

In partnership

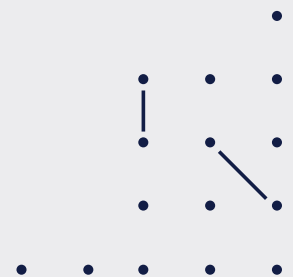
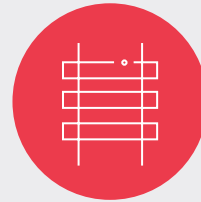
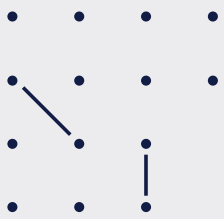


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# One Powerhouse

## Towards a spatial blueprint

### South West



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## Important Note from Authors

You will have noticed that this report is dated 2020.

The delay in publishing has been brought about by the Coronavirus lockdowns.

Any issues that might necessitate allusion to Coronavirus do not, we feel, have a profound impact on the factors that underpin the approach, findings, plans or recommendations contained in our reports.

Indeed, our view is that the likely negative effects of the lockdowns and social distancing, combined with the cross-party aspirations for levelling up, make our draft Spatial Plans even more relevant as a very practical and transparent road map to delivering an equitable, sustainable future for the Regions of England - in the shortest possible time.

One Powerhouse Consortium Board and RSA  
January 2021

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### About the One Powerhouse Consortium

The One Powerhouse Consortium, supported by The Sir Hugh and Lady Sykes Charitable Trust, believes that a substantial part of the problem of regional inequality can be solved not just by money, but by the transformative potential of spatial planning. Working with recognised leaders in the field, the consortium is creating draft spatial plans for the 'mega regions' of England to sit alongside the existing spatial plans for Wales, Scotland and Northern Ireland.

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### About the RSA

The RSA (Royal Society for the encouragement of Arts Manufactures and Commerce) believes in a world where everyone is able to participate in creating a better future. Through our ideas, research and a 30,000 strong Fellowship we are a global community of proactive problem solvers. We unite people and ideas to resolve the challenges of our time.

Barton Willmore is the UK's largest independent, integrated planning and design consultancy. From our 13 offices nationwide, we combine national influence with local knowledge to offer you the very best advice. We are passionate about creating places that are not only commercially viable, but also sustainable, dynamic and progressive. By curating teams of Planners, Infrastructure and Environmental specialists, and Designers with a diverse range of skills and expertise, we offer our clients a highly efficient, informed and innovative service tailored to the challenges they face on projects of all different types.

Barton Willmore would like to thank everyone who contributed to the research behind the project, including the South West Councils, LEPs, and Chambers of Commerce, local businesses, and Highways England.

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# Thinking Big

## Our Top 12 Interventions

### Our Connectivity

1. Prepare a digital infrastructure upgrade plan for the whole South-West region to enable the region to compete internationally.
2. Host an annual digital infrastructure summit, focused on transformative social and economic change for vulnerable localities and high growth sectors.
3. Plan for strategic infrastructure connections beyond the region, to Newport, Oxford, Southampton and Birmingham.

### Our Economy

4. Prioritise infrastructure-led housing and employment development in towns with hidden strategic potential, for example Weston Super Mare, Cheltenham-Gloucester, Plymouth, Tiverton and Taunton.
5. Establish a diverse 'places of learning network' involving colleges and universities in towns and cities of all sizes throughout the South-West.
6. Create a public value business plan to underpin inward and government investment in infrastructure and skills, channelled across urban and rural localities in the South West.

## Our People & Places

7. Promote the public value business plans under 'One Voice for the South West'.
8. Create cross-boundary, 'zonal' evidence bases for, in broad terms, the Peninsula, West of England, Gloucestershire/ Cotswolds and Wiltshire/Dorset sub-regions.
9. Align zonal evidence bases with planning frameworks that match quality of place and design to the quality of the South West's landscape, cultural and heritage assets.

## Our Environment

10. Establish a collaborative network that supports intelligent long-term investment in natural capital, to achieve local and sub-regional biodiversity and environmental net-gain including regional forests, e.g. Forest of Avon;
11. Develop a South-West Coastal Strategy, that strategically blends natural, heritage, recreational, maritime, sustainable energy and tourist assets to enable diverse coastal communities to maximise their assets and opportunities.
12. Develop a complementary carbon strategy to become a net-exporter of zero-carbon energy, combining energy assets and opportunities including coastal, nuclear and on-shore developments.

# A Vision for Britain. Planned.

**The One Powerhouse Consortium, supported by The Sir Hugh and Lady Ruby Sykes Charitable Trust, believes that a substantial part of the problem of regional inequality in the UK can be solved not just by money, but by the transformative potential of spatial planning.**

Spatial planning is the ‘where’ of decisions. It looks at a defined geographical area and makes an assessment of everything contained in that area – towns, cities, housing, schools, universities, roads, rails, airports, offices, factories, hospitals, energy sources, museums, parks and leisure activities – and makes a plan to develop those assets for the benefit of the people who live in that region, now and for the future.

It is well understood that countries and regions around the world have used spatial planning to focus political will, economic activity and social reform to great effect. Notable examples include Germany’s Rhine-Ruhr, Holland’s Randstad and New York City’s Regional Plan Association.

## Regional inequality in the UK

Today, just under half of the UK population live in regions with a comparable productivity to the poorer parts of former East Germany – and comparable living standards are worse. According to the recent UK2070 Commission, the UK today is more intraregionally unequal than Germany was in 1995. Since reunification, Germany has since pulled itself together, through decisive investment programmes underpinned by visionary spatial planning. During a similar period the UK, on the other hand, has fragmented.

The nature and extent of the so-called ‘North-South’ divide can be presented in many forms. Maps showing economic productivity, educational attainment and poor health all present sharp disparities between regions and nations. Current forecasts suggest the situation will only get worse and that in fact the economy of London and the South East is ‘decoupling’ from the rest of the UK (McCann 2016). The repercussions are stark and grow more evident all the time.

While bemoaning the growth of regional inequality in the country, successive governments have extolled the virtues of spatially blind investment in the best performing sectors and projects. The adherence to current appraisal mechanisms, codified in the Treasury’s Green Book, has been to channel investment to the most prosperous places, reinforcing geographical divides.

Spatially-sensitive policy is not simply a matter of social justice and political prudence. Regional prosperity drives national prosperity and so regional imbalance constrains overall performance. Accommodating agglomeration in some places while servicing mounting welfare bills in others damages the UK’s fiscal balance and exacerbates the underlying problem.

## The value of place & scale

There is evidence that spatial planning has already begun to deliver results in the UK. We are not alone in recognising that the two 'regional economies' that have the highest levels of productivity are those where there are coherent regional economic plans: London and Scotland.

Indeed, in England, there is good work taking place through some Local Enterprise Partnerships (LEPs) and Combined Authorities and Mayoralties but not all. In strategic planning and investment terms, these tend to be rather small and the outcome is rather patchwork.

## Our Plan

The clear 'gap' in terms of economic planning in the UK, therefore, is at the level of the English regions. Any spatial strategy needs to bring together the best local industrial strategies and plans within a wider regional strategy framework. The foundations of how this can be achieved are already present. The regions of England are already coming together: The Northern Powerhouse, The Midlands Engine, The Great South West and The Wider South East all exist as functional identities.

Our ambition is, in short, to work with these regional networks to prepare a series of draft spatial blueprints that will better enable decision-making and prioritisation of investment across the country and thus help the UK as a whole develop over the long term – creating opportunity for all, jobs for all and prosperity for all.

## Draft blueprints

The vision of the One Powerhouse Consortium has been to prepare a series of draft spatial blueprints that will demonstrate the potential of regional planning in action and show how it could lead to better decision-making and prioritisation of investment across the country. Our definition of a blueprint is that of 'an early plan or design that explains how something might be achieved' (Cambridge dictionary). While based on thorough analysis and evaluation, our draft blueprints are by no means the finished product but they point to what could be achieved with better resourcing, co-ordination and support.

The technical work has been led by planning consultancies linked to the regions: Atkins in the North, Barton Willmore in the Midlands and the South West and Aecom in the South East. The One Powerhouse Consortium has also worked hand-in-hand with the UK2070 Commission and drawn upon the support of the well-respected think tank the RSA.

This blueprint, along with those being developed in other English regions, identifies a series of challenges and opportunities facing the region but it also sets the context for a national conversation about the transformative benefits of regional spatial planning.

# The Importance of Spatial Planning

## Defining spatial planning

The One Powerhouse Consortium believes adopting and implementing a broad notion of spatial planning is critical to the future of the UK economy. For some, the discipline of planning involves a limited set of narrow statutory functions regulating the use and development of land. Increasingly, however, planning is conceived more holistically, as a creative process of envisioning and delivering places and regions fit for the future. This broader conception often goes by the name of ‘spatial planning’.

At its most basic, spatial planning is the ‘where’ of decisions. A spatial plan is the visual illustration of the potential future of an area. It maps out all the assets within a given area – the towns, cities, houses, schools, universities, roads, rails, airports, offices, factories, hospitals, energy sources, leisure activities – and, using the available evidence, suggests how best to arrange and develop them to achieve stated goals. Spatial planning is the practice of producing these maps and the associated coordination of different activities and decisions that influence spatial organisation. In its 2004 plan, the Welsh Government defined spatial planning simply as the “consideration of what can and should happen where” (WAG 2004).

Spatial planning tends to be multi-agency, long-term and strategic. It encompasses wide-ranging economic, political and environmental functions and incorporates projections for the future, aiming to proactively shape change and improve investor confidence. In many parts of the world the discipline of planning spans the spatial elements of multiple different policy streams.

The UK government itself has previously defined spatial planning as something that “goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes” – such as sustainability, transport, economy and culture – “which influence the nature of places and how they function” (Taylor 2010).

## Spatial planning in the UK

In the UK, spatial planning has been best embraced in the devolved nations. It has helped the newly devolved nations to express their cohesiveness and their distinctiveness and to coordinate their different policy programmes in service of common aims.

Alongside this, in the early 2000s the New Labour government oversaw the creation of 9 regional development agencies in England tasked with developing Regional Spatial Strategies (RSS). These helped to bridge the gap between local planning policy and national objectives, in many cases allowing for more effective development and infrastructure decisions. But after 2008, when there were signs of some of these improvements coming to fruition, planning was widely blamed for harming the post-crash recovery and some strategies were mired in debates about housing numbers. In 2010, the new coalition government abolished the regional strategies as part of its move towards localism in planning.

There has since been little or no spatial planning at the regional scale, leaving a patchwork and uncoordinated system of local planning at various scales. At the time, the all-party Commons Communities and Local Government Committee warned that “the intended abolition of regional spatial planning strategies leaves a vacuum at the heart of the English planning system which could have profound social, economic and environmental consequences set to last for many years”. (parliament.uk 2011).

Since then, the government has extolled the virtues of ‘spatially-blind’ planning, making its investment decisions according to the current performance of industries and sectors and deliberately ignoring place – while simultaneously bemoaning the stubbornness of spatial inequality and the poor productivity of large parts of the country. In 2012, a University of Manchester study for the RTPI showed that only 40% of surveyed UK government policy documents had an explicit spatial dimension, despite all having manifest spatial repercussions (Wong 2012).

Perhaps the one place in England that does have a comprehensive spatial plan is London. Unsurprisingly, this has supported it to become uniquely coordinated and productive. Elsewhere, there is insufficient focus on how policies and interventions interact and sometimes contradict in a given place. Restrictive land use planning at the local level remains the norm across much of the country, preventing the development of strategic responses to many future challenges.



# Assumptions About the Future

One Powerhouse technical partners were given a 'technical brief' – an illustrative outline of the potential form and content of each mega-regional plan. It suggests certain common components for the regional blueprints: a) a rigorous analytical framework; b) a series of compelling visions; c) a strategic investment framework; and d) an analysis of institutional capacity and strategic partnerships for delivery.

Given the long-term, visionary nature of these spatial plans, we have also made several assumptions about potential future scenarios based on the available evidence. These are set out below:

## Urban life

Short term: Congestion is due to get worse in the UK over the next 30 years. The degree of intensification will be determined by rates of population and economic growth, costs of driving, demand for freight and several other variables. High demand could lead to the introduction of capacity management systems such as tolls and segmentation, as well as smart traffic management systems, such as driverless cars and the use of big data in transport systems.

Longer term: Towards the end of this period, however, congestion might start to ease, as workers leave the biggest cities, driven away by rising house prices, declining air quality and traffic. Digital substitution for travel will facilitate this shift and the robotisation of city-centre jobs will contribute to a reduction in the amount of people travelling to city centres.

## Energy

Achieving net zero by 2050 will necessitate a combination of local community solutions (such as low carbon heat solutions in homes, electric vehicles, decentralised wind generation, micro-generation and reduced energy demand) and large-scale centralised solutions (such as offshore wind generation, hydrogen for heat, carbon capture and potentially new nuclear energy production by the mid-2030s). Low levels of: (i) policy support; (ii) GDP growth; (iii) consumer engagement; or (iv) technology development might prevent us from achieving net zero by 2050 (FES 2019). Issues of energy poverty must be addressed, as must the potential increased demand on the energy system as a result of technological innovation.

## Climate change

A changing climate is likely to bring significantly increased risks of extreme weather events such as flooding or droughts, which will impact transport infrastructure, agriculture and other vital economic sectors. Without intervention, it is estimated that floods and droughts will become more severe. Kent, Lincolnshire, Yorkshire and the Humber are high flood risk areas, while drought will likely hit hardest in the South East.

## Large-scale infrastructure projects

Despite delays and concerns about costs, HS2 will go ahead, connecting London and Birmingham by 2031. Notwithstanding current equivocation, One Powerhouse supports the extension of tracks to both Manchester and Leeds by 2040. This will boost rail capacity and ease road congestion. It is possible that by 2070, HS2 will have been extended to Glasgow and Edinburgh. By the end of this period, hyperloop might be used to transport freight and possibly passengers, most likely following existing motorways.

## Green Belt and agricultural land

Green Belt policy will not be abandoned, but there will be a gradual and incremental loosening of restrictions as pressure for house building grows and more councils find ways to ease restrictions. In the short term, population increases will result in an increase of home-grown food production, but in the long-term changing diets and regenerative agricultural methods will change how land is used.

# Barton Willmore

Barton Willmore is the UK's largest independent, integrated planning and design consultancy. From our 13 offices nationwide, we combine national influence with local knowledge to offer you the very best advice. We are passionate about creating places that are not only commercially viable, but also sustainable, dynamic and progressive. By curating teams of Planners and Designers with a diverse range of skills and specialisms, we offer our clients a highly efficient, informed and innovative service tailored to the challenges they face on projects of all different types.

As a national Practice, we use our size to make a difference. By pushing the standards of legislation, stakeholder engagement and sustainability ever higher, we aim to influence methods of practice and projects, for the good of the property industry, local communities and the environment.

TOWN PLANNING  
MASTERPLANNING & URBAN DESIGN  
ARCHITECTURE  
LANDSCAPE PLANNING & DESIGN  
INFRASTRUCTURE & ENVIRONMENTAL PLANNING  
HERITAGE  
GRAPHIC COMMUNICATION  
COMMUNICATIONS & ENGAGEMENT  
DEVELOPMENT ECONOMICS

# Barton Willmore Approach to the South West Regional Blueprint

Challenges & Opportunities



# South West 2070 – Why Now?

## Current and Future Challenges

### Why Now?

Following the revocation of the South West Regional Spatial Strategy in 2010 there has been a fractured approach to spatial planning in the wider region.

The subregions have been preparing their own separate joint plans, and the process has been slow and convoluted; the West of England Joint Spatial Plan has recently been found to have substantial problems with soundness at Examination and will need to be significantly modified or withdrawn.

Yet:

- The housing and affordable housing need in the region is significant.
- Regional infrastructure is congested and in need of significant improvement.
- There are pockets of deprivation and skills gaps in the region with a big disparity between parts of the South West.

***“This inequality can only be tackled through a robust regional action plan for the South West which looks ahead to 2070. This regional context coupled with the national political instability means that the time to act is now, to secure the best sustainable future for the region.”***

These are the principal priorities for the region:

- Sustainable development;
- Strategic infrastructure;
- Tackling disparity of place;
- Enabling a joined-up strategic approach across the local authorities and LEPS;
- Building on key economic assets and exploring new areas;
- Housing;
- Education equality; and
- Energy provision.

In 2016, the region saw the third fastest growth in GVA per head in the county at 3.3%. The region is continuing to grow, with strategic and infrastructure development proposals underway and in the pipeline. Accordingly, spatial planning in the South West over the next decades will be key to ensuring that the region seizes this opportunity and is sustainable and economically prosperous.

An issue which continues to challenge the South West is the need to balance the level of investment and development that is essential to maintain the region’s economy and quality of life of its residents, with the need to protect perhaps its greatest asset, being the quality of the renowned natural environment and the characters of its villages, towns and cities that attract visitors from all over the world.

#### **Fractured spatial planning**

Responsibilities for co-ordinating housing, jobs, skills, infrastructure and inward investment are fragmented and open to political tribalism. Political leadership is essential to coordinate and deliver priorities and relies upon cross-boundary evidence and partnerships.

# Cross-boundary Infrastructure

To achieve a coherence in spatial planning and infrastructure that addresses inequalities between and within the region, it is essential that the South – West is an integral part of national infrastructure investment strategies.

HS2 and HS3 remain the focus of attention, neither of which offer scope for the South–West to benefit directly. Our report identifies strategic links to Oxford and Newport, which HS4 would unlock, as would early route suggestions for a Hyperloop link between Wales and Scotland via Oxford.

The report also identified two other routes – Bristol to Birmingham, which is currently a notable gap in High Speed rail planning, and a strategic loop between the South West and London via Southampton.

The Western Gateway Sub–National Transport Body is well placed to make the investment case for HS4 and this investment case will need to align with the Peninsula Sub–National

Transport Body (SNTBs), covering Devon and Cornwall.

The risk to the region is that Exeter becomes the end of the line for national infrastructure investment rather than the focal point that links the Peninsula to the Wester Gateway. With co–ordinated investment by the SNTBs aligned with spatial planning that captures the economic benefits of infrastructure investment, any risk to furthering the inequality that already exists can be mitigated.

The development of Hinkley Point C and its National Grid connection enables the region to also offer long term cross–boundary logistics and off–site construction facilities backed by a significant skills base. Use of deep–water facilities at Bristol Port facilities, the M5–M4 motorway network and the electrified rail network means this is a cross–boundary opportunity, the economic and social value of which could contribute significantly to addressing inequalities over a long period of time.

**Proposed High Speed Rail Connections**



## Priorities Summary

Our visions and top 12 interventions focus firstly on addressing the lack of investment per head in infrastructure to provide a strong backbone for the South West region in its entirety, notably with respect to digital infrastructure. Secondly, they focus on tapping into and underpinning the wonderful diversity of the region

by developing influential networks that can create jobs, purpose and wellbeing, whether this is linking coastal communities or diverse places of learning that may often be working in isolation. Finally, our vision seeks to ensure that connectivity goes to places other than London, and draws inward investment to towns and

cities with potential, not just the traditional hubs of Bristol and Bath.

It is a vision that fights the South–West’s corner nationally and stays true to what makes this one of the most valued parts of the UK to live and work.

# The South West

## Demographic Trends

The population of the South West is over 5.5 million (ONS), comprising 8% of the UK's population. As shown on our Population and Place map, the core settlements (with a population of over 180,000), comprising approximately 1 million of the region's population, in order of size in the region are:

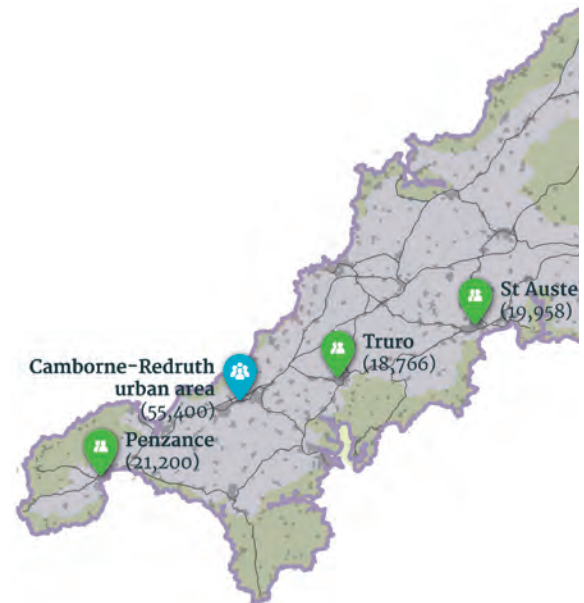
1. Bristol;
2. Plymouth;
3. Bournemouth; and
4. Swindon.

This is followed by the major settlements of Poole, Torbay, Exeter, Gloucester, and Cheltenham. The location of the core cities and major settlements indicate the growth and influence of the south coast and Devon. Exeter has seen growth over the last few years, and has a significant employment catchment area, serving a large surrounding area.

The largest concentration of people is located in the north and south east of the region. The region has the oldest median age in the UK (2011 census) with West Somerset having the oldest median age of 48. There is disparity across the region with pockets of economic prosperity and a net in-flow of people in places such as Bristol, to other parts of the region further down the peninsula in with a significant aging population.

