

# Growth Deal Round 3

## Invest in Strength

Submission  
July 2016

WE ARE A PRIVATE/PUBLIC PARTNERSHIP  
THAT IS GROWING THE ECONOMY OF THE  
BRISTOL & BATH CITY REGION.

- SKILLS
- MANAGING FUNDS
- INWARD INVESTMENT
- PLACE & INFRASTRUCTURE
- MARKETING

# Invest in Strength

## 1. Overview of Our Proposal

- 1.1 **Backing winners** - The West of England is an economic powerhouse. Our economy is worth over £31 billion a year and we are the only Core City LEP area to be a net contributor to the national economy outside London, returning £0.6bn per annum to the Treasury.
- 1.2 **Substantial private sector match funding** - This proposal sets out the opportunity for co-investment by Government in our area through Growth Deal round 3. Based upon the scale of the challenges and our ambition we are seeking £81m of funding through this application to be match funded by over £210m of investment by our partners, two thirds of which is from the private sector.
- 1.3 **Anchoring the opportunity** - This investment will help us to achieve our ambition to remain the most productive Core City region outside London. The projects coming forward will deliver strong returns to the economy in terms of increased productivity, jobs and growth, and we advocate investing in success. This is a proposal to develop jobs, skills and wealth in the UK not just in our area, and some of these projects (delivering some 3,000 jobs) may be taken to non-UK locations if we do not root them here.
- 1.4 **Innovation is our strength** - Our primary focus for Growth Deal round 3 is on innovation, representing over two thirds of our requested funding (£55m), reflecting our strength and what is special about the West of England. This will help us to maintain our international competitive edge, reduce barriers to growth and maximise shared investment opportunities.
- 1.5 **Synchronised with housing and transport investment** – The remaining third of the funding sought is for transport (£15m) and Further Education (FE) skills (£11m) infrastructure, which complements the approach through the Devolution Deal for Bath & North East Somerset, Bristol and South Gloucestershire Councils which will provide funding and powers relating to planning, transport and skills. Whilst our Growth Deal transport proposals contribute to bringing forward specific housing sites, the key to unlocking and accelerating delivery of new homes rests with other levers including current pioneering work to bring forward a [Joint Spatial Plan](#) (JSP) and [Joint Transport Study](#) (JTS), supported by the Devolution Deal £900m economically prioritised investment fund and associated new planning powers alongside close working with the HCA.
- 1.6 **Excellence in delivery** - We welcome the full flexibility to manage Growth Deal funds within our programmes, to bring forward the schemes which present the most compelling cases in terms of delivering growth, and to prioritise and profile these schemes to embrace opportunities which arise over the next 4 years. However our bid sets out a number of cutting edge projects to illustrate the range of high value proposals which we are developing and show the strength of the opportunity.
- 1.7 **Our track record** – Our record on delivery of the Growth Deal programme is strong. We have made full use of the £16.6m grant allocation for 2015/16 on the delivery of projects within Growth Deal round 1.

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- 1.8 **Delivery against targets** - Our commitment through the Growth Deal was to create 6,000 new jobs and to lever in £200m of match funding. We are set to exceed both these targets and to create over 6,500 jobs and lever £220m of match of which over £50m is private. Our proposals for round 3 offer even greater returns and would see the creation of over 6,500 jobs, delivery of 2,800 homes and development of over 29,000m<sup>2</sup> of new innovation floor space.
- 1.9 **Sectoral strengths** - We have reviewed our [Strategic Economic Plan](#) (SEP) and the fundamental building blocks remain valid, including the priority sectors which we identified based upon their prospects for strong growth and the opportunity to increase productivity.



- 1.10 **Wider ambition** - This submission sets out the current pipeline proposals and programme approach to 2020/21. This is not the full extent of our ambition, and we continue to develop a further group of schemes for our longer term pipeline.
- 1.11 **Support for the bid** - We have shared the emerging proposals with all our local MPs and have already received several letters acknowledging the good progress made through the Growth Deal to date and offering their support for this submission (see Appendix 1).
- 1.12 **Spreading the benefit** – As demonstrated by our current schemes, the local supply chain for major projects will promote local jobs and particularly stimulate SMEs.
- 1.13 This proposal sets out the key issues for the area (section 2); the detail of our proposed projects, what they will deliver and their fit in the wider context (section 3); our track record to date (section 4) and finally why the West of England is the place to invest (section 5).

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### 2. Key Issues for the Area

- 2.1 We have outstanding **key economic and sectoral strengths** which make the West of England an excellent place to invest. Knowledge driven innovation provides the opportunity for enterprise and high quality jobs. Our four Universities with world leading academic departments help attract and retain talent – the **knowledge capital** of our people is one of our biggest assets. This underpins our focus on innovation through Growth Deal round 3, enabling us to retain this competitive edge, and anchor opportunities and the jobs they bring that would otherwise be lost to the UK.
- 2.2 However, success brings its own **challenges to our continued growth** and the quality of life that makes this a great place to live and work. The area suffers from road traffic congestion, and recent reports show Bristol has the lowest traffic speeds in the country at peak times, averaging just 14.3 mph and worsening. This impedes the **ability of the transport system to function effectively** and impacts on air quality. High traffic volumes and congestion, particularly around our key economic centres, also affect bus services, and whilst bus use has seen recent growth, it remains at a level well below the Core City average. **Congestion costs the economy £600m per year** through increased travel times for business to business journeys and the commute to work.
- 2.3 Similarly house prices are above the national average (in some areas prices are between 7-9 times the average earnings) which affects **affordability of housing** and is a constraint on **attracting and retaining a suitably skilled workforce**. There is a real and growing need for **new, and in particular affordable, homes to be built**. Current estimates state that the wider Bristol Housing Market Area (HMA) needs at least 85,000 new homes by 2036, nearly 29,000 more than those already planned. In addition, in the Bath HMA there are currently 13,000 planned through the Bath & North East Somerset local plan. To continue to prosper economically and maintain quality of life and environment we are progressing **a joint strategic approach to the delivery of new sustainable communities**.



- 2.4 The West of England workforce is more qualified than the national average but there remain **significant and specific skills gaps** at all levels. For the area to realise its economic potential there are a number of related key education and skills issues to be addressed. These issues relate to both the provision of education and skills training and Careers Education Information,

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Advice and Guidance. In addition, whilst we enjoy a high level of graduate retention, there are low levels of participation in higher education from some areas within the West of England. Both local HE participation and graduate retention could be undermined if the area does not continue to provide **appropriate job opportunities and housing**.

- 2.5 There are **major pockets of deprivation**, and 28 wards have significant levels of unemployment. The barriers to employment remain accessibility to jobs, education, lack of employability skills, disability, child care and digital exclusion. Our SEP vision seeks to **close the inequality gap** particularly in some of our most deprived communities in South Bristol, parts of central Weston-super-Mare and other pockets in Bristol and Bath, to ensure that all can share in the prosperity and obtain health and well-being.

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### 3. Our Investment Programme

- 3.1 Through the initial Growth Deal we are bringing forward a programme of **ground-breaking projects** (see section 4). Round 3 provides an opportunity to develop a further group of projects which will help address our key challenges and support economic growth. Two thirds of the bid (£55m) will be directed at developing innovation reflecting the area's strengths, our deeply embedded sector specialisms and the excellence of our academic institutions to **drive commercialisation of research**. This focus on innovation and collaboration will see projects coming forward which support business start-ups or help them grow, assist sectoral clustering or link business with University expertise.
- 3.2 Our robust governance and assurance processes have ensured that we can **effectively manage** the current Growth Deal programme and as necessary react to change. On this basis we welcome the extension of this flexibility to enable us to maximise the value from the projects delivered by the funds allocated through round 3. We have processes in place to ensure that the schemes coming forward have sound and compelling business cases and represent high value propositions. We will **use programme flexibility to prioritise and profile schemes** based on impact and opportunity, and to match the funding available.
- 3.3 The Growth Deal should not be viewed in isolation, but rather as one of a raft of initiatives within the context of our SEP being progressed across the West of England. In particular the opportunity through the Joint Spatial Plan and Transport Study and the Devolution Deal will major on addressing housing delivery and affordability.
- 3.4 In developing our round 3 proposals we have sought to **maximise the potential leverage from partners**, particularly private match. Our £81m investment programme will draw in over £210m of investment from others (£2.50 of co-funding for every £1 through the Growth Deal), of which over two thirds is from the private sources. We have reviewed the market failure and the reason that public intervention is required. For innovation projects public sector funds act as the catalyst to leverage private sector investment, particularly in Research and Development. This is particularly important when decisions on where to locate new R&D facilities span national boundaries. Our round 3 innovation projects set out below include opportunities, such as quantum computing and automotive propulsion systems, which would be lost to mainland Europe or the USA without this commitment. We have challenged schemes to maximise private sector leverage and secure the best deal possible.
- 3.5 The following sections set out the detailed proposals under the key themes of innovation, FE skills capital and transport.

