

Enterprise and Business Committee

Meeting Venue:
Committee Room 1 – Senedd

Meeting date:
20 October 2011

Meeting time:
09:00

Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales



For further information please contact:

Siân Phipps
Committee Clerk
029 2089 8582
enterprise.committee@wales.gov.uk

Agenda

Informal Meeting (9:00– 10:00)

1. Introductions, apologies and substitutions

**2. Welsh Government draft budget proposals for 2012–13:
Ministerial Scrutiny Session (10:00 – 11:00)** (Pages 1 – 8)
Carl Sargeant, Minister for Local Government and Communities

3. Papers to Note (Pages 9 – 14)
Welsh Government Draft Budget Proposals for 2012–2013: Evidence from Alun
Davies

Enterprise and Business Committee: Procurement Task and Finish Group

**4. Motion under Standing Order 17.42 to resolve to exclude the
public for the remainder of the meeting**

**5. Welsh Government Draft Budget Proposals 2012–2013 :
Discussion of Draft Report**

Agenda Item 2

Enterprise and Business Committee

Date: 20 October 2011

Time: 10.00am to 11.00am

Title: Evidence paper - Local Government and Communities, Draft Transport Budget Allocations for 2012-13.

1. Introduction

This paper provides comments and information to the Committee regarding Local Government and Communities' future programme budget proposals outlined within the Draft Budget which was laid on 4th October 2011. It covers those areas included in the remit of the Enterprise and Business Committee, namely Transport.

2. Background

Compared to indicative plans for 2012-13 published in the Final Budget 2011-12 (as restated based on the new structure in the First Supplementary Budget 2011-12), the Transport Budget allocation within the Local Government and Communities (LGC) total MEG allocation has decreased by £61.4m in 2012-13 and £61.4m in 2013-14. The indicative plan for 2014-15, which is published for the first time, is £0.7m higher than in 2013-14. These changes are due to a reduction in non-cash budgets which is explained later in this paper and an additional allocation in 2014-15 in respect of Concessionary Fares.

The following summary financial table shows the overall effect on the Transport budget with the Departmental Expenditure Limit (DEL) baseline budget. This does not include Annually Managed Expenditure (AME) which is outside the Welsh Government's DEL. The table also shows the monetary change in £000 and percentage change in the budget from the previous year, and the monetary change in £000 change from the previous budget (in italics).

Summary Financial Tables:

Transport

	2011-12	2012-13	2013-14	2014-15
Revenue DEL	436,263*	432,729	434,830	435,571
<i>£000 Change on Previous Plan</i>		<i>(61,419)</i>	<i>(61,419)</i>	<i>741</i>
Capital DEL	234,397	218,023	194,349	194,349
<i>£000 Change on</i>		<i>0</i>	<i>0</i>	<i>0</i>

<i>Previous Plan</i>				
DEL Baseline	670,660	650,752	629,179	629,920
<i>£000 Change on Previous Plan</i>		(61,419)	(61,419)	741

****As restated in First Supplementary Budget***

A breakdown of the baseline budget and proposed changes down to Action level is attached at Annex A.

3. Budget Overview

Transport is an enabler for many aspects of the Welsh economy. Within transport we aim to support a modern society that features high levels of mobility. The transport network plays a vital role in reducing poverty by supporting economic growth; linking people to jobs, delivering products to markets, supporting domestic and international trade; thereby helping to promote greater social inclusion and ensuring the sustainability of communities.

As part of the Draft Budget, an additional £0.7m in 2014-15 has been allocated for **free bus travel for pensioners and disabled people and their carers**.

The other major change to the Transport Revenue allocations is that the Transport non-cash budget reduces by £61.5m from 2012-13 onwards. This budget provides for the depreciation and impairment of the trunk road network. Although there can be a significant degree of variability in charges against this budget, in light of previous outturn performance it has been agreed that this budget will be flat-lined at 2011-12 levels of £108.7m. Ongoing reviews of trends in the trunk road valuation and depreciation charges will continue to inform the level of non-cash budget provision required in future years.

Finally, the Transport Revenue allocation for 2012-13 onwards also includes an increase for the £0.130m transfer from Environment and Sustainable Development in respect of SUSTRANS funding.