Key demographic trends in the region are:

- The largest concentration of people is located in the north and south east of the region.
- The region has the oldest median age in the UK (2011 census) with West Somerset having the oldest median age of 48.
- There is a net in-flow of 25 people per 1,000 moving to the South West from London (ONS). According to the ONS, the South West has more people moving in than out, with a net inflow of over 10 people per 1,000.
- The region has a ranging population and placement of core economic areas, with the GDP per capita varying from below average in Cornwall to above average in Gloucestershire and Wiltshire. The more prosperous regions attract a skilled workforce, with businesses in the northern part of the region being influenced by the competitive pressures of the South East and West Midlands. However, the spatial areas between the core settlements are rural and less prosperous, with ageing populations and poor retention of a skilled work force. These differences create disparity of place in the region which is a challenge that needs addressing. With population clusters dispersed across the region, as well as poor public transport connectivity, it is harder for goods, people, and knowledge to move around easily.
- The region's population is set to grow. Together with increasing household formation and acute affordability problems across the region, this will increase demand for housing.





Sources:  
 Office of National Statistics 2011 and mid-2017 estimates  
 Barton Willmore national constraints map 2019

## UK 2070 Futures Research by University of Cambridge Research (May 2019)

The UK2070 Futures Study investigated distinct scenarios regarding three basic policy variables of spatial rebalancing and development:

- Growth and change in jobs;
- Supply and demand of housing; and,
- Provision of transport infrastructure and services.

Below is a summary of the different scenarios in relation to the South West.



**3.3 Scenario Group 1: Business as Usual** – continuing trends where jobs are growing and where housing is being built.

- Based on high and low growth assumptions

- Expected to be an increase in spatial imbalance of jobs and people across the UK throughout the period
- The pattern of economic change would be reflected in diverging patterns of housing costs and levels of commuting

- Housing costs in ‘many other regions could fall either in absolute terms or below the expected average earnings’ (including SW)
- Similar patterns of change would also be reflected in the increasing levels of commuting across local boundaries and in the length of trips

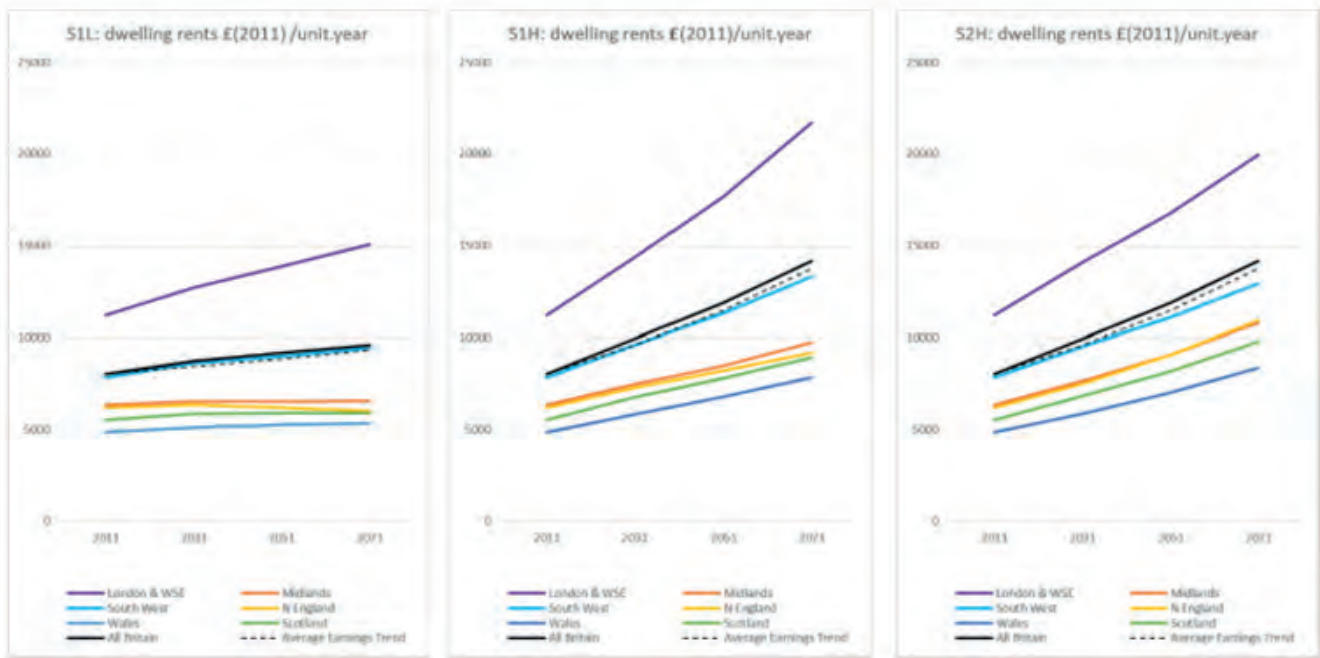
**South West Trends – Low Growth assumption**

|                | Topic   |  |  |   |  |
|----------------|---|--|--|---|--|
| Year           | Extrapolation of recent trends of regional job distribution (millions), low rates of growth                           | Extrapolation of recent trends of house building (millions) since 1991   | Model prediction of average dwelling rents (£) (2011) per unit per year 2031 – 2071  | Model prediction of average wage costs 2031 – 2071              | Model prediction of the volume of commuting (within – outside) and between local authority districts (2031 – 2071)   |
| 1981           | 1.6   |  |  |   |  |
| 1991           | 2.0 (2.45% change)  |  |  |   |  |
| 2001           | 2.3   |  |  |   |  |
| 2011           | 2.5   | 2.4  | 7841   | 100   | 1.6 – 0.8  |
| 2031           | 2.7   | 2.4  | 8624   | 106   | 1.7 – 0.9  |
| 2051           | 2.8   | 2.5  | 9022   | 109   | 1.8 – 1.0  |
| 2071           | 2.9 (0.21% change)  | 2.6  | 9435   | 113   | 1.9 – 1.0  |
| <b>Summary</b> | Percentage change per year increased rapidly from 1981 to 2001, but began to slow down (potentially due to recession) | Relatively low house building and has not drastically improved, considering the current housing crisis. Therefore, projected house building numbers are low based on the past. | Report details that the SW has the 2nd highest average dwelling rents in the UK (low number of houses being built but expensive – lack of sound infrastructure and investment) | 2nd highest average wage costs in the UK (London and WSE – 121) | Report suggests that the SW experiences the highest overall percentage change of commuters travelling within authority districts and 2nd highest from outside authority districts. |

### South West Trends – High Growth Assumption

| Year           | Topic   |   |   |  |  |
|----------------|---|---|---|--|--|
|                | Extrapolation of recent trends of regional job distribution (millions), high rates of growth  | Extrapolation of recent trends of house building (millions) since 1991  | Model prediction of average dwelling rents (£) (2011) per unit per year 2031 – 2071         | Model prediction of average wage costs 2031 – 2071 | Model prediction of the volume of commuting (within – outside and between) local authority districts (2031 – 2071)   |
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| 1991           | 2.0   |   |   |  |  |
| 2001           | 2.3   |   |   |  |  |
| 2011           | 2.5   | 2.4   | 7841  | 100  | 1.6 – 0.8  |
| 2031           | 2.9   | 2.7   | 9610  | 111  | 1.9 – 1.0  |
| 2051           | 3.3   | 3.1   | 11326   | 134  | 2.2 – 1.2  |
| 2071           | 3.8   | 3.5   | 13314   | 175  | 2.5 – 1.4  |
| <b>Summary</b> | 2nd highest rate of growth in terms of regional job distribution to London, however it is still a predicted low regional job distribution compared to London, Midlands, and North England | Predicted to be the highest growth in house building – more areas for development if the correct infrastructure is in place potentially unlocking new land. | Report predicts that average dwelling rents will almost double the initial average in 2011. | 2nd highest average wage costs.                    | Report suggests that the SW experiences the highest overall percentage change of commuters travelling within authority districts and 2nd highest from outside authority districts. |

**S1L – Low Growth S1H – High Growth**



Demonstrates that SW is second behind London in dwelling rents (in both Low Growth and High Growth Assumption). However, is still behind the 'average earnings trend'. As such there is a disparity between living costs and earnings in the region.

**3.3 Scenario Group 2: Holding the Line** – emphasis on preventing the polarisation in the growth of jobs getting worse.

- Tests the effect of interventions that alter employment growth rates

- It assumes the UK regions remain constant for the period, meaning the overall rates converge to the same national rate among all regions
- This would mean reduced rates of polarisation in the first couple of decades, and in the later decades job creation would start to pick up

**South West Trends – High Growth Assumption**

| Topic          |   |  |  |   |   |
|----------------|---|--|--|---|---|
| Year           | Converging rates of regional job distribution (millions), high rates of growth  | Extrapolation of recent trends of house building (millions) since 1991   | Model prediction of average dwelling rents (£) (2011) per unit per year 2031 – 2071  | Model prediction of average wage costs 2031 – 2071                                    | Model prediction of the volume of commuting (within – outside) and between local authority districts (2031 – 2071)  |
| 1981           | 1.6   |  |  |   |   |
| 1991           | 2.0   |  |  |   |   |
| 2001           | 2.3   |  |  |   |   |
| 2011           | 2.5   | 2.4  | 7841   | 100   | 1.6 – 0.8   |
| 2031           | 2.9   | 2.7  | 9531   | 110   | 1.9 – 1.0   |
| 2051           | 3.2   | 3.1  | 11088  | 132   | 2.1 – 1.1   |
| 2071           | 3.6   | 3.5  | 12926  | 170   | 2.3 – 1.3   |
| <b>Summary</b> | Compared to the rest of Britain, regional job distribution is relatively low (indicating limited opportunities in the South West) | Predicted to have the lowest number of dwellings in the England by 2071, almost half of the Midlands (suggesting investment is required) | Report details that the SW has the 2nd highest average dwelling rents in the UK (low number of houses being built but expensive – lack of sound infrastructure and investment) | Model predicts that by 2071, the SW will have the lowest average wage cost in the UK. | Report suggests that the SW experiences the highest overall percentage change of commuters travelling within authority districts (suggesting limited opportunities in the adjacent authority districts) and 2nd highest from outside authority districts (indicating it's a desirable place to work). |

**3.3 Scenario Group 3: Attacking the Problem** – focus on more radical reductions in the level of polarisation.

- Imagines even more radical changes by postulating that the rates of job creation in the currently low growth parts of the UK will pick up sooner and gradually become higher
- Meaning over time the distribution in jobs would increase outside the areas that are currently experiencing fast growth

- This scenario also considers enhanced connectivity between the core cities

This scenario reflects the aspirations for a UK – wide agenda for:

- Improving the quality of life and life – time opportunities for people, in both the fast and slow growing areas
- A rebalanced economy which supports local ambitions

- Maximising impact through joined – up action
- Opening up new markets areas to tip current trends towards better growth
- Supporting places to meet the full needs of their communities

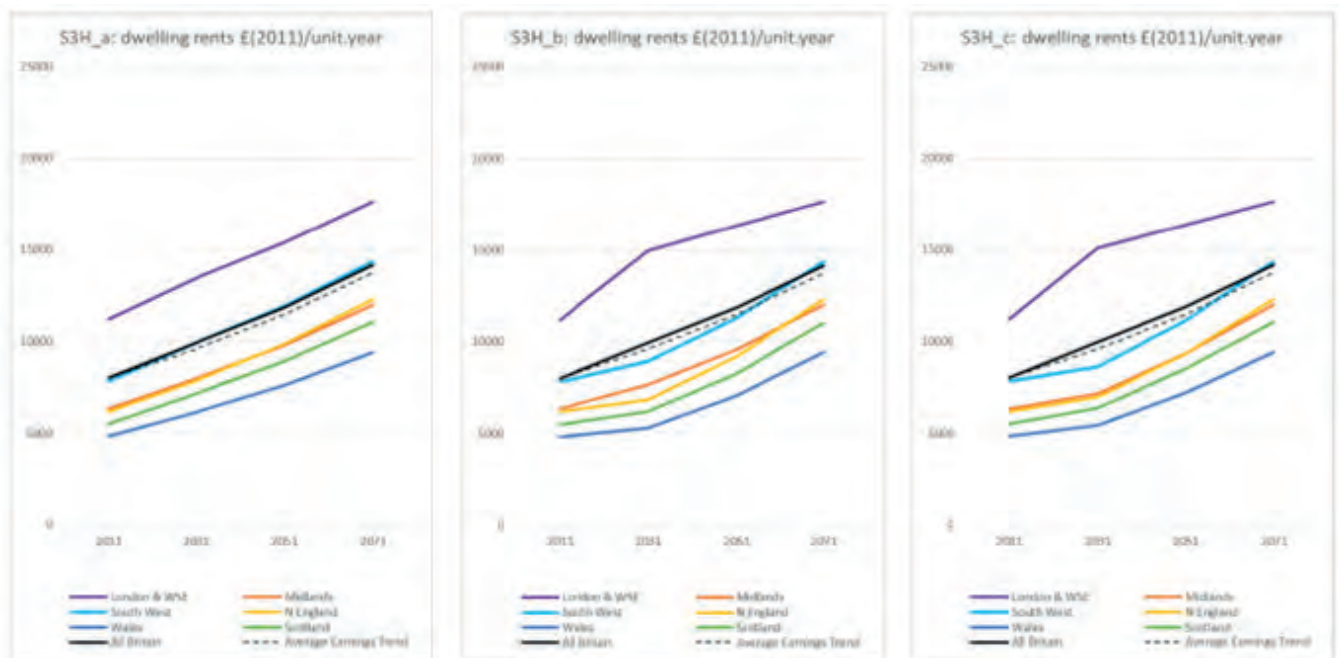
**South West Trends – High Growth Assumption**

| Year           | Topic  |  |  |  |   |
|----------------|--|--|--|--|---|
|                | Higher rates of job (millions) growth outside London and WSE, uniform rates  | Extrapolation of recent trends of house building (millions) since 1991   | Model prediction of average dwelling rents (£) (2011) per unit per year 2031 – 2071  | Model prediction of average wage costs 2031 – 2071   | Model prediction of the volume of commuting (within – outside) and between local authority districts (2031 – 2071)  |
| 1981           | 1.6  |  |  |  |   |
| 1991           | 2.0  |  |  |  |   |
| 2001           | 2.3  |  |  |  |   |
| 2011           | 2.5  | 2.4  | 7841   | 100  | 1.6 – 0.8   |
| 2031           | 3.0  | 2.7  | 9932   | 113  | 1.9 – 1.0   |
| 2051           | 3.4  | 3.1  | 11938  | 139  | 2.2 – 1.2   |
| 2071           | 3.9  | 3.5  | 14355  | 190  | 2.5 – 1.4   |
| <b>Summary</b> | Lowest growth in England (almost half of the Midlands) – the combination of low wage cost and improvements to infrastructure and telecommunications could increase the number of jobs in the region. | Lowest number of houses being delivered in the UK is predicted in the South West, but between 2011 – 2071, the region will experience the highest % change per year in the UK. | Report details that the SW has the 2nd highest average dwelling rents in the UK (low number of houses being built but expensive – lack of sound infrastructure and investment) | 2nd lowest average wage cost in England (London being the lowest average wage cost) providing the opportunity to relocate to the South West. | Between 2011 and 2071, the report indicates that the South West experiences the highest amount of commuting travel within authority districts, but also receives the highest amount of commuters from outside authority districts indicating the region presents vast amounts of opportunities. |

Comparison of dwelling rents: Scenario 3 Variants:

- S3Ha assumes that all the regions see rates in job creation pick up at a uniform rate

- S3Hb assumes the job creation rates rise first in those areas closest to London and WSE and then spread outwards
- S3Hc assumes all the core cities outside London and WSE see job creation rates pick up first



Three graphs demonstrate that the South West has the second highest dwelling rents per unit per year in the UK. They all have a similar trend, gradually increasing up to 2071 and exceeded 'All Britain' average of dwelling rents.

## Commentary

In summary, unless there is a change in policy direction economic inequalities will grow, and the South West will experience increased problems of housing affordability and pressure on existing infrastructure. House prices and rents are high, yet house building is low indicating that the regional housing crisis will worsen. The above demonstrates that the South West experiences a high percentage of commuters traveling within local authority districts, although, the region also attracts commuters from other parts of the UK.

The report states “higher growth rates driven elsewhere in the UK would lead to better job access, better balanced migration and housing demand, reduced commuting pressures and new land take for housing”. It goes on to state that “all scenarios demonstrate the importance of complementary local policies if economic growth is to reach out beyond the areas that are doing well in each region”.

The overarching finding from the scenario tests are that, if the UK was better connected economically and via transport and telecommunications, “it would be possible to shape a better rebalanced spatial economy which may provide the local communities in both the south and north of the UK improved prospects to pursue their aspirations in quality of life, nature conservation and economic growth”.

High quality jobs, business investment and supply chain development could spread from the current growth hotspots through better transport connections, complimented by investment in telecommunications. It is considered that the current transport investment programme to connect the core cities outside London and the Wider South East are not ambitious enough in its impact to facilitate a similar level of access. This issue should not be confused with the separate issue of cost control since it is accepted that transport investment should show its value through sustainable accessibility and mobility it generates for those core cities, not merely by the money spent or budget planned.

The strategic implications of the findings from this study are that:

- Continuing with existing policy frameworks (i.e Business as Usual) will exacerbate the problems of housing affordability, pressure on transport infrastructure and commuting into dense urban areas. It is considered that it looks very unlikely that we could build our way out of the problems.
- High growth run the risk of being stifled by the scale of housing and labour costs rising and demands for major infrastructure investment.

- An increased level of job creation in the rest of the UK would lead to a better balance of development in terms of not only access to jobs, internal migration but also house prices and commuting levels.
- An increase in the scales of growth in Scenario Group 3 are more consistent with observed housing development capacities.
- The higher growth rates in Scenario 3 represents the most desirable basis for creating a new narrative for the UK. It delivers the scale of change needed to have a significant impact on housing and wage costs – moderating rates of growth where it is problematic. It reduces the sole dependency on London for sustaining the levels of growth of the UK and creates ambition across the UK.

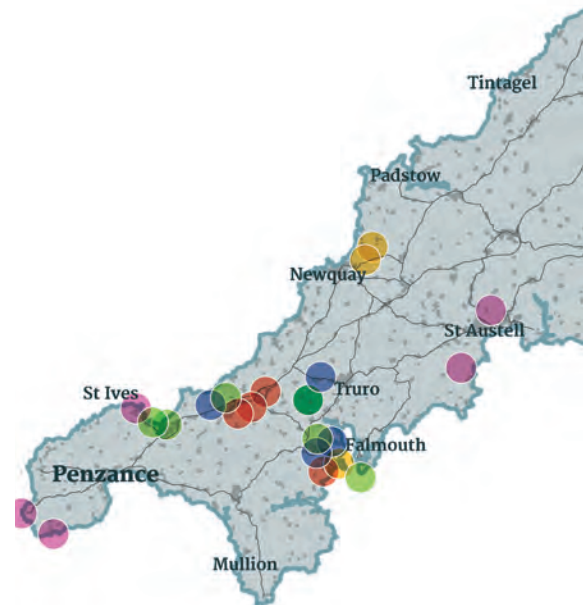
# The South West Economy

The region's economy is worth approximately £127 billion (House of Commons 2018). It is home to clusters of world leading sectors ranging from aerospace to digital and creative. There are several prosperous areas within the region with some showing an above average growth in productivity since 2015 (i.e. Gloucestershire).

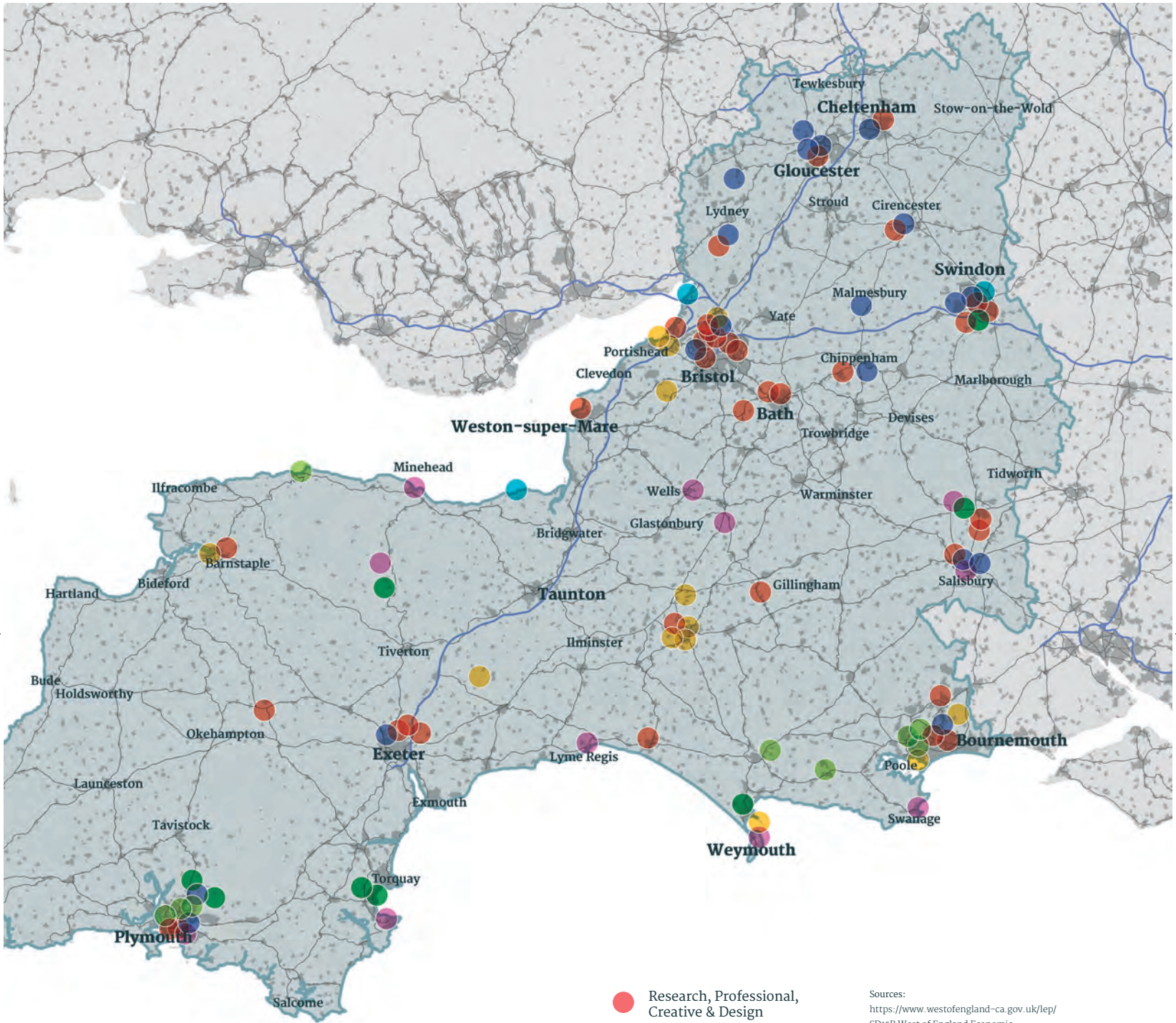
- The South West is ideally located for research and energy development – the west coast has one of the best wind resources in Europe and the best solar in the UK as well as advanced sites for testing offshore-energy. There is expertise in the area in nuclear and renewable energy (e.g. Hinkley Point C).
- The region has a strong manufacturing base in marine, food and drink, and engineering. The agricultural economy has a strong presence, particularly in Dorset and Cornwall. Cornwall has a £1.5 billion turnover in the agriculture sector, accounting for 6% of the region's GVA.
- The visitor economy sector plays an important economic role in the region and is a significant source of employment. With 27% of Cornwall designated as an AONB and Dorset's world heritage coastline, the areas are major attractors of visitors. Renowned attractions such as Eden Project and Tate St. Ives and the blend of rural and urban locations deliver diversity of the tourism offer and provide many jobs.
- The region has a high concentration of high-tech manufacturing firms, with notable clusters in Gloucestershire and Bristol. Aerospace and advanced manufacturing are an integral component of the South West cluster and key to delivery of the UK Aerospace industrial strategy.