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### Innovation Schemes

- 3.6 We have a **strong pipeline of interventions** which can come forward to draw on funding as this becomes available. Growth Deal round 2 identified 8 schemes as the LGF pipeline. Of these three projects (Bath Innovation, Bristol Aerospace Centre and Bristol and Bath Cultural Destinations Media Bank) have already been included in the programme and the latter two are underway. Work has progressed in developing the business cases for a further four schemes - Bath Science Park Grow On Centre (GO2), iAero Aerospace Innovation Hub, Quantum Innovation Factory and the South West Food and Drink Innovation Centre.
- 3.7 Business Cases for these schemes have been **considered through our governance process** (see section 4), including their accord with the SEP (with previous identification amongst the 34 SEP priority projects). They have also been tested against the most recent economic intelligence to ensure they retain a strong rationale, and against the five key themes from the **South West of England and South East Wales Science and Innovation Audit (SIA)** where partners identified existing or emerging global and/or national innovation strengths. On this basis these schemes remain priorities for Growth Deal round 3. Promoters continue to commit their resources on scheme development, and intend to commence construction over the next 12-18 months. We will **use programme flexibility to bring them forward** in this timescale should funds be available.
- 3.8 In addition to the pipeline projects, over the last 12 months two further innovation schemes have produced Outline Business Cases seeking funding, the Institute for Advanced Automotive Propulsion Systems and NUCLEATE - Nuclear Futures Open Innovation and Technology Centre. Again these have been **reviewed against the SEP and SIA to ensure fit** and tested with our local Universities.
- 3.9 At the conclusion of the SIA and other related work we plan to produce a **Research and Innovation Strategy (RIS)** for the West of England. We are co-sponsoring work between UWE and University of Bristol that will map the innovation environment outside of Universities, capturing the strengths of our business clusters and private sector driven innovation. This will also help inform the ultimate make up and phasing of our innovation programme.
- 3.10 The six innovation projects are outlined below with further information provided in Appendix 2. Each scheme has completed an **Outline Business Case** which is available in support of this application.



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- **Bristol and Bath Science Park Grow On Centre (GO2)** – the Science Park provides the **key link between university-led research and the needs of industry**, and is operating at capacity. This clearly underscores the urgent need for additional provision to address the **shortage of high quality, affordable collaboration space** for specialist science and technology based companies. This project will provide new office and hybrid lab/workshop space to cater for the **strong demand for such facilities** from both within the Park and outside. Around half of current tenants have doubled in size since occupation.
- **iAero – Aerospace Innovation Hub** - aerospace and advanced engineering are amongst the **area’s key strengths** and growth sectors. iAero is the **South West Aerospace sector’s enterprise collaboration**, and the Innovation Hub will act as a **focus for the regional aerospace community**. iAero will be aligned with the local aerospace technical focus on aero structures, propulsion and aerodynamics, and will attract aerospace and engineering businesses to locate to the **Filton Enterprise Area** and develop a supply chain cluster on the site.
- **Quantum Innovation Factory** - This is a unique opportunity to be at the **global forefront of work on quantum computing** - technology that will enable major strides in **super computing and cyber security**. Quantum computing will impact upon all major market sectors including, defence, finance, aerospace and energy. It is planned to establish an Innovation Facility for collaborative technology development to build upon the existing regional capabilities including **Silicon South West and Cyber Clusters**. Led by Bristol University the project has strong industry support including Boeing and Airbus in the aerospace sector and Google, and provides the means to **anchor this technology development in the UK**.
- **South West Food and Drink Innovation Centre** – the South West food and drink sector is one of the strongest regional sectors in the UK with over 2,200 businesses and more than 60,000 employees. Many SMEs in this sector **have huge potential to grow, develop and innovate**, but are currently unable to identify or access the appropriate support and facilities to do so. The aim is to develop a sizeable food and drink cluster that will help to address some of the key challenges facing food and drink businesses and **embed a knowledge driven approach** to the production, manufacturing and distribution. The area has already been designated a Food Enterprise Zone by Defra thereby offering simplified planning process. This project will provide a Business Engagement Centre and small Incubator food-grade business and product proving units.





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- Institute for Advanced Automotive Propulsion Systems** – The University of Bath is recognised for its high quality research - **powertrain and propulsion systems** are particular strengths that have **achieved world leading stature**. Through close collaboration with companies, manufacturers, universities and SMEs this project will develop a **global Centre of Excellence** delivering R&D for future generations of low carbon propulsion vehicles. The facility will be located at the Bristol and Bath Science Park, enabling the science and technology vision of the Park to be achieved, and adjacent to the National Composites Centre. The project has **major buy in from 25 key players** including Ford and Jaguar Land Rover who have identified match funding, but national investment is required to signal long term commitment and ensure this **opportunity is exploited in the UK**. We are aware there is strong German interest in taking this project.
- NUCLEATE - Nuclear Futures Open Innovation and Technology Centre** – the **nuclear industry lacks innovation** in part due to the long life of infrastructure. The **Nuclear South West cluster** has been identified as the **number 1 nationally for nuclear research**, and has seen **cross-LEP collaboration** with GFirst and Heart of the South West. The University of Bristol is a major player in the development of this nuclear cluster, working with key players such as EDF and the wider supply chain. This proposal will see the development of a nuclear innovation factory ‘NUCLEATE’ at the Science Park – providing industry and the supply chain with a place to work with Universities to develop new technologies prior to their deployment.

3.11 Overall the six innovation schemes described above provide significant benefits in terms of leverage, job and GVA impacts as set out in Figure 1.

Scheme	Requested LGF Funds	Public Match	Private Match	Jobs	GVA/Other
<b><i>Bristol and Bath Science Park Grow On Centre (GO2)</i></b>	£3.1m	Nil	£16.5m	240	£9.4m GVA
<b><i>iAero – Aerospace Innovation Hub</i></b>	£6m	£7m	£3m	180	£8m GVA
<b><i>Quantum Innovation Factory</i></b>	£15m	£5m	£28.5m	1,000 new jobs, 100 new companies in and 40 new products to be developed over 10 years	
<b><i>SW Food and Drink Innovation Centre</i></b>	£10.5m	£1.9m	£0.44m	163	£16.8m GVA pa
<b><i>Institute for Advanced Automotive Propulsion Systems</i></b>	£10m	£43.6m	£61.7m	1,980	£221m GVA; stimulate £67m additional R&D to 2025
<b><i>NUCLEATE - Nuclear Futures Open Innovation and Technology Centre</i></b>	£10m	£5m	£15m	1,500	£111m GVA
<b>Total</b>	<b>£54.6m</b>	<b>£62.5</b>	<b>£125.4</b>	<b>5,063</b>	

Figure 1 – Innovation Scheme Funding and Impact

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### FE Skills Capital Funding

- 3.12 Through the identification of a strong provisional programme we were successful in securing £32m of FE skills capital funding through the initial Growth Deal round. To allocate these funds we have **run competitive processes** broadly following the previous national model but tailored to fit the business case approval process applied to all our LGF schemes. This approach has benefitted from the support of the SFA and their particular expertise around financial standing of providers and affordability, value for money and estate need. These two rounds were highly competitive and we received **12 first stage applications** and ultimately **funded four key projects** - the Weston College Future Technology Centre and Law and Professional Services Academy (LPSA) schemes, the City of Bristol College Advanced Engineering Centre Extension and the Bath and North East Somerset Construction Skills Centre. The Future Technology Centre has been completed and will receive learners this September as will the first phase of the LPSA. The Construction Skills Centre plans to start construction this autumn. Together these schemes will deliver **new provision for over 900 learners in SEP priority sectors** or those focussed on identified business needs such as construction.



