

West of England Partnership
5 February 2009

Multi-Area Agreement (MAA)

Purpose

To present, and seek the views of the Partnership on, the core outcomes, actions and asks for inclusion in the MAA, to inform negotiations through GOSW and planned discussions with SEEPs and strategic organisations.

The basis and background to the presentation is appended to this report.

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**Bath & North East
Somerset Council**



The **West** of **England** Partnership

MULTI AREA AGREEMENT

28 January 2009

WEST OF ENGLAND VISION

*One of Europe's **fastest growing and most prosperous** sub-regions which has **closed the gap** between disadvantaged and other communities – driven by major developments in employment and government backed infrastructure improvements in **South Bristol and North Somerset**.*

A buoyant economy competing internationally, based on investment by innovative, knowledge-based businesses and a high level of graduate and vocational skills.

A rising quality of life for all, achieved by the promotion of healthy lifestyles, access to better quality healthcare, an upturn in the supply of affordable housing of all types and the development of sustainable communities.

Easier local, national and international travel, thanks to transport solutions that link communities to employment opportunities and local services, control and reduce congestion and improve strategic connections by road, rail and through Bristol International Airport and seaport.

*Cultural attractions that are the envy of competitor city regions across Europe, making the West of England the **place of choice for talented, creative workers and affluent visitors**.*

Success secured in ways that are energy efficient, protect air quality, minimize and manage waste and protect and enhance the natural and built environment. Built upon the benefits of its distinctive mix of urban and rural areas.

Real influence with regional and national government, by demonstrating vision and leadership and delivering these achievements.

The West of England Partnership

STRENGTHS & CHALLENGES

Strengths	Challenges
<ul style="list-style-type: none"> • High reputation for quality of life • Attractive built and natural environment and cultural diversity • Strong commitment to sustainable development 	<ul style="list-style-type: none"> • Shortages of housing, especially affordable, exacerbated by high levels of growth • Managing growth successfully within environmental limits
<ul style="list-style-type: none"> • Scale and diversity of a growing knowledge-based economy and sectors • Large and prestigious university sector • Growth – the opportunities for development and regeneration 	<ul style="list-style-type: none"> • Globalisation • Rising competitive pressure to match innovation and productivity globally • High dependence on defence expenditure and aerospace • Managing growth successfully
<ul style="list-style-type: none"> • High employment levels • Skilled workforce, especially professional, managerial and technical • High graduate retention • Strong creative sector 	<ul style="list-style-type: none"> • Poor educational attainment in schools • Significant pockets of low levels of skills and economic activity in disadvantaged communities • Impact on business of reduced growth in the working age population • Some skill shortages and an aging workforce
<ul style="list-style-type: none"> • Successful strategic business locations • Attractive, relatively low-cost employment sites and premises 	<ul style="list-style-type: none"> • Emerging shortages of serviced sites and premises
<ul style="list-style-type: none"> • Good strategic access nationally and internationally • Major airport and seaport 	<ul style="list-style-type: none"> • Rising congestion and poor public transport

DEVELOPING SUSTAINABLE ECONOMIC GROWTH & COMPETITIVENESS

CREATING SUCCESSFUL PLACES

OUTCOMES

Plan and manage the growth in homes, jobs and communities successfully, within environmental limits

Improve access and reduce traffic congestion to increase competitiveness and quality of life

Improves skills and reduce worklessness to increase competitiveness and regenerate communities

Attract and grow business investment to increase economic growth and competitiveness

The **West of England** Partnership

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

PLAN AND MANAGE THE GROWTH OF HOMES, JOBS AND COMMUNITIES SUCCESSFULLY WITHIN ENVIRONMENTAL LIMITS

SPATIAL PLANNING: OBJECTIVES

- To secure the investment required in economic, social and environmental infrastructure to match the growth in homes and jobs and to create successful, mixed and sustainable communities with access to local services, facilities and jobs.
- To unlock early the potential of brownfield land, identifying and removing technical, financial and policy barriers, in preference to the use of greenfield or greenbelt land;
- To plan to meet the diversity of size, price and tenure in the housing needs of existing and future residents;
- To enable an adequate supply of affordable and supported housing, to meet the needs of local people and to enable local employers to recruit and retain staff;