## Key economic assets:

- » *Hinkley Point C*
- » *Manufacturing and high tech engineering*
- » *Digital and creative industry*
- » *Visitor economy*
- » *Natural resources for clean energy*







- Research, Professional, Creative & Design
- Advanced Manufacturing
- Transport & Logistics
- Energy
- Visitor Economy
- Traditional Industries
- Universities / Further Education

Sources:  
[https://www.westofengland-ca.gov.uk/lep/SD15B West of England Economic Development Needs Assessment \(EDNA\) West of England Partnership \(2016\)](https://www.westofengland-ca.gov.uk/lep/SD15B%20West%20of%20England%20Economic%20Development%20Needs%20Assessment%20(EDNA)%20West%20of%20England%20Partnership%20(2016))  
<https://swlep.co.uk/>  
 Swindon and Wiltshire Strategic Economic Plan (2016)  
<https://www.cioslep.com/vision/vision-2030>  
 10 Opportunities Towards a Local Industrial Strategy – Cornwall and Isles of Scilly Local Enterprise Partnership (2018)  
 Cornwall and Isles of Scilly Employment and Skills Strategy 2016–2030  
 Cornwall and Isles of Scilly Integrated Territorial Investment Strategy (2016)  
<https://dorsetlep.co.uk/>  
 Dorset Horizon 2038: A Vision for Growth (2018)  
<https://www.gfirstlep.com/about-us/our-vision/strategic-economic-plan/>  
 Strategic Economic Plan for Gloucestershire 2.0 (2018)  
<https://heartofswlep.co.uk/>

# Political Structures

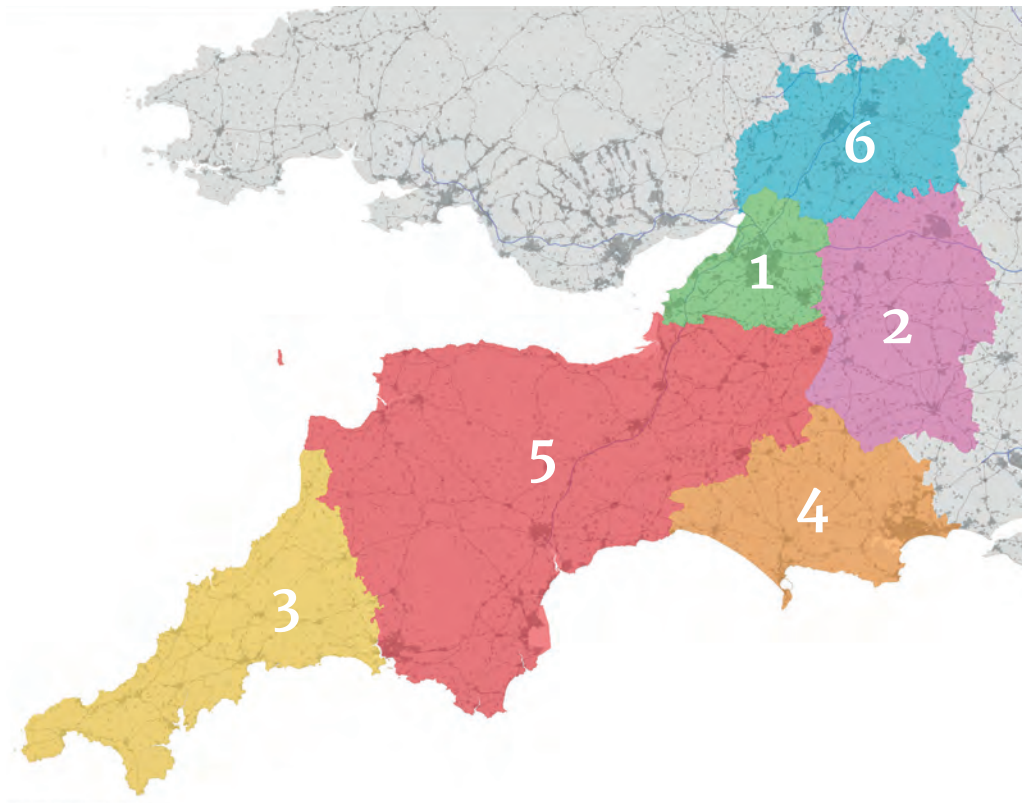
As shown on our map, the current approach to spatial planning in the region is fragmented and there are six Local Enterprise Partnerships (LEPs), with areas defined in all cases by local authority boundaries but differing significantly in size and economic potential. Joint plans are being prepared across the region and in the West of England devolution is being progressed via the West of England Combined Authority (WECA) (comprising three of the councils in the region – Bath & North East Somerset, Bristol, and South Gloucestershire).

A new ‘Western Gateway’ has been launched which adopts a new regional geography, going from the West of England to Wales, linking a number of towns and cities either side of the Severn. It is strategic partnership promoting economic growth across south Wales and the West of England. It is considered that the pooling of cross-border skills and expertise on both sides of the Severn estuary can drive prosperity for the region. Up to £400,000 has been allocated from existing budgets to help kick start the Western Gateway. The Western Gateway is a partnership to promote

economic growth across west Wales and the west of England and create jobs. Linking a number of towns and cities across a wide region either side of the Severn the Western Gateway will look to mirror the Northern Powerhouse and Midlands Engine in England. Chancellor of the Exchequer Sajid Javid said:

**“Today we are announcing an exciting partnership to turbo charge growth across Wales and the south west of England.**

**We won’t rest until we have unlocked the potential this region has to offer as we level-up opportunities across the UK.”<sup>1</sup>**



- 1. West of England LEP
- 2. Swindon and Wiltshire LEP
- 3. Cornwall and Isle of Scilly LEP
- 4. Dorset LEP
- 5. Heart of the South West LEP
- 6. GFirst LEP

**Sources:**  
 Regional And Local Economic Growth Statistics, House of Commons, September 2018  
<https://www.lepnetwork.net/lep-activities/local-industrial-strategies/>  
[https://www.rtpi.org.uk/media/2934389/south\\_west\\_briefing\\_note\\_2018.pdf](https://www.rtpi.org.uk/media/2934389/south_west_briefing_note_2018.pdf)

<sup>1</sup> <https://www.gov.uk/government/news/cross-border-western-gateway-will-form-new-powerhouse-in-uk-economy>

## LEP Priorities

The West of England published their Local Industrial Strategy in July 2019. All the other LEPs have LISs in preparation. Below is a summary of each of the LEPs key priorities.

### West of England (Local Industrial Strategy 2019)

This Local Industrial Strategy is underpinned by a robust evidence base that explores the strengths of the region and the challenges it faces.

The evidence base was developed in collaboration with partners across the region and highlighted 4 key priorities partners agreed should be at the heart of the West of England's approach:

1. fostering cross-sectoral innovation from research through to commercialisation
2. ensuring that growth is inclusive, with a focus on opportunities for employment and progression for all
3. addressing the productivity challenge, including adopting new technology and management practices and supporting businesses to trade
4. capitalising on the region's innovative strengths to deliver the infrastructure necessary for future growth

Across these priority areas and the foundations of productivity set out in the national Industrial Strategy, the West of England is focused on ensuring actions support sustainable, clean economic growth and tackle climate change.

The West of England Local Industrial Strategy, focused around these priority areas, will secure the region's position as the place to develop and test innovative solutions to future challenges.

It will help to raise productivity and drive economic growth in a way that is sustainable and offers opportunity to all residents. It will support the aims of the national Industrial Strategy, government's long-term plan to boost productivity and earning power across the United Kingdom.

### Swindon and Wiltshire (Strategic Economic Plan 2014)

Based on their vision for 2026, SWLEP have five strategic objectives which are also their priorities for investment.

1. Skills and talent: Enabling an appropriately skilled and competitive workforce to achieve our growth ambitions;
2. Transport infrastructure improvements: Enabling a well-connected, reliable and resilient transport system to support economic and planned development growth at key locations;

3. Digital capability: Delivering excellence in digital connectivity and cyber transformation to achieve business growth, innovative public services and influence societal change;
4. Place shaping: Delivering the infrastructure required to deliver our planned growth and regenerate our City and Town Centres, and improve our visitor and cultural offer
5. Business development: Strengthening the competitiveness of small and medium-sized businesses and attract a greater share of foreign and domestic investment into the area.

### Dorset (Dorset Horizon 2038 A vision for Growth 2018)

Key priorities are:

1. Innovation: By 2038, Dorset will be one of Britain's Core City regions and the most sustainable of these. Its competitiveness will be driven by innovation, particularly in its key sectors, including advanced engineering, manufacturing, financial services, creative industries and health.
2. Skills and Enterprise: By 2038, Dorset's workforce will be highly productive, aspirational and agile so that the talents of all contribute to prosperity, well-being and innovation.

3. Connectivity and mobility: By 2038, we will create an efficient, sustainable, technology-driven transport system that improves connectivity in the region and enables increased productivity across all areas of the transportation network.

4. Business Support: By 2038, we will develop and enhance a world-class business support hub that will help businesses start, grow and maximise their potential through a range of focused actions that are aligned with our priority areas and the objectives set out in the Government's Industrial Strategy and our Local Industrial Strategy.

5. Digital: By 2038, Dorset will become a first-class, smart and connected digital region supporting the future needs, economic expansion and productivity of industry. We will be at the forefront of 5G and digital technology, products, manufacturing and application development globally.

6. Clean Growth: By 2038, Dorset will become a leading low-carbon energy economy, driving efforts to deliver affordable energy to enable productivity and clean growth while protecting our natural environment.

7. Health services and technology: By 2038, Dorset will become a nationally recognised 'healthy living' pioneering region for medical technology, prevention at scale programme and innovative health and social care solutions.

8. Advanced manufacturing and engineering: By 2038, Dorset will become a national centre of excellence for advanced manufacturing and engineering with a global reputation driving forward innovative technologies.

9. Financial services and technology: By 2038, Dorset will become one of the UK's most economically prosperous centres of excellence for the financial and business services sector, leading through sector innovation, digital connectivity and expansion to new markets.

10. Rural Economy: By 2038, Dorset aims to be recognised as an outstanding economy with a strong focus on sustainable, inclusive and resilient growth driven by investment in education, technological innovation, high speed connectivity and high quality infrastructure sympathetically developed within the outstanding natural landscape of the region which attracts tourism from a global audience.

11. Housing: By 2038, we will champion the delivery of around 78,000 new homes across Dorset and in doing so will bring greater diversity and choice to the local housing market, meeting the needs of all its residents.

## Heart of the South West (Local Industrial Strategy Command Paper 2019)

*Place:*

Infrastructure for growth:

- Transport and accessibility
- Digital infrastructure
- Sustainable solutions for flood management
- Energy Infrastructure

The infrastructure and facilities to create more and better employment:

- Enterprise infrastructure
- Strategic employment sites
- Unlocking housing growth

The infrastructure and facilities needed to support higher value growth:

- Specialist marine sites
- Science/Innovation infrastructure
- Maximising our environmental assets

*Business:*

Creating a favourable business environment:

- A simpler, more accessible, business support system, tailored to our needs
- Improving access to finance
- Stimulating enterprise and growth

Achieving more sustainable and broadly based business growth:

- Reaching new markets (on-line, supply chains, public sector)
- Globalisation (exports and inward investment)

Supporting higher value growth:

- Innovation through Smart Specialisation
- Building our capacity for innovation

#### *People*

Creating a responsive environment, where businesses and individuals can reach their potential:

- Skills infrastructure and facilities
- Accessibility to education/ employment (transport, careers advice and digital inclusion)
- Employer engagement and ownership

Increasing employment, progression and workforce skills.

- Moving people into employment
- Supporting people to progress to better jobs
- Improving workforce skills

Creating a world class workforce to support higher value growth:

- Enterprise and business skills
- Technical and higher level skills development and retention
- Maximising the skills and employment opportunities aligned to our transformational opportunities

#### **Gloucester (Draft Local Industrial Strategy 2019)**

The draft LIS includes the following 'Five Foundations of Productivity':

Cyber-tech and green strategies will be supported by interventions across all five foundations of productivity within the government's Industrial Strategy.

1. Ideas: Building on a strong track record of innovation across established and emerging sectors
2. People: Building the workforce of the future and boosting earning power for everyone by improving skills
3. Business Environment: Local leadership to turbo charge our business community – starting, scaling, succeeding
4. Infrastructure: Green growth, modern transport choices and better digital connectivity wherever you live in the county
5. Places: Something for everyone in our vibrant, green county

#### **Cornwall (10 Opportunities 2018)**

The 10 opportunities which will form the basis for the LIS are:

1. Creative
2. Space
3. Energy
4. Agri-food
5. Tourism
6. Marine
7. Mining
8. Aerospace
9. eHealth
10. Location

# Challenges

## Challenge 1 – Connectivity and Congestion in the Region

The region is strong and vibrant, attracting start up and inward investors from across the world. It comprises rural areas and coastal towns and cities, many of which are popular tourist destinations.

### Key Assets

Key assets in the region include:

- Ports - Members of South West Regional Ports Association and Members of the British Ports Association and UKMPG.
- Motorways: M49, M5, M4, M32, M27
- A roads (A303, A358, A30, A31, A35, A350, A27, A37)
- Rail (main stations): Including Bournemouth, Exeter, Poole, Portsmouth, Isle of Wight, Weston Super Mare, Dorchester, Weymouth, Salisbury, Westbury, Bath Spa, Filton Abbey Wood, Bristol Temple Meads, Bristol Parkway, Gloucester, Cheltenham, Taunton, Tiverton Parkway, St Erth.
- Aviation: Including Bristol Airport; Bournemouth Airport; Exeter International Airport and Newquay Airport.

### Key assets:

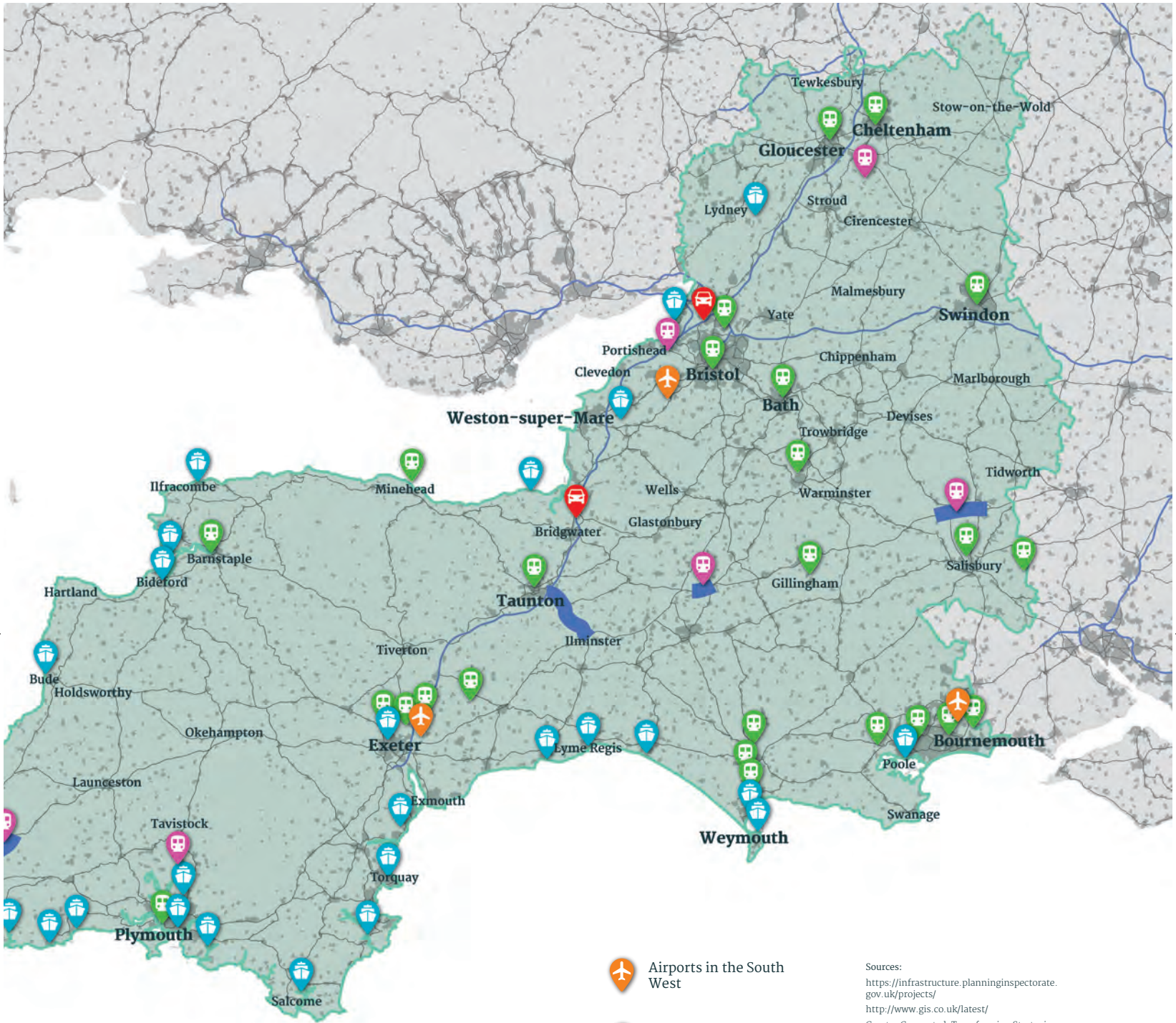
- » *Bristol Port*
- » *M4, M5, M32, M49, M27*
- » *Mainline railway stations*
- » *4 international airports*







### Key Issues

The region suffers from a range of connectivity issues, which results in the competitiveness of businesses being disadvantaged by productivity inefficiencies and increased costs. Key issues include:

- Poor access with congestion problems;
- Prolonged journeys wasting time and decreasing management productivity;
- Increased cost of transport leading to non-competitive pricing/reduced margins;
- Frequent disruption delaying day-to-day business needs and transportation of time critical goods; and
- Difficulties in recruiting key personnel because of extended travel.





-  Airports in the South West
-  South West Regional Ports Association (ports and members)
-  Main Train Stations in the South West
-  Highways England - RIS1 Junction Schemes
-  Highways England - RIS1 Major Schemes
-  Transport Development Consent Orders

Sources:  
<https://infrastructure.planninginspectorate.gov.uk/projects/>  
<http://www.gis.co.uk/latest/>  
 Greater Connected, Transforming Strategic Connectivity in South West England. "An opportunity for local and national government and business leaders to work together to significantly accelerate economic growth"  
<https://swrpa.org.uk/>  
<https://travelwest.info/projects/metrowest/metrowest-phase-1>  
<https://www.southwesternrailway.com/>  
<https://www.bristolairport.co.uk/about-us/who-we-are/our-future>  
<https://www.exeter-airport.co.uk/about-us/>

The region is surrounded by water with many coastal communities, presenting connectivity challenges. Yet, every summer visitors head to the coast in significant numbers. This creates seasonal congestion particularly on the A303, A30, and A358, where the lack of dual carriageway is a recognised national priority. The aged design of the single carriageway roads, steep gradients and sharp bends, contribute to longer journey times, particularly for heavy goods vehicles.

Trunk roads and the motorway network are already under pressure at key locations in the South West, despite recent investment such as the managed motorway scheme completed on the M4/M5 at Bristol. Particular pressure points include the motorway junctions and links along and around the M4, M5 and M32 at Swindon and Bristol, the M5 and A30 at Exeter and M5 at Taunton, the A31/A35 around Bournemouth/Poole, the poor A37/A358 connection to the A303 and M4 and the M4 junctions around Swindon and the A38 through Plymouth.

