

Wider South East Officer Working Group
Friday, 9 September 2016, 13.30 – 16.00
Committee Room 5, City Hall, Queen's Walk, London

Agenda

- 1 Welcome and Apologies**
- 2 Notes of 17 July 2016 meeting**
Draft notes for agreement (GLA)
- 3 Strategic Infrastructure Improvements**
 - a) Revised draft paper for discussion and agreement of next steps (GLA)
 - b) Presentation on emerging Mayor's Transport Strategy and Crossrail 2 (TfL)
- 4 Barriers to Housing Delivery**
 - a) Update on draft joint letter to Government (attached) and planning meeting with Ministers (SEEC)
 - b) Revised Housing Spreadsheet (GLA)
 - c) Introduction of Homes for Londoners Board by GLA (Housing & Land)
- 5 Common Understanding of Evidence Base**
 - a) Update on emerging demographic modelling and on consideration of employment projections (GLA)
 - b) Update on proposal for Joint Technical Work (EELGA)
 - c) Steps towards collaboration and addressing concerns (EELGA)
- 6 Preparation of Summit on 9 Dec** (incl. workshop on London Plan Review)
Draft agenda and format (SEEC)
- 7 AOB**
Incl. High-level communication principles (EELGA)
Workshops on office and industrial land demand (GLA)

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>

Wider South East Officer Working Group

DRAFT NOTES

17 June 2016 at 11.00 at Committee Room 5, City Hall, London

Present:

Nick Woolfenden	South East England Councils (interim Chair)
James Cutting	East of England Programme Manager / Suffolk County Council / Suffolk Planning Officer Group
Cinar Altun	East of England LGA
Richard Hatter	Thurrock Council (Chair of East of England Working Group)
John Lett	GLA Planning
Jorn Peters	GLA Planning (Secretariat)
Katharina Winbeck	London Councils
Graham Thomas	Essex County Council
Des Welton	Hertfordshire Planning Officers Group Co-ordinator (sub)
Carolyn Barnes	Bedford Borough Council
Alison Bailey	Buckinghamshire Planning Officers Group/South Bucks DC
Sue Janota	Surrey County Council
Mark Behrendt	Elmbridge Borough Council (sub)
Max Baker	Bracknell Forest District Council
Tom Marchant	Kent County Council
Wendy Lane	Gravesham Borough Council (sub)
Pete Errington	Hampshire County Council
Chris Kenneford	Oxfordshire County Council (sub)
John Cheston	Sussex Planning Officers
Steve Barton	West London Alliance/West London Planning Policy Group/LB Ealing
Joanne Woodward	London Borough of Redbridge
Clare Loops	Royal Borough of Greenwich
Susannah Wilks	Cross River Partnership
Gareth Fairweather	Transport for London (sub)
Ben Corr	GLA Demography

Apologies:

Kevin Steptoe	East Herts District Council
John Williamson	Cambridgeshire & Peterborough Joint Strategic Planning Unit
Claire Stuckey	Essex Planning Officers Group/ Chelmsford BC
Phil Morris	Norfolk Council Council / Norfolk Strategic Planning Group
Jenny Rickard	Surrey Heath Borough Council
Mark Aplin	Kent Planning Officer Group / Dartford BC
Bev Hindle	Oxfordshire County Council
Viv Evans	Royal Borough of Kingston
Andrew Barry-Pursell	City of Westminster
David Jowsey	Transport for London

2 Notes of the meeting of 5 Feb 2016

Cinar Altun had not been present at the meeting. Otherwise, notes were agreed.

ACTION: Meeting papers should be made available on the website as early as possible (GLA).

3 Barriers to Housing Delivery

Nick Woolfenden (SEEC) presented a draft paper for the Political Steering Group (presentation provided separately) focused on tackling barriers to progressing unimplemented planning permissions. This had been circulated to officers in advance alongside Excel spreadsheets produced by GLA comparing household projections and housing stock for all local authorities within the WSE (Annex A).

During the subsequent discussion the following issues were raised:

- Should address the issue more positively – not in terms of barriers
- Need to consider other relevant measures in terms of wider housing supply
- There is also a role for the planning system following approval, e.g. potential delays with agreeing planning conditions
- Need to strengthen affordable housing element
- May want to include reference to proposed business rates system
- Need to understand the scale of contribution each measure could make and the potential added value of potential lobbying activities
- Need to be more specific about these lobbying activities including timetable/ next steps
- May want to focus on issues where there is flexibility in terms of the Government's position

Annex A - Housing need/approvals/supply

- Importance of overview of district level data
- Approval data essential to make our case, but for London LGA figures significant underrepresentation (London Development Database as better alternative), and outside London difficulty with alternative data from local authorities as they use different methodologies
- Use of individual years potentially misleading due to year-on-year variation, better to use averages only
- Use of household projection data is different to Objectively Assessed Need / final targets in Local Plans
- GLA 2015 figures not published yet

ACTION: Draft Paper should be refined in the light of the above discussion (SEEC) and then presented to the Political Steering Group for discussion. The Table (Annex A) should not be circulated as presented but refined also based on the above comments and re-circulated to the next meeting (GLA).

4 Strategic Infrastructure Improvements

Jorn Peters (GLA) presented a draft paper for the Political Steering Group (presentation provided separately), which had been circulated to officers in advance.

During the subsequent discussion the following issues were raised:

- More work is needed on the detail of some schemes and on the specific lobbying that could be undertaken
- Links to projects considered by the National Infrastructure Commission should be reflected
- Really strategic schemes (excluding sub-regional) should be given priority
- Projects that are 'ready to go' could be prioritised and provide 'early wins' (good example of joint Crossrail 2 letter by London Councils, SEEC and EELGA)
- Deliverability is important when considering prioritisation, as well as exploring opportunities for development to contribute to infrastructure funding – e.g. where is it critical for unlocking housing or employment opportunities–
- Not only big (expensive) radial transport schemes should be considered, also innovative projects such as 'Digital Rail', orbital schemes that take pressure off radial routes via London and schemes that benefit freight rather than housing growth (e.g. Peterborough to Ely)
- Difficult to compare schemes due to different stages they are at, e.g. significantly less detail available about London – Brighton
- Leaders are unlikely to agree on prioritising just a few schemes; talking about 'phasing' of the lobbying may be more effective
- The question was raised if we should be bolder in our ambitions for a comprehensive/effective strategic transport network (e.g. like Paris)

ACTION: Draft Paper should be refined in the light of the above discussion and then presented to the Political Steering Group for discussion (GLA).

5 Common understanding of evidence

a. Demographic Projection Model Update and Workshop Feedback

Ben Corr presented an overview of the Technical Workshop on the GLA subnational projection model for Wider South East officers, which had taken place on 14 June (presentation provided separately and Workshop papers had been circulated in advance). The Workshop was well received and EELGA welcomed the initiative, while the importance of an independent validation of the model was highlighted.

If ONS have insufficient resources to validate the model themselves, the GLA is likely to be asked to approach academic institutions they will recommend.

ACTION: As promised at the Workshop, GLA Demographics continue to update Workshop members and will make available the full range of outputs from the GLA Model for the purpose of internal/locally-specific appraisal and to complement the independent validation of the Model as a whole.

b. East of England Proposal for Working towards Joint Technical Work Programme

James Cutting (EELGA) introduced his Proposal, which had been circulated to officers in advance. He highlighted again the importance of the validation of the GLA Demography Model and the need to think about how to help local authorities understand its purpose when released. He also highlighted the need to better understand how the GLA's Witan Model related to other models such as the East of England Forecasting Model.

GLA Demographics would wish consider the details of the Proposal to ensure that there is no overlap with its own research. GLA Economics and TfL may also wish to be involved.

Whilst appreciating South East political members' concerns about possible unintended negative impacts of new data on Local Plan preparation, some South East officers felt that the area would need to be clearer about its position on the Proposal and consider engaging beyond local authorities' work on individual SHMAs. The Inspector's Report on Birmingham's Local Plan was recommended as useful background with regards to Duty to Cooperate and evidence base requirements.

ACTION: The Proposal should be developed further (EELGA), but not yet feature as a substantial item on the agenda of the next Political Steering Group.

c. Local Plan Expert Group (LPEG) Recommendations – common themes /next steps

When circulating the meeting agenda, the GLA had invited views on some of the big themes (e.g. sharing growth between LPAs, environmental capacity assessment) as well as technical issues (e.g. 'need' assessment methodology, demographic sources, defining Housing Market Areas, excluding student/ accommodation for older people).

The GLA raised concerns about some technical issues including the potential implications of the proposed housing needs assessment methodology, which could generate a need figure of 80k per year (instead of 50k) for London. This could potentially not be met entirely within its own boundaries.

ACTION: It was agreed to share submissions made to LPEG Call for Evidence and more recent Recommendations consultation.

6 London Plan Review Update

John Lett confirmed that following the Mayoral elections there have so far been no changes to the Review timetable. So, during Autumn 2016 there will be a high-level 'Towards Mayoral Strategies' consultation. In terms of the previously shared potential growth options, only the Green Belt option has been ruled out. The new Mayoral Team is now in the process of considering the wide range of technical planning issues.

ACTION: The Political Steering Group should also receive a brief verbal update about this item. Unfortunately, the Mayor will not be available to attend this Political Steering Group meeting, but James Murray, Deputy Mayor for Housing, who is currently looking after the planning brief, will attend.

7 AOB

- East of England LGA will have new Chair in place by the time of the Political Steering Group meeting.
- The new collaboration arrangements will be presented by Jorn Peters, Richard Hatter and Mark Behrendt to the pan-regional Planning Officer Society meeting on 8 June in Medway.
- GLA Officers are happy to attend Planning Officer / Member meetings outside London to discuss collaboration opportunities in more detail –recently John Lett attended high-level meeting organised by Surrey County Council.
- There are aspirations from councils to create sub-national transport bodies to establish collaborative lobbying voice for large scale infrastructure investment across large parts of the WSE.
- The emerging Mayoral Transport Strategy (MTS) should be discussed at the next meeting in September, with a specific focus on TfL modelling beyond London’s boundaries.
- The GLA will undertake an Industrial Demand study during the second half of 2016, and there will be an opportunity for WSE authorities to contribute.

ACTION: TfL to present relevant MTS aspects to next meeting.

Strategic Infrastructure Improvements Political Steering Group Steer

- mechanism for phasing of the areas/schemes
- identifying where immediate support would be most valuable
- cutting at least two schemes from the list (up to 10 areas)

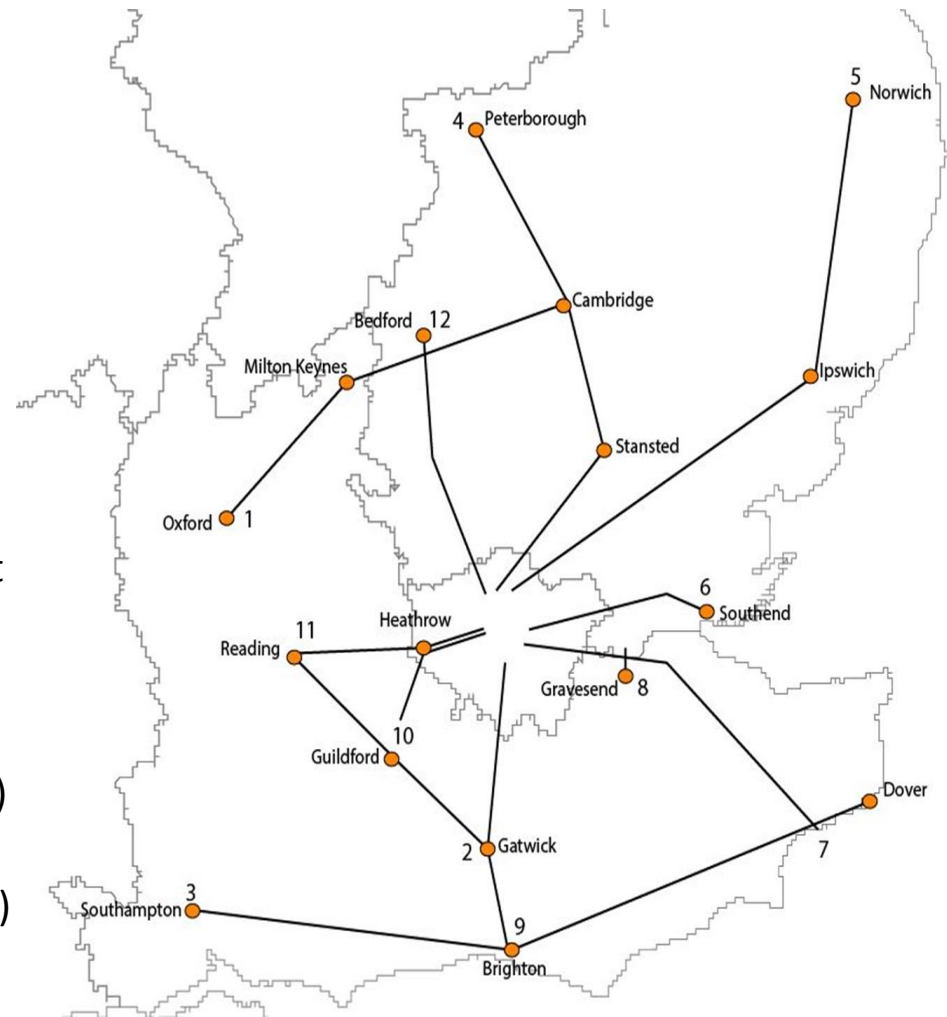


MAYOR OF LONDON



Long list of areas/schemes

1. East West Rail and new road link (Oxford - Cambridge)
2. North Downs Rail Link (Gatwick – Reading)
3. A27/M27/A259 and rail corridor (Dover – Southampton)
4. West Anglia Mainline and Crossrail 2 North (London – Stansted-Cambridge-Peterborough)
5. Great Eastern Mainline (London – Ipswich – Norwich)
6. Thames Gateway Essex: C2C and Crossrail 2 – Eastern Branch (London – South Essex / London Gateway Port)
7. Thames Gateway Kent: Crossrail 1 extension East and HS1 route (London – North Kent – Channel Tunnel)
8. Lower Thames Crossing
9. Brighton Mainline (London – Gatwick – Brighton)
10. South West Mainline and Crossrail 2 South West (London – Surrey / southern access to Heathrow)
11. Great Western Mainline (London – Reading / western access to Heathrow)
12. Midlands and West Coast Mainline (London – Luton – Bedford / Milton Keynes)



Categorisation

- Key infrastructure schemes within these corridors
- Status of these schemes
- Lobbying Intensity is roughly where within each stage of the scheme development process
- Potential lobbying action
- Land use and growth implications

Categorisation – Project Status

- Identifying the issue
- Pre-feasibility (options)
- Feasibility (cost & benefits)
- Business case (detailed)
- Implementation

Wider South East- Strategic Infrastructure Improvements

1 Purpose

1.1 The Political Steering Group meeting on 10 March 2016 confirmed the importance of identifying strategic cross-regional areas with infrastructure in need of improvement across the Wider South East (WSE), which may also support local and wider plans for growth. Group members highlighted the considerable combined lobbying power, which could be used in engaging with Government and Treasury. This could also help to tackle housing barriers and pressures across the WSE – one of the other priority areas of common concern. However, it would be necessary to focus resources on just a few strategic infrastructure schemes. So, the Steering Group tasked officers to identify and analyse potential areas and to provide Group members for their next meeting on 18 July with a selection of strategic opportunities for collaborative action and joint lobbying on strategic infrastructure improvements. Focused on transport initially, it is recognised that future joint working may also look at other types of infrastructure (e.g. water resources, flood prevention).

