

# Wider South East Political Steering Group

12 October 2016

## Agenda and Papers



## WIDER SOUTH EAST POLITICAL STEERING GROUP

12 OCTOBER 2016 AT 14:00 – 16:30

At Local Government Association - Smith Square, London SW1P 3HZ

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### AGENDA

14:00	<b>1. Welcome and apologies</b> <i>By Nicolas Heslop, Chairman of SEEC (Chairman of meeting)</i>
14:05	<b>2. Note of the last meeting on 18 July 2016</b> <i>Note herewith</i> <i>Consider actions (Chairman)</i>
14:15	<b>3. Update on London Plan Review /consultation</b> <i>Update (GLA) plus brief intro re Homes for Londoners initiative (GLA)</i>
14:35	<b>4. Barriers to Housing Delivery</b> <i>Note and final joint letter to Ministers herewith</i> <i>Update following joint letter (SEEC)</i>
14:55	<b>5. Strategic Infrastructure Improvements</b> <i>Paper and lobbying assessment spreadsheet herewith</i> <i>Schemes for initial joint lobbying and options for next steps (GLA to introduce)</i>
15:25	<b>6. Common Understanding of the Evidence</b> <i>Note herewith</i> <i>Update on modelling and joint research (EELGA and GLA)</i>
15:35	<b>7. Preparations for WSE Summit on 9 December</b> <i>Draft agenda and note herewith</i> <i>Proposed agenda and format (SEEC to introduce)</i>
15:50	<b>8. WSE Communications Principles</b> <i>For discussion (EELGA to introduce)</i>
16:00	<b>9. Next Steps</b> <i>Summary (Chairman)</i>

**Item 2**

**Wider South East (WSE) Political Steering Group**  
**18 July 11:30 – 14:00, City Hall, Room 1.2, London**  
**Meeting Notes**

**ATTENDANCE**

## East of England

<b>Name</b>	<b>Responsibility</b>	<b>Council</b>	<b>Group</b>
CLlr Linda Haysey	Leader	East Hertfordshire DC	Con
CLlr Robin Howe (sub)	Deputy Leader	Huntingdonshire DC	Con
CLlr Roy Davis	Leader's Representative	Luton BC	Lab
Mayor Dave Hodgson	Leader	Bedford BC	Lib Dem

## South East

<b>Name</b>	<b>Responsibility</b>	<b>Council</b>	<b>Group</b>
CLlr Carole Paternoster	SEEC Executive member and Cabinet	Aylesbury Vale DC	Con
CLlr Nicolas Heslop	SEEC Chairman and Leader	Tonbridge & Malling BC	Con
CLlr Tony Page	SEEC Vice Chairman and Deputy Leader	Reading BC	Lab

## London

<b>Name</b>	<b>Responsibility</b>	<b>Council</b>	<b>Group</b>
James Murray	Deputy Mayor of London for Housing	Greater London Authority	Lab
CLlr Kevin Davis	Leader	Royal Borough of Kingston	Con

## Officers

<b>Name</b>	<b>Responsibility</b>	<b>Organisation</b>
Russell Williams	Lead Chief Executive	Ipswich BC
Richard Hatter	Chairman of the East of England Officer Working Group	Thurrock Council
Cinar Altun	Policy and Secretariat Manager	East of England LGA
Hannah Shah	Senior Manager	East of England LGA
Heather Bolton	Director	South East England Councils
Nick Woolfenden	Head of Policy Co-ordination	South East England Councils
Katharina Winbeck	Head of Transport, Environment and Infrastructure Policy	London Councils
John Lett	Strategic Planning Manager	Greater London Authority
Jorn Peters	Senior Strategic Planner	Greater London Authority
Martin Tedder		Transport for London

## Introductions

- 1.1. Members and officers introduced themselves. Apologies were received from Cllr Peter Martin (Surrey CC), Cllr Paul Bettison (Bracknell Forest BC), Cllr David Finch (Essex CC), Cllr James Jamieson (Central Beds C), Cllr Claire Kober (LB Haringey) and Cllr Stephen Alambritis (LB Merton). *[post meeting note: The membership of the London Enterprise Panel is currently under review. Its new representative will be nominated as soon as possible.]*

