

Overview and Scrutiny Management Board Agenda



Date: Thursday, 18 November 2021

Time: 5.00 pm

Venue: The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

Distribution:

Councillors: Tony Dyer (Chair), Mark Bradshaw (Vice-Chair), Martin Fodor, Geoff Gollop, Tim Kent, Brenda Massey, Graham Morris, Steve Pearce and David Wilcox

Issued by: Dan Berlin, Scrutiny Advisor
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Date: Wednesday, 10 November 2021



Agenda

1. Welcome, Introductions and Safety Information

(Pages 4 - 6)

2. Apologies for absence

3. Declarations of Interest

To note any declarations of interest from the Councillors. They are asked to indicate the relevant agenda item, the nature of the interest and in particular whether it is a **disclosable pecuniary interest**.

Any declarations of interest made at the meeting which is not on the register of interests should be notified to the Monitoring Officer for inclusion.

4. Minutes of the previous meeting

The draft minutes of the Overview & Scrutiny Management Board meeting on the 18 October 2021 will be available at the next meeting.

5. Chair's Business

To note any announcements from the Chair

6. Public Forum

Up to 30 minutes is allowed for this item

Any member of the public or Councillor may participate in Public Forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to democratic.services@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest by 5 pm on **Friday 12 November**.

Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest by 12.00 noon on **Wednesday 17 November**.



7. Clean Air Zone

(Pages 7 - 11)

8. Work Programme

To note the work programme.

(Pages 12 - 18)

9. Mayor's Forward Plan - Standing Item

To follow after publication on Monday 15 November.

**10. Minutes from the WECA Overview and Scrutiny Committee -
for information (standing item)**

(Pages 19 - 25)



Public Information Sheet

Inspection of Papers - Local Government (Access to Information) Act 1985

You can find papers for all our meetings on our website at www.bristol.gov.uk.

Changes to how we hold public meetings

Following changes to government rules, public meetings including Cabinet, Full Council, regulatory meetings (where planning and licensing decisions are made) and scrutiny will now be held at City Hall.

COVID-19 Precautions at City Hall (from July 2021)

When attending a meeting at City Hall, COVID-19 precautions will be taken, and where possible we will:

- Have clear signage inviting you to check in to the venue using the NHS COVID-19 app or record your contact details for track and trace purposes.
- Provide public access that enables social distancing of one metre to be maintained
- Promote and encourage wearing of face coverings when walking to and from the meeting
- Promote good hand hygiene: washing and disinfecting hands frequently
- Maintain an enhanced cleaning regime and continue with good ventilation

COVID-19 Safety Measures for Attendance at Council Meetings (from July 2021)

To manage the risk of catching or passing on COVID-19, it is strongly recommended that any person age 16 or over attending a council meeting should follow the above guidance but also include the following:

- Show certification of a negative NHS COVID-19 lateral flow (rapid) test result: taken in the 48 hours prior to attending. This can be demonstrated via a text message or email from NHS Test and Trace.
- An NHS COVID-19 Pass which confirms double COVID-19 vaccination received at least 2 weeks prior to attending the event via the NHS App. A vaccination card is not sufficient.
- Proof of COVID-19 status through demonstrating natural immunity (a positive NHS PCR test in the last 180 days) via their NHS COVID-19 pass on the NHS App.
- Visitors from outside the UK will need to provide proof of a negative lateral flow (rapid) test taken 48 hours prior to attendance, demonstrated via a text message or email.

Reception staff may ask to see this on the day of the meeting.

No one should attend a Bristol City Council event or venue if they:

- are required to self-isolate from another country
- are suffering from symptoms of COVID-19
- have tested positive for COVID-19 and are requested to self-isolate



Members of the press and public who wish to attend City Hall are advised that you may be asked to watch the meeting on a screen in another room due to the maximum occupancy of the venue.

Other formats and languages and assistance for those with hearing impairment

You can get committee papers in other formats (e.g. large print, audio tape, braille etc) or in community languages by contacting the Democratic Services Officer. Please give as much notice as possible. We cannot guarantee re-formatting or translation of papers before the date of a particular meeting.

Committee rooms are fitted with induction loops to assist people with hearing impairment. If you require any assistance with this please speak to the Democratic Services Officer.

Public Forum

Members of the public may make a written statement ask a question or present a petition to most meetings. Your statement or question will be sent to the Committee Members and will be published on the Council's website before the meeting. Please send it to democratic.services@bristol.gov.uk.

The following requirements apply:

- The statement is received no later than **12.00 noon on the working day before the meeting** and is about a matter which is the responsibility of the committee concerned.
- The question is received no later than **5pm three clear working days before the meeting**.

Any statement submitted should be no longer than one side of A4 paper. If the statement is longer than this, then for reasons of cost, it may be that only the first sheet will be copied and made available at the meeting. For copyright reasons, we are unable to reproduce or publish newspaper or magazine articles that may be attached to statements.

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded and circulated to the Committee and published within the minutes. Your statement or question will also be made available to the public via publication on the Council's website and may be provided upon request in response to Freedom of Information Act requests in the future.

