Wider South East Officer Working Group
Monday 19 June 2017, 14.00 – 16.00
Committee Room 4, City Hall, London
Agenda

1(14.00) **Welcome and Apologies**

2(14.05) **Notes of 21 Feb OWG meeting**

Draft notes for agreement (Chair – Richard Hatter, Thurrock)

3(14.10) **London Plan Review and Common Understand of Evidence Base**

Update on draft Wider South East policies (Jorn Peters, GLA Planning) – verbal update

Strategic Housing Market Assessment Methodology (James Gleeson, GLA Housing & Land) – paper attached – presentation on the day

Demography Model Release (Wil Tonkiss, GLA Demography) – draft explanatory note to follow

LSE Migration Research (James Cutting, EELGA) - presentation

4(15.05) **Strategic Waste Management**

Collaboration between Wider South East Waste TABs (Archie Onslow, London Waste Planning Forum) – presentation

5(15.30) **Strategic Infrastructure Improvements**

Letter to Department for Transport about prioritised infrastructure schemes/corridors (Cinar Altun) – draft to follow

6(15.40) **Barriers to Housing Delivery**

Following up with new Government (Nick Woolfenden, SEEC) – verbal update

7(15.50) **AOB**

Terms of Officer Steering Group and further details about Wider South East Collaboration:
http://www.london.gov.uk/about-us/organisations-we-work/policy-and-infrastructure-collaboration-across-wider-south-east

Item 2 **NOTES OF THE WIDER SOUTH EAST OFFICER WORKING GROUP**
21 February 2017 at 14:00 – 16:30 at London Councils

Present:

Richard Hatter, Thurrock Council/ East of England Officer Working Group
Graham Thomas, Essex County Council
Marie Smith, West Suffolk Council
James Cutting, Suffolk County Council / East of England LGA
Cinar Altun, East of England LGA

Nick Woolfenden, South East England Councils
Mark Aplin, Dartford Borough Council
Peter Drake, Hampshire County Council
Alison Bailey, South Bucks District Council
Sue Janota, Surrey County Council
Mark Behrendt, Elmbridge Borough Council
Catherine Smith, Medway Council
Neil Border, South East Strategic Leaders (Observer)

Jennifer Sibley, London Councils
John Lett, Greater London Authority
Jorn Peters, Greater London Authority
Andrew McMunnigall, Greater London Authority (Infrastructure)
David Jowsey, Transport for London
Andrew Berry-Purssell, City of Westminster

1. Welcome and Apologies

1.1. Nick Woolfenden chaired the meeting. He welcomed colleagues and Jorn Peters noted apologies from absent colleagues.

2. Notes of the 9 Nov 2016 Meeting

2.1. The draft notes of the previous meeting (circulated previously) held on 9 November 2016 were considered accurate and approved.

ACTION: SEEC to provide South East representatives for the virtual Communications Group (Action from Item 7 of the previous meeting).

3. Context for Discussion

Feedback from Summit, PSG preparation and Implications of Housing White Paper

3.1. The notes of the Summit had been circulated previously. The Summit had been well received. Jules Pipe's approach was welcomed, and his effective engagement moving forward was considered critical. There had been broad agreement on the current priorities, but relatively little input in terms of potential other future priorities.

3.2. In terms of the Housing White Paper (overview paper tabled on the day) Group members raised particular concerns regarding the Statement of Common Ground and the Delivery Test. It would also unclear how proposed measures would be achieved and how transitional arrangements could work.

ACTION: SEEC to put together a draft paper with shared strategic issues arising from the Housing White paper as basis for discussion at the PSG. This could provide the basis for a joint response alongside individual authority responses.

4. London Plan Review

4.1. Jorn Peters presented the emerging WSE policy headlines. John Lett indicated that there could be a housing supply gap in London, and that the GLA was considering different options for addressing this potential gap. Partnership work with willing partners should be given serious consideration.

4.2. Some Group members requested more clarity on the scale of the potential gap to provide a better basis for its consideration at officer and political level, and the potential planning arrangements for the work with willing partners. It was also reiterated that authorities outside London were struggling to meet their own need.

4.3. It would be expected that the public consultation on the new London Plan will start in Nov 2017.

ACTION: GLA to prepare an issues paper on the emerging WSE policies for the PSG.

5. Barriers to Housing Delivery

5.1. The follow-up letter to the Minister of 31 January 2017 had been circulated previously. It was noted by Group members alongside the details about unimplemented permission available for Cambridgeshire.

ACTION: Ongoing discussions with Government will be required.

6. Strategic Infrastructure Improvements

6.1. A working draft summary spreadsheet of the Strategic Infrastructure Improvement priorities had been circulated previously.

6.2. EELGA met with East of England LEPs on 26 Jan for a brainstorming session on each infrastructure scheme. It was recommended to establish potential asks for the Autumn Statement and to seek the engagement of the National Infrastructure Commission.

6.3. The new London Finance Commission report (published in Jan 2017) also recommended that the WSE should consider developing a strategic transport and infrastructure funding proposal for submission to the Government by the time of the 2017 Autumn Statement.

6.4. The GLA Infrastructure Team has also commissioned the preparation of a Strategic Infrastructure Investment Programme.

ACTIONS:
EELGA to pull together a Lobbying Programme update for the PSG with input from South East and London.
GLA/TfL to share map of WSE Strategic Infrastructure links.
GLA Infrastructure Team to present London's Strategic Infrastructure Investment Programme to a future OWG meeting.

7. Common Understanding of Evidence Base

7.1. James Cutting reported that Suffolk authorities' SHMA had been informed by the shared data from the new GLA demographic projections. It had allowed for the testing of scenarios and local circumstances that would otherwise not be possible.

7.2. James Cutting also provided update on migration research commissioned by EELGA (scheduled to complete by end of July 2017) and mentioned that the East of England Forecasting Model results had been published.

ACTION: GLA to prepare an explanatory note to accompany the publication of its projections.

8. Next Steps

8.1. Cinar Altun introduced high-level Work Programme and Communication Principles (papers circulated previously). The latter was noted. In terms of the Work Programme, some Group members indicated that it would be important not to lose momentum on the current work streams and to ensure they would be sufficiently resourced.

ACTION:
EELGA to present Communications Principles to the PSG for agreement.
GLA to present potential new work streams to the PSG for consideration.

9. AOB

9.1. Group members thanked John Lett for his invaluable contribution to the Wider South East work and wished him a good retirement.

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Item 3 - The 2017 London Strategic Housing Market Assessment – proposed approach

Introduction

1. This paper sets out the GLA's proposed approach to its 2017 Strategic Housing Market Assessment, as background to the discussion at the WSE meeting of 19 June. Any comments should be sent to James Gleeson (james.gleeson@london.gov.uk).

Background

2. The National Planning Policy Framework (NPPF) states that development plans should "meet objectively assessed needs" for new homes, and the accompanying guidance sets out principles that planning authorities should follow when carrying out these needs assessments, typically called Strategic Housing Market Assessments.

3. Successive London SHMAs have been used as key parts of the evidence base for the London Plan and London Housing Strategy. The 2015 London Plan sets out the evidence from the 2013 SHMA of an annual requirement for around 49,000 new homes a year between 2015 and 2036, and evidence from the 2013 Strategic Housing Land Availability Assessment (SHLAA) of capacity for around 42,000 new homes a year between 2015 and 2025. The borough-level housing provision targets set out in the Plan are based on the SHLAA capacity estimates, but the Plan outlines a range of policies through which boroughs can increase capacity so that London can meet the higher need figure.

4. A new SHMA is now required to inform the full-scale review of the London Plan currently under way, due to result in a draft plan published in 2017, with adoption of the final plan expected in 2019/20.

The 2013 SHMA

5. The 2013 SHMA (like all previous GLA assessments) was carried out at the London-wide level, and provided no detail of the distribution of housing needs at borough level. Many London boroughs have carried out their own local or sub-regional assessments to provide more fine-grained analysis of local needs, but they are required to take into account evidence of London-wide requirements when drawing up their own policies.

6. The 2013 SHMA used a 'net stock' approach to identifying London's housing requirements, comparing the stock that would be required at a point in the future (2035 in this case) to that available at a base date (2015). At its most basic level the method takes projected household growth and adds to it an allowance for clearing the backlog of households previously unable to form or who currently lack their own home. In the 2013 SHMA this backlog, which comprised around 120,000 households, was assumed to be cleared over a period of 20 years

7. The SHMA breaks down the total requirement by tenure and size (see Table 1 below), again by comparing the estimated mix of housing required in 2035 to that currently available in 2015. The future tenure mix of housing required is estimated by comparing the incomes and savings of London's current households with the current costs of different tenures and applying standard affordability tests with the assumption that existing owner occupiers are assumed to continue in owner occupation.

Table 1: Net annualised housing requirement 2015/16 to 2034/35

	1b	2b	3b	4+b	Total	% of total
Market	2,798	5,791	8,545	6,083	23,217	48%
Intermediate	3,357	2,240	2,506	1,799	9,902	20%
Social rent	10,225	1,003	1,774	2,720	15,722	32%
Total	**16,381**	**9,034**	**12,825**	**10,602**	**48,841**	**100%**

8. The 2013 SHMA also analysed the housing requirements of a range of 'sub-groups', including families, older people, students and members of the armed forces. Due to data constraints these analyses were generally illustrative and did not specify numbers of homes required.

9. In his December 2014 report on the FALP Examination in Public, the independent planning inspector stated that "having considered all the evidence and the submissions, [the SHMA and its underlying demographic projections] are reasonable and probably the best available assessment of objectively assessed housing need for London at this time", and that he was "satisfied that the Mayor's population and household projections, SHMA and SHLAA are based on good evidence and robust methodology".

Proposed approach

10. It is proposed that the GLA carry out a new SHMA in-house using a similar method as in 2013, with results at a London-wide level only. This proposal reflects the endorsement of the 2013 SHMA by the FALP inspector, the benefits of consistency and comparability between the two studies, and the GLA's belief that the 2013 SHMA method provides an appropriately detailed understanding of the nature of housing requirements in London.