There has been a re-profiling of funding within the Transport budgets. Due to the direct delivery nature of these budgets and the management of a range of schemes and projects such as Road Construction and Concessionary Fares, changes to delivery and demand profiles have been necessary. Changes to revenue allocations at Action level reflect revised estimates for demand led activities such as Third Party Claims, and revisions to the revenue / capital balance of the Road Safety Grant.

Capital budgets for Transport remain constrained, with reductions from 2011-12 levels in line with previous published plans. Changes to capital allocations at Action level are due to the re-profiling of major rail projects, and the re-profiling of road scheme construction costs.

4. Centrally Retained Capital Fund

Bids for additional capital funding from Phase 1 of the Centrally Retained Capital (CRC) have been approved totalling £14.2m over the period 2011-12 to 2012-13. The projects approved are A470 Maes Yr Helmau to Cross Foxes Improvement (£5.2m), A470 Gelligemlyn (£6.0m), and enhancements to the railway infrastructure on the Cardiff Valleys network (£2.96m). Budget allocations for these will be made via the Supplementary Budget process.

We are engaging with the Strategic Investment team on the future phases of the CRC process.

Support for roads and public transport has seen a continued emphasis in terms of the budget available to focus on public transport, continuing to rise from 61% in 2011/12 to 64% 2012/13 (excluding non-cash resource and supported borrowings). The National Transport Plan prioritisation exercise discussed later in this paper will shape this balance in the future.

5. Programme for Government

Immediate and longer term priorities for Transport include the following:

- Prioritisation of the National Transport Plan;
- Business cases for electrification to Swansea and Valley Lines Electrification;
- Maintaining the Concessionary Fares scheme and extending the scheme to seriously injured war veterans;
- Legislation in the area of Walking and Cycling;

National Transport Plan

The Draft Budget does not reflect the potential impact of the prioritisation of the National Transport Plan which is due later this year. Work is underway to prioritise interventions in the National Transport Plan to ensure existing transport funding is used effectively and the level of resources enhanced. The prioritisation exercise is seeking greater collaboration with and between local authorities. Future investment decisions will be made against the priority to deliver higher levels of mobility and enable economic and social development. Interventions will be considered for their contribution to improving the capacity and reliability of the main east-west strategic Trans European corridors in Wales

Rail Funding

Provision for Rail Funding in the period 2012/13 – 2014/15 is split between service provision and network infrastructure improvements as follows

£000

	2012-13	2013-14	2014-15
Service Provision	172,371	171,579	171,579
Network Infrastructure	47,142	27,426	27,426

The Network Infrastructure profile reflects planned project profiles including the major North South investment planned for the next financial year.

The Welsh Government is committed to ensuring a modern and efficient rail system for Wales. Electrification of railways in Wales will be critical to this we are working closely with DfT to review the business case for electrification all the way through to Swansea, as well as developing the business case for Valleys Lines Electrification. Transport is also looking at how best to take forward the commitment to pursue greater devolution of decision making to Wales to ensure that Welsh Government has greater influence over and accountability of the railways in Wales. These key developments are policy in nature and therefore will have no material spend implications within this Budget period.

Elements of Rail activity fall within the National Transport Plan and the precise funding balance will be determined by the outcome of the National Transport Plan prioritisation.

Concessionary Fares

The Welsh Government is committed to maintaining the Concessionary Fares scheme. A three year funding deal on Concessionary Fares following negotiations with local authorities and the Confederation of Passenger Transport has been agreed, with the Transport budget contribution capped to £59.4m in 2011-12, and £62.9m in 2012-13 and 2013-14. The split between capital and revenue funding within the Budget is determined during the year based upon scheme demand and operation. This includes an agreement to extend the scheme to seriously injured war veterans.

The continuation of the Concessionary Fares Rail Scheme for 2011/12 and 2012/13 has been recently announced. The scheme costs are included within these budget plans.

The Community Transport Concessionary Fares Initiative is due to come to a close in March 2012 with future funding of this scheme subject to National Transport Plan prioritisation.

Walking and Cycling legislation.

We are committed along with our partners to supporting walking and cycling in Wales. Behavioural change is central to delivering this commitment so that more people, young and old, walk and cycle more often. We must ensure that our policies, legislation, guidance and infrastructure supports this. Otherwise, the

required behavioural change will not happen and we will not be able to deliver on the benefits to society as a whole in terms of healthier life styles and our impact on the environment.