We will try to remove personal and identifiable information. However, because of time constraints we cannot guarantee this, and you may therefore wish to consider if your statement contains information that you would prefer not to be in the public domain. Other committee papers may be placed on the council's website and information within them may be searchable on the internet.



During the meeting:

- Public Forum is normally one of the first items on the agenda, although statements and petitions that relate to specific items on the agenda may be taken just before the item concerned.
- There will be no debate on statements or petitions.
- The Chair will call each submission in turn. When you are invited to speak, please make sure that your presentation focuses on the key issues that you would like Members to consider. This will have the greatest impact.
- Your time allocation may have to be strictly limited if there are a lot of submissions. **This may be as short as one minute.**
- If there are a large number of submissions on one matter a representative may be requested to speak on the groups behalf.
- If you do not attend or speak at the meeting at which your public forum submission is being taken your statement will be noted by Members.
- Under our security arrangements, please note that members of the public (and bags) may be searched. This may apply in the interests of helping to ensure a safe meeting environment for all attending.
- As part of the drive to reduce single-use plastics in council-owned buildings, please bring your own water bottle in order to fill up from the water dispenser.

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<https://www.bristol.gov.uk/how-council-decisions-are-made/constitution>

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The privacy notice for Democratic Services can be viewed at www.bristol.gov.uk/about-our-website/privacy-and-processing-notices-for-resource-services



Overview and Scrutiny Management Board

18 November 2021



Report of: Director of Economy of Place

Title: Clean Air Zone Update

Ward: City Centre

For further information please contact either Adam Crowther (adam.crowther@bristol.gov.uk) or Laura Preston (Laura.Preston@bristol.gov.uk)

Recommendation

- This report provides a written update for Overview and Scrutiny Management Board following the approval of the full business case (FBC) by the Joint Air Quality Unit. It also sets out background information regarding the development of Bristol's clean air zone (CAZ).
- A short presentation will also be given at the scrutiny meeting.

1. Background

A Clean Air Zone (CAZ) will help improve air quality by reducing harmful levels of air pollution caused by traffic. It will also ensure that residents benefit from a healthy and natural environment. We have sought to deliver clean air in a way that protects the most deprived households in the city.

The council's Full Business Case (FBC) has recommended a small CAZ D Option. A small CAZ D Option involves a charging element; the scheme would charge non-compliant buses, coaches, taxis, HGVs, LGVs and private cars across the small zone. The small CAZ D Option includes the following measures:

- Small Area Class D (charging non-compliant private cars, buses, coaches, taxis, HGVs and LGVs) – map attached at Appendix A.
- Fast Track Measures: Closure of Cumberland Road inbound to general traffic; implementing a detailed VMS strategy (Variable Message Signs) which includes the use of existing transport infrastructure such as traffic signals and modelling.

2. A brief history (for the benefit of new Members)

Following submission of the council's Outline Business Case (OBC) in November 2019, the situation changed dramatically due to the global pandemic caused by Covid-19. The council reviewed the impact of the pandemic and the inevitable change to the project. Consideration needed to be given as to how we could move forward in a way that improved air quality and improved health benefits to Bristol, recognising the unprecedented times we were in while also seeking to support economic recovery.

In a short space of time and with the help of enabling legislation from Government, we made some radical changes to some of the most polluting areas in Bristol. These 'Street Space' schemes and Fast Track measures have been / are being implemented to open up road space usually reserved for parking and movement of general traffic to cyclists and pedestrians to:

- Enable better social distancing, especially in local shopping areas
- Encourage people to travel by bike or walk
- Reduce air pollution.

These measures are expected to be permanent, as the Mayor is committed to the Street Space schemes, some of which have been part of the council's Transport Strategy for a number of years and would likely have been implemented in the fullness of time without the pandemic having happened.

In August 2020, the council received a new ministerial Direction, setting out the following:

- That we continue work on a small CAZ D and outer medium CAZ C until evidence shows that there is no requirement for one or both
- That we provide evidence of our new proposed measures by 4 December 2020
- That we provide a Full Business Case by 26 February 2021
- That we prepare to implement the scheme as soon as possible and to deliver compliance by 2023 at the latest. We are required to start implementing a CAZ C with a small CAZ D by 29 October 2021, unless our further evidence demonstrates that this is not necessary in order to deliver compliance by 2023.

A further consultation took place from 8 October 2020 which consulted on two options:

- a dual zone consisting of a Medium CAZ C (charging all commercial non-compliant vehicles) with a small CAZ D (charging all non-compliant vehicles including private cars)
- a standalone option of a small CAZ D

We developed modelling to show the impact of the Street Space and Fast Track Measures on the CAZ plans. Evidence was provided to JAQU, showing that a Medium CAZ C was no longer needed to reach compliance in the shortest possible time and that, therefore; only a small CAZ D was needed.