11. The paragraphs below set out more detail on key aspects of the proposed approach.

12. **Timeline**: To align with the proposed timetable of the new London Plan, the 2017 SHMA will estimate London's annualised housing requirements over the 25-year period 2016-41.

13. **Geography**: As with previous studies the 2017 SHMA will estimate housing requirements at the London-wide level only. The English Housing Survey data that is a key input to the study (see below) is available at regional level only, which does not allow for either estimating variation in requirements within London or incorporating areas on the fringes of London. It is acknowledged that there are strong housing market links between some London boroughs and areas in the wider South East, and the GLA is therefore working closely with authorities outside London to share demographic assumptions on a consistent basis.

14. **Data**: As in 2013, it is proposed to base the analysis for the 2017 report primarily on GLA demographic projections and household survey data from the English Housing Survey (EHS). Given the relatively limited sample size of the EHS in London, it is again proposed to combine the last three years of EHS data, i.e. 2012/13 to 2014/15.

15. **Demographic projections**: As in 2013, the new study will use the GLA's in-house demographic projections, namely the 2015-based 'central' projection, which uses 10 years of data to project domestic migration trends. Apart from the period used to project domestic migration, the GLA's population projections follow a similar methodology to the

ONS sub-national population projections. According to the central projection, London's population is projected to rise from 8.69m in 2015 to 10 million in 2031.

16. To arrive at household growth, the household formation rates used by DCLG in its projections are applied to the projected population growth broken down by age. Annualised household growth over the period 2016-41 is provisionally estimated at 45,770.

17. **Backlog housing need**: The 2017 study will adopt a similar approach to 2013 in estimating the number of households who currently lack their own home and whose needs should therefore be added to the projected household growth. The largest component of this backlog need comprises 'concealed households', that is people who are living as part of other households because they can't afford to move out and form households of their own. Early indications from analysis of English Housing Survey data are that this group has grown significantly since the 2013 SHMA, as might be expected given the shortfall in housing supply compared to requirements over this period.

18. **Affordable housing**: The range of affordable housing 'products' available is both more diverse and more changeable than it was even a few years ago, as successive governments have introduced or proposed new products such as Affordable Rent and Starter Homes. This diversity poses a challenge to traditional methods of assessing housing needs, which in the past identified which of a well-defined and distinct set of affordable housing products (social rent, intermediate housing, market housing) particular households could afford. Assessing the 'need' for different products is now more complicated, and it is therefore proposed that the new London SHMA focus (either instead of or in addition to the traditional approach) on assessing how much each household can afford to spend on housing, with the choice of the mix of products to meet the identified needs left to a later stage of policy-making, dependent on available funding and policy levers.

19. **Size requirement**: There is a fundamental difficulty in estimating the size split of future housing requirements, as occupancy levels are endogenous to the overall level of supply. The 2013 study assumed that under-occupation levels in the market sector would carry forward into the future, but because not enough new homes have been built what has happened is that occupancy levels have fallen. For the 2017 study it is proposed to disaggregate requirements by size in a similar way to 2013, but to include a scenario in which under-occupation is eliminated in market housing.

20. **Vacant homes**: The 2013 SHMA increased the estimated requirement to reflect the proportion of long-term vacant homes in the current housing stock, and it is proposed that the new SHMA uses the total proportion of vacant homes instead, which will result in a slightly higher but more soundly evidenced requirement.

21. **Scenarios**: A number of different scenarios can be considered by varying the demographic inputs. The GLA's existing short- and long-term demographic projections already provide scenarios for different assumptions on domestic migration, while a further scenario involving lower net in-migration from abroad could be developed to reflect the potential outcome of 'Brexit'.

LPEG recommendations for a standardised SHMA method

22. While the official guidance for carrying out SHMAs has not changed recently, there has been considerable debate within and outside government on the appropriate methods to use, following concern that SHMAs around the country were increasingly complex and inconsistent. The government commissioned a 'Local Plan Expert Group' (LPEG) to review

various aspects of local plan-making, and the group's report (in March 2016) recommended that the government set out a single standardised methodology that planning authorities should generally follow for calculating housing requirements.

23. The Housing White Paper published in February 2017 set out the then-government's intention to consult on such a standardised methodology, but did not give any more details.

24. The GLA welcomes standardisation of SHMA methodologies in principle, but is keen to ensure that any such single method reflects the particular characteristics and complexities of London's housing market (and, to a lesser degree, the market of any large urban area). We also share some of the concerns expressed by other parties over potential problems with the method proposed by LPEG, including the risk of double-counting that arises from allowing only upwards adjustments to inward migration if moving from a 5-year to a 10-year trend.

Update 2017-07

DRAFT GLA 2016-based population projections

Explanatory note and results for the Wider South East

July 2017

NOTE

This is a draft document.

All data currently included are taken from the GLA 2015-based projections of population and households. Following the release of the 2016 mid-year-estimates by the ONS on 22 June, the GLA will update its model to incorporate the extra year of available data. We will then publish the 2016-based GLA projections in the week of 10 July. This document, with updated data, will form part of that release alongside data outputs for all LAs in England.

Incorporating the 2016 mid-year estimates is not expected to change the projections significantly. The main impact will be in rebasing the projections from a starting point of 2016 to 2017. The components will also be impacted but as these are averaged over a period of years the effect of changing a single year's data is lessened. The overall trajectories are likely to remain relatively stable.

This page will not appear in the final document.

Introduction

The GLA 2016-based population and household projections are the first GLA projections to include data for all local authorities in England and national data for Wales, Scotland and Northern Ireland.

This explanatory note provides a brief overview of the rationale for the expansion of the GLA model beyond the London boundary, and a comparison of some model results for the South East and East of England regions). The document provides no local authority-specific information, but detailed local authority-level data are available in the model outputs available on the London Datastore: **Add Link**

This document does not contain methodological information. A methodology paper outlining, in detail, the operation of the GLA population projection model can be downloaded here: https://data.london.gov.uk/dataset/2015-round-population-projections.

In September 2016 the Centre for Population Change at the University of Southampton were commissioned to undertake an independent review of the GLA model. Their report can be downloaded here: https://data.london.gov.uk/dataset/projection-methodology-independent-review.

The GLA household projections are produced using an implementation of the DCLG 2014 household projection model. The GLA household projections differ from the DCLG household projections in the input population where GLA population projections are used in place of the 2014-based ONS sub-national population projections. In addition, the GLA projection has a projection horizon of 2050 while the DCLG projection has a horizon of 2039. For the years 2040 to 2050 the GLA projection uses the household formation rates from the year 2039 in the DCLG model.

Rationale

The GLA model has recently been redeveloped so that it now operates as a multi-region model incorporating migration flows between all 329 model areas (326 English LAs, Wales, Scotland and Northern Ireland). This development has been driven by two parallel factors: the greater availability of model input data and technology, and; a requirement from a range of stakeholders to better understand the implications of GLA projections for the wider region.

Projections for areas beyond the GLA boundary are of particular use in strategic transport planning, school place planning and long-term infrastructure planning. There is also an established demand from London's neighbouring authorities to understand the implications of GLA projections for their areas. The latter being raised by both the authorities themselves and during the examination in public for the Further Alterations to the London Plan in 2015.

Variant Migration Scenarios

The GLA believes that for strategic longer-term planning purposes a projection which uses migration rates based on an average of ten years' past data is more realistic and robust than one based on a shorter five-year period (as is the case with the ONS SNPP). This view is consistent with the wider expert consensus and is supported by Planning Advisory Service guidance contained in the document 'Planning on the Doorstep: Population'[1] which states:

[1] http://www.local.gov.uk/pas/leadership/guides/planning-doorstep-big-issues

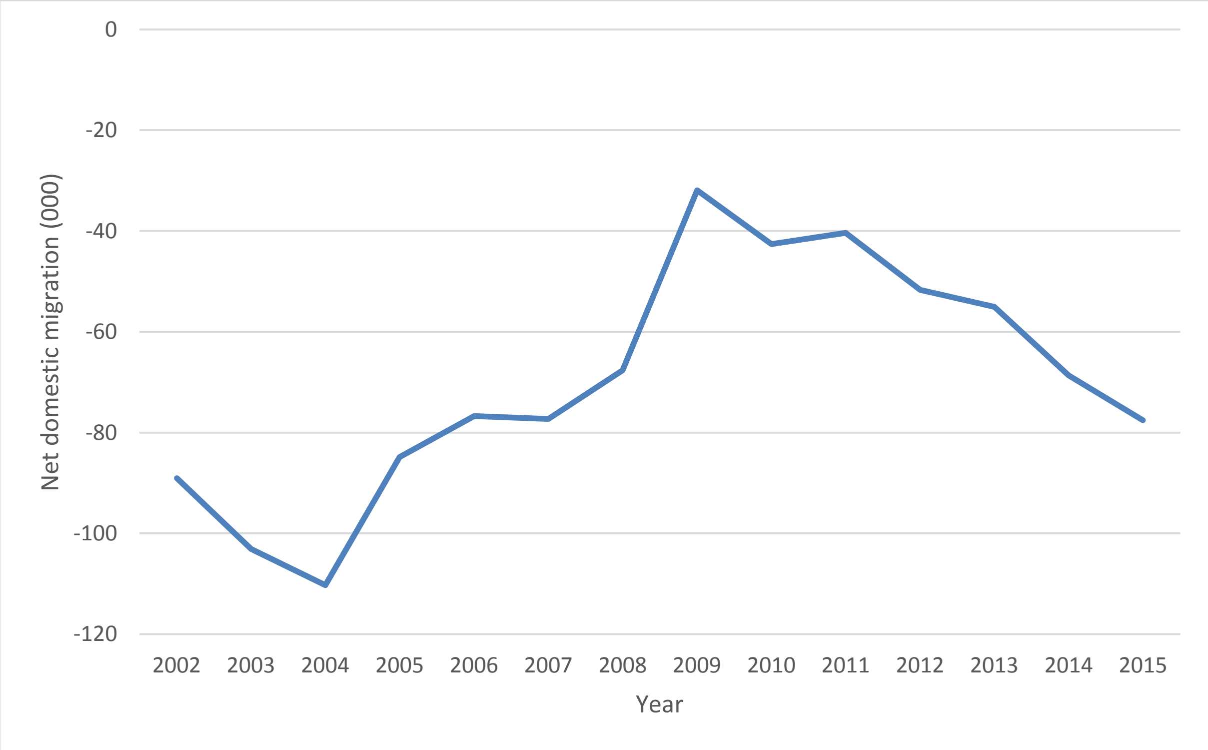
> "Understanding the components of change and particularly the migration data going back as far as possible is very helpful and allows you to compare longer term rates with the more recent five or six-year trend."
>
> "It might be legitimate to vary the migration assumptions within the official projections if there is evidence to do so. However, any change in assumptions must be justified and set out as part of a transparent methodology."
>
> Planning on the Doorstep: Population, PAS

Net domestic migration between London and the rest of the UK has varied significantly in recent years. There are a range of factors which impact migration, however recent patterns have shown that the relationship between outmigration and wider national economic growth is particularly strong.

