

Gloucestershire Economic Growth Joint Committee: Strategic Economic Development Fund (SEDF)

Expression of Interest/Application Template

Gloucestershire Economic Growth: Strategic Economic Development Fund (SEDF): This fund is for the benefit of the whole of Gloucestershire, and utilising funds from the current Gloucestershire Local Authority Business Rates Pool. It facilitates collective work on the economic development agenda and reflects the commitment of the Pool participants to drive economic investment which also links to the planning and infrastructure process. Eligibility criteria for the fund has been established and agreed by all participants, against which bids for funding are assessed.

Access to the Fund is for the principle stakeholders only – the Local Authorities and Local Economic Partnership, and any project or funding request will need to have a clearly identified sponsoring lead organisation/contact. Expression of Interest submissions should be completed and submitted for consideration by the Gloucestershire Economic Growth Joint Committee Senior Officer Support Group, at a relevant meeting. They will assess its potential against the criteria and whether a good strategic fit. This mirrors the same approach adopted for the consideration of new projects for the Gloucestershire Capital Investment Pipeline (CIP).

The award of funds must be agreed unanimously by each of the members of the Pool, as part of the Business Rates Pool standing item at the Gloucestershire Economic Joint Committee meetings.

Project Name:	
Gloucestershire Rail Investment Strategy (GRIS)	
Investment theme: <i>Tick the primary theme that best fits your project. If applicable, also tick a sub theme. If 'other' state and explain.)</i>	
Primary Investment theme:	
Business Environment <input type="checkbox"/> Housing <input type="checkbox"/> Infrastructure <input checked="" type="checkbox"/> Place Shaping <input type="checkbox"/> Skills and Employment <input type="checkbox"/> Other <input type="checkbox"/>	
Sub investment theme:	
Digital <input type="checkbox"/> Education <input type="checkbox"/> Employment <input type="checkbox"/> Energy <input type="checkbox"/> Housing <input type="checkbox"/> Regeneration <input type="checkbox"/> Transport <input checked="" type="checkbox"/> Other <input type="checkbox"/>	
Promoter Details:	
Promoter Organisation	Gloucestershire County Council
Promoter Address	Economic Growth & Strategic Planning Team Shire Hall Westgate Street Gloucester GL1 2TH

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Primary Contact (name & job title)	Rob Niblett Planning Officer
Email Address	Robert.niblett@gloucestershire.gov.uk
Contact Telephone Number	01452 425695
Project Summary (Max 250 words) <i>(Describe your project idea clearly and succinctly, including what the investment would buy, and why it would lead to economic growth for Gloucestershire. Include the potential timeframe, and any significant drivers or constraints related to the scheduling of the investment.</i>	
<p>To commission a Rail Investment Strategy (RIS) for Gloucestershire to establish the economic value in terms of Gross Value Added (GVA) and jobs created by enhancing rail services in Gloucestershire to major economic centres including London, Birmingham, Bristol, Oxford and Cardiff.</p> <p>Similar documents have been produced for amongst others Worcestershire, Swindon/Wiltshire and the West Midlands Combined Authority. The piece of work proposed for Gloucestershire would, in part, fill in the gaps for Gloucestershire as well as build on existing studies which have utilised the same methodology e.g. the Ashchurch for Tewkesbury Rail Strategy.</p>	
Summary of benefits/outcomes that will be delivered (Max 250 words) <i>(Expanding on your summary, provide information on the tangible benefits or outcomes that would be delivered, leading to the growth of the Gloucestershire economy. These could address challenges or capitalise on opportunities, including those associated with improving productivity. List the expected benefits, estimated quantities and indicate the timescales).</i>	
<p>The study will underpin GCC's priorities for rail investment in the County and inform the ongoing review of the Gloucestershire Local Transport Plan (LTP). It will also be a key part of the emerging Local Industrial Strategy (LIS).</p> <p>A list of strategic infrastructure and service priorities are proposed in the LTP and the Gloucestershire RIS will provide the evidence base to prioritise these and lobby the rail industry for them to be delivered. It will also give a more robust evidence base upon which to bid for funding from the Government for improvements to stations and other rail related infrastructure which is highly competitive.</p> <p>The GRIS would also provide the evidence base when responding to rail franchises which are key opportunities to influence the DfT who set out the service level specification. If enhanced services on specific routes which are priorities for the County aren't specified it makes it harder to get them included at a later stage as other locations will have benefitted</p>	

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from improved connectivity if they have had a more robust evidence base.

The route of the Bristol to Birmingham railway closely mirrors the M5 which is already heavily congested with junctions that are at, or likely to reach capacity in the near future. Currently rail accounts for around one per cent of journeys in the County with the national average approximately five per cent. Hence the rail network has a critical role in enabling sustainable economic growth that is planned in the County in accordance with Government policy. Increased rail connectivity for visitors and residents of Gloucestershire is critical in boosting economic activity, reducing congestion on the road network, improving air quality and help tackle climate change. It will also improve access to jobs and education and provide an alternative to cars for those seeking employment. The GRIS would help flesh out these issues.