The CAZ options that the council has explored to date are:

- A CAZ C, over a medium area, which charges polluting (non-compliant) commercial vehicles such as buses, coaches, taxis, private hires, heavy and light goods vehicles, but not private cars
- A 'hybrid' CAZ scheme featuring the medium area CAZ C, as above, and a smaller zone where private diesel vehicles are banned from entering between 7am and 3pm daily. The government no longer requires the council to proceed with the option of a diesel ban
- A CAZ over a small area (CAZ D) for all older, more polluting (non-compliant) vehicles

3. Approval of Full Business Case

Following the submission of a revised Full Business Case in July 2021 the submission was approved on the 1st November following review by the Joint Air Quality Board (JAQU). JAQU have approved the small CAZ D approach with the compliance date of 2023.

The funding included in the table below are approved,

Measure	Costs
Financial support	
A loan / grant scheme to assist businesses to upgrade or replace their vehicles	£32.3m
Bus retro-fit / support for the purchase of new vehicles	£2.1m
Sustainable Travel Team	
Mobility credits and / or subsidised bus travel for certain demographic or income groups Business support including personalised travel planning CAF scheme promotion. Leaflets / publicity, language translations, alternative formats etc	£5.9m
Freight	
Micro-consolidation with cargo freight bikes and Only Mile Delivery Centre.	£2m

There are three areas within the CAZ FBC submission that have not been approved. These are the Legible Signs (£500k), Bus Refurbishment (£1.17m) and Cycle Scheme (£720k). The reasoning given by JAQU for their decision is that there are other more appropriate routes to funding for these aspects.

The Clean Air Funds (loans/grants scheme) are being awarded under a two-stage approach from JAQU. Within the initial funding approval of £11.9m has been awarded with a further £17.5m available in stretch funding. To access the 'stretch funding' Bristol City Council will need to claim detailing how BCC are meeting the criteria set out by JAQU in terms of applying the grants and loans.

The ministerial letter received approving the FBC is attached. A funding letter detailing the award is yet to be received.

4. Timeline:

- Officers are continuing to work with the Joint Air Quality Unit (JAQU) and will formally announce the go live date once programme alignment is met between JAQU and BCC. This is currently expected to be late summer 2022.
- The full loan and grant schemes are expected to launch in winter 2021.

Updates about the Clean Air Zone have been presented and discussed at Scrutiny on the following occasions:

- Growth and Regeneration Scrutiny Commission – 26th July 2018
- Growth and Regeneration Scrutiny Commission - 21st February 2019
- OSMB – 17th July 2019
- OSMB - 30th October 2019
- OSMB – 30th January 2020
- OSMB – 24th April 2020
- OSMB – 26th August 2020
- OSMB – 5th October 2020
- OSMB – 30th November 2020
- OSMB – 2nd February 2021
- OSMB – 24th February 2021
- OSMB – 12th July 2021

Previous Cabinet reports can be found here:

Revised Full Business Case – June 2021 to be published following the December cabinet meeting.

Full Business Case – 25 February 2021 - <https://democracy.bristol.gov.uk/mgChooseDocPack.aspx?ID=8404>

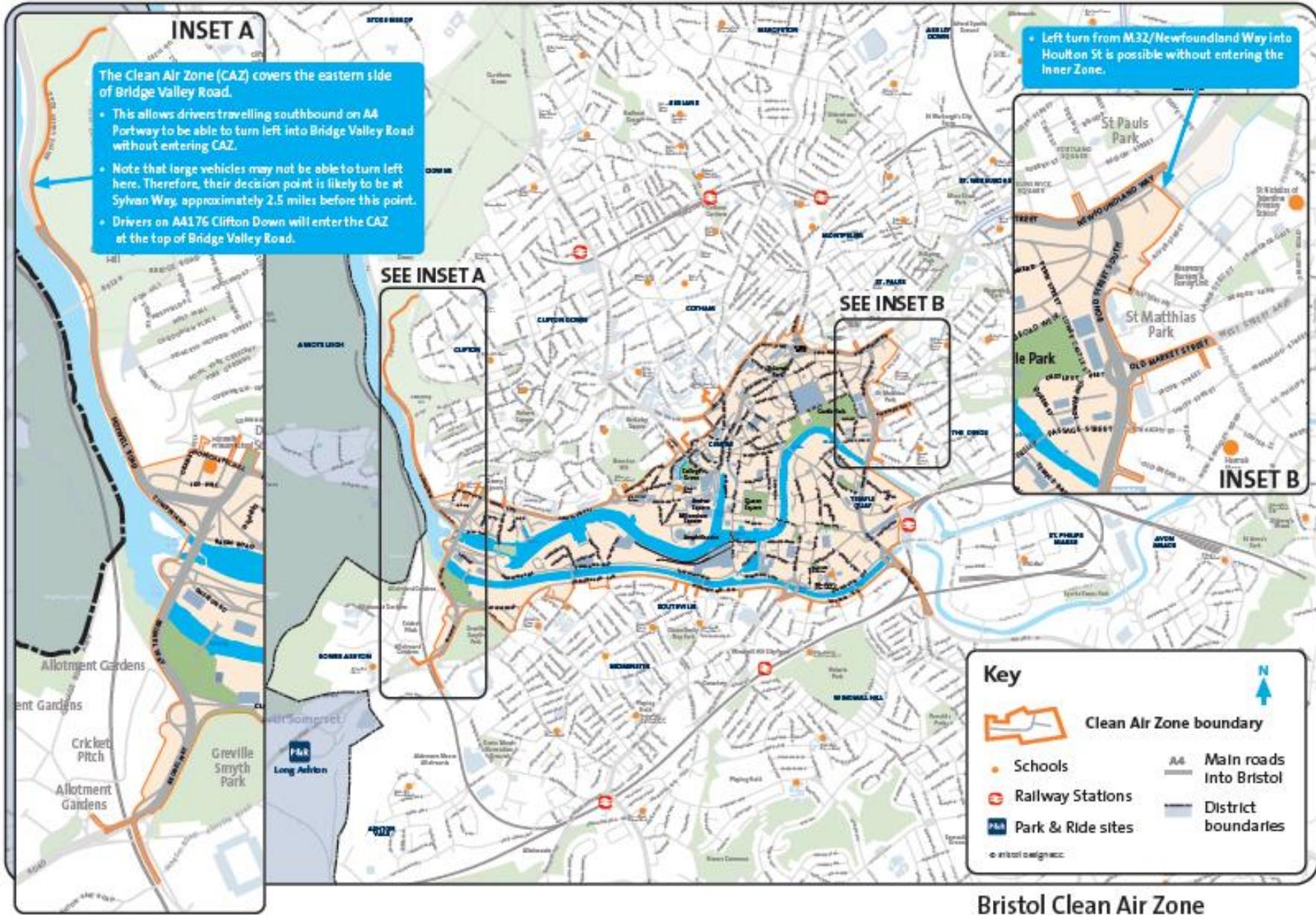
Clean Air Zone Project Update – 1 September 2020:

<https://democracy.bristol.gov.uk/documents/s51780/CAZ%20Programme%20Update%20-%20Cabinet%201.9.2020%20FINAL.1.pdf>

Clean Air Zone Project Update – 28 April 2020 -

<https://democracy.bristol.gov.uk/documents/s48452/CAZ%20Cabinet%20Draft%20-%20FINAL%204%20MO.pdf>

Outline Business Case – 5 November 2019: <https://democracy.bristol.gov.uk/mgAi.aspx?ID=17389>



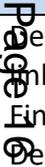
Bristol City Council - Scrutiny Work Programme 2021 / 2022 (Formal Public Meetings)

People Scrutiny Commission	Communities Scrutiny Commission	Growth & Regeneration Scrutiny Commission	Resources Scrutiny Commission	Overview & Scrutiny Management Board
July 2021				
19 th July, 5pm				12 th July, 5pm
Annual Business Report				City Leap
COVID-19 Update				Consultation and Engagement Strategy
Response to the independent review of Bristol's policies and actions for people with learning difficulties and autism				Clean Air Zone
Response to the Bristol Alternative Learning Provision review report				Performance Report Quarter 4 2020/21
School Places Provision				
Performance 20-21 Q4				
August 2021				
September 2021				
				20th Sept, 1pm
				Scrutiny Work Programme
October 2021				
				18th October, 2pm
				Corporate Strategy

People Scrutiny Commission	Communities Scrutiny Commission	Growth & Regeneration Scrutiny Commission	Resources Scrutiny Commission	Overview & Scrutiny Management Board
				Corporate Performance Report Q1 (substantive discussion)
				Corporate Risk Report Q1
				Work Programme (including decarbonisation)
November 2021				
	23rd November, 5.30pm	16th November, 5pm	1st November, 4pm	18th November, 5pm
	Annual Business Report	Annual Business Report	Annual Business Report	Clean Air Zone
Page 13	Q1 Performance Report	Liveable Neighbourhoods <i>(potential Joint item with CSC)</i>	Finance Task Group - Update <ul style="list-style-type: none"> • MTFP • Capital Strategy 	
	Q1 Risk Report	High Streets Recovery	Council Tax Reduction Scheme (CTRS) (Cabinet Report)	
	Waste Strategy Action Plan – short update paper	Affordable Housing Delivery Plan	Procurement – discussion item only	
	Parks and Open Spaces Item: A) Parks and Open Spaces Strategy B) Future Parks	Q1 Performance Report	Finance Monitoring Report (Standing Item)	
	Bristol Leisure Services	Q1 Risk Report	Q1 Performance Report	
		Heat decarbonisation of the Welsman building (OED)	Q1 Risk Report	
			Budget Timeline (Summary of dates)	