2 Recommendations:

Political Steering Group members are asked to:

- **Agree criteria for identifying schemes/areas that should be supported (see paragraph 4.2 on page 10)**
- **Discuss initial list of schemes/areas for first phase of joint lobbying, based on agreed criteria and subject to Councils in the East of England forming a comprehensive review of infrastructure requirements**
- **Agree what form joint lobbying should take – e.g. what, when, who to target (see details in last column of Tables from page 11 onwards) and ask officers to draft more detailed cases to support lobbying**
- **Agree identification of schemes/areas for second phase of joint lobbying at the next meeting ensuring an appropriate spread of schemes/areas overall**

3 Background

3.1 Within the WSE there are 156 local authorities. The statutory Duty to Cooperate (DtC) requires local planning authorities to cooperate on strategic issues. However, across the WSE, authorities face distinctively different challenges depending on their local characteristics (e.g. urban/rural, connectivity, development constraints) and local attitudes towards growth.

- 3.2 The East of England, the South East and London are linked through a complex set of relationships and interactions. Investment in strategic infrastructure across the WSE is important to both be supported by and underpin
- the success and potential of the WSE and local economic ambitions;
 - high levels of forecast population growth;
 - growing commuting especially on rail network.
- 3.3 Economy: The WSE represents the nation's economic power house. In 2013/14, £127 billion of tax revenue was estimated to have been generated through economic activity in London (21% of total UK tax revenue). In the South East it was £104 billion (17%) and in the East of England nearly £60 billion (10%). The WSE overall is also accounting for nearly half its GVA (in 2014 London 22.5%, South East 14.8% and East of England 8.6%) and supporting over 13 million jobs (annual job growth 2009 to 2014 in London 107k/a, in South East 36k/a and in the East 18k/a). Alongside London, there are several other significant economic centres within the WSE such as Reading, Milton Keynes and Cambridge.
- 3.4 Population: The WSE has a population of almost 25 million – accounting for 35% of UK's population and about 45% of England's population. The South East is the largest of the three with a population of 8.9 million, London has a population of 8.6 million while East of England has a population of 6.0 million. All three regions have record high populations and are forecast to grow by around 20% each up to 2041.
- 3.5 Commuting: There is substantial commuting between London and the South East / East of England with 790,000 people commuting daily into London and 270,000 commuting out of London (2011 figures), in addition to the large numbers of people commuting within each area e.g. 1.2million within the South East. The trend of increasing commuting is forecast to continue according to TfL transport models based on GLA population/employment projections. But while between 2011 and 2041 in-commuting into London has been forecast to go up by 170k, from 2011-2015 it has actually already increased by 94k. Much of this increase has been by rail into Central London.

4 Considering schemes for Wider South East action

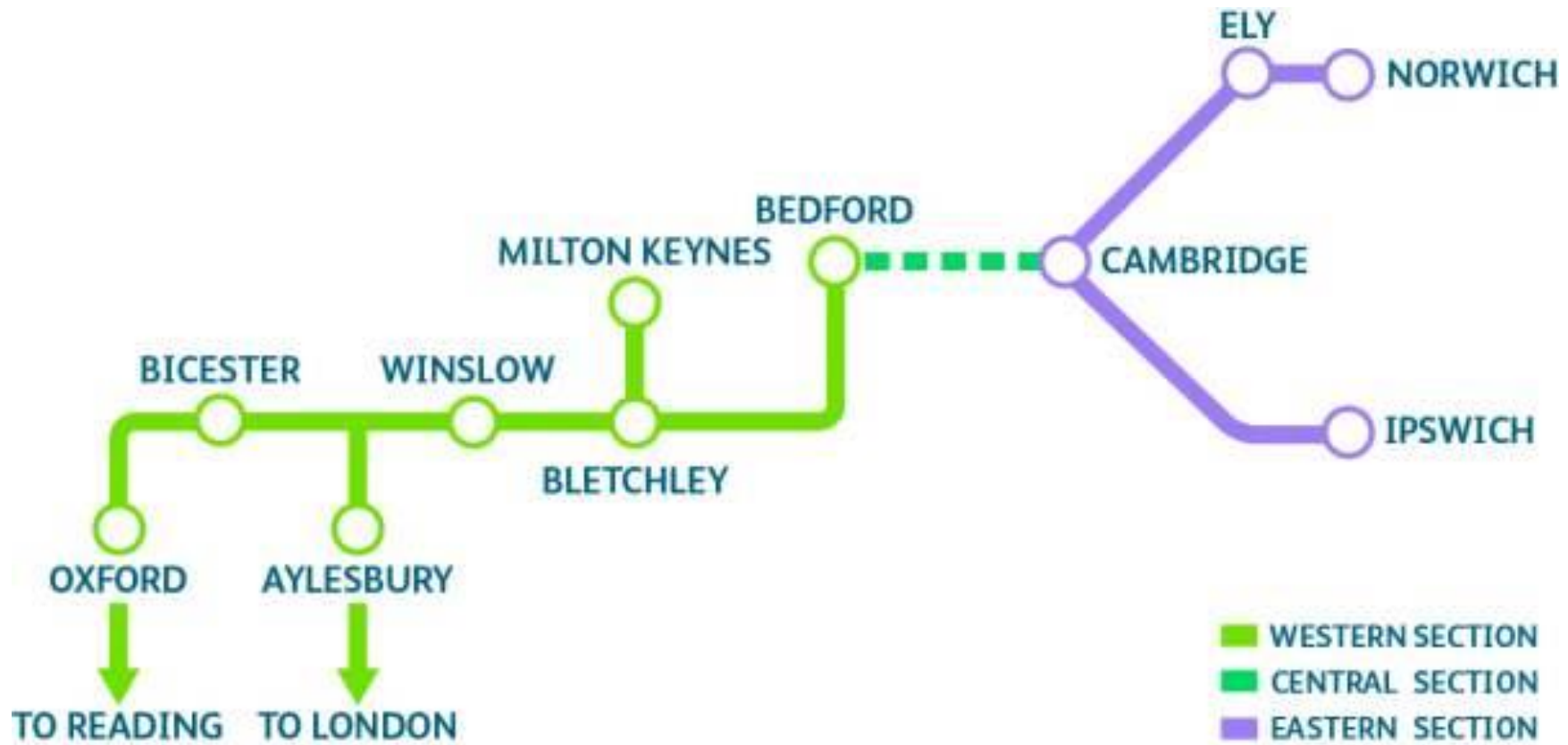
4.1 An overview of identified strategic infrastructure areas crossing boundaries between – or offering significant benefits to - the South East, East of England and/or London is included below. Diagrams of these areas are also provided. The aim is to explore areas that are most suitable for joint lobbying. It should also be considered that the National Planning Policy Framework (NPPF), the National Infrastructure Plan and recommendations from the National Infrastructure Commission seek investment in strategic infrastructure to help unlock growth, jobs and housing.

4.2 Political Steering Group members will be asked to consider which areas to initially focus on. It is recommended their consideration should be made on the basis of the following criteria:

- Real strategic cross-boundary (council/LEP/WSE) benefits essential for growth, prosperity, housing and connectivity for the wider area
- Local commitment and benefits as well as delivery of local priorities within a number of areas
- Deliverability including potential for innovative and new funding sources
- Degree of WSE collaborative support needed to lobby for and progress strategic infrastructure improvements with focus on early wins and opportunities

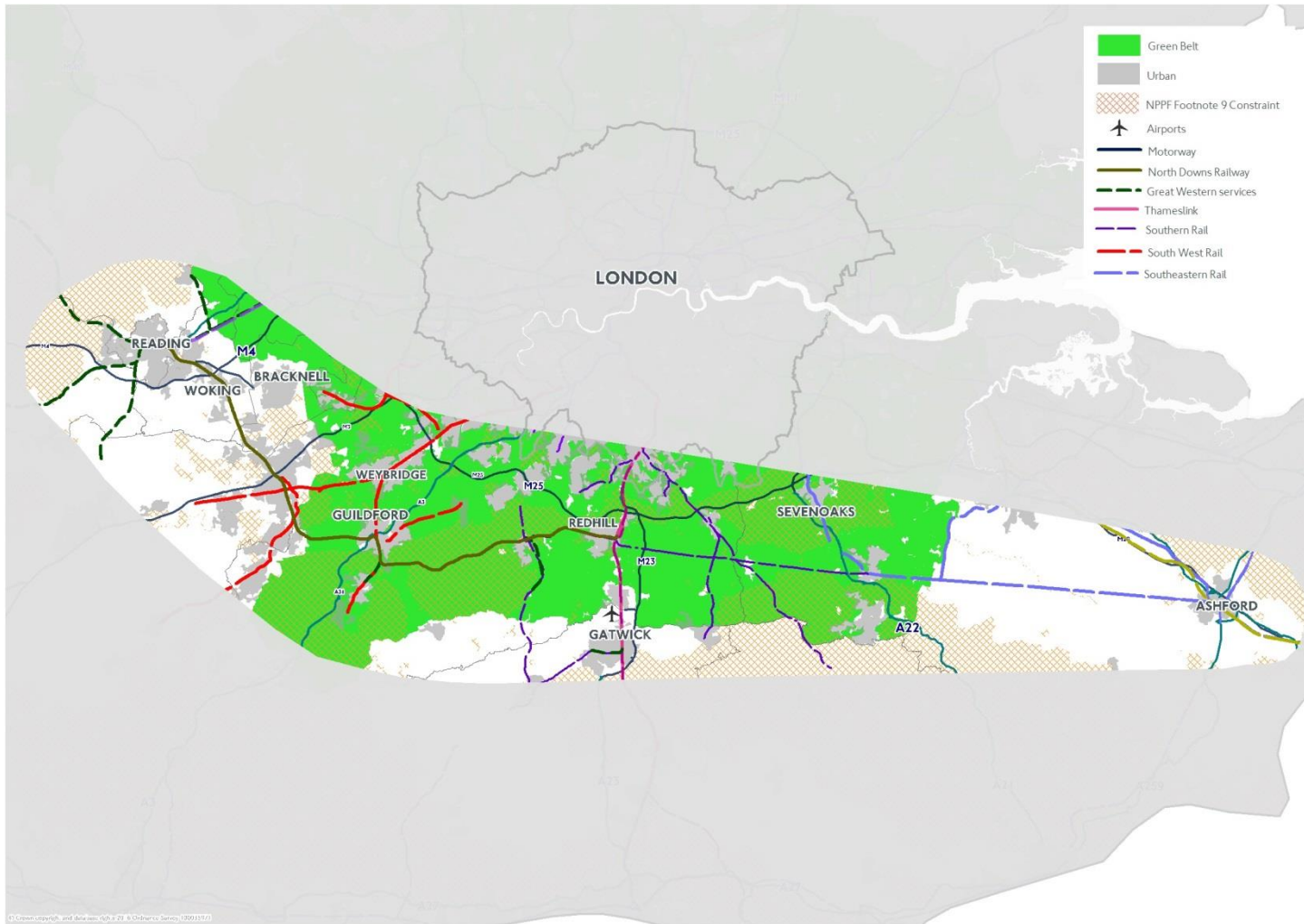
- 4.3 In addition to any collective WSE action, there is also the opportunity for identified strategic areas to be reflected within the London Plan as well as relevant Local Plans and other strategies (e.g. LEP Strategic Economic Plans) for their growth potential and infrastructure improvements.
- 4.4 The aim is for members to consider schemes that will benefit from WSE collective action, and what these actions might be. The following is a long-list of possible schemes/areas:

Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
East West Rail and new road link (Oxford – Cambridge)	<ul style="list-style-type: none"> • Scheme will strengthen the public transport connections between Oxford, Milton Keynes and Cambridge, which forms the northern side of the London-Oxford-Cambridge economic/hi-tech ‘Golden Triangle’ with links also to London via Crossrail and potential Crossrail 1 extension north west. • Within the area a new road link between an improved A34 and M40 via Oxford to Cambridge is needed to link growth areas in Bucks, Bedfordshire and Cambridge. This new orbital road route would offer an alternative to M25, helping reduce motorway congestion. It would also provide strategic road links to the East-West rail service for both freight and passengers. 	<ul style="list-style-type: none"> • Western rail section (Oxford/ Aylesbury – Bedford) improvements are included in National Infrastructure Plan as part of National Rail’s enhancement programme. • Preferred route for the most costly Central rail section (Bedford-Cambridge) has recently been announced by Network Rail. • A consortium is working with Network Rail to identify how the rail network may be enhanced to deliver new train services and connections across the area. • The new complementary Oxford to Cambridge road link is included in SEEC’s Missing Links report to Government. 	<ul style="list-style-type: none"> • East West Rail: Western section package of committed works underway, for completion by 2019 costing £270 million. 	<ul style="list-style-type: none"> • A National Infrastructure paper on East West Rail to explore options for long-term priorities is under development. • Feasibility and options studies are underway for the new road link. 	<ul style="list-style-type: none"> • Collaboration would be required with the Consortium, the National Infrastructure Commission, relevant local authorities, Network Rail, Highways England and the LEPs to agree supportive actions to secure commitment/ funding for full road and rail package.



