agencies for business planning and the approval, programming and management of resources:

- using common appraisal systems (based on the HM Treasury Green Book);
- re-profiling the sequencing of individual projects, as necessary;
- streamlined and integrated performance management arrangements.

ASKS OF GOVERNMENT

CLG endorse the approach to the preparation of the Integrated Delivery & Investment Plan by the West of England authorities, HCA & RDA, with a joint agreed completion date of December 2009, particularly its:

- Support to the delivery of well-evidenced, timely and deliverable Core Strategies. The timetable for their preparation is set out in the MAA.
- Contribution to implementing economic, social and environmental infrastructure to maximise the delivery of growth and the development of mixed and sustainable communities;
- Contribution to working with the development industry both to assist the market recovery and to provide confidence to investors in the Sub-Region;
- Provision of a well-evidenced Plan for the sequencing and phasing of development in the sub-region which benefits from the Single Conversation, including engagement of the development industry

CLG also endorse the adoption of a Joint Sub-Regional Development Trajectory in the Plan based on 5-year tranches which demonstrates a rolling, deliverable supply of housing as set out in PPS3. The sequencing and phasing will assist best use of infrastructure, the delivery of mixed & sustainable communities and market recovery; this will provide confidence to developers and discourage inappropriate development.

The authorities will embody the Integrated Delivery & Investment Plan in a Joint Supplementary Planning Document to the Regional Spatial Strategy, to include it within the planning framework as a material consideration in making planning decisions.

CLG confirm that targets NI 154 and NI 155 will be re-negotiated to reflect the evidence of the impact of the Economic Recession.

CLG/HCA acknowledge that the West of England in its response to Government will promote the award of Housing Planning Delivery Grant based on linking allocations to the scale of growth being planned and progress against Development Plan Document Milestones in updated Local Development Schemes.

7. OUTCOME: IMPROVE ACCESS AND REDUCE TRAFFIC CONGESTION TO INCREASE COMPETITIVENESS AND QUALITY OF LIFE

CONTEXT

In 2006 the West of England Partnership approved the first Joint Local Transport Plan for the sub-region. This built on the advice of the Greater Bristol Strategic Transport Study (GBSTS) and prioritised action to tackle congestion and improve access, air quality and road safety. The GBSTS also evidenced the need for significant investment in major transport schemes to help accommodate the projected growth in jobs and population.

Improvements in public transport were the main feature of the Plan that included a high quality sub-regional bus network and the first rapid transit, segregated public transport route.

More recently the West of England submitted its committed and priority schemes to the region as part of the preparation of Regional Funding Advice to Government. These schemes are summarised in the table below.

Regional Funding Advice 2
WEST OF ENGLAND PRIORITY INVESTMENT IN TRANSPORT INFRASTRUCTURE

These priorities sustain the commitment to cycling and walking set out at Supporting Statements 5&18 in the West of England Joint Local Transport Plan 2006/07-2010/11

Committed Schemes: DfT Programme & Early 2009 Programme Entry Bids

Scheme	Cost £M
Greater Bristol Bus Network	£42.3
Bath Package	£50.6
Weston Package	£19.3
Rapid Transit Ashton Vale to Emerson's Green Phase 1 (Ashton Vale to Temple Meads)	£43.2
Sub-Total	**£155.4**

Priority Schemes

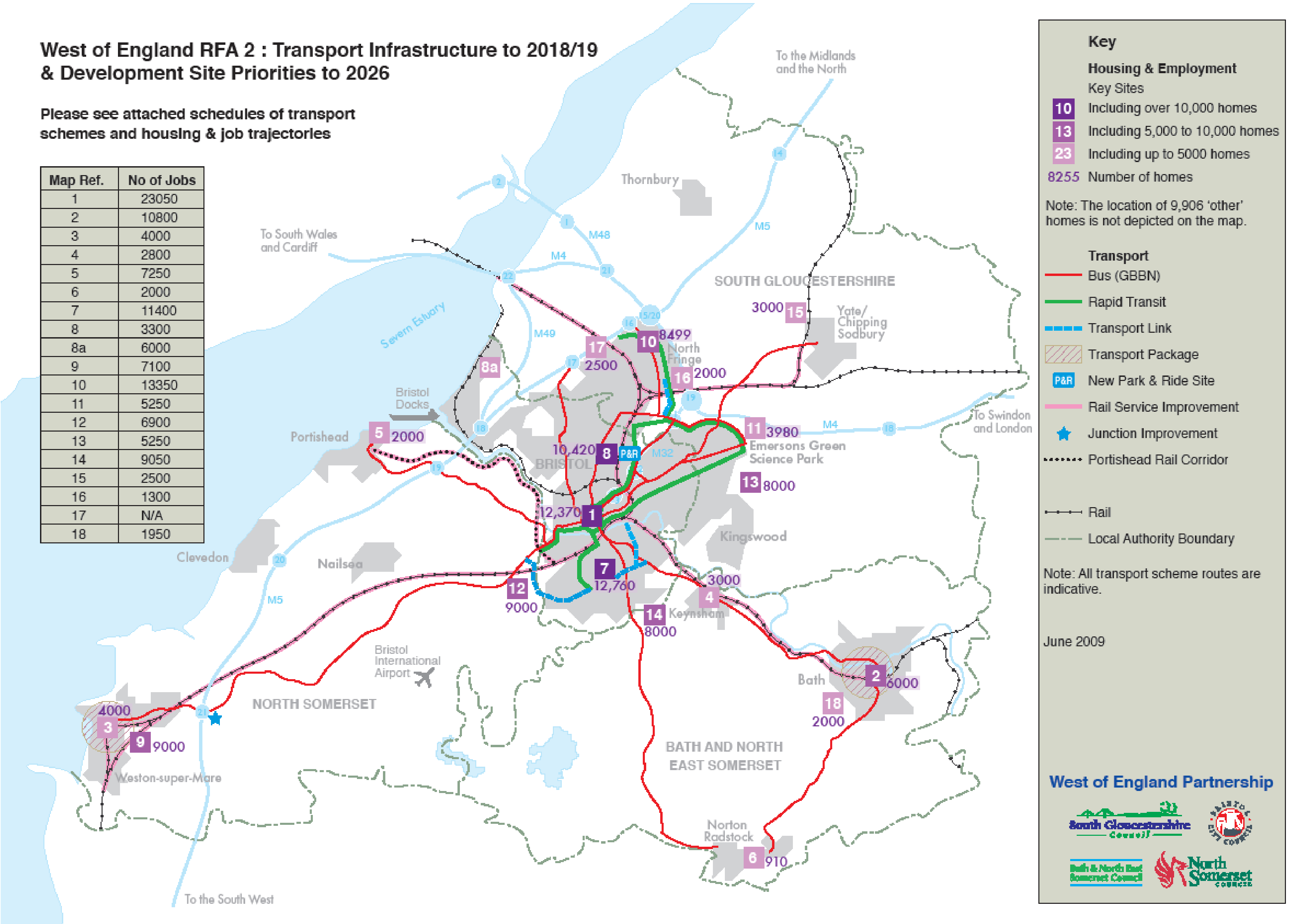
Scheme	Cost £M
North Fringe to Hengrove Package, and its components - Rapid Transit Hengrove to North Fringe - Stoke Gifford Link - M32 Park & Ride - Rapid Transit North Fringe to Emerson's Green	£169.2
South Bristol Link Phases 1 and 2	£47.3
Callington Road Link/Bath Road Improvements	£69.6
Greater Bristol Metro Rail Project	£19.7
M5 junction 21 Bypass	£51.7
Portishead Rail Corridor	£25.7
Rapid Transit Emerson's Green to City Centre Phase 2 (Temple Meads to Emerson's Green)	£74.0
Sub-Total	**£457.2**

Total	**£612.6**

West of England RFA 2 : Transport Infrastructure to 2018/19 & Development Site Priorities to 2026

Please see attached schedules of transport schemes and housing & job trajectories

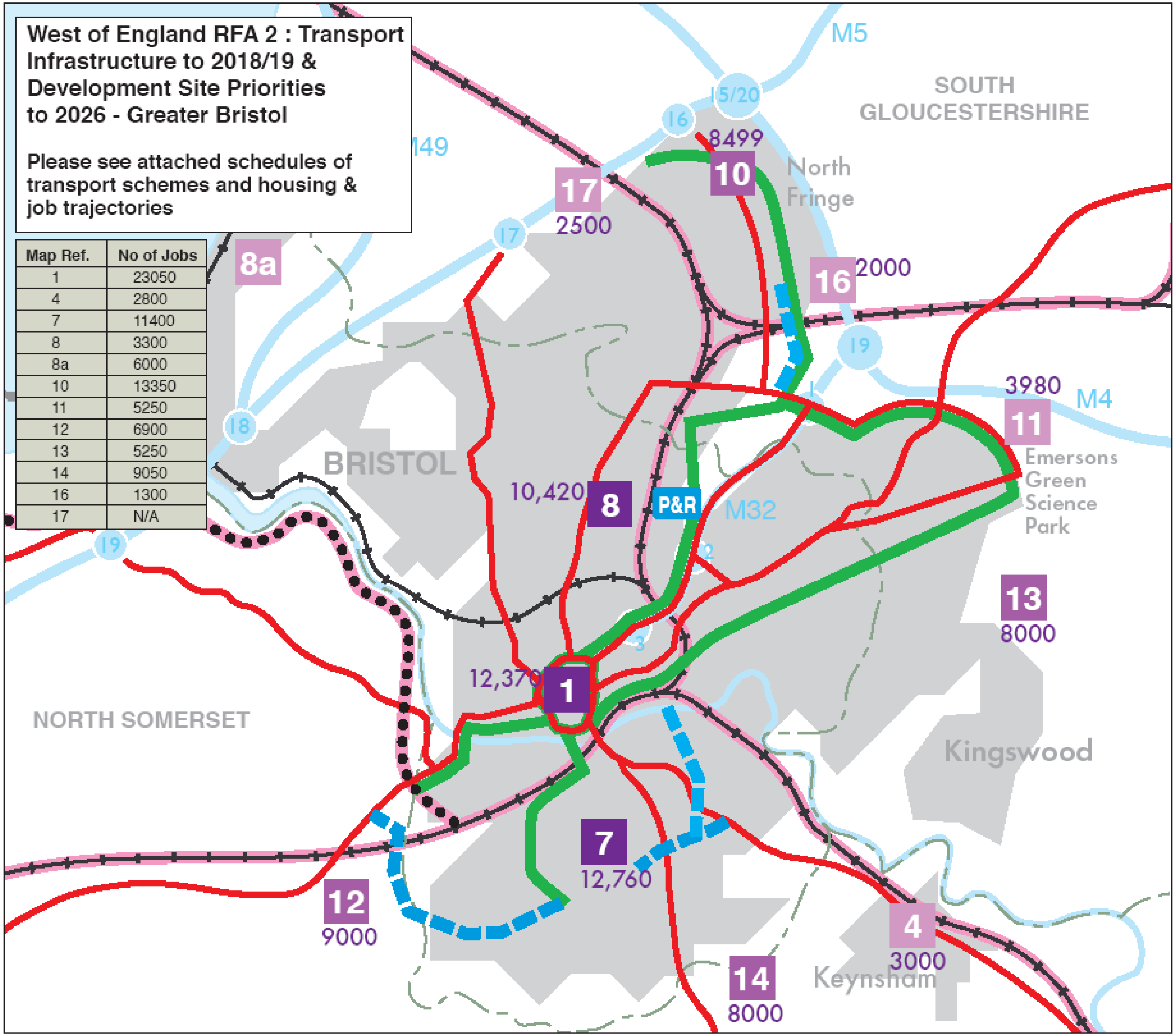
Map Ref.	No of Jobs
1	23050
2	10800
3	4000
4	2800
5	7250
6	2000
7	11400
8	3300
8a	6000
9	7100
10	13350
11	5250
12	6900
13	5250
14	9050
15	2500
16	1300
17	N/A
18	1950



West of England RFA 2 : Transport Infrastructure to 2018/19 & Development Site Priorities to 2026 - Greater Bristol

Please see attached schedules of transport schemes and housing & job trajectories

Map Ref.	No of Jobs
1	23050
4	2800
7	11400
8	3300
8a	6000
10	13350
11	5250
12	6900
13	5250
14	9050
16	1300
17	N/A



Key

Housing & Employment

Key Sites

- 10 Including over 10,000 homes
- 13 Including 5,000 to 10,000 homes
- 23 Including up to 5000 homes
- 8255 Number of homes

Transport

- Bus (GBBN)
- Rapid Transit
- Transport Link
- Transport Package
- P&R New Park & Ride Site
- Rail Service Improvement
- Junction Improvement
- Portishead Rail Corridor
- Rail
- Local Authority Boundary

Note: All transport scheme routes are indicative.

June 2009

West of England Partnership

KEY OBJECTIVES FOR TRANSPORT

- Tackle congestion:
  - promote alternatives to the car, especially public transport, walking and cycling to improve air quality, health and support the economy;
  - Improve air quality and cut carbon emissions.

- Deliver transport investment to:
  - match projected high levels of growth in homes and jobs;
  - contribute to delivering more mixed and sustainable communities;
  - support economic growth and competitiveness.

- Improve access to:
  - employment, to support economic competitiveness and the regeneration of disadvantaged communities;
  - contribute to delivering more mixed and sustainable communities.

- Improve safety for all road users

These key objectives accord with the five broad goals identified in Delivering a Sustainable Transport Strategy (DaSTS) namely:

- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- To contribute to better safety security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society, and:
- To improve quality of life for transport users and non-transport users and to promote a healthy natural environment.

Transport plays a pivotal role in the functioning of the West of England area, enabling people to access jobs, education and other facilities. The area has seen growth in demand for travel, through new development and increasing levels of mobility, which has outstripped the provision of transport infrastructure.

The future scale and timescale for new housing and employment is very challenging when coupled with the need for this growth to support regeneration, particularly to provide good access to jobs and services. Traffic congestion is a cost to the economy and a constraint on growth and regeneration; at least £350m is lost to our economy each year and this is expected to rise to £600m by 2016.

Overall the volume of traffic on the sub-region's roads has grown by 21% over the last 10 years compared to 16% nationally. This impacts on air quality, reduces the reliability of public transport and affects the quality of life in our area. The Greater Bristol Strategic Transport Study, June 2006 supported and demonstrated the need for significant investment of more that £1.5 billion over the next 20 years to tackle existing problems and support the proposed growth in population, jobs and housing.

The Eddington Report recommended targeting resources at successful but congested urban centres such as the West of England in order to accelerate economic growth and competitiveness.

Without a sustained investment in transport infrastructure, to ensure that jobs and housing growth are more closely aligned, there is every likelihood that the unsustainable use of the M4/M5 for commuting into the sub-region will be increased. The resulting congestion such commuting will cause will undermine the critically important role the M4/M5 plays in providing access into the rest of the South West and into Wales. This key route is now the only strategic route into the South West. Investment in transport in the sub-region is therefore critical for the delivery of RSS for the rest of the South West.

JOINT LOCAL TRANSPORT PLAN

The current Joint Local Transport Plan emphasizes:

- Local transport improvements to tackle congestion (particularly through improving public transport, cycling and walking networks and interchanges), enhancing accessibility, reducing casualties on the highway network, and improving air quality;

- A package of major transport schemes including the Greater Bristol Bus Network (GBBN - delivering bus priorities and new and improved bus services), the Bath Transportation Package, three cross-Bristol rapid transit routes, the South Bristol Link, and Weston Package;

- The critical importance of improvements to bus services and encouraging bus use to achieving modal shift from the car and reductions in congestion.

So far, progress towards the JLTP targets has been good, with performance against the indicators on or above trajectory, with the exception of air quality. Bus and rail patronage, casualty and cycling rates have all improved; the Greater Bristol Bus Route (GBBN) received full approval in May 2008 with implementation underway, and the Bath Transportation Package received programme entry status in October 2007.

Strengthened Governance and Delivery

We recognised that our existing governance needed to be strengthened. To this end we have established a Joint Committee for Transport underpinned by a formal Joint Working Agreement to provide stronger leadership and accountability for recommending the West of England’s transport priorities and schemes to the four councils and to take responsibility for overseeing the development, approval and delivery of the approved policies and schemes.

A new special delivery vehicle will provide the mechanisms to ensure successful delivery. Work is well advanced on the formation of an arms-length local authority ‘delivery’ company, which will commission the delivery of transport, waste and housing infrastructure once specified and approved by the Partnership Board and Cabinets. It will ensure a separation between development and delivery to ensure commercial discipline is exercised to maximise value for money in both procuring and overseeing consultants and contractors. With an intelligent client function, and the reach into development to assist with businesses and financial planning and risk management, the company will strengthen the capacity of the Partnership to deliver substantial investment in infrastructure over the next ten years.

Through this strengthened governance we will explore the opportunities in recent legislation for improving the quality of public transport.

Major Schemes

The costs of preparing Major Scheme Bids are substantial. Up to Programme Entry these are borne entirely by the local authorities. The table below shows the development costs for the RFA2 list of West of England schemes. High development costs deters the submission of schemes less than £10m and requires the packaging together of schemes to justify the expenditure. The current £5m threshold for Major Schemes has not changed since 2000 whilst construction inflation has been running at 6% per annum.

New processes being developed by the DfT to speed up the approvals process with presentations, scheme early inception and strategic modelling meetings are welcomed.

West of England RFA2 Major Schemes Programme
Local Contribution to Preparatory Costs
Costs are £000's at Out-Turn Prices Net of DfT Reimbursement of up to 50% of Eligible Preparatory Costs

	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total
Development works towards Programme Entry												
Number of Schemes	8	5	2	2	3	3	0	0	0	0	0	-
Cost	£2,259	£3,232	£800	£680	£1,079	£1,068	£0	£0	£0	£0	£0	£9,118
Development works from Programme Entry to Full Approval												
Number of Schemes	1	2	6	2	2	1	4	3	2	2	0	-
Cost	£2,693	£2,366	£2,698	£7,428	£3,046	£638	£2,762	£798	-£277	£552	£368	£23,072
Being Implemented												
Number of Schemes	1	1	1	4	5	6	4	2	3	2	4	-
Completed												
Number of Schemes	0	0	0	1	1	1	3	6	6	7	7	-
Total												
Cost	£4,952	£5,598	£3,498	£8,108	£4,125	£1,706	£2,762	£798	-£277	£552	£368	**£32,190**

Rail

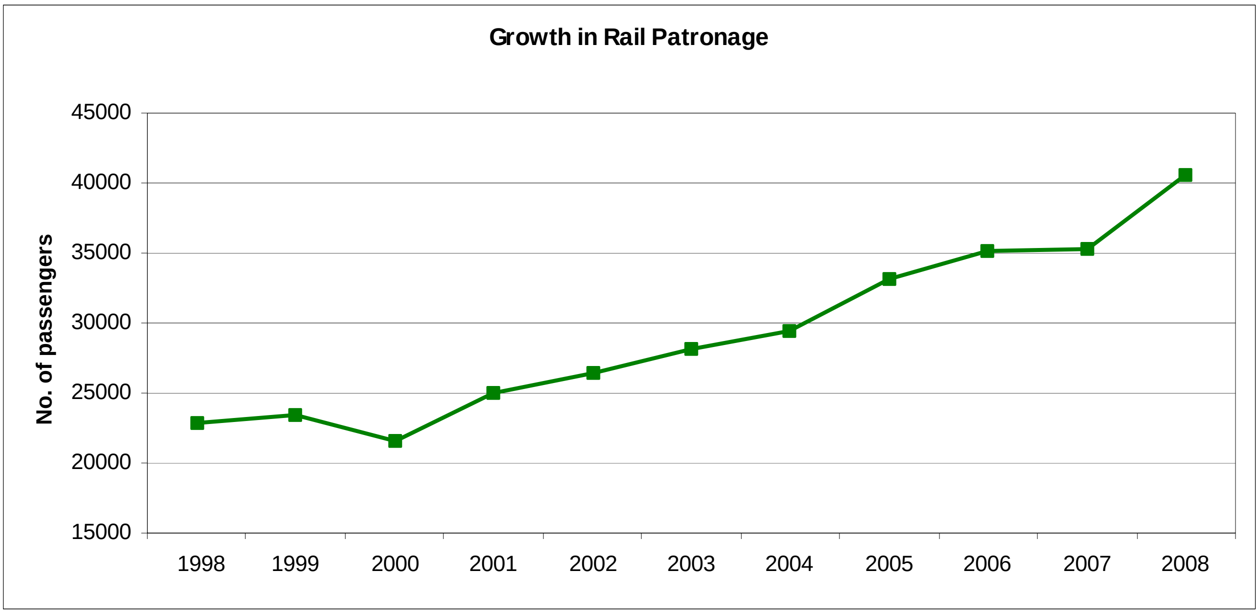
We want to work with our partners in the rail industry to achieve our aim for a Greater Bristol network of frequent, cross city rail services.

Through ongoing dialogue it is important to increase the ability of rail to accommodate the growth in the demand for travel in the West of England.

Realising the full potential of rail in the West of England is hindered by network capacity issues. A lack of rolling stock (see below), the priority given to long distance trains over local services and the need for re-signalling at Bristol Temple Meads are all barriers to the delivery of an enhanced Greater Bristol Metro of frequent, cross city rail services.

From an early stage we need dialogue and full involvement in the Route Utilisation Strategy, High Level Output Specification, Regional Planning Assessments and franchise specification to ensure the needs of local rail users are met.

Rail use has doubled in the last ten years (see figure below).



Source: West of England Annual Rail Surveys 1998 to 2008

The need for increased capacity is underlined by the schemes in Network Rail's Route 13 Great Western Mainline Business Plan for Bristol to Bath Spa re-signalling, Bristol Parkway fourth platform, re-instating four lines on the Filton Bank, Yate turnback and Weston-super-Mare platform as well as the emerging Route Utilisation Strategy.

Failure to act on rail issues will result in continued problems of over crowding, short-formed trains, delays and cancellations. The ability to deliver elements of the Regional Spatial Strategy, with developments close to the rail network at Keynsham (3,000 dwellings), Yate (3,000), Weston-super-Mare (12,000) and Bath (8,000), will be undermined.

Ultimately our aim is for a Greater Bristol Metro network of frequent, cross-city rail services.

Rolling Stock Requirements for the West of England

First Great Western's, the main train operating company in the West of England, bid for a fleet of 11 new four carriage trains highlights how the Great Western franchise specification does not meet either current or forecast demand. This is further illustrated by First Great Western's temporary lease of 9 Class 150 units from Arriva South Wales to meet current demand.

This shortage of rolling stock places increasing strain on the train fleet. Reliability and maintenance suffers leading to short formed trains and cancellations. Overcrowding and passengers left stranded at stations has become commonplace.

We have consistently argued that the overall estimates of demand for passenger growth in our area need to take account of both past growth over the last 10 years and future growth as identified in the Regional Spatial Strategy. We are not confident that the Department for Transport's Regional Planning Assessment (RPA) 2007 has fully grasped the implications of this growth. The RPA's forecast of 21% to 69% growth over the period 2006 to 2016 needs to be compared to the recent patronage growth figures shown in Appendix One.

Asks of Government

Accelerate the delivery and reduce the development costs of major transport schemes

- DfT to agree joint measures with the West of England to increase the pace of delivery, release capacity and reduce costs of developing and securing approval for Major Transport Schemes.
- As a key regional scheme, DfT to agree to use the North Fringe to Hengrove Package scheme as a national pilot for developing and testing these joint measures, e.g. at the outset, through an early inception meeting, ensuring a better and shared understanding of major scheme objectives, elements and timescales; streamlining the detailed questioning process; agreeing and committing to a joint timetable; aligning modelling and appraisal requirements proportionate to risk and complexity; and, co-commissioning and supervision of consultants.
- DfT to consider other measures including:
  - Treatment of preparatory costs incurred in the development of major scheme business cases.
  - Making the cost of land acquisition eligible for funding once Programme Entry is achieved, rather than at Full Approval.
  - Sharing risk to allow more routine elements of Major Schemes to be brought forward, whilst the more demanding elements of the bid are being finalised, to enable early scheme starts and reduced inflation costs. Recent proposals by the Department for Transport (February 2009) to 'decouple' packages of schemes are welcome in this respect, although the scope for 'decoupling' could be extended.

Improve Rail Services

- DfT to engage at an early stage with the West of England, in the development of any future High Level Output Specification (HLOS) relevant to the sub-region. In response, the sub-region would provide evidence on future sub-regional housing and economical growth, other planned investment and priorities.

  (The first High Level Output Specification set out the outputs the railway is expected to deliver in terms of reliability, safety and capacity and listed the major schemes and initiatives that DfT required the railway to deliver).

  This engagement will be complemented by Network Rail's arrangements for taking these factors into account when determining their future investment priorities. This engagement will enable the West of England to have an earlier influence on future HLOS.

- DfT to engage at an early stage with the sub-region in the development of future franchise specifications as they affect the West of England. In response, the sub-region would provide evidence on future housing and economic growth and other planned investment and priorities.

  This will enable the West of England to have early influence over the franchise specification rather than act as a consultee. Independently the West of England will seek a memorandum of understanding with each of the rail operators in the sub-region to ensure full and timely consultation when they are planning services policy and investment.

- DfT to work with the West of England Partnership and other partners, in enabling the sub-region to deliver outcome and output objectives for local and regional rail schemes which may include frequency improvements.

  This will bring DfT early to the table to help the partnership make progress in taking forward schemes such as Bristol Metro and Portishead. The operation of the franchise which covers reliability and short-formed trains is covered through adherence to the franchise agreement.

Complementary working with Highways Agency

- Support the sub-region's formal involvement in the prioritisation of investment by the HA through a memorandum of understanding between the West of England four councils and the HA. Memorandum to include agreeing the programme and phasing of HA and West of England schemes, pricing of joint schemes and working together strategically and operationally.

- Ensure a balanced response from HA, through the memorandum of understanding, to the use and development of the trunk road network, and to local planning applications which deliver economic growth and journey time reliability. This is exemplified by the need for HA support to facilitate development at Avonmouth.
- HA to work with the West of England to achieve the Delivering a Sustainable Transport System (DaSTS) goal to support national economic competitiveness and growth by delivering reliable and efficient transport networks including Strategic National Corridors 6 London to the South West and South Wales and 7 Bristol to the Midlands.