There is also a lack of adequate trunk route connectivity to the South East and of linking of the major conurbations along the South Coast with the M4 corridor.

The South East Dorset conurbation is the second largest built up area in the South West and provides the economic powerhouse for Dorset. Its full potential for growth as well as Dorset as a whole is being stifled by poor transport links to the North (via A37, A358 to the M5, and A350 to the M4) and to the West (via A31 and A35). There is no motorways in Dorset and numerous bottlenecks on the trunk road and across the County encounter heavy congestion during daily and seasonal peaks, particularly on the A31 North of the South East Dorset conurbation. Dualling of the A31 from Merley to the South East needs to be completed to assist trunk road access to and from the South East.

As shown on the accompanying commute graphs, the areas where the most amount of people live and work in the same district is, Wiltshire, Bristol, and Cornwall and the Isles of Scilly. This illustrates the size of these districts but also suggests that they offer local employment opportunities.

The graphs also show that the following districts are the main net importers of labour (meaning that they have greater numbers of jobs than resident labour force):

- North Somerset
- Mid Devon
- Weymouth and Portland
- Forest of Dean

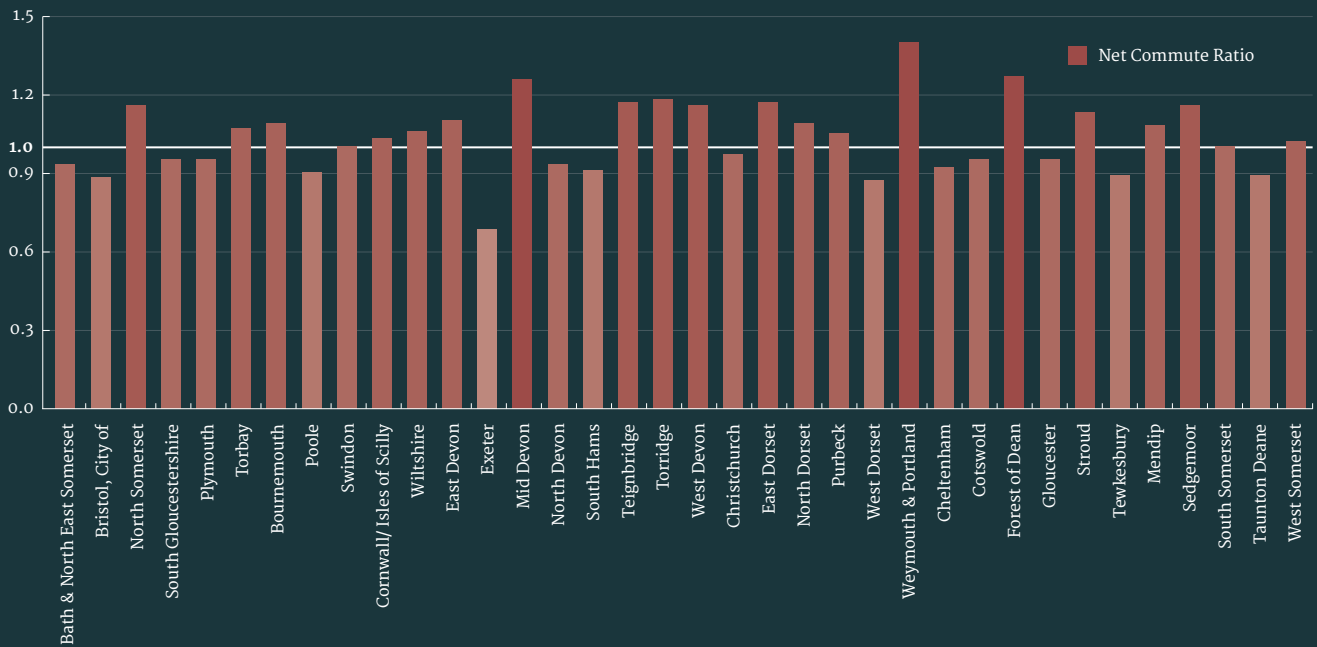
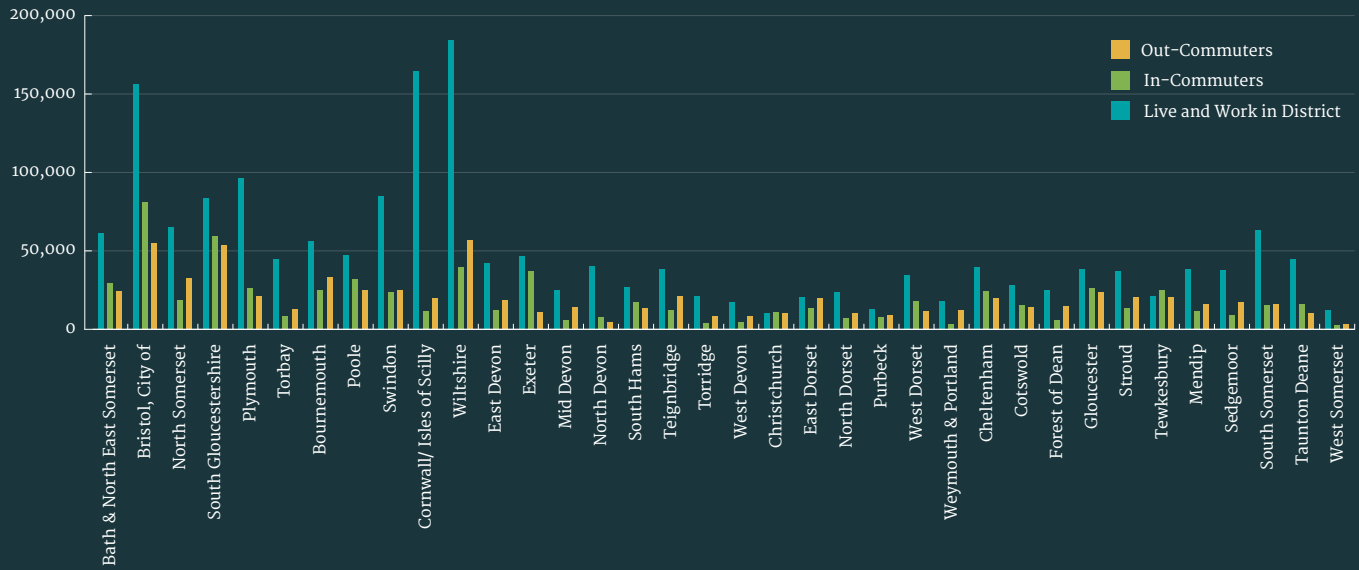
Areas with the most significant exporting of labour (meaning that there are fewer jobs in the district than labour force) are:

- Exeter
- West Dorset
- Bristol

The graphs highlight that the most amount of employment activity is found in Bristol, with a high number of people working and living in Bristol, but also commuting out of the district for work. Smaller districts have a greater number of people commuting out of the area to work.



## Commute Trends



Note: A net commute ratio of <1 indicates that District is a net importer of labour (i.e. greater number of jobs than resident labour force), whilst a ratio of >1 indicates that District is a net exporter of labour (i.e. fewer jobs within District than resident labour force)

## Challenge 2 – The Significant Need for New Homes and Affordable Homes

The housing need in the region is significant, with many families in temporary accommodation and on housing waiting lists. Since the revocation of the RSS in 2010 local authorities in the region have adopted housing targets far below what was planned by the RSS and this has resulted in unmet housing and affordable housing need and a significant backlog of housing need. In the West of England alone, the revocation of the RSS has resulted in the housing requirement to be reduced by over 35,000 homes. As shown on the accompanying graph, the area covered by the Heart of the South West has the highest Standard Method Housing requirement, followed by the West of England.

Many of the local authorities in the region cannot demonstrate a five year supply and have local plans that are significantly out of date. This prevents a spatial approach to planning which is made even more important by the fact that large parts of the region are constrained by Green Belt, AONB, and flood zones.

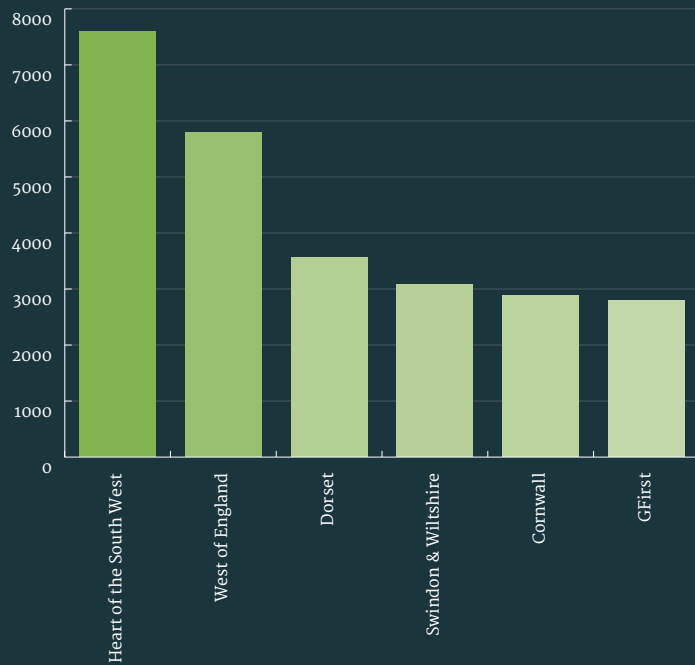
This constraint coupled with the significant housing need highlights the importance of a cross-boundary, spatial approach to planning for the region's housing need. Local authorities must be looking beyond their boundaries and working collaboratively with other authorities to deliver housing need in the most sustainable locations. This approach will need to be made possible with the guidance of an overarching regional plan which sets out the strategic and infrastructure requirements for the region to 2070.

There are opportunities to work collaboratively to address strategic locations for growth, identifying any potential for Green Belt release and the infrastructure required to meet the region's housing need to 2070.

### Key challenge:

*Providing a sufficient amount of housing that is affordable, meeting the needs of all, and located in the right places*

## Standard Method Housing Requirement



*Housing need according to the Standard Method is based on projected average annual household growth over the period 2019–2029 with an adjustment based on the 2018 median workplace based affordability ratio, specific for each LA, plus any necessary application of a cap. The resulting annual figure is then applied to each LAs local plan period to provide an overall figure. Not all LAs are working to the SM assessment of housing need at the moment, but when their plans come up for review, they will be expected to be planning for the SM.*

# Challenge 3 – The Skills Gap in the Region & Retention of Skills/Attracting Talent

The region's economy is worth approximately £127 billion (House of Commons 2018). It is home to clusters of world leading sectors ranging from aerospace to digital and creative. There are several prosperous areas within the region with some showing an above average growth in productivity since 2015 (i.e. Gloucestershire).

## Key Assets

- The South West is ideally located for research and energy development
- The region has a strong manufacturing base in marine, food and drink, and engineering.
- The visitor economy sector plays an important economic role in the region and is a significant source of employment.
- The region has a high concentration of high-tech manufacturing firms, with notable clusters in Gloucestershire and Bristol. Aerospace and advanced manufacturing are an integral component of the South West cluster and key to delivery of the UK Aerospace industrial strategy.

### Key assets:

- » *High-tech manufacturing*
- » *Marine industry*
- » *Food & drink*
- » *Engineering*
- » *Aerospace*
- » *Visitor economy*

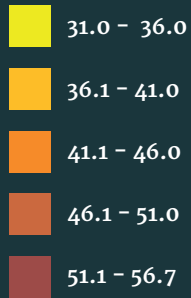
## Key Issues

Despite recent growth, the South West's economy makes up 7.3% of the UK's total GVA. This is one of the lowest of England's regions, and is due to several reasons:

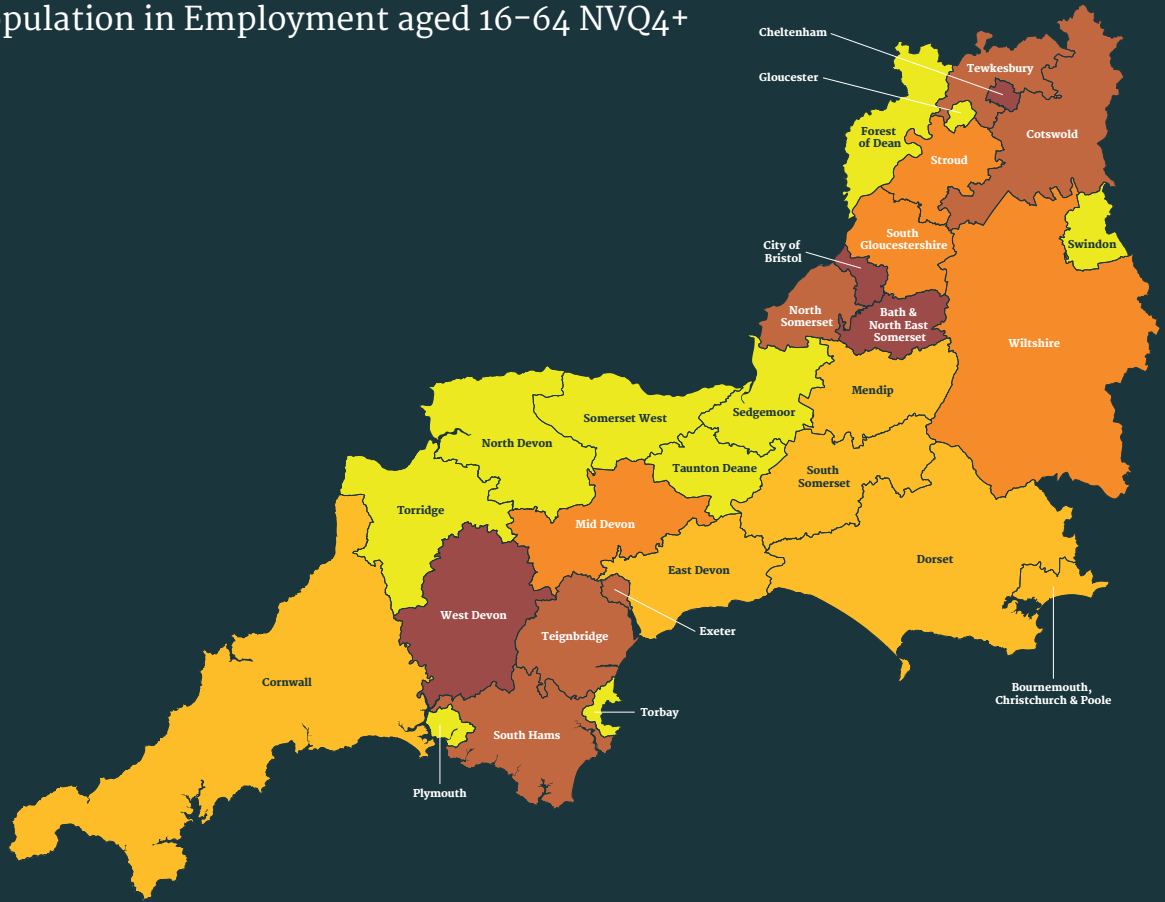
- Issues with lack of productivity and a skills gap are a barrier to future growth for the region – Cornwall and the Isles of Scilly has been recognised as a Less Developed Region. In Dorset and Cornwall there is a dependence on the visitor economy, resulting in high levels of seasonal un- and underemployment.
- The accompanying map shows population in employment age 16–64 with NVQ4+ level education by area. It illustrates that there are two clusters with the highest amount of 'skilled' people in employment and these are the northern part of the region (the West of England and Gloucestershire), and mid and south Devon. The area with the lowest proportion of a skilled workforce is Somerset and north Devon.
- The map showing the number of claimants as a proportion of residents aged 16–64 shows pockets across the entire region, with the areas with the highest number of claimants being: Bristol, Gloucester, Swindon, Sedgemoor, Torbay, and Plymouth. This indicates that there are areas of deprivation across the region. There are two clusters where the number of claimants is the lowest and these are Gloucestershire and south/mid Devon.
- High house prices and a low wage economy create long term risk for the region.
- Poor transport and infrastructure in parts of the region – there are issues with capacity constraints on highway networks and areas with limited public transport services, creating rural isolation.
- The lowest regional infrastructure spending in £ per head between 2011/12 and 2015/16<sup>2</sup>
- Residual gaps in high speed broadband coverage and reliable mobile phone network in rural areas.
- Difficulty in retaining and attracting talented people contributes to the low productivity and skills gap in parts of the region. A high proportion of retired people is a challenge for the work force and a strain on infrastructure. This is particularly prevalent in the southern part of the region.

2. House of Commons Library 'Infrastructure policies and investment' March 2017.

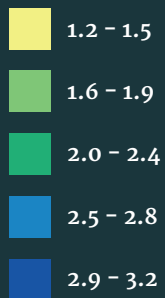
## Resident Population in Employment aged 16-64 NVQ4+



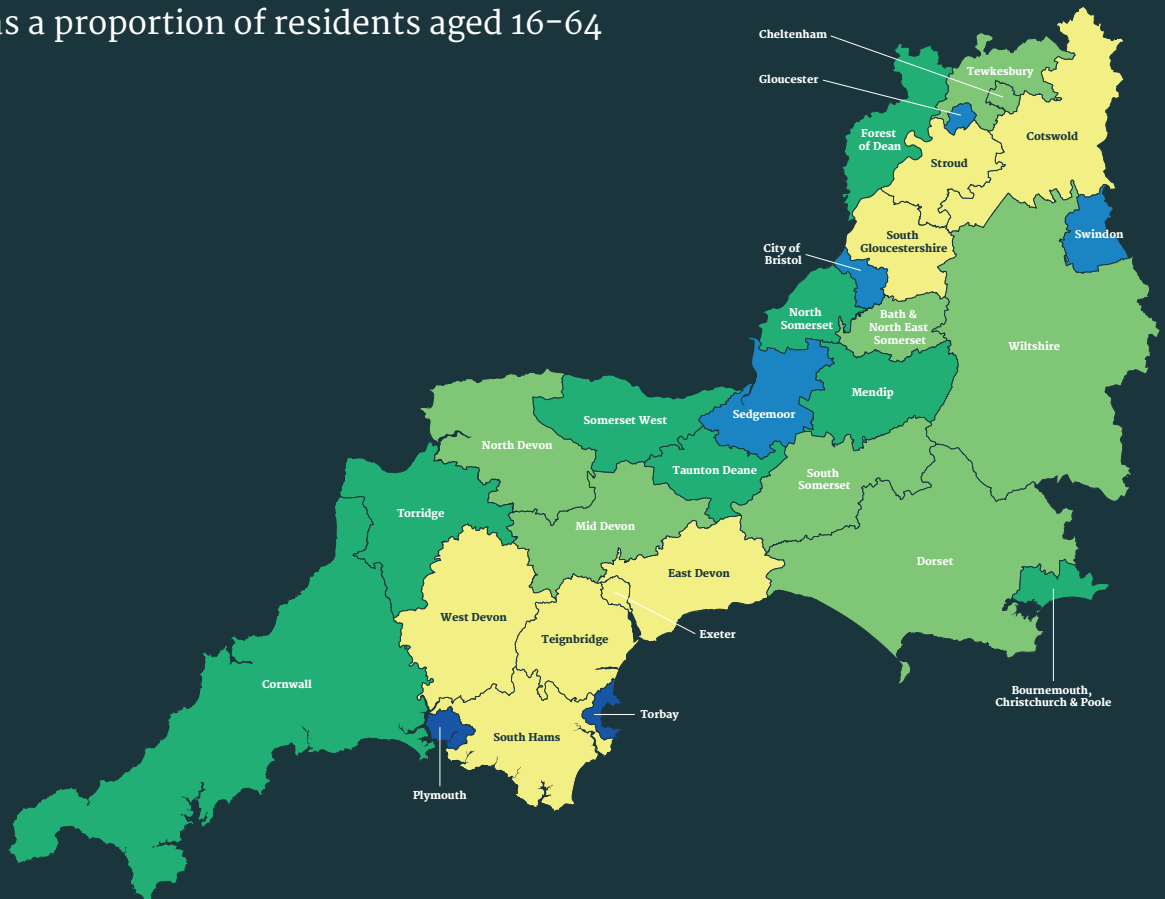
Source: ONS, Annual Population Survey, 2018



## Claimants as a proportion of residents aged 16-64



Source: ONS claimant count data, July 2019



# Challenge 4 – Climate Change and Achieving Zero Carbon

We have identified the following key energy priorities for the region:

- a) Wider use of natural resources;
- b) Developing energy infrastructure; and
- c) Marine sector growth.

Energy provision in the UK is set to change significantly, as the law for net zero carbon emissions by 2050 in the UK was passed, which increases the 2050 Greenhouse Gas (GHG) emissions reduction target in the Climate Change Act from at least 80% to 100%. This is a legally binding commitment.

The region has significant potential due to the prevailing South Westerlies and the tidal range in the Severn Estuary and the Bridgewater Bay which provides potential for tidal lagoon and tidal flow energy generation.

Opportunities in the region have been recognised by the Government and international organisations, including the European Investment Bank. Approximately £2m allocated for new energy products has been awarded to Bristol City Council, in partnership with Devon and Plymouth councils to fund new energy efficient, renewable energy, sustainable transport and heat network projects across the region.

Bristol was awarded European Green Capital status in 2015 and Bristol City Council has invested approximately £50m in energy projects, including wind and solar and district heating. The Council has now agreed plans to ‘decarbonise, decentralise and democratise’ the City’s energy Systems. Following the launch of Bristol’s City Leap programme last year, 180 organisations from around the world have expressed their interest in working with Bristol. The programme

includes investment values out to 2027 for district heating (£300 million) domestic and commercial energy efficiency (£400 million plus) and renewable energy (£40 million).