- 3.13 The changing skills landscape, college mergers and overall pressure on the FE sector have resulted in a number of schemes withdrawing from the programme. This has occurred at various stages of the process which has been managed at the programme level.
- 3.14 The Area Based Review concluded in May 2016 and one of the recommendations was the creation of a **Post-16 Strategic Planning Group (SPG)**. This group has been established involving Colleges, Councils and the LEP and held its first meeting in June. Key roles for the Group will be to ensure the effective use of current post-16 estates across the area and to **steer the allocation of skills capital funding**. We plan to commence a third competitive round calling for proposals this summer. The approach will continue to use a two stage process (Expression of Interest and Second Stage business cases with projects developed to RIBA Stage 2) which continues the previous focus on the SEP priority and wider sectors, and draws upon the prioritisation of the SPG. As part of this process projects will be assessed against a number of criteria including:

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- Availability of Local Growth Fund monies
- Availability of match funding
- Estate need
- Financial viability of the applicant
- Project demand (employer and learner)
- Value for Money



- 3.15 The approach will continue to use the robust tailored SFA-based process, and **seek alignment of proposals with our FE skills capital framework** to continue the previous focus on the SEP priority and emerging sectors and draw on the input of the SPG. We have sought two thirds match funding in previous applications. However, owing largely to the ability of colleges to afford match funding we have met around 60% of cost as grant overall. We **expect projects to contribute two thirds match funding** in future rounds, unless there is a compelling case to the contrary, to ensure good leverage and strong ownership of the proposals by providers.
- 3.16 A second recommendation from the Area Based Review was to determine the need for an **Institute of Technology (IOT)** in our area, and this is now being considered by the SPG. If this shows there is a clear need for an IOT we would then seek to work with central government and local partners to deliver it.
- 3.17 It is important that the remaining £7.8m of current programme funding allocated to skills capital is utilised to address immediate issues from the Area Based Review and this has been profiled in 2017/18 and 18/19 to do so. Our request for Growth Deal round 3 is further funding in 19/20 and 20/21 to enable another set of proposals to come forward at this time, to enable us to take advantage of **new opportunities and business-informed needs**.
- 3.18 In terms of funding sought, with the coming third round of skills capital schemes it is planned to have committed £32m over 4 years of the Growth Deal 2015/16-18/19. Whilst the allocations per round vary, this equates to some £11m per round. If it is assumed that previous rounds provide a good indication of the number and quality of proposals, and having regard to the delivery capacity of providers and ability to match, we propose that this level of funding is continued. Experience suggests that project completion is typically expected to take around 18

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months and therefore an expected profile would be in the order of £7m in 2019/20 and £4m in 20/21. Based upon the median size of projects, and an expectation of higher match, it is likely this **£11m could support 4 new projects** creating **new provision for some 550 learners**. The overall proposal and its outputs are shown in Figure 2.

Round	Initial Applications		Fully Approved Projects	LGF Funding £m	Match Funding £m	Total £m	Learners (Yr 3)	FTEs
	Number	Value						
1	4	£40m (£26m LGF)	Weston College Future Technology Centre	2.7	1.5	4.2	230	15
			Weston College L&PSA	15.0	11.1	26.1	280	13
			Advanced Engineering Centre Extension	4.0	0.0	4.0	60	3
2	8	£48m (£27m LGF)	B&NES Construction Skills Centre	2.5	0.8	3.3	347	5
3	<i>Estimated for Projects in 17/18-18/19</i>			7.8	7.9	15.7	383	15
<b>Growth Deal round 3</b>				<b>11.0</b>	<b>11.5</b>	<b>22.5</b>	<b>549</b>	<b>22</b>
<b>Overall Programme Total</b>				<b>43.0</b>	<b>32.8</b>	<b>75.8</b>	<b>1,849</b>	<b>73</b>

**Figure 2 – Current and Planned Skills Capital Programme**

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### Transport

- 3.19 Improved transport infrastructure has long been identified by business as a **key requirement for growth** and was an important aspect of our SEP. A number of major infrastructure schemes are in progress, such as, the MetroBus network funded by Government and the Councils which will see £220m of investment in improved public transport, alongside cycling and walking facilities, connecting Enterprise Zone/Areas and other growth locations with their residential catchments. Our priority for investment through the initial Growth Deal rounds has been on the **MetroWest rail proposals**, with a combined funding allocation of £57m, which are currently progressing through the rail industry GRIP process. These proposals were strongly identified as the priority transport major schemes through the prioritisation process at the time when transport funds were first devolved, and have good stakeholder support.



- 3.20 Aside from MetroWest, the other transport elements identified in the SEP and allocated Growth Deal funding were smaller scale targeted interventions, either through cross-authority Sustainable Transport Packages **building on the legacy of the Local Sustainable Transport Fund**, or Pinch Point schemes addressing particular issues such as congestion hotspots or schemes providing **improved accessibility to the Enterprise Zone/Areas** or other key centres.
- 3.21 In terms of the Sustainable Transport Packages, a programme of £20m has been allocated over the duration of the Growth Deal. An initial £3m project with a strong focus on improving travel to key growth locations was completed in May which saw LGF capital matched with DfT revenue. The **marrying of capital and revenue** in this way has been shown to maximise the value of the investment with funds for activities such as **employer engagement, promotion and marketing** supporting the infrastructure investment and the improved travel options this brings. Similarly we have been successful in securing funding £2.2m through the Sustainable Transport Transition Year and as before this will dovetail with a second £3m LGF project over the next 18 months.
- 3.22 We will continue to develop this approach to align work through the remaining £14m of current LGF funding for Sustainable Transport Packages with the **DfT's Access Fund for Sustainable Travel**. This which would see a complementary programme with shared objectives supporting the local economy by improving **access to new and existing employment, education and training whilst promoting healthy travel**. Schemes already delivered locally following this

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approach show strong benefits from the perspective of transport appraisal, health economic assessment (HEAT) and job/GVA impacts. Proposals planned through the Access Fund include:

- **Community Developed Schemes** - engagement and co-design work with targeted communities to shape the infrastructure to be delivered through the LGF.
- **Public Cycle Hire** - expansion of the successful cycle hire scheme out of Bath city centre to increase uptake by local commuters and piloting similar operation in other areas.
- **Engagement with businesses and groups** - particularly in the areas where improvements are being made, to encourage and support the use of sustainable transport.



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- 3.23 For Pinch Points, three schemes are within the current programme aimed at **improving the capacity and congestion reduction at key junctions** on routes serving the Filton and J21 Enterprise Areas. The first of these is underway at Aztec West Roundabout which will improve access both directly to the Aztec West Business Park, where full occupation is constrained, and also more generally to the Filton Enterprise Area and Cribbs Patchway New Neighbourhood where 5,750 new homes are planned. In addition to supporting job creation such Pinch Point schemes can also help **unlock new housing**. For example the West Wick Roundabout/North South Link, part funded by the LGF, helps to unlock housing development opportunities including the delivery of 1,800 new homes.
- 3.24 Our approach through Growth Deal round 3 has been informed by the SEP, the current focus on MetroWest, the likely funding available and its timing, opportunities for leverage and other funding opportunities for schemes emerging through the JSP/JTS linked to the Devolution Deal. On this basis this submission seeks **additional funding for specific Pinch Points/Sustainable Transport Package schemes**. This will target schemes in the £2-£5m range being relatively deliverable but outside the scope of other funding streams.
- 3.25 We will undertake a **future prioritisation process** to identify the specific Pinch Points/Sustainable Transport Package schemes which come forward. This will have regard to the **degree they support jobs creation and/or new housing provision, leverage and wider transport benefits**. This can be dovetailed to the funding available and its profile, to establish a forward programme to strengthen delivery confidence. Based upon experience to date and the likely number of interventions identified, together with a desire to see only very strong schemes coming forward, it is proposed that funding is allocated for **6 such schemes**. From the scale of schemes delivered to date it anticipated that **funding of £15m** would be required to deliver these schemes. The expected impact of these interventions is shown in Figure 3. For schemes of this type, development costs would be required in 17/18-18/19 with implementation largely

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18/19-20/21, although again with programme flexibility we would hope to **advance schemes as headroom allows**.