Domestic outmigration was impacted by the 2007 financial crisis, with outflows falling by 15 per cent in its aftermath. This fall is likely to have been the result of a slowing of the housing market as mortgage availability fell, and in part due to London's job market proving relatively resilient compared to those in other parts of the UK. The financial recovery seen in recent years has been marked by an uplift in outmigration from London which continues.

The nature of this cycle means that selecting a longer backseries captures a range of data points that are more representative of the reality of migration and so produces a more robust projection. The SNPP uses a five-year backseries for domestic migration based on flows between 2010 and 2014 inclusive. The average net migration out of London during this period was 51,700 persons. The GLA central trend projection takes ten years of data between 2007 and 2016 inclusive. The average net outflow over this period was 58,900, a 15 per cent increase. For a long-term projection informing strategic planning, a migration rate which is representative of the character of migration across a full economic cycle is, more robust than one which captures only part of that cycle.

Figure 1: Net migration from London to the rest of the UK, 2002-2016



2016-based GLA projections, 2014-based ONS SNPP

Consistency of projections

In the past the GLA has successfully argued that using a longer trend projection variant provides a more realistic projection of London's population than the ONS sub-national population projections (SNPP). However, as authorities outside London are using the SNPP populations and DCLG household projections there has been some concern about the potential lack of continuity across the wider region. To mitigate this the GLA has worked with local authorities in the wider south east over a number of years to provide additional outputs from its models to facilitate local variant projections and scenario testing. This has allowed authorities to indirectly assess the impact of the GLA's migration assumptions on their own populations. However, such analysis has been based on data provided at the regional level. Users requiring local authority level data were required to derive population and flow estimates from the regional data by applying their own assumptions about distribution.

Following the expansion of the GLA model beyond the London boundary this type of inferred modelling is no longer necessary. The GLA is now able to provide a consistent set of projections for authorities across the wider region, and indeed nationally. Authorities are able to directly assess the impact of longer-term migration trends on population and household change, and are better able to unpick the migration relationships between areas, both within and outside London.

GLA 2016-based projections

The 2016-based projection round comprises a suite of population and household projections for London boroughs, wards and MSOAs. In addition, and for the first time, projections of populations and households for all English local authorities and UK countries are available in the GLA Trend model outputs.

There are three variants of the trend model:

- Short-term: Uses a 5-year average of past migration data
- Central: Uses a 10-year average of past migration data
- Long-term: Uses a 15-year average of past migration data

The household projections included in the GLA release use the 2014 DCLG household model to arrive at numbers of households disaggregated by type. The only difference between the 2014 DCLG household projections and the 2016-based GLA household projections is the input population (the DCLG projections use the 2014 SNPP).

Data for the three trend projections are available to download from the London Datastore: **LINK TO BE ADDED**.

Methodological Differences

The ONS produce sub-national population projections (SNPP), which form the population base for the sub-national household projections. The methods and data employed by ONS and the GLA are broadly similar, but deviations in methodology and assumptions lead to differences in the results.

The main differences between the projection methodologies are:

1. Top-down vs bottom-up model hierarchies
2. Length of migration trend used
3. Rates-based approach to international outmigration
4. Back series used and accounting for unattributable population change

Top-down vs bottom-up

The ONS approach is to first produce national-level projections for the home countries and then to produce subnational projections that are consistent with these. This is often referred to as a top-down approach. At each step of the subnational projection process, the sums of births, deaths, and international migration for all districts are forced to match the totals from the national projection. The rationale for using a top-down approach is generally that: the higher-level projection is more robust and so imposing consistency on projections for lower-geographies lends them strength.

In the GLA model, the primary geographic unit is the local authority. Results for higher level geographies are produced by aggregating results for the constituent local authorities. This approach is known as bottom-up and many national statistical bodies prefer this approach for producing national and sub-national population projections.

Length of migration trend

In both the ONS and GLA models migration rates for projection years are calculated by averaging observed migration rates in past years. The models vary in the number of years' data used to calculate the averages.

The GLA short-term variant is closest to the ONS SNPP in setup – the SNPP uses a five-year domestic and a six-year international migration average (see Table 1). The projection which will inform the next London Plan is the Central trend, ten-year migration average, projection. The GLA believes the Central variant provides a more robust basis for assumed migration for projection over the longer term.

Table 1: Years of migration rates to average

Model	Domestic	International
ONS	5	6
GLA Short-term	5	5
GLA Central	10	10
GLA Long-term	15	15

In addition to the number of years' data used the period of data is also different. For example, the five-year period used in the GLA short-term projection is 2012-2016 while in the SNPP projection the five-year period is 2010-2014.

Rates based approach to international outmigration

In the ONS model international outmigration is calculated as an average of six years' migration outflows. In the GLA model international outmigration is calculated dynamically within the model using probabilities based on past outmigration rates (in the same way as domestic migration). This means that international outflows respond to changing population size and structure in the GLA model in a way in which the exogenous static flow approach adopted by ONS does not.

Migration between home nations

ADD CONTENT

Backseries and accounting for UPC

The GLA and ONS have taken different approaches to accounting for differences between annual migration estimates and population change measured between the 2001 and 2011 censuses.

When ONS revised the inter-censal mid-year estimate series, they elected to leave migration estimates largely unchanged; taking the view that there was insufficient information to attribute the difference to error in individual components. It was instead accounted for by introducing a new component labelled 'unattributable population change' (UPC), applied evenly across the decade. For many London boroughs this adjustment was quite substantial (e.g. a reduction of 3,000 persons per year in the case of Westminster).

The GLA made the judgement that the majority of the disparity was most likely to be the result of errors in international inflow estimates for years prior to the introduction of the migration statistics improvement programme (MSIP) methodology. When the GLA produced its population backseries, the difference was accounted for by directly modifying the assumed international inflows for mid-2001 to mid-2005.

The MSIP amendments have significantly improved the estimation of international migration. However, the GLA believes that there remain issues with the current methodology and specifically that it significantly over-estimates flows into the City of London. Over the period 2002-2011 there was an annual UPC adjustment made to the population of City of London of around -400 people. The GLA has opted to maintain this adjustment in its projections adding a UPC reduction to the City of London population of 400 persons in each year of the projection.

In addition, Mid-Year Estimates for London boroughs are amended slightly to account for an undercount of 0-3 year olds in the 2011 census[2].

Projection Period Differences

An additional point of divergence between the ONS and GLA projections is the input data available to the projections. The GLA projections are 2016-based meaning that they take as their starting point the 2016 mid-year estimates produced by ONS. They then project forward from 2017 to a final projection year of 2050. The 2014 SNPP is a 2014-based projection which takes as its starting point the 2014 mid-year estimate and projects from 2015 through to 2039. The 2014-based DCLG household projections take as their input the 2014 SNPP and therefore have the same projection horizon.

The 2016-based ONS SNPP projections of population and households are scheduled for release in June 2018.

Model Results & Comparison

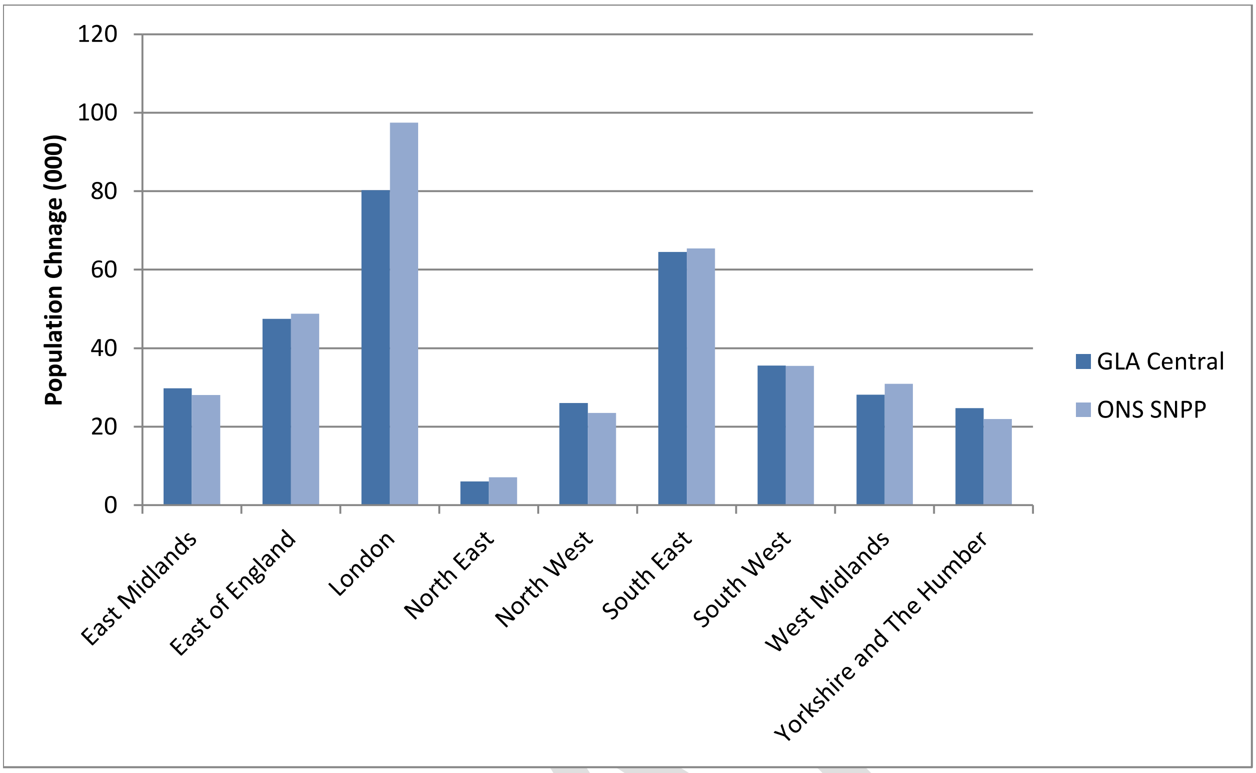
ALL DATA TO BE UPDATED WHEN 2016-BASED PROJECTIONS PRODUCED.