The Highways and Transport (Cycle Routes) Bill will put in place a more robust legislative platform from which local authorities will be able to deliver a genuine transport alternative, integrated with other transport nodes and appropriate for the communities they serve.

We will need to plan our investment to focus on providing safe and attractive opportunities for people to cycle if we want to our towns and cities to compete internationally.

The current funding level for the implementation of Safe Routes in Communities walking and cycling schemes is £5m. Support for Walking and Cycling is being considered as part of the National Transport Plan prioritisation.

We will not put undue legislative pressures on local authorities without ensuring that there is appropriate support in the delivery of schemes as well as finances available to assist the delivery and maintenance of these schemes.

Sustainable Travel Centres

Funding for Sustainable Travel Centres in 2011-12 amounts to £4.5m capital and £1.5m revenue. Future years funding levels are subject to NTP prioritisation considerations.

6. Impact Assessments

In determining budget allocations, careful consideration has been given to the impact of changes on equalities. As part of last year's budget process, we undertook a significant amount of work to assess the equality impact of the plans we published. The underlying assumptions of this year's allocations are unaltered from last year's plans. Increases in allocations for priorities such as the **free bus travel for pensioners and disabled people and their carers** in 2014-15 also underline our commitment to the equalities agenda. The National Transport Plan underwent a significant Equalities Impact Assessment as part of its development process and this is still applicable and relevant. While funding is being re-profiled within budgets there are no potential impacts in terms of equalities.

Carl Sargeant AM
Minister for Local Government and Communities

LOCAL GOVERNMENT AND COMMUNITIES MAIN EXPENDITURE GROUP - Transport											
REVENUE BUDGET - Departmental Expenditure Limit											£000's
SPA	Actions	2011-12 Supplementary Budget June 2011	2012-13 Indicative Plans Supplementary Budget June 2011	2012-13 Changes	2012-13 Draft Budget New Plans	2013-14 Indicative Plans Supplementary Budget June 2011	2013-14 Changes	2013-14 Draft Budget New Plans	2014-15 Indicative Plans Supplementary Budget June 2011	2014-15 Changes	2014-15 Draft Budget New Plans
Improve Domestic Connectivity (Regional & National)	Improve and Maintain Trunk Road Network (Domestic Routes)	23,684	21,162	-550	20,612	21,875	-1,169	20,706	21,875	-1,169	20,706
	Improve Public Transport (Rail)	175,598	174,988	-2,617	172,371	170,705	874	171,579	170,705	874	171,579
	Improve and Maintain Trunk Road Network (Domestic Routes) - Non Cash	34,781	65,136	-30,355	34,781	65,136	-30,355	34,781	65,136	-30,355	34,781
Total Improve Domestic Connectivity (Regional & National)		234,063	261,286	-33,522	227,764	257,716	-30,650	227,066	257,716	-30,650	227,066
Improve International Connectivity	Improve International Connectivity	40,577	39,927	0	39,927	39,904		39,904	39,904		39,904
	Improve International Connectivity - Non Cash	73,910	105,104	-31,194	73,910	105,104	-31,194	73,910	105,104	-31,194	73,910
Total Improve International Connectivity		114,487	145,031	-31,194	113,837	145,008	-31,194	113,814	145,008	-31,194	113,814
Improve Integrated Transport (Local)	Develop Sustainable Travel	84,657	84,775	358	85,133	91,469	-2,514	88,955	91,469	-1,773	89,696
Total Improve Integrated Transport (Local)		84,657	84,775	358	85,133	91,469	-2,514	88,955	91,469	-1,773	89,696
Improve Road Safety & Transport's Impact on the Environment	Improve Road Safety & Transport's impact on the Environment	3,056	3,056	2,939	5,995	2,056	2,939	4,995	2,056	2,939	4,995
Total Improve Road Safety & Transport's Impact on the Environment		3,056	3,056	2,939	5,995	2,056	2,939	4,995	2,056	2,939	4,995
Total Revenue - Transport		436,263	494,148	-61,419	432,729	496,249	-61,419	434,830	496,249	-60,678	435,571

