



## Strategic Economic Plans in the Greater South East

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Strategic Spatial Planning Officers Liaison Group – Overview of Strategic Economic Plan key housing and transport objectives

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### Strategic Spatial Planning Officers Liaison Group – Overview of Strategic Economic Plan Key Housing and Transport Objectives

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## 1 Introduction and Background

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### 1.1 Introduction to the Strategic Spatial Planning Officer Liaison Group

- 1.1.1 In March 2014, the Greater London Authority (GLA), working with County Council, District and Unitary Council, London Borough, and other stakeholder officer networks and organisations, formally established a new liaison group to promote greater shared understanding and, potentially, joint work to promote more effective spatial planning approaches in London and the greater south east.
- 1.1.2 Since March 2014, the new group, which is called the Strategic Spatial Planning Officer Liaison Group (SSPLOG), has met three times. Presentations and discussions have taken place on key information issues which could underpin future joint work to promote shared solutions to common spatial planning issues – the meetings have considered the results of the 2011 Census of Population, key issues around migration assumptions, the Mayor of London’s 2050 Infrastructure Plan, Further Alterations to the London Plan, planning for housing policies and transport.
- 1.1.3 SSPLOG is represented by a wide range of council officer networks which will act as a conduit for issues which need to be discussed at a strategic level. SSPLOG is providing a forum for discussion of officer-level planning issues. On the basis of effective officer dialogue and shared understanding about the building blocks of strategic spatial planning, it is hoped that, in time, more strategic liaison mechanisms will grow and establish a forward agenda based around shared spatial objectives, on sound strategic planning foundations.

### 1.2 This report

- 1.2.1 This report was requested by SSPLOG following a discussion of the need for an overview of transport investment requirements to support the long term growth ambitions established through Strategic Economic Plans (SEPs).
- 1.2.2 The task set was to extract from SEPs, the key transport infrastructure requirements to support growth. This was later extended to include the identification of strategic housing growth locations identified in SEPs.
- 1.2.3 In the course of the research, information relating to employment growth and population change was also requested. Given these tasks required a full review of all ten SEPs, an opportunity was also taken to provide a brief pen-portrait of each SEP to identify its main themes and spatial priorities.
- 1.2.4 The results of this exercise are presented in this report. In addition, some discussion points are raised for SSPLOG to consider. The report should be considered as a first pass over the SEPs in which SSPLOG has an interest. The report cannot go into detail as resources allocated for this work do not allow it. It indicates where further research might be focused.
- 1.2.5 The report provides a summary review of the SEPs covering areas immediately joining London and those covering major development corridors and locations wholly or partially within the former East and South East of England. The SEPs reviewed are set out below:
- Hertfordshire
  - South East Midlands
  - Buckinghamshire Thames Valley
  - Oxfordshire

- Thames Valley Berkshire
- Enterprise M3
- Coast to Capital
- South East
- New Anglia
- Greater Cambridgeshire/Greater Peterborough

1.2.6 For London itself no single SEP exists, but information about London is included for comparison/context. The 'Growth Deal for London – Proposals to HM government' published in March 2014 sets out that the following existing strategies together represent London's SEP:

- London Plan
- Economic Development Strategy
- Mayor's Housing Strategy
- Mayor's Transport Strategy

### 1.3 Background to Strategic Economic Plans

1.3.1 The Government Response to Lord Heseltine's Review (March 2013) confirmed its commitment to negotiate a Growth Deal with every Local Enterprise Partnership (LEP), to build on the experience of City Deals. The Government told LEPs that, through Growth Deals, they can seek freedoms, flexibilities and influence over resources from Government. A new Local Growth Fund is in place to target their identified growth priorities. At the heart of the deals is a challenge to LEPs to evidence 'real commitment' to the growth agenda, including the development of ambitious multi-year Strategic Economic Plans (SEPs). The Government has challenged local authority members of LEPs to promote economic development at the heart of everything they do and to work collaboratively across their LEP areas.

1.3.2 The Government published Initial Guidance for Local Enterprise Partnerships (LEPs) on the preparation of Growth Deals in July 2013. The guidance asked LEPs to prepare and submit plans to Government by the end of March 2014. The key points from paragraph 1 of the guidance is reproduced below. It envisaged growth deals as including:

- Greater influence over key levers affecting local growth and freedoms and flexibilities
- A share of the Local Growth Fund for LEPs to spend on delivery of their SEPs
- Commitments from LEPs, local authorities and the private sector on their resources and levers for delivery of the SEPs, including through:
- Better use of local authority assets to unlock resources to be invested in growth.
- Commitments to pro-growth reforms, for example a co-ordinated approach to the development of local plans by local planning authorities across the relevant economic geography.
- Commitment to collective decision-making involving all local authorities within a LEP.

1.3.3 Paragraph 1.8-1.9 of the July 2013 guidance outlined the funding for SEPs which would complement Local Growth Fund monies. Sources include private sector investment; local authority funding; resources from Growing Places Fund, City Deals, Enterprise Zones and other revolving funds; Department for Transport Local Sustainable Transport Fund; Public Works Loan Board; match funding from other partners; and release of surplus public sector assets. The European Structural and Investment Funds Growth Programme is also available for complementary or combined activities with Local Growth Fund.

1.3.4 An indicative Local Growth Fund of £10 Billion has been committed to across the first five years of the Strategic Economic Plans. The fund has been formed from a number of existing funding streams. Annually, around £2 Billion is available, with £1.449 Billion of this capital funds:

- i. Local Authority Transport Majors (£819 million)
- ii. Local Sustainable Transport Fund (Capital) (£100 million)
- iii. Integrated Transport Block (£200 million)
- iv. Further Education Capital (£330 million)
- v. European Social Fund Match (£170 million)
- vi. Housing Revenue Account borrowing approvals (£300 million), which replaced a pot of New Homes Bonus money originally identified.

1.3.5 Allocation of Local Growth Fund is partly by formula or other mechanisms (a proportion of Local Authority Transport Majors and European Social Fund). Housing Revenue Account borrowing approvals will be applied for by each local authority as required. Around £1 Billion in 2015/16 is being allocated through the Growth Deal process in a competitive way.

1.3.6 In order to provide an assessment framework for SEPs, the Government's guidance outlined what it sees as the key elements of a SEP, summarised below:

- i. Demonstrate a wider commitment to growth
- ii. Align and pool local authority capital and revenue spend on growth
- iii. Demonstrate effective collaboration on economic development activities
- iv. Maximise synergies with wider local growth programmes
- v. Deliver collective decisions
- vi. Coterminous governance arrangements
- vii. Strong relationship with the business community
- viii. Strong Partnership Arrangements
- ix. A clear and deliverable vision for growth
- x. Strong financial backing
- xi. Strong cross local authority collaboration on growth

1.3.7 The guidance indicated that the assessment of SEPs would focus on:

- i. Ambition and rationale for intervention for the local area
- ii. Strategic objectives for local area and barriers to growth
- iii. Demonstration that proposed solution is effective and that it draws in wider resources
- iv. Value for Money
- v. Value for money of LEP Strategy
- vi. Delivery and risk
- vii. Partnership strength and commitment
- viii. Strong clear partnerships across the functional economic area
- ix. Capacity and risk management
- x. Delivery routes, timeframes and key milestones
- xi. Strong arrangements for local transparency and accountability, monitoring and evaluation

1.3.8 Each Local Enterprise Partnership (LEP) submitted a Strategic Economic Plan (SEP) to Government at the end of March 2014. The Government assessed each SEP and announced initial funding allocations for 2015/16 to deliver the growth deal in each area on 7th July 2014. SEP programmes are set out over a six year period. Some SEPs have set longer programmes. In contrast, Local Growth Deal allocations are annual and decisions about funding, particularly in the early years is focused on 'oven-ready' projects. Other projects may receive funds for further studies, which does not guarantee that schemes will be built.

1.3.9 This report is focused on the requirements identified by SEPs to support delivery of a local growth agenda. A broad indication of the Government's support for SEP delivery in the first funding year of the programme is given for each SEP. Differences in the way SEPs set out their programmes and the timescales over which they are set out (some are for six years and some extend for 15 years plus) make comparisons over the level of growth difficult to set out.

#### **1.4 SEP Implementation and Review**

1.4.1 SEPs have been prepared for the period 2015-2021. Nationally, the first wave of growth deals for 2015/16 has allocated the full £2 Billion of money available from the Local Growth Fund, as part of an overall £6 Billion package.

1.4.2 Further growth deals will be announced in each year of the growth deal, as projects identified in SEPs are developed. There is currently no indication as to whether a second round of strategic economic plans will be prepared beyond 2021.



## 2 SEP Portraits

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### 2.1 Introduction

2.1.1 In reviewing the SEPs within the study area, a number of informational and methodological issues needs to be considered and addressed.

### 2.2 LEP Geography and SEP information used

2.2.1 The first issue to grapple relates to the information to be pulled out from the plans. Necessarily, the review has focused on the main SEP document – the plans. It was not possible to review the full range of supporting studies and project plans which provide a wealth of detail on specific schemes and locations. In some cases, a wide range of supporting documents were available on the LEP website and in others there none were available. Given the brief was to extract the key housing and transport information related to growth and infrastructure required to support it, it was established that these would be contained as key commitments and asks in the main SEP document submitted to Government.

2.2.2 The structure a size of each SEP varies greatly. Some SEPs are short and identify strategic priorities only and others discuss growth objectives and constraints much more fully and in detail, including smaller schemes. This may in itself be a reflection of LEP geography across the greater south east. Some LEPs, such as South East LEP, cover large areas encompassing many local authorities – counties, unitaries and districts. Others are single county LEPs, such as Hertfordshire and Oxfordshire.

2.2.3 LEP Geography informs LEP organisation and mechanisms for delivery, which in turn influenced the format and scope of SEPs. A broader LEP area requires a more strategic and prioritised approach, with appropriate recognition and accommodation of the objectives of a wide range of authorities and partners. In contrast, those with a much smaller area have built on existing mechanisms to provide great amounts of detail akin to a detailed delivery plan for their areas.

2.2.4 The reason this is raised is to highlight the methodological issues in reviewing the SEPs consistently and within resource constraints – the information presented in this report is an attempt to identify the most important themes, spatial priorities and projects and recognises that there is a great amount more information which could be mined to support its purpose. For the purposes of discussion and review with SSPLOG, and to indicate further work which could be necessary to support further consideration of these issues, the approach taken is considered robust.

### 2.3 What information is presented

2.3.1 This section of the report provides a short pen portrait of the each SEP from the point of view of development priorities. These are not intended to be, and could not offer, a full reflection of the comprehensive, complex and integrated approaches set out in the SEPs, which are based on new development and infrastructure investment, but also essential investment required in skills and education, social infrastructure, IT and Broadband and environmental improvements. Their implementation will rely on the co-ordinated action of many agencies and stakeholders.

2.3.2 The short portraits describe the key spatial priorities of each SEP and the particular locations where significant growth could occur. They also set the broad infrastructure requirements which the SEPs identify which could unlock additional growth in future.

## 2.4 Hertfordshire

2.4.1 The Hertfordshire LEP area is based on the county council area of Hertfordshire. It comprises Hertfordshire County Council and the districts of Broxbourne, Dacorum, East Hertfordshire, Hertsmere, North Hertfordshire, City of St Albans, Stevenage, Three Rivers, Watford and Welwyn Hatfield.

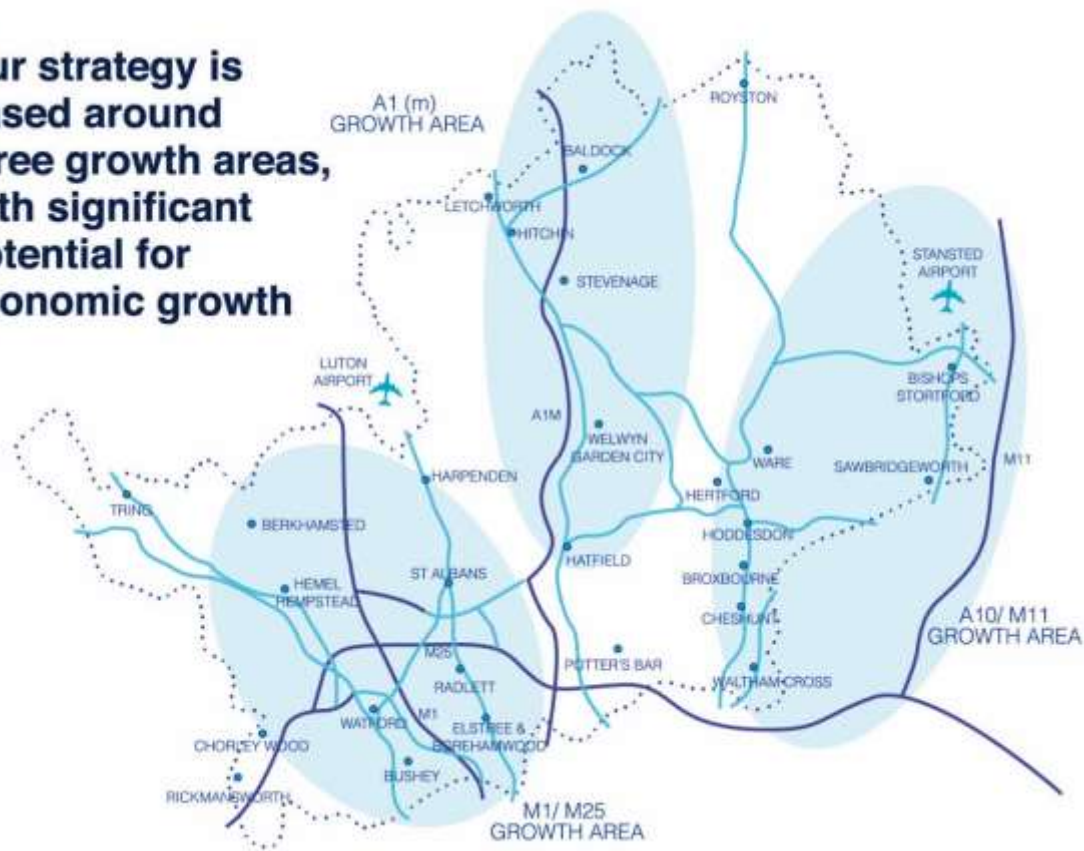
**Table 2-1: Hertfordshire SEP**

<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>None identified</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<ul style="list-style-type: none"> <li>• Housing target: The target set for 2030 is to accelerate delivery of 16,600 net additional houses. Currently, the existing target for housing provision over the SEP period of 2015 to 2021 is 3,717 dwellings per annum. The commitment is to work towards agreement of 4,500-5,000 dwellings per annum.</li> <li>• Housing delivery: Establishment of local Growth Area For a to progress potential major schemes.</li> </ul>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<ul style="list-style-type: none"> <li>• Employment target: The target set for 2030 is 38,600 net additional jobs with a £3 billion net additional uplift in GVA.</li> <li>• Economic development focus: Building on the significant bio-science, pharmaceutical and film and digital industries presence in Hertfordshire to develop new science and technology capacity. The SEP positions Hertfordshire in synergy with the strong bio-science R&amp;D capabilities in London and also Cambridge.</li> </ul>
<p><b>Are major housing development locations set out?</b></p>	<ul style="list-style-type: none"> <li>• Context: Recognising the strong relationship with London, three major radial corridors are identified, defined by major road and rail routes. The key issues are about avoiding areas within these corridors becoming a location for lower value activities priced out of London, addressing already severe traffic and transport congestion, and, on the upside, harnessing the corridors' agglomeration effects appropriately.</li> <li>• Locations: SEP growth in Hertfordshire is being focused on the following three main growth corridors: <ul style="list-style-type: none"> <li>○ M1/West Coast Mainline (2250-2550 dwellings in Watford)</li> <li>○ A1(M)/East Coast Mainline (13,000 dwellings in Stevenage, Hitchin and Welwyn Hatfield)</li> <li>○ M11/A10 /Liverpool St to Cambridge rail line (2,200 permitted at Bishops Stortford and emerging local plan provision in East Herts (5,000-10,000 to 2030)</li> </ul> </li> <li>• New Town Renewal: Key economic clusters and the most significant housing development opportunities are located within the growth corridors, particularly in the county's 'first wave' New Towns. These places require a comprehensive programme of regeneration and delivery mechanisms to promote development. There are opportunities to link their renewal to opportunities for growth.</li> <li>• Sectoral focus: Key science and technology assets will be clustered</li> </ul>

	<p>within these growth corridors. Major locations for the development of the bio-science sector in particular are identified at Stevenage Bioscience Catalyst and the BioPark at Welwyn Garden City.</p> <ul style="list-style-type: none"> <li>• Development constraints: Elsewhere in the area, the SEP acknowledges that development is constrained by Green Belt status (which covers 50% of greenfield land) and chronic traffic congestion.</li> </ul>
<p><b>What information is presented on commuter patterns and priority transport investment schemes?</b></p>	<ul style="list-style-type: none"> <li>• Infrastructure focus: The potential for delivery in the growth corridors requires significant investment in transport infrastructure to relieve congestion, improve connectivity within the areas and to unlock key development sites. The largest opportunities exist in the M1/M25 Growth Area and the A1(M) Growth Area. The M11/A10 Growth Area will experience growth as a result of Stansted Airport growth. However, the opportunities for growth beyond planned totals in this area will rely on strategic transport investment in road and rail capacity taking place in the medium term.</li> <li>• Infrastructure funding: Investment in infrastructure is a key theme in the SEP. The SEP heralds a greater focus on prioritising transport investment to unlock growth. The mechanisms that will be used include a local Evergreen Infrastructure Investment Fund contributed to by Local Authorities (including S106 monies and CIL) and, hopefully, Central Government. A key ask from the SEP is to seek to retain a greater share of local taxes for investment in infrastructure.</li> <li>• Priority schemes: They currently include: <ul style="list-style-type: none"> <li>○ the development of the Croxley Rail Link (two new stops and a terminus for the Metropolitan Line connecting the West Coast Mainline at Watford Junction)</li> <li>○ securing investment in the A1(M) between Junctions 6 to 8 (widen to three lanes)</li> <li>○ in the medium term supporting proposals for widening West Anglia mainline and Crossrail 2 particularly in relation to Broxbourne and Cheshunt Stations.</li> </ul> </li> </ul>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	<p>None identified</p>
<p><b>Hertfordshire Local Growth Deal Allocation</b></p>	<p>Hertfordshire will receive £18.5m for 2015-2019. This will contribute towards three key schemes:</p> <ul style="list-style-type: none"> <li>• A120 Little Hadham Bypass (£28.6m)</li> <li>• A602 Stevenage to Ware improvements (£11.2m)</li> <li>• A1(M) congestion relief (Welwyn Garden City to/from Stevenage) (28.1m - £49.4m)</li> </ul> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-1 Hertfordshire SEP key growth areas