The following results section provides a brief overview of some region-level outputs from the GLA model and comparisons to the ONS and DCLG projections for the wider south east region. It is not intended to be an exhaustive analysis and attempts only to provide summary and high-level contextual information.

The data presented here show annualised change in population and households over the 25-year period 2014-2039. This is in line with the projection period of the SNPP and is therefore the best basis for comparison across the projections. The London Plan horizon is 2041 while the GLA projections themselves project out to 2050 in order that they can be used in longer-term strategic and infrastructure planning.

[2] See the trend model methodology document for full details

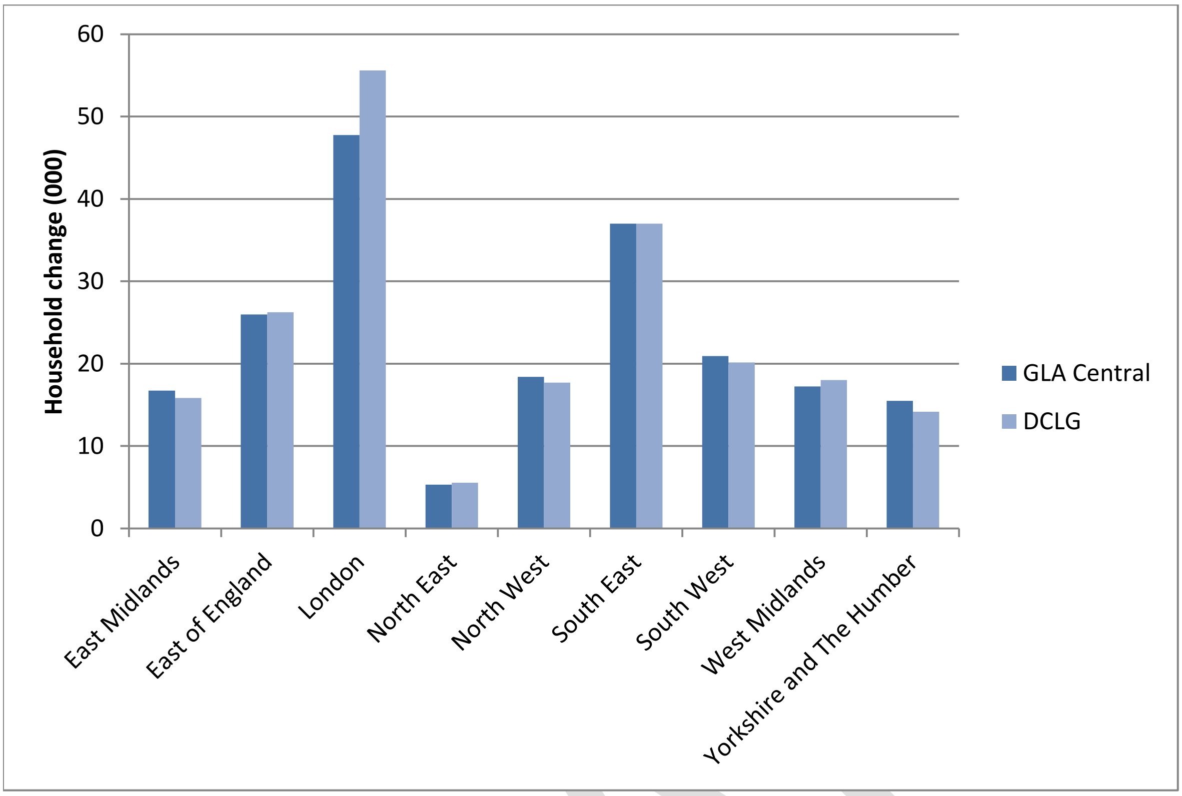
Figure 2: 25-year annualised population growth 2014-2039, all UK regions



2016-based GLA projections, 2014-based ONS SNPP

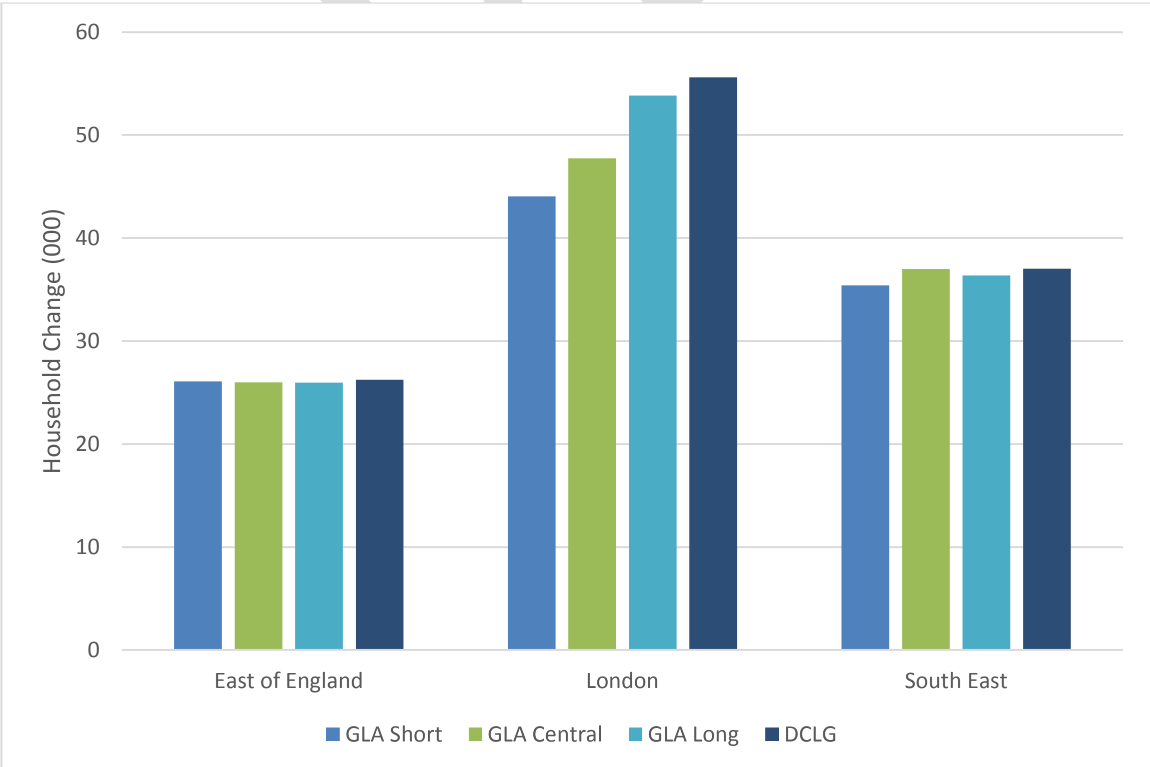
The difference between the annualised growth for London between the GLA Central projection and the official projections is 17,220 persons and 7,840 households with the GLA projection providing the lower figure. Both the East of England region and the South East region also show lower growth under the GLA preferred scenario – 1,300 fewer persons and 260 fewer households the East and 900 fewer persons and 20 fewer households in the South East. No region sees as big a difference as that observed in London meaning that the lower population in London is distributed throughout the UK rather than being localised in any particular region.

Figure 3: 25-year annualised household growth 2014-2039, all UK regions



2016-based GLA projections, 2014-based ONS SNPP

Figure 4: GLA variant and DCLG projections, 25-year annualised household growth



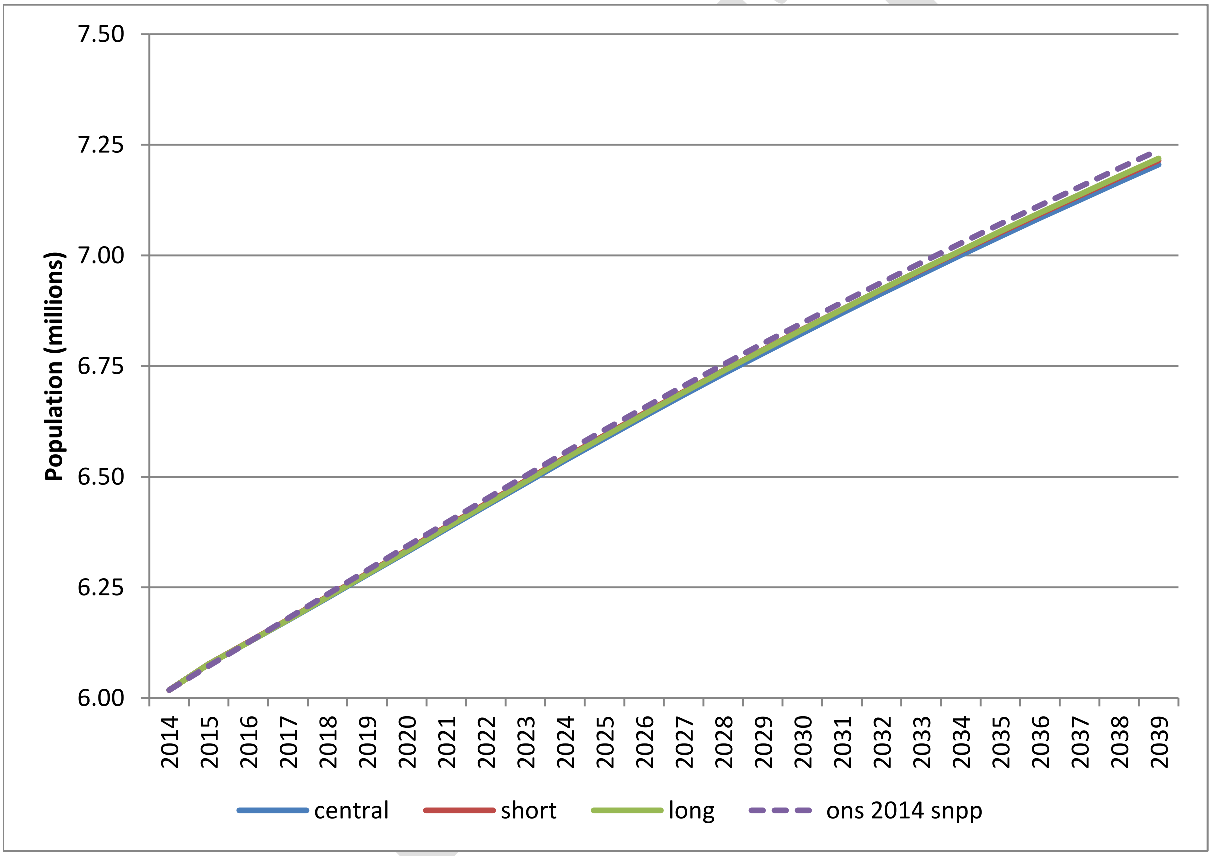
2016-based GLA projections, 2014-based ONS SNPP

Figures 3 and 4 show the same annualised household growth data. Figure 3 provides the GLA Central and DCLG averages for each region in the UK while Figure 4 shows only the Wider South East regions but add data for the GLA Short-term and Long-term projections.