## Key Assets

A key asset in the region is Hinkley Point C nuclear power station. This forms part of the Nuclear South West Strategy, which is a partnership between the Heart of the South West LEP, West of England LEP and GFirst LEP with the nuclear industry, local authorities, academic and skills sectors and business support agencies. It anticipates that it will generate approximately £55bn worth of nuclear opportunities over the next decade. The project consists of building two nuclear reactors providing low carbon electricity for roughly 6m homes. A socio-economic impact of this asset includes £9.4m delivered to aid local community projects to date. It also anticipates that it will create over 25,000 new employment opportunities and bring lasting benefits to communities throughout the region.

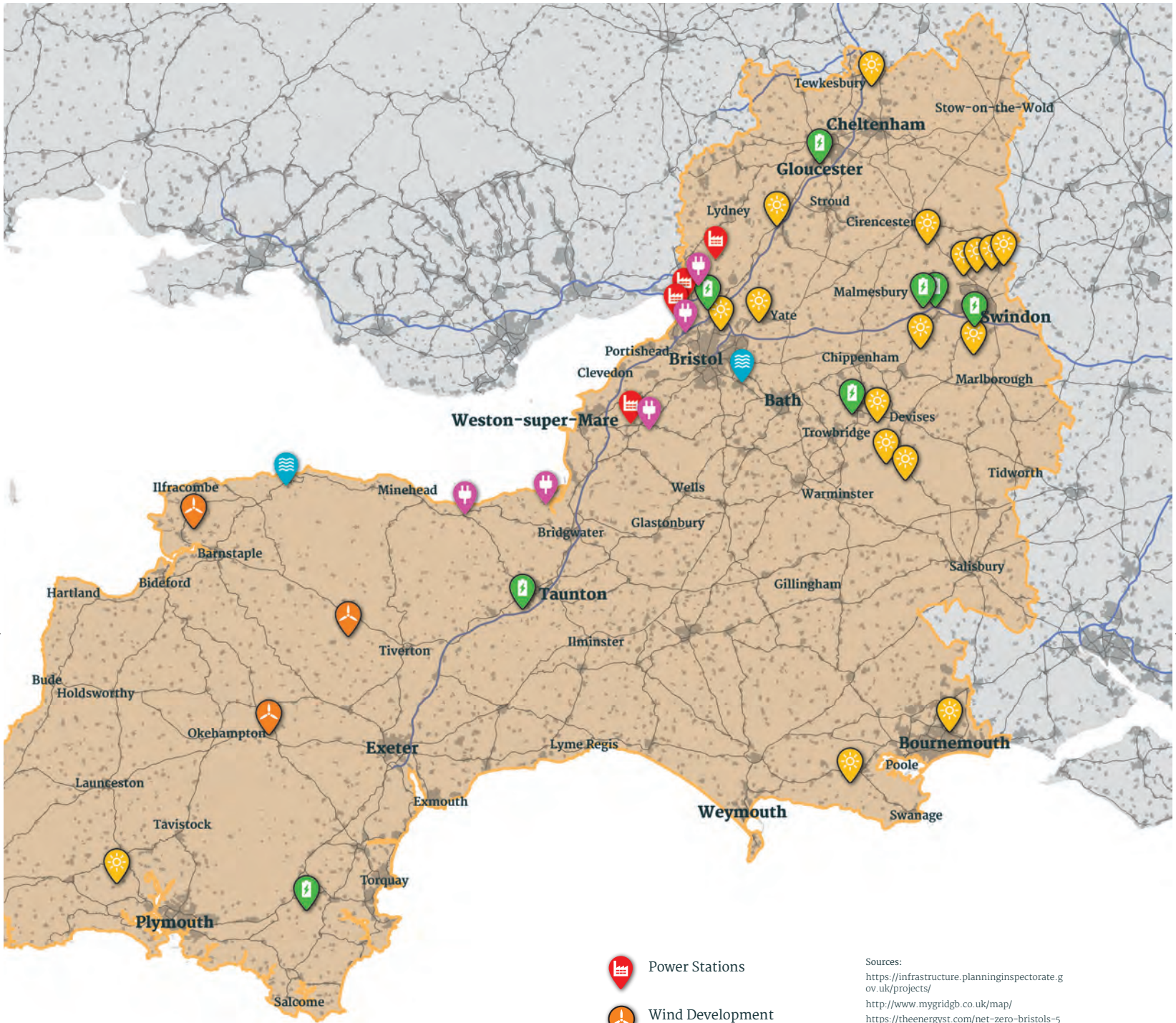
## Key Issues







A constraint for the region is the rapid growth in construction of distributed renewable energy developments, including solar farms which has led to a large strain on the grid network. The combination of this and the ever-growing expectation of producing low carbon development to achieve the legally binding government target, presents a challenge for the region. There could be significant challenges over the next 50 years with the ability of the network to provide sufficient capacity for the region as it develops and the population grows.

## Key assets:

- » *Hinkley Point c*
- » *Bristol Green Capital 2015*
- » *Opportunities presented by the prevailing South Westerlies, tidal range in the Severn Estuary, and Bridgewater Bay*
- » *‘Forest of Avon’*





-  Power Stations
-  Wind Development with a capacity of more than 15MW
-  Solar Development with a capacity of more than 15MW
-  Hydro Power
-  Battery Storage with a capacity of more than 20MW
-  Energy Development Consent Orders

Sources:  
<https://infrastructure.planninginspectorate.gov.uk/projects/>  
<http://www.mygridgb.co.uk/map/>  
<https://theenergyst.com/net-zero-bristols-5-billion-decarbonisation-plan/>  
<https://www.westernpower.co.uk/Department-for-Business-Energy-and-Industrial-Strategy>  
<https://www.somersetenergyinnovationcentre.co.uk/>  
 Nuclear South West Strategy 2017 - <https://heartofswieep.co.uk/wp-content/uploads/2017/05/NSW-Govt-Strategy-Green-Paper-Response-FINAL-.pdf>

## Challenge 5 – Social Inequality and Isolated Communities

The location of the core cities and major settlements indicate the growth and influence of the south coast and Devon. The largest concentration of people is located in the north and south east of the region.

A key challenge in the region is areas with a significant aging population and isolated communities. The region has the oldest median age in the UK (2011 census) with West Somerset having the oldest median age of 48.

There is a net in-flow of 25 people per 1,000 moving to the South West from London (ONS). According to the ONS, the South West has more people moving in than out, with a net inflow of over 10 people per 1,000. However, this trend is concentrated in the northern part of the region around the core city of Bristol and in the area covered by the Heart of the South West LEP (Local authorities of Plymouth, Devon, Torbay, and Somerset), there is a growing and aging population. The Working age population is not set to rise in proportion to the population overall. Policy and plans for housing and employment are needed to influence changes in the population profile. In addition, there is an identified persistent productivity gap between the Heart of the South West and the rest of the UK and there is a risk that the gap will widen by 2030, with significant variation at a district level (Heart of the South West Economic Modelling 2017).

The region has a ranging population and placement of core economic areas, with the GDP per capita varying from below average in Cornwall to above average in Gloucestershire and Wiltshire. The more prosperous regions attract a skilled workforce, with businesses in the northern part of the region being influenced by the competitive pressures of the South East and West Midlands. However, the spatial areas between the core settlements are rural and less prosperous, with ageing populations and poor retention of a skilled workforce. These differences create disparity of place in the region which is a challenge issue that needs addressing. With population clusters dispersed across the region, as well as poor public transport connectivity, it is harder for goods, people, and knowledge to move around easily. Infrastructure investment has a significant role to play in addressing this challenge.





# Our Great Opportunities

We have grouped the opportunities for the region to 2070 under four themes, each of which inform our twelve interventions that follow this section of the report.

Our four themes are:

1. Our Connectivity
2. Our Economy
3. Our People & Places
4. Our Environment

# Connectivity

## Digital Infrastructure

Through the European Convergence Fund, Cornwall has benefited from significant investment in the spine of its digital infrastructure; however, throughout the South West, many areas away from the main cities and towns suffer from poor to non-existent connectivity. The locations worst effected by this are the rural areas of Somerset, Devon, and Cornwall.

Improving broadband connection to all communities, including more rural isolated areas, underpins transformative social and economic change, including access to services, community empowerment and access to resources.

All of the LEPs recognise the digital challenge and include digital infrastructure in their key priorities. Alongside addressing the causes and impacts of climate change, successfully addressing digital infrastructure is central to sustaining diverse localities up to 2070, and reducing their potential isolation.

## Areas for Major Infrastructure Development

Transport infrastructure is also critical to support planned economic growth in the region. Some goals around transport in the region include: reduce carbon emissions; support economic growth; promote accessibility; safety, health and security; improve quality of life. A number of major transport schemes have been implemented and planned in order to deliver economic growth.

We have identified the following infrastructure improvements required for the region:

- Rail – improve rail connections to other regions in the UK. Improving speed. Investment in modernising and electrifying Great Western Mainline to add 14,000 more trains per year
- Roads – improvements to the road network to support access to businesses, new residential developments, unlock potential employment sites, improve connections to ports and airports. Investment in the Strategic Road Network is managed through the Highways England Road Investment Strategy and continued strategic investment on the South West A303–A30–A358 Corridor and the Solent to Birmingham corridor are needed. On-going strategic investment is also required for the key motorways (M4, M5, M27, M32, M49) and A-roads, which play a crucial role particularly in Cornwall, Devon, Dorset, Gloucestershire and Wiltshire.
- Ports – investment and enhancement of trunk roads and carriageways for ports in the region since they rely heavily on M4 and M5 trunk road networks and dualling programmes along the South Coast.
- Aviation – potential to increase passengers by 1 million passengers per annum (mppa) annually to Exeter International Airport, and up to 20 mppa for Bristol Airport.

Despite that, the South West still has had the lowest investment in infrastructure per head of all regions. To make the most of the investment the South West does receive, the proper planning of transport and strategic and local investment in services and facilities will assist the achievement of a Spatial Strategy for the region and the aims of stimulating economic activity in the west on the peninsula, realising the potential of the SSCTS in the centre and north of the region, and allowing carefully managed growth to occur in the south east of the region.

Alongside making the most of investment, reducing regional contributions to climate change is critical to achieving carbon targets. However, reducing the need to travel in the South West is a significant challenge due to the rural nature and the geography of the of the region and the predicted growth in the population and economy. Congestion and unreliable journey time can prejudice the success of the regional economy, whilst the growth in private transport and reduction in public transport can leave some sections of the population marginalised.

Our workshops identified that a holistic approach to developing business cases for road and rail investment is a key opportunity for the South West, bringing together disparate needs over diverse geographies, and looking at the wider social and environmental benefits of that investment in new ways.

There are difficulties in dealing with the transport needs of a dispersed population whilst making a difference to regional CO2 emissions. There is the risk that improvement to strategic routes such as M4/M5 and A303/A358 could increase traffic flows whilst not bringing needed economic benefits. A sustainable approach to transport alone may not be enough to make a difference to regional CO2 emissions and congestion unless equal measures are taken to complement them.

However, physical connectivity unlocks employment potential. Along the western and southern coasts of the region there are hundreds of small, medium and international companies such as Wave Hub, the world's most advanced site for testing offshore-energy technology.

The opportunity for the South West region lies in harnessing the collective potential of these industries, linking them to their hinterlands and to each other, providing long term resilience and opportunities for innovation.

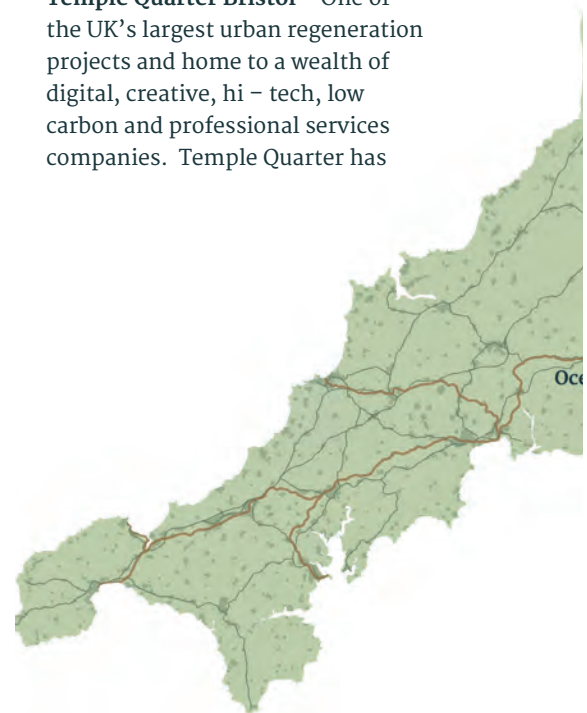
Key investment sites – below are examples of options available across the South West:

- **Avonmouth** – Severnside Enterprise Area – stretching along 8km of the estuary between Bristol and the River Severn, the area comprises 18km squared for large scale industrial, warehouse and distribution, energy and waste processing sectors, with access to 45 million people via the excellent road, rail and port connections;
- **Berkeley Green, Gloucestershire Science and Technology Park** – comprised of 162m squared of buildings, lab space and site opportunities at former Berkeley nuclear research facility. The site offers the Green Skills Centre,

University Technical College, an Advanced Nuclear and Renewables Research Centre and a Cyber Security Training Centre;

- **Dorset Innovation Park Enterprise Zone** – the decommissioned area of Winfrith Nuclear Research Centre, suitable for R&D, environmental and hi – tech businesses, with simplified planning and incentives. Atlas Elektronik, Qinetiq and Tradebe Inutec are anchor tenants.
- **Filton Enterprise Area** – with world renowned heritage in aerospace technology, manufacturing and engineering, this 1km squared site offers a rich and diverse workforce, a robust and connected infrastructure and technological expertise;
- **Junction 21 Enterprise Area** – a 0.72km squared site as Weston Super Mare offering excellent transport links, a diverse local economy and a highly skilled talent pool;
- **Gloucester Business Park** – the 1.10km squared site alongside M5 Junction 11a offers bespoke high quality industrial, warehouse, office buildings and site opportunities. Home to over 60 companies including Horizon Nuclear Power, Ageas and BAE;
- **Huntspill Energy Park Enterprise Zone** – uniquely placed at Junction 23 of the M5, it is under 20km to Hinkley Point C in Somerset, the largest brownfield site in the South West Enterprise Zone. Simplified planning and business incentives are available;
- **Oceansgate Marine Enterprise Zone** – located in Plymouth, adjacent to Devonport Dockyard, this 0.35km squared has deep water access, industrial units and docks, and a new Business Technology Centre opening in 2020;

- **Quedgeley East Business Park, Gloucester** – the MOD storage facility is located on the M5 Junction 12. The 0.24km squared site of multi-let industrial / warehouse buildings currently houses 20 tenants. Redevelopment opportunities include a new high-quality business park;
- **Somerset Energy Innovation Centre** – 19km from Hinkley Point C and the focal point for South West nuclear supply chain programmes. Tenants include multinational Tier 1s and developers, specialists and project managers. Both shared and individual spaces are available;
- **Taunton** – within Somerset's largest and fastest growing town, there is 50,000m squared of town centre modern and Georgian office space, close to a mainline railway station. Three large business parks offer distribution and distribution space nearby; and
- **Temple Quarter Bristol** – One of the UK's largest urban regeneration projects and home to a wealth of digital, creative, hi – tech, low carbon and professional services companies. Temple Quarter has



received millions in investment to improve infrastructure, provide superfast broadband and enhance public transport options.

- **Bristol Port** – There is an opportunity for the Port and its hinterland to secure ‘Free Port’ status, and act as a catalyst for economic growth.

Our interventions recognise that additional connectivity investment in critical on the one hand, and that the South West has to find a way to make sure that this investment reaches a dispersed range of communities and in particular benefits those small towns most isolated and at risk by 2070.



# Our Economy

The South West has a diverse economy, spatially, across different sectors and at different scales from the local to the international.

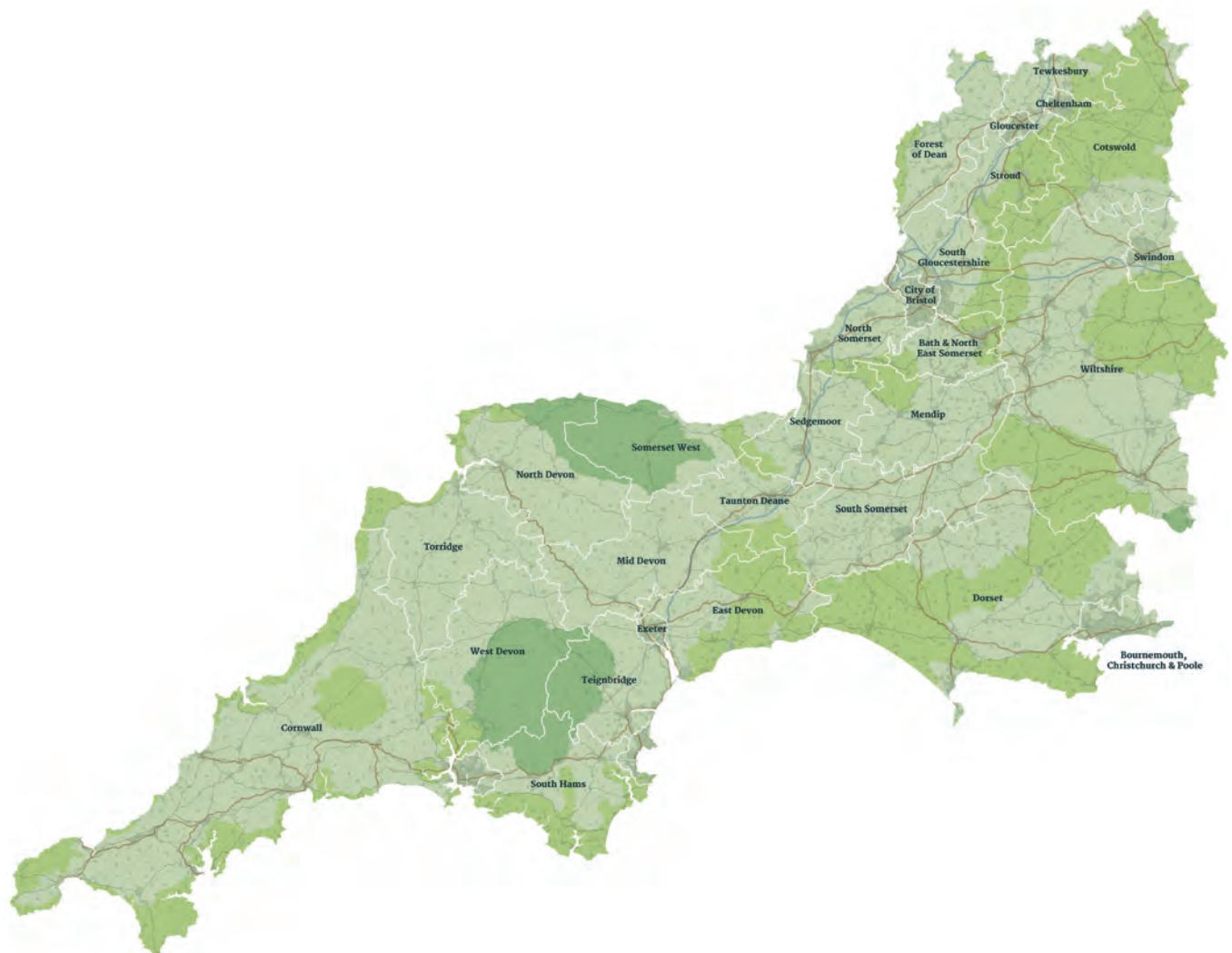
We have identified the following key economic priorities for the region:

## Skills and business sectors

- a) *Retaining a skilled workforce in localities across the South West*
- b) *Investing in the knowledge-based sectors and research expertise.*
- c) *Promoting successful and competitive businesses;*
- d) *Building on the digital, marine, aviation, advanced manufacturing and energy sectors;*

## Place and development

- e) *Maintaining and enhancing cultural and leisure facilities;*
- f) *Developing sustainable, thriving places;*
- g) *Providing sufficient housing;*
- h) *Improving digital infrastructure allowing communities to thrive and businesses to connect and trade worldwide;*
- i) *Facilitating the development of strategic employment sites to meet growth ambitions;*



## New and emerging assets

Our stakeholder workshops have drawn out the region's hidden assets – those which have strategic potential but are lesser known, whether established or new.

- The region is characterised by research, professional, creative and digital industries. There are several Enterprise Zones and Science Parks in the region which facilitate 'innovation active' businesses, creating a dynamic, knowledge-based economy.
- Advanced Manufacturing: The region has a high concentration of high-tech manufacturing firms, with notable clusters in Gloucestershire and Bristol. Aerospace and advanced manufacturing are an integral component of the South West cluster and key to delivery of the UK Aerospace industrial strategy.
- Projects such as Goonhilly Earth Station provide important research and innovation platforms facilitating connections with other European Space research facilities.
- Towns and cities such as Weston, Taunton, Falmouth, Swindon, Cheltenham and Gloucester are becoming the increasing focus of long-term thinking, with a critical mass and strategic positions in the South-West.
- Marine, nuclear and defence industries located in the South-West offer provide a platform for growth and innovations, with connections to industry clusters nationally.

- The region has a diverse research base, with 13 universities specialising in a range of fields and a network of world-class research institutions, creating and attracting a skilled workforce. The GW4 Alliance brings together the universities of Bristol, Bath, Cardiff, and Exeter. They work together to attract the brightest and the best researchers to build a highly skilled workforce, strengthening the regional economy and addressing the UK's productivity challenge. They connect universities with major businesses, decision makers and local communities to champion research and innovation for the 'Great West'.

## Retaining A Skilled Workforce

Improving the further education and skills training offer is a critical opportunity.

All education and training activity should have line of sight to employment, matching skills to business needs. The South West is targeting investment in the Employability Chartermark which brings business and education together, raises aspirations and attainment and delivers skills for growth which will positively impact everyone in the region either directly or indirectly.