SPATIAL PLANNING: ACTIONS

- Phased development and review of the sub-regional spatial plan committing to the number, location, sequencing and phasing of homes and employment sites to be delivered up to 2026, in collaboration with the Homes and Communities Agency (H&CA) and SWRDA.
- Aligning Core Strategies to support the phasing of delivery and investment in infrastructure.
- Collaborating sub-regionally on infrastructure, employment, urban design framework and green infrastructure.
- Programme for agreeing strategic development standards and policies to ensure the delivery through developers of mixed and sustainable communities.
- Identification, programming and delivery of key strategic development sites in the sub-region, in conjunction with the H&CA, SWRDA, Environment Agency and the Utilities.
- Programming the assessment of development and delivery capacity, strategic infrastructure requirements (including affordable housing) and the preparation of business cases for investment to agreed standards, in conjunction with the H&CA and SWRDA.
- Utilising the strengthened governance and delivery capacity of the West of England Partnership.

SPATIAL PLANNING:Regional Spatial Strategy Context

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

Regional Funding Advice 2

WEST OF ENGLAND PRIORITY INVESTMENT IN TRANSPORT INFRASTRUCTURE

These priorities sustain the commitment to cycling and walking set out at Supporting Statements 5&18 in the West of England Joint Local Transport Plan 2008/07-2010/11

Committed Schemes: DfT Programme & Early 2009 Programme Entry Bids

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

Priority Schemes

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

Total	£612.6
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Regional Funding Advice 2

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

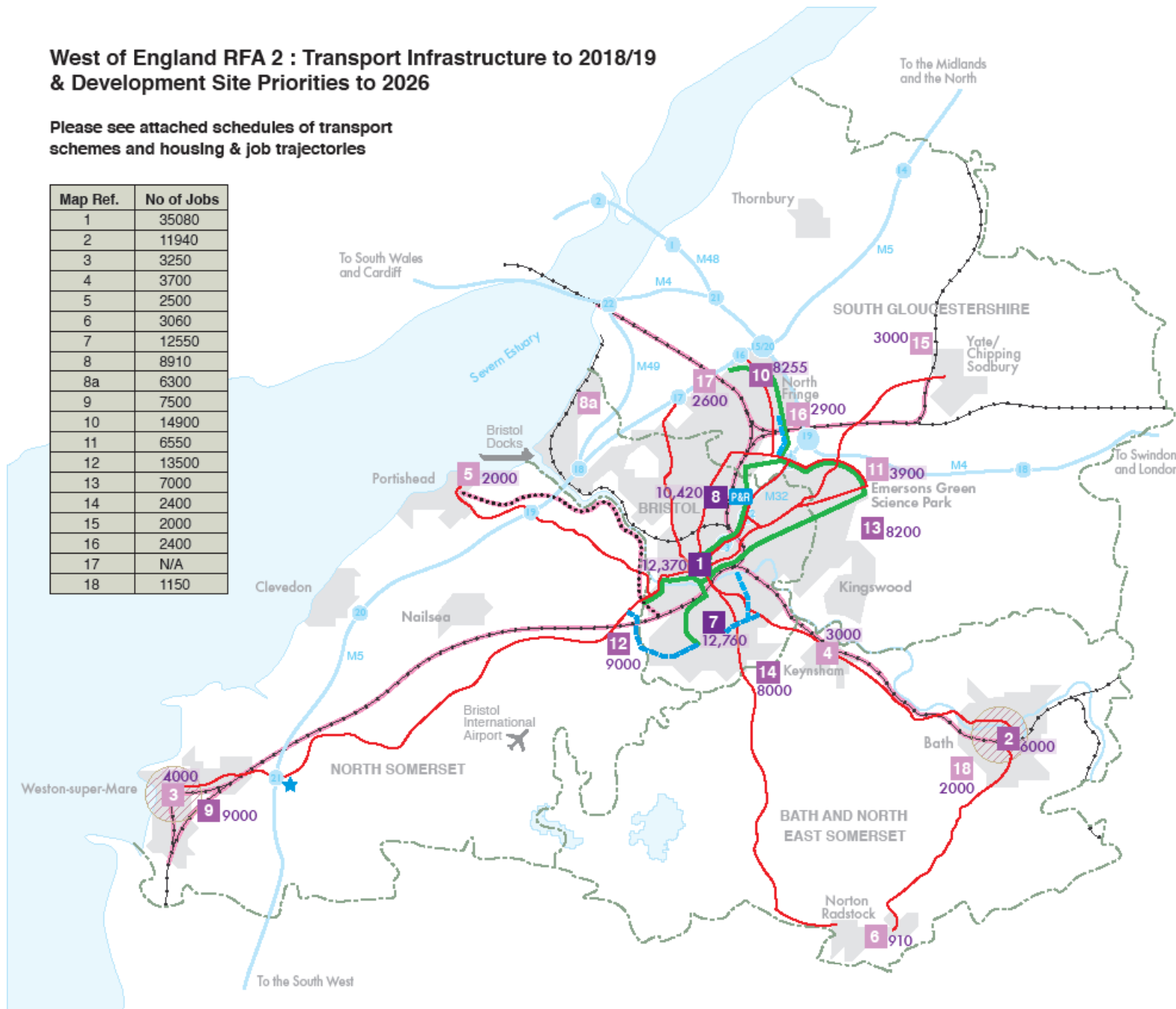
These indicative housing and job numbers are based on the Secretary of State's Proposed Changes to the Regional Spatial Strategy. The West of England authorities are providing for substantial growth but are challenging the increases in the 'Proposed Changes' and their deliverability.