East of England Region

The following section provides an overview of the GLA projection data for the East of England region. There is no local authority level data presented. There are likely to be significant differences in the impact of using a variant scenario at the local authority level and interested users should undertake their own analysis. The information below will help to contextualised any such analysis.

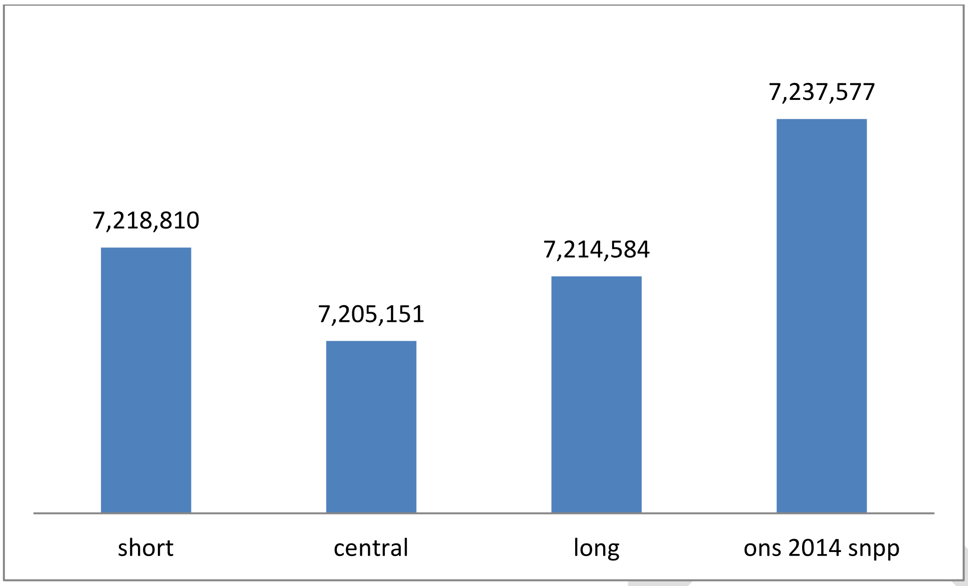
Figure 5: Projected population, East of England region (2014-2039)



2016-based GLA projections, 2014-based ONS SNPP

Figure 5 shows the trajectory of four population projections for the East of England: the ONS SNPP and the three GLA variant projections. There is little difference between the populations of each, the ONS projection is the higher of the four trajectories. Figure 6 shows the total population of the region in 2039 for each of the four projections. The ONS projection provides the highest value at 7.24 million while the GLA Central gives the lowest at 7.21 million. The difference between the highest and lowest figures is only 32,500 persons (0.5 per cent of the current population).

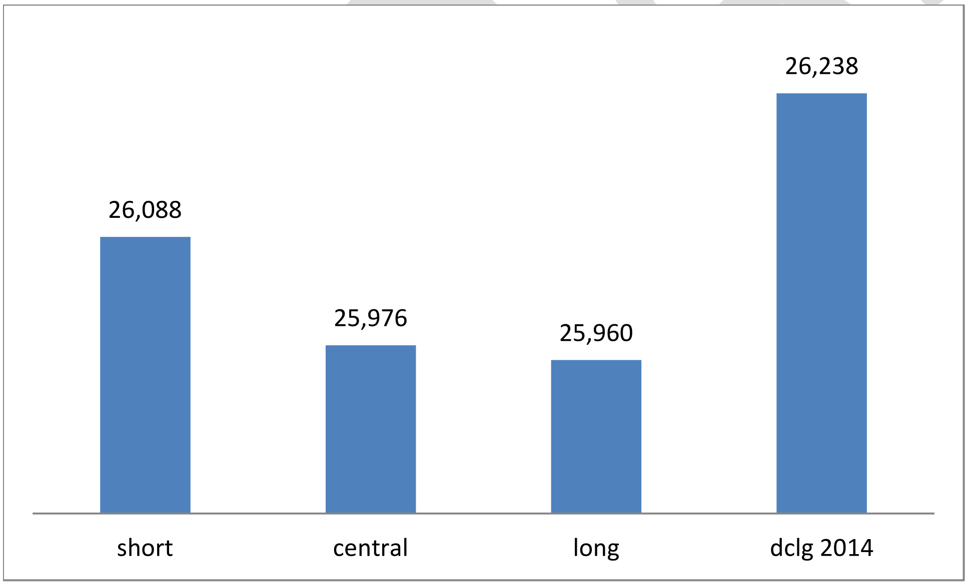
Figure 6: Projected population of East of England region, 2039



2016-based GLA projections, 2014-based ONS SNPP

Figure 7 converts the population growth shown in figure 6 into annualised household growth over the 25-year period 2014-2039. The DCLG model (using the SNPP population) projects annualised growth of 26,238. The GLA Central projects a figure of 25,976 which is 263 households lower

Figure 7: 25-year annualised household growth, East of England region, 2014-2039



2016-based GLA projections, 2014-based ONS SNPP

The relationship between population and households is a function not only of the size of the population but also of the age structure. Figure 8 shows the age structure of the population in 2039 for both the ONS and the Central trend projections. The graph does not include those aged 90 and over as the size of this population skews the scale of the chart.

Figure 8: Age structure, East of England, 2039

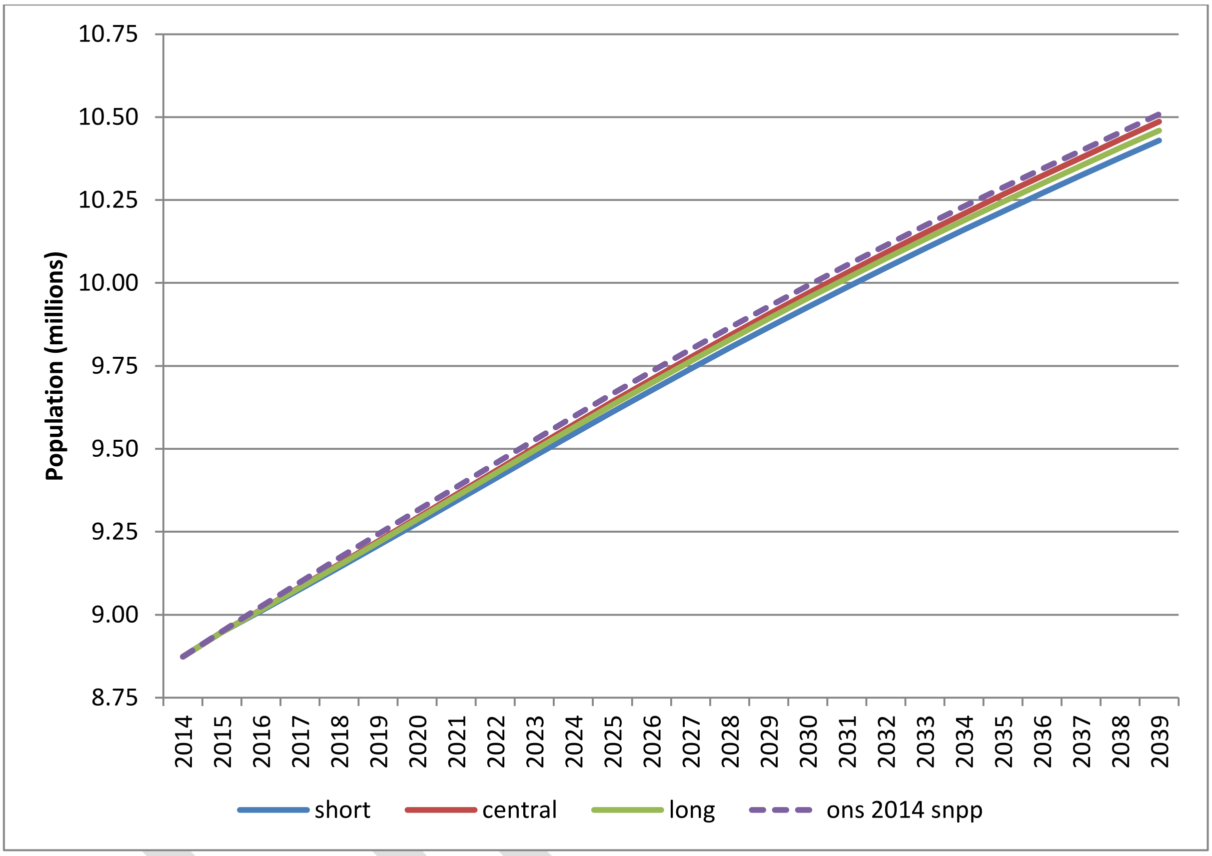
2016-based GLA projections, 2014-based ONS SNPP

The ONS projection has a higher child population (ages 0-17). Children do not form households and therefore this section of the population does not contribute to household growth. Most households are formed in early adulthood (20-35) and in this part of the population the ONS projection has a lower population than the GLA. As a result of these factors the lower GLA population translates into more households per capita than the ONS projection. That being said, all three of the GLA scenarios result in lower household growth than the DCLG/ONS projection (see figure 7).