**Our strategy is based around three growth areas, with significant potential for economic growth**



Source: Hertfordshire SEP

## 2.5 South East Midlands SEP

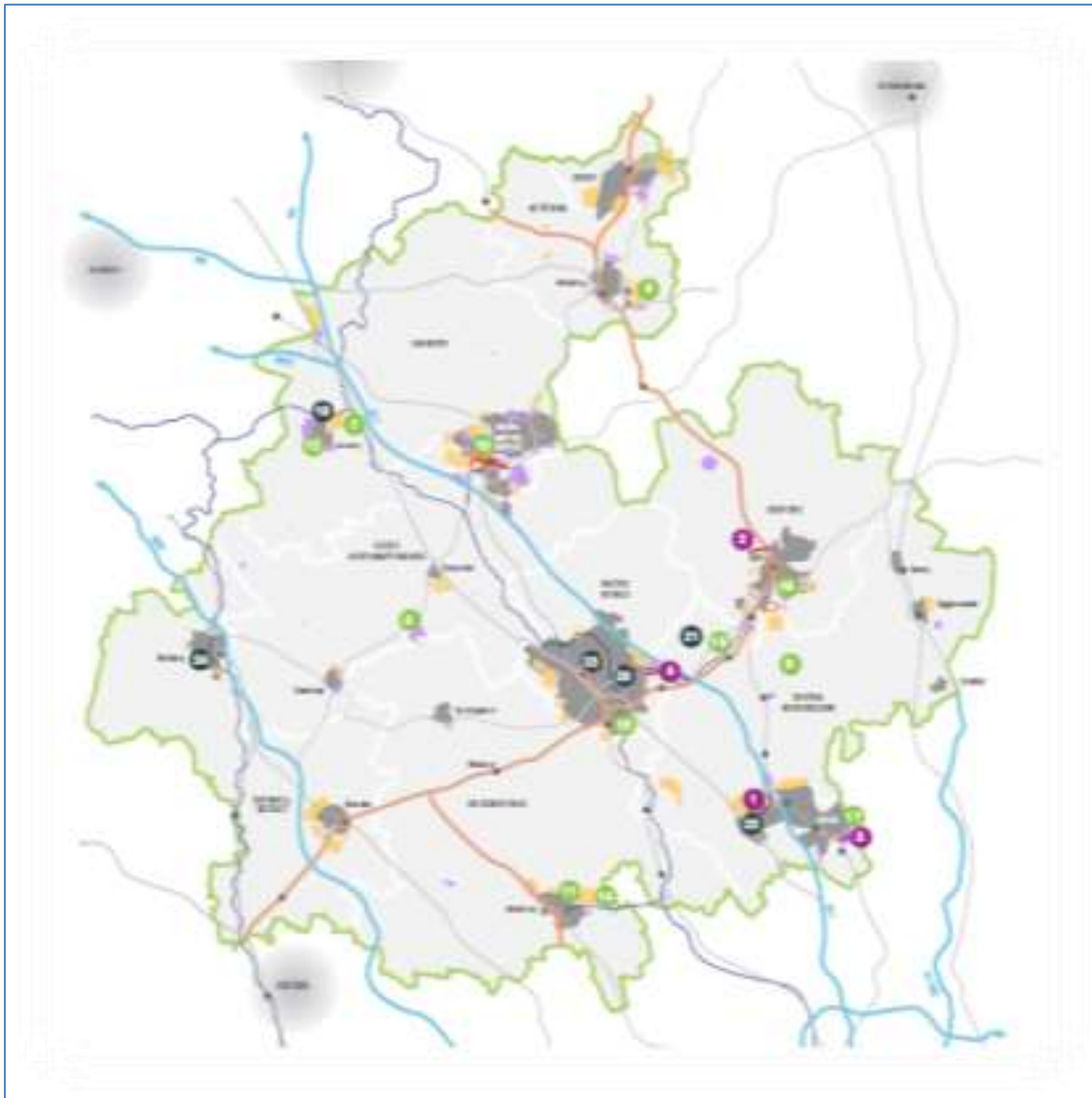
2.5.1 The South East Midlands Strategic Economic Plan (SEMLEP) covers 11 local authority areas: Aylesbury Vale, Bedford, Central Bedfordshire, Cherwell, Corby, Daventry, Kettering, Luton, Milton Keynes, Northampton and South Northamptonshire. The SEMLEP area overlaps with Oxfordshire LEP, Buckinghamshire Thames Valley LEP and the Northamptonshire Enterprise Partnership.

**Table 2-2: South East Midlands SEP**

<p><b>How have demographic assumptions and projections been presented?</b></p>	<ul style="list-style-type: none"> <li>• The base position in current plans is for an increase in population of 8.9% between 2015 and 2020.</li> <li>• With £60 million investment sought for 2015/16, the ‘growth’ position would be 12.4% increase in population between 2015 and 2020.</li> <li>• The additionality of the SEP would therefore be 3.5% population.</li> </ul>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<ul style="list-style-type: none"> <li>• The base position in current plans is for an increase in the delivery of 46,600 new dwellings between 2015 and 2020.</li> <li>• With £60 million investment sought for 2015/16, the ‘growth’ position would be the delivery of 70,600 new dwellings between 2015 and 2020.</li> <li>• The additionality of the SEP would therefore be 24,400 new dwellings.</li> </ul>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>Economically, 75,000 businesses provide 885,000 jobs. 97% of businesses employ fewer than 50 people. Only 16.4% of jobs are in export intensive sectors. Key themes promoted by the SEP include exploiting knowledge intensive sectors, big data and smart cities.</p> <ul style="list-style-type: none"> <li>• The base position in current plans is for 61,400 new jobs (with a GVA increase of £9.1 Billion) between 2015 and 2020.</li> <li>• With £60 million investment sought for 2015/16, the ‘growth’ position would be 94,700 new jobs (with a GVA increase of £10.2 Billion) between 2015 and 2020.</li> <li>• The additionality of the SEP would therefore be 41,500 new jobs.</li> </ul>
<p><b>Are major housing development locations set out?</b></p>	<p>The SEP is focused on delivering accelerated growth from existing plans through to 2020/21, with further investment unlocking further additional growth to 2026/27. The spatial framework for growth is focused on expansion of existing urban areas and exploiting opportunities for economic growth and housing in a limited number of other key sites.</p> <p>The nature of development opportunities for housing and employment are large-scale sustainable urban extensions. The key requirement to be met in unlocking accelerated growth of jobs and housing, and delivering new sites, is strategic investment in transport infrastructure upfront. The SEP implementation plan builds on four existing transport priorities identified by the Local Transport Body and adds a further 18 infrastructure project priorities to accelerate development on key sites.</p>

	<p>Around 2,500 hectares of employment land on 112 strategic employment sites has been identified across the SEMLEP area. Of this 1287 hectares is taken up by seven sites (including Luton Airport and Silverstone).</p> <p>The SEP implementation plan sets out 18 infrastructure projects, 7 of which will deliver 41,469 dwellings toward the SEP targets to 2020/21 (including the additional growth element of 24,400).</p> <ul style="list-style-type: none"> <li>• 3 out of the 4 Local Transport Board Priority Projects will deliver 9,350 dwellings: <ul style="list-style-type: none"> <li>○ Woodside Link (Dunstable in Central Bedfordshire) will deliver 5,150 dwellings and 5,888 jobs</li> <li>○ Bedford Western bypass (Bedford) will deliver 1,300 dwellings and 1,000 jobs</li> <li>○ A421 Dualling from Fen Farm to J13 (Milton Keynes) will deliver 2,900 dwellings and 2,500 jobs</li> </ul> </li> <li>• 4 out of 18 further infrastructure projects will deliver 15,075 dwellings: <ul style="list-style-type: none"> <li>○ Abthorpe Roundabout (Silverstone in South Northamptonshire) will deliver 2,750 dwellings and 3,800 jobs</li> <li>○ A45 Daventry Development Link (Daventry) will deliver 4,000 dwellings 2,500 jobs (1500 construction)</li> <li>○ Kettering Energy and Sustainable Urban Extension (Kettering) will deliver 5,500 dwellings and 2,023 jobs)</li> <li>○ Eastern Link Road including Stocklake Link Road (Aylesbury) will deliver 2,825 dwellings and 6,417 jobs</li> </ul> </li> </ul>
<p><b>What information is presented on commuter patterns and priority transport investment schemes?</b></p>	<p>See above major development locations.</p> <p>The need for and opportunities arising from improved East-West transport connections are highlighted in the SEP. This is seen as important for connectivity within the area and for strategic freight movements to south coast and east coast ports.</p> <p>The south west of the area is on the route of HS2.</p>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	<p>Need to improve Broadband infrastructure, particularly in relation to the 27.5% of the population of the LEP area living in rural areas.</p>
<p><b>South East Midlands Local Growth Deal Allocation</b></p>	<p>£20.1m has been confirmed for 2015/2016, and a further £23.9 million to be spent by 2021. The Government has also provisionally earmarked a further £20.6 million for projects starting in 2016/17.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

**Figure 2-2** South Midlands SEP key growth areas



Source: South East Midlands SEP



## 2.6 Buckinghamshire SEP

2.6.1 Buckinghamshire Thames Valley LEP matches the administrative boundaries of Buckinghamshire County Council and the districts of Chiltern, Wycombe, Aylesbury Vale and South Buckinghamshire. Aylesbury Vale is also covered by South East Midlands LEP.

**Table 2-3: Buckinghamshire SEP**

<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>The population of the LEP area is 556,600. One third live in High Wycombe (92,000) and Aylesbury (63,000).</p> <p>No population projections were identified in the SEP. SEP appendices were not available.</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<p>The baseline growth in housing over the period 2015-2020 is 8,175 dwellings. The 'growth' scenario based on LGF funding is 10,065 new dwellings over the period. The additionality of the SEP is described as 2,500 [sic] dwellings (though a simple subtraction of baseline from growth scenarios gives a total of 1,890).</p> <p>32% of the LEP area is Metropolitan Green Belt. In 2013, the area ranked 2<sup>nd</sup> highest for its rate of housing completions nationally among LEP areas, and 10<sup>th</sup> since 2008. Affordability remains a key problem.</p> <p>Key delivery opportunities for housing arise from transport investment in the main growth corridor identified below. However, specific numbers are not presented.</p>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>The baseline growth in employment over the period 2015-2020 is 24,000 new jobs (GVA Increase of £3bn). The 'growth' scenario based on LGF Funding is 30,800 new jobs (GVA Increase of £3.3bn). The additionality of the SEP is 6,800 new jobs (GVA Increase of £319m).</p> <p>Buckinghamshire has a high degree of out commuting, with only around 62% of residents employed in the LEP area. 92,000 workers commute out of the area, whilst 48,000 commute in. 35,000 of the out commuters travel to London and around one-third of these are local commuters to Hillingdon.</p>
<p><b>Are major housing development locations set out?</b></p>	<p>The key spatial expressions in the SEP are a growth corridor along the M40 and a north-south corridor connecting the M40 in the south to the M1 in the north and taking in the key settlements in the area (particularly High Wycombe and Aylesbury). No specific growth locations in terms of specific housing commitments are identified in the SEP.</p> <p>A number of transport schemes are identified which will address growth proposals for the key towns and also open up major development sites for employment and housing.</p>
<p><b>What information is presented on commuter patterns and</b></p>	<p>Improved North-South connectivity is a key requirement. Improved connectivity within the LEP area is also a key theme. Current committed</p>

<p><b>priority transport investment schemes?</b></p>	<p>schemes include:</p> <ul style="list-style-type: none"> <li>• the East West Rail Link</li> <li>• Evergreen 3 (a Marylebone to Oxford Service via Wycombe, Princes Risborough and a new Bicester chord from 2016)</li> <li>• Crossrail from 2018, connecting Maidenhead to the Acton main line, with an underground spur to Heathrow Airport. Station upgrades will take place at Maidenhead, Taplow, Burnham, Sough, Langley and Iver.</li> <li>• HS2 (under current plans) will open in 2025, though at present there are no stations in</li> </ul> <p>Other initiatives include the aim to work jointly with the Highways Agency on the M40 Route Based Strategy, in particular from Junction 3a northwards: Junction 3, 3a and 4 (High Wycombe), Junction 5 (Stokenchurch), Junction 6 (Princes Risborough), Junction 7 and 8 (Haddenham Business Park), Junction 9 (Bicester and Westcott Venture Park) and Junction 10 (Silverstone).</p> <p>Key Local Growth Fund Transport project asks identified in the SEP:</p> <ul style="list-style-type: none"> <li>• Project 1: Connecting 400 Ha of expansion land through the Aylesbury East Expansion, including the Eastern Link Road &amp; Stocklake Link</li> <li>• Project 2: Regenerating High Wycombe through the Town Centre Masterplan and the Southern Quadrant Transport Strategy</li> <li>• Project 3: Improving North South Connectivity and connecting residual MOD Land by developing the A355 Improvement Scheme (250-350 homes at Wilton Park Opportunity Site)</li> <li>• Project 4: Delivering modal shift by improving sustainable transport links to East West Rail &amp; Winslow Station</li> <li>• Project 5: Delivering modal shift by improving sustainable transport links to CrossRail Stations in Taplow (linking Slough &amp; Maidenhead) &amp; Iver</li> <li>• Project 5a: CrossRail: Improving Multi Modal Connectivity to Taplow Station - linking Slough &amp; Maidenhead (Cross LEP Project)</li> <li>• Project 5b: CrossRail: Improving Multi Model Connectivity to Iver Station</li> </ul>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	<p>Only 60 companies in the LEP area employ more than 250 employees. 42% of SMEs are home-based businesses. The provision of high quality broadband infrastructure is an important priority.</p> <p>The LEP area ranks 7<sup>th</sup> in the amount of commercial office space it has, but ranked only 36<sup>th</sup> in terms of the amount of space developed between 1998-2008. There is a need to refresh the commercial property stock in the area.</p> <p>The SEP includes a proposal for a social housing investment vehicle to deliver more affordable housing.</p>
<p><b>Buckinghamshire SEP (Buckinghamshire Thames</b></p>	<p>The Buckinghamshire Thames Valley LEP has secured £44.2m from the Government's Local Growth Fund to support economic growth in the area-</p>

<p><b>Valley) Local Growth Deal Allocation</b></p>	<p>with £8.9m of new funding confirmed for 2015/16 and £27m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>
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**Figure 2-3 Buckinghamshire Thames Valley SEP growth areas**



Source: Buckinghamshire Thames Valley SEP

## 2.7 Thames Valley Berkshire SEP

2.7.1 Administratively, the LEP area consists of the whole of the former county of Berkshire, now divided into the six unitary authority areas (Bracknell Forest, Reading, Slough, West Berkshire, Windsor and Maidenhead, and Wokingham).

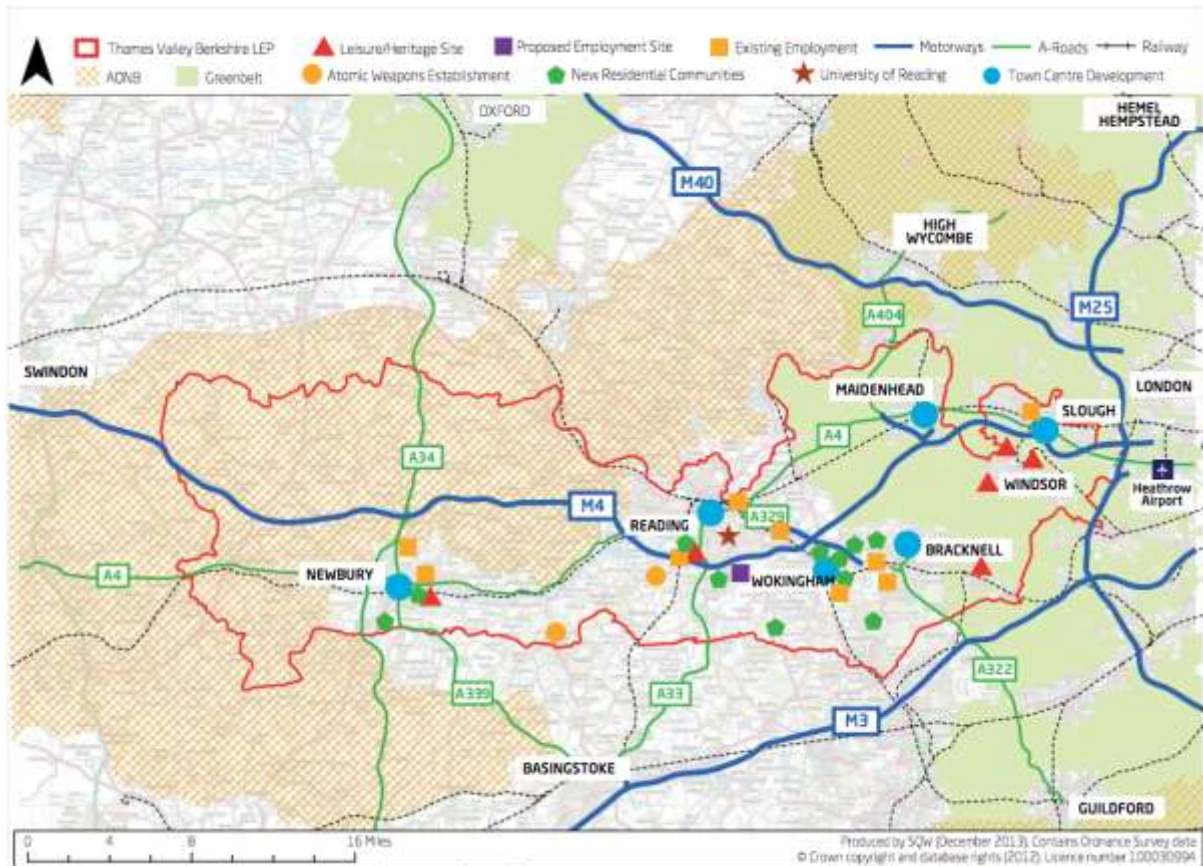
**Table 2-4: Thames Valley Berkshire SEP**

<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>The 2011 census estimates the population of the Thames Valley Berkshire LEP area to be 861,870. The ONS mid-year population estimates for 2012 put estimates a population of around 870,000. The SEP sets out a baseline projection for population increase of 1.1% per annum over the period 2015-2020.</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<p>Planned housing provision in Thames Valley Berkshire Authorities of Bracknell Forest, Reading, Slough, West Berkshire, Windsor and Maidenhead and Wokingham over the period 2006-2026 is 58,509.</p> <p>The total number of dwellings delivered over 2006-2012 was 15,797 at a rate of 2,632 per annum (against a target annual delivery of 2,864 dwellings). Reading and Slough exceeded delivery targets.</p> <p>The SEP priority is to deliver planned provision by overcoming infrastructure issues. There are no 'stretch' targets in the SEP, or accelerated delivery targets.</p>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>Baseline economic projections were undertaken by Cambridge Econometrics using its Local Economy Forecasting Model on a 2011 base. These indicated 539,000 jobs and GVA value of £26.7 Billion at constant 2009 prices. A total of 583,000 jobs were projected for 2025.</p> <p>It was concluded that that future growth rates will be weaker than immediate past and similar to that project for the South East as a whole. There is a predicted decline to 2025 in employment in government services employment and growth in financial and business services (+17,000), information and communications (+12,000) and transport and storage (+9,000).</p> <p>Overall, 44,000 net additional jobs 2011-2025. This is a lower number than predicted in a recent Experian projection of 148,000 net additional jobs over the period 2011-2031. Historically, average annual net additional jobs between 1981-and 2011 was about 4,700.</p> <p>There are 42,000 businesses in the LEP area and 30,000 of these have fewer than 5 employees.</p> <p>Current GVA is £30 billion, which is 15% of South East and 2% of National GVA. The baseline projection of GVA in 2020 is £31.7 billion at 2009 prices (2.5% per annum growth 2015-2020). Predicted GVA growth through the implementation of the SEP is £32.4Billion at 2009 prices (a growth of £700</p>