8. OUTCOME: ATTRACT AND GROW BUSINESS INVESTMENT TO INCREASE ECONOMIC GROWTH AND COMPETITIVENESS

SCOPE OF THIS SECTION OF THE AGREEMENT

The West of England has already prepared a Sub-Regional Economic Assessment[23]. The Economic Context set out at Appendix 1 to this Agreement is drawn from this assessment.

This section of the Agreement briefly reviews employment growth in the West of England and then notes the key business sectors and major sites and locations for future growth and employment. At the end of the section the Agreement proposes five specific objectives to support economic growth and comptetiveness, namely:

- To accelerate through a programme of public and private investment, the development of a set of strategic employment locations in the sub-region. This links to the phasing of housing growth at Section 6.
- To innovate to improve the marketing of the city-region to attract high value-added businesses;
- To strengthen and focus business support services to enhance business competitiveness.
- To increase business-led innovation and enterprise by further strengthening collaboration and partnerships between High Education institutions and business.

THE LOCATION OF EMPLOYMENT GROWTH

The Bristol urban area accounts for about two thirds of the employment in the West of England. Much of this employment is located in Bristol City Centre and the North Fringe where about 100,000 and 70,000 respectively, are employed. Industrial and related employment in the Bristol area is concentrated at Avonmouth, Severnside and Royal Portbury. This employment is accounted for mainly by port-related activities, large distribution centres and by a range of industrial activities.

Beyond the Bristol area, other important employment centres in the sub-region include Bath where about 54,000 persons are employed and Weston-super-Mare where about 30,000 are employed. At both locations, service activities are important related to meeting local requirements and in the case of Bath, the wider sub-regional and tourist role of the City Centre.

The Bristol North Fringe area, Bristol and Bath city centres and Royal Portbury, Avonmouth and Severnside have attracted many new jobs over recent years. In contrast, only relatively modest growth has been attracted to east and south Bristol, areas that have seen the closure of traditional employers and borne the brunt of the virtual halving of manufacturing employment in the City over the last 30 years[24]. Similarly, traditional industries have closed in Bath, Weston-super-Mare, at Norton Radstock and other locations across the sub-region with adverse impacts on the employment prospects of local communities.

Until the recent Economic Recession, at 3.3% unemployment in the West of England as a whole has been low; however, there have been persistent concentrations of unemployment in nine inner city and suburban council estate wards in Bristol and in two wards in Weston-super-Mare. Office and service sectors have seen an expansion, leading to the growth of white collar, managerial, professional, semi-professional and personal service occupations; at the same time blue-collar occupations have been in decline. The Sub-Regional Assessment shows that there is a particular

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[23] West of England Sub-Regional Economic Assessment, October 2008, West of England Partnership

[24] South Bristol employment decreased by about 14,000 between 1971 and 1991, mainly as a result of large losses from the traditional tobacco paper and packaging industries of the area. Since 1991, the level of employment in the area has been rising gradually, largely as a result of more jobs in a range of local services.

need to develop skills levels in the neighbourhoods with high unemployment and to develop the skills levels of young people.

EMPLOYMENT TRENDS

Employment trends demonstrate the success of the West of England in attracting business investment and growth, and adjusting to changing economic circumstances. Employment levels have been rising over much of the post-war period, usually at rates above the national average.

Factors accounting for the growth of employment in the sub-region include: the preponderance of ‘knowledge based’ growth industries; high levels of defence spending; access to London and the attraction of relocations along the M4 Corridor; the regional role of Bristol and the scale; the proportion of higher-level skills in the local labour market; the high quality environment and amenity of the sub-region; and the availability of attractive development sites close to the M4/5.

The outlook for the West of England economy indicates potential for maintaining the long record of growth and prosperity, provided the current financial crisis is resolved, and out-performing the national economy. Many of the structural and locational advantages that have benefited the sub-region over the past are likely to remain over the future. The potential for the growth of the West of England economy could be eroded however, by under-investment in transport, and shortages of premises and development sites, skilled labour and housing, especially given the competitive pressures exerted by ‘globalisation’. Above all, national economic uncertainties arising from the current financial crisis and rising energy costs could impact significantly on the performance of the sub-regional economy over the long-term.

KEY SECTORS

The following is a brief summary of the key components and characteristics of West of England key sectors. The sub-region has recently commissioned an appraisal of these sectors, their growth prospects and opportunities in the West of England for public interventions to support this growth. The key outcomes of this work will be included in the Assessment.

The impact of the Economic Recession is likely to be most severe on financial services, manufacturing, engineering, manufacturing, engineering, construction and retail sectors.

Advanced engineering/aerospace

About 13,000 are employed by the sector with the aerospace industry accounting for about 70%, mainly at the long-established Airbus, BAE Systems and Rolls Royce establishments at Filton and Pathway in the North Fringe. The number has climbed slightly over recent years as a result of the success of Airbus. Major investment plans are being progressed, including in composite technologies, leading to good prospects for the retention of these key high technology employers over the foreseeable future.

The importance of Aerospace in the sub-region, in particular the skills accumulated by the local population, has stimulated the growth of other advanced engineering and ICT industries across the sub-region.

Banking, legal and financial services

Nearly 50,000 people are employed by these industries across the sub-region with the majority accounted for by Bristol and Bath city centres and the North Fringe. There are uncertainties about the future for the sector given the events that led to the current Economic Recession and its impact on the industry.

The sector comprises three sub-sectors- banking which accounts for nearly half of employment in the sector, insurance and pensions, and legal and business services which each account for about 13,000 employees.

The importance of the sector reflects the regional role of Bristol. It also reflects the success of the Bristol area in attracting inward investment in this sector, in particular from the London area.

Major employers in the sector include Lloyds, Axa, BUPA, Barclays, National Westminster, Direct Line Insurance, GE Capital, HSBC. Also important are several large legal services businesses based in Bristol City Centre that have expanded rapidly over recent years and together now provide several thousand jobs.

Biotechnology

Biotechnology employs relatively few persons in the West of England largely as a result of the absence from the area of the manufacture of pharmaceutical preparations. It accounts for about 2,000 jobs, largely related to research and development and the manufacture of basic pharmaceuticals.

Creative industries

The sector employs about 18,000 persons across a wide range of activities of which about a half is accounted for by architectural and engineering consultancies. Also important are publishing and audio-video activities, each employing about 3,000 persons. Bristol accounts for about a half of these jobs reflecting the presence of major radio and TV studios in the City, newspaper and magazine publishing and a wide range of important architectural and engineering consultancies.

Environmental technologies

The sector comprises the wide range of activities associated with water treatment and energy management, waste re-cycling. About 6,500 persons are employed by these activities across the West of England. Waste and water management account for nearly two thirds of these jobs. However, it also includes marine, solar and wind designers and manufacturers, which together with high value professional services (consultancies) have good growth potential.

Food and drink

About 5,300 persons are employed by the sectors with virtually all of these jobs accounted for by larger scale production and processing businesses. Some of these businesses have been long established, for example chocolates and the preparation of food seasonings.

ICT

About 18,000 are employed by the sector. Computer related activities account for about a half of these jobs and telecommunications services most of the remainder. About 80% of these jobs are located in the Bristol area, especially the City Centre and the North Fringe, with another important concentration in Bath.

Marine technologies

Only a small number are employed by the sector in the West of England. However, this and other technologies that have an impact on the environment may offer significant opportunities for future growth, especially through collaboration with HE establishments.

Tourism and leisure

About 14,000 are employed by the sector of whom about a half are accounted for by jobs in hotels and travel agencies. Much of the remainder is accounted for by jobs in sports and recreational facilities, and gambling and betting.

'Knowledge-based industries'

Recent research confirms the concentration of 'knowledge-based Industries' in the West of England, and the potential it offers to support the development and growth of such industries.[25] This growth potential is reported as arising from opportunities for 'knowledge transfer', access to specialist suppliers and services, and to larger potential markets, and the large pool of higher skilled labour.

The research also includes a brief assessment of the employment impacts of higher education. These are identified as largely arising as a result of their direct employment and the supply of highly skilled labour, rather than through interactions with local business. Raising graduate retention, in part by encouraging businesses requiring such skills, is identified as a means of boosting local productivity. The research also highlights the need to enhance the relationship between HE programmes and employers.

MAJOR SITES AND LOCATIONS FOR INDUSTRIAL AND OFFICE DEVELOPMENT

Recent progress in bringing forward major industrial and office developments in the West of England and the potential for meeting future requirements is summarised below.

Avonmouth and Severnside

About 100ha of further development land is currently coming forward of which about a half is accounted for by developments under-construction or likely to start in the short-term. Further Greenfield and brownfield land is potentially available including some 268ha at Severnside with a long-standing, part-implemented permission for industrial and related development. However, the area is at risk of flooding while any further significant development beyond existing firm commitments may need to be accompanied by significant improvements to transport infrastructure, in particular a new junction on the M49.

Proximity to the port and the motorway network and extensive development sites have attracted very considerable investment in heavy industrial, power generation and waste treatment plant, and especially over recent years, large distribution and warehousing depots and a range of other businesses. About 112ha have been developed over the last 10 years.

This pattern of investment and development is likely to be maintained over the future. There is considerable interest in locating further major distribution centres at both Avonmouth and Severnside.

In addition, further port related development is anticipated although the scale and pace is uncertain. Proposals for a major container- handling terminal are proposed that could be in operation by 2012

[25] The Knowledge-Driven Economy, Regional Economic Strategy and Regional Spatial Strategy in the South West of England. Martin Boddy. Report to SWRDA 2005.

Bristol North Fringe

Extensive business park and office development in the North Fringe supported much of the overall growth of employment in the sub-region over the 1990s. About 140ha was taken-up by new employment uses, largely accounted for by business park developments, with local employment levels rising by over 20,000.

Airbus and Rolls Royce are investing in major new office, production and research and development facilities. In addition, Prologis have purchased the former Rolls Royce East Works and have been granted planning permission for a redevelopment that includes some 10ha for industrial uses and 5ha for offices. MoD is re-locating another 2,000 jobs to Abbey Wood and an adjacent office. Finally, SWRDA have supported Airbus in establishing the recently opened Composites Research Centre at Filton.

Elsewhere in the North Fringe however, few sites are under construction, vacant or remain available for new industrial and office development relative to the recent large scale of development in the area. In the medium term, some 14 ha for employment uses are expected to come available at Filton Northfield. Hewlett Packard at Stoke Gifford retains some 11ha of adjacent land for future business development.

Emersons Green and the Bristol and Bath Science Park

Development for employment uses has been taken-up rapidly over recent years attracting mainly distribution and more recently, office uses. About 6ha remain undeveloped but are likely to be taken-up by offices uses within the short-term.

In recognition of the potential for the expansion of knowledge-based industries in the West of England, the South West Regional Development Agency (SWRDA) invested in bringing forward the Bristol and Bath Science Park, SPark (Emersons Green). Some £30m has been committed to the joint venture to develop the park- the largest single investment by the Agency to date. The public-private partnership includes the Universities of Bristol, Bath and UWE, to develop the park. Some 22 hectares have been acquired for the science park by SWRDA.

The Science Park will extend over 45ha and support over 6000 knowledge-based jobs in science related sectors such as aerospace, biotech and digital technologies. It is expected to become the region’s leading centre for knowledge transfer using the research base of the 3 universities and the cluster of technology companies in the sub-region. The Park will also act as the hub for the network of existing university incubators in the sub-region[26]. The 5,000sqm gross Innovation Centre is designed to support the growth of young companies; a 3,000sqm gross adjacent business unit is planned.

Portishead and the M5 Corridor

Locations close to the M5 in the Portishead and Clevedon areas have attracted a significant amount of new industrial and especially office development over recent years.

About 20ha remain available for development for employment uses in the Portishead area. This land is likely to be taken-up in the short and medium term manly for office uses. A further 8ha of employment land have recently been allocated at Clevedon. This land is likely to be taken-up over the medium term.

[26] Source: SWRDA Q1 2004 West of England Area Report; Ian Thompson.

Royal Portbury and the Port of Bristol

The Port came under the ownership of First Corporate Shipping Limited in 1991. This enabled considerable investment in new handling facilities, mainly at Royal Portbury. Cargo traffic has risen sharply from about 4.8 million tons in 1990 to a current total of about 12 million tons with Bristol the fastest growing deep water port in the UK. About 5,400 jobs are within the port estate while an estimated 7,660 jobs depend either directly or indirectly on the Port.[27]

The growth of the port has led to a very considerable requirement for land with over 200ha being taken-up at Royal Portbury Dock. This includes some 50ha for industrial, mainly distribution uses while car storage accounts for another 70ha.

Virtually no vacant land remains available for development at Royal Portbury. The local authorities want to see the development requirements of the Port channelled towards the regeneration of derelict and under-used at Avonmouth. Realising this aspiration would almost certainly require a second Avonmouth crossing in order to improve links between Avonmouth and Royal Portbury. A new crossing is proposed by the Greater Bristol Transport Study[28].

Bristol International Airport

The Airport is attracting rising numbers of passengers with the annual total currently standing at about 6 million. Daily flights to New York commenced in May 2005. Airport passengers are expected to rise to about 9 million by 2015 according to the Airport Master Plan and 10-12 million by 2030[29] with considerable jobs and the encouragement of business investment across the wider sub-region. About 2,650 people work at the Airport. This number could climb to about 3,800 by 2015 and 5,690 by 2030 based on current forecasts of future passenger numbers.

The existing terminal with extensions has capacity for up to perhaps 9 million passengers per annum with higher numbers requiring a new location for a terminal building and further car parking beyond the current airport boundary. A planning application has been submitted for an extension to the terminal.

Bristol City Centre

Bristol City Centre has attracted a very considerable amount of new office development. Annual completions since 1989 have averaged about 16,400sq m gross with the stock of office floorspace amounting to about 1m sq m gross.

The City Centre office development market has staged a recovery symbolised by the success of the Temple Quay development. About 90,000 sq m gross was under-construction at April 2007 with about 123,000sq m gross office floorspace expected to be completed over the following 3 years[30]. In addition, a considerable amount of further new office development is proposed for the City Centre INCLUDING further major office development at Temple Quay, and several large office schemes on Temple Way and at Redcliffe.

The market for new office development in the City Centre has been estimated at about 20,000sq m gross per annum[31]. This estimate is broadly consistent with recent completion rates. The current office supply pipeline in the City Centre therefore, appears to offer the capacity to meet the demand arising over at least the next 10 years.

Recent trends in the take-up of offices indicate that a high proportion of demand is accounted for by small to medium sized occupiers and related to the requirements of existing employers.

[27] Economic Assessment of Bristol Port. Roger Tym & Partners/ET Laing for SWRDA. March 2004.
[28] Greater Bristol Transport Study. WS Atkins for GOSW and Partners 2006.
[29] Air Transport White Paper. Dec. 2003.
[30] Regional Office Markets Outlook. Autumn 2007. GVA Grimley.
[31] RPS/Alder King (2003).

Recently, the City has not been attracting the relocation of back-office functions owing to lack of available space and labour costs[32].

While considerable new office floor space is coming forward in Bristol City Centre, older office floor space is being converted to residential uses, or redeveloped to provide new office accommodation. The annual loss of office floor space averaged 14,700sq m gross. Further losses of older office accommodation in the City Centre are likely over the future. This is suggested by the large stock of secondary offices in the City Centre and the large amount of vacant secondary stock. As a result, the overall rise in the stock of City Centre offices may approximate to about 5-10,000 sq m gross per annum average over the future despite the large amount of new floor space in the planning pipeline.

The considerable potential for additional office development in the City Centre and the prospects of continuing success in enhancing the retail and leisure indicates the potential for employment growth. Jobs in offices based on the development trends described may rise by the order of 12,000 over the next 20 years. Allowing as well for extra jobs in retailing, leisure and other services indicates a potential for the overall level of employment in the City Centre to rise by 20,000 between 2006 and 2026.

Attracting and accommodating these jobs and the travel volumes generated will require considerable improvements to the capacity of the transport network serving the City Centre and in particular, to the quality and frequency of public transport services. Schemes that would bring these improvements are being progressed through the Joint Local Transport Plan.

South Bristol

A major contribution to delivering the regeneration of South Bristol is being provided by progress with development proposals for Hengrove Park. A master plan for some 76ha is guiding a mixed use development comprising housing, business park (8ha), leisure uses including a new swimming pool and sports centre, a skills academy, and a hospital. The development could support up to 3,000 jobs.

A number of studies have highlighted the requirements to be met in order to secure progress with the regeneration of South Bristol[33]. These requirements include improving the availability of sites for employment, improving the local transport network, the link road, as well as raising the social profile and image of the area, enhancing local skills and tacking other factors leading to exclusion from the labour market.

Weston-super-Mare

The Weston-super-Mare Area Development Framework has been agreed to guide the regeneration and expansion of the town over the next 20 years. At Locking Parklands, about 84ha are identified for development for employment uses. Some 10,000 jobs are expected to arise from these proposals by 2021 out of a potential for 17,500 jobs in the longer term. A further 50ha of land is allocated elsewhere in Weston including the Locking Castle Business Park, located next to M5 Junction 21.

[32] GVA Grimley September 2005.
[33] South Bristol Regeneration Study. Pieda, Colin Buchanan & Partners and Neighbourhood Initiatives Foundation for the South Bristol Regeneration Group.March 1996.
Economic Dynamics and Intervention in the West of England. DTZ Consulting & Research. January 2007.

Bath including Western Riverside

Bath is a unique asset for the West of England. Its quality and distinctive character provide not only a strong visitor destination, but also an international reach and a location with potential for growth of the creative and knowledge based sectors. Whilst it is a World Heritage Site, significant areas of land require restructuring and regeneration.

The £360m retail led mixed use Southgate development on 3.6 ha of land in the city centre is at an advanced stage with the first phase due to open in autumn 2009. A step change in the provision of new office accommodation is required with up to around 100,000 sq m of new space needed by 2026. It is envisaged that the majority of the space will be provided as part of mixed use city centre and edge of centre development. Delivering this potential will require a range of actions and investments to unlock previously developed sites, including infrastructure provision and relocation of some existing uses. This is a major challenge that requires coordinated action by public sector organisations to enable the necessary private sector investment.

Running from the city centre as part of the Bath-Bristol A4 corridor, the riverside area along the Lower Bristol Road is an important existing employment area with the potential for accommodating new industrial and office space to support the city centre and the wider local economy. This area again comprises primarily of previously developed land and presents challenges in terms of existing uses and infrastructure.

SUBSTANTIAL INVESTMENT IN SUPPORTING ECONOMIC GROWTH & COMPETITIVENESS

The growth potential of the sub-region and its significance to raising regional competitiveness requires provision for substantial economic development and employment growth over the medium and long-term. This potential and the requirement for development and job growth, is recognised by the Regional Economic Strategy and the emerging Regional Spatial Strategy.

Proposals for substantial numbers of new dwellings in urban areas and at urban extensions, and through ambitious regeneration proposals require accompanying improvements to local employment in order to support sustainable new communities. The purpose of this Agreement is to link the work on improving growth and competitiveness with the necessary outcomes on housing, transport and the labour market to create communities that will be more sustainable than in the absence of the Agreement.

Delivering substantial economic growth, realising job growth targets and creating sustainable communities, especially in the context of the current recession, requires greater public intervention in identifying, safeguarding and bringing forward major employment locations, attracting and supporting business investment, and facilitating knowledge transfer and the growth of innovative, knowledge based businesses.

This part of the agreement proposes five broad objectives. Delivery plans will set out how these objectives will be achieved and the proposed actions implemented. The delivery plans will set out the expected growth across sectors and sites so that future skills provision can be planned effectively, with the right employer and partnership involvement in design and development. Such work will support the preparation of the West of England Employment and Skills Strategy described at Section 9.6 of this Agreement.

Objective 1: to accelerate, through a programme of public and private investment, the development of a set of strategic employment locations in the sub-region

Bringing forward major employment locations required to support the sustainable growth of the sub-region requires public intervention in addressing infrastructure requirements and reducing the risks arising in the development process, especially in the context of the recession.

Actions

- Prioritise the phasing of development and public investment in strategic employment locations across the sub-region to meet objectives for business investment and regeneration, and helping to achieve sustainable communities.
- Improve and integrate engagement with private investors and developers to bring forward and promote investment in priority strategic employment locations.
- Prioritise ambitions for business investment across the sub-region to enable the development of sectoral clusters and reinforce the delivery of the spatial strategy.

The Actions will be pursued as part of Single Conversation/joint delivery and investment planning with HCA, SWRDA and other partners, to co-ordinate and align investment in site infrastructure and business services to bring forward priority strategic employment locations.

Objective 2: innovate to improve the marketing of the city-region to attract high value-added businesses

Realising the job growth targets of RSS and the potential of major strategic employment locations will require continuing investment by business. Attracting this investment, especially in the context of the recession, requires the following actions to achieve the objective.

Actions

- review the city-region marketing strategy and initiate new ways of promoting inward investment
- with business and public sector partners, review and promote the package of integrated support services provided to business investors.
- with strategic partners, develop a strategy to grow West of England as an international benchmark for the location of high growth, knowledge-based, environmentally sustainable businesses. Focus on clusters of HE expertise and sectors that build on the sub-region's competitive advantage, linking with Objective 4 below.

Objective 3: to simplify and strengthen business support solutions to enhance indigenous business competitiveness

Realising the job growth targets of the RSS, in particular attracting business investment to the strategic development locations, will be complemented by a revamp of business support activities. These will aim to reduce the uncertainties that arise when making decisions about major investments, especially during the current recession.

Actions

- Promote greater use by local businesses of the services and portal of a renewed Business Link service portfolio
- Ensure the priority needs of local businesses for support are identified and prioritised within the services offered.
- Enhance sub-regional support to start-up businesses in targeted growth sectors.

Objective 4: to increase business-led innovation and enterprise by further strengthening collaboration and partnership working between Higher Education institutions and business

The West of England offers considerable potential to support the growth of knowledge-based and innovative businesses. The capacity and commitment to innovation of the sub-region's universities, especially in science and technology, offers strong further potential for improving competitiveness. Realising this potential will be facilitated by the further development of knowledge transfer and the establishment and growth of innovative businesses. Good models are well-established including the Bristol Enterprise Network and 'SETsquared', the largest government funded, privately backed support programme of its kind in the UK, helping early stage, high-tech, high-growth potential ventures achieve success. Lessons from these existing achievements and the experience of other cities and growth clusters will support the further actions proposed to deliver the objective.

Actions

- Support the delivery of the strategic aims of Science City Bristol and connect this work with the Science Park development
- Strengthen the connectivity of business and Higher Education through further developing networking and opportunities for interaction
- Enhance the visibility of the new partnerships between business and the scientific and creative industries communities to enhance inward investment
- Use the new partnerships to increase the engagement of schools and colleges in science and technology, to raise understanding and aspirations, and to contribute long-term to further developing and sustaining a high value-added skilled workforce.

Objective 5: Investing in Digital Infrastructure to support innovation in business and public services to underpin greener working and living, to develop digital skills and to tackle digital exclusion.

An important feature of a creative, knowledge based, low carbon economy is its digital infrastructure, which is the cornerstone of modern business. The ambition is for the city region to develop a Next Generation Digital Infrastructure that will ensure the city region's continued economic success by anticipating changing business needs and supporting innovation; underpinning the sustainability of new physical developments by enabling smarter and greener working and living; and facilitating inter-authority collaboration on the transformation of public services and on developing digital skills and tackling digital exclusion.

Actions

- Realise the commitment to improved digital infrastructure outlined in the West of England RFA2 submission.
- Act as a sub-regional champion for the opportunities that the Government's Digital Britain report, Digital Inclusion Action plan, The Power of Information Review and DCSF Home Access Strategy provide.
- Position the city region as a priority area within the national roll out of smart (connected) energy meters, creating practical benefits through the smarter use of energy data and reduced carbon emissions.
- Identify opportunities to maximise inward investment in the city region and external knowledge transfer in the context of the EU Strategic Framework on Information Society (June 2005). This recognises that it is essential to build a fully inclusive information society, based on the

widespread use of information and communication technologies in public services, SMEs and households. The European Commission's “Communication on mobilising ICT to facilitate the transition to a low-carbon economy” (March 2009) and the EU Economic Recovery Plan sets out the agenda.

- Build on existing networks and partnerships, such as Connecting South West and the DC10 Digital Inclusion Network, to develop a model that could be evaluated and replicated elsewhere. Elements of this model will include:

  - The roll out of Next Generation (super fast) Broadband and wireless connectivity in partnership with Government, Industry and Academia.
  - The creation of a Digital Economy Hub linking Bristol, Manchester and other city regions.
  - A focus on digital skills, inclusion and employment, building on the work of Connecting Bristol and the DC10plus National Digital Challenge Network to develop and implement a sub regional Digital Action Plan and the appointment of a public service champion of universal take-up and use of broadband and digital services.
  - A channel strategy, capitalising on the opportunity that Digital Switchover provides and seeking to utilize one of the seven DAB digital radio networks.
  - Developing a strategic focus on Green ICT and digital connectivity within the city region’s Environmental Technologies Sector.