CAPITAL BUDGET - Departmental Expenditure Limit											£000's
SPA	Actions	2011-12 Supplementary Budget June 2011	2012-13 Indicative Plans Supplementary Budget June 2011	2012-13 Changes	2012-13 Draft Budget New Plans	2013-14 Indicative Plans Supplementary Budget June 2011	2013-14 Changes	2013-14 Draft Budget New Plans	2014-15 Indicative Plans Supplementary Budget June 2011	2014-15 Changes	2014-15 Draft Budget New Plans
Improve Domestic Connectivity (Regional & National)	Improve and Maintain Trunk Road Network (Domestic Routes)	56,569	46,010	-8,400	37,610	32,765	-5,575	27,190	32,765	-5,575	27,190
	Improve Public Transport (Rail)	27,105	27,660	19,482	47,142	23,085	4,341	27,426	23,085	4,341	27,426
	Total Improve Domestic Connectivity (Regional & National)	83,674	73,670	11,082	84,752	55,850	-1,234	54,616	55,850	-1,234	54,616
Improve International Connectivity	Improve International Connectivity	59,088	56,029	-3,342	52,687	83,836	-1,322	82,514	83,836	-1,322	82,514
	Total Improve International Connectivity	59,088	56,029	-3,342	52,687	83,836	-1,322	82,514	83,836	-1,322	82,514
Improve Integrated Transport (Local)	Develop Sustainable Travel	39,584	29,171		29,171	23,757	3,500	27,257	23,757	3,500	27,257
	Improve and Maintain Local Roads Infrastructure	24,646	32,899	-4,801	28,098	6,317	1,995	8,312	6,317	1,995	8,312
	General Capital Funding - Roads	16,483	15,332		15,332	13,667		13,667	13,667		13,667
	Total Improve Integrated Transport (Local)	80,713	77,402	-4,801	72,601	43,741	5,495	49,236	43,741	5,495	49,236
Improve Road Safety & Transport's Impact on the Environment	Improve Road Safety & Transport's impact on the Environment	10,922	10,922	-2,939	7,983	10,922	-2,939	7,983	10,922	-2,939	7,983
	Total Improve Road Safety & Transport's Impact on the Environment	10,922	10,922	-2,939	7,983	10,922	-2,939	7,983	10,922	-2,939	7,983
Total Capital - Transport		234,397	218,023	0	218,023	194,349	0	194,349	194,349	0	194,349

REVENUE BUDGET - Annually Managed Expenditure												£000's
SPA	Actions	2011-12 Supplementary Budget June 2011	2012-13 Indicative Plans Supplementary Budget June 2011	2012-13 Changes	2012-13 Draft Budget New Plans	2013-14 Indicative Plans Supplementary Budget June 2011	2013-14 Changes	2013-14 Draft Budget New Plans	2014-15 Indicative Plans Supplementary Budget June 2011	2014-15 Changes	2014-15 Draft Budget New Plans	
Improve Domestic Connectivity (Regional & National)	Improve and maintain the Trunk Road Network (Non Cash)	24,138	0	43,597	43,597	40,703	-35,730	4,973	40,703	-5,751	34,952	
	Total Improve Domestic Connectivity (Regional & National)	24,138	0	43,597	43,597	40,703	-35,730	4,973	40,703	-5,751	34,952	
Total AME - Transport		24,138	0	43,597	43,597	40,703	-35,730	4,973	40,703	-5,751	34,952	

Local Government and Communities - Summary												£000's
		2011-12 Supplementary Budget June 2011	2012-13 Indicative Plans Supplementary Budget June 2011	2012-13 Changes	2012-13 Draft Budget New Plans	2013-14 Indicative Plans Supplementary Budget June 2011	2013-14 Changes	2013-14 Draft Budget New Plans	2014-15 Indicative Plans Supplementary Budget June 2011	2014-15 Changes	2014-15 Draft Budget New Plans	
	Revenue DEL	436,263	494,148	-61,419	432,729	496,249	-61,419	434,830	496,249	-60,678	435,571	
	Capital DEL	234,397	218,023	0	218,023	194,349	0	194,349	194,349	0	194,349	
	Total DEL	670,660	712,171	-61,419	650,752	690,598	-61,419	629,179	690,598	-60,678	629,920	
	Annually Managed Expenditure	24,138	0	43,597	43,597	40,703	-35,730	4,973	40,703	-5,751	34,952	
	Total - Local Government and Communities	694,798	712,171	-17,822	694,349	731,301	-97,149	634,152	731,301	-66,429	664,872	