The West of England Local Industrial Strategy has an ambition to drive clean and inclusive growth, to support residents across the region to reach their potential.

It will:

- **Ensure the region is developing the skills needed to deliver ambitions by, for example, addressing health-related barriers to employment and progression;**
- **Ensure employers across the region are able to access the skills they need both now and in the future, helping businesses grow;**
- **Ensure there is a strong talent pipeline of high-skilled people contributing to future growth in the high-value sectors that are key to the regional economy;**
- **Ensure the region has the skills required to deliver on its infrastructure ambitions while supporting clean growth by promoting clean construction and retrofit skills etc;**
- **Address health-related barriers to work and progression;**
- **Explore locally-led enhancement of existing regional provision such as the West of England Apprenticeship Hub to offer a brokerage systems, enabling levy transfers for the benefit of employers who do not pay the apprenticeship levy, helping to develop the supply chain of apprenticeships; and**
- **Exploring the opportunity to enhance the apprenticeship brand in the marketplace leading to an increase in the take-up of apprenticeships across the SME base.**

These aspirations can and should be applied to the wider region, through joint working between the LEPs and their Industrial Strategies.

# People and Place

## Tackling social exclusion

There is a need and challenge for Local Authorities to work together and in partnership with others to examine and better understand cross-boundary housing market area issues.

There needs to be more sustainable use of land which can be done through increasing densities for housing and commercial development. Higher densities are possible at the Strategically Significant Cities and towns (SSCTs) of the region where major development and redevelopment within existing urban areas is proposed. Good quality design, green infrastructure and the careful planning of essential services and infrastructure will ensure the higher densities proposed result in good quality living environments.

There are opportunities to tackle the demographic and spatial disparity in the region through providing a greater mix of housing in areas with aging populations, particularly affordable family housing. This will of course need to be linked to employment opportunities. There are also opportunities to direct some housing growth to more isolated parts of the region and stimulating economic activity in the west of the peninsula, realising the potential of SSCTs in the centre and north of the region, and allowing carefully managed growth to occur in the south east of the region.

Our workshops identified some key known and the emerging SSCTs

Poverty and deprivation are obstacles to the region's growth potential as not everyone gets a fair share of its success. Homeless people, refugees, asylum seekers, people with mental health



problems, ex-offenders, young people leaving care, and Gypsies and Travellers often feature amongst the most deprived and excluded people in the region. In order to tackle these issues, local authorities must ensure that consideration is given to identifying social groups that represent an above average percentage of the constituent population. Policies need to ensure that specific needs of such groups are identified and incorporated into policy decision-making and implementation. A key measure for success will be to reduce the number of people in the South West suffering from deprivation, social exclusion and discrimination, and to improve the quality of life for the most vulnerable people.

Equality underpins the aspiration for a more sustainable, inclusive and prosperous South West. Extending opportunities for all, mean addressing social and economic barriers and celebrating and building upon the diversity of the South West's population

as an asset. An aim for the South West would be to eliminate discrimination arising as further growth happens and as planning policy is implemented in the future. It is important to ensure that policy is sensitive to the needs of different groups within the South West so that all people in the region have the opportunity to benefit from the rising prosperity this strategy seeks to achieve, and the opportunities enabled by positive planning.

A regional plan for the South West should building on local Equality Impact Assessments and develop policies in full recognition of the diverse needs, circumstances and concerns of the people who will be affected by them. This will enable the plan to take account of the needs of all groups in society when planning the development of communities in the South West to ensure that all members of society are able to benefit from growing prosperity and improving quality of life in the region.



Key opportunities for improving social inclusion include:

- Reducing the skills gap issues by improving young people's attainment at 16 years old.
- Supporting the development of sustainable, thriving places that offer opportunities and enhance the quality of life for communities in order to ensure the benefits of a successful economy are shared. Quality of place is vital for economic performance as well as social cohesion and wellbeing.
- Plans across the region should include a variety of co-ordinated activities to help businesses find premises to suit their changing needs.

## Heritage, environmental and cultural assets

With 27% of Cornwall designated as an AONB and Dorset's world heritage coastline, the areas are major attractors of visitors. Exmoor National Park in Devon is also a key asset in the region. There are opportunities to enhance these assets, contributing to the prosperity of the region.

In January 2018, the government published its 25 Year Environment Plan, setting out 10 environmental goals covering all aspects of the environment, from land, sea, air and water. The plan is to identify, develop, test and implement a portfolio of natural capital investment approaches. The outcomes of the 25-year delivery programme will include:

- A fully integrated network of re-naturalised wildlife habitats demonstrating the value of the ecosystems approach; and

- A Biosphere Reserve managed in an exemplary fashion will demonstrate the value of natural capital investment, providing a model for others to follow.

Green infrastructure is important for people's well-being. It is a key component of ensuring that development provides positive benefits for the region and consists of strategic networks of accessible, multifunctional sites as well as linkages such as river corridors, wildlife corridors, floodplains and greenways. In order to achieve a distinctive approach for the South West, it is important that Green Infrastructure is planned around existing environmental and cultural characteristics. Areas of opportunity for Green Infrastructure should be identified in order to provide clear objectives and priorities.

## Opportunities for the development of Smart new Towns and settlements

There is a significant opportunity for sustainable new settlements including and enhancing the main cities to become Smart Cities

There has been a real cultural shift to city living in the UK in recent years. A generation ago, many UK cities were perceived as bleak and unsafe areas to live, with suburbia and new towns deemed more desirable. With the number of business parks decreasing and businesses relocating to city centres and leisure facilities and amenities on people's doorsteps, the population is trading a commute and outdoor space for location, convenience, facilities and all the other benefits that come with city living.

This has created significant development pressure around towns and cities in the South West that are constrained by Green Belt planning designations that do not necessarily reflect the quality of the landscape but do provide a break from urban development.

Infrastructure-led planning and high-quality design can deliver sustainable settlements if these are well-thought out and identified working with communities.

This social shift in how we work, live and interact is powered by innovations in technologies and can be picked up, adapted and implemented globally as cities compete for investment and attention. Smart Cities is the latest vision which could solve some of our most complex national and global challenges, such as climate change, pollution, social equality and economic stability. However, technological change is not matched by the pace at which cities and communities are planning for and delivering smart infrastructure and capability.

The opportunity for the South West to adopt 'Smart City' thinking currently focuses around the major cities of Bristol – recognised as a world leader in Smart Cities, Swindon, Exeter, and Plymouth, along with the proposed Cheltenham – Gloucester super city concept.

# Environment

## Climate change and the zero carbon economy – major projects for energy generation and the development of environmental capital

A challenge and an opportunity for the region will be the shift towards a low carbon economy. The UK Government aims to reduce carbon emissions by 80% 2050 (compared to 1990 levels) with an interim reduction target of 34% by 2020. The transition to a less carbon-intensive model of economic growth will have profound impacts on the way in which we all work and consume. As well as being an environmental and economic imperative, however, this shift is also an economic opportunity for residents and businesses alike. Plymouth has among the lowest carbon emissions of UK cities and, there exists a real opportunity to capitalise upon the its green credentials as a driver of growth and investment (Heart of the South West Economic Modelling 2017).

The rapid growth in construction of distributed renewable energy developments, including solar farms, has led to a large strain on the grid network. The combination of this and the ever-growing expectation of producing low carbon development to achieve the legally binding government target, presents a challenge and an opportunity for the region.

The energy sector employs 10,000 people in the region. The sector is strongly represented in the region including UKDEA, EDA and Ecotricity. The region has significant existing and proposed national energy infrastructure projects including Seabank gas fired power station, the Hinkley C grid connections project and the proposed Oldbury Nuclear Power Station.

Other opportunities include the research centres and key energy facilities. The Somerset Energy Innovation Centre (SEIC) in Bridgewater presents an opportunity to exploit the low carbon and nuclear energy sectors. SEIC provides support and low carbon supply chain expertise to identify live opportunities in this growing sector. The Centre provides up to 70 jobs, safeguards up to 210 over 15 years and will generate approximately £14 million of GVA over 15 years.

There is significant potential for the development of on and offshore renewable energy to provide low carbon energy for the future, with aims for the UK delivering its target of 15% of total energy consumed to be generated from renewable sources by 2020.

Developing the region's renewable energy potential brings about a large-scale distributed infrastructure challenge and it is important to make sure that there is sufficient grid capacity to allow for the transmission of locally generated renewable energy as well as energy form national infrastructure projects. Obtaining energy from tidal stream energy and exploiting the low carbon and nuclear energy sectors would work to making energy production less scattered, to reduce the stain on the grid network.

The South West has the potential to become leader in fields of new nuclear and marine renewables;

Renewable energy capacity has increased, but there remains considerable untapped resource and market opportunity;

Grid infrastructure is starting to limit deployment; and

Improving energy efficiency will continue to be important for business and household resilience, as will decentralised heat and power technologies.

The South West has one of the best wave and tidal resources within the UK. The marine sector includes Marine and Offshore R&D, manufacturing and services and marine renewables. It is an area of clear competitive advantage in terms of both existing business and employment as well as unrivalled cutting-edge marine research and demonstration facilities such as the new hydro-dynamic test facilities. This sector is closely aligned with other key sectors across the region and as such has potential to drive forward significant supply chain opportunities. The South West Marine Energy Park (Wave Hub), for example builds on the region's mix of renewable energy resource and industrial, academic and technical expertise.

In 2013, the Department for Business, Energy and Industrial Strategy (BEIS) estimated that wave and tidal stream energy has the potential to meet up to 20% of the UK's current electricity demand. The BEIS suggested that between 200MW and 300MW of generation capacity could be deployed by 2020, and up to 27 GW's by 2050. An example of this technology includes the proposed West Somerset Tidal Lagoon. This development presents the opportunity for the construction of a continuous breakwater mill, which would have the generating capacity of 2.8 GW per year.

Minimising the level of demand for energy through improving energy efficiency is a major challenge, particularly with regard to existing buildings and a move towards more

sustainable construction will help address this issue in relation to new development. Producing more energy locally from renewable sources will reduce the region's unsustainable ecofootprint as well as providing economic benefits by creating jobs.

In May 2019, the Committee on Climate Change (CCC) published 'Net Zero – The UK's contribution to stopping global warming'. The CCC states that

***“the UK must make firm plans for housing and domestic heat, for industrial emissions, carbon capture and storage, road transport, agriculture, aviation and shipping”.***

The South-West does not offer significant region-wide opportunities to decarbonise heat through CHP, in the way London does, or a Carbon Capture cluster of the scale that Humberside and Teeside offer. However as demonstrated in Bristol, city-wide district heating does have potential, complemented by the natural resources available. Our landscape offers the potential for regional-scale tree planting tapping into national level cross-party commitments.

The opportunity for the South West is perhaps more significant and urgent than other regions given the challenges set out earlier in balancing infrastructure with the dispersed, rural nature of much of the region, where road infrastructure is vital for the economy and communities. The opportunity to invest in sustainable electricity-based transport infrastructure is one which may need a combination of legislative, policy (including development plan and local industrial strategy policies) and financial measures to realise.

## Major projects for land reclamation and coastal defence

Due to the region's significant coastline and rivers, flood risk will be an important risk to manage in the region over the next 50 years. There are opportunities for local community solutions (i.e. low carbon heat solutions in homes; electric vehicles; decentralised wind generation; micro-generation and reduced energy demand), alongside large-scale centralised solutions (i.e. offshore wind generation; roll out of hydrogen for heat; growing storage capacity and carbon capture; possibly an increase in nuclear).

There is an opportunity to support and provide investment to projects similar to the £3.7 million sea defence project at Long Rock. This project provides increased coastal protection to the Great Western Railway mainline and A30 serving strategic transport links in and out of Penzance and access to the Isles of Scilly); protect commercial assets and infrastructure including 295 residential properties and 65 commercial properties; improve the natural environment by protecting Marazion Marsh, creating an increased area of open water for habitat and wildlife and connecting river catchments to the coast at Mounts Bay.

Further investment is required along the Dawlish rail lines. Work is being undertaken to erect a 25-foot sea wall along the Dawlish lines due to the severe storms in 2014, breaking the sea defences and dislodging the railway track. Network Rail is planning to secure the future of the line for the next 100 years. Further investment will be required for this to happen.

# Priorities

**“An open, connected South West that supports and enhances the diverse strength of our local places”**

The Cambridge University UK 2070 Futures Research highlighted that it would be the more isolated communities in the South West most at risk from future scenarios, i.e. those smaller rural towns not well-served by infrastructure, housing, or employment.

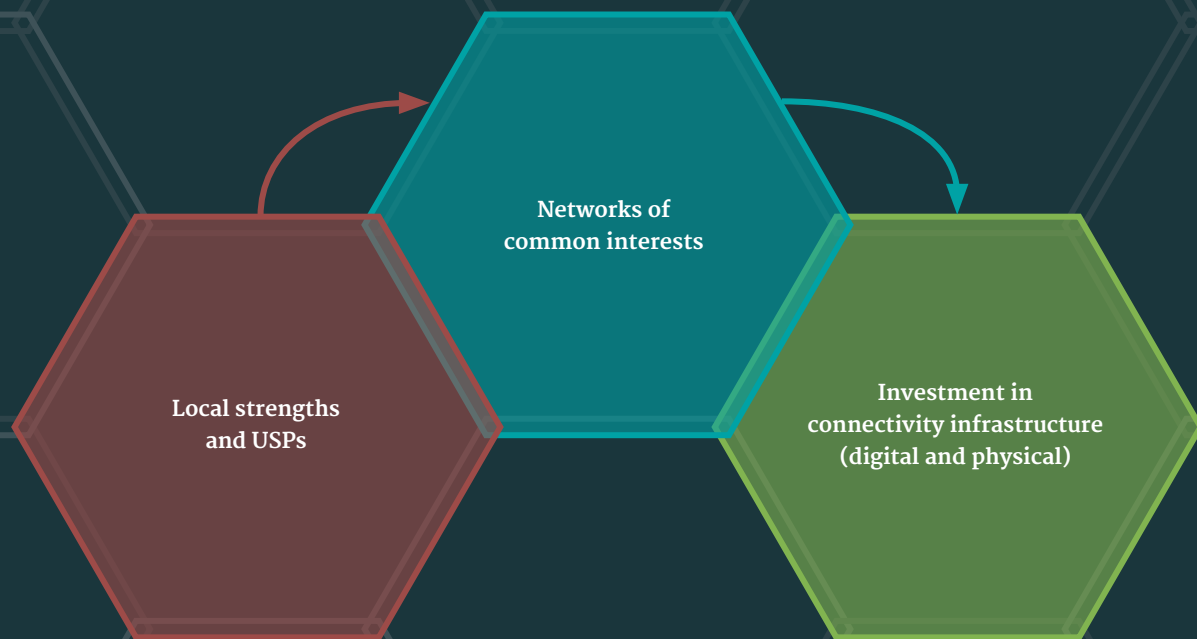
With infrastructure spending per-head in the regional typically the lowest of all regions, the South-West remains vulnerable to increasing inequality, unable to rely on sympathetic

responses at the national level and requiring an investment strategy that can achieve value for money and a return on investment whilst reaching a dispersed set of communities and localities.

These proposed interventions therefore aim to maximise the flow of finance, skills and ideas into and within the region and use a network approach to channel them to support and enhance local strengths, whether existing or emerging. This requires barriers to be

broken down between administrative boundaries, sectors and ways of thinking so that the region as a whole is able to make the most of its assets and understand how to speak with one voice.

We have continued the four themes identified in this report to propose 12 inter-connected interventions to channel effort at three different scales:



- Infrastructure-led Proportionate Growth
- Digital Infrastructure
- Academic Assets
- Unlocking the Potential of the Coast



# Our Connectivity

The interventions below are aimed at enabling flows of finance, skills and ideas to the regions so that networks and partnerships can channel these flows to a more diverse range of localities to provide regional strength in depth and resilience, particularly for those localities identified as vulnerable in the UK 2070 Futures research.

The key interventions are around digital infrastructure. Despite a rapidly evolving, digitally enabled economy and society, and world-leading Smart City initiatives in Bristol, the region suffers from a lack of digital infrastructure.

This risks harming the growth prospects for high tech engineering and clean energy sectors based in the South West that are using data analytics and AI to innovate and develop.

Physically, the South West is a dispersed, diverse region with limited road, rail and digital infrastructure by comparison to other regions. This diversity, often reflected in differences between administrative areas, has made it historically challenging for the region to speak articulately with one voice when seeking national and inward investment.

Where it has occurred, investment in infrastructure has tended to focus on the M4 corridor from London through to Bristol and beyond to South Wales.

Our proposed interventions look beyond the South West boundary to significant economic and cultural hubs that if connected to the South West can increase the resilience and diversity of our connectivity.

## Our proposed Connectivity interventions are:

- 1. Prepare a digital infrastructure upgrade plan for the whole South-West region to enable the region to compete internationally;**
- 2. Host an annual digital infrastructure summit, focused on transformative social and economic change for vulnerable localities and high growth sectors;**
- 3. Plan for strategic infrastructure connections beyond the region, to Newport, Oxford, Southampton and Birmingham.**

# Our Economy

We identified that there is a need to retain and enhance the skills and employment base of the region with both significant and diverse specialisms and the need to provide suitable strategic employment land and associated affordable housing stock.

Visionary thinking towards towns with hidden potential offers the region the opportunity to develop land sustainably whilst attracting infrastructure investment. Our workshops identified, for example, Weston-super-mare, Taunton, Cheltenham-Gloucester and Plymouth as areas where it is possible to harness potential and provide for both jobs and housing provided the infrastructure was in place.

Harnessing the region's expertise in 'Smart City' concepts may also provide opportunities for these locations to capitalise on the proposed region-wide digital infrastructure plan and annual summit interventions.

Alongside that, our other key strength was considered to be the diversity of our academic and vocational institutions. Taking on board the challenges identified around the skills gap in the region & retention of skills/attracting talent, and the sufficient provision of strategic employment sites, our next interventions focus on bringing together diverse places of learning. The primary purpose of this network would be to build evidence-based business plans to realise the value and potential they have to generate economic, social and environmental benefits, specific to their localities.

## Our proposed Economy interventions are:

- 4. Prioritise infrastructure-led housing and employment development in towns with hidden strategic potential, for example Weston Super Mare, Cheltenham-Gloucester, Plymouth and Taunton.**
- 5. Establish a diverse 'places of learning network' involving colleges and universities in towns and cities of all sizes throughout the South-West.**
- 6. Create a public value business plan to underpin inward and government investment in infrastructure and skills, channelled across urban and rural localities in the South West.**

# Our People and Places

Building on the public value business plans, the LEPs and local planning authorities have the scope and expertise to help translate that value into inward investment and spatial planning solutions suited to each locality. We've identified social exclusion as a key challenge, exacerbated by the dispersed and isolated nature of localities. Couple with a shortage of housing and strategic employment land the importance of securing investment in connectivity infrastructure and speaking with one-voice cannot be understated.

Our workshops indicated that business cases for infrastructure investment often have a narrow focus, but that there was an appetite amongst Government agencies to take a broader look at what return on investment means. For the region, this means identifying cross-boundary and cross sector links so that, for example in the Devon and Cornwall areas, rail, road and active transport investment can complement each other to increase connectivity between local areas.

The other key assets identified in the previous chapter are the heritage, environmental and cultural assets. For this theme and the Environment theme below, knitting investment, development and economic opportunity to these assets will be key to a strategy of supporting and enhancing diverse localities in a way that is sustainable and healthy.

From a development perspective, this means focusing on the quality of place and design, and how that relates to the quality of the landscape. In more established urban areas such as Gloucester, Exeter and Plymouth, Bristol and Swindon to name five, there is the scope for urban intensification without harming quality of life, access to green space and provision of employment land. However, to achieve viable and healthy living environments, design needs to be carefully thought through.

For towns and cities that have benefited from yet remain constrained by Green Belt resulting in the housing and employment land shortages identified earlier, including the whole West of England sub-region, an asset-based approach offers the opportunity to plan in ways that create the type of value that attracts private development investment and attracts and retains a skilled workforce.

## Our proposed People and Place interventions are:

- 7. Promote the public value business plans under 'One Voice for the South West'.**
- 8. Create Cross-boundary, 'zonal' evidence bases for, in broad terms, the Peninsula, West of England, Gloucestershire/Cotswolds and Wiltshire/Dorset sub-regions.**
- 9. Align zonal evidence bases with planning frameworks that match quality of place and design to the quality of the South-West's landscape, cultural and heritage assets.**



# Our Environment

Climate change is the issue of our time, and the complexity of climate change means that it touches upon all other themes and interventions in this report, from reducing the emissions associated with travel, to adapting to changes in sea levels, to reversing harmful trends in biodiversity, to innovating in the development of energy generation.

The South West has both leadership on and remains vulnerable to, and therefore forms a focal point for all other interventions.

Sustaining a diverse range of localities at different scales gives the region resilience by reducing the need to travel and enabling people to focus on investing in where economically, socially and in the environment in which they live.

This local focus, underpinned by sub-regional networks and connectivity that draws in investment, skills and ideas gives an opportunity for more creative approaches to development. Yet the challenge remains in understanding the inter-relationships between the natural and built environment, social and economic factors. For example, the South West is blessed by the extent of its coastline, it has significant opportunities to harness this as a natural energy resource, to build on its maritime heritage, and maximise the benefit of the tourist opportunities it continually creates, from Poldark to the World Heritage Jurassic Coast!

This requires any strategy to have a number of local and expert voices inputting into it, and for spatial planning to be grounded in a wide range of evidences and data sets; equally it needs to enable people to take forward local initiatives that can contribute to the region as a whole.