	Number of schemes	LGF	Public Match £m	Private Match £m	Match Total £m	Jobs Created	Homes
<b>Transport schemes in current programme</b> - Sustainable Transport Packages, Aztec West Roundabout, West Wick Roundabout/North South Link, Crow Lane Roundabout	5	9.5	7.4	0.9	8.3	3,218	1,800
<b>Growth Deal round 3 Pinch Points/Sustainable Transport Programme</b>	6	15	9.7	4.5	14.2	1,568	2,800
<b>Total</b>		<b>24.5</b>	<b>17.1</b>	<b>5.4</b>	<b>22.5</b>	<b>4,786</b>	<b>4,600</b>

**Figure 3 - Pinch Points/Sustainable Transport Package Programme Impacts**

3.26 Listed below are potential schemes which have been identified to date which could be considered through the future prioritisation process for funding. Further detail is provided in Appendix 3. These show **good fit with our key growth locations** and illustrate the breadth of proposals which could come forward. A process will be initiated to investigate further schemes which could be developed within the programme such as those aimed at **reducing the impact of traffic around Yate**, including the completion of the South Yate Link Road.

- Access to Somer Valley Enterprise Zone
- New platform plus associated station facilities at Portway Park and Ride.
- Weston-super-Mare Station Environs
- Improved facilities for pedestrians and cyclists crossing under the railway at the Brierly Furlong (Parkway) bridge
- Weston-super-Mare Town Centre Bus Interchange
- Local stations enhancement programme

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### Overall Programme

3.27 The overall funding sought through Growth Deal round 3, its profile, leverage and impact is shown in Figure 4.

	Number of Projects	LGF £m					Public Match £m	Private Match £m	Jobs Created	Homes Unlocked
		17/18	18/19	19/20	20/21	Total				
<b>Current Pipeline Innovation Projects</b>	4	16	11	7	1	35	14	48	1580	0
<b>New Innovation Projects</b>	2	2	15	3	0	20	48	77	3400	0
<b>Skills Capital Programme</b>	4-5	0	0	7	4	11	0	12	25 (1,200 learners)	0
<b>Pinch Points/ Sustainable Transport Programme</b>	5-6	1.5	2	4.5	7	15	10	5	1,570	2,800
<b>Total</b>		<b>19.5</b>	<b>28</b>	<b>21.5</b>	<b>12</b>	<b>81</b>	<b>72</b>	<b>142</b>	<b>6,575</b>	<b>2,800</b>

**Figure 4 – Growth Deal Round 3 Funding, Leverage and Impact**



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### How the Bid Links with Other Initiatives

- 3.28 Plans through the Growth Deal have **strong synergies** with a number of other initiatives currently being undertaken, notably the Councils joint work on the Joint Spatial Plan and Transport Study, the Devolution Deal being pursued by Bath and North East Somerset, Bristol and South Gloucestershire Councils and other opportunities to deliver key infrastructure projects.
- 3.29 To enable a joined up approach that tackles the scale of the challenges a JSP and JTS are being developed together to **ensure that development of housing and employment is supported by the necessary infrastructure** to ensure sustainable economic growth. A plan led approach will ensure certainty for our investors and our communities to enable accelerated delivery of much needed new homes and jobs. The JSP is a statutory plan and will be the **first of its kind** in the country as a joint strategic level plan that integrates transport solutions with a focus on delivery. The JSP and JTS are expected to report in 2018 and will help in directing investment in a joined up way to deliver on national and local priorities.



- 3.30 This process is supported by the Devolution Deal which focuses on more local control of funding and powers for transport, planning and skills linked to the creation of a Mayoral Combined Authority (MCA). One aspect of the Deal is a **£900m fund for investment in infrastructure** on schemes delivering the highest economic outcomes and returns. The interventions will be informed by the priorities set out in the JSP and JTS to **unlock and accelerate sustainable growth**. The Deal also includes delivery mechanisms such as development vehicles, simplified planning and compulsory purchase powers, which will begin to **address the challenges of delivering a significant step change in housing and infrastructure**. Therefore whilst the expected direct impact on housing delivery via the funds sought through Growth Deal round 3 is expected to be some 2,800 homes via transport interventions that unlock or improve access to sites, other mechanisms are in play that will have a far greater impact.

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- 3.31 To address the delivery of new and affordable homes, and provision of large scale infrastructure, there is **commitment in the Deal to joint investment planning with the HCA** to enable schemes to come forward quicker. As an example of what can be achieved, already in Weston-super-Mare the HCA has created a Joint Investment Board with North Somerset Council and other partners, investing in a town-wide regeneration strategy to deliver an additional 3,000 homes.
- 3.32 We are working closely with Highways England (HE) to ensure a joined up approach to enable the **good functioning and resilience on the Strategic Road Network**; and with Network Rail to pursue further electrification opportunities for the West of England and the South West. The work with the HE to bring forward a **new junction on the M49** to unlock the Avonmouth/Sevenside Enterprise Area illustrates the benefits to be gained by an aligned and collaborative approach.



- 3.33 The Devolution Deal offers an opportunity to further enhance the status of the West of England as a pilot skills area. It will also enable us to build on the outcomes and opportunities of the Post 16 Area Based Review. The creation of a Strategic Planning Group to inform strategic investment priorities and outcomes represents the first step.

## Invest in Strength

### Large Local Major Transport Schemes

- 3.34 Alongside this Growth Deal application, a Large Local Major Transport Schemes bid is being submitted for development costs for the **Bristol South West Economic Link** to address poor connectivity between North Somerset, Bristol Airport and Bristol. The Airport was recognised in the SEP as an asset of critical importance to the West of England economy, being the primary international business gateway for the South West peninsula and South Wales, and has seen continued growth in passenger numbers. Bristol Airport currently supports 3,000 direct on-site employees, which is expected to rise to 4,000 as demand grows to 10m passengers per annum. **Improved surface access to the Airport** was specifically identified in the SEP as one of the shared transport infrastructure priorities.
- 3.35 Seeking to address existing capacity constraints will be integral to the delivery of wide ranging and ambitious surface access improvements to the Airport, providing a **more resilient highway network** and supporting wider employment and housing growth in line with the JSP. The development work will include consideration of a **step-change in multi-modal public transport** provision to and from Bristol Airport including examination of light and heavy rail opportunities.

### Working across LEP Boundaries

- 3.36 We have developed strong links with other LEPs in the South West. The underlying principle behind this close collaboration is being **better connected to promote economic growth**. We have a common aim to transform connectivity to and from our area and between key centres within the South West. Our joint focus is on **major road and rail arterial routes**, working in partnership with national and local governments and key businesses to drive improvements along the A303 corridor, M5 (new junction 21a), M4 (new junction 18a), M49 (new junction for Avonmouth/Sevenside), A417 (between the M5 and M4) and A350 route to the southern coastal ports, extending electrification from Birmingham to Bristol, Weston-super-Mare, Taunton and Exeter, delivering MetroWest and the Devon Metro and to achieve the ambitions of the Peninsular Rail Task Force. We are strengthening further our **nationally important commercial clusters** around aerospace, nuclear and marine technology. Across the South West, we share the need to implement 100% coverage of superfast broadband and mobile coverage and, where there is evidence of market failure, use public funds to introduce ultrafast broadband to stimulate economic growth.