Strategic Fit (Max 150 words) *(Give the local, regional or national context for your project. Explain how it clearly aligns to the Strategic Economic Plan v2*

<https://www.gfirstlep.com/downloads/2018/sep-2-update2018v3.pdf>

and complements the local District strategies and delivery plans

The proposed scheme would help with the key strategic priority of connection as set out in the SEP 2 update of 2018. It would help deliver improved integrated transport connectivity within Gloucestershire and to the main urban centres of London, Birmingham and Bristol. It would help people to access employment and training, thus enabling business growth and boosting economic activity.

Evidence of need or demand (Max 150 words) *(give details of the evidence you can reference that supports your case that there is a need or demand for this project)*

As discussed earlier rail accounts for approximately one per cent of rail journeys in Gloucestershire with the national average being around five per cent. Therefore there is considerable scope to increase rail based journeys both within the county and to destinations further afield by a range of measures including higher frequency services and improvements to stations.

Summary of the project costs and any sources of funding: *(Estimated total capital cost of the project, and (if available) list the main elements of the budget. Provide details of any potential or secured source(s) of funding and the likely shortfall.)*

Phase 1 – around £50,000 and phase 2 around £50,000, depending on the final agreed scope of the RIS. In the spirit of joint working, Gloucestershire County Council have identified £25,000 and GFirst LEP £10,000. This leaves a short fall of approximately £70,000.

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The methodology for such a study has been established and some of the data has already been collected so the overall cost will be less than if starting from first principles.

Phase 1 will establish which services/routes are a priority in terms of supporting economic growth as set out in the review of the JCS, Local Plans, LIS, 2050 Plan and other relevant documents. It will build on and add to the data already collected and establish a sustainable geographical spatial strategy. It will establish what relatively low cost rail infrastructure improvements can be made to achieve the above outcomes.

A workshop will be held to review the work carried out so far, identify gaps and confirm what our priorities are from an officer and Member perspective.

Phase 2 will look at the confirmed priorities in more detail as well as the broader long term key connectivity issues that would assist rail use. It will look at longer term rail infrastructure improvements required to sustain growth. Other options such as bus rapid transit and guided bus ways connecting urban locations to rail will be considered.

Summary of the Revenue Investment(s) required *(Explain how the project would be deliverable and sustainable by explaining the sources of revenue funding to support the likely cost needed to deliver the project following the capital investment)*

In the spirit of joint working, Gloucestershire County Council have identified and committed £25,000 and GFirst LEP £10,000. This leaves a short fall of approximately £70,000.

The Gloucestershire Chief Executives Group on 10th June, agreed in principle, to providing the further £70,000 required in order to complete the proposed two phased approach for the Rail Study Commission.

Project Status *(select from one of the following, and provide brief explanation)*

Concept Stage *(very early stages, requires considerable development before it could be considered for funding)*

Outline Stage *(early stages, some detail clear but longer term aspiration which will need further development)*

The methodology for such a study has been established and some of the data has already been collected, so the overall cost will be less than if starting from first principles. The GCC internal Business Case process has been completed and signed off and an Inception Meeting with the Consultants and relevant scheduled

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Developed Stage (<i>clear project plan, deliverable, but seeking funds</i>)	
Mobilising Stage (<i>project moving close to delivery, which still has some challenges to overcome</i>)	
Project Status: key milestones (<i>where applicable, provide brief notes on the current situation</i>)	
Promoter identified	GCC is commissioning SLC/Systra consultants to complete the work, under an approved Single Tender procurement process.
Full Business case available	
Planning Status	
Land Assembly (potential requirement for CPO)	
Confirmed Funding Sources	
Design Detail Stage	
Earliest Potential Start Date	

Key challenges/risks associated with Project (*give brief indication of the main challenges or risks associated with the successful delivery of this project*)

Challenge / Risk	Potential Impact / mitigation
Funding shortfall (£70k)	<p>If this funding is not available for the Rail Investment Strategy, then GCC's ability to bid for rail infrastructure enhancements in a highly competitive environment and influence franchise specifications will be significantly compromised.</p> <p>Gloucestershire will continue to lose out to other areas with regard to bids/discussions on enhanced infrastructure and services. This could have a long term impact on our ability to secure significant Government and private sector investment for key strategic infrastructure to realise our county growth ambitions.</p>

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Declaration by Applicant

I certify to the best of my knowledge the information submitted on this form is true and correct.

Signed (on behalf of Promoter)

Date :- 15/8/19

Name and title: Rob Niblett, Planning Officer

Sent to: (Name of organisation / person) – Gloucestershire County Council - Claire Edwards
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Date submitted: 16/8/19

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