## Our proposed Environment interventions are:

- 10. Establish a collaborative network that supports intelligent long-term investment in natural capital, to achieve local and sub-regional biodiversity and environmental net-gain including regional forests, e.g. Forest of Avon;**
- 11. Develop a South-West Coastal Strategy, that strategically blends natural, heritage, recreational, maritime, sustainable energy, tourist assets to enable diverse coastal communities to maximise their assets and opportunities.**
- 12. Develop a complementary carbon strategy to become a net-exporter of zero-carbon energy, combining energy assets and opportunities including coastal, nuclear and on-shore developments.**

These twelve interventions are challenging in that they seek large-scale investment whose benefits will be widely dispersed. They therefore require leadership and vision, and collaborative networks to be able to articulate with one voice, why public and private investment is not only worthwhile, but essential. The next chapter sets out some of the strategic investment frameworks that these interventions seek to target:

## Summary of our Visions

Our visions and top 12 interventions focus firstly on addressing the lack of investment per head in infrastructure to provide a strong backbone for the South West region in its entirety, notably with respect to digital infrastructure. Secondly, they focus on tapping into and underpinning the wonderful diversity of the region by developing influential networks that can create jobs, purpose and wellbeing, whether this is linking coastal communities or diverse places of learning that may often be working in isolation. Finally, our vision seeks to ensure that connectivity goes to places other than London and draws inward investment to towns and cities with potential, not just the traditional hubs of Bristol and Bath.

It is a vision that fights the South West's corner nationally and stays true to what makes this one of the most valued parts of the UK to live and work.

# Strategic Investment Programme

**This section focuses on strategic moves of national or mega – regional importance. It is split into three sub sections, which are described below:**

1. Existing opportunities, incentives and mechanisms that can be used to unlock strategic investment;
2. The implementation of our ideas described throughout this blueprint;
3. Gantt charts illustrating indicative infrastructure programmes ending in 2070.

Key national funds include the Housing Infrastructure Fund, Growth Deals, The Growing Places Fund, and the European Structural and Investment Funds, and these are discussed in more detail throughout this section.

## 1. Current Expenditure and existing opportunities

### The Housing Infrastructure Fund

The £5.5 billion Housing Infrastructure Fund is available to local authorities for infrastructure to unlock housing. It aims to unlock up to 650,000 new homes by helping to fund much needed infrastructure in areas of greatest housing need. The grant funding, allocated to local authorities on a competitive basis, is being provided in the period from 2018 – 19 to 2023 – 24, to fund physical infrastructure such as, roads, community facilities and utilities. The Fund is divided into 2 streams:

1. Marginal Viability Funding: available to all single and lower tier local authorities in England – to provide the final or missing piece of infrastructure funding to get additional sites allocated or existing sites unblocked quickly; and
2. Forward Funding: available to the uppermost tier of local authorities in England – for a small number of strategic and high – impact infrastructure projects.

In February 2018, the Government announced 133 Marginal Viability projects worth £866 million to help unlock up to 200,000 new homes – bringing forward a pipeline of homes at pace and scale, and solving the problems facing local communities today. In total, 110 of 133 projects, worth £759 million have been approved following funding clarification, unlocking up to 119,134 homes.

### Growth Deals: Local Growth Fund

The June 2013 Spending Review saw the Government ask Local Enterprise Partnerships (LEPs) to develop multi-year local Strategic Economic Plans, which would then be used for negotiations on ‘Growth Deals’ with the Government. These deals would see LEPs awarded funding from the Single Local Growth Fund, created in the 2013 Spending Review.

In March 2014, all 39 LEPs submitted Strategic Economic Plans. In July 2014, the government announced details of funding received by each LEP over the period 2015 – 2021 and in January 2015, the government expanded the deals, with LEPs awarded a further £1 billion in total between 2016 and 2021. The 2016 Budget included the announcement that up to £1.8 billion will be allocated to LEPs through a further round of Growth Deals in the course of 2016. As of March 2016, £7.3 billion worth of Growth Deal funding has been allocated to LEPs.

The 2016 Autumn Statement confirmed the government would award a third round of Growth Deal funding, worth £1.8 billion. Of this, only £191 million was allocated to LEPs in the south west. The South West deal was announced on the 23rd of February 2017, announcing that the £191 million will be used to help create jobs, support businesses and encourage growth.

Some of the locally chosen projects likely to benefit over the next few years include:

- a new roundabout and access road on the A40 in Gloucester;
- new space for low-carbon energy businesses to grow at Huntspill Energy Park in Bridgwater; and
- the Institute for Advanced Automotive Propulsion Systems in Bath which will help deliver future generations of clean and energy efficient vehicles.

These, alongside other projects, will improve skills, create jobs, build homes and improve infrastructure. This latest award of Local Growth Funding is on top of £780 million of growth funding already awarded to the 6 Local Enterprise Partnerships in the region – an investment which will see jobs created, homes built and extra investment.

Communities Secretary Sajid Javid said:

***“The South West is home to some of Britain’s top businesses, and they know the best way to create jobs and boost growth in their local area.***

***That’s why we’re backing their ideas with almost £1 billion for business and infrastructure projects across the region, so the South West can reach its full potential, and we create a country that works for everyone.”***

### **Growing Places Fund**

The Growing Places Fund (GPF) was established by the Ministry for Housing, Communities and Local Government (formerly the Department for Communities and Local Government) and the Department for Transport (DfT) in 2011. The aim of this funding is to unlock economic growth, create jobs and ‘kick-start’ house building at stalled development sites. The £730 million fund currently supports key infrastructure projects designed to unlock wider economic growth, create jobs and build much needed houses in England. The range of projects being supported by the GPF includes the following:

- site access / site clearance;
- broadband and transport infrastructure;
- utilities;
- refurbishment of buildings; and
- flood defence barriers.

The fund is an important boost for local economies and provides a major opportunity for local enterprise partnerships and local authorities to identify and prioritise the infrastructure they need for growth. A large number of these schemes have been stalled or delayed due to instances of prior lack of investment in infrastructure or land assembly through market or the planning process. Unlocking the investment problems with the Growing Places Fund according to local economic priorities is a tangible delivery of this government’s localism agenda.

It is a repayable loan, with negotiable repayment terms, that helps accelerate the delivery of projects that stimulate innovation, enterprise, growth or productivity gains. Loan payments are made in line with the development schedule drawn up in consultation with the LEP.

### **European Structural and Investment Funds**

The European Structural and Investment Funds (ESIF) programme funds to help local areas grow. The funds support investment in innovation, businesses, skills and employment and create jobs.

Running from 2014 to 2020, there are three types of funds involved in the programme, namely the European Social Fund (ESF), European Regional Development Fund (ERDF) and the European Agricultural Fund for Rural Development (EAFRD).

The £6 billion funds within this programme has been allocated to England’s 39 LEP areas, to promote the creation of employment, skills and research, amongst other areas. Beneficiaries of this scheme in the region include: the region’s local authorities, Gloucestershire Wildlife Trust, Cornwall College, Cornwall Development Company Ltd, West of England Combined Authority (West of England Low Carbon Fund), and the Severn Wye (energy scheme). These funds no longer exist and no future rounds of RGF are planned.

### Existing Infrastructure Schemes

Since 2013, the South West has benefitted from Growth Deal funding from the central government (source: Economic Growth in the South West, House of Commons Library):

- GFirst LEP has been awarded a total of £106.6 million;
- The West of England LEP has been awarded a total of £283.5 million;
- Swindon and Wiltshire has been awarded a total of £168.9 million;
- Dorset LEP has been awarded a total of £98.5 million;
- The Heart of South West LEP has been awarded a total of £212 million; and
- The Cornwall and Isles of Scilly LEP has been awarded a total of £78.2 million.

| Scheme  | Details  | LEP area  |
|---|--|---|
| <b>New Intercity Express Trains</b>                           | <ul style="list-style-type: none"> <li>• upgrade on the Great Western Railway, 93 new Intercity Express Trains will replace existing services by the end of 2019;</li> <li>• £360 million investment.</li> </ul>   | West of England   |
| <b>Dawlish Rail Line</b>                                      | <ul style="list-style-type: none"> <li>• £80 million for greater protection to the railway and homes on the coastline. This is due to the damage caused by the storms of 2012 and 2014, where the railway was washed away;</li> <li>• Consequences include £1 billion of economic output for Devon and Cornwall was lost. In November 2018, 305 of trains to Plymouth terminated at Exeter due to bad weather and unsuitable track quality.</li> </ul>   | Heart of the South West                                     |
| <b>£29 billion Improvement Package for England's Highways</b> | <ul style="list-style-type: none"> <li>• Connecting Camborne to the M5 at Exeter;</li> <li>• M5 at Taunton to the M3 at Basingstoke; (part of a longer – term aim to extend dualling to Penzance including a £1.6 billion investment in a 1.8-mile tunnel to bypass Stonehenge;</li> <li>• A417 Missing Link.</li> </ul>   | Heart of the South West<br>Cornwall and the Isles of Scilly |
| <b>MetroWest</b>  | £57 million contribution to MetroWest has been committed and further funding is being considered.  | West of England   |
| <b>A361 North Devon Link Road</b>                             | £83 million towards the cost of widening several sections of the A461 North Devon Link Road between South Molton and Barnstaple, together with a number of junction improvements to improve the connections between North Devon and the M5.  | Heart of the South West                                     |
| <b>A30 St Austell Area</b>                                    | <ul style="list-style-type: none"> <li>• £78 million towards the cost of the St Austell Link Road</li> <li>• The scheme will complete the link between St Austell and the A30, Newquay Airport and the Aerohub Enterprise Zone as well as improving access to existing and new housing and employment sites in mid-Cornwall;</li> <li>• It will also support regeneration in Roche, Bugle and the Clay Country area, by addressing traffic issues and improving opportunities for business.</li> </ul> | Cornwall and the Isles of Scilly                            |
| <b>Forder Valley Link Road, Plymouth</b>                      | £23 million is being providing for a direct, alternative route to the Derriford area from the A38, improve connectivity to major employment and housing areas in Derriford.  | Heart of the South West                                     |

| Scheme                          | Details  | LEP area              |
|---------------------------------|--|-----------------------|
| <b>Swindon</b>                  | <ul style="list-style-type: none"> <li>£8,000 new homes in Swindon at New Eastern Villages will be enabled by a £35 million contribution government is providing for the upgrade of White Hart Junction and the provision of a new Southern Connector Road (set to be complete by end of 2021);</li> <li>4,500 houses will be unlocked at Wichelstowe through a £23 million contribution to provide additional access across the M4.</li> </ul>  | Swindon and Wiltshire |
| <b>Port of Poole, Dorset</b>    | <ul style="list-style-type: none"> <li>Five transport schemes to improve access into and around the Port of Poole;</li> <li>Funding through a Growth Deal (up to £23,310,000) has been allocated to Borough of Poole Council;</li> <li>The investment will help drive local economic growth and bring an anticipated £500 million of leveraged private investment into the area;</li> <li>Projects set to be completed by March 2021.</li> </ul> | Dorset                |
| <b>Transforming Cities Fund</b> | <ul style="list-style-type: none"> <li>£23 million for transport projects in West of England Combined Authority.</li> </ul>  |                       |

*IPA's National Infrastructure Delivery Plan 2016 – 2021 (recently delivered schemes)*

| Scheme                                    | Details  | LEP area                |
|---|--|-------------------------|
| <b>Bath Transportation Package</b>        | <ul style="list-style-type: none"> <li>£27 million of investment since 2012.</li> <li>Projects include increased park and ride capacity, better bus routes, improving traffic flows and creating a safer pedestrian experience.</li> </ul> | West of England         |
| <b>A30 Temple to Carblake Improvement</b> | <ul style="list-style-type: none"> <li>£60 million;</li> <li>Upgrading existing 4.5km stretch of single dual carriageway standard with the provision of 3 new grade separated junctions with over bridges.</li> </ul>                      | Heart of the South West |
| <b>Canning Flood Alleviation scheme</b>   | <ul style="list-style-type: none"> <li>£4.5 million;</li> <li>To better protect over 200 properties;</li> <li>45,000 cubic metres of earth was moved.</li> </ul>   | Heart of the South West |

## Investment in the South West

National data available highlights how little funding and investment the South West receives compared to the rest of the country, as summarised below:

| Category   | Trend   | Source  |
|--|---|---|
| <b>Per capita spending on economic affairs 2013 – 2018</b> | The South West has received some of the lowest level of funding compared to the other regions over the last 5 years. It has received £2,653, compared to the national average of £3,184.<br><br>London and Scotland (who both have regional plans) have consistently received more Government funding for economic affairs. | Public Expenditure Statistical Analyses 2019 (PESA 2019)                        |
| <b>Expenditure on transport per capita 2013 – 2018</b>     | Across the country, the South West has received the lowest level of expenditure, at £1,267, compared to the national average of £1,900.   | IPPR North analysis of HM Treasury Country and Regional Analysis and ONS (2018) |
| <b>Expenditure on R&amp;D</b>                              | The South West has received £2.3m expenditure on R&D, compared to more than twice as much in the South East (£6.7m)   | ONS 'UK Gross Domestic Expenditure on Research and Development 2017'            |

In terms of Central Government transport capital spending per head across regions (The Government's National Infrastructure and Construction Pipeline), the South West has the lowest level of spending in the UK, at £171 per head, compared to £333 in the North West and £329 in the South East.

The table on the following page provides a summary of the key funding streams and schemes in the region (put across 2 pages). This highlights that from 2050 there is nothing committed, which presents a key opportunity to funding opportunities to 2070 through the regional plans and engagement with key regional stakeholders.

### Central Government transport capital spending per head across regions - annual average 2017/18 - 2020/21

| Region                   | Spending per capita £(2017/18 prices) |
|--------------------------|---------------------------------------|
| East Midlands            | £264.00                               |
| East of England          | £196.00                               |
| London                   | £183.00                               |
| North East               | £154.00                               |
| North West               | £333.00                               |
| South East               | £329.00                               |
| South West               | £171.00                               |
| West Midlands            | £255.00                               |
| Yorkshire and the Humber | £180.00                               |

# Existing Investment in the South West

## 2. Implementing our Ideas

Good infrastructure planning and delivery are equally important at all levels, including local, regional and mega – regional or national. Producing a clear infrastructure programme, which is integrated with investments from the public, private and government sectors will benefit partner service providers as it creates scope for greater efficiency and certainty, and in turn creating beneficial outcomes to all parties involved.

Our Visions and top 12 interventions focus on addressing the lack of investment per head in infrastructure to provide a strong foundation for the Mega – Region, notably with the respect to digital infrastructure. It also addresses key challenges the region faces, and particularly build on the diversity the region offers, by developing influential networks creating jobs, improving well being and providing better links throughout this key part of the UK.

The top four interventions from our Manifesto Ideas section that should be prioritised and implemented by 2070 are listed below:

- prepare a digital infrastructure plan for the whole South – West Region;
- prioritise infrastructure – led housing and employment development in towns with hidden strategic potential, i.e. Weston Super Mare, Cheltenham, Tiverton, Gloucester, Plymouth and Taunton;

- create and promote a public value business plan under ‘One Voice for the South West’, underpinning inward and government investment in infrastructure and skills. This plan should be channelled across urban and rural localities in the South West; and
- develop a carbon strategy to become a net – exporter of zero carbon energy, combining energy assets and opportunities including coastal, nuclear and on – shore developments.

An indicative schedule for these interventions is provided on the following page.

## 3. Visualising our path to 2070

This sub section presents two Gantt charts providing an indicative infrastructure programme for existing commitments, another for our proposed interventions. Delivering our strategic interventions alongside the existing commitments and opportunities within the South West Mega – Region is critical to the delivery of the Regional Blueprint and achieving the objective of the One Powerhouse Consortium and UK2070.

The infrastructure programmes are based on the UK2070 high growth scenario and Barton Willmore’s South West Regional Spatial Blueprint. The first chart identifies key milestones that are deemed to be relevant and important, including digital

infrastructure and environmental policy. Chart 1 focuses on existing committed projects that are currently being constructed or are in operation, and also highlights development that are anticipated to be completed.

Chart 2 highlights the steps involved to implement our top four interventions, whilst also providing an indicative timescale of each intervention. This Gantt chart also presents key projects that are anticipated to be developed on a national scale, e.g. High Speed Rail. Ensuring timely investment of these projects and a co – ordinated and integrated approach, delivering these strategic interventions alongside the existing commitments/opportunities within the South West Mega – Region will be critical to the delivery of the Regional Blueprint and the objective of the One Powerhouse Consortium and UK2070.

|  | 2019  | 2020                    | 2025   | 2030                | 2035 | 2040 | 2045 | 2050 | 2055 | 2060 | 2065 | 2070 |
|--|---|-------------------------|--|---------------------|------|------|------|------|------|------|------|------|
| <b>Political Timetable to 2050</b>                                       |   |                         |  |                     |      |      |      |      |      |      |      |      |
| UK General Elections (every 5 years)                                     |   |                         |  |                     |      |      |      |      |      |      |      |      |
| West of England Combined Authority Mayoral Elections                     |   |                         | ★  |                     |      |      | ★    |      |      |      | ★    |      |
| <b>Local Elections</b>   |   |                         |  |                     |      |      |      |      |      |      |      |      |
| <b>Policy Review to 2050</b>   |   |                         |  |                     |      |      |      |      |      |      |      |      |
| <b>DEFRA 25 Year Environment Plan</b>                                    |   |                         |  |                     |      |      |      |      |      |      |      |      |
| <b>Existing Strategic Infrastructure Projects</b>                        |   |                         |  |                     |      |      |      |      |      |      |      |      |
| <b>Airports</b>  |   |                         |  |                     |      |      |      |      |      |      |      |      |
| Newquay, Cornwall  | Cornwall Airport Newquay Masterplan 2015 - 2030 |                         |  | ★                   |      |      |      |      |      |      |      |      |
| Bournemouth  | Bournemouth Airport Masterplan 2006 - 2030      |                         |  | ★                   |      |      |      |      |      |      |      |      |
| Exeter   | Exeter Airport Masterplan until 2030            |                         |  | ★                   |      |      |      |      |      |      |      |      |
| Bristol Airport Expansion - Components listed below:                     |   |                         |  |                     |      |      |      |      |      |      |      |      |
| Extension to the Silver Zone Car Park (Phase 2)                          |   | ★<br>End construction   |  |                     |      |      |      |      |      |      |      |      |
| Operation Extension to the Silver Zone Car Park (Phase 1)                | ★<br>End construction                           |                         |  |                     |      |      |      |      |      |      |      |      |
| Highways Improvements (A38)  |   | ★<br>End construction   |  |                     |      |      |      |      |      |      |      |      |
| South Terminal Extension   |   |                         |  |                     |      |      |      |      |      |      |      |      |
| New Arrivals Area with Vertical Circulation Cores                        |   | ★<br>End construction   |  |                     |      |      |      |      |      |      |      |      |
| West Terminal Extension Phase 2a   |   |                         |  |                     |      |      |      |      |      |      |      |      |
| Gyratory with Internal Surface Car Parking                               |   |                         |  |                     |      |      |      |      |      |      |      |      |
| Canopies   |   |                         |  |                     |      |      |      |      |      |      |      |      |
| Eastern Taxiway Link   |   |                         |  |                     |      |      |      |      |      |      |      |      |
| MSCP (Phase 3)   |   |                         | ★<br>End construction  |                     |      |      |      |      |      |      |      |      |
| West Terminal Extension Phase 2b   |   |                         |  |                     |      |      |      |      |      |      |      |      |
| Walkway to East Pier with Circulation Cores and One Pre-Board Zone       |   |                         |  |                     |      |      |      |      |      |      |      |      |
| East Pier with Vertical Circulation Cores and Five Pre-Board Zones       |   |                         |  |                     |      |      |      |      |      |      |      |      |
| New Service Yard   |   |                         |  |                     |      |      |      |      |      |      |      |      |
| <b>Rail</b>  |   |                         |  |                     |      |      |      |      |      |      |      |      |
| Dawlish Rail Line  |   | ★<br>Start construction |  |                     |      |      |      |      |      |      |      |      |
| MetroWest  | Submission of DCO Application                   |                         | Decision in Spring 2021  |                     |      |      |      |      |      |      |      |      |
| New Intercity Express Trains   | ★<br>Replacement of existing services           |                         |  |                     |      |      |      |      |      |      |      |      |
| <b>Road</b>  |   |                         |  |                     |      |      |      |      |      |      |      |      |
| A361 North Devon Link Road   |   | ★<br>Start construction |  |                     |      |      |      |      |      |      |      |      |
| St Austell to A30 Link   | ★<br>Determination of Application               | ★<br>Start              | The scheme will complete the link between St Austell and the A30, Newquay Airport and the Aerohub Enterprise Zone as well as improving access to existing and new housing and employment sites in Mid-Cornwall. It will also support regeneration in Roche, Bugle and the Clay County Area, by addressing traffic issues and improving opportunities for business. |                     |      |      |      |      |      |      |      |      |
| Forder Valley Link Road, Plymouth  |   |                         | Open to public   |                     |      |      |      |      |      |      |      |      |
| A303 Stonehenge  |   |                         | Deadline for PINs recommendation - January Decision - July   | Construction starts |      |      |      |      |      |      |      |      |
| A303 Sparkford to Ilchester  | Decision of DCO                                 |                         | ★<br>Construction starts   |                     |      |      |      |      |      |      |      |      |
| A417 Missing Link  |   |                         | ★<br>Anticipated DCO submission  |                     |      |      |      |      |      |      |      |      |
| Upgrade of White Hart Junction and completion of Southerh Connector Road | ★<br>Start construction                         |                         | Collectively, a £35m contribution from the Government to upgrade this link/junction will provide the opportunity to build 8,000 new homes in Swindon.  |                     |      |      |      |      |      |      |      |      |