**Greater Connected**

**TRANSFORMING STRATEGIC CONNECTIVITY  
IN SOUTH WEST ENGLAND**

## Invest in Strength

### 4. Our Track Record - Growth Deal Rounds 1 and 2

#### Schemes in Delivery

4.1 Through the first two Growth Deal rounds a programme of **20 LGF funded schemes** has been developed of which **2 are complete, 5 being implemented** and the remainder are under development. The implementation profile of schemes with build undertaken in 15/16 or planned for 16/17 is shown in Figure 6. Key successes include:

- Completion of the **Weston College Future Technology Centre** due to receive students in September.
- Good progress with the **Bristol Robotics Lab and University Enterprise Zone** due for completion in September.
- The delivery of a package of £3m of **sustainable transport schemes**, matched with local funds and by revenue funding through the DfT's Local Sustainable Transport Fund.
- Working with Network Rail to undertake development work to bring forward our **MetroWest rail programme** the largest third party led rail scheme in the country.

4.2 Our commitment through the Growth Deal was for a programme of interventions to **create 6,000 new jobs and to lever in £200m of match funding**. Based upon the approved Full or Outline Business Cases for schemes within the current programme we are **set to exceed both these targets** (see Figure 5 below). We have **made use of our full £16.6m grant allocation** for 2015/16, making payments to promoters for the delivery of schemes within the initial Growth Deal for costs incurred by March 2016.

Current Growth Deal Programme	Number of Schemes	Additional Jobs	Match Funding	
			Total	Of which Private
LGF Funded (excluding pipeline identified in the Growth Deal extension but currently without funding allocated)	20	6,583	£131m	£43m
MetroBus Programme	3	4,143	£91m	£13m
<b>Total</b>	<b>23</b>	<b>10,726</b>	<b>£222m</b>	<b>£56m</b>
<b>Growth Deal Commitment Rounds 1 and 2</b>		<b>6,000</b>	<b>£200m</b>	

Figure 5 – Growth Deal Round 1 and 2 Commitment and Forecast

## Invest in Strength

Scheme	15/16 Grant £m	LGF Funding £m	2015/16	2016/17	2017/18	Status
Weston College Future Technology Centre	2.7	2.7				Complete April 2016
Sustainable Transport Package 15/16	3.0	3.0				Complete May 2016
Bristol Institute of Technology, Robotics Lab & UEZ	1.9	4.5				Under Construction
Weston College Law & Professional Services Academy	5.6	15.0				Under Construction
MetroWest Phase 1 Development Phase	3.3	8.8				Being Implemented
MetroWest Phase 2 Development Phase	0.1	3.2				Being Implemented
Bristol Aerospace Centre	0.0	0.5				Being Implemented
Expansion of the Open Programmable City Region	0.0	15.0				Fully Approved
Aztec West Roundabout	0.0	1.0				Fully Approved
City of Bristol College Advanced Engineering Centre Extension	0.0	4.0				Fully Approved
Bristol and Bath Cultural Destinations Media Bank	0.0	0.1				Fully approved
Composites Bridge	0.0	1.0				Approved with conditions
B&NES Construction Skills Centre	0.0	2.5				Approved with conditions
West Wick Roundabout and North South Link	0.0	0.7				Approved with conditions
Superfast Broadband Extension Programme	0.0	1.1				Approved with conditions
Engine Shed Phase 2	0.0	4.0				Outline Business Case
<b>Total</b>	<b>16.6</b>					

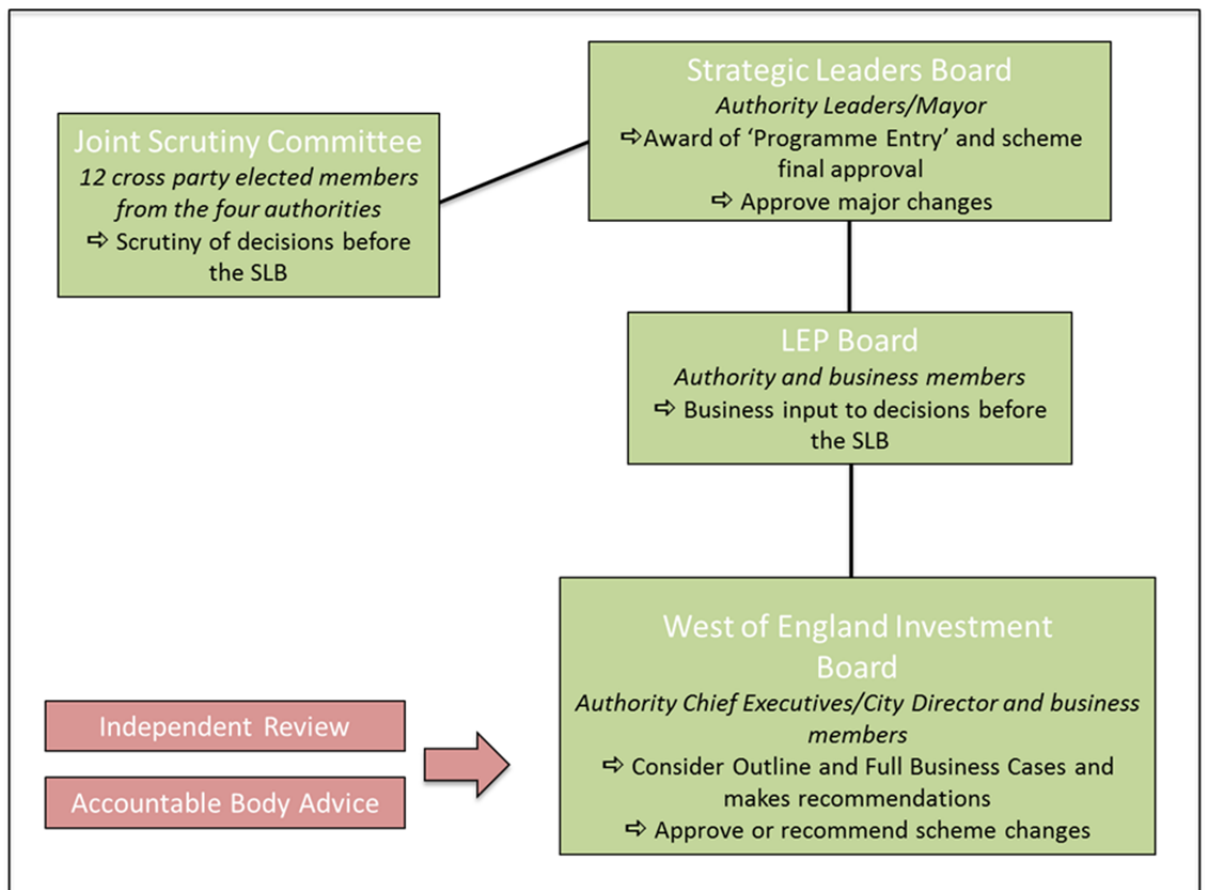
**Figure 6 - LGF Programme - Growth Deal and Extension Schemes Planning to Start in 15/16-16/17**



## Invest in Strength

### Growth Deal Governance

- 4.3 The processes to secure the robust governance of the LGF programme as set out within our assurance framework have proved effective. The West of England Investment Board, involving local authority and business members, provides a **robust process for business case approvals** supported by **independent review**. As a standing item on its agenda, the LEP Board provides business input on investment decisions, with the formal and transparent decision making in public by the Strategic Leaders Board (SLB). **Transparency is further enhanced** by the publication of a range of material on the LEP website including the quarterly report to the SLB, business cases seeking approval, scheme [executive summaries](#) and, in line with the Equality Act and our undertaking in the SEP, scheme [equality and diversity impact reports](#). This process is overseen by the [Joint Scrutiny Committee](#) which receives an update on the matters before the SLB with the opportunity to make representations, together with other stakeholders, at SLB meetings. The governance processes is shown in Figure 7.