Agenda Item 3

Enterprise and Business Committee 20 October 2011

Business, Enterprise, Technology and Skills

Structural Funds Draft Budget Proposals for 2012/13 to 2014/15

Introduction

1. This paper provides evidence to the Business and Enterprise Committee on the programme draft budget proposals (announced 4 October 2011) of the Welsh European Funding Office (WEFO), in its role as Managing and Certifying Authority for the European Structural Funds programmes.
2. WEFO is responsible for managing the delivery of European Structural Fund programmes worth just under £2 billion of EU funds over the seven-year funding period 2007–2013, driving a total investment of some £3.2bn (including match funding). This includes the Convergence West Wales and the Valleys programmes and the smaller Competitiveness programmes in East Wales. Wales also participates in a number of territorial co-operation programmes, including a cross-border Ireland/Wales programme managed by the Irish Authorities. WEFO is also responsible for managing the closure of the 2000–2006 programmes and for leading the development of any 2014–2020 programmes.
3. The following summary financial table shows the overall effect on WEFO's baseline programme budget:

Action	Expenditure Category	2011/12 Supplementary Budget £'000	Change	2012/13 Proposed Budget £'000	2013/14 Indicative Plans £'000	2014/15 Indicative Plans £'000
WEFO	Manage Delivery of Structural Fund Programmes in Wales	1,522	0	1,522	1,522	1,522
	TOTAL	1,522	0	1,522	1,522	1,522

Strategic Priorities

4. WEFO will continue to develop, manage, monitor, and report on the implementation of the EU Structural Fund programmes in Wales and help ensure the alignment of EU Structural Fund programmes and projects with Welsh Government and EU policies and strategies.

2007–2013 programme performance

5. Four years into the delivery of the programmes, WEFO has committed £1.55 billion (81% of the total EU funds available) to 236 projects, representing a total investment of over £3.1 billion in Wales.
6. Commitment figures at programme level are as follows:

Programme	Total project cost (£m)	Share (%)	EU Funds (£m)	Share (%)
ERDF Convergence	1,676.9	90.0	522.7	76.0
ERDF Competitiveness	146.6	108.0	34.9	72.0
ESF Convergence	1,168.1	105.0	530.9	89.0
ESF Competitiveness	150.2	111.0	47.2	98.0
Total	3,141.8	97.0	1,552.7	81.0

7. Data (also available at www.wefo.wales.gov.uk) in the above table and elsewhere in the paper are correct as at 30 September 2011 unless otherwise stated.
8. The overall level of EU funds committed to date across the four programmes compares very well with the equivalent point in the implementation of the 2000-2006 programmes. Furthermore, with sufficient pipeline projects, we are on target to commit 90% of EU funds by the end of March 2012.
9. Some £760 million (24%) of total project investment (including match funding) is supporting businesses (including R&D and Innovation, ICT and Business Finance) and £1.3bn (41%) is helping people into work and improve their skills. Furthermore, over £560m is helping to regenerate communities and £485m is helping to improve the environment and sustainable transport.
10. Organisations in Wales are engaging in 69 territorial co-operation projects (including Ireland/Wales Cross-Border programme) worth circa £96m ERDF (Welsh partners benefiting from £29m ERDF).
11. Details of recent project announcements are available on the WEFO website www.wefo.wales.gov.uk

EU project achievements / outputs

12. EU projects have already assisted 236,500 participants, of which 71,000 have been supported to gain qualifications and nearly 29,000 helped into work, while over 8,600 (gross) jobs and nearly 1,800 enterprises have

been created. These achievements are based on payment claims submitted (generally on a quarterly basis) by projects and authorised by WEFO and will increase as more projects get underway and report their outputs to WEFO.

13. WEFO expects to meet and in some cases exceed the overall targets agreed with the Commission, while the benefits of the delivery of the programmes and projects will still accrue after the Funds have been spent – for example through revolving funds (e.g. JEREMIE and JESSICA), or through the long-term investment in people through training and up-skilling.

Programme expenditure

14. Total expenditure for EU projects is over £1bn (EU funds £478m; 25% of total EU funds allocation), based on claims submitted by projects and paid by WEFO. On the basis of current forecasts this will increase to 30% by the end of 2011 and to 34% by the end of the current financial year.
15. All Commission targets for programme spend (N+2) including this year's end-of-calendar-year targets for the four programmes, have been met despite the challenging economic climate and fluctuating exchange rate with the Euro.