| Energy  |                         |   |   |     |     |   |   |  |   |
|---|-------------------------|---|---|-----|-----|---|---|--|---|
| Hinkley Point C   | Earthworks construction | ★ | ★ | End | End | Operational for a 60 year life span (until 2089 if construction takes the estimated 10 years).  |   |  |   |
| Other   |                         |   |   |     |     |   |   |  |   |
| Port of Poole, Dorset   |                         |   |   |     |     | Five transport schemes to improve access into and around the Port of Poole. The investment (£23 million through a Growth Deal) will help drive local economic growth and bring an anticipated £500 million of leveraged private investment into the |   |  |   |
| Dorset Innovation Park Enterprise Zone  |                         |   |   |     |     | Occupation commences for the next 25 years  |   |  |   |
| Environmental   |                         |   |   |     |     |   |   |  |   |
| Net Zero Carbon Emissions by 2050   |                         |   |   |     |     |   | ★ |  |   |
| End sale of new conventional petrol and diesel cars and vans by 2040  |                         |   |   |     |     |   | ★ |  |   |
| Zero avoidable waste by 2050  |                         |   |   |     |     |   | ★ |  |   |
| Eliminating avoidable plastic waste by 2042   |                         |   |   |     |     |   |   |  |   |
| Increase woodland cover in England: 12% cover by 2060   |                         |   |   |     |     |   |   | 18,000ha of woodland planted by 2042   | ★ |
| Digital   |                         |   |   |     |     |   |   |  |   |
| 5G Coverage by 2027   |                         |   |   |     |     |   | ★ |  |   |
| UK wide full - fibre network by 2023  |                         |   |   |     |     |   | ★ | 15 million premises connected by 2025  |   |
| Garden Towns / Villages / New Towns   |                         |   |   |     |     |   |   |  |   |
| Culm Garden Village, Devon  |                         |   |   |     |     |   | ★ | At least 2,000 homes to be built but ambition is 5,000 homes   |   |
| West Carclaze, Cornwall   |                         |   |   |     |     |   |   | 1,000 homes to be built, 1000 employment opportunities and bringing in £1 billion to the local economy   |   |
| Other   |                         |   |   |     |     |   |   |  |   |
| West of England Local Enterprise Partnership (LEP)  |                         |   |   |     |     |   |   |  |   |
| Key Areas for growth:<br>- Bristol Airport Expansion<br>- A38 Strategic Corridor<br>- Bristol Temple Meads.   |                         |   |   |     |     |   |   |  |   |
| Local Growth Fund   |                         |   |   |     |     |   |   | £202.1m between 2015/16 and 2020/21. Creating 9,000 jobs   |   |
| Economic Development Fund   |                         |   |   |     |     |   |   | £500m - focuses on supporting capital infrastructure to unlock job creation in the 7 Enterprise Zone and Areas.  |   |
| Revolving Infrastructure Fund   |                         |   |   |     |     |   |   | £56.7m - used to front end the infrastructure required to enable development and all funds are required to be repaid in order to keep the fund revolving.  |   |
| Swindon and Wiltshire LEP   |                         |   |   |     |     |   |   |  |   |
| Local Growth Deal   |                         |   |   |     |     |   |   | £140.8m between 2014/15 and 2020/21 Strategic Economic Plan has identified 3 Growth Zones (Swindon M4, A350 Zone and Salisbury A303 Zone - total of 12,500 homes)  |   |
| Cornwall and the Isles of Scilly LEP  |                         |   |   |     |     |   |   |  |   |
| Growth Deal   |                         |   |   |     |     |   |   | Successfully secured £78.23m of Growth Deal Funding, which will achieve 5,726 jobs, 7,000 homes and leverage £264m of public and private sector investment.  |   |
| Regional Growth Fund (RGF) / Growing Places Fund (GPF)  |                         |   |   |     |     |   |   |  |   |
|   |                         |   |   |     |     |   |   | DOES LEP has successfully been awarded a total of £26 million of Regional Growth Funds and £5.9 million under the Growing Places Fund since 2012. These funds have been able to create and safeguard approximately 6,759 jobs, support 128 businesses and build and facilitate 41,874 sqm of workspace. In addition, it offers businesses support to grow and invest to grasp market opportunities and for the construction of essential infrastructure, with the aim of facilitating further development in growth areas.   |   |
| Dorset LEP  |                         |   |   |     |     |   |   |  |   |
| Central Government and European Funding   |                         |   |   |     |     |   |   | Secured £247.7m through competitive bids for Central Government and European Funding.  |   |
| LOCAL Growth Fund   |                         |   |   |     |     |   |   |  |   |
| The projects and programmes focus on the following:<br>1. Enabling growth in key housing and employment sites;<br>2. Creating the right conditions for economic growth;<br>3. Supporting Dorset Businesses; and<br>4. Growing the Dorset skills base. |                         |   |   |     |     |   |   |  |   |
|   |                         |   |   |     |     |   |   | £98.5m - 36 projects and programmes across Dorset have received growth funding, ranging from major transport movements, university facilities and new housing to business sites and tourist attractions.   |   |
|   |                         |   |   |     |     |   |   | Results in £1.148b of private investment, up to 31,800 new and safeguarded jobs and up to 5,800 new homes  |   |
| ESIF  |                         |   |   |     |     |   |   |  |   |
|   |                         |   |   |     |     |   |   | £47.1m - ESIF Strategy for Dorset LEP  |   |
| Heart of the South West LEP   |                         |   |   |     |     |   |   |  |   |
| 2020 European Structural Investment Funds Strategy  |                         |   |   |     |     |   |   |  |   |
|   |                         |   |   |     |     |   |   | Five priority areas of investment through this strategy include:<br>1. Maximising Innovation through Transformational Opportunities and Smart Specialisation;<br>2. Enterprise and SME Competitiveness;<br>3. Reaching New Markets;<br>4. Digital; and<br>5. Addressing Social and Economic Inclusion.   |   |
| GFirst LEP  |                         |   |   |     |     |   |   |  |   |
| EU Structural and Investment Funds Strategy   |                         |   |   |     |     |   |   | Raising approximately €41m to enhance Gloucestershire's economy and environment.   |   |
| Gloucestershire Growth Deal   |                         |   |   |     |     |   |   | This deal ensures that the Highways Agency is committed to working with Gloucestershire County Council to upgrade the A417 and Junction 9 of the M5.   |   |
| Strategic Policies  |                         |   |   |     |     |   |   |  |   |
| West of England Joint Spatial Plan (JSP)  |                         |   |   |     |     |   |   |  |   |
| Housing   |                         |   |   |     |     |   |   | The JSP will provide the framework to deliver up to 105,000 net additional new homes between 2016 and 2036, of which around 32,300 should be affordable homes. 44,000 of these are additional to the existing 61,500 committed homes. Of this, 17,600 homes will be in Strategic Development Locations, 16,000 through Urban Living, 7,000 through small   |   |
| Employment growth   |                         |   |   |     |     |   |   | Identified employment growth of 82,500 across the plan period, utilizing the Enterprise Zones and Areas.   |   |
| Transport   |                         |   |   |     |     |   |   | The Joint Local Transport Plan envisages the implementation of a variety of schemes. The delivery of these schemes will cost roughly £9 billion. Components of the   |   |
| New Garden Villages designated in the JSP   |                         |   |   |     |     |   |   | Churchill Garden Village - 2800 dwellings. Package of highway schemes including a new M5 junction, Barwell Bypass, Sandford/Churchill Bypass and capacity improvements to A38/A388 junction. Provision of three primary schools. Identification of 7.4ha of employment land.<br>Buckover Garden Village - 3000 dwellings. A green infrastructure to be established to protect the setting of local heritage and ecological assets. Provision of a primary school and 11ha of employment land. Strategic Transport Package including Metrobus Extension, A38 Park and Ride, M5 J14 improvements and Charfield |   |

Focusing on the South West Mega - Region

2020

2025

2030

2035

| Our proposed 'connectivity' intervention: Digital Infrastructure Plan |   |   |   |   |
|---|---|---|---|---|
| 1. Create a vision and determine goals                                | ★ |   |   |   |
| 2. Analyse current market   | ★ | ★ |   |   |
| 3. Design the experience  |   | ★ |   |   |
| 4. Master the digital services lifecycle                              |   | ★ |   |   |
| 5. Prepare Digital Infrastructure Plan                                |   |   | ★ | ★ |
| 6. Implement plan and strategy  |   |   |   |   |
| Review of plan  |   |   |   |   |

| Our proposed 'economy' intervention: Infrastructure - led housing and employment delivery in strategic locations |   |  |   |  |
|--|---|--|---|--|
| Weston Super Mare  | → |  |   |  |
| Cheltenham   | → |  | → |  |
| Tiverton   | → |  |   |  |
| Gloucester   | → |  | → |  |
| Plymouth   | → |  |   |  |
| Taunton  | → |  |   |  |

| Our proposed 'people and place' intervention: Create and promote a public value business plan   |   |   |   |   |
|---|---|---|---|---|
| 1. Develop a vision and mission: Strive to be the following:<br>• challenging<br>• responsible<br>• innovative<br>• enterprising                                | ★ |   |   |   |
| 2. Create a strategy based on public value / thematic themes:<br>• embedded innovation<br>• sustainable economy<br>• remodel businesses<br>• look to the future | ★ |   |   |   |
| 3. Implement  | ★ |   |   |   |
| Review of plan and amend to cope with market changes  |   | ★ | ★ | ★ |

| Our proposed 'environment' intervention: Develop a carbon strategy  |   |   |   |   |
|---|---|---|---|---|
| Government Commitment - Net Zero  | → | → | → | → |
| All new cars and vans to be zero emission   | → | → | → | → |
| Implement a strategy focusing on the five points below:<br>1. protecting the public from immediate risk<br>2. limit the severity of climate change<br>3. preparing for the future<br>4. building a low carbon UK<br>5. supporting individuals, communities and businesses | ★ | ★ |   |   |

| Focusing on the UK as a whole |   |   |   |   |
|-------------------------------|---|---|---|---|
| HS2                           | → | → | → | ★ |
| HS3                           | → | → | → | → |
| HS4                           | → | → | → | → |
| HS5                           | → | → | → | → |
| Hyperloop                     | → | → | → | → |



# Institutional Framework

## There do not appear to be any cross-regional or sub-regional collaborative forums beyond the LEPs.

The current approach to spatial planning in the region is fragmented and there are six Local Enterprise Partnerships (LEPs), with areas defined in all cases by local authority boundaries but differing significantly in size and economic potential.

A new 'Western Gateway' has been launched which adopts a new regional geography, going from the West of England to Wales, linking a number of towns and cities either side of the Severn. The 'A Powerhouse for the South West' (July 2019) report identifies a missing piece of the jigsaw in the West of Britain along the M4 from Swindon across the Welsh Border to Swansea, and the intersecting M5 axis, through Bristol, north to Tewkesbury. The area has three established city regions, as well as plans for a new city region, but no overarching powerhouse

This report, commissioned by Bristol, Cardiff and Newport City Councils, is a response to that challenge and the conclusion is that the Great Western cross border area is a powerhouse waiting to happen. The 'Western Gateway' has been awarded £400,000 from Government to progress the initiative.

In addition, there is the 'The Great South West', as established by the South West, Cornwall and Isles of Scilly, and Dorset Local Enterprise Partnerships in 2018. It is a campaign to highlight the South West's economic potential and make the case for Government investment on a par with other UK regions has been launched at Westminster. From our engagement with the LEPs, it is our understanding that discussions are ongoing about the Great South West joining up with the Western Gateway. This proposed change to regional geography has created a state of flux in the region and has resulted in some regional stakeholders being reluctant to engage with our research and report until they know the outcome of this.

## West of England

The West of England has a LEP; a Combined Authority; and the four authorities entered into an arrangement for preparing a Joint Spatial Plan. The West of England Combined Authority (WECA) is made up of three of the councils in the region – Bath & North East Somerset, Bristol, and South Gloucestershire, with aspirations to incorporate North Somerset Council.

WECA also supports the Local Enterprise Partnership, which is business-led, and covers the four West of England councils, including North Somerset Council. WECA's aim is to deliver economic growth for the region and address some of our challenges, such as productivity and skills, housing and transport.

### Swindon and Wiltshire LEP

SWLEP has a business led board, chaired by John Mortimer, South West Director of the Country Land & Business Association (CLA), and a small core team headed by Director, Paddy Bradley, to coordinate delivery across of our Skills and Talent, Transport, Digital Capability, Place Shaping and Business Development projects.

Swindon and Wiltshire are working on a non-statutory framework which will set out a distribution of new jobs, homes and infrastructure to inform the Councils' individual Local Plan reviews.

## South West Institutional Framework



## Dorset

### Dorset LEP

The Dorset LEP is responsible for setting the strategic direction of Dorset's economy and delivering an investment programme of around £250 million. Working in partnership with local government, businesses, educational institutions and other public, private and community organisations, their work is focused on championing and strengthening Dorset's economy.

Dorset Council was established on 1st April 2019 and covers the area formerly administered by Dorset County Council, which was previously subdivided into the districts of Weymouth and Portland, West Dorset, North Dorset, Purbeck, and East Dorset. The rest of the county is covered by the Unitary Authority of Bournemouth, Christchurch and Poole Council.

Work is underway on a Dorset wide joint local plan, which is in the very early stages. The Councils are currently carrying out a call for sites exercise.

## Heart of the South West

### Heart of the South West LEP

The Heart of the South West Local Enterprise Partnership covers Devon, Plymouth, Somerset and Torbay. Their vision is to create a dynamic, highly prosperous region with high living standards and an outstanding quality of life; and our mission is to raise productivity and ensure prosperity for all.

Plymouth and South West Devon (i.e. Plymouth, South Hams and West Devon) adopted a joint local plan in March 2019.

The Greater Exeter Strategic Plan is being prepared by Exeter, Mid Devon, East Devon, Teignbridge and Devon County Council.

Somerset authorities are not jointly preparing a plan.

## Cornwall and the Isles of Scilly LEP

The LEP is business-driven and their board includes 15 appointed representatives of the private sector, 3 nominated Cornwall Council representatives, one nominated representative from the Council of the Isles of Scilly.

As well as utilising resources provided by Cornwall Council and the Council of the Isles of Scilly, they also secured initial start-up and capacity funding from the Department for Business, Energy and Industrial Strategy (BEIS). Private sector support via staff time has also been donated to the LEP as a valuable resource contribution.

There are a further two boards:

1. The Enterprise Zones Board (EZ) was established in 2011 and is a formally constituted sub-group of the Cornwall and Isles of Scilly (CioS) Local Enterprise Partnership (LEP) Board. The EZ Board assists the CioS LEP to deliver the Cornwall Enterprise Zone (CEZ) Objectives.

2. The Employment and Skills Board (ESB) was established in 2011 and is a formally constituted sub-group of the Cornwall and Isles of Scilly (CioS) Local Enterprise Partnership (LEP) Board. It is responsible for driving the Employment and Skills Strategy and to provide strategic leadership that synchronises supply and demand for employment and skills, resulting in transformational change for current and future generations.

There are also five advisory groups to the LEP Board as follows:

- Energy Advisory Board;
- Space Industry Advisory Board;
- Creative Industry Advisory Board;
- Communications Advisory Board; and
- Construction strategy Advisory Board.

Because of its unitary status, Cornwall already has a county-wide strategic plan, with subsequent documents (e.g. Site Allocations DPD) having been prepared.

## Gloucestershire

### GFirst LEP

GFirst LEP is the Local Enterprise Partnership for Gloucestershire and was set up by central government in 2011.

GFirst works to promote economic growth in the county, create jobs and provide real opportunity for businesses in the region. We do this by developing roads and transport infrastructure throughout the region, launching organisations like The Growth Hub that offer invaluable business advice, and building training and education facilities that will promote Gloucestershire's future champions.

## Plan Making

The Joint Core Strategy (JCS) is a partnership between Gloucester City Council, Cheltenham Borough Council, and Tewkesbury Borough Council. The JCS was adopted by the three local authorities in December 2017. It is a co-ordinated strategic development plan that sets out how the area will develop between 2011 and 2031. Following on from adoption, the JCS authorities are now taking forward the review. An Issues and Options consultation took place between 12th November 2018 and 11th January 2019.

## Summary and Recommendations

In order to drive forward a regional plan for the South West region the creation of a strategic organisation/body is required. This would work alongside the existing structures but with a more strategic approach. It would work with the existing LEPs, the universities, and business communities to enable a cross-boundary, strategic approach. The body would be responsible for establishing the strategic priorities for infrastructure, the economy, the environment, health, and social wellbeing. Initially, this could be presented in a business plan for the region, setting out key priorities to 2070. This would enable the region to have 'one voice', giving it more presence nationally, setting out its priorities clearly in one place and giving it more influence to attract investment into the region. The overarching aim of the body and the business plan would be to address regional inequality. Similar arrangements exist such as the NP11 or the Midlands Engine. Following the revocation of the South

West Regional Spatial Strategy in 2010, the absence of a region-wide strategic planning policy mechanism for the region is a barrier to enabling good spatial planning in the region.

In terms of working up a regional plan, the following areas already have sub-regional working arrangements in place for strategic plan-making:

- West of England Combined Authority;
- Cornwall – unitary authority Local Plan;
- Wiltshire – Swindon and Wiltshire Joint Plan;
- Dorset – emerging Plan for the unitary authorities;
- Plymouth and South West Devon;
- Greater Exeter Strategic Plan; and
- Joint Core Strategy for Gloucester, Cheltenham, Tewkesbury.

The only area not covered by joint local planning is Somerset. Where there are no sub-regional joint planning arrangements, there are LEPs but these are very business-centred and advisory groups focus on these themes. For instance, ecological or health issues are not represented.

There are opportunities for LEPs to work together with agencies, including the Highways Agency, Network Rail, to identify opportunities and the public intervention funding required to achieve them, and for LEPs and local authorities to work with local communities and key stakeholders to identify opportunity areas. There are opportunities to explore the potential for a 'super LEP' similar to the NP11 or the Midlands Engine

The political landscape in the West of England is difficult with uncertainty around the Joint Spatial Plan (JSP). The future of local plans and plan-making is unclear and politically driven. The outcome of the JSP will be a strong indicator of the potential for regional / strategic plans going forward. In addition, the Western Gateway looks to a different geography and into west Wales. It will be interesting to see how the move into Wales impacts the more southern part of the region (Devon and Cornwall) and how their needs will be accounted for in the new regional geography. These combined issues and the political sensitivities and uncertainty with the JSP meant that our attempts to engage with WECA and LEPs in the region were challenging, with people more cautious and less willing to engage with us.

A bottom-up approach to regional planning could take advantage of these strategic joint working arrangements that are already in place – i.e. sub-regional strategies worked up based on these areas by those groupings with the local knowledge / best placed to do so.

We consider that the geographical area defined as the South West has a strong cultural identity and this can be harnessed through engagement with stakeholders and community groups, enabling input in the plan making process from the bottom up. To truly deliver spatial planning strategies need to be aligned through an overarching Regional Plan for the South West.

Our region has been held back by under investment and a lack of coordination.

Yet it has enviable economic, social and environmental assets that, properly harnessed, can address inequalities.

Our vision is for a region that speaks with one voice to secure transformational investment that reaches all of our diverse sectors and communities.

Our 12 interventions are bold. From zero carbon energy to regional forests; coastal regeneration to full digital connectivity and with targeted infrastructure-led growth to link our region to the rest of the country, we can achieve a step change for our future prospects





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[www.bartonwillmore.co.uk](http://www.bartonwillmore.co.uk)

9th Floor  
Bank House  
8 Cherry Street  
**Birmingham**  
B2 5AL  
+44 (0)121 711 5151

101 Victoria Street  
**Bristol**  
BS1 6PU  
+44 (0)117 929 9677

St Andrews House  
St Andrews Road  
**Cambridge**  
CB4 1WB  
+44 (0)122 334 5555

Greyfriars House  
Greyfriars Road  
**Cardiff**  
CF10 3AL  
+44 (0)292 066 0910

The Observatory  
Castle Hill Drive  
Castle Hill  
Ebbsfleet Valley  
**Kent**  
DA10 1EE  
+44 (0)132 237 4660

68/70 George Street  
**Edinburgh**  
EH2 2LR  
+44 (0)131 220 7777

The Centrum Business  
Centre Limited  
38 Queen Street  
**Glasgow**  
G1 3DX  
+44 (0)141 548 8240

1st Floor  
14 King Street  
**Leeds**  
LS1 2HL  
+44 (0)113 204 4777

7 Soho Square  
**London**  
W1D 3QB  
+44 (0)207 446 6888

Tower 12  
18/22 Bridge Street  
Spinningfields  
**Manchester**  
M3 3BZ  
+44 (0)161 817 4900

The Forum  
The Pearl  
New Bridge Street West  
**Newcastle**  
NE1 8AQ  
+44 (0)191 605 3500

The Blade  
Abbey Square  
**Reading**  
RG1 3BE  
+44 (0)118 943 0000

The White Building  
5th Floor  
1-4 Cumberland Place  
**Southampton**  
SO15 2NP  
+44 (0)23 8038 1968





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**Address**

Barton Willmore  
101 Victoria Street,  
Bristol  
BS1 6PU

**Tel**

0117 929 9677

**Email**

[faith.beeson-wright@bartonwillmore.co.uk](mailto:faith.beeson-wright@bartonwillmore.co.uk)

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**Contacts**

---

**Simon Prescott**

Senior Partner  
0117 929 9677



**Faith Beeson-Wright**

Planning Associate  
0117 929 9677



**Tom Carpen**

Infrastructure & Energy Associate  
0117 929 9677



**Thomas Edmunds**

Infrastructure & Energy Planner  
02920 660910