	<p>million in GVA over current projections).</p> <p>Baseline projection for employment expected to grow by 0.4% per annum over the period 2015-2020. Some statistics are presented below:</p> <ul style="list-style-type: none"> <li>• 42.3% of employment in TVB is in ‘top output growth sectors’ (Rank 1)</li> <li>• 28.5% of employees in TVB work in the ‘knowledge economy’ (Rank 2, behind London)</li> <li>• 2.5% of enterprises are in foreign ownership (Rank 1) = 25% of all employment and 50% of all turnover in the LEP area.</li> <li>• Economic output per head in TVB is £32.8k (Rank 2, behind London)</li> <li>• Business birth rate is 12.4% (Rank 2, behind London).</li> <li>• October 2013 1.8% seeking Job seekers allowance – close to full employment</li> <li>• 18,000 residents work at Heathrow</li> </ul>
<p><b>Are major housing development locations set out?</b></p>	<p>SEP does not set out new housing growth locations and proposes to achieve planned targets in adopted local plans to 2026 (net figure remaining from 2012-2026 is 42,712 dwellings).</p> <p>The LEP area is character by three broad areas. The East of the area is dominated by Heathrow and undeveloped areas of Metropolitan Green Belt. The west of the area is rural (14.5% of the LEP area population live in rural areas). The Central area has a more urban character.</p> <p>The Reading Built Up Area (BUA) (i.e. not the LA boundary) is 318,000 (the population grew by 6% 2001-2011). The Slough BUA population is 164,000 and the population of the Bracknell BUA is 77,000 (its population grew by 9% 2001-2011)</p> <p>The BUAs accounted for the majority of population growth in the LEP area, from 800,113 in 2001 to 861,870 in 2011 (8% growth).</p> <p><b>Bracknell</b> - 11,139 dwellings in existing plans to be delivered over the period 2006-2026. Delivery during 2006-2011 was 2,118 net additional housing units. This is lower than the target which was front-loaded in the BFLP. Emphasis on addressing town centre regeneration.</p> <p><b>Reading</b> - Reading/Wokingham urban area (ONS label) had a population in 2001 of 370,000. Reading is ‘under-bounded’ Not a new observation. South East plan provision for Reading was 10,420 dwellings. In terms of development focus in Reading, the SEP identifies the following:</p> <ul style="list-style-type: none"> <li>• Reading Central Area</li> <li>• South West Reading</li> <li>• District/Local Centres</li> <li>• Redevelopment of existing employment areas</li> </ul> <p>The area covered by the Reading Diamond Local Economic Assessment 2010 was defined as the whole of Reading, Wokingham and Bracknell</p>

	Forest unitary authority areas and a small part of West Berkshire.
<p><b>What information is presented on commuter patterns and priority transport investment schemes?</b></p>	<p>The SEP identifies a number of transport investment requirements to deliver housing identified for strategic development locations and other development throughout the LEP area.</p> <p>Strategic transport investment is required to help unlock four strategic development locations located in close proximity at Wokingham (10,000 dwellings planned).</p> <p>Urban connectivity to town centres, out of centre business locations, corridor enhancements, mass rapid transit systems. Effective transport infrastructure is required to enable hub towns to function properly.</p> <p>A number of strategic transport investments which are underway must be completed:</p> <ul style="list-style-type: none"> <li>• Reading Station improvements</li> <li>• Crossrail.</li> <li>• Surface access to Heathrow – Western Rail Access.</li> </ul> <p>TVB has identified its strategic priorities as:</p> <ul style="list-style-type: none"> <li>• Southern Rail Access to Heathrow Airport.</li> <li>• Reading to Waterloo services.</li> <li>• Improved connections to the North Downs line to Guildford, Gatwick and Brighton</li> <li>• Junction 10 is being upgraded by the Highways Agency using Pinchpoint funding. There are no further junction enhancements planned so the next capacity enhancement will come from the Managed Motorway Scheme from London out to Junction 12 (Reading West and Theale). This is not scheduled to start until after 2015 and the detailed design has not yet been decided.</li> <li>• North-South movements all pose problems – M25, A404/M40, M4/A34, A3290-A329M and A322.</li> </ul>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	None identified
<p><b>Thames Valley Berkshire SEP Local Growth Deal Allocation</b></p>	<p>The Thames Valley Berkshire LEP has secured £96.9m from the Government’s Local Growth Fund to support economic growth in the area – with £13.4m of new funding confirmed for 2015/16 and £2.0m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-4 Thames Valley Berkshire SEP key Growth Areas



Source: Thames Valley Berkshire SEP

## 2.8 Oxfordshire SEP

2.8.1 There are six local authorities covered by the Oxfordshire SEP: Oxfordshire County Council and the districts of Cherwell, South Oxfordshire, Vale of White Horse, West Oxfordshire, and Oxford City. The LEP area population is 660,800. There are 380,600 people in employment.

**Table 2-5: Oxfordshire SEP**

<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>No projections are provided on overall population growth. There is commentary within the SEP on the changing structure of the population, in particular in relation to the ageing of the population. There is also some data on the predicted increases in population of key locations within the Knowledge Spine, identified as the key area of growth in the area. Bicester is expected to grow by 28% if infrastructure is provided to support that. Didcot will double by 2051 in similar terms. These predictions are within current plans.</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<p>Interestingly, and different from other SEPs, the Oxfordshire SEP does not set out acceleration commitments on the delivery of housing and highlights the issue of private sector delivery of current plans. The SEP makes an overall commitment to deliver between 93,560 and 106,560 new homes by 2031.</p> <p>One specific opportunity for additional delivery is identified. This is the potential to deliver a further 1,095 dwellings on the Oxpens and Blackbird Leys sites within 10 years as part of a 3,000 home programme within Oxford, from 2015.</p> <p>As part of the City Deal, Oxfordshire committed to accelerate the delivery of 7,500 homes through the combined Oxfordshire Housing Programme by 2018, of which over a third (36 per cent) will be affordable. This represents 72 per cent increase in the number of homes delivered by 2018 against current forecast.</p> <p>The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 will prompt local planning authorities to review their plans and bring forward additional sites. Oxfordshire authorities have signed up to a Statement of Co-operation that addresses (at a headline level) how unmet housing need will be accommodated through the planning system.</p>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>The SEP predicts an uplift in GVA of £.6.6 billion at constant prices to 2030 (£2.9 billion to 2021). It estimates the creation of 85,600 new jobs by 2031 (a 1% increase per annum) compared to 0.8% per annum achieved between 2001 and 2011.</p>
<p><b>Are major housing development locations set out?</b></p>	<p>The key spatial development opportunity identified in the SEP is the 'Oxfordshire Knowledge Spine'. This area runs north to south through the centre of the LEP area and is prioritised for interventions in key locations within the spine. Three key areas for growth potential in population, employment and housing are identified at Bicester, Oxford and Science</p>



	<p>Vale Oxford. A key aim of the interventions is to improve connectivity of the key hubs in the knowledge spine locally, nationally and internationally.</p>
<p><b>What information is presented on commuter patterns and priority transport investment schemes?</b></p>	<p>The SEP presents a long list of detailed transport schemes which are required to deliver the collective opportunities identified in the SEP. They are generally not linked to the delivery of a specific opportunities but are seen to be linked in addressing one of the core themes of the SEP. This is that connectivity needs to be significantly improved in order to address barriers to growth.</p> <p><b>Oxford Science Transit:</b> a fully integrated and multi-modal transport system. Key features include four trains per hour along the corridor linking core rail stations (Bicester, Oxford, Culham and Didcot). The stations would receive investment to develop them into high quality multi-modal interchanges.</p> <ul style="list-style-type: none"> <li>• Programme to deliver superfast broadband. Aims to bring broadband speeds of at least 24Mbps to 90-92% of all premises by the end of 2015. Further projects are being developed to deliver Ultrafast broadband.</li> <li>• The SEP highlights improvements taking place to the Great Western Main Line through re-signalling and electrification. Following this, there will also be a new fleet of 49 intercity express trains.</li> <li>• Didcot Parkway Station Interchange improvements</li> <li>• M40 Junctions 9 and 10 pinchpoint schemes are already committed and underway</li> </ul> <p><b>Bicester Eco Town:</b> The Local Plan proposes 7,000 new homes by 2031, and a further 3,500 new homes by 2040. Around 2,700 of these homes have already been completed. The Local Plan acknowledges North West Bicester capacity for at least 5,000 new homes of which around 1,800 are anticipated during the Plan period although it does not preclude a faster delivery rate.</p> <p>Committed Bicester Schemes</p> <ul style="list-style-type: none"> <li>• East West Rail</li> <li>• Bicester Park and Ride</li> <li>• Western section of peripheral route</li> <li>• M40 Junction 9</li> </ul> <p>Bicester asks</p> <ul style="list-style-type: none"> <li>• Banbury and Bicester College campus redevelopment – FE college investment.</li> <li>• Bicester peripheral road route</li> <li>• London Road Rail Crossing and Charbridge Lane Rail Crossing</li> <li>• Walking and Cycling Connectivity Project</li> </ul> <p><b>Oxford:</b> The SEP focuses on building on the strengths of the city, overcoming barriers to growth and increasing opportunities to all</p>

	<p>residents. The main theme is connectivity.</p> <p>Committed Oxford Schemes</p> <ul style="list-style-type: none"> <li>• Hinksey Hill and Kennington Junctions (Science Transit Phase 1)</li> <li>• Local Sustainable Fund Projects – London Road Bus Lane extensions, New bus services, walking and cycling improvements from Thornhill to Headington, and travel planning</li> </ul> <p>Oxford asks ( limited to development related physical infrastructure)</p> <ul style="list-style-type: none"> <li>• Headington Phase 1</li> <li>• Oxford Station – Interchange and Gateway Development</li> <li>• Oxford City Transport – West End</li> <li>• Eastern Arc Transport Improvements</li> <li>• Upstream Flood Storage at Northway centre playing field and Court Place Farm Park</li> </ul>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	<p>There is an identified need for improved flood storage upstream of Oxford. A flood alleviation programme has been formulated.</p>
<p><b>Oxfordshire SEP Local Growth Deal Allocation</b></p>	<p>At least £108.6 million has been secured by Oxfordshire LEP. £9.2m has been confirmed for 2015/16, and an indicative award of a further £53.7m for 2016/17 onwards.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

**Figure 2-5**     **Oxfordshire SEP key Growth Areas**



Source: Oxfordshire SEP

## 2.9 Enterprise M3 SEP

2.9.1 The Enterprise M3 LEP area covers mid and north Hampshire and south west Surrey. It stretches from the edge of London along the M3 motorway to the New Forest. The main towns located within the LEP area include taking in several towns in Hampshire and Surrey (including Aldershot, Andover, Basingstoke, Camberley, Farnborough, Guildford, Staines-upon-Thames, Whitehill & Bordon and Woking) and the city of Winchester.

2.9.2 The LEP area contains local authority district areas in Hampshire and Surrey: Basingstoke and Deane Borough Council, East Hampshire District Council, Elmbridge Borough Council, Guildford Borough Council, Hart District Council, New Forest District Council, Runnymede Borough Council, Rushmoor Borough Council, Spelthorne Borough Council, Surrey Heath Borough Council, Test Valley Borough Council, Waverley Borough Council, Winchester City Council, Woking Borough Council.

**Table 2-6: Enterprise M3 SEP**

<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>The 2011 Census estimates the population of the LEP area to be 1,633,900. The 2012 ONS estimate of population is 1.6 million.</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<p>The SEP says that 43,000 dwellings delivered in LEP area over last ten years.</p> <p>There are significant land constraints - 25% of LEP area is either SPA or Metropolitan Green Belt. The Thames Basin Heaths SPA also creates the need for significant mitigation opportunities to be found, which are important to the delivery of housing sites.</p> <p>The SEP points to an extreme shortage of affordable rural housing and a lack of high-speed broadband in rural areas, limiting home-based working.</p> <p>The SEP sets out an aim to accelerate delivery of housing 25% above 2003-13 average baseline. This equates to the provision of up to 11,500 dwellings over next 10 years. A Regeneris (2014) report prepared for the LEP provides a baseline housing provision calculated from delivery rates from before and during the recession.</p> <p>The accelerated delivery to be achieved through the SEP will occur without an increase in local plan targets. Infrastructure funding and strategic transport interventions are required to deliver them. Delivery of housing would be accelerated (in statistical terms) by 54% if compared to the 5-year baseline (2008-13).</p> <p>‘The price of housing and inability to accommodate new housing due to environmental designations has meant local planning authorities and developers have not been able to bring forward a sufficient volume of activity to date. Site owners have been unable to agree to terms of sale, and key requirements such as transport, water (particularly water quality and sewerage) and provision of community facilities have acted as barriers to progress.’</p>

	<p>In Guildford, the aspiration is to deliver 1,000 new homes in Slyfield.</p> <p>The SEP sets out s £22.86 million proposed allocation for housing (unlocking housing sites) from the Local Growth Fund.</p> <p>With local growth fund support, the SEP aims to accelerate delivery of housing at Whitehill and Bordon (4,000 dwellings), and Wellesey (3,850 dwellings). These will start on site in 2014/15.</p> <p>The SEP commits the LEP partners to adopt an ‘account management’ approach across strategic sites. Recent research for the LEP has identified barriers to delivery, planning status, ownership etc, and highlights opportunities for accelerated delivery at a variety of timescales. The LEP has agreed to form a Public Land Board to promote the effective use of public sector land assets.</p> <p>A commercial property report prepared for the LEP, identified that there is a stock of commercial space which is unlikely to be used for commercial use again. The SEP identifies the use of local growth fund to support the conversion of redundant commercial space into new homes.</p>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>The 2012 ONS estimate of GVA in the LEP area at £41.98 Billion, with 744,000 jobs in 86,500 businesses.</p> <p>The SEP predicts GVA to be 25% above national average by 2020, with a projected increase in the employment rate from 77.4% to 80%, creating 52,000 new jobs, by 2020.</p> <p>The SEP projects the addition of 1,400 businesses each year, by 2020.</p>
<p><b>Are major housing development locations set out?</b></p>	<p>Three main areas of growth are identified in the SEP:</p> <ul style="list-style-type: none"> <li>• Growth towns – Woking, Guildford, Farnborough, Basingstoke</li> <li>• Step-up towns – Andover, Whitehill and Bordon, Aldershot, Camberley, Staines-upon-Thames</li> <li>• Sci-Tech Corridor – along M3</li> </ul> <p>Accelerated delivery of existing planned sites at Whitehill Bordon and Wellesey</p>
<p><b>What information is presented on commuter patterns and priority transport investment schemes?</b></p>	<p>A number of key transport investment requirements have been identified in the SEP. Overall, £27.2 million proposed allocation of LGF in 2015-16 to address transport priorities.</p> <p>Key themes identified in the SEP include a continued and expanded role for Heathrow and Gatwick. Surface access to Heathrow from the west and the south is identified as important. The SEP also identified the importance of managing effectively the capacity and efficiency of the road network. It says investment is needed to alleviate pinchpoints in order to improve connectivity between main economic centres.</p> <p>Specific improvements identified include:</p>

	<ul style="list-style-type: none"> <li>• Guildford A3 Strategic Corridor Improvements - to improve journey times and reliability on a strategic route.</li> <li>• M3 Junction 9 Improvements – to provide effective management of traffic, assist strategic movements and provide free-flow links between Junction 9 and A34.</li> <li>• A3/M25 interchange – junction improvement to ease congestion and reduce accidents.</li> <li>• A31 Ringwood Junction with A338 – Better and more reliable journey times on A31, linking to growth areas identified in adjoining LEP areas.</li> <li>• Southern Rail Access to Heathrow – to create a fast and reliable rail link to Heathrow Airport.</li> <li>• Electrification of North Downs Railways Line – Major improvement programme to address overcrowding and improve integration with network.</li> <li>• Woking Junction Rail Flyover – grade separation – to improve capacity on the South West Mainline and improve operational capacity at Woking, addressing a key pinchpoint on the network.</li> <li>• Existing and new Guildford Railway Stations – To improve accessibility to major employment locations.</li> <li>• South West Main Line capacity improvements (including Crossrail 2) – to enable more frequent and faster services serving key economic hubs in the area.</li> <li>• A3 Strategic Package – North East Guildford – to address high levels of congestion and serve a potential strategic mixed use urban expansion of the town of Guildford (not identified local plans).</li> </ul>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	<p>The provision of effective flood defences to improve resilience of communities and essential infrastructure is identified as an important theme:</p> <ul style="list-style-type: none"> <li>• River Thames Scheme – Datchet to Teddington – to reduce flood risk in communities near Heathrow, including Datchet, Wraysbury, Egham, Staines, Chertsey and Shepperton.</li> <li>• Need to improve flood defences – want to work with neighbouring LEPs.</li> </ul>
<p><b>Enterprise M3 SEP Local Growth Deal Allocation</b></p>	<p>The Enterprise M3 LEP has secured £118.1m from the Government’s Local Growth Fund to support economic growth in the area – with £29.4m of new funding confirmed for 2015/16 and £31.3m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>



## 2.10 Coast to Capital SEP

2.10.1 The Coast to Capital area comprises the county of West Sussex, the London Borough of Croydon, the City of Brighton and Hove, four Surrey districts – Mole Valley, Reigate and Banstead, Epsom and Ewell and Tandridge - and Lewes district which is part of East Sussex.