**Figure 7 – Local Growth Fund Governance and Scheme Approval Process**

- 4.4 Our governance structure provides a **strong voice and active role for business including SMEs** via the LEP Board, Investment Board, Cross Cutting Groups and Sector Groups. The LEP Board has 2 SME business representatives, one of whom chairs the cross cutting SME Business Support Group, and has led the development of the West of England Growth Hub

## Invest in Strength

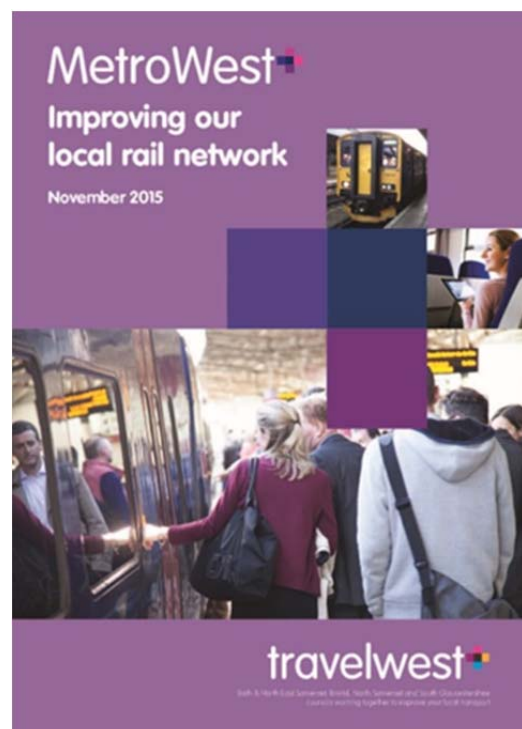
to ensure it delivers the support smaller businesses need to grow, and the other sits on the Invest Bristol and Bath Board.

### Strengthened Governance and Joint Working

- 4.5 We will **continue to utilise the Growth Deal governance framework and processes** which have served us well. In addition, the Devolution Deal provides the opportunity to further strengthen joint working between Bath & North East Somerset, Bristol and South Gloucestershire Council through the MCA. This will **improve coordination between the constituent authorities on planning, transport and skills**. It will also provide greater visibility of decision making and accountability. The implementation plan for the MCA is currently being developed. The **LEP will continue to play a key role** and provides a business voice.

### Monitoring and Managing Change

- 4.6 Over the last 18 months schemes have withdrawn for reasons such as lack of industry demand for a planned tidal blade test bed facility, College mergers and the uncertain landscape in advance of the Area Based Review of post 16 provision. Through our processes we have managed these changes by **advancing the delivery of other schemes**, notably the Weston College Future Technology Centre and Law and Professional Services Academy so that these can complete earlier. These arrangements leave us well placed to bring forward schemes through the remainder of the Growth Deal, and to **maximise the benefits from this opportunity to extend the programme**, whilst effectively managing the risks to our plans and changes as they arise. We recognise the key part that **MetroWest** plays in our programme, accounting for over one third of current Growth Deal funding, and are currently reviewing scheme cost and programme for Phase 1 including engagement with Network Rail.



## Invest in Strength

- 4.7 We have developed a **consistent and well understood** two stage process for **business case approval**. Final approval is secured via a Full Business Case which follows the 5 case model of the Treasury Green Book. Each scheme is required to set out in its economic case the planned impact in terms of jobs created by the intervention and other positive impacts specific to the scheme. **Value for money** is signed off by the promoting body and overseen at the programme level by the accountable body, alongside their responsibility for the use of public funds. This has ensured that high value proposals come forward and are approved at the point when they are fully developed and ready to be implemented. Our MetroWest rail proposals follow the **specific processes for larger transport schemes** addressing the particular requirements for scheme appraisal and value for money.
- 4.8 The processes established for the LGF have been harmonised to also apply to the City Deal Economic Development Fund and the Revolving Infrastructure Fund **supporting flexibility** between these streams, **and blended funding packages**. Efficiencies are also achieved through consistent scheme approval, reporting and governance processes.



## Invest in Strength

### 5. Why Invest in the West of England?

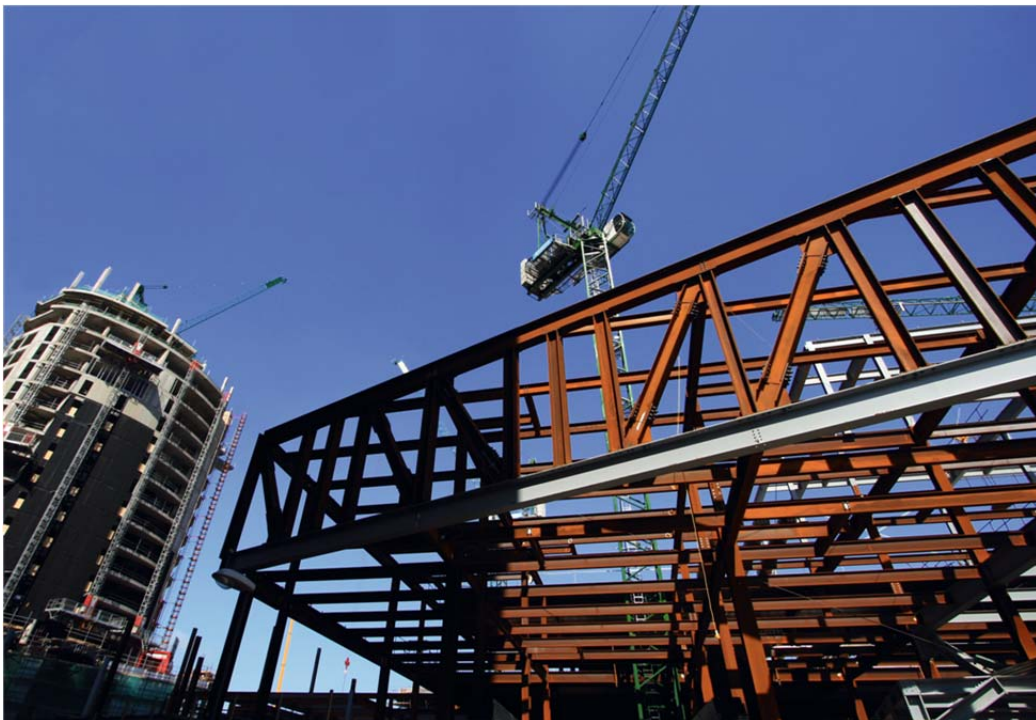
- 5.1 Our economy has outstanding strengths to set us in good stead for economic development and growth in the future. These include the UK's highest **rates of entrepreneurship** in terms of patents granted, a higher start-up rate than any other Core City, a strong portfolio of world class businesses and a track record in foreign direct investment, with this making up 60% of all successful investment projects supported by Invest Bristol & Bath. We also benefit from a workforce which is more educated and skilled than the national average and a high share of employment in **high value added manufacturing and services** activities, with for example the highest proportion of employment in the advanced engineering and aerospace sector of any LEP. Investing in the West of England is investing in success.



- 5.2 The West of England SEP sets out our **vision for economic growth** for the period to 2030. The **building blocks of our SEP remain valid** including the approach of **smart specialisation** and identification of 5 priority sectors – Advanced Engineering and Aerospace, Creative and Digital, High Tech, Low Carbon and Professional Services – based upon their prospects for strong growth and the opportunity to increase productivity. We have reviewed the most recent evidence which has confirmed the **continued importance of these sectors**. In particular the advanced engineering and aerospace, creative industries and high tech sectors have exhibited strong growth in productivity in terms of GVA per FTE. In addition these sectors show strong employment quotients illustrating their importance to the West of England economy as sector clusters, have strong cross linkages particularly around innovation and their growth generates a **significant positive impact on the wider economy** and other sectors within the LEP area.

## Invest in Strength

- 5.3 We have a strong **spatial focus for our growth plans built around our Enterprise Zone (EZ) and Areas (EAs)**, which together with South Bristol, are expected to deliver 70,000 new jobs.
- 5.4 There are a number of important new initiatives for the area including a **new Enterprise Zone in Bath and the Somer Valley** together with an **extension to the Enterprise Zone in Temple Quarter**. There are significant investment plans at Bristol Port, and for expansion of Bristol Airport which has the highest growing passenger numbers outside London. Working collaboratively with other LEPs there are also opportunities such as Hinkley Point C Power station and the emerging nuclear sector.
- 5.5 Our **strong economy, highly skilled workforce and areas of real specialism** and sector-based clustering mean that investment in the West of England will maximise economic returns for Government. We have a long history of joint working, and plans in place to further strengthen this via the Devolution Deal. We have been successful in the delivery of strong schemes through the Growth Deal funds awarded to date, and are well placed to ensure that **opportunities for delivering economic growth are maximised** through further co-investment through Growth Deal round 3.