WEST OF ENGLAND INDICATIVE EMPLOYMENT GROWTH TRAJECTORY IN 5 YEAR TRANCHES: KEY LOCATIONS 2006-2026

Key Job Locations	**2006-11**	**2011-16**	**2016-21**	**2021-26**	**2006-26**
AVONMOUTH/SEVERNSIDE	**2,500**	**1,200**	**1,150**	**1,150**	**6,000**
BATH & NORTH EAST SOMERSET					
Bath including Bath Western Riverside	1,250	4,800	2,800	1,950	10,800
Midsomer Norton/Radstock area	350	500	600	550	2,000
Keynsham	400	900	950	550	2,800
Urban extension- South of Bath	0	200	750	1,000	1,950
Urban extension- Bristol SE Keynsham	0	0	4,500	4,550	9,050
Bath & North East Somerset Total	**2,000**	**6,400**	**9,600**	**8,600**	**26,600**
BRISTOL					
Bristol City Centre	7,700	6,000	4,700	4,650	23,050
South Bristol	2,450	3,450	3,350	2,150	11,400
North Bristol	1,050	950	650	650	3,300
Bristol Total*	**11,200**	**10,400**	**8,700**	**7,450**	**37,750**
NORTH SOMERSET					
Portishead/M5 Corridor	2,900	2,900	1,450	0	7,250
Urban extension – East of WSM	1,400	1,900	1,900	1,900	7,100
Weston-super-Mare Town Centre	700	1,350	1,600	350	4,000
Urban extension – Bristol SW	0	1,000	3,000	2,900	6,900
North Somerset Total	**5,000**	**7,150**	**7,950**	**5,150**	**25,250**
SOUTH GLOUCESTERSHIRE					
Bristol North Fringe	5,900	4,750	1,800	900	13,350
East Fringe & Science Park	1,350	1,500	1,200	1,200	5,250
Yate	750	0	850	900	2,500
Urban extension- N & E of Bristol	0	0	1,850	4,700	6,550
South Gloucestershire Total	**8,000**	**6,250**	**5,700**	**7,700**	**27,650**
WEST OF ENGLAND-Total projected jobs	**28,700**	**31,400**	**33,100**	**30,050**	**123,250**
	28,700	**60,100**	**93,200**	**123,250**	

9. OUTCOME: IMPROVE SKILLS AND REDUCE WORKLESSNESS TO INCREASE COMPETITIVENESS, GROWTH AND REGENERATION

9.1 THE VISION FOR EMPLOYMENT AND SKILLS

Employment and Skills are central to the Partnership's Vision for the West of England. The Vision states that by 2026 the area will be:

- A buoyant economy competing internationally, based on investment by innovative, knowledge-based businesses and a high level of graduate and vocational skills.
- One of Europe's fastest growing and most prosperous sub-regions, which has closed the gap between disadvantaged and other communities – driven by major developments in employment and government-backed infrastructure improvements in South Bristol and North Somerset.

In particular the aim is to create a high-skill, high-productivity economy. The future challenge in this city-region is not numbers of jobs but **quality** of jobs. We need to sustain, grow and attract businesses which offer those kinds of jobs now and in the future for four reasons:

- Sustain the West of England as the engine of the South West economy, accounting for approximately one quarter of the region's jobs. Currently it consistently out-performs both the region and the country as a whole in terms of gross value added (GVA) by head of population[34].
- Substantially increase our ability to compete internationally with cities with high-performing economies based on knowledge-based sectors and a highly qualified workforce.
- Raise the proportion of the workforce with higher level skills as a key lever to increasing GVA and the wealth creating potential of the city-region[35]; A 10% increase in the proportion of those with higher level skills (Level 4+) could produce a 2-3% rise in GVA.
- Increase the number of jobs at higher skill levels to create the wealth to sustain the lower-skill service jobs within the city-region. Compared to someone with no formal qualifications, a Level 3 achiever will, on average, benefit from an increase in earnings of some £179,000 over the course of a working lifetime[36].

Increasing Employment and Skills will support the Partnership's Vision by underpinning increased economic growth and competitiveness AND by ensuring that everyone benefits from the prosperity of the sub-region.

Whilst the recent economic downturn is cutting growth in employment, it is also reinforcing the case for focusing on higher skills where jobs are more sustainable, and for redoubling efforts to reduce persistent worklessness in areas which are most vulnerable to a rise in unemployment.

At the end of five years it is intended to demonstrate measurable improvement through:

- improved skills at all levels within the working age population;
- a higher proportion of people with higher level skills;
- the effective engagement of employers in the employment and skills agenda;
- a decrease in adult worklessness and an increase in the economic participation of young people.

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[34] ONS Regional Accounts

[35] Research indicates that skills differences appear to be the single determining influence on the productivity gap. In his 2005 report "Meeting the Productivity Challenge" Martin Boddy suggests that both cutting the proportion of unskilled people and increasing the proportion of higher skilled people will have beneficial effects on GVA. (Indicatively, a 10% cut in the proportion of those with no skills might produce a 0.5% rise)

[36] EMSI Economic Specialists Inc – "The Economic Contribution of City of Bristol College", June 2008

Measuring performance against specific targets will evidence the change achieved – where appropriate linked to the national PSA measures.

9.2 THE ECONOMIC AND LABOUR MARKET CHALLENGE

If we are to achieve the overall economic vision for the sub-region two key employment and skills issues have to be addressed:

- enhancing the capacity of the existing skills base to meet demand forecast for the medium and long term, and to achieve growth aspirations;
- addressing pockets of persistent worklessness and low skills to ensure that a higher proportion of residents are benefiting from and contributing to future growth.

Forecast Employment Change – The Capacity Challenge

Notwithstanding the current recession high levels of job growth are projected for the West of England economy[37]. The growth potential of the West of England economy is recognised by the Regional Economic Strategy and the Regional Spatial Strategy with the latter proposing ambitious job growth targets for the sub-region that represent 26% of the overall growth planned for the region.

Delivering this growth potential identified by these regional strategies, requires the resolution of a range of employment and skills challenges.

- Addressing the potential for shortfalls in the labour supply by seeking to raise economic activity. This requires a focus on communities with low levels of skills, qualifications, and participation, with above average levels of unemployment.
- Meeting the needs of the diverse knowledge-based industries, by providing additional workers with higher-level skills and qualifications.

Increasing Demand for Higher Level Skills

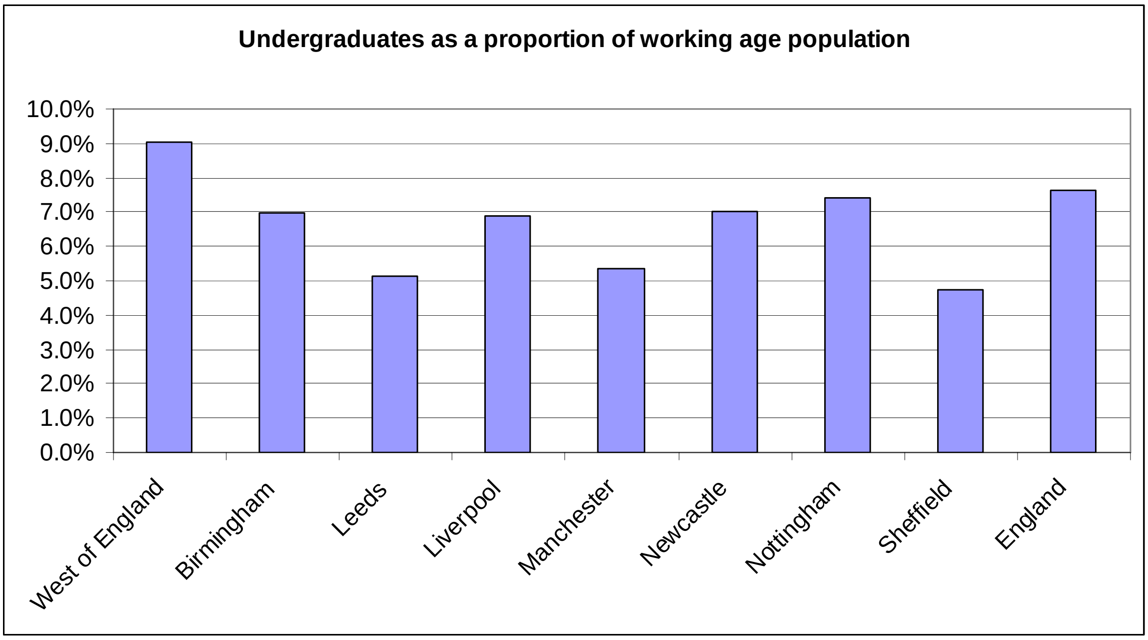
Higher level skills are particularly significant in realising the growth potential of the West of England economy. Recent research for SWRDA confirms the concentration of knowledge-based industries in the West of England and the potential of the sub-region to support the development and growth of such industries.

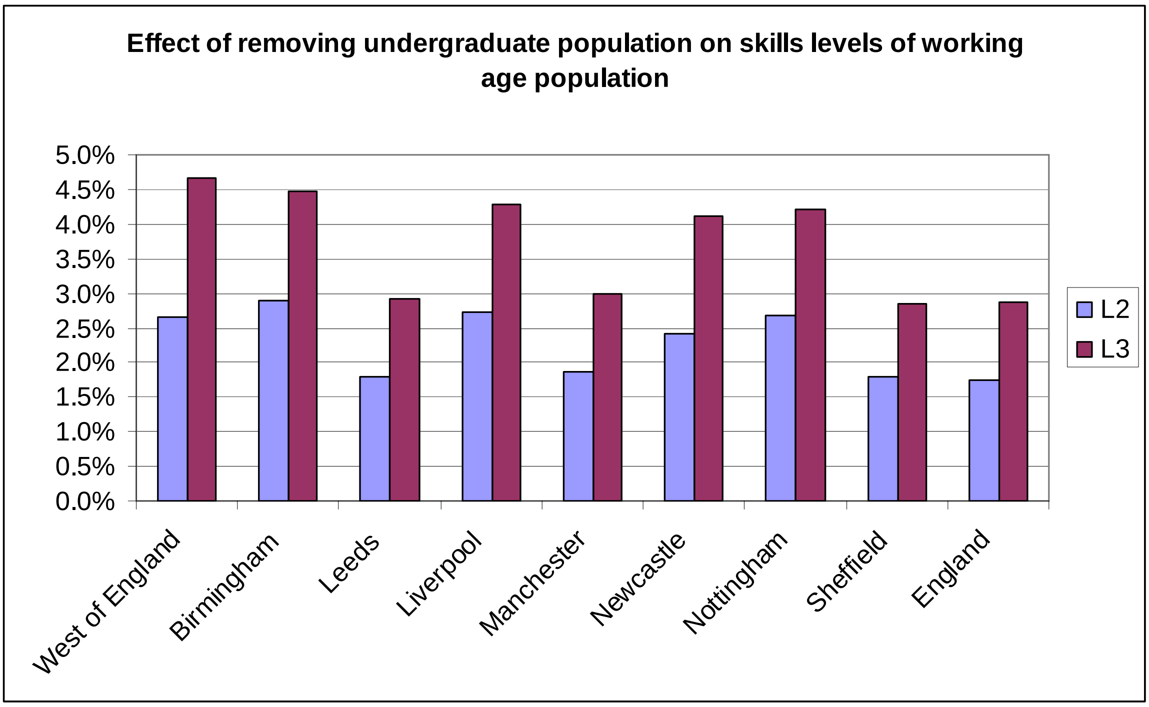
However, achievement of this potential growth will be dependent on the ability to supply appropriately highly skilled individuals to take up employment within these industries and to drive their productivity and growth. This presents serious challenges, including the need to:

- increase graduate retention above current levels by enhancing the relationship between HE programmes and employers through increased provision of part-time, foundation and CPD activities developed in collaboration with employers and employer organisations;

- increase the proportion of the working age population who have higher level skills. While the West of England appears well placed in terms of higher level skills, this performance is skewed by the existence of the four Universities in the sub-region – if the number of students attending these universities is discounted the proportion of working age population with level 2 qualifications falls by 2.7% and for level 3 the difference is some 4.7%. This is demonstrated below.

[37] Appendix 2, Figure 6.1





If the West of England wishes to sustain and grow a high productivity, knowledge-based economy it needs to attract highly skilled individuals from elsewhere, enhance graduate retention and increase the skill levels of the existing working age population.

Given that 60% of the 2025 workforce is now in employment, to achieve this requires a strong focus on working with employers. Aspirations for raising skill levels need to match the projected high levels of growth. This requires radical changes in the way public sector partners and employers are currently tackling increasing skills. The proposals outlined in this MAA set out how these changes will be made.

Employability – The Worklessness Challenge

Unemployment in the West of England has fallen considerably from the high levels of the early 1990s, stands well below the national rate and corresponds approximately with the regional average. Recent data for 2006/07 shows some 3.3% of the working age population of the West of England out of work compared with 5.5% for England and Wales.[38]

Nonetheless, current levels of worklessness in the West of England act as a significant brake, in a tight labour market, on the ability of the sub-region to fulfill its economic potential[39]. In addition, given the economic recession the proportion of people claiming unemployment benefits has been rising, albeit at a lower rate than the rest of the region[40].

Alongside the projected high levels of growth in employment there remain significant numbers of West of England residents who are cut off from the opportunities this presents.

Pockets of Persistent Worklessness and Low Skills

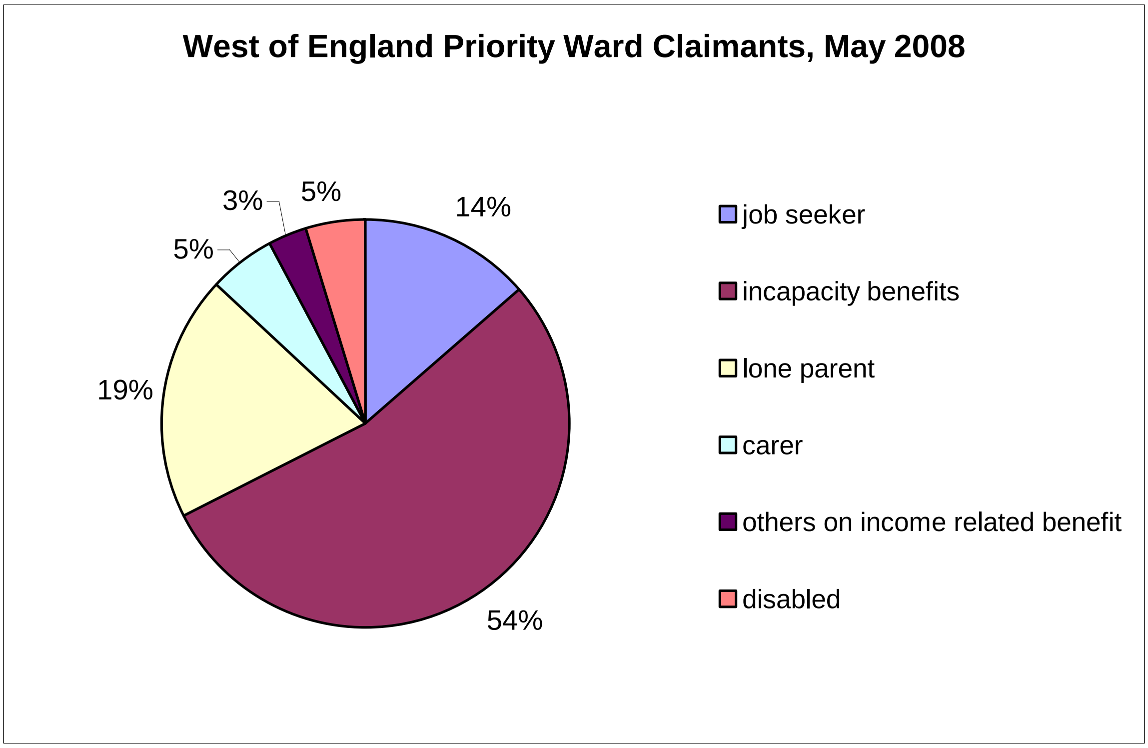
A large number of workless individuals within the sub-region are concentrated within small geographical areas that are cut off from the relative prosperity of the rest of the sub-region41.

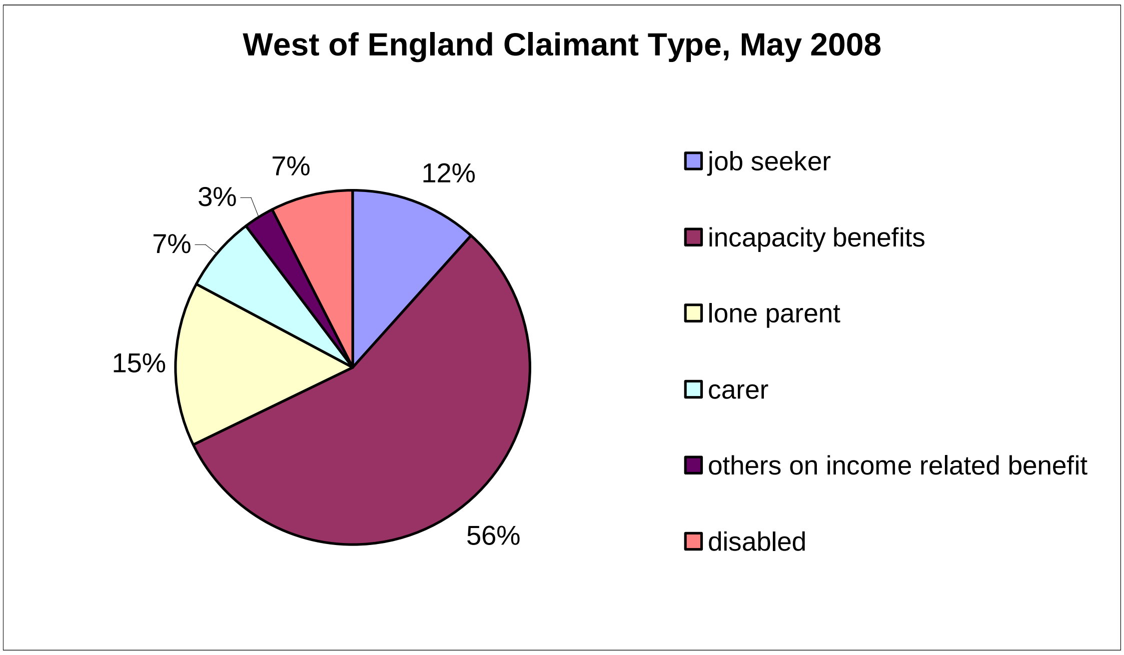
Just 11 wards in the West of England account for over a quarter of all workless claimants42 These wards are home to 31% of Job Seekers Allowance claimants; 25% of Incapacity Benefit claimants and 34% of lone parents in receipt of income support. Of the 11 wards, 9 are in Bristol, 2 in North Somerset.

<table>
<tr><th colspan="3">Priority Wards
(wards with greatest concentrations of
worklessness in the West of England)</th></tr>
<tr><td>Kingsweston</td><td rowspan="3">North Bristol</td><td rowspan="3">Bristol UA</td></tr>
<tr><td>Southmead</td></tr>
<tr><td>Lockleaze</td></tr>
<tr><td>Ashley</td><td rowspan="3">East Central Bristol</td><td rowspan="3">Bristol UA</td></tr>
<tr><td>Lawrence Hill</td></tr>
<tr><td>Easton</td></tr>
<tr><td>Filwood</td><td rowspan="3">South Bristol</td><td rowspan="3">Bristol UA</td></tr>
<tr><td>Hartcliffe</td></tr>
<tr><td>Whitchurch Park</td></tr>
<tr><td>Weston-Super-Mare South</td><td rowspan="2"></td><td rowspan="2">North Somerset</td></tr>
<tr><td>Weston-Super-Mare Central</td></tr>
</table>

The pattern of claimants in these wards is illustrated in the graph below, alongside that of the West of England as a whole.

[38] ONS Annual Population Survey 2006, (working age population defined as 16-59/64)
[39] Appendix 2, Figures 4.6 – 4.8
[40] Appendix 2, Figure 4.3
[41] Appendix 2, Figures 1.5 and 1.6
[42] Calculated using ONS 2006 mid-year population estimates.





In the priority wards 24% of all working age individuals are in receipt of workless benefits; this is over double the West of England average of 11% and the figure is significantly higher in some wards, for example 30% of working age residents in Lawrence Hill being claimants.

54% of claimants in these wards are in receipt of Incapacity Benefit; three quarters for over 2 years.

In Weston-Super-Mare Central almost a quarter of the entire working age population are on Incapacity Benefit alone. In Filwood, South Bristol 7% claim Lone Parent benefits, that is almost four times the proportion for the West of England as a whole.

Low skills and worklessness are closely connected. Many people claiming out of work benefits lack the skills required to secure and sustain employment. The proportion of those with no qualifications amongst those claiming benefit is 3 - 4 times higher than for those in work.[43] In the 11 priority wards 55% of all adults are qualified below level 2 and 37% have no qualifications at all (compared to West of England averages of 41% and 24% respectively).

Vulnerable groups and people with disabilities also require particular opportunities and support if they are to increase their skill levels as part of improving their prospects of gaining employment.

Young People Not in Education, Employment or Training (NEET)

In addition to the problem of worklessness many young people are NEET or in jobs with no prospects. Young people account for a third of all West of England workless claimants and are twice as likely to be out of work as older people.

Young people in West of England	**%**
NEET (9.5% in Bristol)	6.5 (1600)
In employment with no training	10.1
Not Known	3.4
Total	20.0%

Given the slowdown in the growth of the working age population against increasing labour demand in the medium and long term, and the forecast increase in the proportion of future vacancies that will demand higher level skills, it is essential to maximise economic participation, amongst young people.

This will require action over the long term and a radical shift in the way in which public sector partners and employers engage with and support workless and low skilled individuals.

[43] Leitch review of skills.

9.3 THE EMPLOYMENT AND SKILLS PARTNERSHIP; HOW THE MAA PROPOSITION DEVELOPED

West at Work – A Success Story

West at Work was established as a funded project in June 2005, following an agreement between the West of England LSC and SWRDA aimed at enhancing the productivity of the West of England by ensuring employers have good access to a flexible and highly skilled workforce.

West at Work comprises the Learning and Skills Council (LSC), the SWRDA, Jobcentre Plus, Business West, Connexions, Bath and North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council.

These organisations have strong links with businesses, jobseekers, community organisations and the training and education sectors. West at Work is a key implementation vehicle for the West of England Economic Strategy.

West at Work has been charged with ensuring that employer skills needs are met and that local people are equipped to benefit from employment opportunities. Priority is being given to harnessing the opportunities arising from key existing and future development sites across the West of England including:

- Cabot Circus, the Broadmead expansion, Bristol
- Bristol Harbourside Phase 2
- Temple Quarter, Bristol
- Bath SouthGate Centre
- Locking Parklands and Weston Park , Weston-super-Mare
- Spark (Emersons Green), The Bristol and Bath Science Park
- South Bristol
- Bath Western Riverside

West at Work working with the Bristol Alliance (Cabot Circus developers; Hammersons and Land Securities) provided a recruit and train service to employers locating to the Cabot Circus development. Recently opened, Cabot is the largest single retail and leisure development in the region for thirty years, with a total of 4,000 jobs in the 150 shop/hotel/restaurant complex. A key goal was to target workless people from the most disadvantaged local communities to ensure at least 50% of the jobs were filled in this way.

A public/private sector partnership initiative - "Cabot Circus Jobs" - was created to support both the needs of employers and local communities with the aim of providing a skilled local workforce for employers. This offered a single point of contact on behalf of public sector recruitment and training services, for both the developer and employers to access. Partners developed a clear progression route to support individuals into these jobs: community engagement activity; soft skills training; pre employment training with a guaranteed job interview; to employment and post employment support.

A series of vocationally specific pre-employment training programmes were developed, in partnership with Sector Skills Councils, funded and delivered to ensure local people had the skills and opportunity to gain jobs, with a focus on disadvantaged communities and individuals. A Jobs and Skills Offer developed for employers, streamlined recruitment and training processes. Services included promotion of vacancies through advertising job centres, jobs fairs and job matching, as well as long-listing and interviews.

The West at Work partnership engaged with 14,500 people from disadvantaged areas or backgrounds through community activities and support channels across the city. 76% of Cabot Circus employers have taken advantage of the services offered. By the end of 2008 1,400 people had taken part in bespoke training aimed at equipping them for employment in Retail, Hospitality and Security occupations.

West at Work gave the Partnership the single biggest challenge to “joined-up working” and provides solid experience and achievement on which the MAA propositions have been developed.

Extending the Role of the Partnership

Since 2007 the West at Work Programme Board has also taken responsibility for developing the wider partnership priorities and an action plan for employment and skills. In response to the Leitch agenda and changes to the Welfare to Work agenda, the Board identified a set of clear priorities and widened its active membership to incorporate significant private sector participation, including a private sector Chair. The aims of the Board evolved to focus on delivery of a service which:

- meets the recruitment and training demands of business;
- delivers a customised service especially to key sectors, locations and companies;
- effectively links opportunity and need; and
- builds directly on the West at Work project experience and the underpinning partnership.

The West of England Employment and Skills Board

The West at Work Programme Board is now subsumed into the Employment and Skills Board of the West of England Partnership. With the support of the LSC and SWRDA the partnership is appointing a Project Director: Economy and Skills to advise and support the Board and also to assume responsibilities for economic and inward investment work.

Flexible Use of Mainstream Resources and Grant

The Employment and Skills Board has also recognised the need to join-up and make best use of the finance and staffing resources of its public service members, to align more effectively with Board and MAA priorities. Unsurprisingly, virtually all of the flexible spend available to the partners is spent in this way, either through West at Work or more local initiatives. Spending through mainstream programmes has also been well mapped through a series of sub-groups of the Employment and Skills Board and a report commissioned on the mapping of existing engagement initiatives across the sub-region[44]. Freedoms and flexibilities will be sought to make better use of these resources in particular.

The current priorities of the Employment and Skills Board, and those which will drive this component of the MAA are to:

- Implement a targeted approach to employer engagement to drive up higher level and intermediate skills.
- Reduce worklessness through an effective Recruit & Train model.
- Reduce NEETs and young people in jobs without training
- Develop economic, employment, and skills intelligence.

[44] “Client Engagement – Mapping and suggestions on Future Process” June 2008 Shared Intelligence.

Implement a targeted approach to employer engagement to drive up skills

From the outset the Employment and Skills Board has committed to the Leitch Report's emphasis on forward planning of employment and skills needs. Efforts are focusing on facilitating a move from "supply driven" to demand led training provision through greater engagement with employers working with FE and HE.

The Board does not wish to create (or replace) a local planning system for training. Its aim is to identify those major areas of economic opportunity (i.e. business growth) which will need more targeted and co-ordinated action to ensure that the supply of skills does not limit those opportunities being exploited.

The Board aims to articulate the needs of local employers and recommend improvements to the delivery of an integrated employment and skills service. The Board aims to build business confidence in its capacity and influence in shaping:

- Skills provision, and in that way encourage individual businesses to engage and invest in the skills agenda.

The Board intends to focus on major local skills and employment challenges created by:

- significant spatial and employment land developments;
- the major growth sectors in the sub-region, such as creative industries or digital technologies;
- employer or employer groupings (such as retail, tourism and the public sector) which offer major employment opportunities for the unemployed and for raising skill levels
- major changes in the local economy likely to impact on employment and skills – for example the closure of a major employer or a significant inward investment. Most recently the Board has reconfigured its West at Work Project Board to co-ordinate sub-regional action across all of the public sector partners to support companies and individuals affected by the recession.