East West Rail (Oxford - Cambridge)

Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
North Downs Rail Link (Gatwick – Reading) and extension to Oxford	<ul style="list-style-type: none"> • A package of improvements along this rail corridor including the full electrification of the remaining stretches of the line and re-signalling, has the potential to encourage modal shift and improve commuter, leisure and business access to and between numerous economically successful employment and retail centres eg Guildford and Reading. • Recent independent LEP-led report shows scheme could deliver up to £1.9bn GVA and 8,000 jobs. • As an orbital route, it also has potential to release capacity on train routes to and from central London and relieve congestion on the M25. • Improvements should also link to the proposed East West Rail via Reading. 	<ul style="list-style-type: none"> • Stakeholders along the route – nine borough, district and unitary councils, three county councils, Gatwick Airport, Enterprise M3, Coast to Capital and Thames Valley Berkshire LEPs and Great Western Railways (GWR) – support improvements to the North Downs Line. • It is included in SEEC’s Missing Links report to Government. 	<ul style="list-style-type: none"> • Train lengthening is estimated at £6.5 million (2002 figure); electrification at around £70 million. 	<ul style="list-style-type: none"> • Elements of the improvements – including re-signalling, line speed enhancements and Guildford capacity improvements – are outlined in Network Rail’s long-term Wessex Route Study and could happen in Control Period 6 (CP6) 2019-24. 	<ul style="list-style-type: none"> • Lobbying Government and national bodies to secure commitments to holistic strategic package of improvements, including CP6 and full electrification of the line.



North Downs Rail Link (Gatwick – Reading)

Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
A27/M27/A259 and rail corridor (Dover – Southampton)	<ul style="list-style-type: none"> • Upgrades of the A27/M27/A259 road corridor as well as the corresponding rail route along the south coast could improve capacity, journey times and reduce bottlenecks/congestion. It would support economic growth and regeneration in the coastal and university towns through Sussex eg Brighton, Bognor. • Recent independent LEP-led report shows the road-scheme alone could deliver up to £1.5bn GVA and 9,300 jobs. • Improvements could also include better road and rail access for passengers and freight to the ports at Southampton, Portsmouth, Newhaven, Shoreham and Dover. • This orbital route improvement could also reduce congestion on the M25 and trains travelling via central London. 	<ul style="list-style-type: none"> • Support from councils and LEPs along the route, including Kent, East and West Sussex and Hampshire. • It is included in SEEC's Missing Links report to Government. • Government is committed to improving parts of route. 	<ul style="list-style-type: none"> • Indicative costs of over £500 million for A27 and £ 1.8 billion for M27 improvements 	<ul style="list-style-type: none"> • A more comprehensive and strategic approach is needed from Government to take forward the holistic package of improvements for the whole route, building on those elements of the scheme that the Government already supports. 	<ul style="list-style-type: none"> • Lobbying to secure commitments to fund a holistic package of improvements.

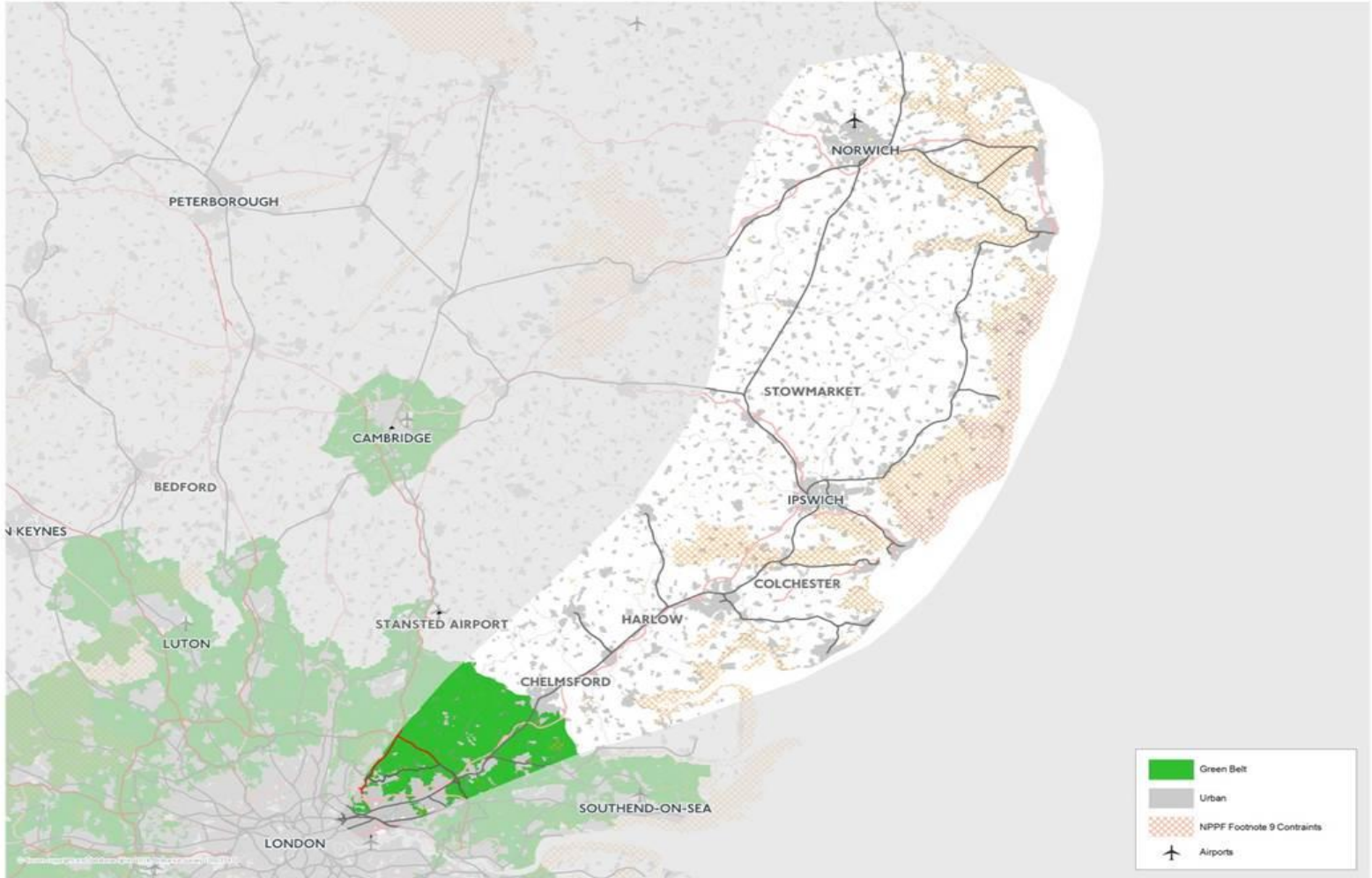


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A27/M27/A259 and rail corridor (Dover – Southampton)

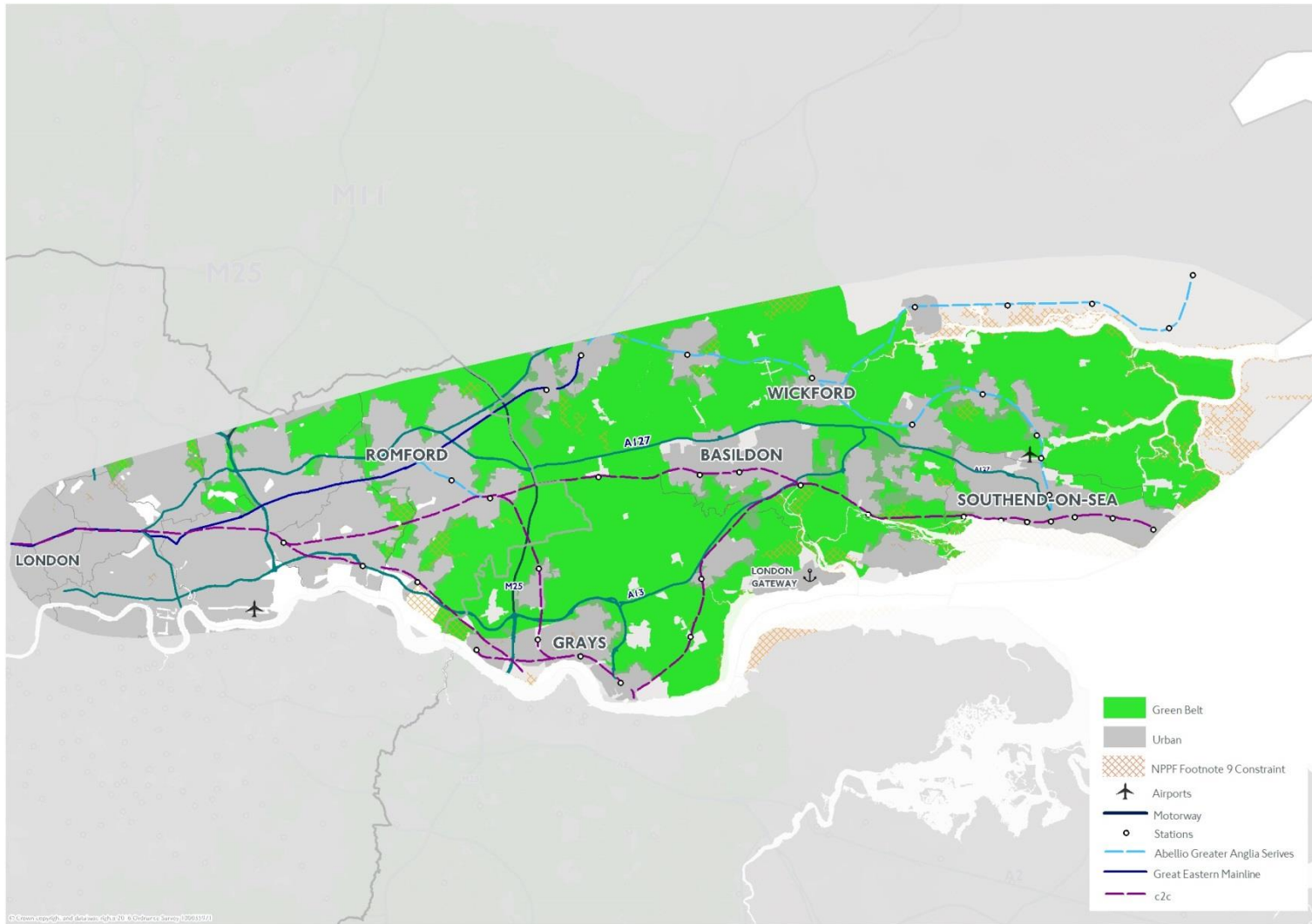
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West Anglia Main Line and Crossrail 2 North (London – Stansted-Cambridge-Peterborough)	<ul style="list-style-type: none"> • The corridor is a crucial arm of the Cambridge, London and Oxford economic/hi-tech ‘Golden Triangle’. Improvements will lead to faster, more frequent, more reliable journeys along this corridor. Investment will also strengthen rail connections to Norwich, complement East West Rail, and enable higher frequency services to Stansted Airport. • Four-tracking the West Anglia Main Line forms an integral part of Crossrail 2, which is expected to deliver up to £102 billion additional GVA to the UK economy (KPMG analysis). It is also expected to unlock the development of up to 100,000 additional homes – and the creation of 45,000 new jobs – across the West Anglia region. The early completion of four-tracking is expected to bring forward the development of 25,000 additional homes into the 2020s. • Key development areas include the Upper Lee Valley, Harlow, Bishop’s Stortford, Stansted and Cambridge. 	<ul style="list-style-type: none"> • The London Stansted Cambridge Consortium (LSCC) is an established partnership that supports the development of the corridor. • In addition, a West Anglia Taskforce has been established to look at potential opportunities for enhancing the West Anglia Main Line. • The Government has (based on National Infrastructure Commission recommendation) identified Crossrail 2 as a priority investment project contributing £80 million towards its development and aiming for a Hybrid Bill within this Parliament. Crossrail 2 Growth Commission also set up to support related development opportunities. SEEC, EELGA and London Councils have written in support of Crossrail 2’s swift delivery & extension. 	<ul style="list-style-type: none"> • Indicative cost for Crossrail 2 as a whole are expected to be around £ 27 billion. 	<ul style="list-style-type: none"> • The Taskforce is building the business case for submission to Government. Its support could come via grant funding or a devolved funding mechanism. • Taskforce is also exploring how much of cost could be met through non-central Government sources & working with the National Infrastructure Commission. • The LSCC’s Growth Commission is setting a wider 30 year economic vision for the area. 	<ul style="list-style-type: none"> • Beyond support for the existing arrangements , key lessons could also potentially be learnt and transferred to support infrastructure improvements in other areas of the WSE.

Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
<p>Great Eastern Mainline (London – Ipswich – Norwich)</p>	<ul style="list-style-type: none"> Improvements to this rail line could support significant economic growth and development. According to the New Anglia LEP this could create around 50,000 additional jobs. Their Strategic Economic Plan indicates additional housing growth of around 50,000 within Greater Norwich and along the A11 route. 	<ul style="list-style-type: none"> A Great Eastern Mainline Taskforce was established and called for a travel time of 60 min from London to Ipswich and 90 min from London to Norwich. The New Anglia LEP supports the campaign to improve this rail line. 	<ul style="list-style-type: none"> Required investment in this rail line is expected to be near £ 500 million. 	<ul style="list-style-type: none"> The DfT has published an invitation to tender for the Greater Anglia franchise, which will start in October 2016. It includes requested reduced travel times as a requirement as well as an increase in frequency and modernisation of the train stock. 	<ul style="list-style-type: none"> In collaboration with the LEP, Network Rail and local authorities potential priorities for key development opportunities within the area could be supported.