Map Ref	Key Development Sites	2006-2026	
		Homes	Jobs
A. URBAN REGENERATION AND INTENSIFICATION			
City & Town Centre			
1	Bristol including St. Phillips	12370	35080
2	Bath	6000	11940
3	Weston-super-Mare	4000	3250
4	Keynsham	3000	3700
5	Portishead	2000	2500
6	Norton Radstock	910	3060
Suburban & Urban Edge			
7	South Bristol including Hengrove Park & Knowle West	12760	12550
8	North Bristol including Lockleaze	10420	8910
8a	Avonmouth/Sevenside	-	6300
9	Weston, on previously developed land urban extension	9000	7500
10	North Fringe, South Gloucestershire	8255	14900
11	East Fringe, Emersons Green & Science Park, S. Glos.	3900	6550
Sub-Total		72615	116240
B. URBAN EXTENSIONS			
12	S.W. of Bristol, North Somerset	9000	13500
13	East of Bristol, South Gloucestershire	8200	7000
14	South East of Bristol, Bath & North East Somerset	8000	2400
15	Yate	3000	2000
16	West of M32, South Gloucestershire	2900	2400
17	North West of Bristol, Cribbs Causeway, South Glous.	2600	N/A
18	South of Bath	2000	1150
Sub-Total		35700	28450
C. OTHER		8080	10300
TOTAL FOR WEST OF ENGLAND		116395	154990

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

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

Map Ref.	No of Jobs
1	35080
2	11940
3	3250
4	3700
5	2500
6	3060
7	12550
8	8910
8a	6300
9	7500
10	14900
11	6550
12	13500
13	7000
14	2400
15	2000
16	2400
17	N/A
18	1150



Key

Housing & Employment

- Key Sites
- 10 Over 10,000 homes
- 13 5,000 to 10,000 homes
- 23 Below 5000 homes
- 8255 Number of homes