Reduce Worklessness Through an Effective Recruit & Train model

The adapted West at Work (Cabot Circus) recruit and train model will assist employees at risk and the unemployed by:

- identifying and reaching the unemployed in disadvantaged communities and groups, particularly in the 11 most deprived wards;
- joint working by Jobcentre Plus and the four local authorities to ensure that health, social work, housing, justice and neighbourhood management are better joined up, engaging and supporting individuals;
- in-depth assessment and identification of individual employment, training and personal support needs;
- delivery of integrated employment training and personal support to ensure unemployed people receive all support necessary to obtain employment;
- job matching;
- post employment support and skills development to sustain and progress their employment.

Reduce NEETs and Young People in Jobs Without Training

The objectives here are to:

- Reduce the number of NEETs.
- Decrease the number of young people in jobs without training.
- Increase the number of employers engaged in the 14-19 skills agenda.

The overall responsibility and primary focus for the NEET agenda will continue to rest with Local Authority Children and Young Peoples Services and the LSC, who are required to deliver and report against national targets and LAAs. However, sub-regional partners will provide support by increasing employer engagement with training providers.

The Employment and Skills Board will focus activity on:

- Creating a network of employer champions to work in deprived areas and communities to boost both supply and demand.
- Assisting employers to engage with 14-19 year olds in schools.

The work will be led by the Employment & Skills Board supported by LSC, GWE Business West and Connexions West of England.

Economic and Employment and Skills Intelligence

Intelligence West at the West of England Partnership will continue to lead and develop the strength of the economic and employment intelligence resource. They will work closely with information specialists in each partner organisation to make use of their wealth of data on the labour market, skills, target groups, training provision and investment plans. This will inform the work of the Board and its Members; an annual Employment and Skills report will also be made to the Board.

The objectives are:

- To provide up-to-date evidence base and a compelling commentary on the new and important issues in employment and skills in the West of England;
- To ensure that organisations developing and implementing policy within the sub-region area aware of and make full and appropriate use of the best available evidence.

Future action will focus on;

- Data dissemination and analysis-Collating relevant existing information and supplementing this with timely intelligence about local trends and economic events.
- Facilitating partners to develop skills intelligence- each partner has a wealth of data on the labour market, skills, target groups and communities, training provision and investment plans, however these need to be co-ordinated in a form that can inform employability and skills provision.
- Signposting- provide professional advice and signpost to data source to meet information requirements of our partners.
- Co-ordination -To bring together local research analysts to share research, expertise and resources. To identify opportunities for joint working and co-ordinating research and data collection, to avoid duplication and maximise resources.

9.4 RATIONALE FOR THIS APPROACH

About 90% of jobs in the West of England are accounted for by local residents. Despite spatial plans to build more sustainable communities with improved availability and access to local jobs, in the medium term travel to employment within the sub-region is more likely to increase

The MAA will provide a framework for developing employment and skills delivery plans to maximise multi agency working cross boundary. It will ensure collaborative working and decision making by partners. It will ensure better aligned and some pooled funding as well as additional powers and flexibilities. Multi-agency working across the sub-region will bring about economies of scale, and improved employment and skills outcomes for young people, workless adults, and skills at all levels to increase the competitiveness of the West of England economy.

Links between the targets in the LAAs and the proposed MAA

	117	152	153	163	164	174
B&NES						
Bristol						
North Somerset						
S Gloucestershire						
MAA						

Included in LAA　Existing Reward Target　Local Target

MAA Target

NI117　16-18 year olds who are not in education, training or employment
NI152　Working age people on out of work benefits
NI153　Working age people claiming out of work benefits in the worst performing neighbourhoods
NI163　Working age population qualified to at least level 2
NI164　Working age population qualified to at least level 3
NI174　Skills gaps in the current workforce reported by employers

9.5 MAA OBJECTIVES, ACTIVITIES AND TARGETS

In summary, the MAA objectives, indicators and targets are as follows:

- Driving up skills at higher levels through more effective employer engagement, a sectoral approach, joint working with HE and FE and responsiveness to demand.

- Driving up skills at intermediate levels through more effective employer engagement, a sectoral approach and responsiveness to demand.

- Reducing worklessness through:
  - development and delivery of more effective client engagement; and
  - further development and roll out of an effective Recruit and Train model

- Reducing the number of young people not in employment, education or training or in jobs without training.

- Developing employment and skills intelligence.

9.6 OUTCOME - Driving Up Skills: Increasing Higher Level Skills

NI 164	Working age population qualified to at least Level 3 or higher
Current	52.9%
Target	55.3%

Key Objectives

Currently there are 310,000 working age individuals in the West of England with a qualification at level 3 or above and 204,000 qualified to level 4[45]. Given the critical importance of more highly skilled labour to the knowledge economy, there is a need to focus efforts on graduate retention to meet employer demand, to attract inward investment and to enhance joint working between HE and FE and employers. To achieve this we will:

- Encourage employers to utilise more highly skilled labour as a means of boosting productivity and thereby stimulating growth.

- Maximise the achievement of level 3 (and above) qualifications which are directly relevant to the needs of the local economy, by working with the Further Education sector and the providers of work based learning, to identify emerging skills needs and develop provision in response.

- Facilitate skills progression through the delivery of solutions tailored to the requirements of the workplace.

What We Are Already Doing

Only one of the four West of England Authorities, Bath and North East Somerset, has included a Level 3 target in its LAA. In May 2008 the Employment and Skills Board established a higher level skills group to develop and define its strategy for increasing the skills base of the sub-region at Level 3 and beyond.

The Group has been responsible for validating the growing evidence base on the need to develop higher level skills – particularly in the existing workforce. It has also developed a series of actions which will be further defined. It has already:

- Supported the development of an HE/FE proposition for funding under the LSC FE Specialisation and Innovation Fund.
- Developed an inward investment service providing a single recruit and train offer for high-tech companies in the ICT and creative industries sector seeking to locate in the sub-region. This will form the basis of the wider offer referred to in *Proposed Future Actions* below.

Proposed Future Actions

Partners are proposing the following actions to deliver additional Level 3 qualifications over the lifetime of this agreement:

A joined-up jobs and skills offer for employers will stimulate investment in knowledge-based sectors. HE and FE provision will better meet the needs of local employers through the greater involvement of employers in determining and developing the provision.

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1 ONS, Annual Population Survey 2006 (Working age defined as 19-59 for females and 19-64 for males).

The Employment and Skills Board will be the vehicle for employers to work closely with the HE sector and with FE colleges and work-based learning providers to identify and address the emerging higher skills needs. The aim will be to:

- maximise the achievement of level 3+ qualifications relevant to the needs of the local economy;
- to gear Further and Higher Education provision much more closely to employer need (including raising the capacity for innovation and enterprise within the workforce);
- to facilitate skills progression by young people and adults;
- and, to ensure progression into local employment.

The Employment & Skills Board will also:

- Develop a joined up recruitment service, with employers, colleges, universities and Jobcentre Plus working together to promote local job opportunities to HE and FE students and to create pathways for progressing graduates from learning into knowledge-based employment.

- Join up existing initiatives in HE/FE institutions and present them to employers as a single offer. This will include the work done by universities' business, research and innovation departments as well as their careers services. Other initiatives will include:

  - Student placements.
  - Knowledge Transfer Partnerships.
  - Short term, project-based undergraduate employment.

  These services are of particular relevance to smaller businesses, that may lack the resources to employ higher skilled workers permanently, who would benefit from short term, cost effective or part subsidised work.

- Further develop networks and linkages between HE and FE institutions and business sectors to support workforce and skills development alongside those already established to stimulate knowledge transfer.

- Develop models of HE/FE-business interaction that are appropriate to both the structure of the business sector in the sub-region and to the characteristics of the HE and FE sectors.

Targets

In the West of England 53% of the working age population are qualified to at least level 3[46] but over recent years this proportion of higher level skills has not improved.

It is estimated that the actions listed above will result in the achievement of an additional 5,500 level 3 qualifications over the lifetime of this agreement. The planned increase includes an increase in the proportion of the "indigenous" population (i.e. excluding undergraduate numbers - see section 2.1 "Effect of removing undergraduate population on the skill levels of the working age population") achieving level 3. This will result in the narrowing of the gap between the indigenous and total working age population.

[46] ONS, Annual Population Survey 2006 (Working age defined as 19-59 for females and 19-64 for males).

Asks of Government

Driving Up Skills: Increasing Higher Level and Intermediate Level Skills

Agreement from DBIS to recognise the Employment and Skills Board as the local employer-led body and to work with the Board to meet the criteria for securing by 1 April 2010 the strategy-setting powers available through Section 4 of the 2007 Further Education and Training Act. These powers will enable the Board to:

- join up and focus LSC (and its successor bodies) spending in the West of England
- set the priorities and overall direction for the delivery of adult (Post 19) skills
- identify strategic skills needs and priorities
- actively engage with employers to raise demand for, and investment in, skills provision

Impact of "Asks"

Section 4 status for the Employment and Skills Board within the 2007 Further Education and Training Act, would enable the partnership to:

- strengthen business engagement and commitment to the employment and skills plan and the wider economic strategy;
- strengthen the engagement and local powers of public sector partners in agreeing new approaches and ensuring delivery;
- create longer-term commitment to spatial and sectoral initiatives with key local providers;
- allow for the allocation of additional investment and the opportunity to achieve outcomes above levels expected by individual partners or contained in the four LAAs;
- ensure the formal commitment of Board Partners to the single integrated offer is effective and strengthens working arrangements between Higher and Further Education providers;
- link more effectively the post- and pre-19 provision at sub-regional level to create a coherent offer both for businesses and individuals.

9.7 OUTCOME - Driving Up Skills: Increasing Intermediate Level Skills

NI 163	**Working age population qualified to at least level 2 or higher**
Current	**73.2[47]%**
Target	**79.0%**

Key Objectives

The Board recognise that an increase in the number of people qualified to at least level 2 would benefit business and the economy, and contribute to the regeneration of communities. In order to achieve progress in closing the gap between current agreed targets and the government's aspiration that 90% of the working age population are at least level 2 qualified by 2020, the Board have adopted the following objectives.

- Improve the engagement of individuals in skills development – focusing on the priority wards.
- Improve employer engagement to increase their demand for clients who have engaged.
- Develop a clear pathway to accreditation for individuals undertaking learning for employability.
- Develop and implement Public Service Compacts with the Unitary Authorities and Health Service organisations.
- Roll out the Single Jobs and Skills Offer to other high-employment sectors such as retail and hospitality.
- Target employment and skills activity on key development locations and projects in the West of England.
- Improve intelligence on the make-up of the working age population.

What We Are Already Doing

Local Area Agreements

The Local Area Agreements for all four Unitary Authorities in the West of England have identified the improvement of skills levels as a priority, and include indicators for improving the proportion of the working age population qualified to at least Level 2.[48] The following table shows the negotiated targets included in the Agreements:

Local Authority	2006 Baseline	Negotiated LAA target 2008-11	% change
Bristol	70.8%	72.7%	1.9%
South Glos	71.4%	72.7%	1.3%
North Somerset	75.9%	77.7% (An increase in participation on Level 2 courses from 800 in 2006/7 to 1220 in 2009/10 – equivalent to a 1.8% increase)	1.8%
B&NES	78.8%	79.9%	1.1%

[47] ONS, Annual Population Survey 2006 (Working age defined as 19-59 for females and 19-64 for males).
[48] NI 163 in Bristol and South Gloucestershire, existing reward target of "No. of people resident in North Somerset and aged 19 or over who achieve at least a full first Level 2 qualification or equivalent" in North Somerset and local target of "Proportion of working age population qualified to Level 2 or higher in target areas" in Bath and North East Somerset.

Board partners will seek to achieve these targets using both LSC funded provision and activities derived from partnership working. These LAA outcomes equate to approximately 12,000 level 2 qualifications; this is 2.4% of the working age population (as estimated in 2006).[49]

LSC/JCP Joint Working – Pre and Post Recruitment Training

As co-financing bodies for European Social Funding in 2007, the LSC and Jobcentre Plus collaborated on the development of the "client journey" from worklessness to sustainable employment. The aim was to identify key points for intervention, with Jobcentre Plus taking responsibility for the removal of barriers to learning and work, and the LSC implementing both pre-employment and in-work support programmes.

This resulted in a range of projects including "Recruit and Train", aimed at increasing the number of people from socially and economically deprived communities in the West of England obtaining jobs (with linked training) generated by key development sites such as Cabot Circus.

Further Development of Integrated Employment and Skills Offer

The Employment and Skills Board is taking a lead role in the further development of an integrated Employment and Skills "offer", which will provide a co-ordinated service to businesses needing help in the recruitment and training of their workforce. Support from public sector Board partners, including training providers in the region, will be combined and tailored to business needs.

Proposed Future Actions

The Local Area Agreement targets for each Unitary Authority are based on the current and future funding available for adult learning between 2006/7 and 2010/11, as detailed in the LSC Statement of Priorities of November 2007. In response to the economic recession, DIUS in its new private sector small and medium sized enterprise offer has increased expenditure on unit based and non-first level 2 qualifications. This will reduce the impact of action to increase the proportion of the workforce that is Level 2 qualified.

In proposing the following range of actions the Board is seeking to narrow the gap between the targets agreed, and the government aspiration in PSA 2 that 79% of the working age population be at least level 2 qualified by 2011.

Specifically the Board will develop an integrated model for client engagement to maximise numbers of individuals supported, to increase employability and skills. This will build upon the work currently undertaken by the Local Authority Community Learning Services, which focuses on the engagement into learning of those with less than level 2 qualifications.

Building upon the experience of the West Midlands, Adult Learner Accounts (ALAs) will be utilised to increase rates of participation and achievement. Marketing and communications activity will be targeted on areas of low participation; independent information and advice and full details of public support and resources will be made available to target groups.

Employer Engagement – Private Sector

Based on the Jobs Offer delivered at Cabot Circus, Board partners are developing an integrated Jobs and Skills offer to inform individual employers of their entitlement to recruitment and skills support from Jobcentre Plus, LSC, Business West, Connexions and the Unitary Authorities.

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[49] 2006 Annual Population Survey ONS (working age defined as 19-59 for females and 19-64 for males).

This will provide a clear offer to businesses who require support in the recruitment and training of their workforce. The offer will be communicated to employers through key partner organisations including FE colleges, the Business Link Brokerage Service, independent training providers, JCP Pathway contractors and UA supported community organisations. The offer will provide, regardless of the point of access, details of:

- The Local Employer Partnership and Skills Pledge offers to employers.
- The IAD Service provided by Business Link.
- Specific offers targeting particular sectors.
- An Offer guarantee and a contact point in the event a business is dissatisfied.

Working protocols and referral mechanisms will be developed to support the operation of this offer. From May 2009 this will be rolled out in sectors with traditionally low skills levels, such as retail, tourism and hospitality.

In 2009 Board Partners will extend and build on this model in other key sectors such as creative industries and high-tech engineering. These will serve the purpose of the sector productivity and progression pilots described in the Pre-Budget review. The primary objective in developing the offer is to increase business competitiveness by a better offer and better engagement with the public sector providers of support for training and recruitment. Targets for employer engagement and level 2 achievements for each sector will be agreed as the Offer is rolled out.

The proposal provides for all Board partners (JCP, LSC etc) to market their nationally badged products and services in the West of England under a single "Jobs and Skills Offer" brand.

Employment and Skills Plans

Alongside the plans for employer engagement and increased take-up of level 2 qualifications by sector, the partnership will continue to exploit the opportunities offered by major site and project developments. Over the next 5 years these will include: Bath Southgate Centre, Locking Parklands and the Science Park, SPark (Emersons Green).

For each of these priority projects an Employment and Skills Plan will specify:

- Number and type of jobs to be created
- Timeframe for recruitment
- Skill needs by level and occupation
- Training resource required to meet those needs
- Ongoing skill development requirements for the businesses in the area specified
- Outline protocols between businesses and local recruitment and training providers to deliver the above

Employer Engagement: Public Service Compact

The four Unitary Authorities represented on the Employment and Skills Board together with the health service organisation employ approximately 29% of the working population in the West of England.

The local government skills for life strategy in England 2005 - 2007, 'Get on in local government' (March 2005) estimated that nationwide:

- 11% of this workforce are below level 1 in literacy;
- 40% of this workforce are below level 1 in numeracy;
- 11% of the workforce have no qualifications at all.

Within the West of England this means, potentially, that across all public sector services:

- 18,700 employees are below level 1 in literacy;
- 18,700 employees have no qualifications at all;
- 68,000 are below level 1 in numeracy.

The four unitary authorities themselves employ 40,000 people. This equates to:

- 4,400 employees below level 1 in literacy;
- 4,400 employees with no qualifications at all;
- 16,000 employees below level 1 in numeracy.

Initially the Board partners will commit to the development of Public Service Compacts with each unitary authority. These will incorporate:

- a commitment to the Skills Pledge as well as a commitment to promote the Skills Pledge to supply chains;
- targets for level 2, level 3 and skills for life qualifications will be agreed with each authority;
- a commitment to the delivery of apprenticeships and advanced apprenticeships to younger job entrants (which provide for both level 2 and level 3 qualifications).

Targets

It is estimated that in total these actions will achieve 6,500 level 2 qualifications over the five year period of this agreement. These are additional to the estimated 12,000 resulting from the four Local Area Agreements.

9.8 OUTCOME - Reducing Worklessness

Target	**Target 1. Baseline and target to be agreed during negotiation process (see below)** **Target 2.** Reduce the gap between levels of worklessness in the most deprived wards of the sub-region and the national average by 1%.

Key Objectives

Almost all people moving onto benefit each year expect to return to work in due course and for many in this sub-region there is nothing that makes this aspiration unrealistic. Nonetheless significant numbers will end up receiving benefit (particularly incapacity benefit) for a very long time as a consequence of the recession.

Failure to provide more support to people with the potential for getting back to work will of course have long-term consequences for the individuals and their families. More specifically in the context of this MAA it will have an impact on the capacity of the sub-region's economy to return to a growth path.

An overall objective of the MAA is to support workless people into employment. The underlying objectives are to:

- Break down cultures of worklessness and low skills in the most deprived parts of the sub-region by integrating and joining up the services offered by public agencies, mainstream and third sector providers.
- Deliver a significant improvement over and above the work of Jobcentre Plus and partners by better utilising existing resource, developing proposals for a new costed service and ensuring more effective use of data between agencies.
- Deliver substantial reductions in worklessness and real change in the priority wards by improving the linkage of services and the way in which the range of agencies commission and manage activity.

What We Are Already Doing

Partners have already committed to identifying ways of maximising outputs from existing activity. This will result in the development of an integrated service offer for key target groups within the priority wards.

- The LSC will seek to ensure that:
  - existing expenditure on learning linked to employability is focused on those areas of greatest need;
  - engagement activities of providers are integrated with those of partners;
  - learning linked to employability outcomes is developed and informed through more effective employer engagement.

- Jobcentre Plus will:
  - channel referrals from the engagement service to mainstream and ESF programmes, where appropriate;
  - where possible, tailor services to best respond to the needs of the target groups;
  - work with employers to identify opportunities for disadvantaged groups and address any barriers that may restrict access to their vacancies.

- Local Authorities will:
  - introduce "enhanced employability" conditions to all relevant contracts with the voluntary sector;
  - develop a formal protocol with Pathway to Work contractor(s) for volunteer referral;
  - utilise Section 106 funding for engagement/recruitment in relation to key development sites, especially in disadvantaged areas;
  - sign up to a Public Service Compact and promote the Skills Pledge to their supply chain, and to target recruitment activity in disadvantaged areas.

Proposed Future Actions

Integrated Approach to Client Engagement

The local authorities led by Bristol City Council have developed a client engagement model for existing economically inactive groups. This model aims to build upon existing infrastructure and initiatives and to provide a plan for inter-agency working, which joins-up activity delivered through intermediaries and mainstream provision.

The integrated system will incorporate:

- improved, innovative and joined up ways to engage clients and employers, for example themed events to attract specific disadvantaged groups;
- individualised one-to-one assessment of employment, skills and personal barriers;
- training and personal support driven by individual and job needs rather than eligibility;
- bespoke training commissioned to meet minimum job requirements;
- Skills Pledge and Train to Gain entitlements matched to individual/job needs on entering employment, and on the needs of priority and growth sectors; and
- a system of intensive and individually tailored in-work support and aftercare to assist both the employer and individual to sustain their employment.

Development of Sector Routeways

To maximise opportunities for the most disadvantaged, partners will seek to develop a range of flexible packages of support for specific employers and sectors. These packages will be individually tailored according to the needs of the employer, but as a minimum will include:

- joined-up recruitment services;
- pre-employment training for potential recruits who would benefit; and
- tailored post-employment training and other support to meet individual and business needs.

A coordinated jobs and skills offer is also being developed for inward investors and other expanding employers. This will create supported progression routes into some of the new employment sectors and the projected 3,500-6,000pa new jobs up to 2026.

An Enhanced Outreach, Engagement and Support Service

Activity in the lifetime of the MAA will be centred on increasing engagement and employment outcomes through more intensive outreach and delivery of co-ordinated engagement and support at the neighbourhood level.

Whilst the roll out of the Pathways to Work programme across the West of England will improve employment rates for those with work limiting illness, and reduce the number of people claiming incapacity benefits, the programme's main focus is on those clients flowing on to IB rather than existing IB recipients.

The West of England receives no Working Neighbourhoods Funding (WNF). There is evidence that claim rates have fallen faster in those authorities in receipt of WNF than in those without[50] and while it is true that the West of England's economy has been relatively strong in recent years, the current formula for determining eligibility for WNF is less effective in recognising small pockets of significant deprivation in broadly affluent unitary authorities.

Our experience of Cabot Circus is that we can progress unemployed people from the most disadvantaged neighbourhoods into employment even without WNF by aligning mainstream LSC and JCP funding, local authority revenue (for example from Section 106) and modest amounts of additional ESF. We intend to continue to do this.

However Cabot also revealed a category of long-term unemployed individuals that needed more resource (and more time) to move into unemployment. These individuals face multiple barriers to securing employment, and typically sit in the "stock" of individuals claiming incapacity benefit who would not be reached by the DWP Pathway contractors.

The new integrated service would aim to engage with long term incapacity benefit claimants until such time as they join Pathways to Work, as well as with other economically inactive groups such as partners of claimants and carers. It is estimated that a fully integrated service could engage with up to 3,000 of the hardest to reach clients, and place them into employment, over the lifetime of the agreement.

To maximise the impact, the Board wishes to integrate additional resource with mainstream, partner funded programmes, targeted on those individuals with the most distance to travel to re-enter the workplace including existing IB customers and all other inactive, disadvantaged individuals. Typically this will include individuals with multiple barriers such as low confidence levels, low educational attainment, low skills, health/mental health issues and poor work history.

This service will utilise existing information to identify those facing the greatest barriers. Through intermediaries and wider services such as housing, health and social work, individuals will be offered clear progression routes on a case-worker basis providing intensive, one-to-one, individualised support. Such a service will:

- make full use of the unique local knowledge, powers and visibility of local and health authority workers and their third sector partners in neighbourhoods

- complement Jobcentre Plus services and channel people into their mainstream programmes;

- develop a model that can support clients to tackle barriers (e.g. childcare, debt) which have previously prevented them accessing or sustaining employment;

- work closely with the Adult Advancement and Careers Service to develop a 'no wrong door' approach to accessing employment and complementary services;

[50] Centre for Economic and Social Inclusion, 2008.

- harness the support of local third sector organisations in engaging inactive residents;

- reflect the 'neighbourhoods' approach to worklessness promoted in the 2007 Sub-National Review of Economic Development and Regeneration.

Integrated with the new Adult Advancement and Careers Service, this service would seek to link up the range of services delivered to target individuals but which are not currently sufficiently integrated to provide a comprehensive package of support. This will include employment, skills, health, housing and social care.

The service would build upon the existing referral and support networks retaining elements previously funded through Neighbourhood Renewal, improving effectiveness and offering assistance and support to a greater range of communities and local people.

Targets

Within the West of England working age claimant rates vary considerably, with Bristol having the highest at 12.6% and South Gloucestershire the lowest at 6.8% (using the baseline of May 2007). However, levels of worklessness are particularly high in the 11 identified wards[51]:

There is evidence that claimant rates are rising rapidly in the South West, with a 17.9% increase in the JSA register over the last 12 months (the largest increase in the country) and a 12.6% increase in Bristol[52].

Ward	Claimants on key out of work benefits	% of working age population
Kingsweston	1,195	18.1
Southmead	1,300	18.7
Lockleaze	1,255	18.0
Ashley	2,020	17.7
Lawrence Hill	3,360	29.6
Easton	1,405	15.5
Filwood	1,885	26.4
Hartcliffe	1,340	20.0
Whitchurch Park	1,335	19.9
Weston-Super-Mare South	1,750	28.1
Weston-Super-Mare Central	1,240	32.1
West of England Priority Ward average		**22.2**
Great Britain		**11.9**

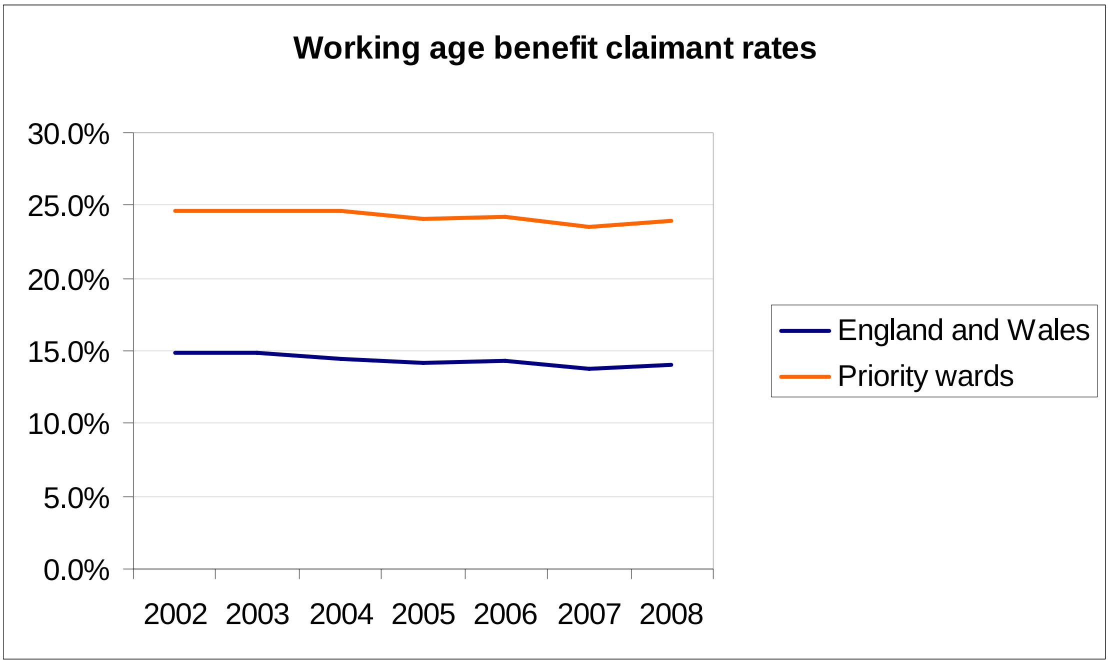
The general economic uncertainty means it is difficult to predict future trends in registration for benefit. The official budgetary prediction is for a 2% down-turn this year. Planned DWP initiatives aimed at reducing the numbers of people dependent on out-of-work benefits may not be enough to keep the register at current levels, let alone show improvements, should the JSA applications continue to grow. For these reasons, we propose that the precise target form part of the

51 Source: NOMIS

52 DWP Jobseeker's Allowance Liveload Data Sept 2008.

negotiation with civil servants and be reviewed at the end of the first full year of operation of the Agreement.