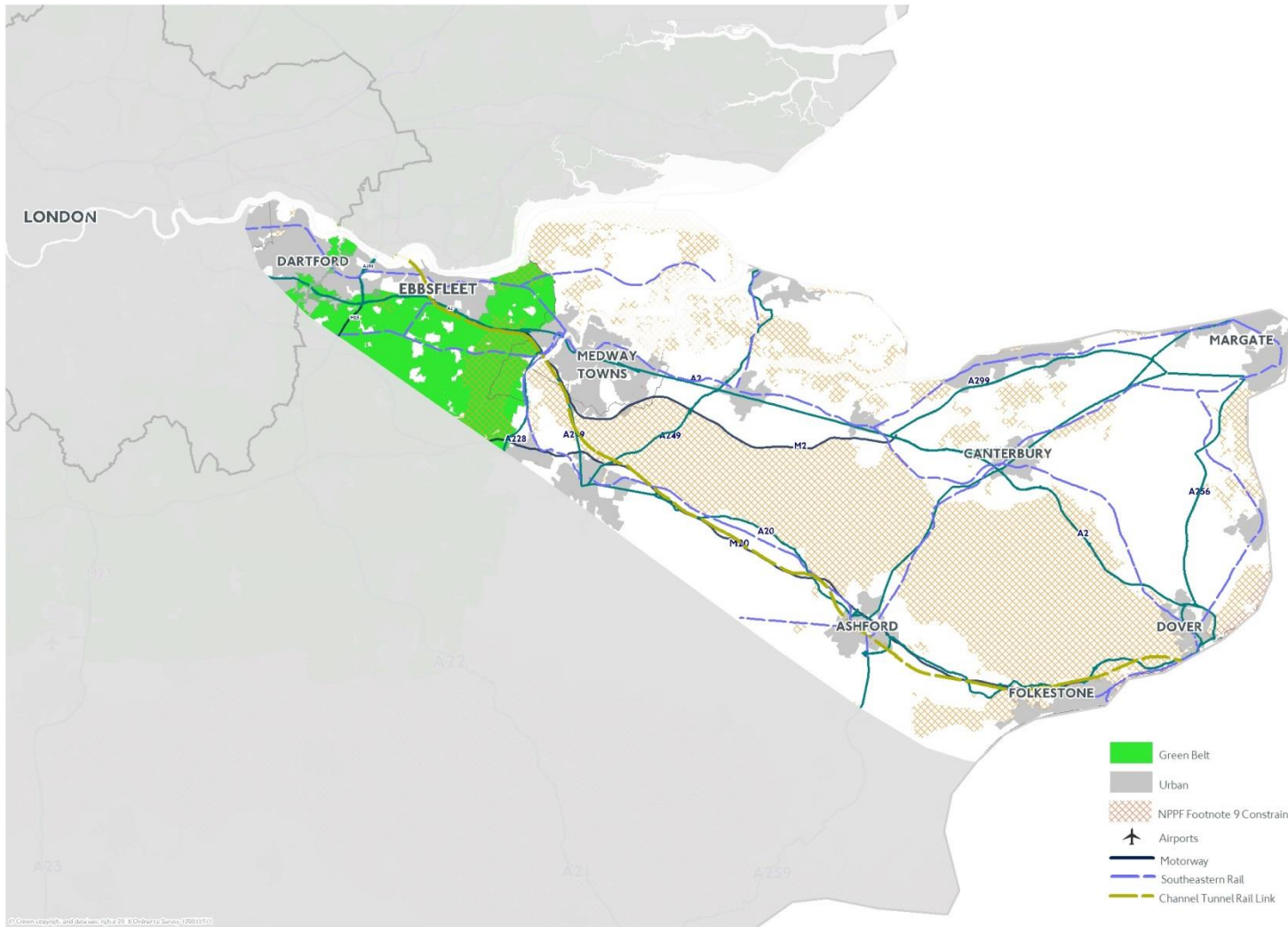
Great Eastern Mainline (London – Ipswich – Norwich)

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Thames Gateway Essex: C2C and Crossrail 2 – Eastern Branch (London – South Essex / London Gateway Port)	<ul style="list-style-type: none"> • There is potential to create 270,000 homes and 390,000 jobs across the Gateway. • A potential Crossrail 2 Eastern Branch as well as Great Eastern Mainline improvement will benefit rail services to London including reduced journey times and additional capacity. According to an assessment by consultants (Quod) this could support a development capacity of between 50,000 and at least 110,000 new homes. • In terms of the A13 the delivery of a widening scheme would be important to support growth particular at Purfleet, Lakeside and the London Gateway Port. The Port alone is expected to create 12,000 jobs. • Improvements of the A127 would support growth at Southend, Basildon and Brentwood, with proposals for Dunton Hill Garden Village and Brentwood Enterprise Park. • The South East LEP's Strategic Economic Plan estimates that over 100,000 additional jobs and 50,000 additional homes could be created overall within this area. 	<ul style="list-style-type: none"> • A Thames Gateway Strategic Group has been established to promote the benefits of development and investment across the Gateway. • A high-profile Thames Estuary Commission has also been announced by Government to maximise the opportunities of infrastructure improvements. 		<ul style="list-style-type: none"> • TfL is working with strategic partners including Essex County Council on the East London Transport Option Study (ELTOS) assessing range of transport options to relieve longer term forecast capacity issues on the C2C/A13 corridor. • More widely, the Thames Estuary Commission will develop a vision for the area and a delivery plan in time for the 2017 Autumn Statement. 	<ul style="list-style-type: none"> • It will be important to explore how to engage best with the Strategic Group and the Commission on how to complement their work and any specific improvements to focus on. • The results of the ELTOS study should inform this, and any major road improvements should be accompanied by sustainable transport measures to prevent additional road congestion.



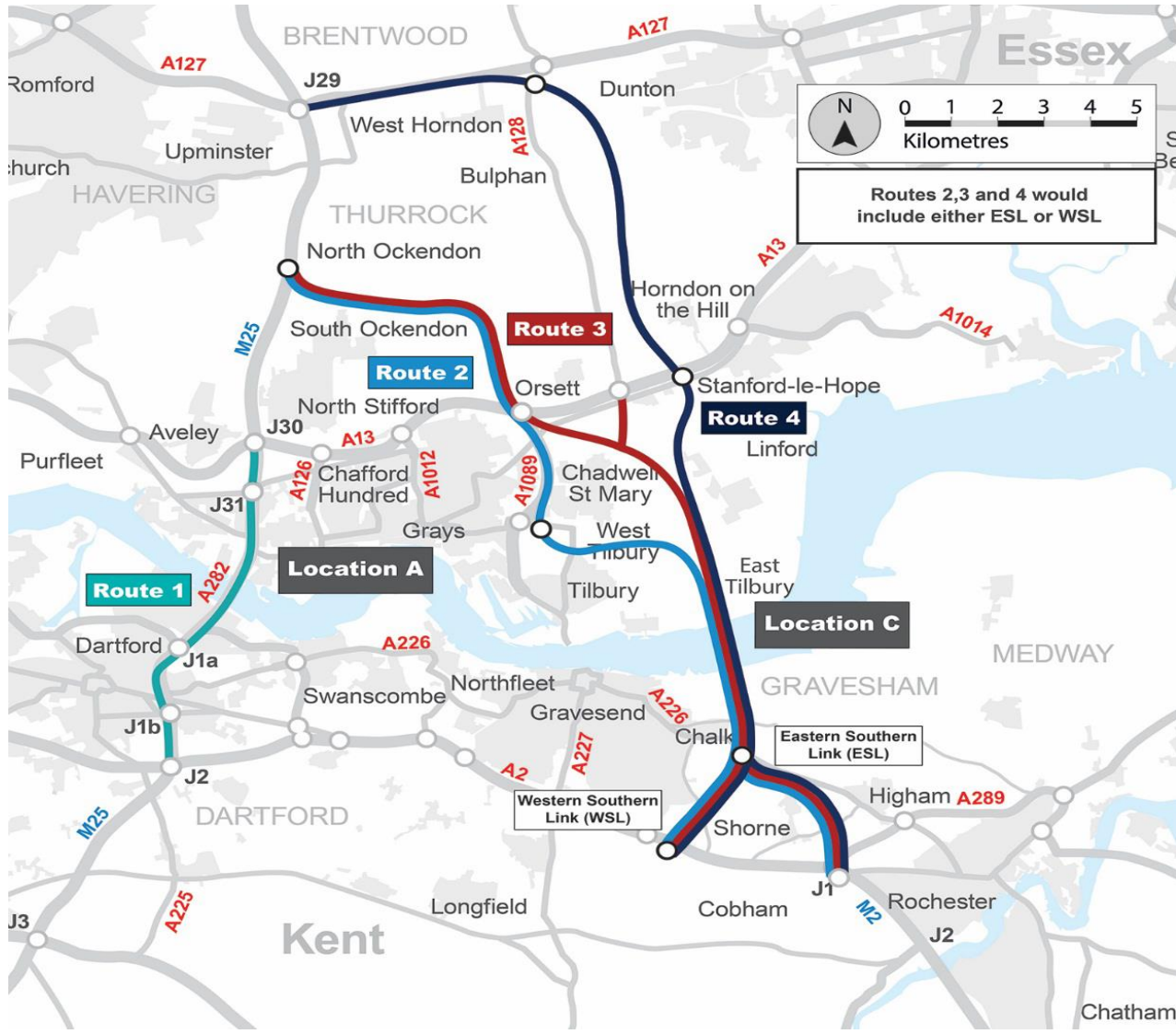
Thames Gateway Essex: C2C and Crossrail 2 – Eastern Branch (London – South Essex / London Gateway Port)

Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
Thames Gateway Kent: Crossrail 1 extension East and HS1 route (London – North Kent – Channel Tunnel)	<ul style="list-style-type: none"> • There is potential to create 270,000 homes and 390,000 jobs across the whole Gateway. • The Crossrail 1 extension from Abbey Wood to Ebbsfleet and Gravesend would support growth at Bexley Riverside, Ebbsfleet Garden City and elsewhere in North Kent. Around 20,000 of the 55,000+ new homes planned for the area has been assessed as 'dependent' on the Crossrail extension. • Beyond Crossrail 1 extension, there is also potential for economic growth and development along the HS1 route towards Ashford and the Channel Tunnel to make best use of the potential future capacity on HS1 domestic services. • The South East LEP's Strategic Economic Plan estimates that 7,000 additional jobs and 8,500 additional homes could be created along the HS1/M20 route. 	<ul style="list-style-type: none"> • A Thames Gateway Strategic Group has been established to promote the benefits of development and investment across the Gateway. • A high-profile Thames Estuary Commission has also been announced by Government to maximise the opportunities of infrastructure improvements. 	<ul style="list-style-type: none"> • Indicative cost of Crossrail 1 extension to Ebbsfleet/ Gravesend is expected to be around £2.5 billion 	<ul style="list-style-type: none"> • The Strategic Group has commissioned an Outline Business Case for presentation to the Treasury for the Autumn Statement 2016. • More widely, the Thames Estuary Commission will develop a vision for the area and a delivery plan in time for the 2017 Autumn Statement. 	<ul style="list-style-type: none"> • Engage with the Strategic Group and the Commission to complement their work and any specific improvements to focus on. The results of the business case for the Crossrail 1 extension should inform this.



Thames Gateway Kent: Crossrail 1 extension East and HS1 route (London – North Kent – Channel Tunnel)

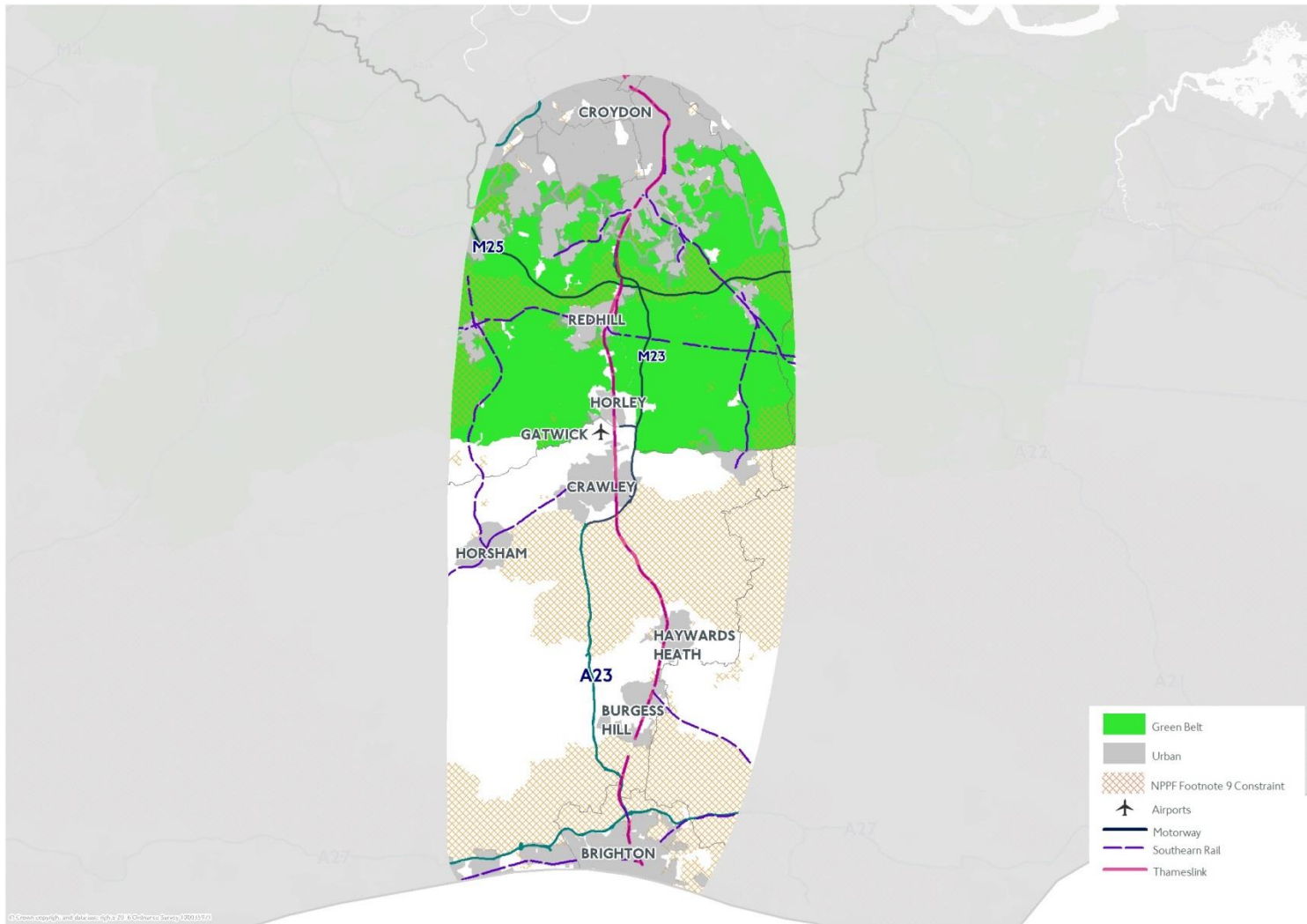
Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
<p>Lower Thames Crossing</p>	<ul style="list-style-type: none"> • There is potential to create 270,000 homes and 390,000 jobs across the Gateway. • The Crossing aims to relieve heavy congestion at the existing Dartford crossing and reduce pressure on the A2 and provide better routes for international freight. It is expected to unlock economic growth. • According to the business case the proposed scheme could add over £7bn cumulatively to the economy by stimulating investment and business opportunities and create over 5000 new jobs nationally. • Also, this new crossing, together with other crossings proposed in East London, could directly catalyse the development of an additional 27,000 homes in East London and a further 20,000 homes in Essex and Kent. 	<ul style="list-style-type: none"> • A Thames Gateway Strategic Group has been established to promote the benefits of development and investment across the Gateway. A high-profile Thames Estuary Commission has also been announced by Government to maximise opportunities of infrastructure improvements. • Highways England recently consulted on the preferred location and different route options for a new crossing east of the existing Dartford crossing. These include an option next to the current site ('Location A'), and other potential route options further to the east ('Location C'). • SEEC's Missing Links report highlights the importance of this scheme, noting Government's commitment that the scheme is required. 	<ul style="list-style-type: none"> • Construction costs are expected to be between £3.4 billion and £4.6 billion. 	<ul style="list-style-type: none"> • The Commission will develop a vision for the area and a delivery plan in time for the 2017 Autumn Statement. 	<ul style="list-style-type: none"> • Work with partners to expedite existing commitments to bring the project forward asap • Engage with the Strategic Group and the Commission to complement their work and any specific improvements to focus on. • Also work with Highways England and look into financing options for the scheme and promote a clear plan to deal with the consequential pressure on the surrounding road network.