Transport

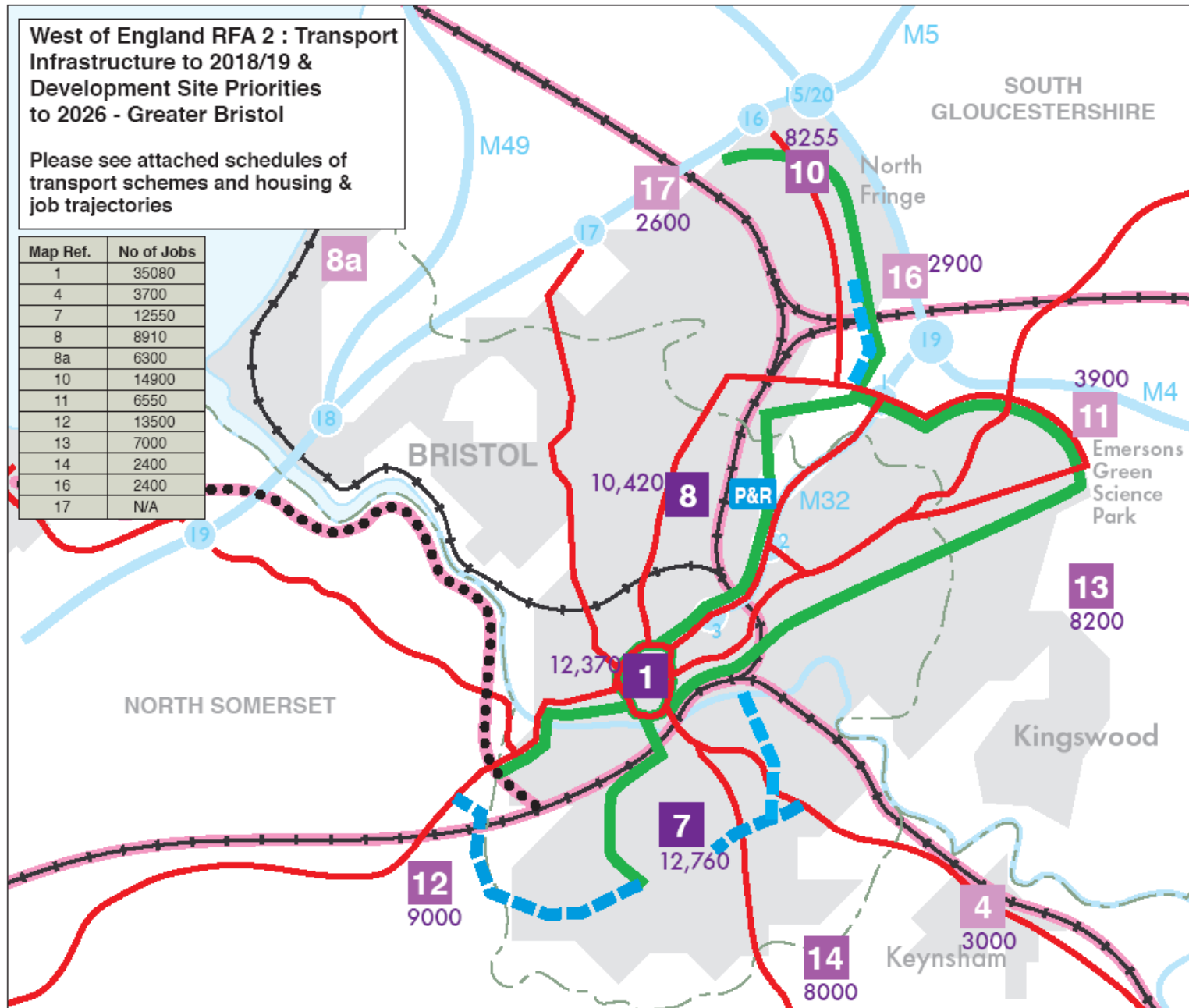
- Bus (GBBN)
- Rapid Transit
- Transport Link
- Transport Package
- New Park & Ride Site
- Rail Service Improvement
- Junction Improvement
- Portishead Rail Corridor
- Rail
- Local Authority Boundary

January 2009

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

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

Map Ref.	No of Jobs
1	35080
4	3700
7	12550
8	8910
8a	6300
10	14900
11	6550
12	13500
13	7000
14	2400
16	2400
17	N/A



Key

Housing & Employment

- Key Sites
- 10** Over 10,000 homes
- 13** 5,000 to 10,000 homes
- 23** Below 5000 homes
- 8255** Number of homes

Transport

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

January 2009

SPATIAL PLANNING: ASKS

- Further strengthening of the strategic partnership between the West of England local authorities and the H&CA and SWRDA in developing strategic sites by:
 - collaborating in their identification, programming and delivery
 - contributing to building development and delivery capacity
 - engaging in arrangements to assess infrastructure requirements
- Simplified checks and controls and more flexibility in the use of resources based on agreed arrangements for business planning and the approval, programming and management of resources eg:
 - common appraisal systems across government and its agencies, based on the HM Treasury Green Book
 - authority to re-profile the sequencing of individual projects
 - West of England appraisal of housing/employment projects of less than £5 million
 - streamlined approach to performance monitoring

**IMPROVE ACCESS AND REDUCE TRAFFIC CONGESTION
TO INCREASE COMPETITIVENESS AND QUALITY OF LIFE**

The **West of England** Partnership

TRANSPORT: OBJECTIVES

- Deliver investment:
 - match projected high levels of growth in homes and jobs
 - contribute to delivering more mixed and sustainable communities
 - support economic growth and competitiveness
- Tackle congestion:
 - promote alternatives to the car, especially public transport, walking and cycling to improve our quality and support the economy
- Improve access:
 - to employment, to support economic competitiveness and the regeneration of disadvantaged communities
 - to contribute to delivering more mixed and sustainable communities
- Improve safety for all road users
- Improve air quality