People Scrutiny Commission	Communities Scrutiny Commission	Growth & Regeneration Scrutiny Commission	Resources Scrutiny Commission	Overview & Scrutiny Management Board
			Scrutiny Work Programme	
December 2021				
13th December, 5pm				
Recruitment and retention – social care				
Sufficiency of placements – children’s homes, foster carers.				
Contextual Safeguarding				
Performance (Q2)				
January 2022				
14		Date TBC	Late Jan / Early Feb (TBC)	
		Temple Quarter/Temple Island	Budget Scrutiny Meeting <ul style="list-style-type: none"> • Capital Programme • HRA • Dedicated Schools Grant (DSG) 	
		Western Harbour		
		River Avon Flood Strategy		
		Bristol Flood Risk Strategy (Statutory)		
February 2022				

People Scrutiny Commission	Communities Scrutiny Commission	Growth & Regeneration Scrutiny Commission	Resources Scrutiny Commission	Overview & Scrutiny Management Board
	Early Feb - Date TBC			w/c 7 th February 22
	Community Buildings Usage / Community asset transfers / facilities / sports facilities Waste Strategy Action Plan			Companies Business Plans
	Libraries			
	Area Committees (TBC)			
March 2022				
7 th March, 10am	March / April Date TBC	Date TBC	TBC	Date TBC
Adult Social Care – Independent Living, Maximising Independence		Highways Maintenance	Council Tax Reduction Scheme (CTRS) – potential further scrutiny March and May 2022	BCC Business Plans – potentially include Recommendations of Citizens’ Assembly
Transition between child and adult social care		Strategic Transport Plans	<ul style="list-style-type: none"> • Council Tax Base • Collection Fund; Financial Surplus/Deficit Report (or Jan / Feb budget meeting) 	Scrutiny Annual Report to Full Council
Sir Stephen Bubb Report – review and further response		Parking strategy and management of parking		One City Plan
Written Statement of Action (SEND) – Progress				
Performance (Q3)				

People Scrutiny Commission	Communities Scrutiny Commission	Growth & Regeneration Scrutiny Commission	Resources Scrutiny Commission	Overview & Scrutiny Management Board
April 2022				
Provisional items / to be scheduled				
<p>  Dedicated Schools Grant – to link into the Finance task & Finish Group – w/c 6 December </p>	Ecological Emergency Action Plan	Spatial Development Strategy	Finance Monitoring Reports (Standing Item)	Twice Yearly Risk Reports
LGA Peer Review – Child protection and children in need. Outcome and response.	Private landlords / rents / licensing (TBC) Potentially include: <ul style="list-style-type: none"> • Housing Options • Homelessness Prevention 	Bristol Beacon	Capital Spend against the Budget (end of year)	Trans Equality Policy (approx. Jan 22)
Inclusive Mainstream Educational Practice – Possible Task & Finish group (March / Apr)	Keeping Bristol Safe Partnership (Keeping Communities Safe)	Carbon reduction	Quarterly Performance Reports	Quarterly Performance Reports
	Housing Revenue Account (HRA) <i>(Possible Joint with G&RSC)</i>	Property Strategy and Community Buildings Usage <i>(possible joint item with CSC)</i>	Twice Yearly Risk Reports	Standing Items: <ul style="list-style-type: none"> • Forward Plan • Work programme • WECA- JS Minutes

People Scrutiny Commission	Communities Scrutiny Commission	Growth & Regeneration Scrutiny Commission	Resources Scrutiny Commission	Overview & Scrutiny Management Board
	Liveable Neighbourhoods (potential Joint item with G&RSC)		Digital Transformation Programme (DTP) March TBC	
			Commercialisation & Income Generation	

Health Scrutiny	
Topic	Date
Health Scrutiny Committee (Sub-Committee of the People Scrutiny Commission)	
Children's Mental Health and Child and Adolescent Mental Health Services	Meeting 1 – 6 th December, 10am
Community Mental Health Framework	
Suicide Prevention	
Health Inequalities	Meeting 2 – 14 th March, 10am
Healthy Eating	
NHS Dentists	

NHS waiting lists; access to planned health care (and to review of findings and recommendations of 2020 Working Group Report)	
CCG Strategic Estates Plans	
Joint Health Overview & Scrutiny Committee (JHOSC)	
Stroke Programme – substantial variation	Monday, 15 November, 10.30am
Integrated Care System	

West of England Combined Authority WECA Overview & Scrutiny Committee

Monday, 11 October 2021, 1.00 pm
Council Chamber, Bath Guildhall

Present:

Cllr Winston Duguid, Bath and North East Somerset, Chair
Cllr Hal MacFie, Bath and North East Somerset Council
Cllr Geoff Gollop, Bristol City Council
Cllr Gary Hopkins, Bristol City Council
Cllr Brenda Massey, Bristol City Council

Cllr Steve Pearce, Bristol City Council
Cllr Andrew Varney, Bristol City Council
Cllr Brian Allinson, South Gloucestershire Council
Cllr James Arrowsmith, South Gloucestershire Council
Cllr John Ashe, South Gloucestershire Council
Cllr Tony Dyer, Bristol City Council (as substitute for Cllr Ed Plowden)

Also in Attendance:

Cllr Huw James, North Somerset Council
Metro Mayor Dan Norris, West of England Combined Authority

Officers In Attendance:

Patricia Greer, Chief Executive, WECA
Stephen Bashford, Director of Business and Skills
Kathryn Vowles, Interim Director of Infrastructure
Malcolm Coe, Director of Investment and Corporate Services
Ian Hird, Scrutiny Manager

Pete Davis, Head of Grant Management & Assurance
Peter Mann, Head of Strategic Transport Integration
Tim Milgate, Democratic Services Officer

Apologies:

Cllr Ed Plowden, Bristol City Council (Cllr Tony Dyer attended as substitute)

Minutes

Ian Hird, Scrutiny Manager opened the meeting and presided over the proceedings up until a Chair was elected under Item 2.