However, as the chart[53] below clearly demonstrates, the rate of worklessness in the priority wards tends to vary in parallel with national levels, the gap between them having remained virtually static throughout the last 7 years.



Indicatively, an integrated service could aim to reduce this gap between by c.1% over the lifetime of the agreement, in addition to those individuals targeted through current mainstream programmes.

Moreover the impact of the current economic downturn may also change the current demography of unemployment and deprivation (as indicated in a recent Local Government Association report[54]).

Asks of Government

Reducing Worklessness

Agreement from DWP to work with the Employment & Skills Board with the aim of securing, by 2010/11, a Level 2 co-commissioning role in DWP contracts to support the delivery of the new Integrated Service. The Board would work with partners to integrate the offer of local authority, Skills Funding Agency and the Voluntary and Community Sector, to focus essential specialist support and services, through an enhanced Flexible New Deal package, on individuals and families in the eleven Priority Wards. This would enable resources and local capacity to be used more effectively to meet the needs of workless people in the eleven Priority Wards, and employers' employment and skills needs.

[53] NOMIS, 2009

[54] *From Recession to Recovery: the Local Dimension*, Local Government Association, November 2008

9.9 OUTCOME – Reducing the number of Young People not in education, employment or training (NEET)

NI 117	16-18 year olds not in education, employment or training (NEET)
Current	6.5%
At Local Authority level for 2010.	
B&NES Bristol N. Som S. Glos	4.0% 6.4% 4.4% 4.0%

	16-18 year olds in jobs without training as a percentage of total cohort.
Current %	10.1%
Target (2015)	8.3% 2010 8.3% 2011 7.2% 2012 6.2% 2013 5.0% 2014

Key Objectives

The main objective of the Board is to decrease the numbers of Jobs without Training on offer to 16-18 year olds through the effective engagement of employers in 14-19 learning.

A further objective is to ensure that the range of provision is attractive to young people and that they are supported to develop an appetite for learning so that continuation in learning is an attractive proposition rather than an unwelcome requirement.

What We Are Already Doing

Local Area Agreements

Previous policy has focused on the NEET and not known groups, with positive outcomes being entry into education, employment, training, and employment with training. This continues to be the focus of the LAAs within the four authorities.

Whilst this has led to significant progress on reducing NEET and not-knowns, it has not led to targeted action on the 10.1% of young people in employment without training.

Delivery of mainstream Services

Mainstream services focus on encouraging participation in learning and informed choices to increase education and skill levels. Preventative work has focused on those at risk of not engaging in education, employment and training and those who are not likely to sustain their choice or progress.

Additional support is offered by the LSC, Local Authorities and Connexions to young people least likely to go on to further learning; this includes intensive work from Easter to the end of September through the September guarantee programme.

Employer Engagement

Work directly with employers is focused on the main programme areas funded through the LSC. Specific work has not, however, been undertaken with employers focused on converting young people's jobs without training into jobs with training.

Proposed Future Actions

Enhance Employer Engagement

Activity will focus on identifying all employers who take young people into jobs without training and negotiating with them to use new flexibilities in existing programmes to develop accessible and appropriate training packages. This will benefit the employer and the young person by its impact on skills and confidence, and improvements in performance and productivity.

There are two elements to the problem:

- Individuals taking jobs without training often have limited educational achievements and aspirations, an aversion to "formal" modes of education and economic reasons for earning money through employment of any kind.

- Employers offering these jobs are often content to employ on a short-term basis without any significant investment in training.

The barrier to progress is that an apprenticeship is the only publicly funded training that can be offered to both a young person under 19 and an employer in these circumstances. Both individual and employer in the target group typically reject this out of hand as requiring a commitment that is too long-term and substantial.

We propose that in these circumstances employers be eligible for the unit based Train to Gain offer. This provides a much simpler stepped approach for the individual who may have had negative experiences of learning pre-16; it also offers the employer a more limited commitment which still enables the individual to engage with further learning and move towards an accredited training qualification.

Early Intervention

Partners will increase efforts on early intervention and preventative work with young people at key stage 3 & 4. We will develop new and innovative approaches.

Extend September Guarantee Programme

Board Partners will build on the successful September Guarantee programme to increase the challenge to young people who are considering jobs without training immediately before they take their decision.

Targets

Our aim is to reduce the number of jobs without training on offer to 16 – 18 year olds from 10.1% to
8.3% 2010
8.3% 2011
7.2% 2012
6.2% 2013
5.0% 2014

Asks of Government

Reducing the number of Young People in jobs without training

Agreement from LSC (and its successor bodies) to work with the Employment & Skills Board to develop a relevant Apprenticeship Entry/Foundation Offer for use in businesses employing 16-18 year olds in jobs without training. The Employment & Skills Board will support the piloting of the new offer.

Impact of "Asks"

Encouraging employers to take up Apprenticeships as the route to securing public funding support is unlikely to allow us to achieve our target in this area for the following reasons:

- these are not businesses likely to be taking on apprentices;
- much of the employment being offered is short-term or contract-based;
- these are not individuals likely to be apprentices. For the most part young people opting for jobs without training on leaving school are the least qualified and have formally rejected a structured training opportunity delivered through the September guarantee.

The outcome of this Ask would greatly assist our efforts in reducing the current number of young people in jobs without training.

10. GOVERNANCE AND DELIVERY

West of England Partnership

A	Councils Cabinets		
BANES	*Bristol*	*North Somerset*	*South Gloucestershire*

B Strategic Partnership Board
Leaders of Council plus 2 Councillors from each Council; Social, Economic and Environmental Partners (SEEPs); Strategic Organisations; Observers

<table>
<tr><th>C Council Leaders</th><th>Joint Executive Committees</th><th colspan="2">Boards</th><th>Specialist Groups</th><th>SEEPs, Partners & Strategic Organisations</th></tr>
<tr><td></td><td>Transport

Waste Management</td><td>Planning, Homes & Communities Board</td><td>Employment & Skills Board</td><td>Culture, Leisure & Tourism

Rural Strategy</td><td></td></tr>
<tr><td></td><td>Cabinet Members</td><td>Cabinet Members</td><td>Employers, Economic, Partners & Agencies</td><td>Cabinet Members Non-Executive Strategic Partners & Agencies</td><td></td></tr>
<tr><td colspan="5">Work with Social, Economic and Environmental Partners and Strategic Partners</td><td></td></tr>
</table>

D Joint Scrutiny Committee
Transport; Waste; Planning, Housing & Communities; Economy & Skills
Cross-Party Members, Strategic Partners and Agencies

E Delivery Vehicle (being developed)	Homes West
Commission delivery of transport, waste & housing infrastructure (accountable to Partnership Board)	RSL Consortium delivering affordable homes

F Specialist Officer Groups	Partnership Office

The Partnership Governance Diagram

This diagram describes the key existing features of the sub-regional governance and delivery arrangements made through the West of England Partnership. The Partnership Constitution, including the purpose of the Joint Committees and Boards, is provided at Appendix 2.

Key features of the West of England Partnership

Established in 2005 the strategic Partnership Board (B) is key to setting direction and integrating priorities and programmes for cross-boundary working which meets the needs and ambitions of the sub-region. The cross-party Board joins up the work of strategic partner operations and engages, economic, business, social and environmental Board partners.

Where the priorities and programmes of the Board require the collective authority and resources of the local authorities, policy and budget frameworks are approved individually by their Cabinets and Councils (A). This ensures democratic accountability. They are responsible for the Joint Local Transport Plan and the Joint Waste Management Strategy.

This accountability is re-inforced by the collective decision making of the Joint Executive Committees (C) which recommend policy and budget frameworks to the Cabinets and Councils based on their detailed work and public engagement and consultation. Once approved the delivery of the policies and investment is overseen by the Joint Committees. The authority of the Joint Committees is vested through formal delegations by each Executive and the underpinning formal Joint (Legal) Working Agreements.

The Joint Scrutiny Committee is also cross-party and comprises four sub-committees of three Councillors, one established by each authority. The Committee contributes to the development of sub-regional policy priorities and investment proposals, and holds the Partnership, Joint Committees, Boards and officers to account. The Committee's work reinforces the democratic accountability of the Partnership.

The Planning Housing & Communities Board is undertaking key sub-regional spatial planning and housing work. It is giving direction and advice on how best to manage spatially, and through cross-boundary infrastructure, planning provision for the high levels of projected growth in jobs, homes and population. It will be instrumental in recommending the sequencing and phasing of development at key housing and employment locations in the sub-region and for overseeing the 'Single Conversation' with HCA, RDA and other regional bodies.

The Board will also sponsor Area Boards, including Strategic Partners, to steer cross-boundary working on physical development and regeneration, especially in the case of essential urban extensions.

The Employment & Skills Board is employer-led and is supported by the commitment of the employment, skills and economic agencies, as well as HE, FE, schools and the local authorities. The Board also has a key future role in economic development. The Board is key to the planning and delivery of the employment and skills component of the Agreement.

Work is well-advanced on the formation of an arms-length local authority 'delivery' company, which will commission the delivery of transport, waste and housing infrastructure once specified and approved by the Partnership Board and Cabinets. It will ensure a separation between development and delivery to ensure commercial discipline is exercised to maximise value for money in both procuring and overseeing consultants and contractors. With an intelligent client function, and the reach into development to assist with businesses and financial planning and risk management, the company will strengthen the capacity of the Partnership to deliver substantial investment in infrastructure over the next ten years.

Currently officer support for development, procurement and delivery through sub-regional specialist groups and the Partnership Office is key to the ambitions and outcomes of the Partnership. The pace of sub-regional collaboration and progress, the benefits of joining-up and integrating the cross-boundary work of strategic partners in the economic area, and the planned investment in infrastructure are necessitating further strengthening of Partnership support.

Imminent Further Strengthening of Governance

Recent discussions with social, economic and environmental Board partners and strategic partner organisations is strengthening the reach, capacity and influence of the Partnership by ensuring wider engagement is more consistent and coherent. Setting direction and priorities and developing and implementing programmes will be strengthened by this further work.

Given the existing and future significance of the work of the Planning, Housing & Communities Board it is proposed to establish it as a Joint Executive Committee of the four authorities as soon as possible.

The employer membership of the Employment & Skills Board, is to be further strengthened and plans made to extend its role to that of an Economy and Skills Board, also to take a lead on the priority issues set out in Section 7 of this agreement, Economic Growth and Competitiveness.

Tackling Climate Change is a key consideration of the MAA and the West of England Partnership will be developing its capacity to understand the effects of its activity on Climate Change and integrating climate considerations into its Governance arrangements.

Joint Investment Planning

Much of this Agreement reflects the critical nature of Joint Investment Planning to the successful delivery, not only of solutions to the current recession, but also to managing successfully the high levels of projected growth in jobs, homes and population.

The ‘Single Conversation’ with HCA, RDA and other strategic partners will be launched in March with a view to concluding a Joint Investment Plan for the sub-region by Autumn 2009. This work will integrate the planning of economic, social and infrastructure in the sub-region to meet the priority outcomes addressed by this agreement, namely:

- plan and manage the growth in homes and jobs in order to build mixed and sustainable communities;
- improve access and reduce traffic congestion to increase competitiveness and quality of life;
- attract and grow business investment to increase economic growth and competitiveness;
- increase employment and skills to increase competitiveness, growth and regeneration.

The negotiations will bring together:

- the councils work on spatial Core Strategies and complementary sub-regional studies and spatial planning, to identify the sequencing and phasing of the development and regeneration of housing and employment locations and the required infrastructure;
- the phasing of investment in transport infrastructure endorsed in the Region’s Funding Advice to government;
- regional support for the priorities in this Agreement to attract and grow business;
- the key priorities and resourcing, additional to mainstream budgets to tackle the sub-regions highest priority employment and skills needs.

Substantial and early increases in technical capacity will be necessary to drive and project manage the development of the various major infrastructure schemes and programmes. This will be complemented by the work of the Executive Members serving on the Joint Committees for Transport and Planning, Housing & Communities.

Sub-regional co-operation

The recent government Bill 'Local Democracy, Economic Development & Construction' offers important options for further strengthening sub-regional governance of functions best considered sub regionally.

Whilst the outcome of the Sub-National Review has promoted sub-regional Joint Investment Planning it has not devolved or delegated any powers to sub regions. Instead regionally the RDA and Leaders Forum share responsibility for developing and approving the integrated Regional Strategy and exercising regional spatial planning powers.

In addition the new Bill provides for the creation of three new options for sub-regional co-operation:

- Multi-area Agreements with statutory duties on a voluntary basis.
- Economic Prosperity Board;
- The combination of the functions of an Economic Prosperity Board with the functions of an Integrated Transport Authority;

The MAA with statutory duties would give the Agreement more formal status and would place duties on the local authorities and partners involved to co-operate in preparing the MAA and to have regard to its targets in exercising their functions.

Again on a voluntary basis but with a statutory base, Economic Prosperity Boards would provide a sub-regional structure for local authorities' joint decision-making. Their main purpose would be economic development and regeneration. The government do not propose to prescribe in detail their functions but recognises that local authorities may wish to include such functions as infrastructure planning and delivery of housing and employment and skills, given they contribute to economic development and regeneration.

The proposal to give the further option to combine the functions of an Economic Prosperity Board with those of an Integrated Transport Authority further recognises the breadth of functions which support economic prosperity.

The West of England has been considering:

- how it would exercise powers devolved by the RDA;
- the establishment of an arms length Economic Development Company involving serving business people;
- the acquisition of powers, which enable the sub-region better control over the overall quality of public transport services.

In view of these latest developments the local authorities, through the West of England Partnership propose to examine which of the options in the Local Democracy, Economic Development and Construction Bill can best meet the sub-regions objectives.

As well as considering these options, the West of England also made an application in March 2009 to become a city region forerunner - a status which it believed would have complemented its commitment to its MAA by setting out more ambitious aspirations, targets and powers for delivering increased economic growth and competitiveness. The application was unsuccessful but the Partnership will be following the experience of the successful forerunners with interest and will take that experience into account in framing detailed proposals for strengthening its governance.

1. ECONOMIC EVIDENCE

Economic and Quality of Life Indicators

FIGURE 1.1

		West of England	SW Region	Eng. & Wales	West of England				Core Cities						
					Bristol	B&NES	N.Som	S.Glos	Birmingham	Leeds	Liverpool	Manchester	Newcastle	Nottingham	Sheffield
Employment Rate % (All people Working Age)*	2007/8	**78.4**	78.5	74.4	73.8	78.1	82.9	83.2	63.1	73.0	63.5	60.4	65.2	63.7	70.4
Economic Activity Rate % (All people Working age)*	2007/8	**81.0**	81.6	78.6	76.6	81.1	84.9	85.8	69.6	78.1	68.0	67.4	70.5	68.9	74.8
Unemployment Rate % (All people economically active of working age)*	2007/8	**3.3**	3.9	5.4	3.6	3.7	2.4	3.0	9.4	6.6	6.7	10.4	7.5	7.6	5.9
Annual Earnings (£s' by full time employees and place of residence)**	2008	**25,435 ^**	23,930	25,363	23,855	25,637	26,824	25,424	22,877	23,711	22,874	22,847	22,250	20,367	23,535
% of working age population with NVQ4+ qualifications***	2007	**32.6**	29.1	28.1	36.5	33.8	32.1	25.4	24.7	27.6	20.1	30.3	30.4	21.8	27.9
GVA per head (£'s)****	2006	**22 377**	17 386	19430 (UK)	20 447	25 345									
Growth in output (%)****	1995 - 2006	**94.3**	83.4	80.0 (UK)	108.0	79.6									
Growth in productivity (%)****	1995 - 2006	**80.5**	71.1	72.4 (UK)	90.0	71.2									
Net change in the Stock of VAT reg businesses (%)*****	2001-2007	**15.2**	11.8	12.9	15.7	12.7	17.4	14.8	5.8	12.8	15.8	6.6	13.5	8.0	8.7
Employment Growth Rate % ******	2001-2008	**3.6**	6.6	4.3	-4.2	5.1	7.1	16.7	-0.7	5.7	6.7	5.7	6.3	2.7	7.4

Sources:
***Annual population survey Jul 2007-Jun 2008, ONS, Crown Copyright.**
**** Annual Survey of Hours and Earnings, 2008. Nomis, ONS Crown Copyright.**
***** Annual Population Survey Jan 2007 - Dec 2007. ONS Crown Copyright.**
****** GVA at current basic prices 1995 - 2006. Nomis Regional Account NUTS level 3 table 3:2, ONS, Crown Copyright. West of England figures produced by the West of England Partnership Office, England & UK figures are provided instead of England & Wales and GB.**
******* VAT registrations/deregistrations by industry. ONS Crown copyright. Net change. Net gain or loss in the stock of registered enterprises each year - equal to registrations less deregistrations.**
******** Annual Business Inquiry (ABI) employee analysis 2001-2008.**
Notes: ^ West of England Earnings figures are the mean average of the median UA figures, all others are median. West of England figures are therefore not directly comparable to the other figures as they would appear higher. There is no West of England Median figure. Median figures have still been used for UAs to avoid the skewing effects of extreme values.

FIGURE 1.2

GDP per head, employment and unemployment rates:

Region	City	GDP per Head (000 Euros)* 2001	GDP (PPS per inhabitant)** 2005	Regional employment rate of the age group 15-64 % ** 2007	Regional unemployment rate of the age group 15-64 % ** 2007
Oberbayern	Munich	49.6	37090.8(p)	74.5	4.3
Darmstadt	Frankfurt	47.7	35325.0(p)	70.6	7.1
Etela-Suomi	Helsinki	41.5(u)	29823.1	73.3	5.7
Stockholm	Stockholm	40.4	38573.5	76.0	5.6
Stuttgart	Stuttgart	38.5	31060.1(p)	73.9	5.0
Lombardy	Milan	38.4	30566.9	66.7	3.4
Hovedstaden	Copenhagen	36.7(d)	36073.1	:	:
Noord-Holland	Amsterdam	34.3	34647.4(p)	76.7	2.9
Piemonte	Turin	33.2	25698.2	64.9	4.2
Catalonia	Barcelona	32.1	27345.5	71.0	6.5
Rhone-Alps	Lyon	30.2	25291.4	66.0	6.5
Glous, Wilts & N Som	Bristol	29.8	30003.1	77.4	3.4
Midi Pyrenees	Toulouse	27.9	22535.4	66.3	8.1
West Yorkshire	Leeds	26.7	24658.3	69.9	5.6
Greater Manchester	Manchester	25.5	24647.1	68.8	6.2
West Midlands	Birmingham	25.1	24658.3	65.3	8.0
Northumberland, Tyne & Wear	Newcastle	23.9	23546.9	67.9	6.2
South Yorkshire	Sheffield	23.9	20768.4	66.7	6.2
Merseyside	Liverpool	22.2	18987.5	64.1	7.4

Notes
(u) Figure is for Uusimaa
(d) Figure is for Denmark
(p) Figure is provisional
: no data available
PPS = Purchasing Power Standards
Sources
*** Business Strategies Ltd What Makes Euro Regions Prosper 2001**
**** EuroStat**

FIGURE 1.3

Best cities in terms of the quality of life for employees

City	Rank 2008	Rank 2007
Edinburgh	1	1
Cardiff	2	2
Bristol	3	5
Manchester	4	3
Newcastle upon Tyne	5	7

Source: Uk Cities Monitor 2008 (Cushman & Wakefield)

FIGURE 1.4

Top 5 sustainable cities in Great Britain

Rank	City
1	Bristol
2	Brighton & Hove
3	Plymouth
4	Newcastle
5	Cardiff

Source: The Sustainable Cities Index October 2008 (Forum for the Future)

FIGURE 1.5

Wards within the West of England ranked within the worst deprived 10% nationally, IMD 2007

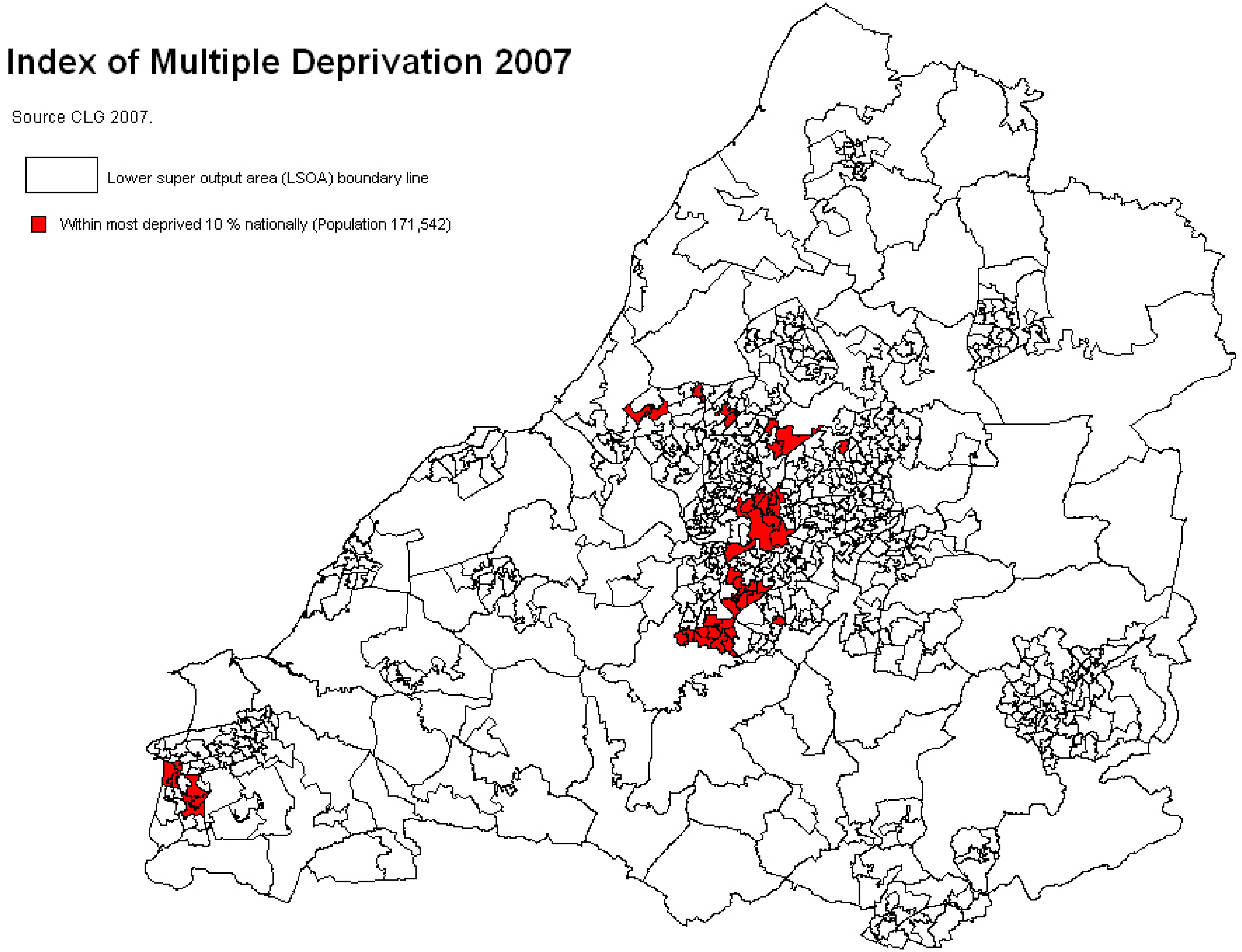


FIGURE 1.6

Localities in the West of England falling within the 10% most deprived areas in England:*

UA	LSOA's	Contained within ward:	Total claimant rate May 08	Job Seekers claimant rate May 08	Incapacity Benefit claimant rate May 08	Unemploymed claimant rate Oct 08	5 A* to C grades at gcse 2007
Bristol	**St Pauls; St Agnes**	Ashley	28.0	6.0	13.2	8.2	24.4
	Four Acres; Sherrin Way	Bishopsworth	28.3	3.6	14.3	3.3	-
	St James Barton	Cabot	25.5	4.3	17.9	4.7	66.7
	St Marks Road	Easton	24.1	3.8	12.7	5.2	32.0
	Throgmorton Road; Ilminster Avenue West; Filwood Broadway; Inns Court; Leinster Avenue; Glyn Vale	Filwood	34.0	3.1	17.5	3.9	29.0
	Gill Avenue	Frome Vale	30.2	3.2	14.0	2.9	40.0
	Fulford Road North; Whitchurch Lane; Fair Furlong; Bishport Avenue West; Withywood	Hartcliffe	32.2	3.3	17.0	3.6	42.2
	Crow Lane	Henbury	37.1	3.5	21.2	3.7	-
	Wharnecliffe Gardens	Hengrove	28.5	2.0	16.6	1.6	40.0
	Lawrence Weston South; Lawrence Weston Parade	Kingsweston	32.3	3.9	16.5	4.3	30.3
	Ilminster Avenue East	Knowle	26.3	3.3	13.4	1.9	35.0
	Easton Road; Old Market and the Dings; Barton Hill Road; Stapleton Road; St Philips; St Judes	Lawrence Hill	33.3	5.3	18.2	6.2	28.7
	Filton Avenue North; Lockleaze South; Lockleaze North	Lockleaze	26.3	3.1	14.7	3.5	30.2
	Southmead Central; Trymside	Southmead	32.4	4.7	15.3	5.2	24.3
	Bedminster	Southville	28.8	3.5	20.7	3.6	27.3
	Hareclive; Fulford Road South; Bishport Avenue East	Whitchurch Park	37.9	3.9	20.5	4.9	36.4
	Marksbury Road	Windmill Hill	24.0	3.5	13.5	3.1	23.1
North Somerset	**Alfred Street; Grand Pier; Ellenborough Park**	Weston-super-Mare Central	32.4	3.8	23.6	5.2	-
	Argyle Avenue; Windwhistle; Marchfields Way	Weston-super-Mare South	39.8	3.9	22.4	4.2	-
South West			**11.4**	**1.2**	**1.7**	**1.7**	**59.2**
West of England			**11.4**	**1.7**	**1.3**	**1.6**	**56.2**

*** The figures represent an average for the localities shown, defined by LSOAs that fall within the 10% most deprived areas nationally, ranked according to the government's Index of Multiple Deprivation. The figures shown do not represent an overall average for the Ward**

Sources: DWP Benefits WPLS, Nomis; Claimant count, Nomis; GCSE data provided by Children & Young Peoples Service, Bristol City Council – based on pupils place of residence. Only available for wards in Bristol where total number of pupils achieving 5A*-C grades is above 5.