Source: Highways England

Lower Thames Crossing

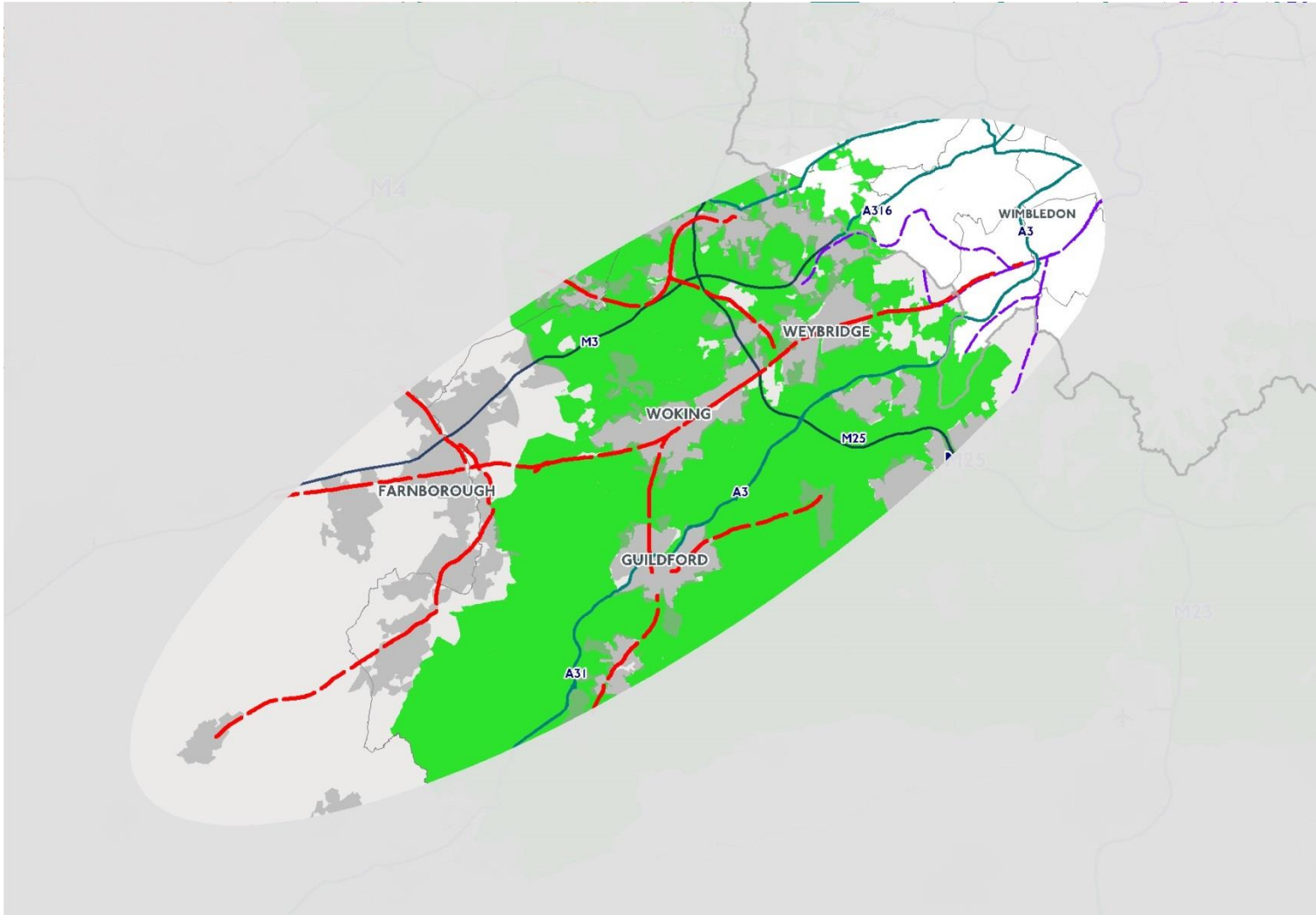
Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
Brighton Mainline (London – Gatwick – Brighton)	<ul style="list-style-type: none"> • Improvements to strategic transport could support economic growth and development. • According to the LEP’s Strategic Economic Plan there is growth potential along the corridor in particular at Croydon, Gatwick, Burgess Hill and Brighton with the potential to deliver around an additional 18,000 jobs and 15,000 homes. • Recent independent LEP-led report shows scheme could deliver up to £1.5bn GVA and 7,500 jobs. • It is however recognised that the area has significant environmental constraints. 	<ul style="list-style-type: none"> • The Coast to Capital LEP supports improvements to the Brighton Mainline. Last year Terms of Reference were agreed for a strategic case for investment along this rail corridor, but it is not clear if this is being progressed. • In terms of roads, the M23 motorway is being considered for the Smart Motorway scheme to help with efficiency and smoother traffic flows. • At the centre of the area the Gatwick Diamond has been established as a business-led partnership. 	<ul style="list-style-type: none"> • Improvements not formally defined yet, so no costs available. 	<ul style="list-style-type: none"> • How improvements would support councils’ ambitions along the route is not currently clear. • The Government’s decision on aviation and the future of Gatwick Airport expected at the end of this year will be a key factor for the scale and phasing of potential growth and infrastructure improvements in this area. 	<ul style="list-style-type: none"> • Assessment regarding extent of councils’ support for corridor would be needed, as well as identification of specific improvements required.



Brighton Mainline (London – Gatwick – Brighton)

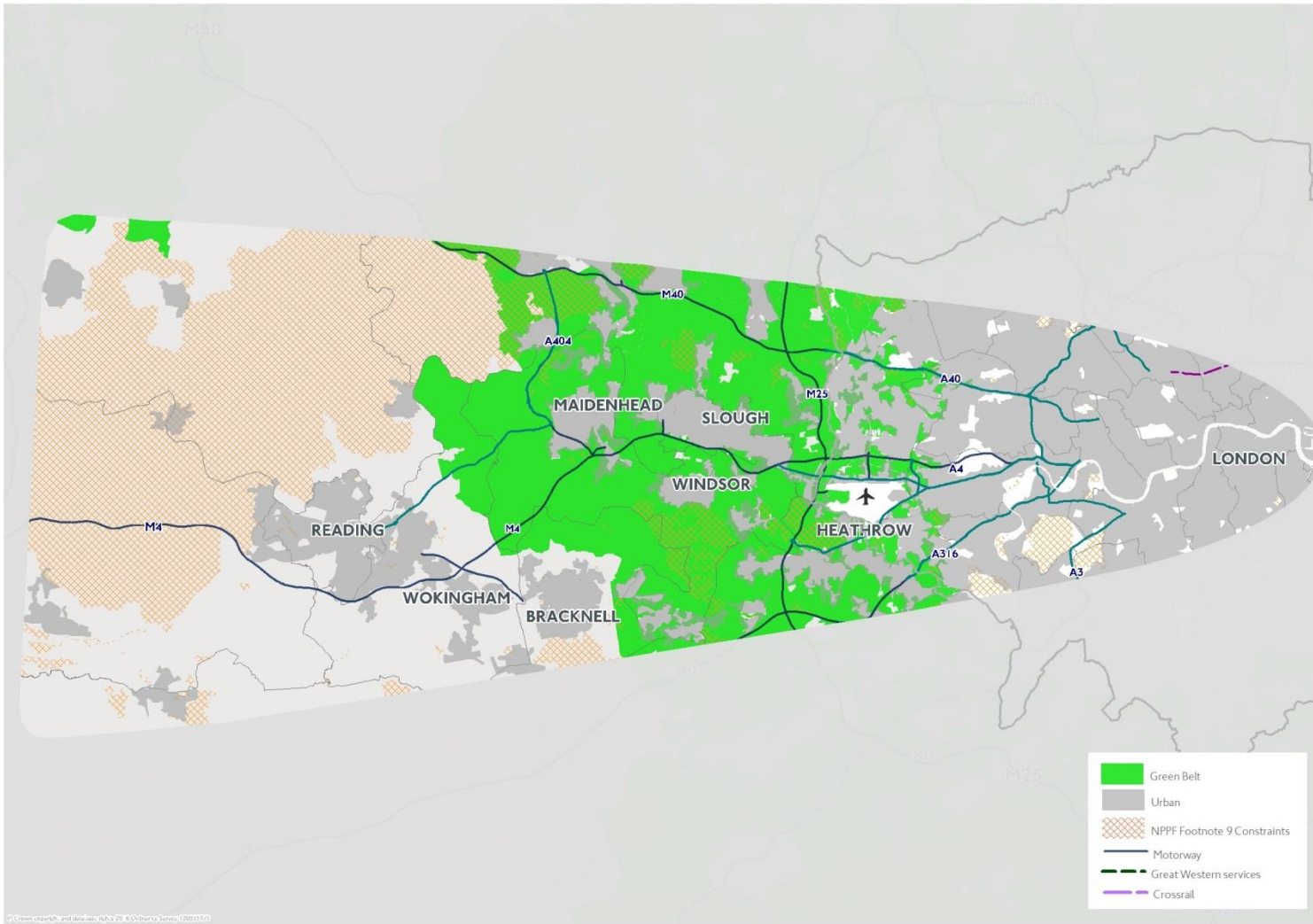
Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
<p>South West Mainline and Crossrail 2 South West (London – Surrey / southern access to Heathrow)</p>	<ul style="list-style-type: none"> Existing transport links with London in this area are overcrowded. Crossrail 2 (and the potential Metroisation of inner suburban services) could help to address this, potentially also releasing capacity on trains into Waterloo. Crossrail 2 estimates the project could overall deliver up to £102bn additional GVA to the UK economy (KPMG analysis) and that between 20,000 and 60,000 additional homes could be delivered within the south west of Outer London and in the South East. Benefits to the South East will depend on route extension (eg Woking). It is, however, recognised that the Green Belt as well as significant environmental constraints have to be taken into account. The area would also benefit from a Southern Rail Access to Heathrow though this would depend on the exact routing of this potential new rail line. Recent independent LEP-led report shows this could deliver up to £1.8bn GVA and 8,200 jobs. In terms of roads, the M3 motorway is currently being upgraded to a Smart Motorway to help with efficiency and smoother traffic flows. 	<ul style="list-style-type: none"> There is support in principle for improvements on the South West Mainline and rail access to Heathrow from local partners including Surrey CC and Enterprise M3 LEP. It is also highlighted in SEEC's Missing Links report. The Government has (based on National Infrastructure Commission recommendation) identified Crossrail 2 as a priority investment project contributing £80 million towards its development and aiming for a Hybrid Bill by 2019. A Crossrail 2 Growth Commission has also been set up to support related development opportunities. SEEC, EELGA and London Councils have written in support of Crossrail 2's swift delivery and extension. Surrey CC has undertaken work supporting CR2 extension into the SE. 	<ul style="list-style-type: none"> Indicative cost for Crossrail 2 as a whole are expected to be around £ 27 billion. Indicative costings approx. £50m-100m for public transport improvements (but updating required). 	<ul style="list-style-type: none"> DfT and TfL have been proposing the transfer of responsibility from the DfT to TfL for inner suburban rail services that operate mostly or wholly within Greater London. South West Trains' rail franchise is due for renewal in 2017. Government's decision on aviation expected at the end of this year will be a key factor for the scale and phasing of growth and infrastructure improvements in this area. 	<ul style="list-style-type: none"> Engage with partners to complement their work and any specific improvements to focus on to secure commitment/funding/delivery. Maintain pressure to expedite delivery of Crossrail 2.

Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
		<ul style="list-style-type: none"> • Government's decision on aviation expected at the end of this year will be a key factor for the scale and phasing of growth and infrastructure improvements in this area. • The London Borough of Hounslow and Heathrow Airport Limited have established a Working Group to develop and deliver a vision for an expanded Heathrow that would reflect its potential role within the wider sub-region. The Group's membership predominantly comprises officers from local authorities to the west of London, with GLA and TfL officers attending as observers. 		<ul style="list-style-type: none"> • Work is underway by Surrey CC to assess Southern Access to Heathrow options/ costs to help inform the way forward. 	