South East Region

The following section provides an overview of the GLA projection data for the South East region. There is no local authority level data presented. There are likely to be significant differences in the impact of using a variant scenario at the local authority level and interested users should undertake their own analysis. The information below will help to contextualised any such analysis.

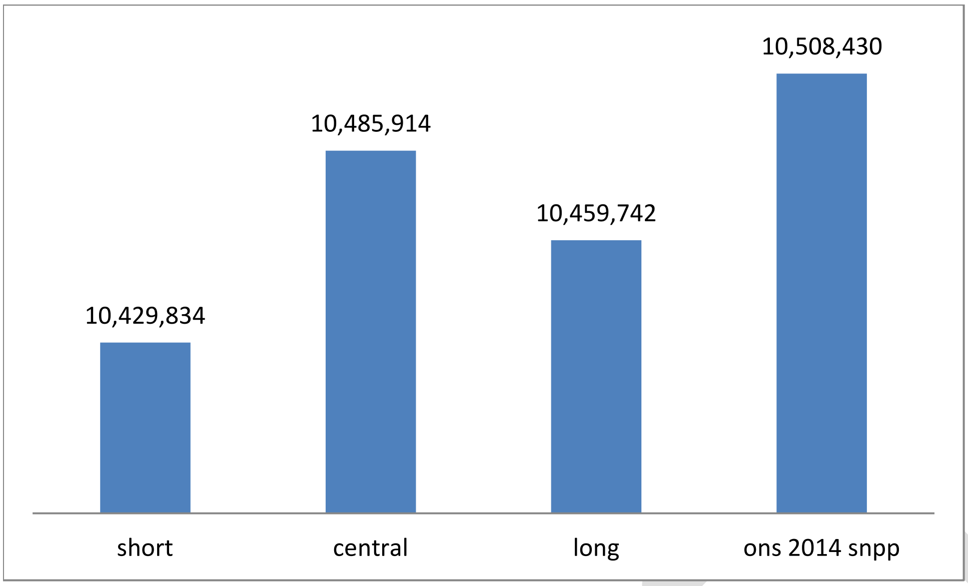
Figure 9: Projected population, South East region (2014-2039)



2016-based GLA projections, 2014-based ONS SNPP

Figure 9 shows the trajectory of four population projections for the South East region: the ONS SNPP and the three GLA variant projections. There is little difference between the populations of each, the ONS projection is the higher of the four trajectories. Figure 10 shows the total population of the region in 2039 for each of the four projections. The ONS projection provides the highest value at 10.51 million while the GLA Short gives the lowest at 10.42 million. The difference between the highest and lowest figures is just 78,600 persons (0.9 per cent of the current population).

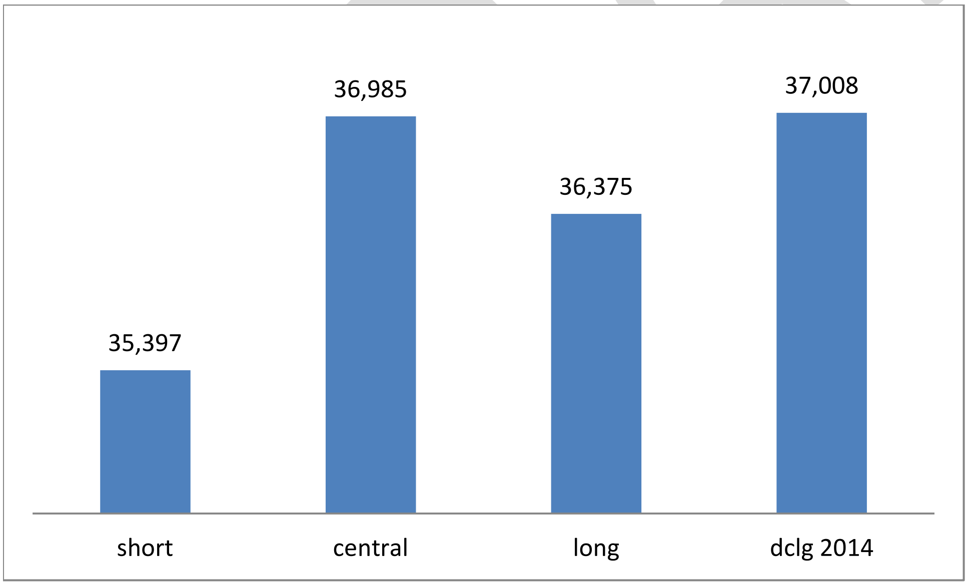
Figure 10: Projected population of South East region, 2039



2016-based GLA projections, 2014-based ONS SNPP

Figure 11 converts the population growth shown in figure 10 into annualised household growth over the 25-year period 2014-2039. The DCLG model (using the SNPP population) projects annualised growth of 37,008. The GLA Central projects a figure of 36,985 which is 23 households lower.

Figure 11: 25-year annualised household growth, South East region, 2014-2039



2016-based GLA projections, 2014-based ONS SNPP

The relationship between population and households is a function not only of the size of the population but also of the age structure. Figure 12 shows the age structure of the population in 2039 for both the ONS and the Central trend projections. The graph does not include those aged 90 and over as the size of this population skews the scale of the chart.

Figure 12: Age structure, South East, 2039

2016-based GLA projections, 2014-based ONS SNPP

The ONS projection has a higher child population (ages 0-17). Children do not form households and therefore this section of the population does not contribute to household growth. Most households are formed in early adulthood (20-35) and in this part of the population the ONS projection has a lower population than the GLA. As a result of these factors the lower GLA population translates into more households per capita than the ONS projection. That being said, all three of the GLA scenarios result in lower household growth than the DCLG/ONS projection (see figure 11).

Further Information

For more information on the GLA projections please see the GLA demography pages of the London Datastore (https://data.london.gov.uk/demography/) or contact the demography team: demography@londond.gov.uk.

For more information please contact demography, GLA Intelligence
Greater London Authority, City Hall, The Queen's Walk, More London, London SE1 2AA
Tel: e-mail: demography@london.gov.uk

Wider South East Officer Working Group

Date: 19 June 2017

Item: 3

Subject: LSE Migration Research Review

Report by: James Cutting

Recommendation

Colleagues are asked to note the progress made to date, the outline timetable and the outline issues raised.

Following WSE discussions through the Officer Working Group, such as on 9 November 2016, the East of England Local Government Association undertook an invited tenders to undertake a review of migration research and appointed a team of academic experts, lead by the London School of Economics (LSE) at the end of March 2017. Professor Ian Gordon is leading the academic team, which includes: Professor Tony Champion and Professor Christine Whitehead

The tender was separated into blocks and the LSE is currently finalising the first group of blocks, which cover:

- How changes to the economic role of London and the Wider South East can be seen in demographic characteristics of the component areas;
- How changing employment and labour market characteristics have influenced population change;
- Characteristics and Patterns of International Migration within the Wider South East, and
- The direct and indirect patterns of national migration particularly arising from London

Professor Gordon presented an initial set of findings at the East of England Demographic Workshop in May 2017. The headlines from this presentation are:

- Three main migration currents : International, North- South & Deconcentration with WSE
- Deconcentration has largest scale, affected by macro- demand cycles and displacement effects of international inflows, but not evident trend
- Deconcentration likely to generate further opportunities for trade-offs in migratory choices (the house price/affordability vs locational choice)

Currently, the draft of the final report is expected to be made available to WSE officers in mid September. (The results were to be presented to the Political Steering Group on 29 September).

Waste in wider south east

Archie Onslow

London Waste Planning Forum

Who we are

- London Waste Planning Forum
- South East Waste Planning Advisory Group
- East of England Waste Technical Advisory Group

- Successor bodies to previous RTABs

- Plus GLA

Policy Background

NPPG (October 2014) – para 42

Apportionments of waste to London boroughs set out in the London Plan provide a benchmark for the preparation of Local Plans and a basis for Annual Monitoring Reports. Waste planning authorities should have regard to the apportionments set out in the London Plan when developing their policies. The Local Waste Plan will need to be in general conformity with the London Plan.

And in para 44 notes that;

Given the unique waste needs of London, there is likely to be a need for waste planning authorities surrounding London to take some of London's waste. The Mayor and waste planning authorities in London should engage constructively, actively and on an ongoing basis with other authorities, under the duty to cooperate, to help manage London's waste.

Net Self-sufficiency

- SE and EoE have MoUs about net self-sufficiency and how to deal with London’s waste
- London Plan: net self sufficiency by 2026
- London Boroughs required to meet apportionment
- NSS still means waste flows in and out of areas
- Duty to cooperate
- How much and Where?

Waste management in London

- Moved from reliance on landfill and low recycling to higher recycling and energy from waste
- LACW increasingly managed in London with new facilities on the back of waste contracts

London: exports and imports

- London imports 3.63mt
- London manages 7.5mt
- London exports 11.36mt
- Of that 1.29m exported out of UK
- So 10.078mt exported to regions
- Of that 6.4mt is mineral waste
- And 3.44mt household/commercial
- Mainly to SE and EoE

Landfill in WSE

- On the face of it there is availability
- But needs pp and licence

Issues

- What are future exports from London
- Monitoring of flows
- Availability of landfill in WSE
- Keeping land available for waste

GREATERLONDONAUTHORITY

The Rt Hon Chris Grayling MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Please ask for: **Cinar Altun**
Direct dial: **01284 758 321**
E-Mail: **cinar.altun@eelga.gov.uk**

Date: **[DATE]**

By E-mail:

Developing transport infrastructure for economic growth in the Wider South East

Dear Secretary of State for Transport,

As we approach Brexit, it is vital that transport investment helps maintain and grow the global competitiveness of the UK's economic heartlands in London, South East and East of England. None of us can risk a decline in productivity, profitability or employment in these areas that provide the UK's only net contributions to Treasury.