**Table 2-7: Coast to Capital SEP**

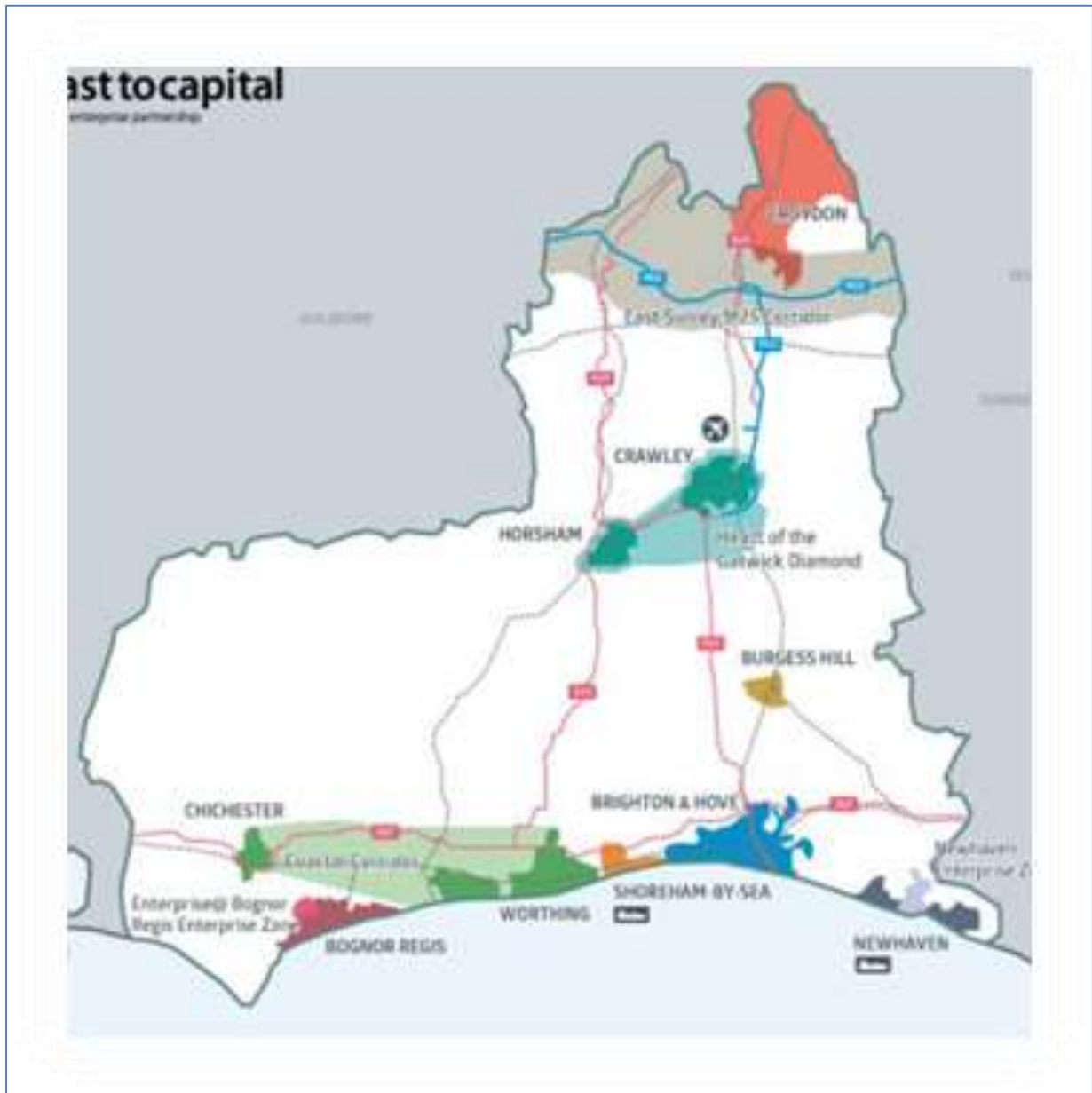
<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>15% of residents in the LEP area live in rural areas, and 22% of businesses are located in rural areas.</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<p>The SEP seeks to boost housing completions through bringing forward new sites and opening up new areas not currently in consideration due to infrastructure issues, and by investing in new approaches to housing provision such as self-build and community land trusts.</p> <p>£48.4 million is sought from the Local Growth Fund to support a programme of infrastructure investment to unlock 7,331 additional dwellings (over and above current plans, 2,000 new jobs and 103,000 square metres of new employment space.</p> <p>Ten-year average annual housing completions for the LEP area are 4,350. The target is to increase this to roughly 5,400 per annum by 2020. This would equate to the delivery of 98,851 dwellings on identified sites within Local Plans over an assumed 20 year period (say 2011-2031).</p>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>The LEP area contributed £38.9 Billion to the UK economy in 2010. The SEP goal is to create 100,000 private sectors jobs by 2035.</p> <p>The SEP aims to create 60,000 new jobs and 970,000 square metres of new employment space by 2021.</p>
<p><b>Are major development locations set out?</b></p>	<p>The proposed spatial priorities are shown below, showing delivery within the SEP period to 2020/21.</p> <p><b>Burgess Hill</b> – A significant location of employment space and planned new homes, with associated infrastructure improvements and including City Deal commitments. Mixture of developments in town plus northern arc development – total planned for Burgess Hill is 5,000 jobs, 5,040 dwellings, 200,000 square metres of employment space. Needs transport infrastructure (A23/A2300) to unlock potential.</p> <p><b>Croydon</b> – The renaissance of Croydon’s commercial centre and significant new housing. Main opportunities in Purley Town Centre and College Green in central Croydon. The overall planned proposals are for 2,400 jobs, 4,440 dwellings and 78,167 square metres of employment space. Key requirement to address rail capacity, improve poor performing road junctions and improve tired public realm.</p> <p><b>Heart of the Gatwick Diamond</b> – Includes Manor Royal, Crawley and a</p>



	<p>major new development to the north of Horsham which will deliver new homes, a business park and a new railway station. Overall proposals for 5,000 jobs, 3,300 dwellings and 78,500 square metres of employment space. A new railway station and road improvements will be delivered over the period 2015-2019 to serve 'North Horsham Development' north of A264, delivering 2,500 dwellings, 46,450 sqm of commercial employment space and 4,000 jobs.</p> <p><b>East Surrey M25 Strategic Corridor</b> – Includes the important towns in the four Surrey districts which are location for a number of significant international/national HQs for strategic companies. The overall proposals will deliver 9,700 jobs, 1,325 dwellings and 51,000 square metres of employment space. There is a requirement to deliver improved transport connections between key locations (overcoming poor orbital links), reduce congestion on M25 and M23 junctions, improved rail connections, renewed town centres.</p> <p><b>Brighton and Hove</b> – New commercial and housing development, including the locations set out in the City Deal document. Overall, the proposals will deliver 6,000 jobs, 2,900 dwellings and 81,000 square metres of employment space. There are requirements to improve mainline rail and trunk road capacity.</p> <p><b>Coastal Corridor</b> – A changing growth story from Shoreham to Chichester, including City Deal commitments. Includes Worthing, Littlehampton and Chichester. Overall proposals would deliver 5,100 jobs, 5,100 dwellings and 79,237. There is a requirement to improve transport infrastructure on A27 and A259 east west routes.</p> <p><b>Enterprise @ Bognor Regis Enterprise Zone</b> – Development of significant new employment space and new homes. 4,800 Jobs, 2,000 dwellings, 140,500 Square metres of employment space. Requires establishment of Enterprise Zone to enable barriers to private sector investment to be overcome.</p> <p><b>Newhaven Enterprise Zone</b> – Regeneration of the port and town and including the flood defences agreed in the City Deal. Overall, the proposals will deliver 5,200 Jobs, 750 dwellings, 178,000 square metres of employment space. Requires completion of LDO and delivery of flood defences, port access road, University Technical College development, rail stations improvements and sustainable transport enhancements.</p> <p><b>Shoreham Harbour and Airport</b> – Unlocking major housing developments, including the flood defences agreed in the City Deal. The overall proposals will deliver 4,450 Jobs, 2,320 dwellings and 36,600 square metres of employment space. There is a requirement to improve flood defences and make access and transport improvements.</p>
<p><b>What information is presented on commuter patterns and priority transport investment</b></p>	<ul style="list-style-type: none"> <li>• Bring forward a major investment programme in transport infrastructure which will unlock growth in jobs, homes and employment space.</li> </ul>

<p><b>schemes?</b></p>	<ul style="list-style-type: none"> <li>• Reduce car journeys through sustainable transport improvements thereby contributing to national requirements to reduce carbon emissions.</li> <li>• Improve resilience to extreme weather events and transport disruptions.</li> </ul> <p>Transport interventions are projected to deliver 44,500 new jobs, 19,800 additional homes and 806,000 square metres of new employment space.</p> <p>Specific schemes identified:</p> <ul style="list-style-type: none"> <li>• Burgess Hill – A23/A2300 investment required</li> <li>• Croydon – rail capacity, improve road junctions</li> <li>• Heart of the Gatwick Diamond (Crawley and North of Horsham) – new rail station and road improvements programmed.</li> <li>• East Surrey M25 Strategic Corridor – improve orbital road links, improve rail connections, reduce congestion on M25/M23 junctions</li> <li>• Brighton and Hove – improve mainline rail and trunk road capacity</li> <li>• Coastal Corridor – Improve A27 and A259 east West Routes</li> <li>• Bognor Regis EZ –</li> <li>• Newhaven EZ – flood defences and port access road, improved rail station and local transport improvements</li> <li>• Shoreham Harbour and Airport. – improved flood defences and access/transport improvements</li> </ul>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	<p>Deliver interventions in brownfield and greenfield sites which will provide the capacity for employment and housing growth. These include Enterprise Zone designations for Newhaven and Enterprise Bognor Regis.</p> <p>Flood defence infrastructure to open up growth sites in Chichester, Newhaven and Shoreham.</p>
<p><b>Coast to Capital SEP Local Growth Deal Allocation</b></p>	<p>The Coast to Capital Local Enterprise Partnership has secured £202.4m from the Government’s Local Growth Fund to support economic growth in the area – with £38m of new funding confirmed for 2015/16 and £124.2m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

**Figure 2-7 Coast to Capital SEP Key Growth Areas**



Source: Coast to Capital SEP

## 2.11 South East SEP

2.11.1SELEP covers the counties of Essex, Kent, East Sussex, Medway, Southend and Thurrock.

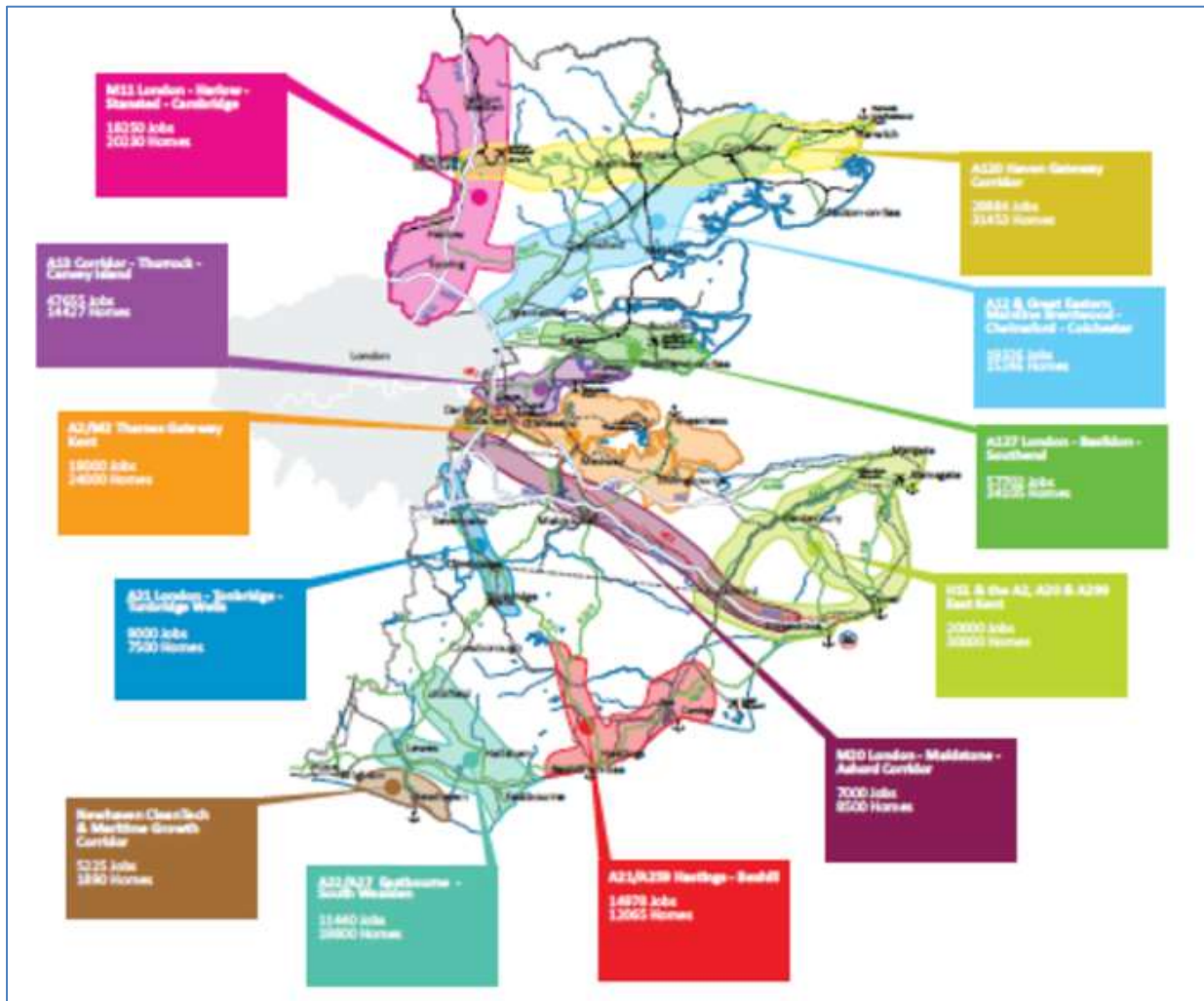
**Table 2-8: South East SEP**

<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>Over 270,000 people work in London and live in the SELEP area - 10.7% of working age residents.</p> <p>ONS forecasts that SE LEP's population will increase by 6.9% to 4,388,000 in 2021. This will result from both local natural growth and net in-migration from elsewhere in the UK, particularly London.</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<p>The SEP aims to complete 100,000 new homes, increasing the annual rate of completions by over 50% compared to recent years.</p> <p>Based on accelerated housing delivery through new delivery mechanisms</p> <p>For the SE LEP area as a whole, government's most recent projections (reference 2011-based Interim Household Projections) show that between 2011 and 2021, almost 200,000 more households will live in SE LEP's communities – or an average of 20,000 homes per annum. In 2011/12 and 2012/13 completions averaged just under 10,000 homes per annum and in 2013/14, it is likely that completions will remain at this level. To match forecast household growth a further 170,000 homes need to be completed over the next seven years - an average of 24,000+ per annum.</p> <p>The SEP says it is not possible to accelerate the rate of completions fast enough to build a total of 200,000 over the decade to 2021. It aims to accelerate the rate of completions year on year. The ambition is to complete a further 100,000 dwellings 2021. The SEP gives a potential trajectory on how this could occur. It would mean increasing completions to around 11,000 2015, 15,000 in 2017, and then 16,000 dwellings each year to 2021. This rate is 7% higher than the peak output in the last housing boom 2007/08 and would result in an additional 100,000 homes by March 2021.</p>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>The SEP aims to generate 200,000 private sector jobs by 2021, representing an average of 20,000 a year or an increase of 11.4% since 2011. Across the SE LEP area, knowledge economy employment has increased from 14.6% of employment in 2009, to 17.3% in 2012 There are 344,300 businesses in the SELEP area - 86 firms per 1,000 residents.</p> <p>In 2012, 19.1% of SE LEP employment was in the public sector, compared to 18.6% for England as a whole.</p> <p>Across the SE LEP area, knowledge economy employment has increased from 14.6% of employment in 2009, to 17.3% in 2012.</p>
<p><b>Are major housing development locations set out?</b></p>	<p>Investment in key road and rail links is required to unlock sites with potential for employment and housing development. The SEP identifies</p>

	<p>potential total capacity for 310,000 additional jobs and around 250,000 new dwellings in the SE LEP area through the investment in transport proposed in the growth deal. Local partners and the private sector will contribute around one third towards the overall cost of the transport schemes in the SE LEP area which are necessary to unlock this level of growth.</p> <ul style="list-style-type: none"> <li>• A120 Haven Gateway (28,884 jobs and 31,453 dwellings)</li> <li>• A12 and Great Eastern Mainline; (19,326 jobs and 15,246 dwellings)</li> <li>• M11 West Anglia Mainline: London-Harlow-Stansted-Cambridge; (18,250 jobs and 20,230 dwellings)</li> <li>• A127 London-Basildon-Southend;(57,702 jobs and 34,105 dwellings)</li> <li>• A13 London-Thurrock-Canvey Island; (47,655 Jobs and 14,427 dwellings)</li> <li>• A2/M2 Thames Gateway Kent; (18,000 jobs and 24,000 dwellings)</li> <li>• A2/A299 Canterbury-Dover and Thanet; (20,000 jobs and 30,000 dwellings)</li> <li>• M20 London-Maidstone-Ashford-Folkestone; (7,000 jobs and 8,500 dwellings)</li> <li>• A21 London-Tonbridge-Tunbridge Wells; (9,000 and 7,500 dwellings)</li> <li>• A21/A259 Hastings Bexhill; (14,978 jobs and 12,065 dwellings)</li> <li>• A22/A27 Eastbourne/South Wealden; (11,440 jobs and 19,800 dwellings)</li> <li>• Newhaven Clean Tech and Maritime Growth Area (5,225 jobs and 1890 dwellings)</li> </ul> <p>The commitment sought from Government is a firm undertaking to deliver specific national rail network, motorway, and national trunk road investments by agreed dates. These include:</p> <ul style="list-style-type: none"> <li>• Lower Thames Crossing.</li> <li>• A13 upgrade to serve the new deep sea container port at London Gateway.</li> <li>• Improving the strategic routes in 12 transport growth corridors and to major growth sites, including specified rail improvements.</li> <li>• To provide Local Growth Fund investment of £784.5m investment over six years towards the overall total cost of £1,399.6m, with £98.2m of this allocated in 2015/16</li> <li>• To provide the necessary Local Sustainable Transport Fund revenue support to align with LSTF capital schemes that focus on sustainable transport measures and which is being bid for separately by local Highways Authorities in the SE LEP area</li> <li>• To allow the Highways Agency to selectively divert from mainstream policy for new motorway junctions to bring forward important growth locations in Thames Gateway Kent and at Harlow.</li> </ul>
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<p><b>What information is presented on commuter patterns and priority transport investment schemes?</b></p>	<p>The SEP transport priorities focus on 12 growth corridors across in the South East LEP area. From north to south, these are:</p> <ul style="list-style-type: none"> <li>• A120 Haven Gateway;</li> <li>• A12 and Great Eastern Mainline;</li> <li>• M11 West Anglia Mainline: London-Harlow-Stansted-Cambridge;</li> <li>• A127 London-Basildon-Southend;</li> <li>• A13 London-Thurrock-Canvey Island;</li> <li>• A2/M2 Thames Gateway Kent;</li> <li>• A2/A299 Canterbury-Dover and Thanet;</li> <li>• M20 London-Maidstone-Ashford-Folkestone;</li> <li>• A21 London-Tonbridge-Tunbridge Wells;</li> <li>• A21/A259 Hastings Bexhill;</li> <li>• A22/A27 Eastbourne/South Wealden; and,</li> <li>• Newhaven Clean Tech and Maritime Growth Area.</li> </ul>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	
<p><b>South East SEP Local Growth Deal Allocation</b></p>	<p>The South East LEP has secured £442.1 million, with £64.6 million confirmed for 2015/16 and £143.6 for 2016/17.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

**Figure 2-8 South East SEP Key Growth Areas**



Source: South East of England SEP

## 2.12 New Anglia SEP

2.12.1 The New Anglia LEP comprises the county areas of Suffolk and Norfolk. County, District and Unitary Authorities are members of the LEP and are key stakeholders in the development of the SEP, through the LEP Leadership Board.