2. EMPLOYMENT TRENDS

FIGURE 2.1
KNOWLEDGE-BASED GROWTH SECTORS 2006

Sector	No. of Employees
Advanced Engineering & Aerospace	13,000
Banking	25,000
Insurance & Pensions	12,000
Legal & Business Services	13,000
Creative & Media	18,000
ICT	18,000
Environmental Technologies	6,500
Biotechnology	2,000
Food & Drink	5,300
Tourism & Leisure	14,000

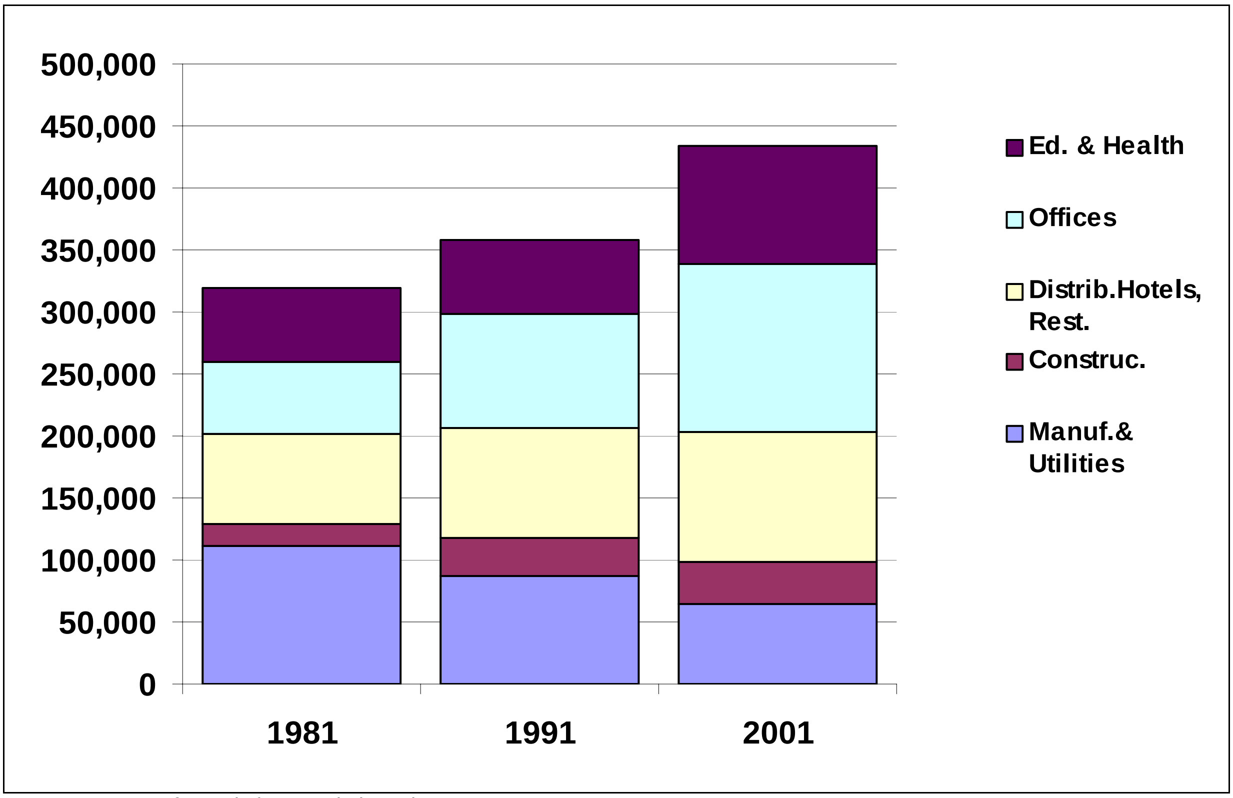
Source: ABI/NOMIS 2006

FIGURE 2.2
Employees in the 'Knowledge Based' economy. 2006.

	West of England		South West	GB
	No	%	%	%
'High tech manufacturing'	10,809	2.1	1.4	0.9
'Medium high-tech manufacturing'	7,086	1.4	2.8	2.3
'Knowledge based services'	224,279	43.8	39.5	40.9

Source: ABI/NOMIS using following OECD definition: ***Hi-tech manufacturing*** comprises pharmaceuticals, aerospace, electronics-communications, office machinery and computers; ***Medium High Tech. manufacturing*** comprises scientific instruments, motor vehicles, electrical machinery, chemicals, other transport equipment and non-electrical machinery; ***Knowledge Based Services*** comprises post and telecommunications, financial, insurance and business services, real estate, R&D, education, health and social services.

FIGURE 2.3
West of England- Changing sectoral make-up of employment



Source: Census of Population. Workplace data.

FIGURE 2.4

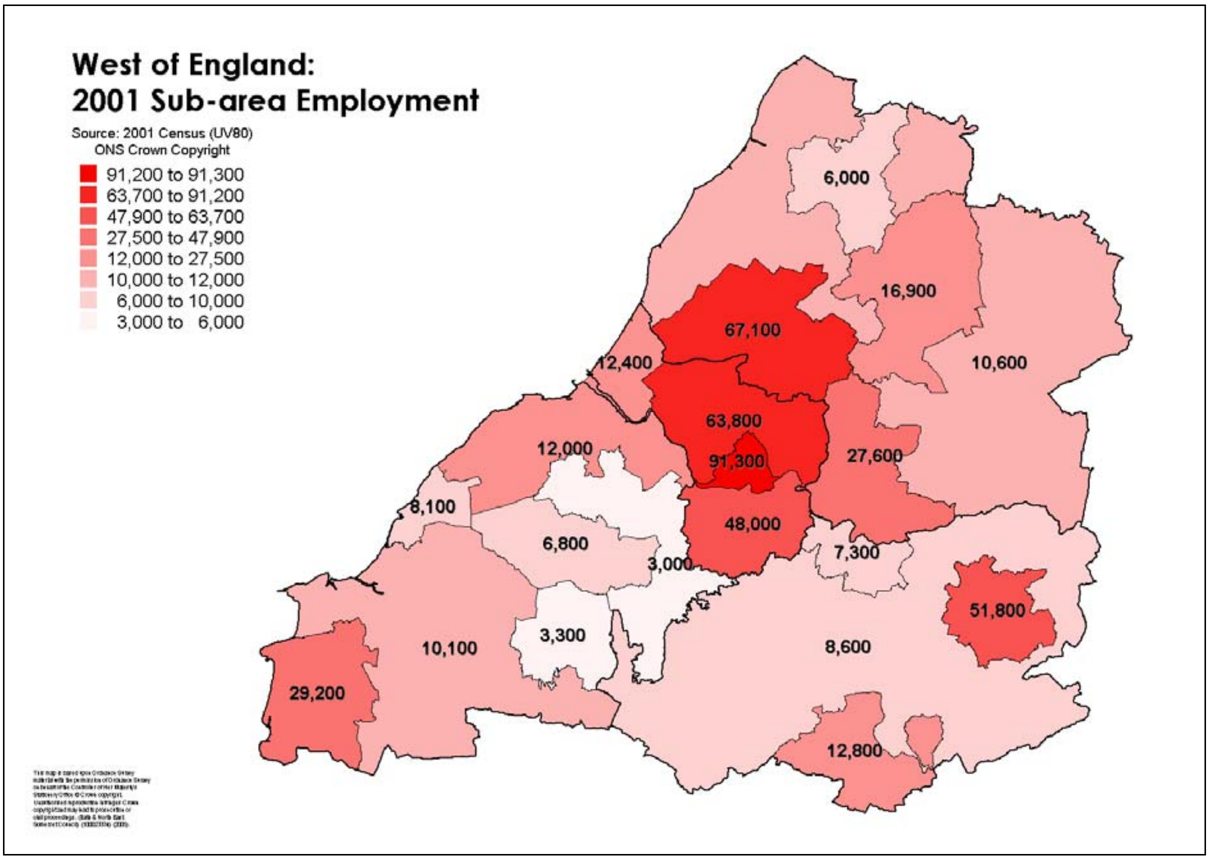
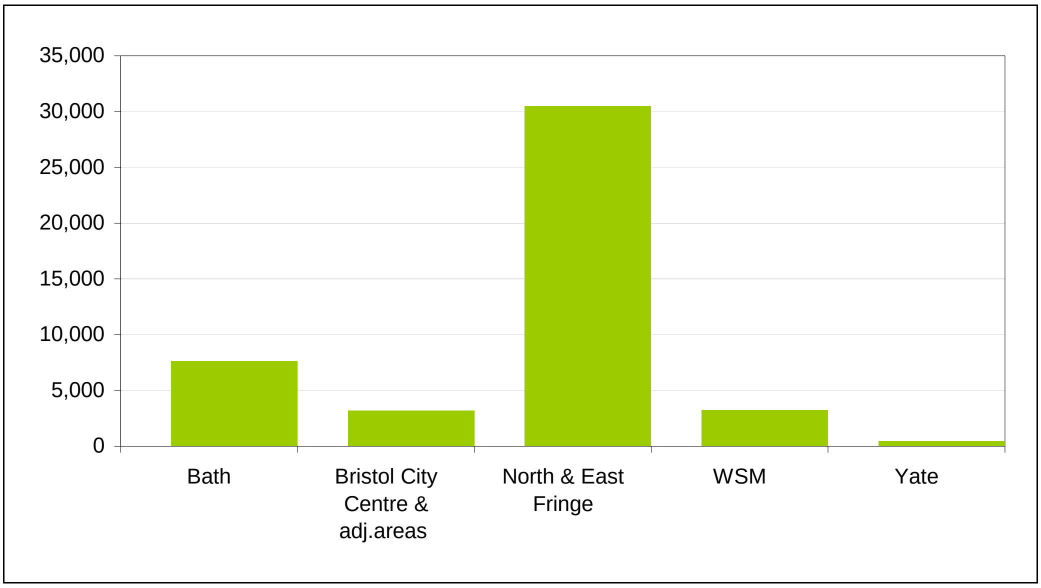


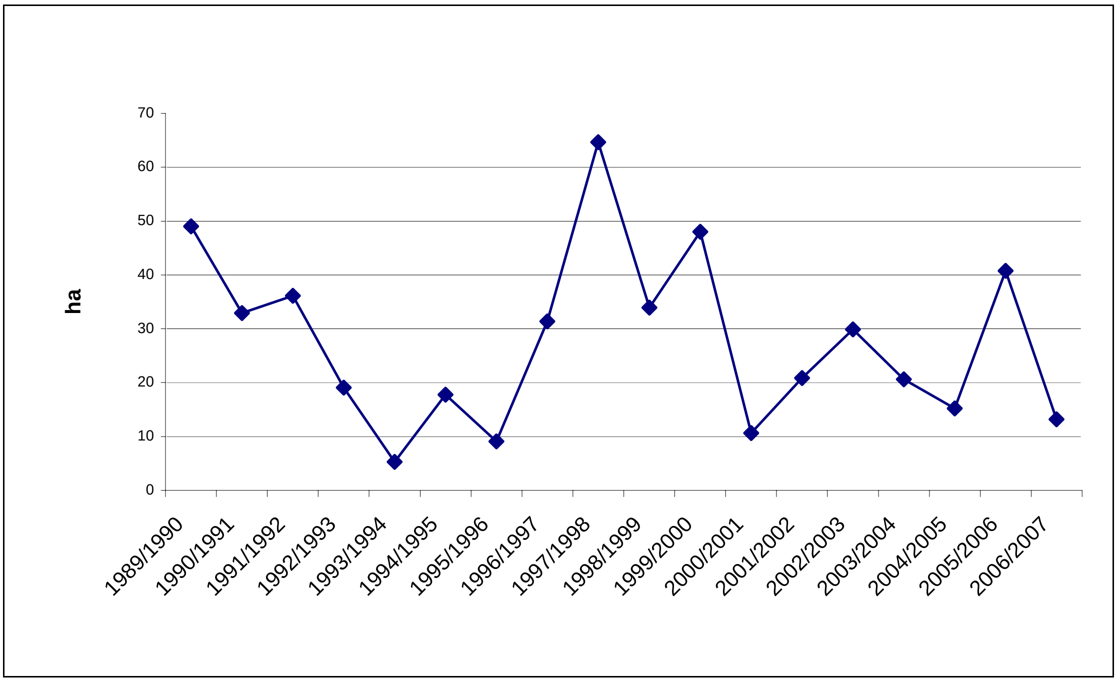
FIGURE 2.5
Main centres of employment growth 1991-2001



Source: ONS 1991 and 2001 Census © Crown Copyright

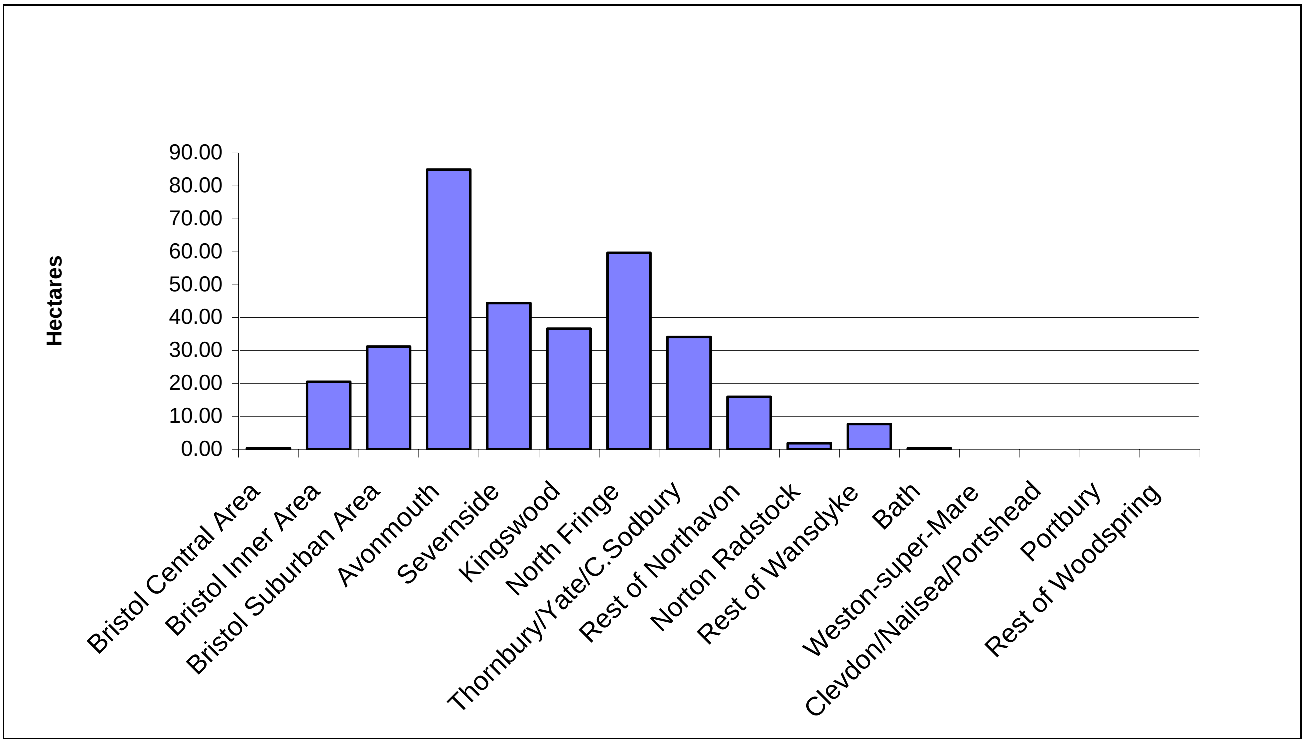
3. THE STOCK OF INDUSTRIAL AND OFFICE PROPERTY

FIGURE 3.1
Annual industrial development completions (ha.) 1989-2007
West of England



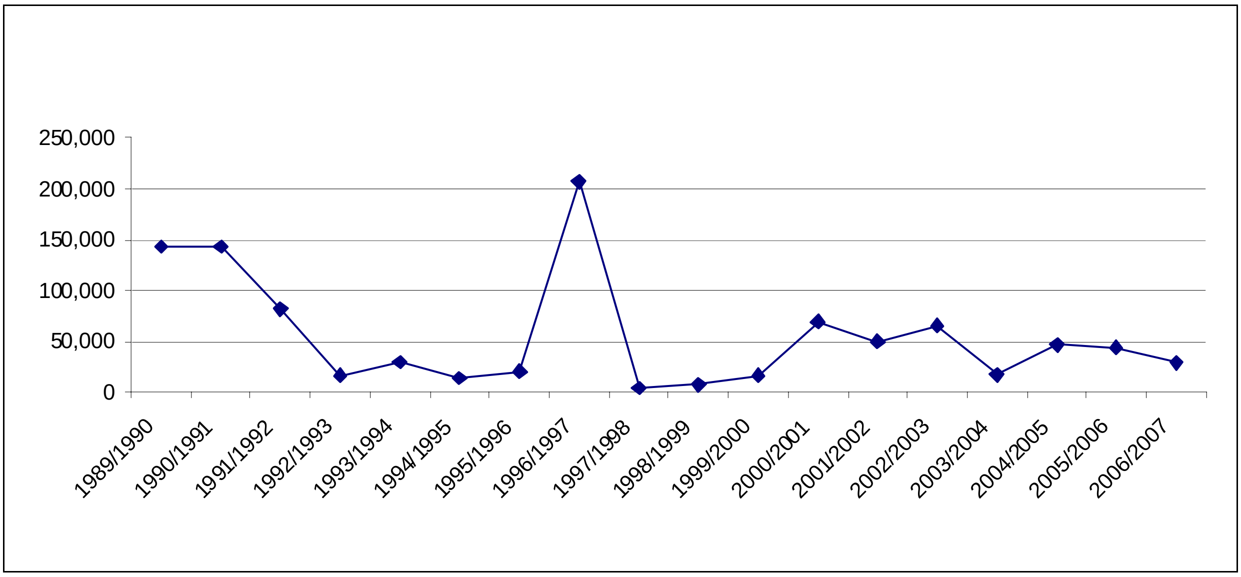
Source: Local authority employment land surveys 1989-2007

FIGURE 3.2: Industrial development completions (ha) 1989-2007.
West of England sub-areas.



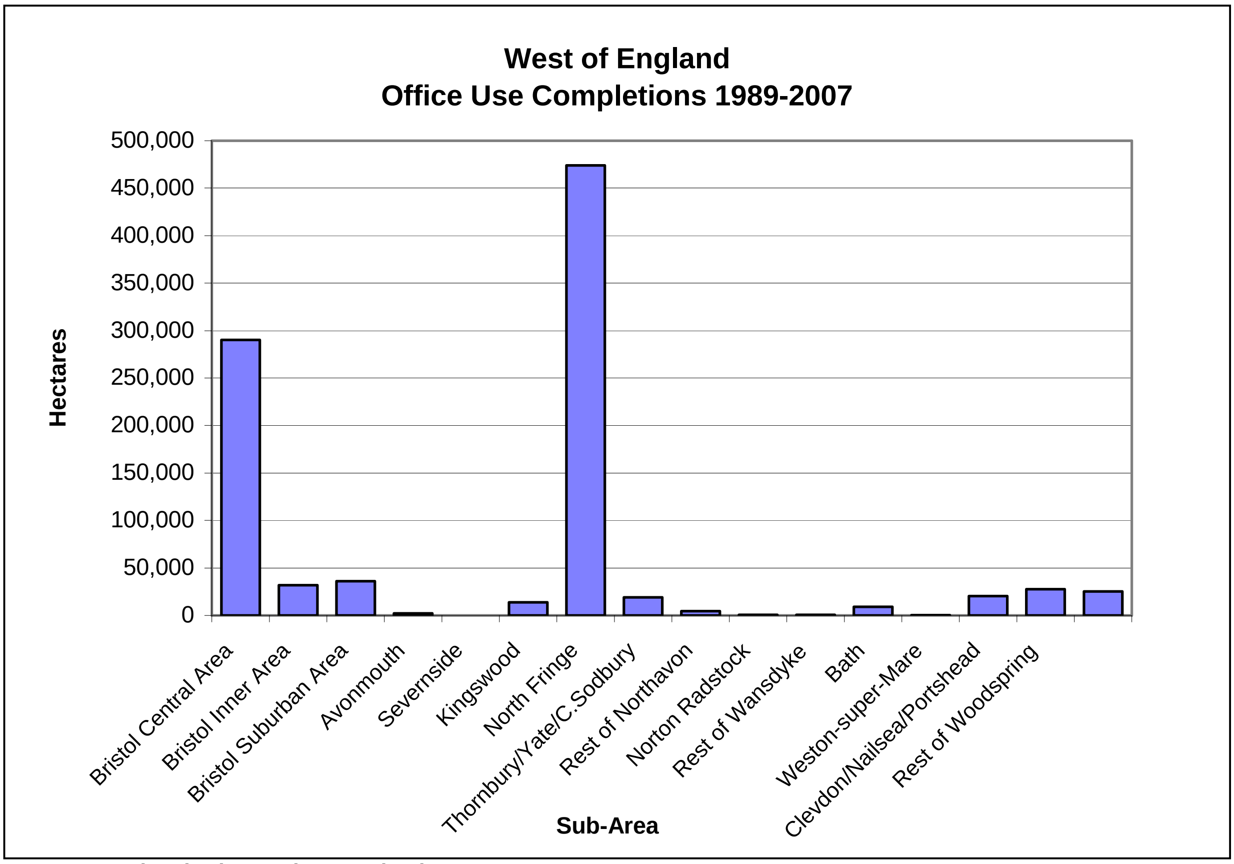
Source: Local authority employment land surveys.

FIGURE 3.3
Annual office development completions (sq m gross) 1989-2007



Source: Local authority employment land survey

FIGURE 3.4
Office development completions (sq m gross) 1989-2007



Source: Local authority employment land surveys

FIGURE 3.5:
EMPLOYMENT LAND ALLOCATIONS- APRIL 2007

UA	Sub-area	Office(B1a) sq m gross f'spce	Industrial (B1bc,B2/8) ha.
B&NES	Bath*	19,733	0.09
	Keynsham**	26,654	11.09
	Rest of	8,644	10.96
	All	**55,031**	**22.14**
Bristol	Avonmouth	8,126	74.63
	Central Area	255,090	
	Inner Area	66,690	2.03
	Suburban Area	48,986	10.26
	All	**378,892**	**86.92**
N.Somerset	P'head, Clevedon, Nailsea	30,418	14.68
	WSM	16,310	123.04
	Rest of	16,613	89.73
	All	**63,341**	**227.45**
S.Glos.	Severnside		295.57
	North Fringe	95,147	73.48
	East Fringe	20,029	54.16
	Yate/T'bury/C.Sodbury	15,875	17.46
	Rest of	2,261	1.99
	All	**133,312**	**442.66**
West of England		**630,576**	**779.17**

Source: Local authority employment land surveys.
Notes: South Glos totals include sites that may be under the threshold of 1,000 sq m floor space and 0.4 hecatres.
B&NES totals are for 2006 and subject to review.
* Potential additional 46,000 sq m allocated office space at Western Riverside.
** Includes 24,860 sq m allocated office space and 11ha of allocated floorspace at Somerdale.

4. UNEMPLOYMENT

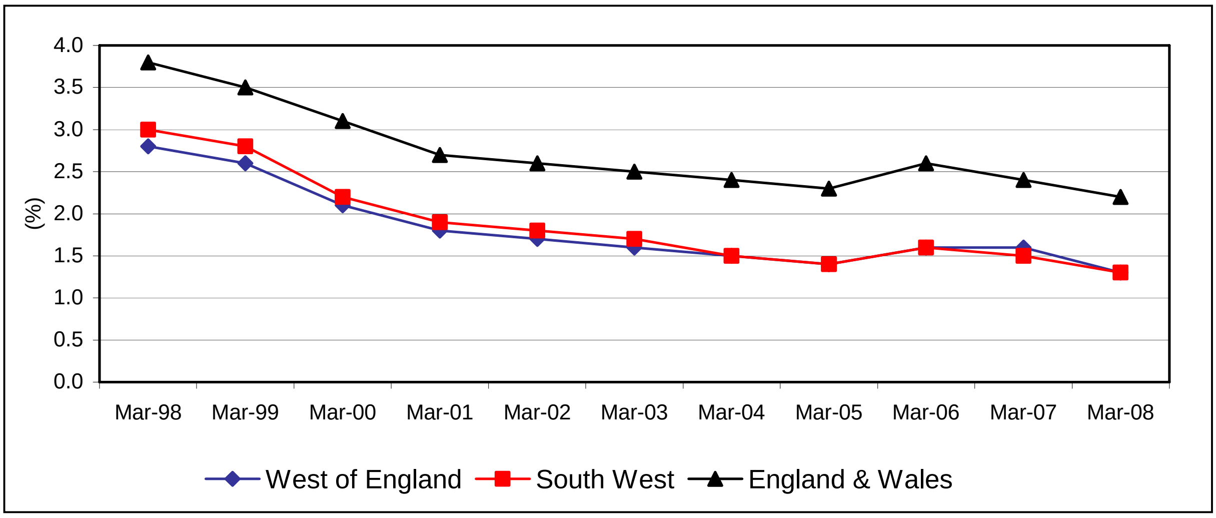
FIGURE 4.1
UNEMPLOYMENT RATES – WORKING AGE: 2000-2007

	Mar 2002-Feb 2003		Mar 2003-Feb 2004		Apr 2004-Mar 2005*		Apr 2005-Mar 2006*		Apr 2006-Mar 2007*		Apr 2007-Mar 2008*	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
West of England	**17,000**	**3.5**	**16,900**	**3.4**	**19,700**	**3.9**	**18,600**	**3.5**	**18,400**	**3.4**	**19,600**	**3.6**
South West	90,000	3.8	84,000	3.5	85,300	3.6	85,400	3.5	99,300	4	97,200	3.9
England & Wales	1,270,000	5.1	1,240,400	4.9	1,194,200	4.7	1,330,100	5.2	1,429,800	5.5	1,414,300	5.4
Great Britain	1,431,000	5.2	1,383,600	5.0	1,325,700	4.8	1,469,200	5.2	1,566,800	5.5	1,534,200	5.3

Source: Office for National Statistics Local Area Labour Force data and *Annual Population Survey data Unemployment Rate (ILO).