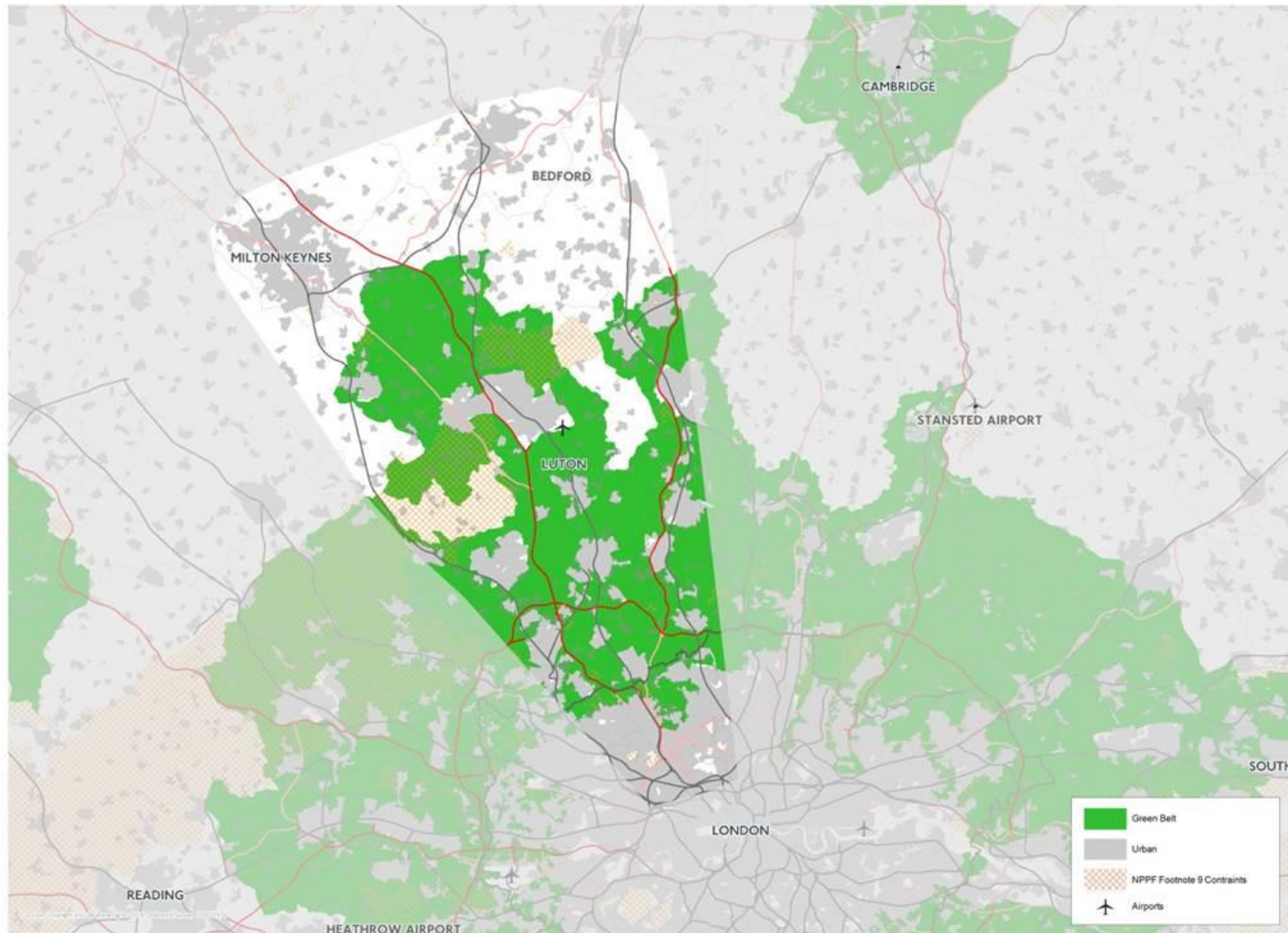
South West Mainline and Crossrail 2 South West (London – Surrey / southern access to Heathrow)

Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
Great Western Mainline (London – Reading / western access to Heathrow)	<ul style="list-style-type: none"> • Connectivity and capacity of the strategic transport links between Reading (with its substantial level of economic activities and significant attractiveness for inward investment) and London will improve considerably. This could be a real catalyst for development and economic growth within this area. • Recent independent LEP-led report shows improvements to Reading-Waterloo rail could deliver £1.9bn GVA & 7,500 jobs. • Crossrail 1 will provide a direct service into central London. Great Western Mainline improvements with electric trains on Thames Valley services will provide a significant increase in peak capacity into London. • Reading would also benefit from the Western Rail Access to Heathrow providing a direct rail link to the airport. • In terms of roads, the M4 is being considered for the Smart Motorway scheme to help with efficiency & smoother traffic flows. 	<ul style="list-style-type: none"> • Great Western Mainline improvements are included in the National Infrastructure Plan as part of National Rail's enhancement programme. • There is support in principle for improvements on the Great Western Mainline and rail access to Heathrow, including Thames Valley Berks LEP. Need for improvements are highlighted in SEEC's Missing Links report. • Crossrail 1 services are expected to start in 2018 and fully opened through Central London in December 2019. • Government's decision on aviation expected at the end of this year will be a key factor for the scale and phasing of growth and infrastructure improvements in this area. • London Borough of Hounslow and Heathrow Airport Limited have established a Working Group to develop and deliver a vision for an expanded Heathrow that would reflect its potential role within the wider sub-region. The Group's membership predominantly comprises officers from local authorities to the west of London, with GLA and TfL officers attending as observers. 	<ul style="list-style-type: none"> • Indicative costing of Western rail access to Heathrow approx. £750m. • Great Western electrification (total for London-Cardiff) £2.8bn commitment through Network Rail enhancement programme. 	<ul style="list-style-type: none"> • Government's decision on aviation expected at the end of this year will be a key factor for the scale and phasing of growth and infrastructure improvements in this area. 	<ul style="list-style-type: none"> • Engage with partners to complement their work to help secure funding and quick delivery.



Great Western Mainline (London – Reading / western access to Heathrow)

Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
Midlands and West Coast Mainline (London – Luton – Bedford / Milton Keynes)	<ul style="list-style-type: none"> • Beyond the Thameslink (Bedford route) and Midlands rail service improvements there is also the opportunity for an extension of Crossrail 1 to Tring on the route to Milton Keynes (West Coast Mainline). The new HS2 rail link has in addition the potential to release capacity on the rail network of the area for local, commuter and regional rail services. • The area also lies in the middle of the London-Cambridge-Oxford 'Golden Triangle' and East West Rail runs through its centre. 				<ul style="list-style-type: none"> • More detailed work is required with the relevant local authorities, transport operators and LEPs to agree potential priorities for key infrastructure improvement on this route.



Midlands and West Coast Mainline (London – Luton – Bedford / Milton Keynes)

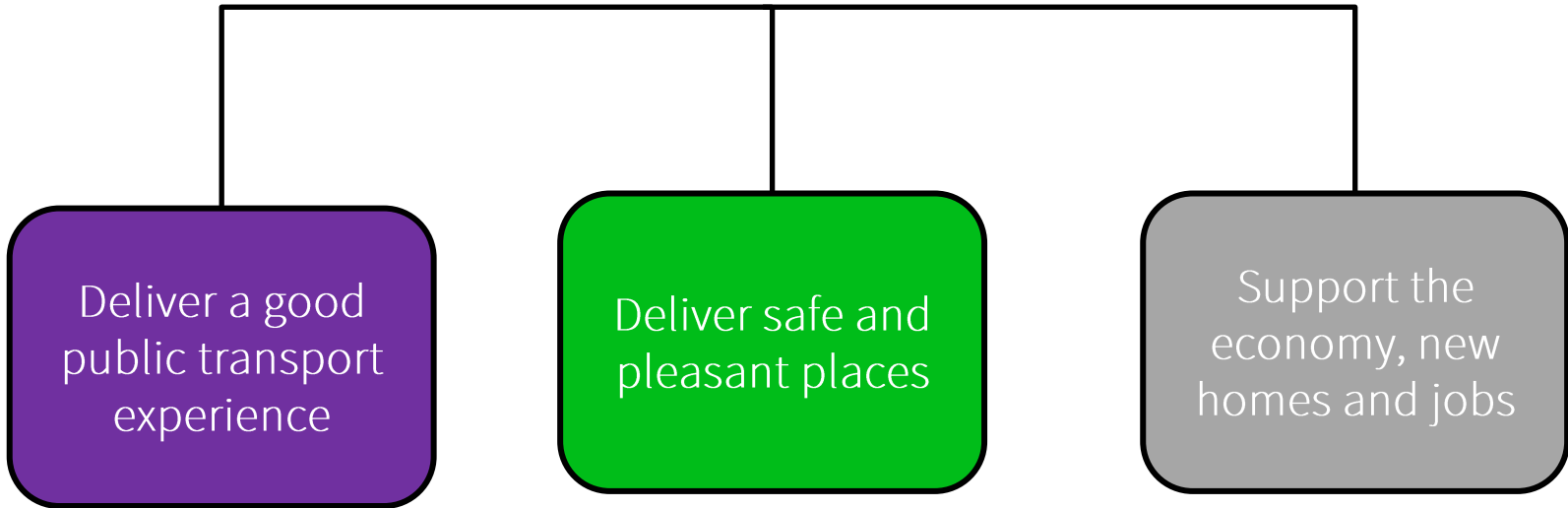
Mayor's Transport Strategy:

Update for Wider South East officer working group

Mike Keegan
Transport for London
9th September 2016



The Mayor's Transport Strategy will need to:



Deliver a good public transport experience

- All Londoners should be able to travel around the capital easily and safely
- The public transport system should ensure that London's businesses continue to compete on a world stage

However, the daily commute feels like a battle, with a struggle to get on trains

People feel its not the best value for money

Objectives

- Making fares more affordable
- Improving customer service and information
- Improving accessibility for all passengers
- Reducing delays and improve reliability
- Continuing to invest in the Tube and rail network to reduce crowding



Deliver safe and pleasant places

- Roads and streets are an important part of our city life - they are where we spend our time and how we move about
- Our streets determine how it feels to be in London: what London's like to live in, work in, grow up in and to grow old in

We want this to be a better experience for everyone

Objectives

- Adopting the healthy streets approach
- Improving air quality across London
- Making our streets safer for everyone by reducing road danger
- Making cycling an attractive option for everyone
- Enhancing the experience of spending time on London's streets



Support the economy, new homes and jobs

- London is expected to grow to nearly 10 million people by 2030 and potentially to over 11m by 2040
- This means an extra six million trips each day

Objectives:

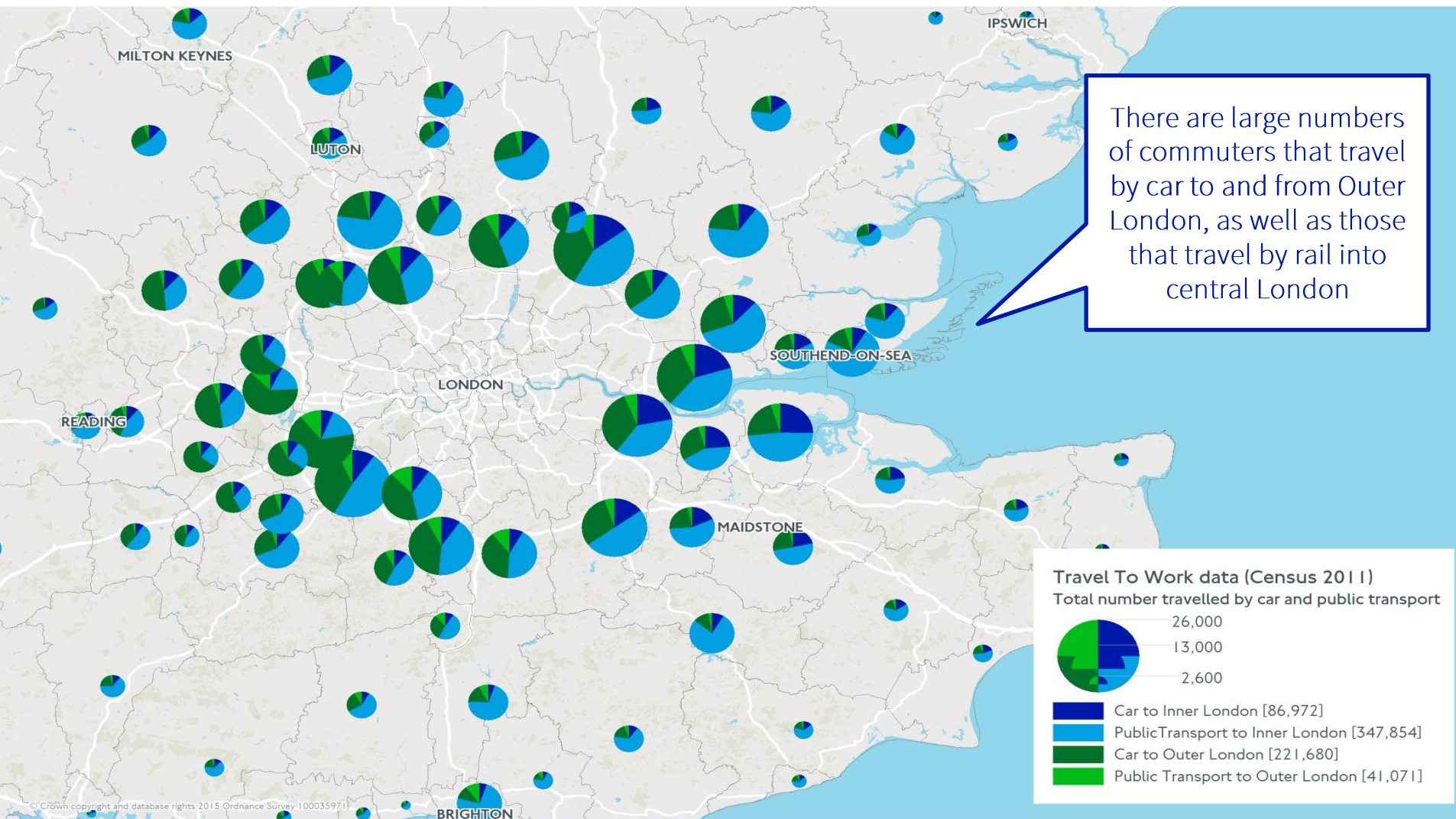
- Reducing dependency on cars and helping people walk, cycle and use public transport
- Managing congestion on the roads to help business, freight and essential services
- New connections to new homes and communities, and improving public transport
- Reducing CO2 emissions - a 'zero carbon city'
- Developing new sources of funding
- Maximising regional and national opportunities

We need to plan for this now:

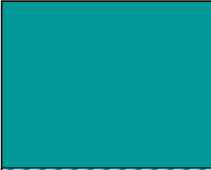








- greater integration of transport and land use planning
- more efficient use of the space we've got







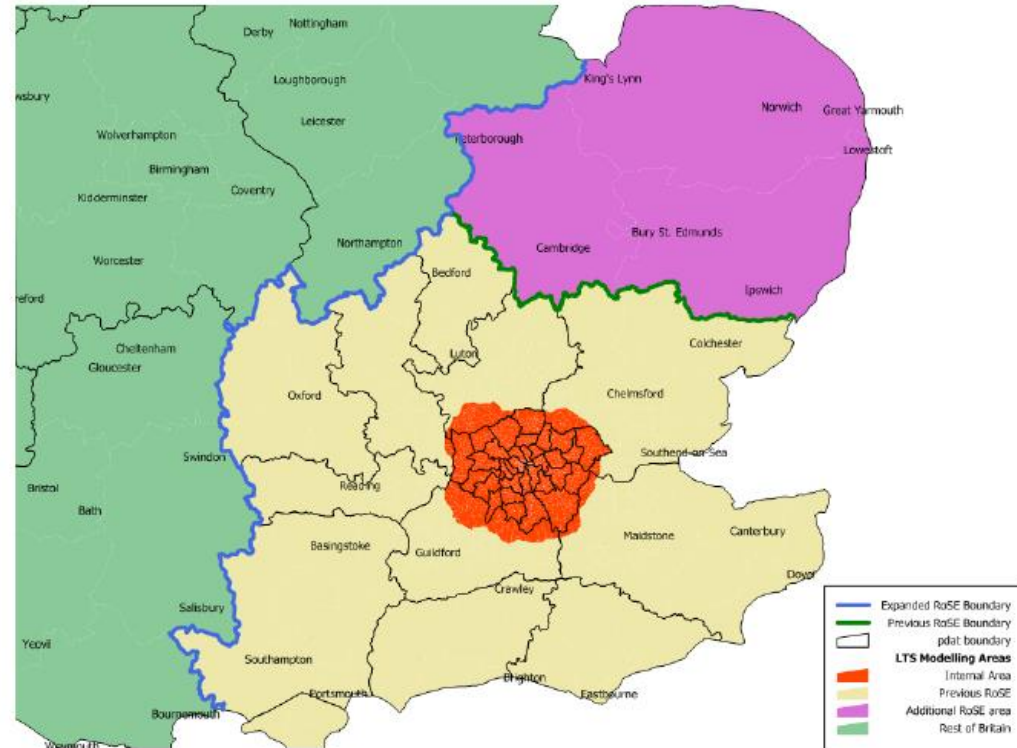
The MTS recognises the very strong functional links between London and the Wider South East – commuting is just part of this picture



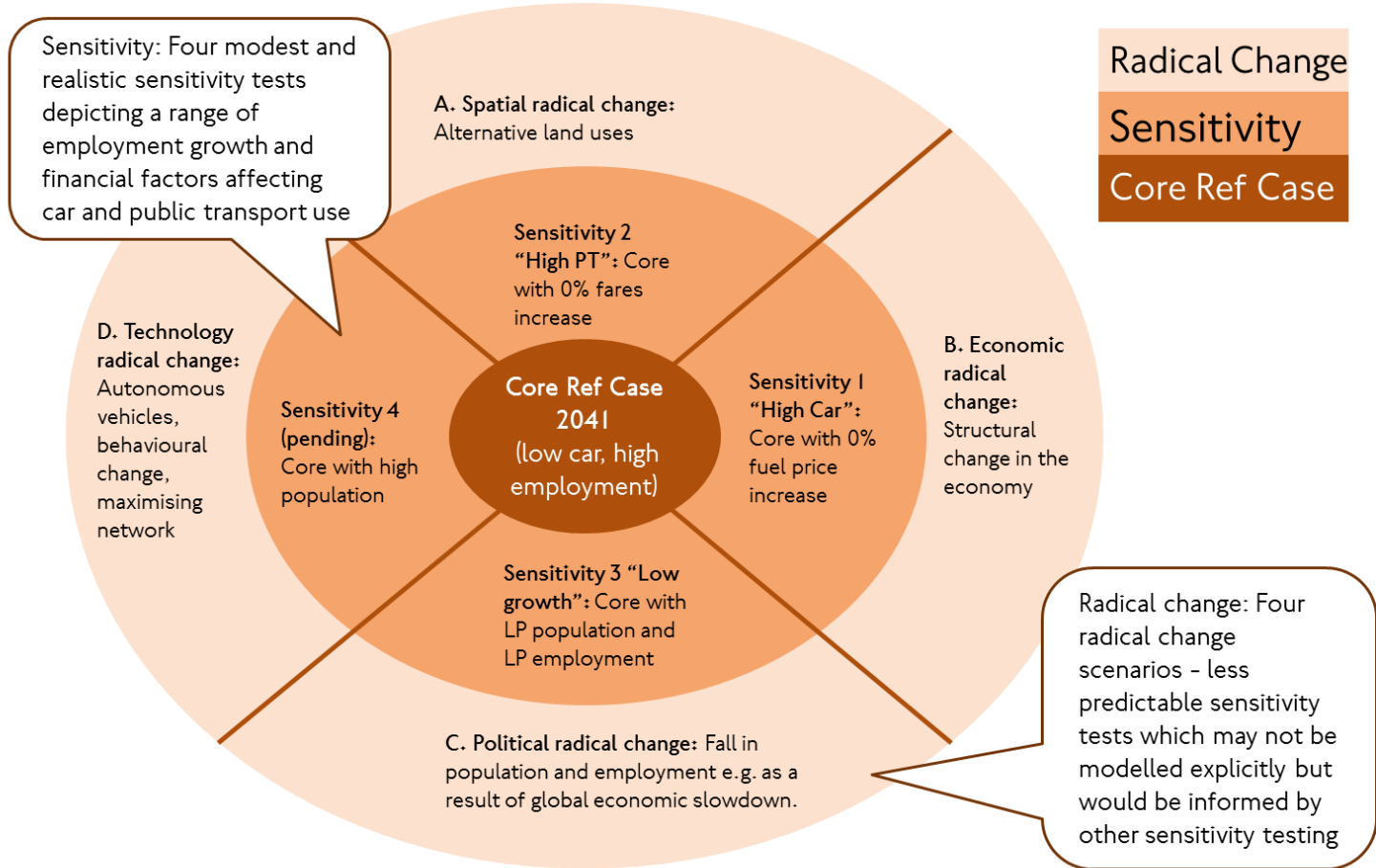
7 Inside the M25 (internal area) we have 'full' demand responsiveness with less change in Rest of South East and Britain. LonLUTI covers the whole of the South East.

	Internal	RoSE	RoB
Internal			
RoSE			
RoB			

	Full DMS
	Full DMS, but trips affected by commuting model
	Fixed OD matrices
	Fixed OD matrices for trips going through Internal area



8 TFL has produced a core reference case up to 2041 for MTS assessment. The approach is to represent uncertainty through a series of sensitivity tests.

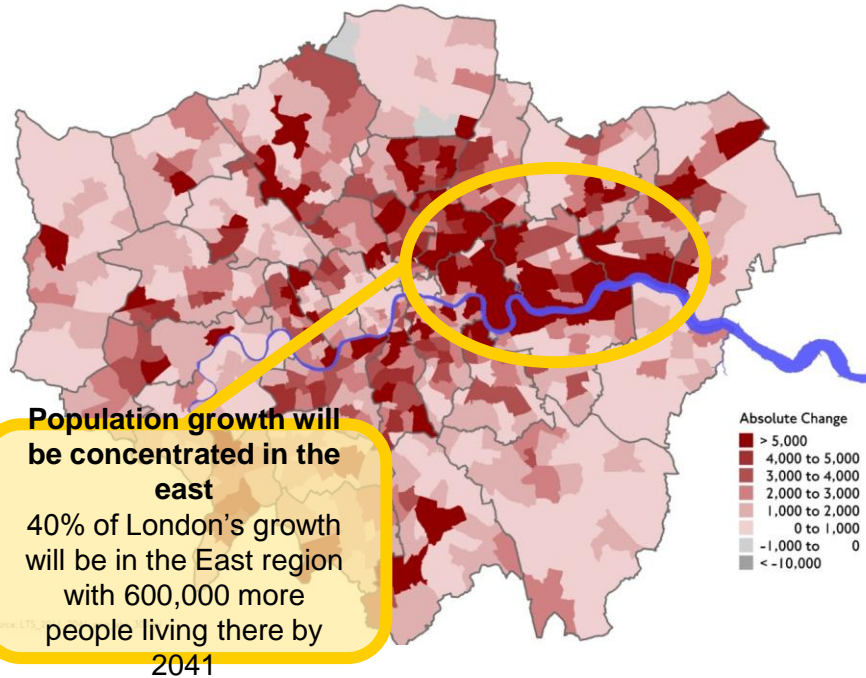


Note: Only changes to population or employment will affect total trip making by all modes

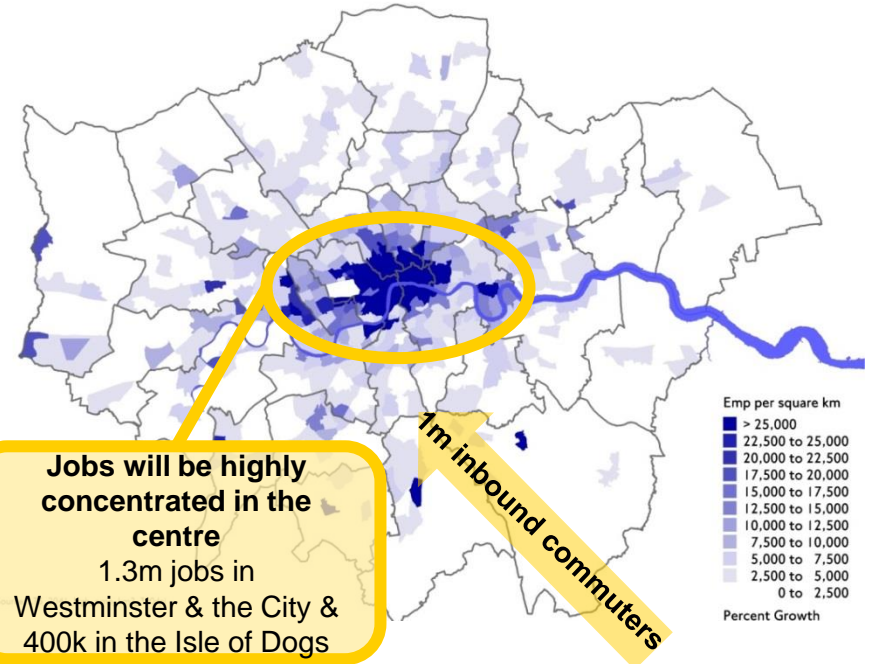


The core reference case presents a picture of growth through public transport, walking and cycling. London is the biggest it's ever been and is still growing rapidly – 10.4m people & 6.4m jobs by 2041 creating over 1m new trips every 5 years

Absolute change in population 2011 to 2041



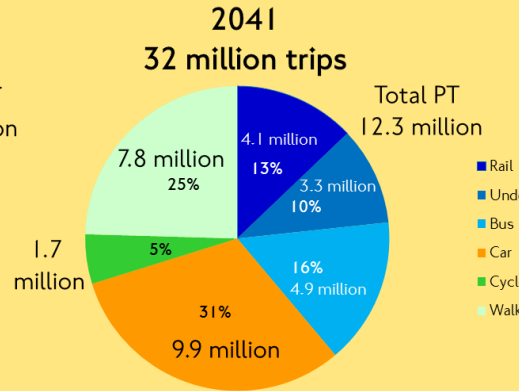
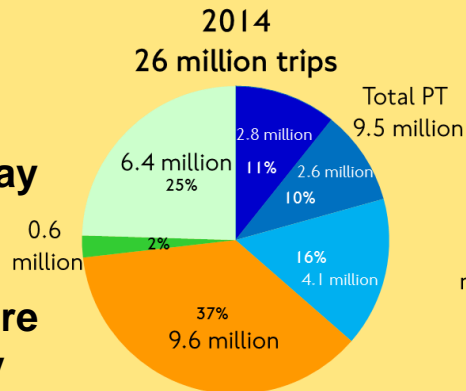
Total employment density by zone 2041



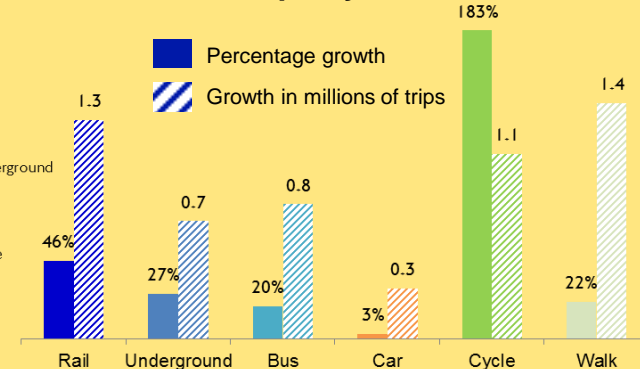
By 2041:

32 million trips each day in London

6 million more than today



Increase in trips by mode 2014-2041



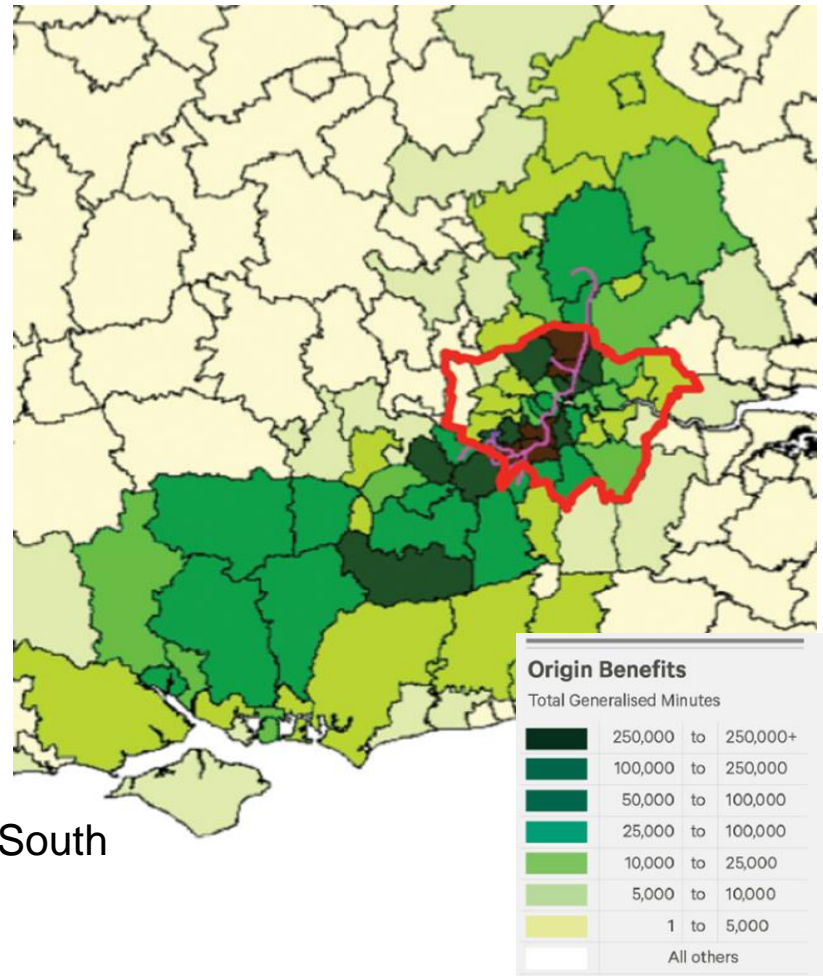
NB The majority of the additional trips in London will be on the road network and will be not be made by fare-paying customers, i.e they will be made by drivers (car, van and lorry); pedestrians; and cyclists.