## 2. Welcome

- 2.1. James Murray welcomed colleagues from the East, South East and London to City Hall and affirmed the GLA's commitment to Wider South East (WSE) collaboration. James Murray noted that the Mayor of London recognised that working as an island was not an option for London and that it was important that the WSE work helps to better deliver housing and infrastructure. The challenge for London was the level of growth where tough choices need to be made.
- 2.2. With respect to the London Plan Review, James Murray said this would be undertaken as quickly as possible - within 2-3 years. In the meantime, he reiterated that there would be early opportunities to engage (including the next Political Steering Group meeting and the WSE Summit on 9 December). In order to make the work of the WSE effective it would be important to strengthen and broaden its influence. The collaboration could benefit prosperity across the WSE.
- 2.3. Cllr Linda Haysey welcomed colleagues, and stressed the need for a common purpose around common problems. Cllr Nicolas Heslop welcomed James Murray's recognition of the wider challenges and the positive approach to collaboration. Whilst noting that there was a need for London to be able to meet its own growth needs, Cllr Heslop also stressed that the WSE Steering Group should aim to add value and be greater than the sum of its parts. He also reiterated keenness for Councillors outside London to meet the new Mayor. Clarification was also sought about the future involvement on this Group of London Deputy Mayors for Planning and Transport.
- 2.4. **ACTION: GLA to confirm future Steering Group attendance and seek Mayor's commitment to meet Wider South East partners.**

## 3. Notes of the last meeting

- 3.1. The notes of the previous meeting dated 10 March 2016 were approved.
- 3.2. **ACTION: Officers will draft an outline of a programme for the WSE Summit in December and will present this to Members at their next meeting in October.**

## 4. London Plan Review

- 4.1. John Lett provided an update on the London Plan Review. Slides are attached as **Annex A**. He highlighted the following points:
- Emerging GLA need estimates suggest London may require 55,000 – 60,000 pa additional homes. The Government is considering the Local Plan Expert Group alternative methodology which could raise this to 70,000 pa or more. This would make it even more difficult for London to meet its own need.
  - The GLA is exploring scenarios in terms of different levels of reduced migration from the EU following the Brexit vote. The real impact of Brexit on migration numbers will remain unclear for many years.
  - It is currently estimated that the new London Plan is likely to be adopted in autumn 2019.
- 4.2. The Steering Group discussed the role of the Green Belt. James Murray reiterated the Mayor of London's commitment to the protection of the Green Belt but noted the concerns raised by councils across the WSE (many of whom have to consider release of Green Belt to meet their own needs) that they do not want it to be ruled out in the Mayor's options for meeting London's housing need.
- 4.3. The ability of London to deliver on its housing need was raised, with James Murray stressing that new/additional forms of delivery beyond conventional house building (e.g. Build to Rent) should be promoted and that a range of stakeholders (developers, housing associations, councils, etc.) would need to collaborate (see Section 5 for further details).
- 4.4. Transport for London clarified that 790,000 people commute daily into London and that, in particular, the proportion travelling into Central London is increasing.
- 4.5. **ACTION: James Murray will share the concerns raised in terms of the Green Belt with the Mayor and keep the group informed on emerging London Plan policy.**

## **5. Tackling Barriers to Housing Delivery**

- 5.1. Nick Woolfenden presented on the barriers to housing delivery and set out options for joint working to address the challenges (slides attached at **Annex A** and Annex 2 of meeting papers for full report provided separately). Many areas within the WSE were failing to meet their supply targets in terms of completions despite granting more than enough approvals and it was confirmed that this was an urgent issue where a collective approach could add value.
- 5.2. A range of aspects were highlighted by Members in the subsequent discussion including:
- shortening permission durations and discretionary powers to charge council tax on unimplemented permissions

- land banking and management
- new forms of delivery beyond conventional supply
- challenges to securing delivery of the right mix of homes to meet needs, including the “unaffordability” of affordable housing and impact of Starter Homes
- the capacity of the industry including skills
- funding/flexibility for local authorities