1	<p>APOLOGIES FOR ABSENCE AND SUBSTITUTIONS</p> <p>Apologies for absence had been received from Cllr Ed Plowden. Cllr Tony Dyer attended as substitute.</p> <p>Cllrs Peter Crew and Mike Bird from North Somerset Council had also sent apologies.</p>
2	<p>ELECTION OF CHAIR</p> <p>It was proposed by Cllr MacFie and seconded by Cllr Gollop and unanimously:</p> <p>Agreed: That Cllr Winston Duguid be elected Chair of WECA Overview & Scrutiny Committee for municipal year 2021/22.</p>
3	<p>ELECTION OF VICE-CHAIR</p> <p>It was agreed that, rather than formally elect a Vice-Chair for Municipal Year 2021/22, on any occasion when the Chair was absent, a Vice-Chair be chosen for that meeting only from amongst the Board nominees.</p>

4	<p>DECLARATIONS OF INTEREST</p> <p>There were no declarations of interest declared.</p>
5	<p>MINUTES OF PREVIOUS MEETINGS</p> <p>The Minutes of the meetings held on 23 June 2021 and 20 September 2021 were agreed as correct records subject to recording Cllr Gary Hopkins apologies for the meeting held on 20 September 2021.</p> <p>Further to the meeting held on 23 June 2021, Cllr Huw James asked whether there was any further progress on reinstating the Regional Transport Forum. Peter Mann, Head of Strategic Transport Integration, stated that there would be a requirement for such meetings through the enhanced partnership arrangements and a further update on this could be circulated.</p>
6	<p>ITEMS FROM THE PUBLIC (QUESTIONS; STATEMENTS)</p> <p>Members of the Public had submitted one question and four statements to the meeting. The response to the question had been circulated prior to the meeting. Two members of the public (Mr Dave Redgewell and Mr Graham Ellis) attended the meeting and addressed the Committee for up to three minutes each on the topic of their statements.</p>
7	<p>CHAIR'S ANNOUNCEMENTS / BUSINESS</p> <p>The Chair announced that Members of WECA Overview & Scrutiny Committee would have "observer" status on the Authority's Boards, some of which held joint meetings. The next meeting would be a meeting of the Planning & Housing Board on 22 October 2021 which Cllr James Arrowsmith indicated he could attend.</p> <p>The Metro Mayor Dan Norris attended the meeting. The following points were raised:</p> <ul style="list-style-type: none"> • Mayor Norris stated that his primary objective as Mayor was to secure a larger budget from the Government for the region as part of the "levelling up agenda" so that the whole region could benefit from extra investment but that this would require the UA regions to work collaboratively; • Although the region was relatively prosperous there were pockets of deprivation which would particularly benefit for investment and joined-up thinking in areas such as public transport; • The area was already ahead of other areas of the country in things such as green jobs and green awareness and had an opportunity to lead nationally and globally in these areas; • The pandemic had led to innovations such as increased home working which could help with the green agenda by cutting down on unnecessary journeys so long as everybody could connect; <p>The Members of the Committee were able to ask questions of the Mayor and the following points were raised:</p> <ul style="list-style-type: none"> • It may be difficult to secure more funds from government in some areas and therefore efficient usage of existing monies was paramount; • Investment in transport needed to include integration, such as transport links to new train stations that had opened or were planned for the future; • Members were keen to stress the importance of retrofitting existing housing stock to make them more environmentally friendly; • The cost of making Bristol "net zero" was estimated to be around £9bn so additional monies would be needed from government. The Mayor reiterated that his aim was