The emerging principles of improving connectivity with the Wider South East in the MTS

- Recognise that improving connectivity with WSE is about helping the city-region to grow, enabling places outside London to fulfil their potential too
- Make optimal use of transport capacity to accommodate passenger and freight flows, and support increased rail capacity for regional flows, while continuing to enable local journeys
- Support improved local connectivity between outer London and neighbouring regions
- Focus growth in London around areas with the best transport connectivity, along rail corridors and around stations



Crossrail 2 will improve connectivity in the WSE and unlock growth



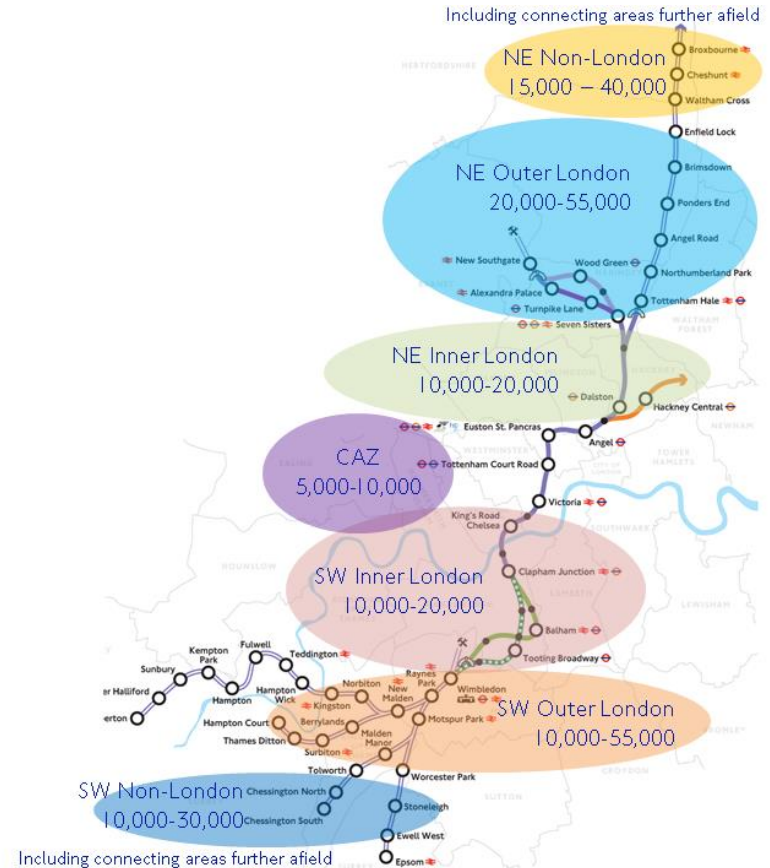
Headlines

- Proposed to serve London and the wider South East
- Open in the early 2030s
- Joint TfL/Network Rail project
- Enables at least 200,000 new homes and 200,000 new jobs across WSE



Work is underway to understand how Crossrail 2 growth potential can be realised

- Key focus on securing supportive policy framework in the London Plan
- Supporting an updated business case submission in early 2017
- Testing, categorising and prioritising growth across the route
- Joined up and collaborative approach within TfL and GLA
- Working with DCLG and local authorities both in and outside London



Next steps, and how we will engage with WSE authorities

- The process to revise the MTS (and other Mayoral strategies) could be initiated with an overarching strategy document later this year
- If this were followed by a three month consultation, it could set the path for a draft revised MTS in spring next year
- A specific MTS three month consultation period would follow, with the final MTS being published in the autumn
- This could enable LIPs to be developed late 2017 / early 2018
- The May 2018 borough elections will need to be considered in developing the MTS / LIPs revision timetable

How WSE authorities will be engaged / can contribute

Pre-engagement:

- Stakeholder events are currently being planned for autumn and early next year
- Opportunities for smaller round table discussions on specific issues

Consultation period (spring 2017)

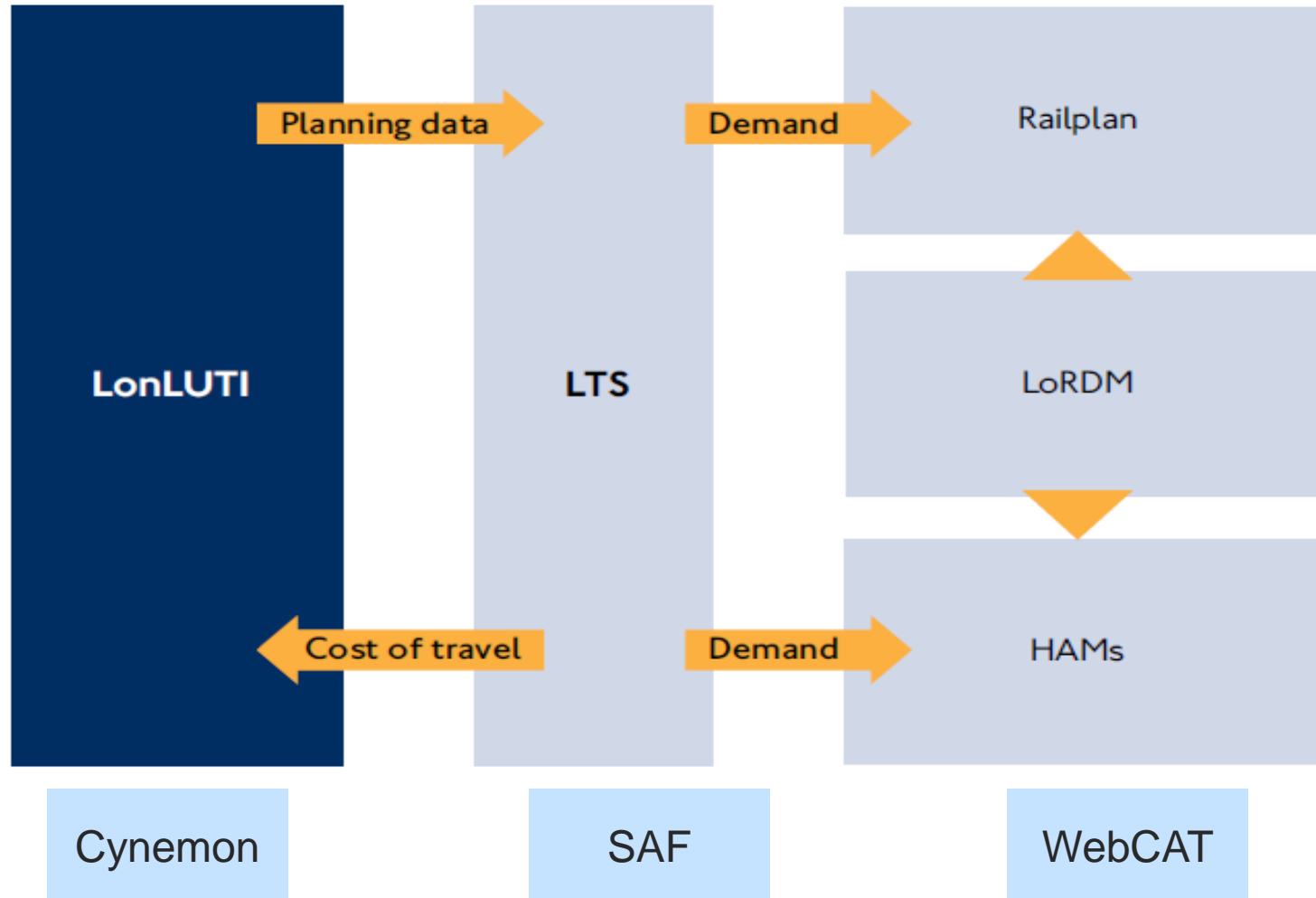
- Stakeholder event / round table discussions
- Written responses by end of consultation period



Appendix: TfL models



TfL has a suite of models which fulfil strategic assessment requirements and assess schemes across London and beyond



Generally, the models represent all travel to/from and within London. TfL use GLA planning data and assumptions for London and TEMPRO for the rest of the country.

- **LonLUTI** is the London land-use and transport interaction model and is used to assess land use changes as a result of transport schemes and in the assessment of wider economic benefits. It's detailed area of influence is the South East of England.
- **LTS** is the London Transportation Studies model and is a 4-stage is a multi-modal strategic transport demand model of London and the surrounding area. It models all travel within the M25 and travel between London and the South East in detail.
- **Railplan** is the detailed public transport model for London and its surrounding area and is now part of LTS.
- The **HAMs** are TfL's highway assignment models. They are available covering specific regions or as a single model for London. The detailed area of consideration extends a few km beyond the M25 boundary but they represent all travel to/from London and most within South East.
- LoRDM is best described as a version of LTS which includes the East London Highway Assignment model and is principally used for assessment of Eastb London River Crossings.
- **WebCAT** is TfL's online connectivity toolkit. It allows users to plot travel times for any location in London using several variables, compare scenarios and generate catchment statistics.
- **SAF** is a tool that allows TfL to assess projects and programmes using a set of strategic criteria. It is recommended to use as part of the process of developing projects and programmes.





EVERY JOURNEY MATTERS

GLA projection model

- recent progress

- June – held technical seminar with WSE officers
- July – London outputs from model published as GLA 2015 round projections
- August – full results for all districts made available to WSE officers for review
 - Comprehensive data for areas outside of London provided for purpose of review
 - Long and short term migration variants
 - **Opportunity for districts to appraise the model in light of local circumstances**

Review of model by Centre for Population Change

- GLA approached ONS about having model appraised
- ONS recommended this be done by the ESRC Centre for Population Change
- Inception meeting 14th September
- Draft report by October 7th
- Final report by October 28th

Review of model by Centre for Population Change

- (1) a review and critical assessment of the available data on population estimates and on various demographic event variables;
- (2) a review and evaluation of the projection methodology in the light of the current state of the art in population projections and forecasting literature;
- (3) an evaluation of the assumptions made and the inherent degree of uncertainty of the various component of projections;
- (4) a brief empirical assessment of model outputs; and
- (5) practical recommendations for the further development of the GLA model.

Further steps

- Incorporate results of CPC review into model
- Seek feedback from WSE officers' appraisal
- Develop protocols for use of model, governing:
 - Adjusting configuration of model to better reflect local circumstances
 - sharing of outputs
 - Consultancies have already requested data to feed into their SHMA work for WSE districts
- Integrate with other GLA models (housing-linked and small area projections)

GLAE projections for London

- GLA Economics do 3 employment projections:
 - London total employment (this is trend based)
 - London employment by sector (these are trend based constrained to the London total)
 - Borough employment (these are generated by a consideration of borough trend based projections, office capacity projections and transport accessibility projections)
- The inputs to these are:
 - Historic employment broken down by (a) sector and (b) borough back to 1971
 - Real GVA back to 1971
 - Assumptions on how to weight productivity across time for London as a whole, each sector and each borough
 - Borough capacity and accessibility projections

GLAE projections for GSE

- In order to produce consistent employment projections for the GSE these inputs will need to be generated for the area.
- This will benefit from assistance and expertise from across the region, especially for sense checking the productivity weighting across history.
- Over the next few months, GLA Economics will look at the possibility of extending the official employment and output history for the GSE in order to generate total employment projections for the East and South East.
- Following on from this, we will look at extending the sector history so that sectoral breakdowns can be generated.
- Finally, GLAE will consider if, and how, projections may be generated for lower geographic areas of the GSE in the absence of capacity and accessibility projections (which are outsourced)

GLA ask

- As mentioned, the projections incorporate some judgement and sense checking.
- It would be helpful if each region could nominate someone who may be able to assist in this manner.

WIDER SOUTH EAST SUMMIT

13:00 – 16:00 on 9 December 2016 at Kings College, London

DRAFT AGENDA

13:00	Registration and Networking Lunch
13:30	Welcome and WSE Collaboration – good progress? <i>Opening – Independent Facilitator [if considered necessary]</i> Cllr David Finch, Chairman of the East of England Infrastructure & Growth Group Cllr Nicholas Heslop, Chairman of South East England Councils Jules Pipe or James Murray, Deputy Mayor of London Barriers to Delivery (SEEC representative) Strategic Infrastructure Improvements (GLA representative) Understanding Evidence (EELGA representative)
14:00	Key Note Address Speaker TBC <i>Mayor of London (first choice – availability being checked)</i>
14:20	Workshop - London Plan Review Introduction (GLA representative) Interactive Discussion [<i>detailed format tbc</i>]
15:15	New challenges ahead – priorities for the next year? <i>(could cover e.g. regional economies, Growth Areas, Brexit impacts, natural resources)</i> Introduction Interactive Discussion [<i>detailed format tbc</i>]
15:45	Actions/Agreements
16:00	Summit Close