**5.3. ACTION: Officers will co-ordinate work with the National LGA to ensure Wider South East lobbying activities are complementary to the national position.**

**5.4. ACTION: Officers will draft a joint letter for member approval to send to relevant Government departments - including planning, housing, transport, skills. It will cover points from the meeting paper and from the meeting discussion, and relevant ministers will be invited to meet representatives of the Political Steering Group to discuss how to bring sites forward for development and what kind of powers could help councils encourage build out of permissions. Approaching Government now is particularly timely following recent changes. A letter will be submitted over the summer, proposing ministerial meetings in the autumn after the next Steering Group.**

## **6. Strategic Infrastructure Improvements**

6.1. John Lett presented on strategic infrastructure improvements, stressing the need to concentrate on schemes with a real pan-regional impact (**slides attached as Annex A and Annex 3 of meeting papers for full report provided separately**).

6.2. The criteria for the identification of schemes were agreed by Members in principle, but the different stages the schemes are at and a stronger focus on deliverability and next steps should be reflected. The individual infrastructure schemes presented were generally considered as a good starting point. The following specific issues were raised:

- the South East has identified specific key strategic schemes through its recent ‘Missing Links’ report which will help inform views; the East of England is reviewing options
- Local Enterprise Partnerships, devolution areas, and existing lobbying groups should be involved when collating further information about schemes
- consideration should be given to the potential for orbital routes to release pressure on radial routes into Central London
- Government’s decision on airport expansion would have significant impacts on infrastructure needs
- the joint lobbying could be undertaken in phases, as schemes are all at different stages and not all would benefit to the same degree from immediate action
- more clarity on potential next steps for each schemes and what we want Government to do would be useful

- 6.3. **ACTION: Officers will revise the meeting paper, including further details where available, and looking particularly into the potential phasing of lobbying activities. The revised paper should not include more than 10 schemes and will be presented to the next meeting in October for consideration.**

## **7. Common Understanding of the Evidence**

- 7.1. Richard Hatter presented activities by the GLA and the East of England LGA on the common understanding of technical evidence (slides attached at **Annex A**).
- 7.2. The GLA is expanding the capability of its population and household projection modelling to cover the whole of England and has offered to WSE authorities to get involved. At a technical workshop during June interested demographers were introduced to the model, which is methodologically consistent with the standard ONS projections. It allows users to appraise the model and explore a range of scenarios.
- 7.3. South East representatives stressed that this work by the GLA must not generate any additional risk to authorities seeking to meet the Government's Spring 2017 deadline for Local Plan preparation, given ONS figures are the Government's official starting point for local plan making; however, collaboration to understand GLA's approach might be explored further in the longer-term. East of England representatives suggested that by engaging with the GLA's demographic work such risks could be minimised and model outputs could be influenced. The GLA is seeking independent verification of the model based on ONS recommendations and the East of England is keen to work together with the GLA on this. They feel a verified consistent evidence base would be useful to inform future Strategic Housing Market Assessments and Local Plan Examinations.
- 7.4. Richard Hatter also highlighted the potential scope for collaboration on economic forecasting and for further joint technical research on demographic and economic matters, which could be explored.
- 7.5. **ACTION: GLA officers will continue to pursue the validation of their demographic model and will keep WSE partners informed. They are open to collaboration with interested partners. The East of England will continue to shape a programme of potential joint technical research.**

## **8. Next Steps**

- 8.1. Cllr Linda Haysey summarised the key decisions and actions (see above).

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**Item 4****Barriers to Housing Delivery**

Following member discussion at the last Political Steering Group, the attached ministerial letter has been sent by EELGA, SEEC, GLA/Mayor and London Councils. It sets out key actions that would help unlock the large and growing number of unimplemented housing planning permissions across the Wider South East, alongside much-needed affordable housing and infrastructure.

The letter was sent to the following key ministers in September, inviting them to meet with representatives of the Political Steering Group:

- Sajid Javid and Gavin Barwell, CLG
- Greg Clark, DBEIS
- Chris Grayling, DfT.