**Letters of Support from our MPs**

**Ben Howlett MP**  
Member of Parliament for Bath



HOUSE OF COMMONS

LONDON SW1A 0AA

Stephen Robertson  
Chair  
West of England LEP  
Engine Shed  
Station Approach  
Bristol  
BS1 6QH

Our ref: MC/SR/68534  
15 July 2016

A handwritten signature in cursive script that reads "Dear Stephen".

Thank you for sending me a copy of the West of England LEP Growth Deal 3 snapshot, setting out your plans for the next round of funding, building on the achievements of the previous rounds.

It is heartening to see the progress on the previous Growth Deal schemes, and the careful scrutiny that is given to new proposals before they are approved.

I am particularly pleased to see the commitment to Superfast Broadband Extension. This is a significant issue for my constituency, with many of my constituents frequently contacting me about their difficulty in obtaining Superfast Broadband access. Indeed, there have been some firms that have had no choice but to leave the city. There are thriving tech and creative sectors here in Bath and the continued lack of Superfast Broadband access is a significant hindrance to its further growth.

It is also encouraging to see the inclusion of the Bath Innovation Quays project. Work on this project is already underway, and it will be providing badly-needed Grade A office space for the city. A continuing lack of large and modern commercial premises has led to successful companies leaving Bath. Addressing this will help make sure these expanding firms stay in Bath.

It is good to see that the LEP is continuing to build on the Strategic Economic Plan with the five priority sectors, the focus on Enterprise Zones and Areas such as Bath and the investment in infrastructure and that this work means the West of England is able to develop a pipeline of schemes with the flexibility to bring them forwards as funding becomes available. Not only will the Growth Deal bring benefits now, but also sustainable growth in the future.

£80 million of funding is an ambitious programme, aiming to lever in an additional £200 million to create nearly 6,500 jobs but with the track record of delivery in the West of England I am confident that together we will succeed. LEP support has been instrumental for preliminary works for the Bath Quays and for other development projects in the city.

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[www.facebook.com/ben4bath](https://www.facebook.com/ben4bath) [@ben4bath](https://twitter.com/ben4bath)



I wish you every success with your bid and please do not hesitate to contact me if I can be of any assistance.

Best wishes,

**Ben Howlett**

Member of Parliament for Bath

I would be good to meet up  
to discuss post-consultation  
plans for development

26 July 2016



HOUSE OF COMMONS  
LONDON SW1A 0AA

Mr Stephen Robertson  
Chair, West of England LEP  
Engine Shed,  
Station Approach,  
Temple Meads BS1 6QH



John Penrose MP

Dear Stephen,

Thank you for sending me a copy of the West of England LEP Growth Deal 3 snapshot, setting out your plans for the next round of funding, building on the achievements of the previous rounds.

It is heartening to see the progress on the previous Growth Deal schemes including the Weston College Future Technology Centre and Law and Professional Services Academy both set to receive their first students in September, and the careful scrutiny that is given to new proposals before they are approved. I was also to see that the LEP is continuing to build on the Strategic Economic Plan with the five priority sectors, the focus on Enterprise Zones and Areas such as the Food and Drink Innovation Centre, and the planned investment in infrastructure at Weston-super-Mare station and bus interchange. This work means the West of England is well placed to develop a pipeline of schemes with the flexibility to bring them forwards as funding becomes available.

£80 million of funding is an ambitious programme, aiming to lever in an additional £200 million to create nearly 6,500 jobs but with the track record of delivery in the West of England I am confident that together we will succeed.

I wish you success with your bid, and if I can offer any support do let me know.

Yours sincerely,

*John Penrose*

John Penrose  
MP for Weston-super-Mare

P.S. See you at Bido's speakers dinner in September!



**Thangam Debbonaire MP**  
Member of Parliament for Bristol West  
House of Commons, London, SW1A 0AA

The Rt. Hon. Sajid Javid MP  
Secretary of State for Communities and  
Local Government  
Department for Communities and Local  
Government  
Fry Building  
2 Marsham Street  
London  
SW1P 4DF

Our Ref: ZA1001

26 July 2016

Dear Minister,

I am delighted to be able to offer my support for the the West of England LEP Growth Deal 3 bid.

Should the bid be successful, over £200 million could be leveraged from delivery partners, creating an estimated 6,500 jobs in the West of England. This would be transformative for my constituency Bristol West, and would give an enormous boost for the region as a whole.

I am seeing first-hand how the West of England LEP is bringing major investment and entrepreneurship to Bristol through the Temple Quay Enterprise Zone, and I therefore strongly believe that it will successfully deliver on Growth Deal 3 with your support.

Furthermore, Growth Deal 3 would enable key projects in Bristol to be brought forwards as part of the West of England LEP's 'pipeline of innovations'. With work progressing on the Bath Science Park Grow On Centre (GO2), iAero – Aerospace Innovation Hub, and Quantum Innovation Factory, it's clear that the West of England could quickly grow a strong, innovation future if this bid is granted.

I wish the West of England LEP every success, and hope you will consider its bid favourably.

Yours sincerely,

Thangam Debbonaire  
Member of Parliament for Bristol West

## Summary of Growth Deal Round 3 Innovation Scheme

### Bristol and Bath Science Park Grow On Centre (GO2)

Due to the success of the Bristol & Bath Science Park (BBSP) first phase development, located in the Emersons Green Enterprise Area, there is a **tangible demand** (both current and anticipated) for high quality, flexible, expansion office space. Of the current 39 BBSP resident companies, 15 have doubled in size since occupation. In order to continue to expand, tenants require certainty of space or they will be forced to locate elsewhere, possibly within a suboptimal environment. The open market approach cannot currently provide the right type of accommodation, at the right time to **support the supply chain development** and there is a shortage of high quality, affordable collaboration space for specialist companies. Private sector yield reviews conclude that it is not currently viable for the private sector to speculatively develop a second phase.

The proposal includes the development of a **new office and hybrid lab/workshop facility** for the expansion of existing tenants and provision for new demand. The funding package includes land acquisition, design and build of new two storey 55,000sqft facility to provide office space, hybrid workshop/lab and collaboration spaces. Ownership of the Science Park estate has been transferred to the Homes & Communities Agency (HCA) and whilst this will have an impact upon the final partnership model chosen to deliver the project, this presents a timely opportunity for this project.



### iAero Aerospace Innovation Hub



iAero is the **South West Aerospace sector's enterprise collaboration** which aims to provide a local delivery mechanism for the national strategic goals of the Aerospace Growth Partnership and to support our LEP's plans to support aerospace and advanced engineering as one of its key growth sectors. As one of the first manifestations of the iAero enterprise, the planned Innovation Hub aligns with the local aerospace technical focus on aero structures, propulsion, aerodynamics and systems; the **development of the Filton Airfield site** with employment restricted through planning to aerospace and advanced engineering; and research interests of the local universities and the National Composites Centre. The Hub would complement other iAero activities across the South West.



## Invest in Strength

The Hub would provide a 4,000m<sup>2</sup> facility within the Filton Enterprise Area and will include engineering design offices and lab space for engineering start-ups; collaborative R&D office, lab and test facilities; business space and networking areas. It would be owned by South Gloucestershire Council and managed via a procured facility management specialist. The ownership of the intellectual property generated at the Innovation Hub would reside entirely with the SMEs and other companies undertaking projects. The West of England Aerospace Forum (WEAF) will locate in the Innovation Hub and will act as a catalyst to nurture the growth of the facility. The **Innovation Hub will act as a focus for the regional aerospace community** and will attract aerospace and engineering businesses to locate to the Filton Enterprise Area. The Innovation Hub is Phase 1 of the iAero enterprise and will lead to the development of a Supply Chain Cluster on the site.

### Quantum Innovation Factory

Quantum physics has already enabled the micro-electronics, telecommunications, computing and underpinning control infrastructure we embrace today. New technologies that harness the properties of quantum entanglement, superposition and tunnelling promise a **next generation of products with exciting and astounding properties** that will affect our daily lives. They will impact upon all major market sectors including, defence, finance, aerospace, energy and ICT.