Note: data from the period Apr 05 - Mar 06 to Apr 07 - Mar 08 has been reweighted in line with the latest ONS estimates.

FIGURE 4.2
Persons claiming job seekers allowance: long-term trends West of England, South West and GB



Source: NOMIS: National Statistics Crown Copyright 2008.

FIGURE 4.3
Persons claiming job seekers allowance: Recent trends

Area	Jan 08		Feb 08		Mar 08		Apr 08		May 08		Jun 08		Jul 08		Aug 08		Sept 08		Oct 08		Nov 08		Dec 08		% Change Jan 08 - Dec 08
	#	rate	#	rate	#	rate	#	rate	#	rate	#	rate	#	rate	#	rate	#	rate	#	rate	#	rate	#	rate	
B&NES	981	0.9	1,005	0.9	997	0.9	985	0.9	992	0.9	1,018	0.9	1,053	0.9	1,217	1.1	1,222	1.1	1,307	1.2	1,452	1.3	1,570	1.4	60.0
Bristol	4,965	1.8	5,057	1.8	5,116	1.8	5,132	1.8	5,225	1.8	5,329	1.9	5,601	2.0	6,070	2.1	6,134	2.2	6,252	2.2	6,877	2.4	7,349	2.6	48.0
N.Somerset	1,143	0.9	1,177	1.0	1,194	1.0	1,176	1.0	1,202	1.0	1,215	1.0	1,314	1.1	1,537	1.3	1,590	1.3	1,652	1.4	1,879	1.6	2,061	1.7	80.3
South Glos.	1,198	0.8	1,287	0.8	1,236	0.8	1,250	0.8	1,236	0.8	1,292	0.8	1,399	0.9	1,601	1.0	1,680	1.1	1,740	1.1	1,967	1.2	2,300	1.4	92.0
West of England	8,287	1.2	8,526	1.3	8,543	1.3	8,543	1.3	8,655	1.3	8,854	1.3	9,367	1.4	10,425	1.5	10,626	1.6	10,951	1.6	12,175	1.8	13,280	2.0	60.3
South West	41,126	1.3	42,393	1.4	41,412	1.3	40,723	1.3	40,729	1.3	40,964	1.3	43,610	1.4	48,017	1.5	49,241	1.6	52,180	1.7	59,490	1.9	66,710	2.1	62.2
England & Wales	732,020	2.2	748,187	2.2	743,046	2.2	736,789	2.2	734,806	2.2	736,136	2.2	765,992	2.3	812,253	2.4	833,688	2.5	856,480	2.5	931,993	2.8	1,019,789	3.0	39.3

Source: Claimant count rates and proportions ONS Crown Copyright.

Claimant rate (% resident working age population) Jan 2008 - Dec 2008

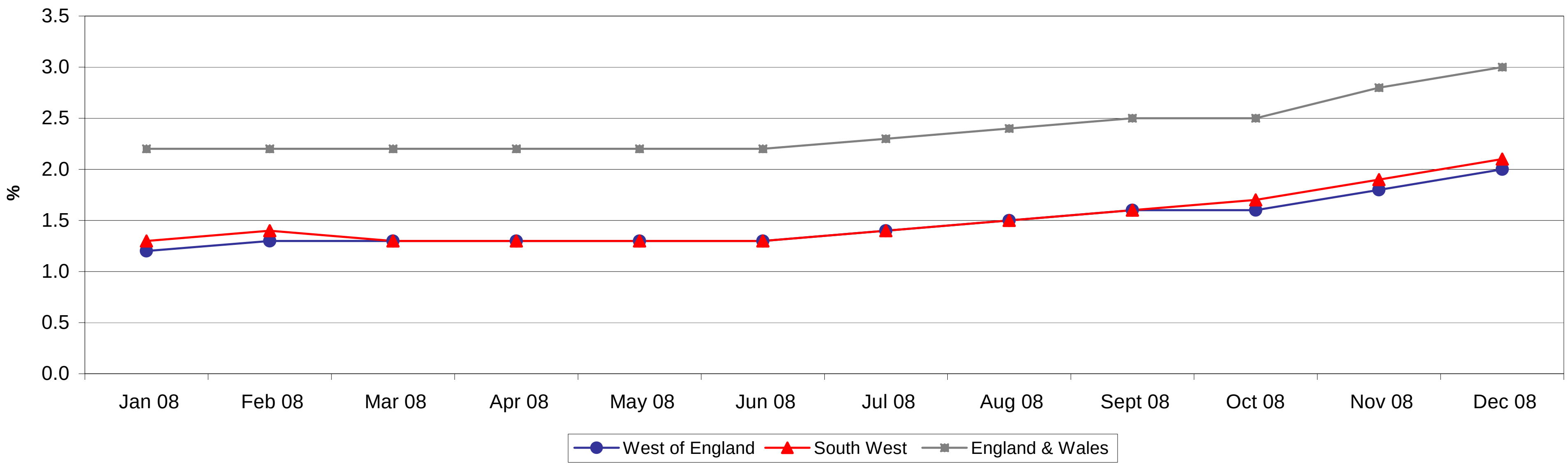


FIGURE 4.4
Persons claiming job seekers allowance for 12 months+

	Unemployed claimants for 12 months +			
	1998 (Dec.)		2008 (Dec.)	
	No.	% of all unemployed claimants	No.	% of all unemployed claimants
B&NES	370	17.2	70	4.5
Bristol	2,020	22.0	470	6.4
N.Somerset	315	15.4	85	4.1
S.Glos	310	16.6	90	3.9
W of England	**3,015**	19.8	**715**	5.4
SW	**17,645**	21.7	**3,560**	5.3
Eng. & Wales	**284,695**	25.7	**91,225**	8.9

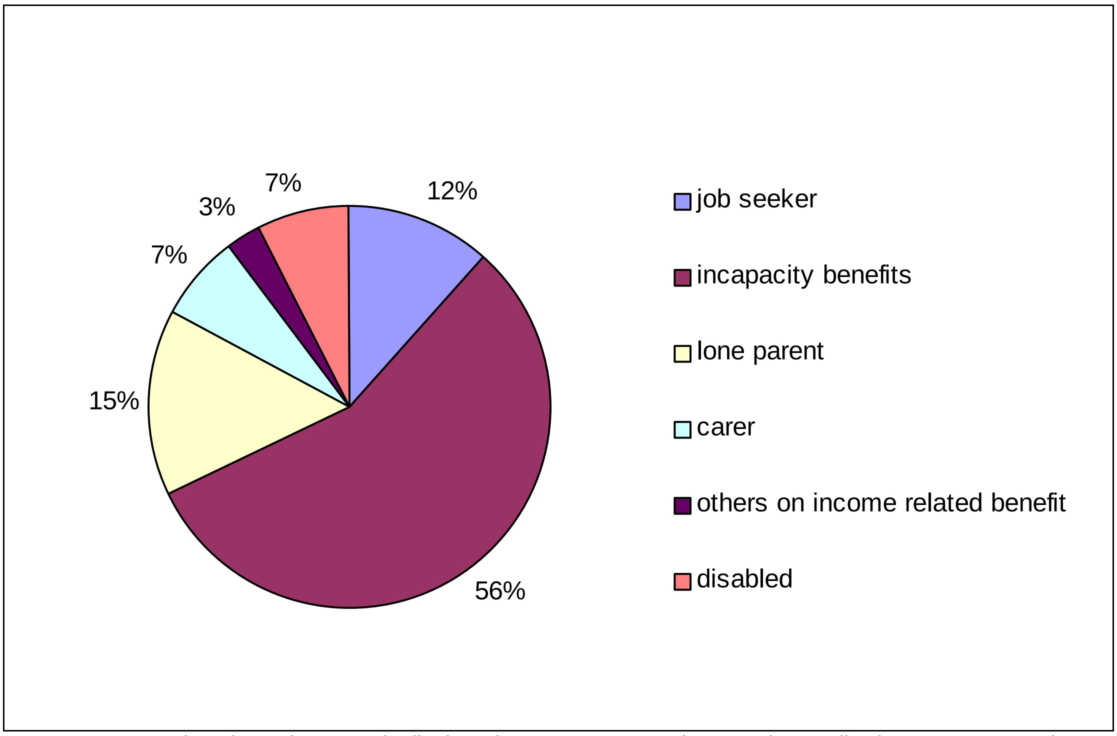
Source: Nomis Claimant count.

FIGURE 4.5
Persons claiming job seekers allowance aged 24 and under

	Unemployed claimants aged 24 and under			
	1998 (Dec.)		2008 (Dec.)	
	No.	% of all unemployed claimants	No.	% of all unemployed claimants
B&NES	475	22.1	490	31.2
Bristol	1,975	21.6	2,235	30.4
N.Somerset	440	21.5	620	30.1
S.Glos	395	21.1	760	33.0
W of England	**3,275**	21.5	**4,090**	30.8
SW	**18,910**	23.2	**20,760**	31.1
Eng. & Wales	**263,720**	23.8	**313,270**	30.7

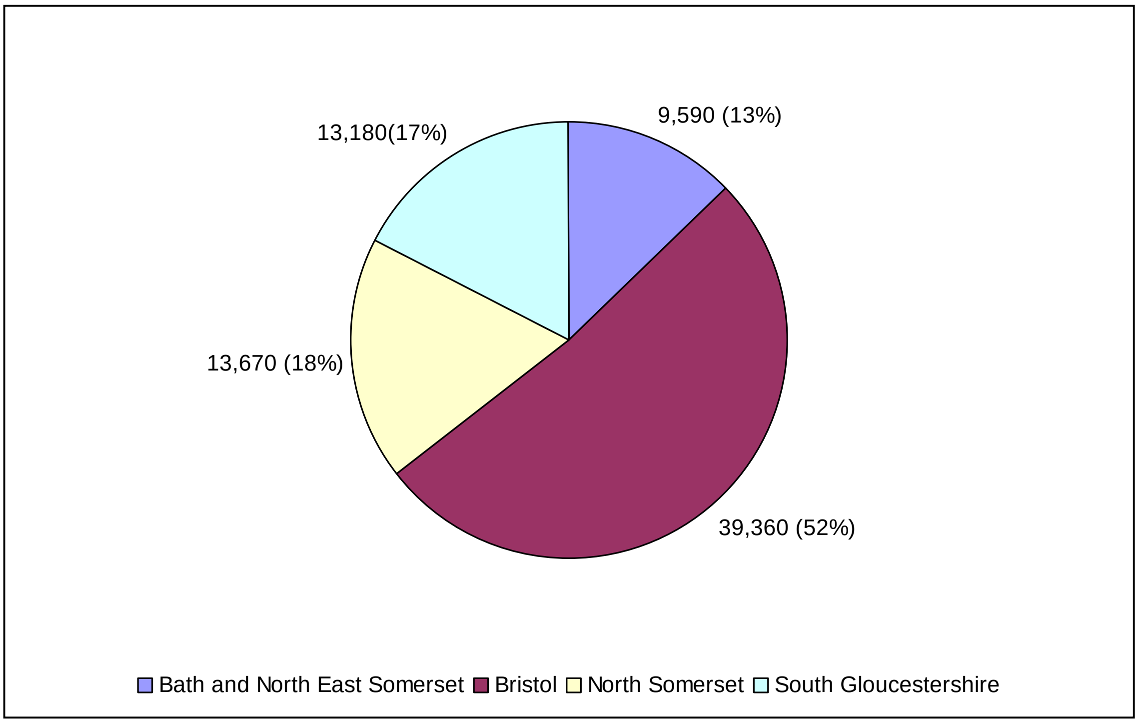
Source: Nomis Claimant Count.

FIGURE 4.6
WORKING AGE CLAIMANT GROUPS IN THE WEST OF ENGLAND, MAY 2008



Source: DWP, Work and Pensions Longitudinal Study. Note: State pension, pension credits, lone parent, attendance allowance and other income related allowance excluded.

FIGURE 4.7
Persons of working age claiming benefit
West of England by district- May 2008



Source: DWP, Work and Pensions Longitudinal Study. Nomis, ONS Crown Copyright.

FIGURE 4.8
PERSONS OF WORKING AGE CLAIMING BENEFIT

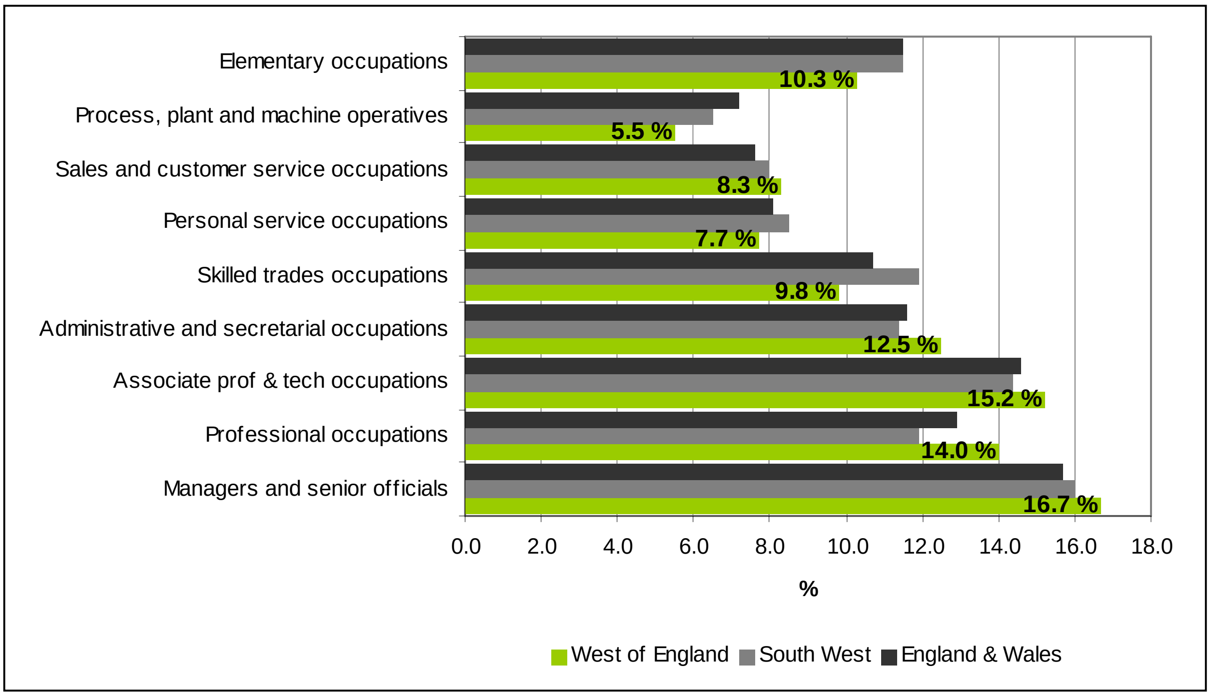
Thousands

	May-00	May-01	May-02	May-03	May-04	May-05	May-06	May-07	May-08	% change 00-08
West of England	**71.71**	**70.83**	**73.84**	**74.82**	**73.34**	**73.56**	**75.63**	**75.82**	**75.8**	**5.7**
South West	346.86	340.71	357.56	359.94	352.32	352.74	360.25	356.92	355.61	2.5
England & Wales	4744.51	4648.13	4827.45	4838.03	4724.04	4703.99	4751.92	4652.67	4605.02	-2.9

Source: Nomis. DWP Benefits.

5. OCCUPATIONAL TRENDS, QUALIFICATIONS, SKILLS, TRAINING

FIGURE 5.1
WEST OF ENGLAND OCCUPATIONAL STRUCTURE 2007 (WORKPLACE BASED)



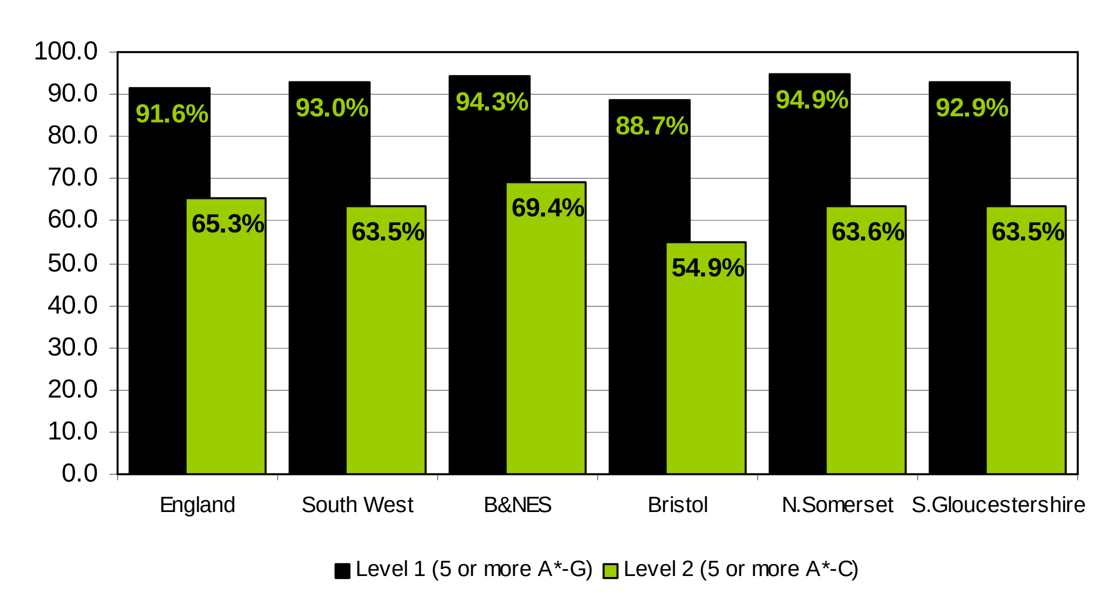
Source: Annual Population Survey - workplace analysis October 2006 - September 2007, Nomis, ONS Crown Copyright

FIGURE 5.2
GCSE pass rates (5+ Grades A*-C) 2000-2007

LEA	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
B&NES	57.1%	56.4%	58.4%	60.0%	60.2%	63.5%	66.9%	69.4%
Bristol	31.2%	31.8%	31.0%	35.3%	35.1%	36.5%	43.8%	54.9%
N.Som	53.4%	50.8%	53.3%	54.8%	55.0%	57.4%	58.4%	63.6%
S.Glos	47.7%	48.7%	52.4%	54.1%	50.0%	55.5%	54.9%	63.5%
England	**49.2%**	**50.0%**	**51.6%**	**52.9%**	**53.7%**	**57.1%**	**59.2%**	**65.3%**

Source: Dfes School performance Tables 2008.

FIGURE 5.3
GCSE pass rates (5+ Grades A*-C) 2007/ 2008



Source: Dfes School performance Tables 2008.

FIGURE 5.4
HIGHER EDUCATION STUDENTS IN THE WEST OF ENGLAND 2005

	1995/96	2006/07	Increase 1995/1996-2006/2007
All students			
Bath Spa University College	2,696	7,110	4,414
The University of Bath	8,044	14,255	6,211
The University of Bristol	17,566	22,780	5,214
University of the West of England, Bristol	18,723	29,760	11,037
TOTAL West of England all	**47,029**	**73,905**	**26,876**
Full-time students			
Bath Spa University College	2,137	4,720	2,583
The University of Bath	5,736	10,020	4,284
The University of Bristol	10,730	14,630	3,900
University of the West of England, Bristol	13,415	19,695	6,280
TOTAL West of England full-time	**32,018**	**49,065**	**17,047**
Part-time students			
Bath Spa University College	559	2390	1,831
The University of Bath	2,308	4,235	1,927
The University of Bristol	6,836	8,145	1,309
University of the West of England, Bristol	5,308	9,910	4,602
TOTAL West of England part-time	**15,011**	**24,680**	**9,669**

Source: Copyright © Higher Education Statistics Agency Limited 2006

FIGURE 5.5
Numbers of departments graded 5/5* within West of England universities, 2001.

University	No. of departments achieving Grade 5*	Subject of Departments	No. of departments achieving Grade 5	Subject of Departments
Bath University	3	Pharmacy, Maths, Mechanics/ Aeronautical	8	Business Management, Maths, Stats, Social Policy, Education, Biology
Bristol University	15	Mostly sciences and health also Maths, Stats, Civil Engineering, Education, Drama, Russian, Psychology, Social Work and Geography	21	Languages, sciences, music, Theology, Philosophy, Mechanical/ Aeronautical, Electrical Engineering, Accounting and finance, law, Politics and Classics.
University West of England	0		1	Accounting/Finance

Source: HEFCE Research Assessment Exercise, 2001

FIGURE 5.6
QUALIFICATIONS HELD BY PEOPLE OF WORKING AGE JAN-DEC 2007 (%).

	None	NVQ1	NVQ2	Trade Apprenticeships	NVQ3	NVQ4+	Other Qualifications	All
B&NES	7.3	10.5	17.0	3.7	19.8	33.8	7.9	100.0
Bristol	10.7	12.9	14.0	2.7	14.6	36.5	8.6	100.0
N Somerset	8.1	16.9	16.5	3.8	17.5	32.1	5.0	100.0
S Glos	8.4	15.2	17.3	5.5	17.1	25.4	11.0	100.0
W of England	**9.1**	**13.8**	**15.7**	**3.8**	**16.6**	**32.6**	**8.4**	**100.0**
GB	**13.1**	**13.6**	**15.9**	**4.5**	**15.6**	**28.6**	**8.8**	**100.0**
South West	**9.5**	**14.5**	**16.6**	**4.7**	**17.8**	**29.1**	**7.9**	**100.0**

Source: Annual Population Survey Jan-Dec 2007 ONS Crown Copyright Reserved

Notes:
1. None: No formal qualifications held
2. Other qualifications: includes foreign qualifications and some professional qualifications
3. NVQ 1 equivalent: e.g. fewer than 5 GCSEs at grades A-C, foundation GNVQ, NVQ 1, intermediate 1 national qualification (Scotland) or equivalent
4. NVQ 2 equivalent: e.g. 5 or more GCSEs at grades A-C, intermediate GNVQ, NVQ 2, intermediate 2 national qualification (Scotland) or equivalent
5. NVQ 3 equivalent: e.g. 2 or more A levels, advanced GNVQ, NVQ 3, 2 or more higher or advanced higher national qualifications (Scotland) or equivalent
6. NVQ 4 equivalent and above: e.g. HND, Degree and Higher Degree level qualifications or equivalent..