Replies are awaited from ministers. In the meantime, PSG is asked today to identify a small group of members (eg 5-6) who would attend any meeting with ministers to discuss key issues raised in the letter. Further work by officers on evidence may be needed, in particular on further quantifying/monitoring unimplemented permissions.





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Rt Hon Sajid Javid MP  
Secretary of State  
Department for Communities and Local Government  
2 Marsham Street  
London  
SW1P 4DF

26 September 2016

Dear Secretary of State,

### **UNLOCKING UNIMPLEMENTED HOUSING CAPACITY IN THE EAST, LONDON AND SOUTH EAST**

The Mayor of London and council leaders from across the East, London and South East are committed to supporting sustainable growth, including housing. To do this we are working together to harness our collective strength but also need your help to unlock the hundreds of thousands of planning permissions for new homes granted by our councils, but not yet built. Without action, delays will continue to hinder local and national growth ambitions and stifle the supply of housing – including affordable homes.

Together our 159 councils are home to 24 million people, 43% of England's population. East, London and the South East are central to the nation's success, together delivering over half (51%) of England's economic output - £700bn GVA in 2014. On the surface, together our 3 areas are the most successful for housing growth – providing nearly half (44%) of England's new homes in 2014-15, an increase of 75,500.

But despite this strong track record, there is more to be done to secure sufficient market and - critically - also affordable housing, as well as supporting infrastructure. Our councils are granting more than enough approvals to meet our identified housing needs but completions are failing to keep up. The scale of the growing pipeline of unimplemented homes is stark: GLA figures show London has a pipeline of approvals for over 260,000 homes, whilst there were at least 66,700 unimplemented homes with permission in the South East and 40,300 in East in 2014-15 (LGA study 2015). Whilst local planning authorities grant permissions, they have little control over completions.

**Without the means to encourage delivery of permitted housing, our role in driving the UK's success cannot be certain. It is therefore important to find ways to tackle barriers to ensure locally-approved development progresses as swiftly as possible, alongside necessary infrastructure.** We are keen to work with you to ensure that the Wider South East (East, London and South East) meets our full economic potential, and would like to meet you to discuss a few key opportunities for collaboration that will unlock growth and meet housing needs:

#### **1. Industry delivery capacity and approach**

We work constructively with many developers to successfully secure timely development. However, councils lack the power to incentivise or require action by landowners and companies who are unnecessarily slow to bring approved permissions to market, who land-bank valuable development

plots or hold sites for speculative purposes. **We would like to discuss how new local discretionary powers for councils could work with the housing market to encourage quicker building eg. the ability to charge financial fees/penalties on unnecessarily stalled permissions, deliverability and community benefit as material considerations in planning applications, or shorten permission lengths.**

**We would also like to discuss how to tackle the lack of sufficient skilled construction industry workers.** Alongside action to ensure sufficient well-skilled planners, this would help secure a sustainable workforce not only for our housing, but also employment and infrastructure development needs.

## **2. Affordable housing**

We want to provide for homes to meet identified needs in our areas, but all-too-often we find it hard to secure sufficient new affordable housing. The Mayor of London and some councils beyond London are already working with CLG and the Homes and Communities Agency on new models of delivery including asset-backed companies. **However barriers still exist and we would welcome discussion about the progress that can be made by freeing-up finances to build affordable homes at scale, including through the Housing Revenue Account and other new development models. We also recommend removing the benefit cap on supported housing, as this makes most supported housing unaffordable to councils or Housing Associations.**

**Across the Wider South East there is also concern about the unintended consequences of the starter homes policy;** in London, East and South East these are sometimes not affordable, do not address some of the most urgent needs and reduce resources for other types of affordable homes and essential infrastructure.