It is planned to establish a **unique Innovation Facility** that leverages the existing regional capabilities including the **Silicon South West and Cyber Clusters**; a growing entrepreneur population; available skilled people and provide a national resource that will attract further investment. The facility will be the **internationally recognised centre for the engineering and commercialisation** of practical integrated quantum technologies enabling the design, development and prototyping of quantum devices for secure communications, new sensors and ultra-powerful computers. Led by the University of Bristol this project involves establishing a new facility in central Bristol for collaborative technology development and provision of space for businesses to start-up and co-locate. Funding will be used to acquire the land for the building, construction and equipping the 3,200m<sup>2</sup> facility. Letters of support have been provided by Boeing and Airbus illustrating the real opportunities for business this project represents.

### South West Food & Drink Innovation Centre

The area has a well-established reputation for successful food and drink producers, including household names like Thatchers Cider, Butcombe Brewery, Lye Cross Farm and Yeo Valley, as well as many smaller thriving producers. The proposed Innovation Centre at Junction 21 Enterprise Area (J21EA) will develop infrastructure that will help to address some of the key challenges facing food and drink businesses and embed a **knowledge driven approach** to the production, manufacturing and distribution of quality food and drink products. This will form part of a larger food and drink park that will cover 10 acres at J21 EA. The aim is to develop a sizeable food and drink cluster which will be further supported by the **Defra approved Food Enterprise Zone (FEZ)**. The FEZ will offer a simplified planning process for any food and drink enterprises interested in locating their business at the J21 EA supplemented by a package of business support that will be developed in consultation with businesses and developers.

## Invest in Strength



The Phase 1 proposal is for the development of 5 acres of land within the Weston Business Quarter, which will incorporate three main elements; a Business Engagement Centre, small Incubator food-grade business units and Product Proving units. The centre will establish a **pool of “know-how” and practical experience** to support businesses in this sector and help them embrace sustainable growth. Although it is recognised that many SMEs in the South West have **huge potential to grow, develop and innovate**, they are currently unable to identify or access the appropriate support and expertise to do so.

### **Institute for Advanced Automotive Propulsion Systems (IAAPS)**

Propulsion system technology will be transformed over the next 10 years and **without R&D the UK will lose its strong position** in the automotive industry to competitor nations. The Institute of Advanced Automotive Propulsion Systems (IAAPS) will ensure that the automotive industry has a UK-based option for locating its high value R&D. The proposal is for a purpose built new facility to create a **Global Centre of Excellence delivering transformational R&D** for automotive propulsion technologies, in order to develop next generation low carbon vehicles. Working closely with companies, manufacturers, universities and SMEs, IAAPs will uniquely address the challenges of delivering low carbon technologies, including highly efficient combustion engines, electric, hybrid and alternative fuels, in an environment that promotes inclusive and collaborative working. The University of Bath is acting as the lead facilitator of a **large consortium of universities and businesses**, including Ford and Jaguar Land Rover, who have provided written confirmation of their commitment to co-funding.



## Invest in Strength

The scheme was included (as WoE Centre of Power & Energy) in the SEP and identified as one of the 34 priority schemes, and falls within the areas key innovation strengths including the SIA theme of Aerospace and Advanced Engineering and sub-theme of Automotive and Propulsion Systems. The overall cost of the scheme is some £115m, including £30m of funding sought from the Higher Education Funding Council for England (HEFCE) and **substantial private funding** of some £60m. The scheme seeks £10m from the LGF as part of the funding package to deliver this exciting opportunity. IAAPS will be located at the Bristol and Bath Science Park, in the Emersons Green Enterprise Area, **enabling the science and technology vision of the Park to be achieved**. It will also be adjacent to the National Composites Centre (NCC), which is part of the High Value Manufacturing Catapult. Subject to funding construction could commence in October 2017.

### NUCLEATE - Nuclear Futures Open Innovation and Technology Centre

The nuclear industry is in need of new talent, new technologies, innovation and greater **industrial competition and supply chain innovation** to ensure that market economics reduces or replaces the need for substantive future government intervention. This relies on a dynamic economy where good ideas spread rapidly, workers are well matched to jobs, productive firms can scale up, and where people move into jobs that use their skills. This project forms part of the **Nuclear South West activity** with cooperation between Nuclear Primes, the West of England, GFirst and Heart of the South West LEP, University of Bristol and Further Education establishments and Local Authorities.

This proposal is part of the wider NUCLEATE strategy to establish a **global centre of nuclear research, development, skills and enterprise**, and will deliver a Nuclear Futures Open Innovation and Technology Centre located on the Bristol-Bath Science Park. The 3500m<sup>2</sup> facility will house state-of-the-art nuclear technology laboratories and equipment; an early stage incubator for start-up businesses and open innovation environments for co-location of nuclear primes, SMEs, other nuclear businesses and nuclear regulators. This will be a **critical component in a wider NUCLEATE strategy** led by the University of Bristol. The SIA has recognised Nuclear as a sub theme within Aerospace and Advanced Engineering as existing or emerging global and/or national innovation strength. The project seeks £10m from the LGF as part of a £30m funding package which includes £15m of private match. Subject to funding construction could commence in March 2018.

#### Summary of Emerging Sustainable Transport/Pinch Point Schemes

**Somer Valley Enterprise Zone** - creation of a new roundabout access to provide an improved route into Midsomer Norton on the A362 and access to the Somer Valley Enterprise Zone. The scheme addresses safety concerns, resolves conflicts between vehicles and other road users and improves access to commercial premises. Additionally, infrastructure will be made available to cyclists and pedestrians accessing jobs in this location for which there is very poor provision currently. The success of new employment land uses is reliant on good access by all modes which would be facilitated by the proposed scheme. LGF requirement £800k.

**New platform plus associated station facilities at Portway Park and Ride** on the Severn Beach branch line. This new station will serve the existing Park & Ride on the A4 Portway near M5 junction 18, and open up a number of rail stations to users, including Clifton Down and those within the inner north area of Bristol, which are not served by the existing Park & Ride bus service. LGF funding £2.225m 17/18-19/20.

**Weston-super-Mare Station Environs** - public highway and public realm improvements to enhance the gateway to the town from the station including improved legibility of routes and reducing the severance of the town centre. This is linked with the Weston regeneration strategy including delivery of an additional 3,000 new homes in partnership with the HCA. Estimated overall cost £8m with £5m sought from LGF.

**Improved facilities for pedestrians and cyclists crossing under the railway at the Brierly Furlong (Parkway) bridge** as part of the Cribbs Causeway to Emersons Green Cycle Trunk Route. The existing footways are very narrow and yet provide the main pedestrian and cycle route between Parkway Station and employment, education and residential areas to the south of the railway, thus creating a major pinch point at a key location on the cycle trunk route. With the electrification of the Great Western Railway and modernisation of Parkway Station, pedestrian and cycle demand will only increase further at this location. A scheme to provide a bespoke subway through the railway embankment for pedestrians and cyclists is being developed by Network Rail on behalf of the Council, to GRIP3 stage. The total scheme cost is estimated to be £11m, for opening in 2021. The funding requirement from the LGF is to be determined.

**Weston-super-Mare Town Centre Bus Interchange** – the delivery of a bus interchange on Alexandra Parade alongside the essential changes in function of nearby streets to support this change and deliver the movement strategy vision. This includes pedestrianisation of Regent Street (West), bus gates and changes to Traffic Regulation Orders (TROs) to restrict vehicle movement into and through Alexandra Parade, to redesign and introduce ‘quiet ways’ in the residential streets adjoining the interchange. Estimated cost £3m-£5m.

**Local stations enhancement programme** - to bring all MetroWest stations up to a common standard in terms of access, information, facilities and security. The key outcome is a fully accessible rail network opening up travel opportunities and links to employment, education and health for all. An audit of all stations has been undertaken by Great Western Railway and the local authorities and a fully costed programme of measures and funding packages is currently being drawn up. Estimated cost: £2.5m.

e: [administrator@westofengandlep.co.uk](mailto:administrator@westofengandlep.co.uk)

t: 0117 903 6868

Engine Shed, Station Approach, Temple Meads, BS1 6QH