	<p>that all areas of the region would get more for everybody's benefit;</p> <p>Agreed:</p> <p>The Mayor was thanked for his attendance at WECA Overview & Scrutiny Committee.</p>
8	<p>UPDATE AND REVIEW OF 15 OCTOBER WEST OF ENGLAND COMBINED AUTHORITY AND WEST OF ENGLAND JOINT COMMITTEE REPORTS</p> <p>The Committee reviewed the reports to be considered at the Joint Meeting of the West of England Combined Authority and West of England Combined Authority at its meeting on 15 October 2021. The following comments were raised on the following items:</p> <p>Supporting the decarbonisation of aviation (item 9)</p> <p>Stephen Bashford, Director of Business and Skills, gave a summary of the report which described the current shape and scale of the aerospace sector in the region and set out what national and regional initiatives were in place (or were emerging) to support the industry on the journey to decarbonising aviation. The report also identified a number of opportunities to be developed potentially into a joint plan with industry, to ensure the aerospace sector in the West of England could effectively restructure and could continue to be a major source of sustainable and well-paid jobs for residents.</p> <p>The following points were raised:</p> <ul style="list-style-type: none"> • It was estimated that around 98,000 jobs in the region were dependent on the aviation industry, with the jobs often being high skilled and high valued. Those skills could help other industries seeking carbon neutrality; • It was asked whether further monies could be used to invest in green investment rather than ad hoc decision-making. In response it was noted that it was an opportunity to leverage investment from government; • A local company had apparently secured pre-orders for over 1000 aircraft which presented a local opportunity. It was noted however that many of these would be replacing older more polluting stock. However, the investment in hydrogen fuel was falling behind. There was also a potential danger with tower cranes and light aircraft/drone use locally; • Other high carbon industries were also important in the region such as shipping and construction with potential impacts on jobs within those industries. It was noted that the local employment plan would align allowing individuals to remain in those sectors; • It was asked that the report be scrutinised at regular intervals through KPIs. It was also asked whether a list of the 14 most important aerospace industries could be circulated; • Rather than looking at decarbonisation of fuel the best value for money for the region was the most important element such as development of electric planes and a menu from which to choose options. This initial menu would be prioritised in the next phase of the plan; • It was also noted that the West of England was working with other authorities and the wider area on these issues. <p>Investment Fund (item 10)</p> <p>Malcolm Coe, Director of Investment and Corporate Services, summarised this report which sought approval for feasibility, development and delivery funding, and for change requests for schemes within the current approved programme.</p> <p>The following points were raised:</p>

- The investment fund had freed up some “headroom” for reinvestment which had been due to timetabling of other projects;
- The cost of building materials was being monitored and discussions with DfT and other government departments were taking place. A fuller picture would emerge in the next quarter;
- All the schemes had submitted outline and full business cases which had been submitted to the Committee.
- Pete Davis would confirm the status of the Somer Valley Enterprise Zone and Infrastructure project.

City Region Sustainable Transport Settlement (item 11)

This report would update the committee on the City Region Sustainable Transport Settlement (CRSTS), the next steps, and to confirm the key principles behind the Local Contribution.

The following points were raised:

- The A38 appeared to not be listed as a city corridor, and this would be investigated;
- This was not just about improving bus services for all but stopping individuals taking their cars into the congested urban areas, although there were challenges around flood zones etc;
- It was important to recognise the role that WECA could play in this as the strategic overview;
- There were inequalities along some of the travel corridors such as the M32 which suffered from poor air quality and lack of public transport;
- The minimum frequency of proposed routes was welcomed and would be monitored. The Mayor would be held directly to account by the government via a website tracking the progression of the targets;
- There were acknowledged challenges around key routes as to how to incorporate bus priority lanes etc;
- Further work was being carried out for the Brislington Railway line and nothing was currently being ruled out;

Bus Service Improvement Plan (item 12)

The Committee was to be updated on the development of a Bus Service Improvement Plan as required by the National Bus Strategy and to seek delegated authority to approve the final document. The following points were raised:

- There was not always a clear line of responsibility on management of bus stops, such as updated timetabling and litter bin access. There was a plea that any programme of updates to these bus stop environs start with the areas worst affected;
- It was stated that a “tap on tap off” service could be launched soon and that would give more detail on usage figures also;
- It was requested that further work be carried out to find where people travelled to work as there may be a demand that was unknown;
- It was also requested whether USB charging could be introduced so e-tickets could be accessed;
- There were criticisms over the chopping and changing of the services during covid. It was noted that the transport operators were acting under emergency legislation but the situation was becoming more stable with a gradual return to normality;

Supported bus services procurement (item 13)

This report was seeking approval from the Committee to carry out the procurement of supported bus services across the region and delegated authority to award contracts. This report was required as the value of the contracts to be awarded will exceed the threshold of the current delegated decisions. The following points were raised:

	<ul style="list-style-type: none"> • A query was raised about the Cribbs-Patchway Metrobus link and whether this could run or link to South Bristol. In response it was noted that there was an acknowledged gap and the Authority would need to think about where this service began and ended its routes; <p>Proposed future leadership structure (item 18)</p> <p>The Committee noted the proposed changes in WECA’s management structure. The following points were raised:</p> <ul style="list-style-type: none"> • The Authority were urged to get moving on its climate change commitments and to appoint someone short term to the proposed director role if necessary; • There was some concern over the longer-term use of interim appointments rather than permanent recruitment. <p>The Committee also wished to place on record its concern regarding late amendments made to reports at the Joint Committee/WECA Committee meeting as no proper scrutiny could be carried out.</p> <p>Agreed: That the comments made, as summarised in Appendix 1 below, be submitted to the meeting of the WECA Committee/Joint Committee to take into account as part of its decision-making process.</p>
	<p>The next meeting would be held on Monday, 24 January 2022, 1.00 pm at a venue to be confirmed.</p>

APPENDIX 1 - COMMENTS FROM WEST OF ENGLAND COMBINED AUTHORITY OVERVIEW & SCRUTINY COMMITTEE

**COMMENTS TO BE SUBMITTED TO:
JOINT MEETING OF WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE AND WEST OF ENGLAND JOINT COMMITTEE –
15 OCTOBER 2021**

Following our meeting held on 11 October, the Overview and Scrutiny Committee wishes to present the following comments:

a. Metro Mayor’s attendance at Scrutiny

We were pleased to again welcome Metro Mayor Dan Norris to our meeting and had a useful discussion around his key priorities. We look forward to continuing this constructive engagement.