**Table 2-9: New Anglia SEP**

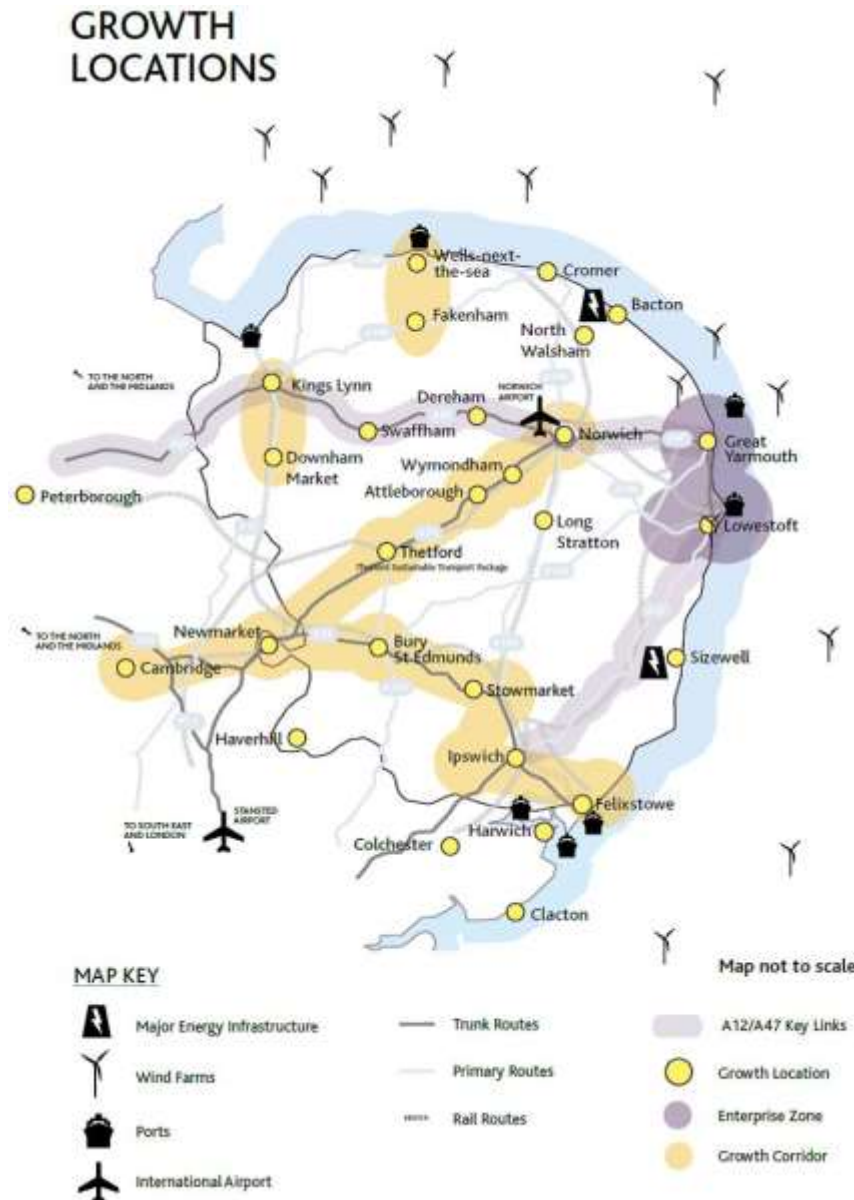
<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>None identified.</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<p>117,000 new dwellings will be provided by 2026, a 32 per cent increase on 2001-2012 (about 8,300 per annum). This is provision within local plans. Accelerated delivery will depend on (mostly transport) investment to unlock the largest sites more quickly, and better market conditions/removed market barriers.</p>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>The baseline jobs forecast based on the East of England Forecasting Model would see an increase in employment of the SEP period and beyond, from 760,000 job in 2012 to 823,000 in 2026. The SEP growth forecast – jobs delivered through SEP investment is for an additional 35,000 jobs to this total. The number of businesses will increase by 10,000 by 2026, based on forecast 1,000 annual increase in business over the decrease of 615 per annum over 2009-2011 and a 516 businesses per annum increase over 2004-2008.</p> <p>The SEP aims to grow GVA per job in the region, to close a gap to the national average, by 2026. At £36,244 in 2012, this was 10 per cent lower than the national average of £40,007. At £27.5 Billions at 2011, the LEP economy ranks 14th of 39.</p> <p>The Strategy focuses on five high impact sectors (advanced manufacturing and engineering, agri-tech, energy, ICT/digital culture and life sciences) and key underpinning sectors (agriculture food and drink, financial and insurance services, ports and logistics, and tourism and culture). The SEP also builds on the LEP’s Green Pathfinder Status.</p>
<p><b>Are major housing development locations set out?</b></p>	<p>Growth is focused on the two largest urban areas of Norwich and Ipswich, and two corridors focused on towns along the A14 and A11. The plan identifies growth locations where jobs and dwellings are expected to grow by 1,000 over the relevant local plan period. These are:</p> <ul style="list-style-type: none"> <li>• Greater Norwich (37,000 dwellings, plus ‘headroom’ for 3,000 additional dwellings).</li> <li>• Greater Ipswich (13,000 dwellings)</li> <li>• Lowestoft and Great Yarmouth (4,700 dwellings).</li> <li>• Attleborough, Thetford, Mildenhall, Brandon and Newmarket</li> </ul>



	<p>along the A11 (12,030 dwellings).</p> <ul style="list-style-type: none"> <li>• Felixstowe, Stowmarket and Bury St Edmunds along the A14 (9,660 dwellings)</li> <li>• Kings Lynn and Downham Market (8,000 dwellings).</li> <li>• Sizewell (and its nuclear power station).</li> <li>• Haverhill and Sudbury (1,000 dwellings).</li> <li>• Fakenham and Wells in North Norfolk (1,000 dwellings).</li> </ul>
<p><b>What information is presented on commuter patterns and priority transport investment schemes?</b></p>	<p>To deliver Greater Norwich growth plans:</p> <ul style="list-style-type: none"> <li>• the Norwich Northern Distributor Road is being planned (already in funding programme).</li> <li>• A47 Postwick Junction improvements (funded).</li> <li>• A47 south west quadrant.</li> <li>• Sustainable transport package to improve access to jobs and housing.</li> </ul> <p>To deliver Greater Ipswich growth plans:</p> <ul style="list-style-type: none"> <li>• A14 improvements to relieve congestion</li> <li>• A14/A12/J57, A14//A12/J55 and A14/A12/J58 junction improvements</li> <li>• Ipswich Garden Suburb rail bridge</li> </ul> <p>Other schemes:</p> <ul style="list-style-type: none"> <li>• Lowestoft/Great Yarmouth – Beccles Southern Relief Road, rail station improvements A47/A12 junction improvements.</li> <li>• A11 Corridor to London – new A11/B1077 Attleborough Link Road and town centre improvements, A11 junction improvements at Thetford and Mildenhall, A14/A142 (J37) capacity improvements, and better public transport links at Newmarket, relief road at Brandon,</li> <li>• A14 Corridor Felixstowe to Newmarket – Upgrade of rail corridor between Felixstowe and Ipswich, new junction 49 on A14 at Stowmarket, Eastern relief road and A14 (J45) junction improvements, plus J42, 43, and 44 of A14, at Bury St. Edmunds, the Lynn Sport Link Road and A47 Junction improvements.</li> <li>• A12/Sizewell – A12 bypass around villages</li> <li>• Haverhill – A1307 corridor improvements, relief road at Haverhill.</li> <li>• Sudbury – new spine road and by pass route to relieve A134 pinchpoint.</li> </ul> <p>Other asks:</p> <ul style="list-style-type: none"> <li>• Strategic improvements in rail capacity – government task force established by the Chancellor</li> <li>• Strategic road improvements to A14</li> </ul>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	<ul style="list-style-type: none"> <li>• Broadband infrastructure</li> <li>• Flood Defences on the coast</li> <li>• Water Supply infrastructure</li> </ul>

	<ul style="list-style-type: none"> <li>Electricity connections/grid capacity</li> </ul>
<b>New Anglia SEP Local Growth Deal Allocation</b>	<p>Secured £173.3m, with £32.5 confirmed for 2015/16 and £29.3 for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-9 New Anglia SEP key Growth Areas



Source: New Anglia SEP

## 2.13 Greater Cambridge and Greater Peterborough SEP

2.13.1 The LEP area comprises Rutland Unitary Authority (UA), Peterborough UA, Cambridgeshire County (with its five lower tier local authorities – Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, and South Cambridgeshire) which are solely in this LEP area; together with five lower tier local authorities that overlap other LEP areas: King’s Lynn & West Norfolk, Forest Heath and St Edmundsbury (overlap New Anglia LEP); Uttlesford (South East LEP); and North Hertfordshire (Hertfordshire LEP). The members that overlap other LEP areas account for 48 per cent by area, and 38 per cent by population of LEP.

2.13.2 The LEP is the sixth largest LEP by area, at some 7250 sq. km. It is in the least densely populated quartile of LEP areas, and in population terms, ranks 17th, with a population of 1,371,289 (2011 Census).

**Table 2-10: Greater Cambridge and Greater Peterborough SEP**

<p><b>How have demographic assumptions and projections been presented?</b></p>	<p>2011 Census shows population growth in Cambridgeshire was faster than any other English County over the period 2001-2011.</p> <p>The population in 2011 was 1.37 million. Forecasts to 2031 range from a continuation of the Census trend (1.66 million in 2031 (+290,000)), to a high migration scenario based on strong economic growth (around 1.69 million people in 2031 (+320,000)). Based on the East of England Forecasting Model.</p>
<p><b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b></p>	<p>Nearly 66,000 dwellings provided over 2002-2012 (89% of East of England Plan target).</p> <p>Existing and emerging plans (at 2014) indicate the provision of around 156,000 dwellings over the next twenty years.</p> <p>A memorandum of co-operation signed by local authorities in the area commit to the delivery of 7,800 dwellings per annum to 2031.</p>
<p><b>How have economic and employment projections and assumptions been addressed?</b></p>	<p>63,000 businesses contribute over £30 Billion GVA to the national economy.</p>
<p><b>Are major housing development locations set out?</b></p>	<p>Major development locations for the delivery of housing, identified in existing and emerging plans over the period to 2031 are identified in the SEP:</p> <ul style="list-style-type: none"> <li>• Kings Lynn (7,500 dwellings)</li> <li>• Wisbech (3,000 dwellings)</li> <li>• March (4,200 dwellings)</li> <li>• Peterborough (24,400 dwellings)</li> <li>• Alconbury (5,000 dwellings)</li> <li>• Huntingdon (3,400 dwellings)</li> <li>• St Neots (3,800 dwellings)</li> <li>• Cambridge (18,500 dwellings)</li> </ul>

	<ul style="list-style-type: none"> <li>• New town of Northstowe (9,500 dwellings)</li> </ul>
<p><b>What information is presented on commuter patterns and priority transport investment schemes?</b></p>	<p>The SEP identifies the following road schemes needed:</p> <ul style="list-style-type: none"> <li>• A47Wansford to Sutton dualling</li> <li>• A47/A15 Junction improvements</li> <li>• A47 Eye to Thorney dualling</li> <li>• A47 Thorney to Walton Highway Dualling</li> <li>• A47 Wisbech junction capacity improvement</li> <li>• A1 Brampton to Alconbury widening (programmed)</li> <li>• A14 Ellington to Milton improvements (programmed)</li> <li>• A1 Capacity improvements at Buckden</li> <li>• A14 improvements J31 to J32 (programmed)</li> <li>• A14 Caxton Gibbet Junction improvements</li> <li>• A426 to A14 improvements</li> <li>• A14 east of Cambridge capacity improvements (medium to long term)</li> <li>• M11 capacity improvements (medium to long term)</li> </ul> <p>Rail plans and aspirations are also identified:</p> <ul style="list-style-type: none"> <li>• Link between March and Wisbech</li> <li>• East-West Rail Link</li> <li>• New station/station improvements at Alconbury Weald, Waterbeach, Wisbech, Cambridge Science Park, Soham, Fulborne, Cherry Hinton, Addenbrookes.</li> <li>• Rail service improvements between Kings Lynn and London, Thameslink Services to Peterborough, East Coast Mainline, service links to Norwich and Ipswich, improved services to Stansted.</li> </ul> <p>Other plans include consideration of rail and guided bus options between Cambridge and Haverhill.</p>
<p><b>Are other priority infrastructure requirements highlighted?</b></p>	<ul style="list-style-type: none"> <li>• Broadband infrastructure improvements</li> <li>• Flood defence improvements</li> </ul>
<p><b>Great Cambridge and Greater Peterborough SEP Local Growth Deal Allocation</b></p>	<p>The Greater Cambridge Greater Peterborough LEP has secured £71.1m from the Government’s Local Growth Fund to support economic growth in the area – with £17.1m of new funding confirmed for 2015/16 and £20.4m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-10 Greater Cambridge Greater Peterborough



Source: Greater Cambridge and Greater Peterborough SEP

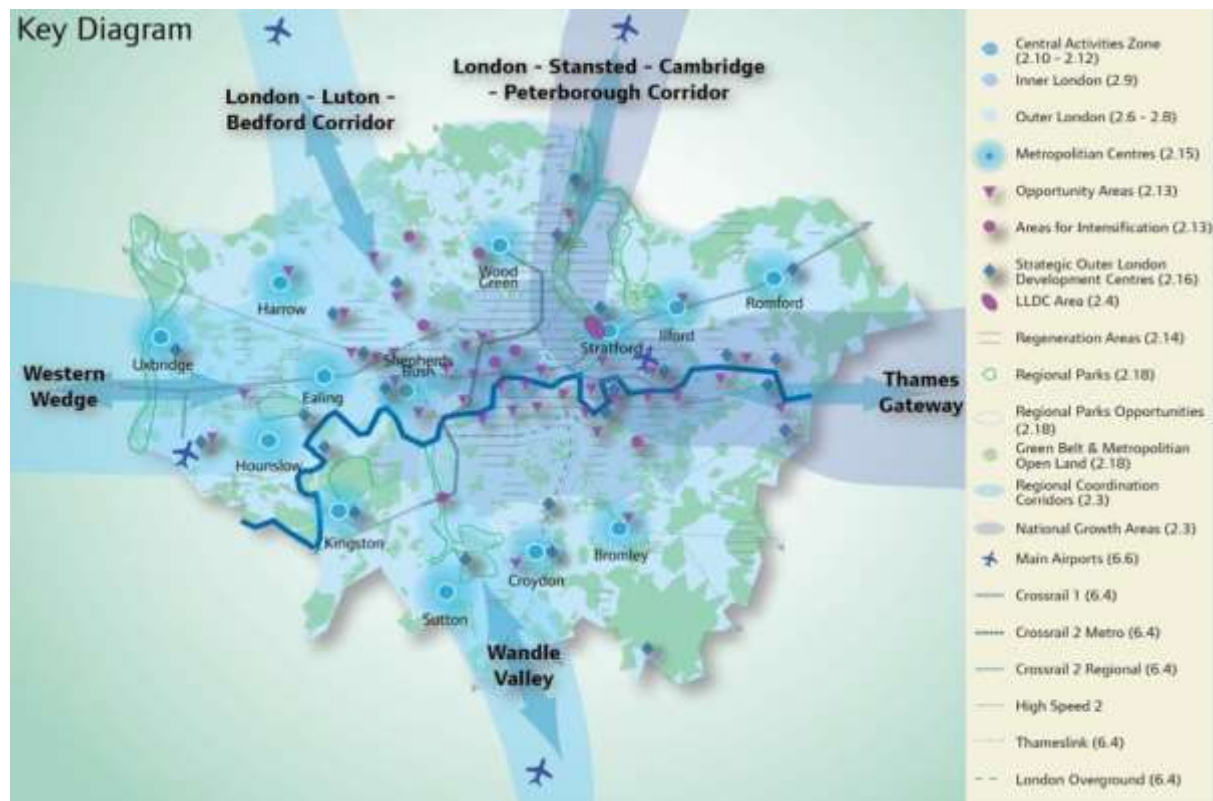
## 2.14 London

2.14.1 For context/comparison an equivalent portrait based on 2015 London Plan information is also provided for London.

**Table 2-11: London**

<b>How have demographic assumptions and projections been presented?</b>	The population in 2011 was based on the 2011 Census 8.2 million. The Central population projection used for the 2015 London Plan suggests that London could grow by 91,000 – 106,000 pa in the decade to 2021, and over the term of the Plan to 2036 by 64,000 - 88,000 pa. This would mean a rise of London’s population to 10.11 million by 2036.
<b>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</b>	2015 London Plan is based on a projection of 40,000 more households per year (2011 – 2036). Including the accommodation of backlog over 20 years SHMA sets out that 49,000 additional homes will be required per year to 2036. SHLAA estimates additional supply of 42,000 pa. London Plan proposes bridging the gap within London through additional higher densities in Opportunity/Intensification Areas, town centre redevelopments and surplus industrial land around transport nodes. There is capacity for 216,000 homes in the pipeline; with 58,000 approvals pa but only 25,000 completions pa.
<b>How have economic and employment projections and assumptions been addressed?</b>	Projections prepared for the 2015 Plan suggest that the total number of jobs in London could increase from 4.9 million in 2011 to 5.8 million by 2036 – growth of 17.6 per cent or an additional 861,000 jobs over the period as a whole.
<b>Are major housing development locations set out?</b>	London’s 38 Opportunity Areas and 7 Intensification Areas are expected to accommodate a significant proportion of London’s growth. Annex 1 of the 2015 London Plan provides details about all of them.
<b>What information is presented on commuter patterns and priority transport investment schemes?</b>	Table 6.1 of the 2015 London Plan provides an indicative list of transport schemes. Proposed major rail transport schemes include Crossrail 1 and 2, HS2, the Thameslink programme, and London Overground. New river crossings are also proposed.
<b>Are other priority infrastructure requirements highlighted?</b>	The 2015 London Plan strengthens infrastructure planning requirements generally (Policy 8.1C). The Plan addresses alongside transport also water, energy, telecoms, waste, social and green infrastructure. The new 2050 Infrastructure Plan sets out London’s overall infrastructure needs, costs and funding opportunities.
<b>London Growth Deal Allocation</b>	The London LEP has secured £236m from the Government’s Local Growth Fund to support economic growth in the area, with £151.5 m of new funding confirmed for 2015/16 and £84.6 m for 2016/17 to 2021.

Figure 2-11 London



Source: 2015 London Plan

## 3 Summary of findings

### 3.1 Population Growth set out in SEPs

3.1.1 The Table 3-11 below provides an indication of the growth in population anticipated to occur across the period of the SEPs. Because of the nature of these plans, sources are not always indicated and different period of time are indicated over which population growth will occur. This makes comparison difficult. A rudimentary attempt to describe population growth in annual terms is set out in the table, based on the data available. In all SEPs in the study area, population growth indicated is derived from the delivery housing schemes already present in local plans or in emerging local plans. The 'growth' is therefore achieved through accelerated delivery within existing timescales. It has not been possible to undertake a thorough analysis and so this provides only a basic indication of the LEP's own estimate of the impact of investment in infrastructure to unlock delivery of specific sites. Demographic trends and projections over the longer term are generally not addressed in SEPs.

**Table 3-12: Population growth indicated in SEPs**

SEP	2011 Census	Population growth projected in SEP	Annualised population growth
Hertfordshire	n/a	None identified	n/a
South East Midlands	1.7 million in 2011	8.9% Base growth 2015/16-2020/21, 12.4% growth with Local Growth Funding	+25,217 p.a. / +35,133 p.a. (based on 2011 figure as population estimate for 2015/16 not stated).
Buckinghamshire Thames Valley	556,000	None identified	n/a
Oxfordshire	660,800	None identified	n/a
Thames Valley Berkshire	861,870 (870,000 2012 ONS mid-year estimate)	Projected growth of 1.1% per annum 2015-2021	9,837 p.a. (based on 2012 ONS figure as population estimate for 2015/16 not stated)
Enterprise M3	1,633,900 in 2011	None identified	n/a
Coast to Capital	1,943,900 in 2011	Project increase of 190,000 population 2011-2021.	+19,000 p.a
South East	4,103,400 (calculated)	6.9% ONS forecast growth to 4,388,000 in 2021 (+284,600)	28,460 p.a. (if from 2011-2021)
New Anglia	n/a	None identified	n/a
Greater Cambridgeshire	1,371,289 in 2011	+290,000 to 2031 or (high-growth) +320,000 to 2031.	+29,000 p.a. / 32,000 p.a.
London	8.2 m in 2011		+ 76,000 p.a.