At all costs, we must avoid damaging these economies – that underpin Government's public spending – by failing to invest in essential transport infrastructure.

We are therefore writing as the Wider South East (WSE) Political Steering Group to ask for your commitment to invest in a number of strategic infrastructure priorities we have collaboratively identified. We are an all-tier executive political steering group with geographical and cross party political representation from across the WSE, and our aim is to work collectively to tackle the priority issues in common between our three regions. We would welcome the opportunity to meet with you to discuss how we can work together to ensure that these schemes of pan-regional significance are delivered in the interests of our regions and the UK as a whole.

We are keen on exploring ways of collaborating with Government to ensure smooth progress on developing our road and public transportation infrastructure further. The East, London and the South East are vibrant economic centres, together delivering 51% of England's economic output. Together, our 159 councils are home to 24 million people, 43% of England's population. However, we see further opportunities for economic growth which are currently hampered by our underdeveloped transportation network.

Through the WSE Political Steering Group, our aim is to be a collective and constructive partner in helping Government to develop and deliver infrastructure policy that can secure sustainable and balanced economic growth for our regions and the country as a whole. Over the past two years we have been working together across London, South East and East of England to bring together our collective economic strength to make progress on the most pressing issues hindering growth within our regions.

First and foremost, we have identified that our transport infrastructure requires urgent attention locally and nationally if we are to continue growing as the strongest contributors to UK Plc. By working together we are able to bring together an intimate knowledge of our local areas with the relationships we have with business and wider partners to assist central government to deliver the key transport infrastructure needs of the three regions as a whole, thereby assisting better infrastructure planning and supporting future economic growth.

Our priorities include the development of 13 key infrastructure corridors/schemes which are of strategic importance for the economic growth of the three biggest economies in England. They also offer national benefits: directly, by improving access to markets here and abroad, but also indirectly as a successful Wider South East economy provides economic returns to the Treasury which it then reinvests across the country. Developing these 13 crucial transportation links will not only encourage regional growth but also help deliver government priorities (as set out in the industrial strategy), most notably by increasing collaboration across regional boundaries and making transport between our strong regional economies faster and more convenient. The 13 initial priorities we have identified are:

- East West Rail and new Expressway road link (Oxford – Cambridge)
- North Down Rail Link (Gatwick – Reading) incl. extension to Oxford
- A27/M27/A259 and rail corridor (Dover – Southampton)
- West Anglia Mainline and Crossrail 2 North (London – Stansted – Cambridge – Peterborough)
- Great Eastern Mainline (London – Ipswich – Norwich)
- Thames Gateway Essex: C2C and Crossrail 2 Eastern Branch (London – South Essex/London Gateway Port)
- Thames Gateway Kent: Crossrail 1 Extension and HS1 (London – North Kent – Channel Tunnel)
- Lower Thames Crossing
- Brighton Mainline (London – Gatwick – Brighton)
- South West Mainline and Crossrail 2 South West (London – Surrey/southern access to Heathrow)
- Great Western Mainline (London – Reading/western access to Heathrow)
- Midlands and West Coast Mainline (London – Luton – Bedford/Milton Keynes)
- Felixstowe – Nuneaton/Midlands

Both road and public transportation infrastructure across the Wider South East have increasingly been under strain with greater numbers of people commuting longer distances for work and the regional population as well as the regional economy expanding. A range of local, strategic and national partners are involved in promoting or progressing these schemes. The 13 schemes within the three regions have been highlighted in recognition of the positive impact they will have in terms of meeting local growth needs as well as easing pressure from London which is facing unprecedented demands on its transport infrastructure. Unlocking key transport infrastructure will no doubt support employment growth and unlock desperately needed housing, and we are confident that our collective ambition to maintain and strengthen our economic contribution to UK PLC can be boosted by increasing capacity in neighbouring regions and by improving travelling within regions.

The Wider South East collaboration effort harnesses the collective strength of our area which is already economically vibrant and which can become even more so, with the help of the Government. Within our regions are already talking to key infrastructure delivery partners, such as Network Rail, Highways England and utility providers in order to make sure that our regions are ripe for investment and can deliver on the economic advantages promised.

We would welcome your support to boost the efforts of our councils and private sector partners who are working hard to take practical steps to deliver these schemes and associated economic growth, enabled by infrastructure expansion. In order to achieve this, we would welcome a meeting with you to discuss how we can work together with you and our wider partners more effectively to ensure that these schemes are able to progress.

Yours sincerely

Cllr David Finch
Chairman of the East of England
Infrastructure and Growth Group
and Leader of Essex County Council

Cllr Nicolas Heslop
South East England Councils Chairman
and Leader of Tonbridge and Malling
Borough Council

Jules Pipe
Deputy Mayor for Planning, Regeneration
and Skills, Greater London Authority

Cllr Daren Rodwell
London Councils Portfolio Holder for City
Development and Leader of London
Borough of Barking and Dagenham

Greater London Authority the Mayor of London provides citywide leadership and creates policies to improve London for all.

London Councils represents London's 32 borough councils and the City of London.

South East England Councils (SEEC) is a cross-party partnership representing county, unitary and district councils in Buckinghamshire, Oxfordshire, Berkshire, Hampshire, Surrey, East & West Sussex and Kent.

The East of England LGA is a membership organisation of the district and county councils in Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk and the unitary councils of Bedford, Central Bedfordshire, Luton, Peterborough, Southend-on-Sea and Thurrock.

WIDER SOUTH EAST STRATEGIC INFRASTRUCTURE LOBBYING PROGRAMME 2017-18

Agreed on: 31 March 2017
Update on: 2 May 2017

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1. BACKGROUND / PURPOSE

The Wider South East (WSE) Political Steering Group (PSG) have agreed an initial list of 13 infrastructure schemes/corridors that are of strategic significance for the economic prosperity of the East of England, South East and London. Through joint lobbying, the PSG aim to draw on their collective strength to support the future economic success of the three regions and continue fostering stronger partnership working.

1.1 On 31 March 2017, the Wider South East (WSE) Political Steering Group agreed to promote the collective infrastructure priorities of the WSE, through the promotion of collective infrastructure priorities of the WSE and by supporting scheme/corridor specific opportunities.

2. OPPORTUNITIES TO PROMOTE THE COLLECTIVE INFRASTRUCTURE PRIORITIES OF THE WSE

Engaging Central Government [AFTER GENERAL ELECTION, by end of June 2017]

2.1 EELGA, SEEC, London Councils and the GLA will ensure that their local MPs are aware of and engaged in the WSE lobbying efforts throughout 2017-18

2.2 The WSE PSG will write a high level letter to the Secretary of State and the Department for Transport outlining the purpose of the WSE collaboration programme and highlighting the initial 13 infrastructure schemes/corridors which the PSG is supporting, and that these could help deliver Government aims including the Industrial Strategy.

Engaging with National Infrastructure Commission [SUMMER 2017]

2.3 The WSE PSG will write to the National Infrastructure Commission outlining the purpose of the WSE collaboration programme and highlighting the initial 13 infrastructure schemes which the PSG is supporting. The letter should welcome an opportunity for further engagement with the NIC and invite the chairman of the Commission to meet with the PSG.

London Finance Commission Recommendation [SUMMER 2017]

2.4 The report of the London Finance Commission, published on 30 January 2017, proposed increased co-ordination and co-operation between authorities in the Wider South East, i.e. London, the East and South East regions. The report recommends that 'the GLA, TfL and London Councils should consider developing with their counterparts in the rest of the Greater South East a strategic transport and infrastructure funding proposal for submission to the Government by the time of the 2017 Autumn Budget'. The report also advises that the WSE 'should also work with the NIC to form evidence for the National Infrastructure Assessment'.

2.5 Following engagement with DfT and NIC, officers will explore the possibility of a joint strategic transport and infrastructure funding proposal for the initial schemes identified ahead of the Autumn budget.

Engaging Highways England and Network Rail [SUMMER 2017]

2.6 Representations will be made to Network Rail to make the case for the rail elements of the 13 schemes to be included in their draft route strategies, and inviting representatives from Network Rail to work with the WSE OWG.

2.7 The Autumn Statement in 2016 announced that the National Road Fund from 2020 would be allocated to Highways England for strategic investment. However the funds ring-fenced are likely to be higher than those required by Highways England, as such the additional monies should be allocated to strategic schemes in line with local plan priorities. This is a broader lobbying point for the WSE and will be included in correspondence with government at other opportunities throughout 2017.

Wider South East Transport Partners Meeting [AUTUMN/WINTER 2017]

2.8 A meeting of the WSE PSG and transport partners, including government, National Infrastructure Commission, Network Rail and Highways England will be organised in the Autumn/Winter of 2017. The purpose of this meeting will be to discuss the WSE schemes/corridors, provide an opportunity for a multi-way dialogue between various stakeholders and ensure that next steps for progressing these priorities are identified and actioned in a timely manner by the relevant partners.

3. SCHEME/CORRIDOR SPECIFIC OPPORTUNITIES 2017-18

3.1 Through engagement with scheme/corridor key partners, officers have reviewed each of the schemes/corridors identified and have identified more-detailed opportunities, which could help schemes progress. A table which provides further information on these is attached as Annex A.

3.2 A WSE joint response to the Airport Consultation on Heathrow is to be considered. Deadline for this was 25 May 2017, however due to the announcement of the general election and extension of the purdah period this was not done.

3.3 In light of limited resources available, other scheme/corridor specific lobbying opportunities will be incorporated into the collective actions where possible and partners will endeavour to support the lobbying activities of the key stakeholders already leading on the promotion of the 13 schemes.