We fully support the Mayor’s stated ambition to attract significantly more government resources to our region, especially in relation to transport and delivering net zero by our ambitious 2030 target; we also need to ensure we are using current resources as effectively as possible, for example in tackling the significant pockets of deprivation across the geography of the Combined Authority area.

In terms of climate action, we stressed there must be a strong and sustained focus on retrofitting the region’s properties.

b. General comment - amendments to reports at committee meetings

We appreciate that sometimes it may be necessary for amendments to committee report recommendations to be moved and discussed at Combined Authority and Joint Committee meetings. We feel strongly, however, that the starting point should be that this is kept to a minimum; in particular, amendments that are submitted at or only just before meetings pose potential difficulties as scrutiny members will not have received any opportunity to scrutinise or even see such amendments in advance.

c. Supporting the decarbonisation of aviation (item 9)

We noted this report and look forward to the more detailed report that will come back in January on developing a joint plan with industry.

We felt that the following factors should be taken into account in developing this work:

- * Some of the many thousands of jobs currently employed across the aerospace sector may need to adjust / transition into supporting and driving wider carbon reduction initiatives.
- * Identifying new funding opportunities should be a key part of developing the joint plan with industry, including any match funding opportunities.
- * The planning / regulatory implications for authorities of new aviation innovations must be considered carefully, for example in relation to electric 'air taxis' or drones that may carry small numbers of passengers operating at relatively low heights.
- * Given the time it is likely to take realistically to decarbonise aviation, there is perhaps a case for lobbying the government to take incentivisation action through aviation fuel tax measures.
- * A stronger vision is needed for developing and then delivering hydrogen-based opportunities and solutions.
- * It will be imperative for the plan with industry to be backed up with key performance indicators so that progress can be tracked effectively.

d. Investment Fund (item 10)

- * We generally support the proposed update of the Local Growth Assurance Framework, noting that this takes account of the City Region Sustainable Transport Settlement.
- * We note that it is now proposed to set up a Green Recovery Fund that will leverage £50m on priority projects to tackle the climate emergency. It will be important to robustly track and challenge delivery on this.
- * We noted that action is being taken to carefully assess the implications for investing in infrastructure linked to the current national issues around the economic supply chain and rising construction / materials / labour costs.
- * We feel there is merit in Scrutiny and Audit committee members jointly reviewing the outcomes from the recent Gateway Review of the Investment Fund.

e. City Region Sustainable Transport Settlement (item 11)

We generally welcomed this report and look forward to the allocation to be confirmed through the government's spending review.

We flagged the following particular issues:

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- * The ongoing importance of securing a north Bristol Park and Ride, noting the need to take every step we can to increase public transport use given the continued traffic problems in this part of Bristol, not helped by the 'ripple effect' of commuters parking in residential streets since the introduction of residents parking zones in the more inner city areas of Bristol.
 - * Securing a solution to the Brislington A4 transport corridor that does not involve building a new road on the Brislington railway path.
 - * Recognising the A38 as a key transport corridor within Bristol.
 - * Securing a more sustainable transport solution for the M32 and adjacent communities.

f. Bus Service Improvement Plan (item 12)

We welcomed the latest working draft of the plan.

We raised a number of issues, noting that they will be addressed through the plan and the enhanced partnership. These include:

- * The need to enhance and upgrade significantly the specific infrastructure around bus stops, including the quality of passenger shelters, waste bins, and real time information for passengers; and mobile phone charging points. There is a case for implementing this on a 'tackling the worst first' basis.
- * Routing of services – we should look to introduce orbital routes into the network of routes that connect communities to city centres; and also factor in the need to better connect important work locations to bus services, for example Avonmouth.
- * Delivering an enhanced bus passenger experience through cashless payments and through ticketing.

g. Supported bus services procurement (item 13)

We welcomed this report. Noting that the issue of procuring a Cribbs Patchway Metrobus Extension will be taken forward, it was suggested that the option of a Metrobus route serving the South Bristol Link should also be considered again.

h. Proposed future leadership structure (item 18)

We noted the Chief Executive's proposed leadership structure for the Combined Authority.

We note that inevitably it will take time to recruit the right people to take up the permanent senior leadership roles. Given this, we recognise some interim arrangements may be necessary, especially for the Environment Director role given we are in a climate emergency.

Councillor Winston Duguid

Chair

West of England Combined Authority Overview & Scrutiny Committee.