TRANSPORT: ACTIONS

- Greater Bristol Strategic Transport Study (GBSTS)
- Joint Local Transport Plan 2006 – 2011
- ‘Our Future Transport’ Transport Innovation Fund
- Strengthening Governance and Delivery:
 - Joint Committee
 - ‘Delivery Vehicle’
 - Exploiting the Local Transport Act 2008

PROPOSED TRANSPORT INVESTMENT

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

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Sub-Total	£457.2

Total	£612.6
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Regional Funding Advice 2
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	Sub-Total	35700	28450
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TOTAL FOR WEST OF ENGLAND		116395	154990

TRANSPORT: ASKS

- Increase the pace of delivery and release capacity.
- Deliver transport schemes more quickly and effectively whilst ensuring value for money. The sharper our focus on delivery the sooner we can deliver economic growth, the Regional Spatial Strategy and “Our Future Transport” vision to 2026. We ask:
 - Raise the Major Scheme Bid Threshold from £5m to £10m
 - Bring forward some Major Scheme Bid elements
 - Reduce reporting requirements
- Raising the Major Scheme Bid threshold from £5m to £10m (and a means to access smaller scheme funding via the RFA), and reducing the checks and controls for schemes between £10m and £20m, will speed up the process of evaluating bids.
- Streamlining the DfT’s detailed question process, once bids are submitted and working within an agreed timetable for DfT approvals, will reduce delays and provide a greater degree of certainty of programme. Inflation savings from quicker decisions can be considerable, making best use of limited resources.
- Sharing risks to allow some elements of major schemes to be brought forward, whilst the rest of the bid is still being finalised, will enable early scheme starts to be made minimising inflation costs and earlier delivery on targets.
- Reduce the sometimes detailed and costly reporting requirements such as the Congestion Delivery Plan which often have only limited returns. Such reductions would release staff resources to spend on actual schemes.

TRANSPORT: ASKS

- Measures to ensure investment by Network Rail and the Department for Transport Rail to support the projected high levels of growth to ensure sustainable development.
- Support the development of a closer relationship with the Highways Agency which secures greater involvement in decision making and a balanced approach to the use and development of the trunk road network, and to planning applications delivering growth and development. Establish a joint protocol and framework for delivering economic growth and managing journey time reliability.
- Strengthen the strategic partnership in transport matters by establishing a framework for a duty to co-operate.

**IMPROVE SKILLS AND REDUCE WORKLESSNESS TO
INCREASE COMPETITIVENESS AND REGENERATE
COMMUNITIES**

The **West of England** Partnership

EMPLOYMENT & SKILLS: OBJECTIVES

- Enhancing the capacity of the existing skills base to meet current and forecast demand and to achieve growth aspirations;
- Addressing pockets of persistent worklessness and low skills to ensure that all residents are benefiting from and contributing to future growth.

EMPLOYMENT & SKILLS: CONTEXT

- Employer-led Employment and Skills Board.
- High-performing economy with high projected growth in jobs in the medium and long-term.
- Slowdown in the growth of the working age population.
- Focus on the development of key strategic employment sites, including regeneration priority for South Bristol and Weston-super-Mare.
- Increasing demand for higher-level skills in the sub-regions diverse, knowledge based economy.
- Regeneration of the most disadvantaged wards relies upon the increasing the number of people at least Level 2 qualified and supporting and progressing workless people into employment.
- Reducing the number of young people not in education, employment (NEET), or in jobs without training.

PRIORITY WARDS TABLE

Priority Wards (wards with greatest concentrations of worklessness in the West of England)		
Kingsweston	North Bristol	Bristol UA
Southmead		
Lockleaze		
Ashley	East Central Bristol	Bristol UA
Lawrence Hill		
Easton		
Filwood	South Bristol	Bristol UA
Hartcliffe		
Whitchurch Park		
Weston-Super-Mare South		North Somerset
Weston-Super-Mare Central		