***

ANNEX A. Scheme Specific Opportunities 2017-18

Scheme/Corridor	Opportunity
1. East West Rail (Oxford-Cambridge/East Anglia) and new Oxford-Cambridge Expressway road link	Partners have advised that it would be helpful if the WSE could ensure that the Central and Eastern sections are included in any lobbying effort on the Western Section and within the WSE transport lobbying more broadly. Specific opportunities relate to: • The second round of consultation for the East West Rail Western Section Phase 2 will be rescheduled after the general election. Further consultations on Eastern and Central sections will follow. WSE could respond to the consultation and encourage councils/partners to engage with the consultation. • Atkins Consultants have been instructed to prepare a Conditional Output Statement (COS) regarding the potential enhancements to the existing rail links between Cambridge, Norwich and Ipswich. This report is expected in the Summer, after which there will be a need for lobbying of government and DfT in particular for new control period funding and to announce current findings from Network

	Rail's investigation work. The WSE could issue a supportive letter to Network Rail [**INCLUDE IN CORRESPONDENCE WITH NETWORK RAIL**]. • Annual Stakeholder event (September/October 2017). WSE PSG representatives to attend if possible. With respect to the Express Way - Partnership working on Stage 1 options are underway. This needs to be monitored for possible actions needed.
2. North Downs Rail Link (Gatwick-Reading) inc extension to Oxford (linking to E-W Rail)	North Downs rail line improvements: There is a need for high-level lobbying for a holistic approach to the scheme and to ensure GWR (operator) progresses actions to deliver current franchise commitment to increase from 2 trains per hour (tph) to 3 tph. Didcot-Oxford rail link electrification/capacity enhancement: It may be helpful to lobby Government/Network Rail on the specific works/funding required for scheme. This can be captured in the wider WSE PSG lobbying activities in 2017.
3. A27/M27/A259 and rail corridor (Dover-Southampton)	With respect to the Highways Improvements, there is a need to support the proposed improvements and case for more strategic, holistic approach. With respect to the rail upgrades, it is suggested that the WSE PSG support DfT in getting approval for enhanced rail corridor service provision at the start of process for new GTR Southern franchise (2021 onwards). **[INCLUDE THIS IN LETTER TO DFT AND NETWORK RAIL]**
4. West Anglia Mainline and Crossrail 2 North	• West Anglia Task Force and London Stansted Cambridge Corridor (LSCC) are leading on the West Anglia Mainline and would like support with general campaigning for the corridor throughout 2017-18, including evidence of development unlocked to expedite delivery. • There is a lobbying plan underway for local authorities outside London to show their support for Crossrail 2 as it goes through DfT – Strategic Business Case now submitted. **The Lee Valley OAPF will be published for consultation Summer 17**. It will set out scale of growth including indication of growth in Broxbourne. The WSE PSG could raise awareness of these proposals with Government, as they show the scale of growth that could be unlocked through this scheme. • The WSE PSG can support Essex CC to lobby for four tracking ahead of Crossrail 2, by highlighting this particular need in its wider lobbying activities throughout 2017-18. • The LSCC will be engaging businesses to make the case for investment in the West Anglia Corridor in 2017. • The East of England LGA is leading discussions with the LSCC and West Anglia Task Force, and will support their activities throughout the coming year. The East of England SSPOLG is already engaging with LSCC at officer and member level. • Crossrail 2 has initiated liaison with planning and transport authorities to discuss more detailed delivery issues.
5. Great Eastern Mainline (London – Ipswich – Norwich)	Work being led by GEML Taskforce. The Anglia Route Study identifies the following projects as being essential for the delivery of more and faster trains in line with the case made by the GEML Taskforce to deliver £4bn economic benefits; 1. Improvements at London Liverpool Street station including more passenger space and additional platforms – campaign for funding and delivery in the short term; 2. Improvements to signalling to allow more trains to run between Chelmsford and

	Stratford (through Digital Railway) – campaign for commitment to development of the technology; 3. Passing loop north of Witham– campaign for funding and delivery in the short term; 4. Doubling of Trowse Swing Bridge– campaign for funding and delivery in the short term; This list of projects should be treated as an interdependent investment package to be delivered over the short and medium term that together enable the increased performance and capacity of the £1.4bn operator investment in the new train fleet to be realised. In addition to these projects improvements to Hughley Junction are needed to ensure the effective operation of this intersection of the GEML and F2N routes, and other projects such as Beaulieu Park station are needed to respond to large scale local growth. Network Rail has stated that the Bow Junction Improvements project deferred from CP5 is timetabled for delivery in the short term. The East of England is leading on this for the WSE and will support the work of the Taskforce, NALEP and SELEP where appropriate. Newly appointed Greater Anglia Franchise supports investment. The Highways England consultation on the first phase of the A12 Expressway project (Chelmsford to Marks Tey) has now closed with HE expected to identify its preferred option in the summer with delivery expected to commence in 2020/21. It is important that EELGA works with local partners to maintain momentum behind the delivery of this project and ensures that HE also carries out early development work in support of the 2 remaining phases; Marks Tey to Colchester and M25 to Chelmsford for delivery during the RIS 2 period (2021-26) . The A12 Expressway is likely to cost more than the initial funding allocation available to Highways England At this stage, these concerns can be picked up under the wider lobbying activities of the WSE PSG. **[INCLUDE IN WSE CORRESPONDENCE WITH HIGHWAYS ENGLAND IN SUMMER 2017]** Essex leading on liaison with highways England to ensure • Integration of A12 Chelmsford to Marks Tey preferred route and the Colchester Northern Bypass feasibility work with the emerging solutions for the A120 • Integration of the A12 M25 to Chelmsford with the proposals for the RIS1 scheme at M25 J28 • Examines how the A12 is likely to be effected by the LTX Preferred Route Announcement in a way which enables the A12 to cope with any likely rerouting which may occur including junctions which would need a revised design approach as a result of the LTX scheme
6. Thames Gateway Essex: C2C and Crossrail 2 – Eastern Branch (London – South Essex / London Gateway Port)	East London Authorities leading lobbying for CR2 Eastern branch with support from Essex County Council. Key issue is to ensure passive provision for an Eastern Branch is included within the strategic business case and emerging detailed design work for the Core CR2 project. There are high level discussions ongoing with TFL to understand the plans outside of London. Once progress is made on these discussions, lobbying opportunities can be identified towards the end of 2017.

	Consideration also needs to be given to the provision of improved rail freight capacity to the Thames Ports. Lobbying for short term requirements identified within the Network Rail Freight Network Study (published April 2017) is being led by the ports and Opportunity South Essex but longer term solutions will require integration into a wider case for passenger and freight capacity investment.
7. Thames Gateway Kent: Crossrail 1 extension East and HS1 route (London – North Kent – Channel Tunnel)	There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery and continue lobbying Government to fund the Business Case for the Crossrail extension to Ebbsfleet, to enable growth at Ebbsfleet Garden City and wider Thames Estuary. (Strategic Outline Business Case to be submitted to Treasury for Autumn 2017 budget by C2G (Crossrail towards Gravesend) Working Group).
8. Thames Gateway Essex-Kent: Lower Thames Crossing	There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery. Route announcement was made in March 2017 following the preferred route identified in consultation. There is also a broader need to lobby government for environmental mitigation, delivery of scheme to 2025 timetable, confirmation of funding and commitment to delivering necessary supporting infrastructure – for example the completion of A2 dualling to Dover, A2/M2 junction (J7) upgrade and improved A229/A249 links between M2 (J3 & J5) and M20 (J5 & J7) south of the river and the A127/A130 Fairglen Junction, A12 / A130 Howe Green Junction, M25 J30 (A13) long term options, M24 J28 (A12). The Submission made to Thames Estuary Growth Commission, Bexley Growth Strategy and OAPF is due to be published for consultation in Autumn 2017. The WSE PSG could raise awareness of this work towards identifying the scale of growth that could be unlocked through the scheme.
9. Brighton Mainline (London-Gatwick-Brighton)	The WSE PSG can support the case for the Brighton mainline upgrade with Network Rail and with TfL, lobby Government to prioritise reconstruction of junctions around the Selhurst triangle and building additional platforms at East Croydon. There is a need for Government approval for Control Period 6 (construction potentially in CP7). The Coast to Capital LEP and local authorities around Croydon are supportive.
10. South West Mainline and Crossrail 2 South West (London-Surrey / southern rail access to Heathrow)	Crossrail 2: There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery. It would be helpful to write to Ministers to ask for quicker action on next stage consultation so the public can have say on proposals and avoid delays/ lack of public engagement in the project. There is a lobbying plan underway for local authorities outside London to show their support for Crossrail 2 as it goes through DfT - Business Case now submitted. Relevant Local Plans to identify potential development opportunities to be unlocked by the scheme, and Kingston and Wimbledon to be identified as new Opportunity Areas in new London Plan. The WSE PGS could raise awareness of this work towards identifying the scale of growth that could be unlocked through Crossrail 2. South West mainline improvements/Woking grade (track levels) separation: There is a need for continued lobbying for the scheme to be included in Control Period 6, to ensure Woking can continue to act as a transport hub for developments such as southern rail access to Heathrow. Southern Rail Access to Heathrow (SRAtH): It would valuable for the WSE PSG to

	write to DFT asking it to commission a GRIP1-2 review by Network Rail. An initial study has identified there is a market for the project and high returns on investment with existing 2 runway configuration so a swift commitment is needed to the next step to test the feasibility of detailed options.
11. Great Western Mainline (London-Reading / Western Rail Access to Heathrow)	It would be valuable for the WSE PSG to write to Government with regards the delays announced in November 2016.
12. Midlands and West Coast Mainline (London – Luton – Bedford / Milton Keynes)	The key needs identified are to support: • Delivery of Midland Mainline Improvement Programme (electrification) • Access improvements to Luton Airport • M1/M25 - A414 Breakspear Way Signalisation, A41 Resilience However, further information is required. Officers will engage with relevant partners and provide a further update on this corridor. **[EE SSPOLG TO DO]**
13. Felixstowe to Nuneaton rail improvements & A14 road improvements (Felixstowe-Midlands)	• Network Rail's five-year spending plan for Control Period 6 (C) has not yet been approved by the DfT, with representations currently being made to determine expenditure from 2019 to 2024. Pushing for the schemes within the Felixstowe to Midlands route to be prioritised for CP6 as possible is a priority, so that they do not slip into CP7 and beyond. Haughley Junction has been costed out and is in the running for CP6. This needs to be mentioned in any representations to Network Rail and Government. • A business case needs to be made for the Ely Junction in particular and the task force have to find the funding for this ahead of growth deal three. The Greater Cambridgeshire and Peterborough LEP has said upgrading the Ely Area is their top priority and are working closely with New Anglia LEP and South East LEP to lobby for the investment.