## **3. Infrastructure**

Infrastructure is critical to unlock sites for jobs and housing growth, but existing deficits on infrastructure investment hinder this across the Wider South East – including investment to upgrade road and public transport links as well as the other social infrastructure communities need. **We would welcome discussions on how to help ensure delivery of critical infrastructure and free up the ability of councils and other infrastructure providers to invest. We are interested in funding powers/freedoms for local areas to accelerate and secure investment eg greater retention of business rates – for infrastructure rather than social care needs – alongside greater retention of other property taxes to invest to support economic growth. We would also welcome Government support for cross-boundary strategic schemes that are too big for local funding, but do not yet feature on national priorities.**

We are keen to explore how we can work with Government and the industry to help unlock the hundreds of thousands of permissions for new homes across our areas that are not yet built. We would welcome a meeting with you to discuss how we can take this forward together.

### ***Signed by***

**Cllr Tom FitzPatrick, Chairman of East of England LGA**

**Cllr Nicolas Heslop, Chairman of South East England Councils**

**Cllr Claire Kober, Chair of London Councils**

**James Murray, Deputy Mayor of London for Housing and Residential Development**

**Jules Pipe, Deputy Mayor of London for Planning, Regeneration and Skills**

*CC: Rt Hon Chris Grayling MP, Secretary of State, DfT, Rt Hon Greg Clark MP, Secretary of State, DBEIS and Gavin Barwell MP, Minister of State for Housing and Planning, DCLG*

# Item 5

## Political Steering Group 12 October 2016

### 2nd Draft Wider South East- Strategic Infrastructure Improvements

#### 1 Purpose

1.1 The Political Steering Group meetings on 10 March and 18 July 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 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:**

- **Review and approve initial long list of schemes/areas for joint lobbying, based on previously agreed criteria**
- **Discuss and agree the attached initial lobbying assessment spreadsheet**
- **Discuss further work still needed on individual schemes, e.g. in terms of cost/benefits, to allow joint decision about the first phase of lobbying**

#### 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.

#### 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 and as **Annex A** an overview map. While all these are of significant importance in their own rights, the aim is to explore areas that are most suitable for joint strategic 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 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

4.3 Political Steering Group members are asked to approve the longer list of schemes provided below on the basis of the following criteria (as agreed at the last steering group meeting in July):