### 3.2 Economic and Employment projections indicated in SEPs

3.2.1 Different SEP areas exhibit different characteristics and strengths, whether in terms overall economic capacity (total GVA), productivity and creativity (GVA per head), or growth rates over time (long term, pre-recession, recession-weathering, recent upturn). This had led to different focuses in SEPs, as bid documents, on data which demonstrates local economic potential. Table 3-12 below shows the result in that each SEP has presented data based on its own circumstances and growth plans. The Table and results are of limited use for comparative purposes. Table 3-14 draws information from the local growth deals announced by Government and is discussed below.

**Table 3-13: Economic Projections indicated in SEPs**

SEP	Base growth in Jobs	Base growth in GVA (£ Billions)	LGF-base growth in Jobs	LGA-base growth in GVA (£ Billions)	Timescale
Hertfordshire	-	-	38,600	3.0	2015 - 2030
South East Midlands	61,400	9.1	94,700	10.2	2015 - 2020/21
Buckinghamshire Thames Valley	24,000	3.0	30,800	3.3	2015 - 2020/21
Oxfordshire	-	-	85,600	6.6	2030/31
Thames Valley Berkshire	-	31.7	-	32.4	2015 - 2020/21
Enterprise M3	-	-	52,000	-	2015 - 2020/21
Coast to Capital	-	-	60,000	-	2015 - 2020/21
South East	-	-	200,000	-	2015 - 2020/21
New Anglia	63,000	-	98,000	-	2012-2026
Greater Cambridgeshire	-	-	-	-	-
London	861,000				2011 - 2036

### 3.3 Housing Delivery indicated in SEPs

3.3.1 As indicated above, the growth scenarios set out in SEPs vary according to, mainly, the pace at which programme housing is delivered over the period. The Table 3-13 below sets out the indications given in SEPs about housing delivery – planned and growth. Again, the SEPs differ markedly in the time period over which future provision will occur. They also differ on their measures of growth. Some are related simply to local plan provisions and variations around that. Others are based on an increased delivery rate based on growth over an earlier period – either five or ten years. Those based on growth above the most recent five years will be growing from a lower base. The main observation from housing proposals in SEPs is that they are based on existing plans and delivering those faster. Again, an attempt has been made to calculate an annual delivery figure to standardise the different time periods over which SEP housing delivery has been planned.

**Table 3-14: Housing Growth indicated in SEPs**

SEP	Planned provision	SEP growth over planned growth	Calculated Annual rates
Hertfordshire	Annual rate 3,717 over 2015-2021	16,600 net additional dwellings by 2030 Work towards agreement of 4,500-5,000 annual rate	3,717 / 4,823
South East Midlands	Planned 46,600 dwellings 2015-2020.	24,400 dwellings 2015-2020 through accelerated delivery of planned provision.	7,767 / 11,833
Buckinghamshire Thames Valley	Baseline housing delivery 8,175 over 2015-2020	2,500 dwellings to 2020/21	1,363 / 1,779
Oxfordshire	Planned provision of 93,560 to 2031	Growth provision of 106,560 to 2031 based on accelerated delivery of planned provision.	5,848 / 6,660
Thames Valley Berkshire	Planned 58,509 dwellings 2006-2026  Delivered 15,797 over 2006-2012  Annual rate 2,632 against target 2,864	Plan is to achieve planned growth	3,051
Enterprise M3	Delivered 43,000 over 2004-2014	Accelerate annual delivery 25% above 2003-13 average (or 54% above 2008-2013 average). Equates to an additional 11,500 dwellings to 2021	5,375
Coast to Capital	Planned 98,851 dwellings 2011-2031 (approx)	Increase annual rate from 4,350 to 5,400 by 2020 Deliver an additional 7,331 dwellings	4,943
South East	Requirement is 200,000 dwellings 2011-2021  Actual 2011/12 to 2013/14 has been 10,000 per annum	Commitment is 100,000 dwellings by March 2021 (2014/15 10,000 2015/16 @ 11,000 2016/17 @ 15,000 17/18-20/21 @ 16,000 per annum)	15,000
New Anglia	Planned 117,000 dwellings to 2026 at 8,300 per annum (32% above 2011-2012 average annual rate)	Commitment to deliver additional dwellings based on accelerated delivery. Amount not specified.	8,300
Greater Cambridgeshire	Planned and emerging plans will deliver 156,000 dwellings to 2031 at 7,300 per annum.  Delivered 66,000 dwellings over 2002-2012 (89% target).	Planned growth already higher than national household projections. Further growth to be achieved by unlocking sites through investment.	7,300

SEP	Planned provision	SEP growth over planned growth	Calculated Annual rates
London	42,000 additional supply pa plus additional higher densities in Opportunity/Intensification Areas, town centre redevelopments and surplus industrial land around transport nodes		42,000

### 3.4 Local Growth Deal estimates of jobs and housing delivery through SEPs

3.4.1 The Table below indicates the number of jobs and homes that will be delivered as a result the Local Growth Deals announced on 7<sup>th</sup> July 2014. According to the Government's local deal summaries, at least 108,000 jobs and 69,500 dwellings will be delivered across the 10 SEP areas to 2021 as a result of the growth deals. The largest contributions relative to their area and population will be delivered in Hertfordshire, Thames Valley Berkshire. The smallest relative contribution would appear to be from South East Midlands and New Anglia SEP areas.

3.4.2 In most areas, the data appears to show employment growth is ahead of growth in housing provision, particularly this is the case in South East, New Anglia, Buckinghamshire Thames Valley, Thames Valley Berkshire and the Coast to Capital SEP areas. According to the local growth deal, Hertfordshire and Greater Cambridge Greater Peterborough will deliver significantly more dwellings than jobs over the period. It should be noted that this apparent mismatch may result from the way in which SEPs present information, with some showing only new housing commitments rather than total programmed housing provision which could be considerably greater.

3.4.3 What these figures mean requires further analysis, since they bear little relation to planned provision over the period and appear to be far in excess in some cases of what accelerated delivery would yield as set out in Table 3-12 above.

**Table 3-15: Jobs and Housing to be delivered through growth deals by 2021**

SEP	Jobs delivered by 2021	Housing delivered by 2021
Hertfordshire	13,000	17,000
South East Midlands	3,000	4,000
Buckinghamshire Thames Valley	4,000	600
Oxfordshire	6,000	4,000
Thames Valley Berkshire	17,000	10,000
Enterprise M3	5,000	3,000
Coast to Capital	14,000	5,000

South East	35,000	18,000
New Anglia	6,000	900
Greater Cambridgeshire and Greater Peterborough	5,000	7,000
<b>Total</b>	<b>108,000</b>	<b>69,500</b>
London	6,000	5,000

Source: HM Government, Local Growth Deal Summaries, 7<sup>th</sup> July 2014.

### 3.5 Where are the key growth areas?

3.5.1 Each SEP has identified key locations where growth will be focused. The locations where housing growth will occur are set out in **Appendix B** and the Transport Investments required to enable delivery are set out in **Appendix A**. The Government's Local Growth Deal shared priorities and funding for each SEP is set out in **Appendix C**. The key growth areas identified in the SEP are summarised and discussed below.

- **Hertfordshire** – 3 Growth Areas – M1/M25, A1(M), M11/A10
- **South East Midlands** – Key Sites and Sustainable Urban Extensions
- **Buckinghamshire Thames Valley** – 2 Growth Corridors – M40 Corridor and M40-M1 Corridor
- **Thames Valley Berkshire** – Built Up Areas around Reading, High Wycombe and Slough
- **Oxfordshire** – Oxfordshire Knowledge Spine
- **Enterprise M3** – Sci-Tech M3 Corridor, Growth Towns, Step-up Towns
- **Coast to Capital** – Coastal E.Z.s, M23/M25 Corridors, Gatwick Diamond
- **South East** – 12 Growth Corridors on strategic transport routes
- **Greater Cambridgeshire** – Cambridge, new town of Northstowe, Sustainable Urban Expansions, Former RAF Alconbury
- **New Anglia** – Growth Locations and Corridors
- **London** – Opportunity and Intensification Areas

3.5.2 Expressed simplistically, there is a broad arc of growth locations identified in SEPs which runs from Norwich, Ipswich and Felixstowe in the east, through to the Cambridge area in the north and east of the greater south east, through the 'golden triangle' of the South East Midlands, Buckinghamshire, Oxfordshire, the Oxfordshire Knowledge Spine in the west of the area, down to the South Coast and Portsmouth and Southampton. Major transport infrastructure investment requirements are identified to improve road and rail connectivity between these areas and across radial routes from London (and onward to south coast and east coast ports). The SEPs indicate that key towns located within this arc also require investment to create smart local transport networks capable of handling the growth envisaged.

3.5.3 This is complemented in SEPs by corridor-based growth along and between all radial motorway and trunk road routes emanating from London, for example between the M11 and M1 in Hertfordshire, between the M1 and M40 in Buckinghamshire, around Reading and High Wycombe across the M4, the Growth Towns and Step up towns along the M3 Corridor, the M23/M25 Corridors of the Coast to Capital SEP and the 12 strategic corridors identified in the SEP LEP. Investment requirements are indicated to provide road access to radial routes, major junction improvements, capacity improvements on radial routes and smart transport networks to improve multi-modal transport access to existing expanded towns.

### 3.6 How are transport priorities expressed across SEPs?

- 3.6.1 Each SEP has identified investment in transport infrastructure as the most important key to unlocking growth, expressed in a number of ways:
- 3.6.2 **Strategic connections** – Most SEPs recognise, as a starting point, the need to maintain and enhance strategic rail and road connections to London.
- 3.6.3 **Strategic road capacity** – Each SEP has identified route capacity on radial routes emanating from London as a key constraint of future development in their areas. Parts of LEP areas closest to London are most often cited in this context, in relation to lane capacity on motorways and intersections between key routes. Engagement and meaningful partnership with the Highways Agency on the development and implementation of Route Based Strategies is sought and is a key ‘ask’ of SEPs.
- 3.6.4 **Access to strategic routes at junctions**– Motorway and trunk road junctions provide a main point of access into the most important areas of potential economic growth in spatial terms. Programmes to improve junction/intersection capacity in the LEP areas are identified in the SEPs as required to unlock development. Engagement with the Highways Agency on route based strategies and in particular the interface between national route performance requirements and local development objectives is needed. Local Growth Deal proposals identify key junction/intersection improvements in their submissions resulting from the work of Local Transport Bodies.
- 3.6.5 **Rail Routes** – SEP approaches to rail capacity and provision vary according to the density of the rail network in the LEP areas. Some have a dense rail network with several rail routes and many stations, meaning the performance of the rail network in capacity terms is a key consideration. Other areas have fewer rail routes and so the rail stations perform gateway functions to an area, and give rise to the need for finer grained public transport networks to connect to them (discussed below). Many of the schemes identified in SEPs for strategic station enhancement and some strategic route enhancement projects appear to be programmed.
- 3.6.6 **Orbital road and rail routes** – A key argument in most SEPs is that efficient movement across LEP areas, across key radial routes, is required. These are needed in order to connect areas of opportunity for growth within and between LEP areas. Current non-radial transport networks are seen to be generally poor.
- 3.6.7 **Settlement transport networks** – In most LEP areas, a settlement-based growth strategy is being adopted, with strategic urban expansions of key towns combined with urban renewal and development linked to improved quality of town centres, public realm, public services. Improving the ability to access key towns by a choice of modes is a key feature of SEPs. The provision of public transport infrastructure, based on smart city concepts, is a key element of the SEPs strategy for making new developments work.
- 3.6.8 **Enabling transport infrastructure** – All SEPs identify specific infrastructure (normally transport, but sometimes flood defences) required to unlock particular development opportunities. Growth Deal asks related to funding for such schemes in order to bring forward sites earlier. Importantly however, and perhaps recognising the SEP funding constraints, they also ask for freedoms and flexibilities matched to local initiatives to remove barriers to delivery, based on greater and more effective public co-ordination of delivery of development sites. Freedoms sought include the ability to raise money from increased business rates retention and Tax Increment Financing. They also seek formal working arrangements with key bodies such as the Highways Agency and the Homes and Communities Agency.

### 3.7 How are Housing delivery themes expressed across SEPs?

- 3.7.1 The SEPs have identified their anticipated baseline growth in population and jobs over the period 2015-2021. They have shown the uplift expected as a result of the implementation of the SEPs. The following key themes have been identified for discussion:
- 3.7.2 **New housing growth** – It has not been the approach of the SEPs to identify significant new commitments for housing growth, outside of planned provision. Commitments are included in some SEPs to identify additional housing, through local plan reviews.
- 3.7.3 **Accelerated delivery** – The main commitment in SEPs in relation to housing delivery to match increased population in the context of additional economic growth, is to accelerate the development of already identified and planned sites. According to the SEPs, this is dependent, by and large, on the early provision of infrastructure to unlock sites earmarked for later growth, or to overcome barriers to the delivery of housing on sites which have not come forward.
- 3.7.4 Some SEPs have based accelerated delivery commitments on the annual rate of housing completions averaged over a ten year time period, taking in a period of growth and of recession. Others have based accelerated delivery on the most recent period.
- 3.7.5 The SEPs generally do not discuss the views of house builders in relation to the delivery of a higher rate of housing completions from strategic sites over the period 2015-2021. The key constraints are seen to be infrastructural and financial in terms of enabling development to proceed.
- 3.7.6 **Growth beyond local plans** – As stated earlier, SEPs have not made strong commitments towards development levels above published local plans. By agreement, they may reflect advanced ‘emerging’ plans, but in all cases have been careful not to destabilise local plan processes with new commitments unsupported by evidence base underpinning local plan development. This is to be expected.

### 3.8 Other infrastructure requirements

- 3.8.1 A full review of all infrastructure requirements has not been undertaken as part of this review. However, some common themes are present across the SEPs which are noted below:
- **The need for comprehensive area wide improvements** – There is a need identified to lift the entire social, economic and environmental infrastructure in some places to support delivery of SEP objectives and realise the potential to deliver housing and jobs. This is particularly the case in locations where growth will be focused on brownfield sites and strategic extensions to existing towns. The growth plans of Hertfordshire and Enterprise M3, focused on first wave new towns in the former and ‘step-up’ towns in the latter are two examples.
  - **Overcoming environmental constraints** – Alleviating flood risk and strengthening flood defences are key requirement of some SEP investment programmes (such as to deliver growth around Oxford in the Oxfordshire SEP, and to realise the growth potential and development around Newhaven in the Coast to Capital SEP). A strategic approach to SANGS provision to address constraints in proximity to the extensive Thames Basin Heaths is a key requirement affecting delivery of growth in Thames Valley Berkshire and Enterprise M3 areas.

### 3.9 Delivery mechanisms for SEP priorities

- 3.9.1 Below, some of the measures proposed in SEPs to accelerate delivery of key sites are set out, which it would be useful to examine in more detail.
- 3.9.2 **Public Land Boards** – multi-agency boards with a remit to bring surplus public sector land into productive development by overcoming barriers to delivery.
- 3.9.3 **Local Infrastructure Funds** – Revolving infrastructure funds kick started by local authorities with LGF support.
- 3.9.4 **Co-ordinated delivery bodies** – Multi-agency task forces and stakeholder boards designed to kick start comprehensive urban redevelopment and expansion, particular where housing delivery requires more comprehensive urban renewal to create attractive and accessible living environments.
- 3.9.5 **Local financial mechanisms** - local freedoms to retain business rates and introducing tax increment financing proposals.
- 3.9.6 **Formal partnerships with Highways Agency** – A key ask of many SEPs, linked to the dual national and local roles of key highways agency roads.

## 4 Issues for discussion relating to strategic planning co-operation

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- 4.1.1 A brief overview of the key strategies, commitments and asks set out in ten Strategic Economic Plans across the greater south east raise some points for further investigation and discussion:
- 4.1.2 **The Strategic Scale of the Greater South East** – Whilst SEPs acknowledge the relationship with London in terms of commuting and the importance of London’s airports to their own economic potential, they not unexpectedly focus more on indigenous economic potential and growth. However, it is clear that key transport corridors which radiate from London create the biggest opportunities and some strong constraints on growth ambitions. The London Green Belt has had the effect of pushing growth outwards – SEPS have identified a connected arc of growth locations which stretch from Southampton to Lowestoft. The strongly radial transport network creates barriers to movements across SEP areas locally and across wider areas.
- 4.1.3 This gives rise to the need to discuss the scale at which investment in infrastructure is planned and promoted across the greater south east and to consider the strategic benefits of investment for the region as a whole. There is benefit in avoiding competition between SEP areas within the greater south east, as arguably there is a mutual dependency on the results of investment locally. This could mean thinking about how co-ordination can be improved and evidence base shared to create a solid platform for securing greater investment.
- 4.1.4 **LEPs, SEPS and Local Plans** – It is highly unlikely that SEPs will ever make solid commitments about housing development that is not already firmly established in the local plans process, either in adopted or emerging plans. SEPs have set out the conditions under which delivery of current allocations could be accelerated, considering that programming and phasing of infrastructure delivery are normally the key constraints. The extent to which other factors then need to be considered, such as market capacity to delivery, is considered below.
- 4.1.5 Having said that, the SEP process is a dynamic one and there must be potential for it inform plan-making, to generate new ideas and locations for growth, which will need to be formulated, tested and progressed through local plans processes. SEPs have identified mechanisms for overcoming barriers to delivery, be they institutional, market driven or infrastructural. A further area of investigation could be about identifying which delivery models work best to ensure and accelerate housing delivery.
- 4.1.6 **‘Volunteers’ for growth** – All SEP areas appear to want growth and so in that sense, have volunteered for it. Clearly, SEPs point out that their ability to deliver growth ambitions will relate to the level of investment they are able to secure for new infrastructure, which is what the SEPs make a case for.
- 4.1.7 **Cross-LEP co-ordination arising from SEPs** – There appears to be a clear need for co-ordination between LEP areas to secure the investment they need in transport across their areas.
- 4.1.8 **Focus on strategic sites for key housing delivery opportunities** – There is a clear focus in the SEPs on unlocking large sites for housing and economic development. An area for discussion could be whether the planning system and local authorities as the lead agents of the process, have the capacity to lead and organise delivery.
- 4.1.9 **Scale and nature of transport investment required to deliver growth** – There is a clear demand across SEPs for national routes managed by the Highways Agency to play local roles to improve connectivity and access within and between settlements, and to unlock



development sites. Taking development needs as a whole, a discussion point would be the extent to which both national and local roles can be fulfilled.