Level of engagement across sectors

16. Given the strategic nature of the delivery of the Programmes, Welsh Government-led projects represent a significant proportion of projects approved to date (94 of 236). These projects have been developed in partnership and are largely delivered through procurement arrangements. The remaining projects are being led by other organisations including 54 Local Authority projects, 35 third sector, 10 private sector and 28 from the HE/FE sector.
17. As well as lead or joint sponsors or beneficiaries of projects, sectors are also benefiting as project deliverers, where the total estimated amount of procurement activity in the delivery of approved projects is worth over £1billion. Approved projects with completed procurement exercises have awarded contracts worth £630m to organisations, of which some £365m is to the private sector and almost £90m to the third sector.

Closure of 2000–2006 programmes

18. Final reports on the 2000–2006 programmes were submitted to the Commission in 2010; closure procedures for the 2000–2006 programmes will continue throughout 2011/2012. WEFO has already received EC confirmation of the formal closure of the LEADER+ and URBAN II programmes.

19. Although we will not know the final expenditure position for the 2000–2006 programmes until closure procedures between Wales and the EC have been completed, we are confident that our performance will be significantly above the UK average and will position Wales amongst the best performing regions in the EU.

Development of 2014–2020 programmes

20. Preparations for the development, in partnership, of any future European programmes for Wales are underway and will be a key priority for WEFO's work from Autumn 2011 and beyond. The Deputy Minister for Agriculture, Food, Fish and European Programmes outlined the Welsh Government's priorities for European programmes to the Enterprise and Business Committee on 22 September. As part of this, the Minister emphasised the need for the Structural Funds, Rural Development and Fisheries programmes to work more closely together to help deliver the Welsh Government's Programme for Government within the framework of the Europe 2020 strategy for smart, sustainable and inclusive growth.

21. To help provide advice to the Welsh Government on how the future European programmes can be maximised for the benefit of Wales, a 'European Programmes Partnership Forum for 2014-2020' has been established, chaired by Mark Drakeford AM, the Chair of the current All-Wales PMC.

22. The Forum, made up of experts from across the private, public and third sectors, met for the first time on 27 September, where members were briefed on the economic and policy context in which new programmes will be developed and the broader plans for partnership working. These will involve a reflection period later in the year to provide Welsh partners with the opportunity to influence the development of the programmes' strategy.

23. On 6 October, the Commission published its draft legislative proposals for Cohesion Policy for the period 2014-2020, which marks the beginning of a period of detailed negotiations between Member States and EC. We will aim to ensure the UK negotiating position takes full account of the needs of Wales.

Management of Structural Funds

24. The budget match funds WEFO's Technical Assistance projects under the 2007-13 programmes. It is utilised to meet WEFO's regulatory requirements under EC regulations to carry out activities such as programme evaluation, information and publicity, and arrangements for the All-Wales PMC.

25. Whilst EC regulations permit Technical Assistance up to 4% of the overall programme value, WEFO has only utilised 1.5% of the 2007-13

programmes for this purpose. In a modification to the ERDF Convergence programme that was approved by the EC in March 2011, £10m in efficiency savings was transferred from Technical Assistance to Priority 5, Building Sustainable Communities.

26. Although the current programmes are of a similar magnitude to those for the 2000-2006 programme period, WEFO has reduced its staffing (on a like for like basis) from some 182 in 2005 to 145 as of September 2011. This has been facilitated by significantly improved systems, with WEFO Online, WEFO's grant management and payment system, being recognised by the EC as an exemplar for other Member States and it is being used as the benchmark against which all systems supporting structural funding across the EC are measured.
27. The All-Wales PMC and Ministers are kept regularly informed of progress across the various priorities of the programmes. Further detail of Programme performance and outputs is included on the WEFO website www.wefo.wales.gov.uk.

Enterprise and Business Committee
22 September 2011 13:00

1.1 The Committee discussed and agreed the following terms of reference for the inquiry into procurement.

1.2 The Committee elected the following members to the procurement task and finish group:

Julie James (Chair)

David Rees

Leanne Wood

Eluned Parrott

Byron Davies

1.3 The task and finish group will meet informally.