YOUNG PEOPLE IN WEST OF ENGLAND TABLE

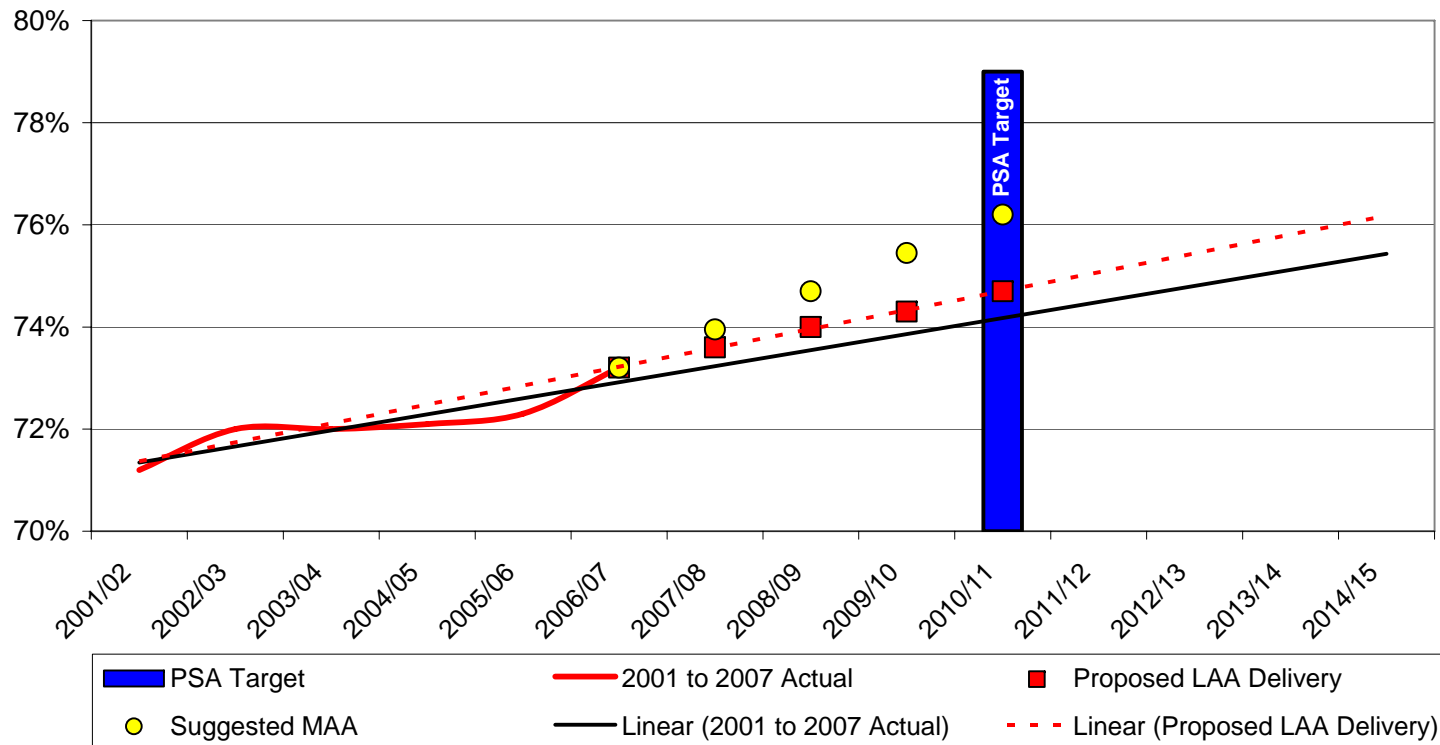
Young people in West of England	%
NEET (9.5% in Bristol)	6.5 (1600)
In employment with no training	10.1
Not Known	3.4
Total	20.00%

LINKS BETWEEN TARGETS IN LAAs AND THE MAA TABLE

National Indicator	117	152	153	163	164	174
B&NES	Green	Yellow	White	Yellow	Yellow	Yellow
Bristol	Red	Red	Red	Red	White	White
North Somerset	Green	White	White	Green	White	White
S Gloucestershire	Red	White	White	Red	White	Red
MAA	Blue	Blue	White	Blue	Blue	White

LAAs: IMPROVING THE PROPORTION OF LEVEL 2 QUALIFIED

% of West of England Working Age Population Qualified to Full Level 2 or Above



OUTCOME – DRIVING UP SKILLS: INCREASING HIGHER LEVEL SKILLS

NI 164	Working age population qualified to at least Level 3 or higher
Current %	2013/14 Target %
52.9	56

ASKS OF GOVERNMENT

Subject to the production and agreement of a detailed implementation plan, the Employment and Skills Board to be recognised as the local steering body with authority to join-up and focus public spending by Board partners in the West of England to deliver the planned increase in the proportion of Level 3 qualified in the workforce.