6. LONG-TERM EMPLOYMENT AND DEMOGRAPHIC PROJECTIONS AND FORECASTS

FIGURE 6.1
West of England
Employment projections 2006 to 2026

	1986 000's	2006 000s	2026 000s	2006-26 000s	2006-26 %
B&NES	84.4	102.1	123	20.9	17.0
Bristol	253.1	283.4	325.9	42.5	13.0
N.Somerset	60.6	84.7	100.4	15.7	15.6
S. Glos.	92.1	157	194.7	37.7	19.4
W. of England	**490.2**	**627.2**	**744**	**116.8**	**15.7**
S.West	**2083.4**	**2613.3**	**3077.3**	**464**	**15.1**

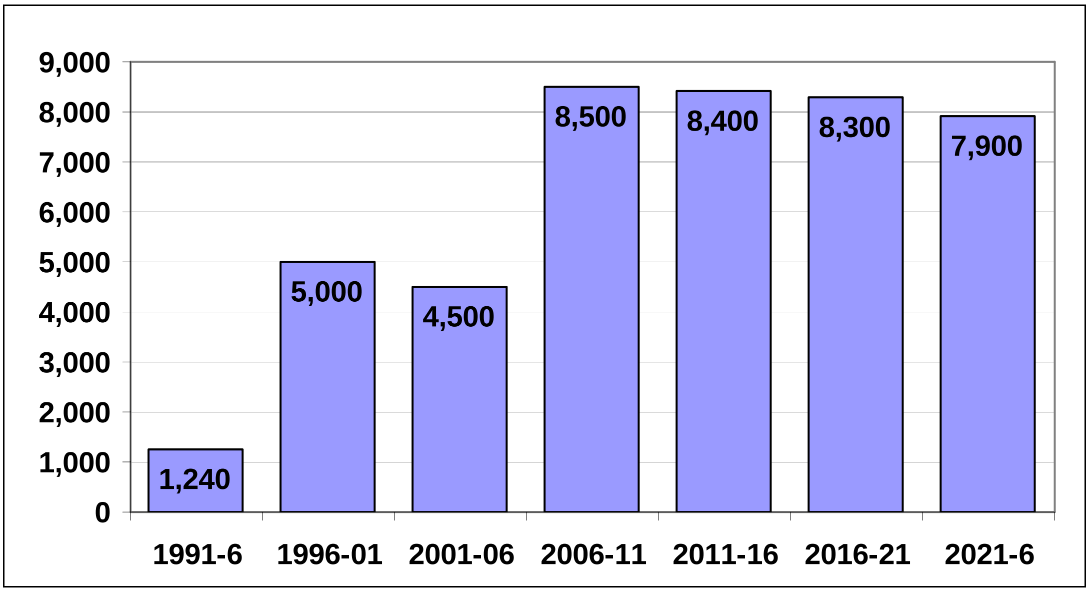
Source: Cambridge Econometrics for SWRA March 2008

FIGURE 6.2
Regional Spatial Strategy Proposed Housing Numbers

Area	Draft RSS Allocation 2006-2026	Draft RSS Panel Recommendations 2006-2026	Secretary of State Proposed Changes 2006-2026
B&NES	15,500	18,800	21,300
Bristol	28,000	30,000	36,500
North Somerset	26,000	26,750	26,750
South Gloucestershire	23,000	30,800	32,800
West of England Sub-region	**92,500**	**106,350**	**117,350**

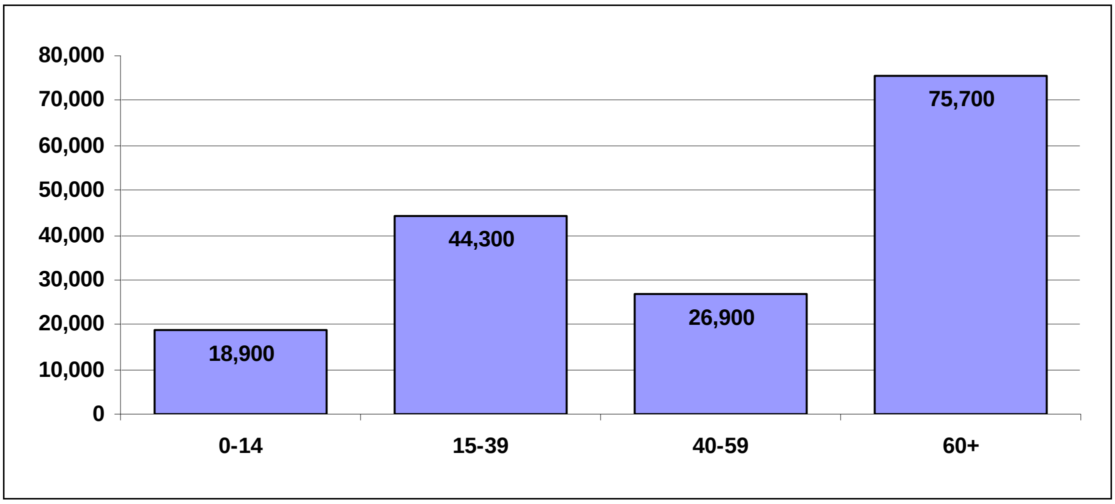
Source: Regional Spatial Strategy 2006, EIP Panel Report 2007

FIGURE 6.3
West of England- population growth - Revised 2004- based projections
Annual Average changes



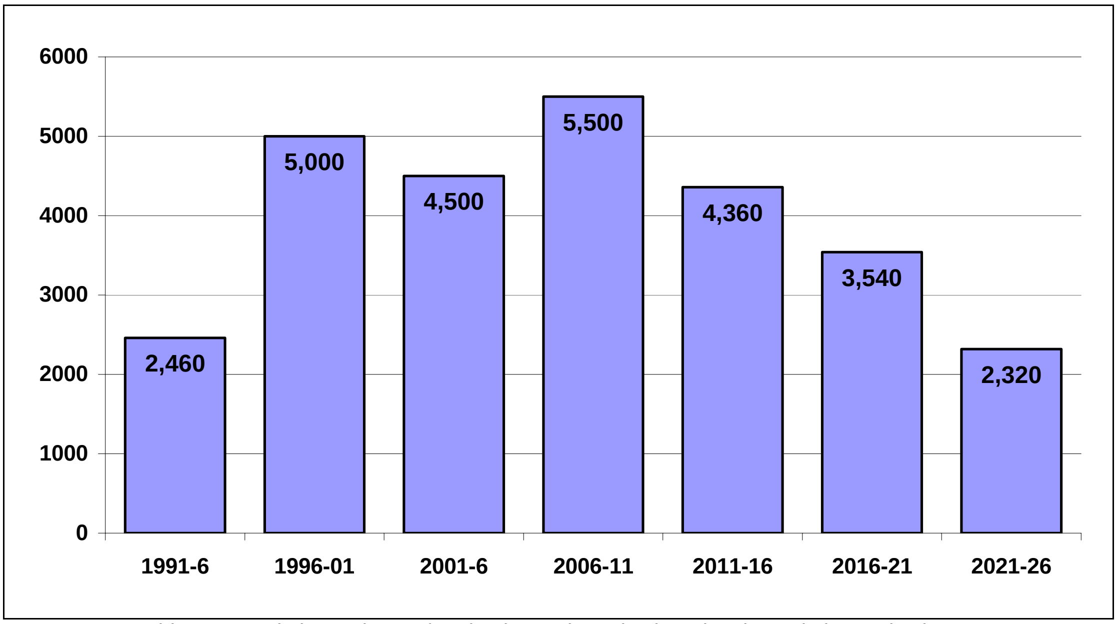
Source: ONS Mid-year estimates/2004-based sub-national population projections.

FIGURE 6.4
West of England – Change in population by age group, 2006-2026. Revised 2004-based projections



Source ONS Revised 2004-based sub-national population projections.

FIGURE 6.5
West of England – Annual average increase in working age population. Revised 2004-based projections



Source: ONS: Mid-year population estimates/Revised 2004 based sub-national population projections

APPENDIX 2

Multi-Area Agreement (MAA) and Local Area Agreement (LAA) Targets					BATH & NORTH EAST SOMERSET		
MAA Objective	**MAA Indicator**	**2008/09**	**2009/10**	**2010/11**	**Designated target in LAA (2)**	**Stretch Target in LAA (1)**	**Local Target**
Plan and manage growth in homes, jobs and communities	Supply of ready to develop housing sites (NI 159)	77%	81%	94%	**Y**		
	Net additional homes provided (NI 154)	283	668	736	**Y**		
Improve access and reduce traffic congestion	Congestion on key routes: average journey time per mile during the morning peak (NI 167)	8%	11%	13%	**Y**		
	Local bus passenger journeys originating in the authority area DfT (NI 177)	56,057	56,337	56,883	**Y**	**Y**	
Increase skills; reduce worklessness	Working age people on out of work benefits (NI 152)						**Y**
	Working age population qualified to at least Level 2 or higher (NI 163)						**Y**
	16 to 18 year olds not in education, training or employment (NEET) (NI 117)	3.90%	3.80%	3.70%	**Y**	**Y**	
	Working age population qualified to at least Level 3 or higher (NI 164)						**Y**
	Progress 5000 workless individuals into sustainable employment						
	16 - 18 year olds in jobs without training as a percentage of total cohort						

Multi-Area Agreement (MAA) and Local Area Agreement (LAA) Targets							BRISTOL
MAA Objective	**MAA Indicator**	**2008/09**	**2009/10**	**2010/11**	**Designated target in LAA (2)**	**Stretch Target in LAA (1)**	**Local Target**
Plan and manage growth in homes, jobs and communities	Supply of ready to develop housing sites (NI 159)	100%	100%	100%	**Y**		
	Net additional homes provided (NI 154)	1,471	1,471	1,471 (subject to renegotiation in 2009/10)	**Y**		
Improve access and reduce traffic congestion	Congestion on key routes: average journey time per mile during the morning peak (NI 167)	4 mins 22 secs (sub-regional figure)	4 mins 27 secs (sub-regional figure)	4 mins 29 secs (sub-regional figure)	**Y**		
	Local bus passenger journeys originating in the authority area DfT (NI 177)	50,361 (sub-regional figure)	50,613 (sub-regional figure)	51,103 (sub-regional figure)	**Y**		
Increase skills; reduce worklessness	Working age people on out of work benefits (NI 152)	12.3% (reduction from baseline of 0.25%)	11.9% (reduction from baseline of 0.5%)	11.6% (reduction from baseline of 1%) (subject to renegotiation in 2009/10)	**Y**		
	Working age population qualified to at least Level 2 or higher (NI 163)	71.30% (subject to technical review)	72.00% (subject to technical review)	72.7% (subject to technical review)	**Y**		
	16 to 18 year olds not in education, training or employment (NEET) (NI 117)	7.1%	6.9%	6.4%	**Y**		
	Working age population qualified to at least Level 3 or higher (NI 164)						
	Progress 5000 workless individuals into sustainable employment						
	16 - 18 year olds in jobs without training as a percentage of total cohort						

Multi-Area Agreement (MAA) and Local Area Agreement (LAA) Targets							**NORTH SOMERSET**
MAA Objective	**MAA Indicator**	**2008/09**	**2009/10**	**2010/11**	**Designated target in LAA (2)**	**Stretch Target in LAA (1)**	**Local Target**
Plan and manage growth in homes, jobs and communities	Supply of ready to develop housing sites (NI 159)	99% of the RSS annual requirement of dwellings	101% of the RSS annual requirement of dwellings	108% of the RSS annual requirement of dwellings	99% of the RSS annual requirement of dwellings	101% of the RSS annual requirement of dwellings	108% of the RSS annual requirement of dwellings
	Net additional homes provided (NI 154)	1210	1220	1060	1210	1220	1060
Improve access and reduce traffic congestion	Congestion on key routes: average journey time per mile during the morning peak (NI 167)	WofE targets			WofE targets		
	Local bus passenger journeys originating in the authority area DfT (NI 177)	WofE targets			WofE targets		
Increase skills; reduce worklessness	Working age people on out of work benefits (NI 152)						
	Working age population qualified to at least Level 2 or higher (NI 163)						
	16 to 18 year olds not in education, training or employment (NEET) (NI 117)	4.5% (with stretch)	4.3% (with stretch)	4.2% (with stretch)	4.5% (with stretch)	4.3% (with stretch)	4.2% (with stretch)
	Working age population qualified to at least Level 3 or higher (NI 164)						
	Progress 5000 workless individuals into sustainable employment						
	16 - 18 year olds in jobs without training as a percentage of total cohort						

Multi-Area Agreement (MAA) and Local Area Agreement (LAA) Targets							**SOUTH GLOUCESTERSHIRE**
MAA Objective	**MAA Indicator**	**2008/09**	**2009/10**	**2010/11**	**Designated target in LAA (2)**	**Stretch Target in LAA (1)**	**Local Target**
Plan and manage growth in homes, jobs and communities	Supply of ready to develop housing sites (NI 159)	100%	100%	100%	**Y**		
	Net additional homes provided (NI 154)	860	970	1410 (3,240 cumulative over 3 year)	**Y**		
Improve access and reduce traffic congestion	Congestion on key routes: average journey time per mile during the morning peak (NI 167)	8% sub-regional figure	11% sub-regional figure	13% sub-regional figure	**Y**		
	Local bus passenger journeys originating in the authority area DfT (NI 177)	50,361 sub-regional figure	50,613 sub-regional figure	51,103 sub-regional figure	**Y**		
Increase skills; reduce worklessness	Working age people on out of work benefits (NI 152)						
	Working age population qualified to at least Level 2 or higher (NI 163)	71.5%	71.8%	72.1%	**Y**		
	16 to 18 year olds not in education, training or employment (NEET) (NI 117)	4.3%	4.2%	4.0%	**Y**		
	Working age population qualified to at least Level 3 or higher (NI 164)						
	Progress 5000 workless individuals into sustainable employment						
	16 - 18 year olds in jobs without training as a percentage of total cohort						

APPENDIX 3

CONSTITUTION OF THE WEST OF ENGLAND PARTNERSHIP

A. Purpose of the Partnership

1 Realise the potential of the West of England and improvements in its economy, public infrastructure, environment and quality of life for all its residents.

2 Set clear long term direction to support the development and delivery of key strategies for the West of England.

3 Promote the interests of the West of England regionally, nationally and in Europe.

4 Add to the confidence that attracts and retains public and private investment.

5 Work holistically involving local authorities, public agencies and social, economic and environmental partners.

6 Provide the leadership and strategic capacity to secure the well-being of the West of England.

B. Membership of the Partnership

7 Three elected members from each of the four unitary authorities in the West of England, namely:

- Bath & North East Somerset Council
- Bristol City Council
- North Somerset Council
- South Gloucestershire Council

The elected members are nominated by each authority, annually in May (or after local elections, if held at a different time).

8 Seven social, economic and environmental partners selected using the following criteria:

- able to contribute to the key issues the Partnership will be addressing based on their skills and knowledge
- able to make a top-rate personal contribution
- drawn from across the West of England
- achieving a balance of representation of partners across the partnership and its specialist groups
- able to represent sector interests in the West of England.

These nominations may be reviewed annually by the Partnership to confirm or vary membership from May each year (or after local elections, if held at a different time).

9 Observers. One nominated annually in May by each of the following organisations:

- Homes and Communities Agency
- South West Regional Development Agency
- South West Regional Assembly

- Government Office for the South West
- Gloucestershire County Council
- Somerset County Council
- Wiltshire County Council

C. Joint Committees, Boards and Specialist Groups in support of the Partnership

10 These are as follows:

- Joint Transport Committee
- Joint Waste Management Committee
- Joint Scrutiny Committee (made up of Scrutiny Committees from each authority)
- Planning, Housing and Communities Board
- Employment and Skills Board
- Culture, Leisure & Tourism
- Rural Strategy Group

11 The purpose and core membership of each Joint Committee, Board and Specialist Group is set out in the Schedule attached. The criteria at B 8 above will be used in selecting and reviewing the membership of social, economic and environmental partners.

12 Each Joint Committee, Board or Specialist Group will work with appropriate Social, Economic and Environmental Board members and partners, strategic partner organisations and expert witnesses to assist in achieving their objectives.

13 The Partnership may vary the number and roles of its Joint Committees, Boards and Specialist Groups.

D. West of England Initiative

14 Whilst not formally part of the Partnership, the West of England Initiative is part of a variety of arrangements the Partnership makes to engage and consult people in the West of England. It supports the Partnership by:

- debating significant current and future issues
- facilitating information sharing and networking
- advocating for the sub-region.

15 Established by GWE Business West, the Initiative comprises a wide range of business, public, private and voluntary and community organisations including members of the Partnership.

E. Convening and conducting meetings of the Partnership, its Joint Committees, Boards and Specialist Groups

16 Annually in May (or after local elections, if held at a different time) the Clerk to the Partnership shall publish the:

- diary of meetings and events for the forthcoming year, including venues
- membership of the Partnership, its Joint Committees, Boards and Specialist Groups
- name and contact details for the Clerks to the Partnership, its Joint Committees, Boards and Specialist Groups.

17 At the first meeting of the Partnership, its Joint Committees, Boards and Specialist Groups the appropriate Clerk shall:

- arrange for the election of a chair and vice chair for the year
- publish the diary of meetings and membership.

18 All meetings of the Partnership, its Joint Committees, Boards and Specialist Groups shall (unless there exists a formal constitution and/or Joint Working Agreement(s) between the Authorities making alternative provisions, in which case the following are overridden):

- take place at least 4 times each year;
- consider any items submitted to the Clerk of the appropriate meeting by a member of that meeting or an adviser, as long as they are received at least three working days prior to despatch of the agenda;
- be convened by the appropriate Clerk five clear working days in advance by publishing an agenda, previous minutes and reports, unless the appropriate chair first approves the consideration of a paper(s) as urgent business. The agenda and reports shall be published on westofengland.org website;
- be public meetings governed and administered in accordance with local authority provisions, including considering confidential matters in exempt session if required;
- allow appropriate substitutes for members of the Partnership, Joint Committees, Boards and Specialist Groups where their names are notified to the appropriate Clerk prior to the meeting;
- provide for the appropriate Clerk to take the minutes and publish and seek approval for them at the next meeting;
- have a quorum for any meeting of 40% of the voting membership (the elected members and social, economic and environmental partners);
- have a standing item on the agenda for the receipt of written or oral representations (each normally of no longer than 5 minutes) from the public; these may be taken at the outset or during of the meeting at the discretion of the Chair;
- be advised by the officers employed to support the Partnership or by officers of the local authorities, as appropriate;
- arrive at decisions and recommendations by a simple majority of the voting members present; the Chair shall have a casting vote.

19 All members of the Partnership, its Joint Committees, Boards and Specialist Groups shall:

- commit to working together with partners for the future well-being of the West of England;
- declare any personal or prejudicial interest in any matter to be considered at a meeting; if a declaration is made they may be asked to withdraw from the meeting whilst the item is considered;
- maintain confidentiality of Partnership business where that is expressly required;
- ensure that appropriate communication, consultation and conventional decision-making takes place at an appropriate time within their own organisations to seek to ensure the Partnership has the necessary support and any formal approval for the action it proposes;
- be asked to indicate if they wish to continue in membership should they be absent from 3 consecutive meetings.

F. Planning, supporting and financing the work of the Partnership

20 For each of the various activities one unitary authority takes the role of 'lead' authority and ensures legal, financial and other general specialist services to the Partnership.

21 The Partnership, including its Joint Committees, Boards and Specialist Groups, is advised and supported by its Chief Executive who leads a 'core' policy, support and research team. Officers of partner organisations complement this advice and support.

22 The 'core' team comprises officers employed by or seconded to the 'lead' unitary authority on behalf of the partnership.

23 The total costs of the 'core' team and the services provided by the 'lead' or other authority shall be recharged in equal parts to the four constituent unitary authorities by the Treasurer of the 'lead' authority.

24 Such charges are based on an annual service plan and budget considered and approved by the Partnership by 31 December each year, in advance of the forthcoming financial year.

25 Should the requirements of the Partnership for support change, reduce or be terminated the constituent unitary authorities will use their best endeavours to ensure that employment is found for all the staff affected.

G. Other provisions

26 This arrangement shall not constitute a partnership in law. Neither the West of England Partnership nor any of the Boards or Specialist Groups shall have the power to take decisions that bind the member authorities or any other participants; however, this is not the case where decisions are made by the Joint Committees. Decisions that require to be legally ratified by the member authorities or participants shall be referred back to them to be taken.

27 The four unitary authorities have concluded a formal legal agreement to ensure clarity about the role, responsibilities and rights of the 'lead' authority and arrangements to protect the interests of each unitary authority. The agreement deals with:

- budgeting, incurring and meeting expenditure and audit arrangements;
- the employment of staff;
- property, including the current rights to use the premises at Wilder House, Bristol;
- procurement and entering into contracts;
- liabilities and insurance;
- arrangements in the event of an authority wishing to withdraw from the Partnership or all authorities agreeing to terminate the Partnership;
- Arbitration;
- Force Majeure.

7 February 2005

SCHEDULE

West of England Partnership

PURPOSE AND CORE MEMBERSHIP OF JOINT COMMITTEES, BOARDS AND SPECIALIST GROUPS

1. NOMINATION AND APPOINTMENT OF MEMBERS TO JOINT COMMITTEES, BOARDS AND SPECIALIST GROUPS

- Elected members are nominated to Joint Committees, Boards and Specialist Groups by each authority, annually in May (or after local elections, if held at a different time).

- Each Joint Committee, Board or Specialist Group will work with appropriate Social, Economic and Environmental Board members and partners, strategic organisations and expert witnesses to assist in achieving their objectives.

- Nominations of social, economic and environmental partners may be reviewed annually by each Group, using the criteria at paragraph B8 above, to confirm or vary membership from May each year.

- Observers are nominated by the relevant organisations, annually in May each year.

- Nomination of members and partners who are also members of the South West Regional Assembly is welcomed.

- A Board or Specialist Group may add to its membership during the year, using the criteria at B8 above, where this assists with its responsibilities.

2. JOINT COMMITTEES

Joint Transport Committee

The purpose, membership and operation of the Joint Transport Committee are governed by the Constitution of the Joint Committee and the Joint Working Agreement between the four authorities. The constitution outlines the powers as follows:

1 To receive recommendations from each of the Authorities for local transport projects to be included within the Local Transport Improvement Programme, and to develop and determine the Local Transport Improvement Programme on the basis of such recommendations, and to revise that Local Transport Improvement Programme from time to time. For clarification it is stated that the Joint Transportation Executive Committee may not include a local transport project within the Local Transport Improvement Programme except on the recommendation of the Authority or the Authorities within whose area(s) the project lies.

2 To recommend to the Executives of each of the Authorities any changes to the Joint Local Transport Plan which are necessary to accommodate and support the Local Transport Improvement Programme, for recommendation by the Executive of each Authority to its Council for approval

3 To prepare draft joint bids for funding for recommendation to the Executives of each of the Authorities for approval and to accept any funding offers and conditions received as a consequence of such bids

4 To manage any funds and to allocate them from time to time to each of the Authorities to enable each Authority to implement specific local transport projects in accordance with the Local Transport Improvement Programme

5 To monitor the implementation of the Local Transport Improvement Programme and report regularly to the Authorities thereon

6 To make such returns and provide such information as may be required by the Department for Transport.

Membership comprises the four Executive Members, one nominated by each authority.

Joint Waste Management Committee

The purpose, membership and operation of the Joint Waste Management Committee are governed by the Constitution of the Joint Committee and Joint Working Agreements between the authorities. The Joint Working Agreements outline the objectives as follows:

1 Develop a sustained and co-ordinated programme to reduce the amount of waste generated and to increase the opportunities to re-use and re-cycle. (Phase 1 of the Joint Waste Management Strategy)

2 Procure short to medium term residual waste treatment capacity to reduce the amount of waste which each of the Authorities is consigning to landfill and thereby to reduce the cost to each of the Authorities of Landfill Tax and to avoid or to minimise the cost of Landfill Allowance Trading Scheme ("LATS") fines to each of the Authorities and/or of needing to acquire LATS permits between 2011 and 2015. (Phase 2)

3 Procure a Contractor who will construct, provide and operate facilities for the treatment (and, should the Authorities agree, the disposal) of residual waste for the Authorities. Bath and North East Somerset is not participating in this part of the Joint Waste Management Strategy. (Phase 3)

4 Agree that decisions on additional future long-term waste treatments (that is, beyond 2020) should be developed in due course when there is greater clarity on long-term waste tonnage predictions and to allow new and evolving technologies to be fully assessed. (Phase 4)

The Executive of each Authority delegates to the Joint Waste Management Committee the following powers:

> “The executive functions and powers of that Authority as may be necessary, calculated to facilitate, incidental or conducive to the discharge of the functions of the Joint Waste Management Committee in respect of the Phase Two and Phase 3 (PFI Project) as detailed in, and subject to such limitations and conditions set out in, the Joint Waste Management Committee Constitution.”

Membership comprises the four Executive Members, one nominated by each authority.

3. BOARDS

Planning, Housing and Communities Board

Terms of reference are as follows:

1 Advise and make recommendations to the Partnership Board and to Council Cabinets, working with the Joint Scrutiny Committee.

2 Oversee and collaborate on sub-regional planning issues and relations with the existing and future Regional Planning Body.

3 Collaborate in delivering the levels of growth proposed by the Regional Spatial Strategy to 2026 in ways that secure mixed and sustainable communities in both existing and new developments across the sub-region, and oversee relationships with the RDA, Homes & Communities Agency and HomesWest in dealing with these issues.

4 Support the delivery of the housing land allocations being set out by the local development frameworks and appropriate improvements to local employment, social and physical infrastructure that links development with infrastructure provision and sources of funding.

5 Sharing and implementing best practice in managing a balanced housing market, specifically by making recommendations on best use of stock and tackling homelessness.

Membership comprises Executive Members with responsibility for Planning and Executive Members with responsibility for Housing Management, one from each function from each authority, and observers from each of the following organisations:

- Homes and Communities Agency
- South West Regional Development Agency
- South West Regional Assembly
- Government Office for the South West.

Employment and Skills Board

The Board supports the development of the local economy by creating more effective infrastructure to address the two labour market challenges of worklessness and a competitive skills base. The Board:

1 Oversees and provides direction on the employment and skills agenda in the sub-region

2 Develops and maintains systems for joining-up employment and skills priorities, services and resources

To help more local people into sustainable employment, to support the success of local businesses and to build thriving communities.

Specifically the Board:

1 Provides strategic direction for the multi-agency project West at Work, which is focused on the employment and skills issues relating to major economic development sites in the area;

2 Provides the strategic direction and challenge needed to ensure effective collaboration;

3 Secures employer engagement on employment and skills priorities, services and resources to ensure that the Board's work is demand-led.

Membership comprises:

- Employers
- Learning and Skills Council
- South West Regional Development Agency
- GWE Business West
- City of Bristol College
- University of the West of England
- Connexions
- Job Centre Plus
- 4 Unitary Authorities in the West of England
- West of England Partnership Office
- A Director of Children and Young People's Services.

4. SPECIALIST GROUPS

Culture, Leisure & Tourism
Rural Strategy

Purpose
(At * insert the name of the appropriate group)

1 Advise and act in support of the West of England Partnership and the local authorities on sub-regional (*) matters

2 Recommend joint action on these issues to the Partnership and secure the outcomes approved

3 Advocate responses on sub-regional (*) to influence regional and national policy and resource allocation

4 Work with the other specialist groups of the Partnership on issues of common interest

5 Initiate areas of co-operative working to further the interests of the West of England

Culture, Leisure & Tourism Group membership

1 Up to 2 Cabinet Members, including one with responsibility for culture and/or leisure and/or tourism, from each of the four unitary authorities.

2 Social, economic and environmental partners, currently one drawn from each of the following organisations:

- Arts Council of England – South West
- Culture South West
- Museum, Libraries and Archives Council
- Sport England
- Screen West
- South West Tourism
- WESPORT

3 2 observers, one drawn from each of the following organisations:

- Government Office for the South West
- South West Regional Development Agency

Rural Strategy Group membership

1 1 elected member from each of the three authorities which include rural areas.

2 Social, economic and environmental partners, currently one drawn from each of the following organisations:

- Avon Local Councils Association
- Avon Wildlife Trust
- GWE Business West
- Community Action
- Forest of Avon
- National Union of Farmers

3 2 observers, one drawn from each of the following organisations:

- Government Office for the South West
- South West Regional Development Agency

5. JOINT SCRUTINY COMMITTEE

The terms of reference for the West of England Joint Scrutiny Committee are to:

1 scrutinise any relevant proposals from the West of England Partnership in relation to its activities (namely transport, planning, housing, waste management, skills & employment, economic development, culture and rural affairs);

2 scrutinise actions taken and decisions made by the Executive Committees and other Executive bodies of the Partnership;

3 make reports or recommendations to the Partnership's Executive Committees and other Executive bodies as appropriate and/or the component authorities' respective executives or overview and scrutiny committees.

The Joint Scrutiny Committee consists of 4 scrutiny committees, comprising 3 non-executive members, one from each authority, with responsibility for the overview and scrutiny for the functions and actions of the West of England Partnership. (Currently there is no provision for a statutory joint committee with these responsibilities.)