



<b>3.</b>	<b>Confidential Item</b>	
<b>4.</b>	<b>Declarations of Interest</b>	
<b>4.1</b>	Trudi Elliott declared an interest in agenda item 11, a confidential item.	
<b>5.</b>	<b>Declaration of items of any other business</b>	
<b>5.1</b>	It was agreed that there would be an update on HS2.	
<b>6.</b>	<b>Chairman's Report</b>	
<b>6.1</b>	The Chairman presented his report and the Board noted the following in particular:	
<b>6.2</b>	<u>Meeting with Theresa Villiers MP</u> Theresa Villiers MP had requested further information following the meeting with the Chairman and Chief Executive and discussions would continue.	
<b>6.3</b>	<u>Conferment of Honorary Degree</u> The Chairman reported that he had taken great pride in receiving an honorary doctorate from Aston University as a representative of the Agency.	
<b>6.4</b>	<u>RDA Chairs' Dinner</u> There had been a good turnout for the RDA Chairs' Dinner with business leaders. The meeting had been positive and business organisations would need to pledge support for RDAs if they wished them to continue in their existing (or similar) form in future.	
<b>7.</b>	<b>Chief Executive's Report</b>	
<b>7.1</b>	The Chief Executive presented his report and the Board noted the following in particular:	
<b>7.2</b>	<u>Regional Select Committee</u> The Regional Select Committee report was broadly supportive of the Taskforce and AWM. The report made a number of recommendations which the Agency would consider. The second Select Committee inquiry would consider the impact of the recession on people in the region.	
<b>7.3</b>	<u>Eco-towns</u> The four locations announced as potential eco-town sites had not included Middle Quinton. It remained possible that this site would be included in the second round of developments in 2010.	

<p>7.4</p> <p>7.5</p> <p>7.6</p> <p>7.7</p> <p>7.8</p>	<p><u>Spotlight Awards</u> An individual award had been presented to Joe Ling, Partnerships Manager (Birmingham), for providing excellent support to all Directorates on the Project Review, and responding to Agency needs during a challenging time. He took on extra responsibilities, working extended hours, addressing complex process issues and remained positive and helpful throughout.</p> <p><u>Annual Review</u> The 2008-09 Annual Review (as provided at the meeting) had been circulated to stakeholders on 17 July 2009.</p> <p><u>Procurement</u> A consultant had been engaged to look at procurement practices and the Agency intended to implement the best practice identified. This work was being aligned to the economic inclusion work being undertaken by the Taskforce sub-group.</p> <p><u>Business Continuity</u> Swine flu planning was being undertaken in the context of wider business continuity work.</p> <p>Confidential Item</p>	<p><b>Richard Hutchins / Board Support</b></p>
8.	<b>Confidential Item</b>	
9.	<b>Confidential Item</b>	
10.	<b>Confidential Item</b>	
11.	<b>Confidential Item</b>	
12.	<b>Confidential Item</b>	
13.	<b>Update on Sub National Review</b>	
13.1	The Board considered the submitted report and noted that:	
13.2	The third reading of the Bill was planned for October (rather than July, as had been anticipated). The implementation date for many of the provisions of the Bill would be April 2010.	
13.3	It was anticipated that there would be a requirement for Regional Strategies to focus increasingly on economic growth, housing and climate change.	
13.4	The Joint Strategy and Investment Board (JS&IB) was continuing to progress a number of issues including the development of a statement of regional priorities. This statement was to reiterate objectives outlined in the Regional Economic Strategy and Regional Spatial Strategy.	

<p><b>13.5</b></p> <p><b>13.6</b></p> <p><b>13.7</b></p> <p><b>13.8</b></p>	<p>Government had provided both a general and transport-specific response to the region's RFA submission. Government had welcomed the focus on delivery and alignment and the leadership displayed by the JS&amp;IB.</p> <p>The development of a regional transport programme would assist efforts to achieve greater "freedoms and flexibilities" in delivering regional infrastructure priorities via a block regional infrastructure fund.</p> <p>A single point of contact with the Department for Transport (DfT) would enable the region to present a consistent, coherent view in discussion with the Department. Ron Hilton (with support from Mark Pearce and a small team) would perform this function on behalf of the region's Chief Executive officers.</p> <p>The Regional Skills Council had been stood down but the establishment of the two successor bodies had been put on hold following the creation of the Department for Business, Innovation and Skills. An announcement on the future arrangements was expected in the summer.</p>	
<p><b>14.</b></p>	<p><b>UK Low Carbon Transition Plan</b></p>	
<p><b>14.1</b></p> <p><b>14.2</b></p> <p><b>14.3</b></p> <p><b>14.4</b></p> <p><b>14.5</b></p> <p><b>14.6</b></p> <p><b>14.7</b></p>	<p>The Board considered the submitted report and noted that:</p> <p>The regional Low Carbon Transition Framework aligned to the national policy framework and associated Low Carbon Transport, Renewable Energy and Low Carbon Industrial Strategies.</p> <p>The Agency should consider the Strengthening Local Democracy consultation when developing the regional framework.</p> <p>There would be a need to provide guidance to businesses to help them understand what was expected of them. This guidance should be circulated to business organisations via Business Link/Manufacturing Advisory Service. An Environmental Advisory Service had already been established which put businesses in touch with expert advisors.</p> <p>The establishment of the Office for Renewable Energy Deployment (ORED) and the Office for Low Emission Vehicles (OLEV) was a positive step in combating a silo mentality within government.</p> <p>Research and the development of new industries was hugely important but achieving improvements within existing businesses would be crucial to any carbon reduction plans.</p> <p>The Board endorsed the AWM Low Carbon Transition Framework.</p>	

15.	<b>Confidential Item</b>	
16.	<b>Confidential Item</b>	
17.	<b>Confidential Item</b>	
18.	<b>Confidential Item</b>	
19.	<b>Confidential Item</b>	
20.	<b>AOB</b>	
20.1	<p><u>High Speed Rail 2</u> Greengauge 21 was due to report in September and was to recommend a twin-track East and West coast line. The review had found that the potential economic impact on the West Midlands would be significant.</p>	<b>Chief Executive</b>
20.2	<p>HS2 was to report to the Secretary of State by the end of the calendar year with its proposals, including a business case, plan and proposed route. There was a possibility that the route could include both Birmingham International Airport and the city centre (via a spur). HS2 was considering economic benefits as well as the alleviation of congestion and had sought RDAs' views. The JS&amp;IB had been engaged in HS2's deliberations and Sir Roy McNulty was on the Strategic Oversight Working Group.</p>	
20.3	<p>The Board agreed that Jim Steer, Greengauge 21 Director, should be invited to present to the Board at a future meeting.</p>	
20.4	<p><u>Chairman's thanks</u> The Chairman thanked the Board and officers for their support during his tenure and noted that he had enjoyed his time immensely.</p>	
20.5	<p>The Board thanked the Chairman for his outstanding contribution.</p>	

Chairman .....Date.....