This would include:

- The ability to make binding agreements with both the LSC and its successor bodies and its successor body to finance the range of initiatives outlined in section 5.2.3 in the West of England.
- In order to generate long-term commitment and stability in employer engagement, a commitment to delivering an increased level of activity through specified **local** providers.
- Providing advice and guidance to inform regional funding for mainstream and discretionary budgets, aimed at enhancing individual employability and skills by targeting funding on identified areas of exceptional need.

OUTCOME – DRIVING UP SKILLS: INCREASING HIGHER LEVEL SKILLS

In addition the Employment and Skills Board seeks:

- Formal commitment by national government key partners (JCP, LSC and the SWRDA) to the single integrated Jobs and Skills Offer.
- Relaxation of the “16 hour rule” to enable claimants to access specific, structured training initiatives.

OUTCOME – DRIVING UP SKILLS: INCREASING INTERMEDIATE LEVEL SKILLS

NI 163	Working age population qualified to at least level 2 or higher
Current %	2013/14 Target %
73.2	79.0

Contribution to decision making on the use of funding related to skills at the sub regional level

Subject to the production and agreement of a detailed implementation plan, the Employment and Skills Board to be recognised as the local steering body with authority to join-up and focus public spending by Board partners in the West of England to deliver the planned increase in the proportion of Level 2 qualified in the workforce.

This would include:

- The ability to make binding agreements with both the LSC and its successor bodies and its successor body to finance the range of initiatives outlined in section 5.2.3 in the West of England.
- In order to generate long-term commitment and stability in employer engagement, a commitment to delivering an increased level of activity through specified local providers.
- Providing advice and guidance to inform regional funding for mainstream and discretionary budgets, aimed at enhancing individual employability and skills by targeting funding on identified areas of exceptional need.

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OUTCOME – REDUCE WORKLESSNESS

Target	Target 1. Baseline and target to be agreed during negotiation process (see below) Target 2. Progress 5000 workless individuals into sustainable employment
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Asks of Government:

Support for an enhanced outreach and support service for 3 years while optimising an engagement network

Based on the targets and rationale outlined above in Section 5.3 of this document, outcome funding is requested in support of a new integrated outreach service to engage hard-to-reach, non-economically active clients and to progress them into employment, learning and existing provision.

The proposed funding model for the service is as follows:

1. The four authorities jointly commission a “Pathways-type” contract for securing employment for the targeted 5,000 individuals in the most disadvantaged areas of the sub-region – with JCP/LSC as a commissioning partner to ensure tie-in with mainstream provision and avoidance of duplication. By definition this contract will go beyond the existing Pathways contract target group.
2. The whole cost of the programme to be shared by government and the Local Authorities with the latter making available defined support and information (Housing, Social Services, Childrens Services, Community Learning etc) to assist the contractor in engaging and accessing clients as part of (all of?) its contribution.

OUTCOME – REDUCE WORKLESSNESS

This proposed investment will reduce benefit payments and ensure the development of a model that can be replicated in other areas not in receipt of Working Neighbourhoods Funding.

Relaxation of the “16 hour rule” to enable claimants to access specific, structured training initiatives.

Flexibilities to facilitate sharing of client data sets between public partners. Express permission to lift existing national constraints to datasharing is requested from DWP on the basis that JCP host the database.

OUTCOME – REDUCING YOUNG PEOPLE NOT IN EDUCATION, EMPLOYMENT OR TRAINING

NI 117	16-18 year olds not in education, employment or training (NEET)
Current %	Target %
6.5	At Local Authority level for 2010. B&NES 4.0 Bristol 6.4 North Somerset 4.4 South Gloucestershire 4.0

	16-18 year olds in jobs without training as a percentage of total cohort.
Current %	Target (2015) %
10.10%	0 (2013 target to be agreed during negotiations)

OUTCOME – REDUCING YOUNG PEOPLE NOT IN EDUCATION, EMPLOYMENT OR TRAINING

Asks of Government:

Extend Eligibility for Train to Gain

We seek flexibility to extend eligibility for Train to Gain to businesses employing 16-18 year olds in jobs without training. This would greatly assist in our efforts to positively engage employers in training young people within their workforce and thus achieve target reductions in numbers of young people in jobs without training.

This offer would only be made to an individual already in a job without training. The Connexions service adviser would assess the most appropriate package of training support to be provided and would be authorised to then refer an employer to a Train to Gain provider.