- 4.1.10 **Renewal of urban fabric** – In some SEP areas, major opportunities for development are located in existing towns. Sometimes these require a programme of renewal and development across environmental, transport, social, education and economic infrastructure. In short they need to become more attractive places to live. A discussion point could be the contribution that SEPs can make to this, and the conditions for additional local investment to realise objectives.
- 4.1.11 **Markets, capacity and accelerated housing delivery** – All SEPs aim to make their main contribution to housing delivery through accelerated growth of existing planned schemes to 2021. Taking on board the results of the GLA's 'Barriers to Delivery' research which has examined the market factors influencing permitted housing starts and completions, there is little evidence within SEPs of the market view of accelerated delivery – whether it is possible in capacity terms or desirable in market terms from house builders' points of view. Further investigation about market attitudes to accelerated housing delivery might be needed.
- 4.1.12 **Environmental designations** – The extent of the Green Belt has influenced SEP proposals, which have not sought to raise questions about major releases or changes. Growth locations have pushed beyond it. Some environmental designations have placed a significant constraint on delivery e.g. Thames Basin Heaths SPA. Further discussion and investigation of other strategic issues meriting a strategic response to unlock development potential and overcome barriers to delivery would be useful.
- 4.1.13 **Rurality and Broadband provision** (14-27% of population across LEP areas) – A significant part of the greater south east is classed as rural and somewhere up to about a quarter of the population live in rural areas. Improving digital connectivity is a key objective of all SEPs in recognition of the role that technology can play in sustaining and developing businesses and also providing high quality living environments that make a contribution to meeting housing needs.
- 4.1.14 **Level of capital investment required upfront to deliver major sites.** The South East SEP alone bid for nearly £750 million from the Local Growth Fund. It of course made a more focused list of priorities, but the overall bill for the investment required to deliver growth in jobs and housing needed indicate the level of capital investment required to unlock major sites, mainly through provision of transport infrastructure.
- 4.1.15 **Investment that does not touch London** – There is a focus within SEPs on large-scale investment and growth across the greater south east, connecting LEP areas to each other without going near London. Linked to the point above about the scale of growth, this raises a point for discussion/investigation about how the benefits of a comprehensive and co-ordinated approach to investment outside London, in order to meet pan-regional spatial planning needs of the greater south east including London, can be articulated.



## Appendix A – Priority Transport Infrastructure Schemes

SEP	Transport themes	Specific Schemes
Hertfordshire	Capacity on strategic routes and at Junctions Access to junctions Local Transport Connectivity	Croxley Rail Link (2 new stops on Metropolitan Line and link to Watford Junction Mainline) M1/M25 growth area local transport improvements A1(M) J6 to J8 widening to unlock sites M11/A10 local transport investment to relieve congestion. West Anglia Mainline and Crossrail 2 – Broxbourne and Cheshunt Stations.
South East Midlands	East-West transport connections for connectivity between key towns and also for strategic freight movements to south and east coast ports. Strategic investment to unlock sites	Woodside Link (Dunstable) Bedford Western Bypass (Bedford) A421 Dualling from Fen Farm to M1 J13 Abthorpe Roundabout (Silverstone) A45 Daventry Development Link Eastern Link Road (Aylesbury)
Buckinghamshire Thames Valley	North South Connectivity Connectivity within the LEP area	East West Rail Link Evergreen 3 (Marylebone to Oxford) Cross Rail from 2018 HS2 (no stations) Aylesbury Eastern Link Road Stocklake Link High Wycombe Town Centre and Quadrant Transport Strategy A355 Improvement Scheme Sustainable Transport Links to East-West Rail's arrival Winslow Crossrail – connectivity to Taplow Station Crossrail – connectivity to Iver Station
Oxfordshire	Improving connectivity within the LEP area  Improving connectivity within the	Oxford Science Transit – a fully integrated multi-modal transport system.  Bicester Eco Town – Committed schemes East-West Rail Link, Bicester park and Ride, Western section of peripheral route, M40 J9. Also need Bicester peripheral route, London Road/Charbridge Road Rail



SEP	Transport themes	Specific Schemes
	<p>Oxfordshire Knowledge Spine (Bicester, Oxford, Science Vale Oxford).</p> <p>East West rail links</p> <p>Congestion on strategic road routes and junctions – A34, A40, A41, M40 (J9 and J10)</p> <p>Resilience to extreme weather</p>	<p>Crossings, Walking and Cycling Connectivity Project.</p> <p>Oxford – Committed schemes Hinksey Hill and Kennington Junctions, Local Sustainable Transport Fund projects. Also need Headington Phase 1, Oxford Station improvements, Oxford City Transport West End, Eastern Arc improvements, upstream flood storage.</p>
Thames Valley Berkshire	<p>Strategic investment to unlock 4 Wokingham strategic developments</p> <p>North South connections pose problems - M25, A404/M40, M4/A34, A3290-A329M, A322</p> <p>Urban connectivity within Reading, Bracknell and Slough Built Up Areas</p>	<p>Western Rail access to Heathrow</p> <p>Crossrail and Reading Station improvements</p> <p>Southern Rail access to Heathrow</p> <p>Reading to Waterloo rail services</p> <p>Improved North Downs Rail Line to Brighton</p> <p>M4 J10 upgrade underway</p> <p>M4 J12</p>
Enterprise M3	<p>Expanded role for Heathrow and Gatwick and surface access</p> <p>Capacity and efficient of road networks</p> <p>Investment to improve connectivity between main centres</p>	<p>Guildford A3 Strategic Corridor improvements</p> <p>M3 J9 connection with A34</p> <p>A3/M25 interchange</p> <p>A31 Ringwood/A338</p> <p>Southern rail access to Heathrow</p> <p>Electrification of North Downs Line</p> <p>Woking Junction Rail Flyover</p> <p>Existing and new Guildford Rail Stations</p> <p>South West mainline improvements</p> <p>A3 Strategic Package at North East Guildford.</p>
Coast to Capital	<p>Investment to unlock sites</p>	<p>Burgess Hill – A23/A2300 investment required</p> <p>Croydon – rail capacity, improve road junctions</p>



SEP	Transport themes	Specific Schemes
	<p>Sustainable transport improvements</p> <p>Improved resilience to extreme weather events</p>	<p>Heart of the Gatwick Diamond (Crawley and North of Horsham) – new rail station and road improvements programmed.</p> <p>East Surrey M25 Strategic Corridor – improve orbital road links, improve rail connections, reduce congestion on M25/M23 junctions</p> <p>Brighton and Hove – improve mainline rail and trunk road capacity</p> <p>Coastal Corridor – Improve A27 and A259 east West Routes</p> <p>Bognor Regis EZ –</p> <p>Newhaven EZ – flood defences and port access road, improved rail station and local transport improvements</p> <p>Shoreham Harbour and Airport. – improved flood defences and access/transport improvements</p>
South East	Corridor based transport investment	<p>Lower Thames Crossing</p> <p>A13 Upgrade</p> <p>12 strategic corridor packages, Investment to unlock sites:</p> <ul style="list-style-type: none"> <li>• A120 Haven Gateway;</li> <li>• A12 and Great Eastern Mainline;</li> <li>• M11 West Anglia Mainline: London-Harlow-Stansted-Cambridge;</li> <li>• A127 London-Basildon-Southend;</li> <li>• A13 London-Thurrock-Canvey Island;</li> <li>• A2/M2 Thames Gateway Kent;</li> <li>• A2/A299 Canterbury-Dover and Thanet;</li> <li>• M20 London-Maidstone-Ashford-Folkestone;</li> <li>• A21 London-Tonbridge-Tunbridge Wells;</li> <li>• A21/A259 Hastings Bexhill;</li> <li>• A22/A27 Eastbourne/South Wealden; and,</li> <li>• Newhaven Clean Tech and Maritime Growth Area.</li> </ul>
New Anglia	Key Trunk Road Improvements to unlock growth locations and improve accessibility across the LEP	<p>To deliver Greater Norwich growth plans:</p> <ul style="list-style-type: none"> <li>• The Norwich Northern Distributor Road is being planned (already in funding programme).</li> <li>• A47 Postwick Junction improvements (funded).</li> </ul>



SEP	Transport themes	Specific Schemes
	<p>area.</p> <p>Strategic improvements to rail capacity</p> <p>Improved access to Ports</p>	<ul style="list-style-type: none"> <li>• A47 south west quadrant.</li> <li>• Sustainable transport package to improve access to jobs and housing.</li> </ul> <p>To deliver Greater Ipswich growth plans:</p> <ul style="list-style-type: none"> <li>• A14 improvements to relieve congestion</li> <li>• A14/A12/J57, A14//A12/J55 and A14/A12/J58 junction improvements</li> <li>• Ipswich Garden Suburb rail bridge</li> </ul> <p>Other schemes:</p> <ul style="list-style-type: none"> <li>• Lowestoft/Great Yarmouth – Beccles Southern Relief Road, rail station improvements A47/A12 junction improvements.</li> <li>• A11 Corridor to London – new A11/B1077 Attleborough Link Road and town centre improvements, A11 junction improvements at Thetford and Mildenhall, A14/A142 (J37) capacity improvements, and better public transport links at Newmarket, relief road at Brandon,</li> <li>• A14 Corridor Felixstowe to Newmarket – Upgrade of rail corridor between Felixstowe and Ipswich, new junction 49 on A14 at Stowmarket, Eastern relief road and A14 (J45) junction improvements, plus J42, 43, and 44 of A14, at Bury St. Edmunds, the Lynn Sport Link Road and A47 Junction improvements.</li> <li>• A12/Sizewell – A12 bypass around villages</li> <li>• Haverhill – A1307 corridor improvements, relief road at Haverhill.</li> <li>• Sudbury – new spine road and by pass route to relieve A134 pinchpoint.</li> </ul> <p>Other asks:</p> <ul style="list-style-type: none"> <li>• Strategic improvements in rail capacity – government task force established by the Chancellor</li> <li>• Strategic road improvements to A14</li> </ul>
Greater Cambridgeshire	<p>Rail Network development and service enhancements</p> <p>Capacity improvements on key trunk roads</p> <p>Improved connectivity across the</p>	<p>The SEP identifies the following road schemes needed:</p> <ul style="list-style-type: none"> <li>• A47 Wansford to Sutton dualling</li> <li>• A47/A15 Junction improvements</li> <li>• A47 Eye to Thorney dualling</li> <li>• A47 Thorney to Walton Highway Dualling</li> <li>• A47 Wisbech junction capacity improvement</li> </ul>



SEP	Transport themes	Specific Schemes
	region east - west	<ul style="list-style-type: none"> <li>• A1 Brampton to Alconbury widening (programmed)</li> <li>• A14 Ellington to Milton improvements (programmed)</li> <li>• A1 Capacity improvements at Buckden</li> <li>• A14 improvements J31 to J32 (programmed)</li> <li>• A14 Caxton Gibbet Junction improvements</li> <li>• A426 to A14 improvements</li> <li>• A14 east of Cambridge capacity improvements (medium to long term)</li> <li>• M11 capacity improvements (medium to long term)</li> </ul> <p>Rail plans and aspirations are also identified:</p> <ul style="list-style-type: none"> <li>• Link between March and Wisbech</li> <li>• East-West Rail Link</li> <li>• New station/station improvements at Alconbury Weald, Waterbeach, Wisbech, Cambridge Science Park, Soham, Fulborne, Cherry Hinton, Addenbrookes.</li> <li>• Rail service improvements between Kings Lynn and London, Thameslink Services to Peterborough, East Coast Mainline, service links to Norwich and Ipswich, improved services to Stansted.</li> </ul> <p>Other plans include consideration of rail and guided bus options between Cambridge and Haverhill.</p>

## Appendix B – Major Housing Development Locations

The Table in this appendix identified major growth locations identified in SEPs. These are existing planned locations set down in Local Plans, the dates of which were not given. It provides more an indication of the geographical focus for development of housing as set down in the SEPs. Due to the variability in the way SEPs have presented information about housing delivery over also differing timescales, this table is more a snapshot of information set out in SEPs than indicating a comprehensive and consistent statement of housing growth locations.

SEP	Major Development Location	Planned number of dwellings (as set out in Local Plans, dates not given in SEPs)
Hertfordshire	Watford Health Campus (dependent on Croxley rail link) Watford Junction (dependent on Croxley rail link) Stevenage west of A1(m) A1(m) Corridor Stevenage, Hitchin and Welwyn Hatfield East Herts draft local plan to 2030	750 1,500-1,800 5,000 13,000 (may include Stevenage west of A1 (m)) 5,000-10,000 but would depend on Green Belt release
South East Midlands	Dunstable Bedford Milton Keynes Silverstone Daventry Kettering Sustainable Urban Extension Aylesbury	5,150 1,300 2,900 2,750 4,000 5,500 2,825
Buckinghamshire Thames Valley	No specific largescale housing growth locations with specific housing commitments are identified in the SEP. Aylesbury, Silverstone and High Wycombe are locations where growth could occur.	n/a
Thames Valley Berkshire	No additional growth locations identified, though Reading, Wokingham and Bracknell, within existing plans, provide a focus for strategic growth over 2006-2026.  Reading	n/a





SEP	Major Development Location	Planned number of dwellings (as set out in Local Plans, dates not given in SEPs)
	Wokingham Bracknell	10,420 13,320 11,139
Oxfordshire	Oxford Bicester expansions (net remaining - 7,000 allocated) Didcot and Harwell (Science Vale Oxford) Wantage and Grove (Science Vale Oxford) Other sites in Science Vale Oxford	7,000 4,300 8,780 4,960 5,000 +
Enterprise M3	Whitehill and Bordon Wellesey Guildford (Slyfield)	4,000 3,850 1,000
Coast to Capital	Burgess Hill Croydon Heart of Gatwick Diamond North Horsham Development East Surrey M25 Strategic Corridor Brighton and Hove Coastal Corridor (Worthing, Littlehampton, Chichester) Bognor Regis Enterprise Zone Newhaven Enterprise Zone Shoreham Harbour and Airport	5,040 4,440 3,300 2,500 1,325 2,900 5,100 2,000 750 2,320
South East	A120 Haven Gateway A12 and Great Eastern Mainline; M11 West Anglia Mainline: London-Harlow-Stansted-Cambridge A127 London-Basildon-Southend;(57,702 jobs and 34,105 dwellings) A13 London-Thurrock-Canvey Island; (47,655 Jobs and 14,427 dwellings) A2/M2 Thames Gateway Kent; (18,000 jobs and 24,000 dwellings)	31,453 15,246 20,230 34,105 14,427 24,000



SEP	Major Development Location	Planned number of dwellings (as set out in Local Plans, dates not given in SEPs)
	A2/A299 Canterbury-Dover and Thanet; (20,000 jobs and 30,000 dwellings)	30,000
	M20 London-Maidstone-Ashford-Folkestone; (7,000 jobs and 8,500 dwellings)	8,500
	A21 London-Tonbridge-Tunbridge Wells; (9,000 and 7,500 dwellings)	7,500
	A21/A259 Hastings Bexhill; (14,978 jobs and 12,065 dwellings)	12,065
	A22/A27 Eastbourne/South Wealden; (11,440 jobs and 19,800 dwellings)	19,800
	Newhaven Clean Tech and Maritime Growth Area (5,225 jobs and 1,890 dwellings)	1,890
		-
		-
		-
		-
		-
New Anglia	Greater Norwich	40,000
	Greater Ipswich	13,000
	Lowestoft and Great Yarmouth	4,700
	Attleborough, Thetford, Mildenhall, Brandon and Newmarket along the A11	12,030
	Felixstowe, Stowmarket and Bury St Edmunds along the A14	9,660
	Kings Lynn and Downham Market	8,000
	Haverhill and Sudbury in South Suffolk	1,000
	Fakenham and Wells in North Norfolk	1,000
		-
Greater Cambridgeshire	Kings Lynn	7,500
	Wisbech	3,000
	March	4,200
	Peterborough	24,400
	Alconbury	5,000
	Huntingdon	3,400



SEP	Major Development Location	Planned number of dwellings (as set out in Local Plans, dates not given in SEPs)
	St Neots Cambridge New town of Northstowe	3,800 18,500 9,500



## Appendix C – Local Growth Fund Shared Commitments

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
<p><b>Hertfordshire SEP</b></p>	<p>Hertfordshire will receive £18.5m for 2015-2019. This will contribute towards three key schemes:</p> <ul style="list-style-type: none"> <li>• A120 Little Hadham Bypass (£28.6m)</li> <li>• A602 Stevenage to Ware improvements (£11.2m)</li> <li>• A1(M) congestion relief (Welwyn Garden City to/from Stevenage) (28.1m - £49.4m)</li> </ul> <p>Hertfordshire and Central Government have agreed to co-invest in the following jointly agreed priorities:</p> <ul style="list-style-type: none"> <li>• Croxley Rail Link - a transformational scheme that focuses on a new extension of the Metropolitan underground line and new stations at Cassiobridge and Watford Vicarage Road. The scheme offers significant substantial economic impacts for Watford and beyond linking Watford's core business area and town centre with London and stimulating investment in Watford Business Park and Health Campus. The funding for this scheme is subject to Final Approval being secured through DfT's local major scheme process.</li> <li>• A1(M) Growth Area Forum/Stevenage - to accelerate housing delivery in the growth area</li> <li>• M11/A10 Growth Area Forum – to accelerate housing delivery in the growth area</li> <li>• M1/M25 Growth Area Forum – to accelerate housing delivery in the growth area</li> <li>• Broxbourne Enterprise - which will provide much needed space for new and small enterprises in Broxbourne</li> <li>• Stevenage Bioscience Catalyst Phase 2 a project to accelerate the second phase of this facility which is driving innovation at the heart of UK bioscience</li> <li>• A1(M) Transport Package - Series of transport schemes including A1 Sustainable Transport Package, A602 local congestion measures, and Buslink 2016</li> <li>• M11/A10 Transport package - Package of schemes including station access improvements, upgrades to the network to improve resilience, Little Hadham Bypass, A602 improvements, A10 network resilience</li> <li>• Daniel Hall, Rothamsted – for improvements of incubator facilities on Rothamsted Research Campus</li> <li>• West Hertfordshire College – re-development of a town centre campus as part of an integrated approach to the regeneration of Hemel Hempstead town centre.</li> <li>• M1/M25 Transport package - Package of transport schemes including A414 Junction Improvements, Hemel Hempstead station forecourt enhancements, and Watford Business Park Pedestrian and Cycle Access Enhancements</li> </ul>



SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
<p><b>South East Midlands SEP</b></p>	<p>£20.1m has been confirmed for 2015/2016, and a further £23.9 million to be spent by 2021. The Government has also provisionally earmarked a further £20.6 million for projects starting in 2016/17.</p> <ul style="list-style-type: none"> <li>• £23.5m to complete dualling along a stretch of the A421 which will result in uninterrupted dual carriageway from Milton Keynes to Bedford</li> <li>• £20m for Bedfordshire’s Woodside Link, a new road which will connect Houghton Regis and the industrial estates in Dunstable to the planned new M1 junction 11a</li> <li>• £800,000 to promote sustainable transport choices within Luton and Dunstable through Central Bedfordshire’s Smarter Routes into Employment programme</li> <li>• £6.5m for Northampton College to fund a purpose built campus in Daventry town centre which will focus on vocational facilities and a curriculum that meets the needs of local employers.</li> <li>• £2.5m to build a new engineering and construction skills centre in Leighton Buzzard, which will train young people and adults to work as technicians.</li> <li>• £1.5m to develop Bletchley Station and create a high quality station gateway that will connect several recent developments and provide a catalyst for further investment</li> <li>• The government has also provisionally earmarked £20.6 million for two projects: a link road within SEMLEP’s Northampton Waterside Enterprise Zone and improved access to London Luton Airport</li> </ul>
<p><b>Buckinghamshire SEP (Buckinghamshire Thames Valley)</b></p>	<p>The Buckinghamshire Thames Valley LEP has secured £44.2m from the Government’s Local Growth Fund to support economic growth in the area with £8.9m of new funding confirmed for 2015/16 and £27m for 2016/17 to 2021.</p> <p>The Buckinghamshire Thames Valley Local Enterprise Partnership and central government have agreed to co-invest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> <li>• Aylesbury Eastern Link Road and Stocklake Link scheme. The Government have committed £12 million - will complete and enhance transport infrastructure both North-South and East-West around Aylesbury, connecting new major development areas with the town centre and trunk road network. Advanced provision will accelerate the pace of planned housing and employment delivery, and a major new employment and mixed use development area will be promoted to link to the trunk road network.</li> <li>• High Wycombe Southern Quadrant scheme. The Government have committed £8.5 million - will accelerate delivery of the transport components of a masterplan to reconfigure the layout of High Wycombe town centre and to open up an area of land for employment use which will act as a key gateway to the town centre.</li> <li>• A355 Improvement Scheme – The Government will invest £6.1 million in improving North South Connectivity and connecting residual land Ministry of Defence land by developing the A355 Improvement Scheme.</li> <li>• Transforming Amersham and Wycombe College Estate - modernise the buildings at the Amersham Centre to support curriculum development</li> </ul>



SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<p>and quality improvement. Renewal of fabric of the main buildings and essential maintenance, remodelling and upgrading of teaching and specialist facilities. Development of the campus as a specialist hub for Creative and Media Industries.</p> <ul style="list-style-type: none"> <li>• 5G Testbed - stimulating growth in Buckinghamshire electronics and telecommunications sector through early access to 5G technologies (cross-LEP Project).</li> <li>• CrossRail and East West Connectivity projects. The Government will invest £3.8 million into three schemes: <ul style="list-style-type: none"> <li>○ £1.5 million into improving sustainable transport links to the Crossrail station in Taplow.</li> <li>○ £0.5 million to improve sustainable transport links to the Crossrail station in Iver.</li> <li>○ £1.8 million to improve bus and cycle connections between Buckinghamshire and the East West Rail station in Winslow.</li> </ul> </li> </ul>
<p><b>Thames Valley Berkshire SEP</b></p>	<p>The Thames Valley Berkshire LEP has secured £96.9m from the Government’s Local Growth Fund to support economic growth in the area – with £13.4m of new funding confirmed for 2015/16 and £2.0m for 2016/17 to 2021</p> <p>Thames Valley Berkshire LEP and Central Government have agreed to co-invest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> <li>• Solutions Labs - three state of the art specialist STEM laboratories at Reading, Newbury and Slough Colleges</li> <li>• Bracknell Warfield Link Road - A new road to enable 2,200 new houses at a Strategic Development Location in Bracknell</li> <li>• Bracknell Coral Reef - This scheme will deliver improvements to the A322 Coral Reef roundabout reducing traffic congestion in Bracknell and supporting improved access between the M3 and M4</li> <li>• Newbury London Road Industrial Estate - A new junction and road for the London Road Industrial Estate in Newbury to support future redevelopment</li> <li>• Slough Rapid Transit - The Western and Central sections of the Slough Rapid Transit project to provide a continuous part-segregated bus priority route on the A4 between Slough Trading Estate, Slough town centre, Slough station and M4 Junction 5 at Brands Hill</li> </ul> <p>Pre-allocated Local Transport Body funding is also delivering:</p> <ul style="list-style-type: none"> <li>• Newbury Kings Road Link Road - This scheme will enable 1,500 new homes at the Racecourse Strategic Development location</li> <li>• Reading Green Park Railway Station - A new railway station on the Reading and Basingstoke line and a package of facilities including a park and ride and short stay car park</li> </ul>



SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
<p><b>Oxfordshire SEP</b></p>	<p>At least £108.6 million has been secured by Oxfordshire LEP. £9.2m has been confirmed for 2015/16, and an indicative award of a further £53.7m for 2016/17 onwards.</p> <p>The Oxfordshire Local Enterprise Partnership and Central Government have agreed to coinvest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> <li>• Headington Phase 1 &amp; Eastern Arc Transport Improvements - a package of junction and local road improvements to support growth in the Headington area of Oxford - a centre for medical research and the location of the bio-escalator at Oxford University Old Road campus, which was part-funded via the Oxford City Deal.</li> <li>• Oxfordshire Flood Risk Management Scheme and Upstream Flood Storage at Northway - a comprehensive package of measures to mitigate the risks of damage to homes, businesses and transport connections caused by excessive flooding.</li> <li>• Centre for Applied Superconductivity - a new centre of innovation to coordinate the interaction between key industry players, Oxford University, cryogenics companies, and end users (including SMEs) on the Harwell campus and at the Culham Centre for Fusion Research Campus.</li> <li>• Science Vale Cycle Network improvements - a sustainable transport scheme providing greater connectivity between Science Vale and the newly improved Didcot station by bike.</li> <li>• Oxfordshire Centre for Technology and Innovation - development of a Technology and Innovation Training Centre in Oxford to address skills shortages across engineering, electrical, design, and emerging technologies.</li> <li>• Didcot Station Car Park Expansion (Foxhall Rd) - packages of measures for car park expansion including construction of a deck access car park on the existing Foxhall Road car park. Part of the expansion and improvement of Didcot station as a key gateway to Science Vale high tech cluster and the Enterprise Zone.</li> <li>• Bicester London Road – Level Crossing - a pedestrian / cycle crossing to provide sustainable access into Bicester town centre, required for the more intensive train service as part of the East West Rail project. Government has agreed provisional allocations for the following projects starting 16/17 and beyond:</li> <li>• Advanced Engineering and Technology Skills Centre - a collaboration with Abingdon and Witney college, the centre will address local, regional and national skills shortages in Science</li> <li>• Technology Engineering and Maths subject areas by supplying skilled technicians at Harwell Oxford and elsewhere in Oxfordshire; and deploying the unique expertise and facilities available at and around Harwell Oxford as a learning resource for the rest of the UK, Europe and the world.</li> <li>• Oxford Science Transit Scheme - Local Growth Fund support will be used to expand the integrated public transport system along the Knowledge Spine, delivering major enhancements to the A40 strategic route between Oxford, Northern Gateway and Witney and connecting centres of innovation and economic growth with Oxfordshire’s universities.</li> </ul>



SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
<p><b>Enterprise M3 SEP</b></p>	<p>The Enterprise M3 LEP has secured £118.1m from the Government’s Local Growth Fund to support economic growth in the area – with £29.4m of new funding confirmed for 2015/16 and £31.3m for 2016/17 to 2021.</p> <p>Enterprise M3 LEP and Central Government have agreed to co-invest in the following jointly agreed priorities:</p> <ul style="list-style-type: none"> <li>• 5G Arrow Project - Development of a physical incubation and other space, as part of a joint project, led by Enterprise M3, across the Greater Thames Valley 6 LEPs to secure the future of a new cluster that builds on the area’s world leading position as a centre of excellence in 5G technologies and research.</li> <li>• Enterprise M3 Growth Hub - Development of a Growth Hub that will provide a focussed and co-ordinated enterprise, innovation and skills support offer enabling all businesses, especially those in key sectors identified by Enterprise M3, to secure the connections they need via the private, publics and not-for-profit sector to start, grow and develop their business.</li> <li>• Enterprise M3 Local Sustainable Transport - This package covers capital transport improvements with a strong focus on improving the quality of sustainable forms of transport e.g. railway station access.</li> <li>• Suitable Alternative Natural Green Space Pilot, Camberley - Pilot project to purchase Suitable Alternative Natural Green Space (SANGS) land to bring forward 1300 new homes in Surrey Heath.</li> <li>• Ashwood House, Camberley - Part of the wider regeneration of Camberley town centre, this project will see the redevelopment of redundant commercial space into new retail and residential space.</li> <li>• Andover Technology and Skills Centre - A new Technology and Skills Centre at AndoverCollege focused on sectors where local employers have an employment/skills need.</li> <li>• Basingstoke North Corridor A340 - Partial dualling of the A340 that will reduce business based congestion and bring forward housing development in the Basingstoke area.</li> <li>• Brockenhurst College – Upgrading of existing Further Education estate with a new state of the art science, technology, engineering and maths (STEM) facility. The facility will provide support to local businesses and improve the efficiency of the college estate.</li> <li>• Whitehill and Bordon Construction Skills Centre - A new Construction Skills Centre to upskill the local labour force and meet the demands of new housing development in Whitehill and Bordon.</li> <li>• Brooklands College, Ashford - New state of the art teaching accommodation to support the Enterprise M3 Skills and Employment strategy with a focus on apprenticeships.</li> <li>• Victoria Arch, Woking - Addresses a serious pinch-point in the centre of Woking by constructing new pedestrian and cycling tunnels on Woking’s main arterial route.</li> </ul> <p>Pre-allocated Local Transport Body funding is also delivering the following schemes:</p> <ul style="list-style-type: none"> <li>• Whitehill &amp; Bordon Relief Road - This project delivers a relief road for Whitehill and Bordon and a series of complementary measures to the</li> </ul>





SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<p>A325 to enable strategic growth and support a buoyant town centre.</p> <ul style="list-style-type: none"> <li>• Guildford Gyrotory - A corridor package of specifically targeted interventions in line with the outcome of the Guildford Town and Movement Access Study.</li> <li>• A30/A331 Corridor Improvements; Surrey Heath - A redesign of the Meadows Gyrotory to provide improvements to the road network in Camberley.</li> <li>• Basingstoke North Eastern Corridor to Growth - Improvements to the key transport route between Basingstoke and Reading, supporting housing delivery and access to Chineham Business Park.</li> <li>• Runnymede Roundabout - Enhancements to the layout and addition of signalling at Runnymede Roundabout to improve traffic management and reduce congestion.</li> </ul>
<b>Coast to Capital SEP</b>	<p>The Coast to Capital Local Enterprise Partnership has secured £202.4m from the Government’s Local Growth Fund to support economic growth in the area – with £38m of new funding confirmed for 2015/16 and £124.2m for 2016/17 to 2021.</p> <p>Coast to Capital and Central Government have agreed to co-invest in the following jointly agreed priorities:</p> <ul style="list-style-type: none"> <li>• Successful businesses: Business Finance and Business Trade – Equity debt and grant funding for businesses that can create new jobs, but who cannot get mainstream commercial funds. Trade project aims to double the level of international trade with a focus on Southeast Asian Nations markets, in close association with UK Trade and Industry (UKTI).</li> <li>• Wood Fuel initiative with Forestry Commission – Sustainable use of primary natural resource to produce wood fuel as a renewable energy source and local building materials.</li> <li>• Growth is digital – 5G research, e-commerce skills, ultrafast fund and superfast broadband roll-out.</li> <li>• Advanced Engineering Centre – Collaboration between University of Brighton and Ricardo in a new Centre of Excellence to deliver leading automotive and emissions research.</li> <li>• Flood Defences Newhaven and Shoreham – In Newhaven, this will open up a major brownfield site for housing and employment land plus new harbour facilities. In Shoreham, the flood defences and transport access improvements will allow land to be used for housing and businesses.</li> <li>• Bognor Regis A29 re-alignment between the new Bognor Regis Relief Road and the A27 which will bridge the West Coastway railway line, avoiding congestions points and current delay points at a level crossing, and will include 4 to 5 new junctions and cycle and pedestrian facilities. The realignment will allow new development of business and employment opportunities in Bognor Regis.</li> <li>• Central Brighton and Preston Barracks Central Research Laboratory – A city centre mixed use regeneration project of a site to deliver new homes, office building, student accommodation, a library and academic buildings. Preston Barracks is a joint venture between University of Brighton, Cathedral and Brighton Council to create a new innovation hub to commercialise academic research and incubate high growth businesses, with new housing.</li> <li>• City College Brighton and Hove and Chichester College – Refurbishment of dilapidated buildings and facilities.</li> </ul>



SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<ul style="list-style-type: none"> <li>• Sustainable Transport Packages – Will tackle congestion and improve sustainable transport in areas across the Coast to Capital area.</li> <li>• Crawley Area Transport Package – Includes junction improvements, bus priority schemes, modal interchange and improvements to walking and cycling.</li> <li>• Resilience Schemes – Intelligent Transport System traffic management, strategic road maintenance and flood and critical incident alleviation.</li> </ul> <p>Central Government has agreed provisional allocations to the following projects starting in 16/17 and beyond:</p> <ul style="list-style-type: none"> <li>• Newhaven Port Access Road - Opens up a major brownfield site for housing and employment land plus new harbour facilities currently with very restricted access.</li> <li>• Brighton Valley Gardens Phase 3 - Transport network improvements to allow new business and innovation space, regeneration of existing area and new housing development.</li> </ul>
<b>South East SEP</b>	<p>The South East LEP has secured £442.1 million, with £64.6 million confirmed for 2015/16 and £143.6 million for 2016/17 onwards.</p> <p>South East Local Enterprise Partnership and Central Government have agreed to co-invest in the following jointly-agreed priorities from 2015-16:</p> <ul style="list-style-type: none"> <li>• 33 transport projects across the Local Enterprise Partnership area - to enable major new developments,</li> <li>• address existing pinch points and congestion issues, and encouraging increased use of sustainable transport modes</li> <li>• the development of Growth Hubs</li> <li>• improved flood defences at Newhaven</li> <li>• broadband infrastructure in Colchester business parks</li> <li>• a skills capital programme for the South East Local Enterprise Partnership area</li> </ul> <p>In later years, there is a provisional allocation for transport schemes starting in 2016/17 and beyond:</p> <ul style="list-style-type: none"> <li>• widening of the A13 in Thurrock</li> <li>• a new link road in Canterbury (Sturry Road)</li> <li>• a new parkway station in Thanet</li> <li>• an Eastbourne Town Centre access and improvement package</li> <li>• improvements to the A28 Chart Road in Ashford</li> <li>• an integrated transport package for Maidstone</li> <li>• a package of transport works to deliver the Southend Central Area Action Plan (SCAAP)</li> <li>• a package of Route Based Strategies in Essex covering the A131 Chelmsford to Braintree, A414 Harlow to Chelmsford, A133 Colchester to</li> </ul>

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<p>Clacton, and A131 Braintree to Sudbury</p> <ul style="list-style-type: none"> <li>• an integrated transport package for improving access to the London Gateway from Stanford-le-Hope and</li> <li>• reconstruction of the A1014</li> <li>• a Hastings and Bexhill walking and cycling package</li> <li>• improvements to the Thurrock cycling network</li> <li>• a Hastings and Bexhill junction capacity and improvement package</li> </ul>
<b>New Anglia SEP</b>	<p>Secured £173.3m, with £32.5 confirmed for 2015/16 and £29.3 for 2016/17 to 2021.</p> <p>New Anglia LEP and Central Government have agreed to co-invest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> <li>• Bury St. Edmunds Eastern Relief Road- Construction of a relief road to enable housing and employment land in Bury St. Edmunds.</li> <li>• Beccles Southern Relief Road- Construction of a new relief road to provide faster access to Beccles Business Park and the Enterprise Zone at Ellough Airfield.</li> <li>• Growing Places Fund- Extension of the existing fund to kick-start investment in homes and business infrastructure.</li> <li>• Growing Business Fund- Extension of the existing scheme to help SMEs grow and create new employment by providing grants towards the cost of investment.</li> <li>• Norfolk and Suffolk Better Broadband Programmes- Programme to support the extension of broadband coverage, with the aim of reaching 95% by 2017.</li> <li>• Haverhill Innovation Centre- Creation of an innovation centre focussing on local strengths in life sciences and advanced manufacturing. This is a joint project with the Greater Cambridge, Greater Peterborough LEP.</li> <li>• Process Engineering Centre &amp; Renewal Catering and Hospitality Facilities at Lowestoft College – Enabling the next stage of development of a national centre for Maritime, Offshore and Energy Studies at Lowestoft College.</li> <li>• Higher Skills Science, Technology and Management Centre, College of West Anglia – Development of a new Higher Skills Centre serving West Norfolk and Fenland to promote the attainment of higher skills and higher qualifications in the area.</li> <li>• Construction and Agri-tech facilities, Easton and Otley College, Easton Campus – Enabling building of a new construction training centre and new agri-tech laboratory areas to accommodate employers demands.</li> </ul> <p>Provisional allocations to the following projects starting in 16/17 and beyond:</p> <ul style="list-style-type: none"> <li>• Lowestoft River Crossing Options– Assessment of the options for a third river crossing in Lowestoft</li> <li>• Attleborough Sustainable Transport– Town centre transport improvements including sustainable transport measures and maintenance of the</li> </ul>



SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<p>main road network to support growth in and around Attleborough</p> <ul style="list-style-type: none"> <li>• Thetford Sustainable Transport– Improvements to Thetford town centre including the Thetford-Croxton Road cycle link and maintenance of the main road network.</li> <li>• Ipswich Radial Corridor– Package of sustainable transport measures to improve traffic flows into Ipswich.</li> <li>• Bury St. Edmunds Sustainable Transport– Package of sustainable transport measures to make walking, cycling and travelling by public transport easier for short journeys.</li> <li>• Great Yarmouth Package – Measures to connect key employment and business sites, maintain the existing road network and ease congestion.</li> </ul>
<p><b>Great Cambridge and Greater Peterborough SEP</b></p>	<p>The Greater Cambridge Greater Peterborough LEP has secured £71.1m from the Government’s Local Growth Fund to support economic growth in the area – with £17.1m of new funding confirmed for 2015/16 and £20.4m for 2016/17 to 2021</p> <p>Greater Cambridge Greater Peterborough Enterprise Partnership and Central Government have agreed to coinvest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> <li>• New facilities for The Welding Institute (TWI), to support their expansion to the Alconbury Weald Enterprise Zone, bringing more high-skilled jobs, supporting growing businesses in high-tech sectors and acting as a further catalyst for growth at the site</li> <li>• Establishing a new Technical and Vocational Centre at Alconbury Weald Enterprise Zone, with a focus on built environment and engineering technical expertise in particular, supporting not only the development of the Zone itself, but growth across the wider LEP area</li> <li>• Bourges Boulevard – an important transport scheme in Peterborough City centre which will free up employment and housing land, providing improved access to the railway and bus stations, as well as pedestrian and cycling facilities</li> <li>• Agri-Tech Growth Initiative – expanding an existing, highly-successful, programme that helps Agri-Tech businesses to develop and commercialise agricultural research and products, supporting supply chain development and upskilling in this growing sector</li> <li>• Cambridge Biomedical Innovation Centre – creating a new innovation centre to provide business space for small firms at the growing Campus next to Addenbrookes Hospital</li> <li>• Haverhill Innovation Centre – a new centre on Haverhill Research Park to support business growth in the ICT, biotechnology and Agri-Tech sectors, established jointly with New Anglia LEP, building on both Partnerships’ previous investments at the site</li> <li>• A605 Whittlesey Access phase 1 – addressing a key bottleneck on this road at the Kings Dyke level crossing, between Whittlesey and Peterborough, supporting housing and employment growth in both locations</li> <li>• A47 Junction 20 – improving this key interchange with the A15 in Peterborough, releasing both housing and employment land to support economic and housing growth</li> <li>• Wisbech Access Strategy – funding the project development work to assess options for supporting growth in and around Wisbech by, for example, the possible reconnection of the March-Wisbech railway line</li> <li>• Peterborough Regional College Food Manufacturing and Processing Centre of Excellence – creating a dedicated food manufacturing</li> </ul>



SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	education and training resource to support the training needs of the local businesses.



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