The provider would deliver the programme funded through its existing Train to Gain contract. The contractor would be required to identify these beneficiaries in its claim to the LSC (and subsequently the SFA) in order to allow for a recharge to be made to the YPLA.

**ATTRACT AND GROW BUSINESS INVESTMENT TO
INCREASE ECONOMIC GROWTH AND COMPETIVENESS**

The **West of England** Partnership

ATTRACTING BUSINESS INVESTMENT – OBJECTIVES

- Attract a sustainable programme of public and private investment to deliver strategic employment sites
- Enhance and develop sub-regional investor and business infrastructure programme to attract high value-added businesses into the sub-region
- Enhance business competitiveness through support to enable the growth of indigenous business
- Support business-led innovation, enterprise and collaboration with Higher-Education

SUB-REGIONAL INVESTMENT IN STRATEGIC EMPLOYMENT SITES

ACTIONS

- Prioritise the phasing of strategic employment sites across the sub-region in a way that delivers the spatial strategy and meets business investment and regeneration objectives.
- Expand and integrate the engagement programme with private investors and developers in order to further promote investment potential and bring forward strategic employment sites.
- Clarify roles and balance ambitions for business investment across the sub-region to enable the development of sectoral clusters and reinforce the delivery of the spatial strategy.

SUB-REGIONAL INVESTMENT IN STRATEGIC EMPLOYMENT SITES

ASKS

- Regional Development Agency / Government investment and support for a joint sub-regional investment delivery plan to bring forward strategic employment sites.
- Major investment in infrastructure and commitment from government agencies to enable progress with development of strategic business sites.
- Funding studies of priority business locations of strategic significance to the economic well-being of the sub-region (e.g. South Bristol, Weston-super-Mare, employment growth in urban extensions Avonmouth / Severnside, Bath).

SUB-REGIONAL INVESTOR AND BUSINESS INFRASTRUCTURE PROGRAMME

Key employment locations: West of England

Unitary Authority	Site/location
B&NES	Bath City Centre
	Western Riverside
	Bath urban extension
	Keynsham Somerdale
	Bristol urban ext. SE
Bristol	Bristol City Centre (incl. St Phillips)
	Avonmouth/Sevenside
North Somerset	Bristol urban ext. SW
	Portishead
	WSM Town Centre
	WSM- urban extension
South Glos	North Fringe
	Emersons Green/Science Park
	West of M32
	Urban ext- East of urban area

The West of England Partnership

SUB-REGIONAL INVESTOR AND BUSINESS INFRASTRUCTURE PROGRAMME

ACTIONS

- Improve the focus and management of sub-regional resources through the development of a marketing strategy.
- With business and public sector partners review and promote the package of integrated business support services available to enhance investment offer.
- Agree sub-regional priorities for business sector investment.

ASKS

- Secure joint investments with strategic partners to grow West of England as an international benchmark for location of high growth / value businesses.
- Secure partners continued commitment to the further development of the package of support for investors.

SUPPORT TO INDIGENOUS INVESTORS & BUSINESSES

ACTIONS

- Partners to contribute to the development and recognition of 'Business Link' and enhance referral of local businesses to its services and portal.
- Develop understanding of and capitalise on financial, legal and other business resources available in the sub-region.
- Enhance for sub-regional support to start-up businesses.

ASKS

- Ensure a strategic focus on the needs of the West of England economy in development and commissioning of Business Support Simplification products (BSSP) for the South West.
- Sub-regional public sector partners to align business support and referral arrangements around *BSSP* frameworks.
- Secure joint funding to continue and develop specialist sub-regional sector and business led networks and commercial capabilities.

BUSINESS-LED INNOVATION, ENTERPRISE AND COLLABORATION WITH HIGHER EDUCATION

ACTIONS

- Delivery of the strategic aims of Science City, Bristol.
 - Strengthen connectivity of business and Higher Education through networking and new interaction opportunities.
 - Enhance visibility of scientific community and contribute to inward investment.
- Public and schools engagement to raise aspirations and contribute to skilled workforce development.

ASKS

- Continued RDA and Partner commitment to the Science City Bristol initiative.
- Growth and simplification of access to grants for Research and Development and specific Higher Education / business research engagement funding streams.
- Flexibility of funding mechanisms to enable Further/Higher Education providers to deliver innovative NVQ Level 4+ teaching provision in support of business.