- 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

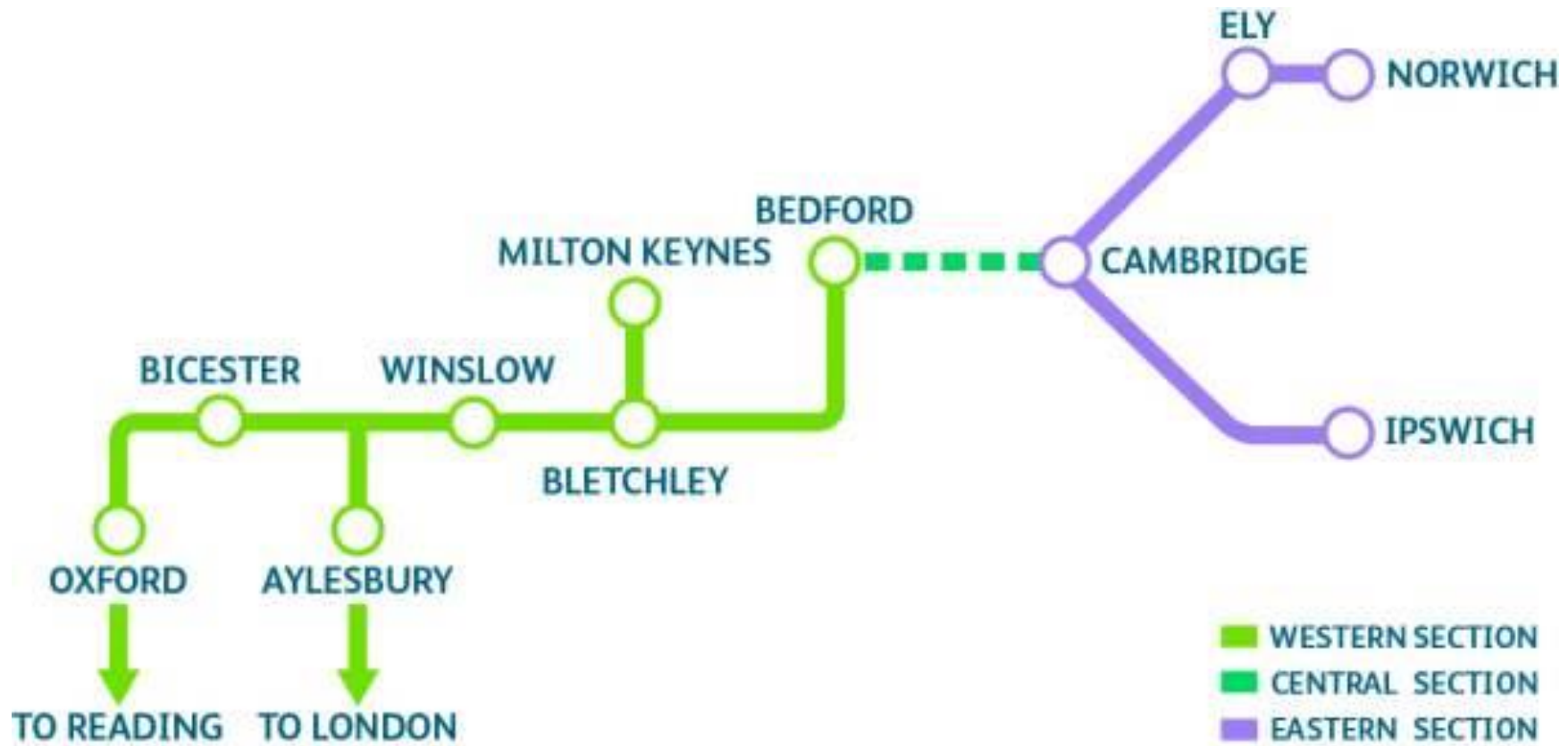
4.4 The attached lobbying assessment spreadsheet (**Annex B**) – flow chart attached as **Annex C** illustrates different aspects of the assessment – should facilitate the identification of schemes for the first phase of lobbying. It is a programming tool. At the last meeting in July Members indicated a preference for a phasing rather than a prioritisation approach. Key assessment aspects to consider include the lobbying intensity required based on the stage of the scheme in the development process, potential tangible lobbying action and important wider benefits.

4.5 However, further details about the individual schemes, in particular in terms of cost/benefits, are still required to enable a sufficiently informed discussion about the phasing of support for different schemes. The refined lobbying assessment spreadsheet will then also represent a helpful tool for the preparation of a coordinated work programme for the lobbying activities.

4.6 Political Steering Group members are asked to

- Discuss and agree the attached lobbying assessment spreadsheet as a decision making tool including initial officer ratings giving particular attention to the lobbying intensity, potential lobbying action and key scheme benefits.
- Discuss further work still needed on individual schemes, e.g. in terms of cost/benefits, to allow a joint decision about the first phase of lobbying

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)
<b>East West Rail, and new road link (Oxford – Cambridge)</b>	<ul style="list-style-type: none"> <li>• Scheme will strengthen 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. Indicative annual economic benefits almost £200m, supporting 120,000 new homes &amp; similar number of jobs.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Western rail section (Oxford/ Aylesbury – Bedford) improvements are included in National Infrastructure Plan as part of National Rail's enhancement programme, but some details still to be resolved.</li> <li>• Preferred route for the most costly Central rail section (Bedford-Cambridge via Sandy) has recently been announced by Network Rail.</li> <li>• A consortium is working with Network Rail to identify how the network may be enhanced to deliver new train services &amp; connections across the area.</li> <li>• DfT and Highways England have recently published a strategic high level case for an Oxford to Cambridge Expressway which outlined the need for intervention, this road links was also included in SEEC's Missing Links report to Government</li> </ul>	<ul style="list-style-type: none"> <li>• East West Rail: Western section package of committed works underway, for completion by 2019 costing £270 million.</li> </ul>	<ul style="list-style-type: none"> <li>• A National Infrastructure paper on East West Rail to explore options for long-term priorities is under development.</li> <li>• Feasibility and options studies are underway for the new road link.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>



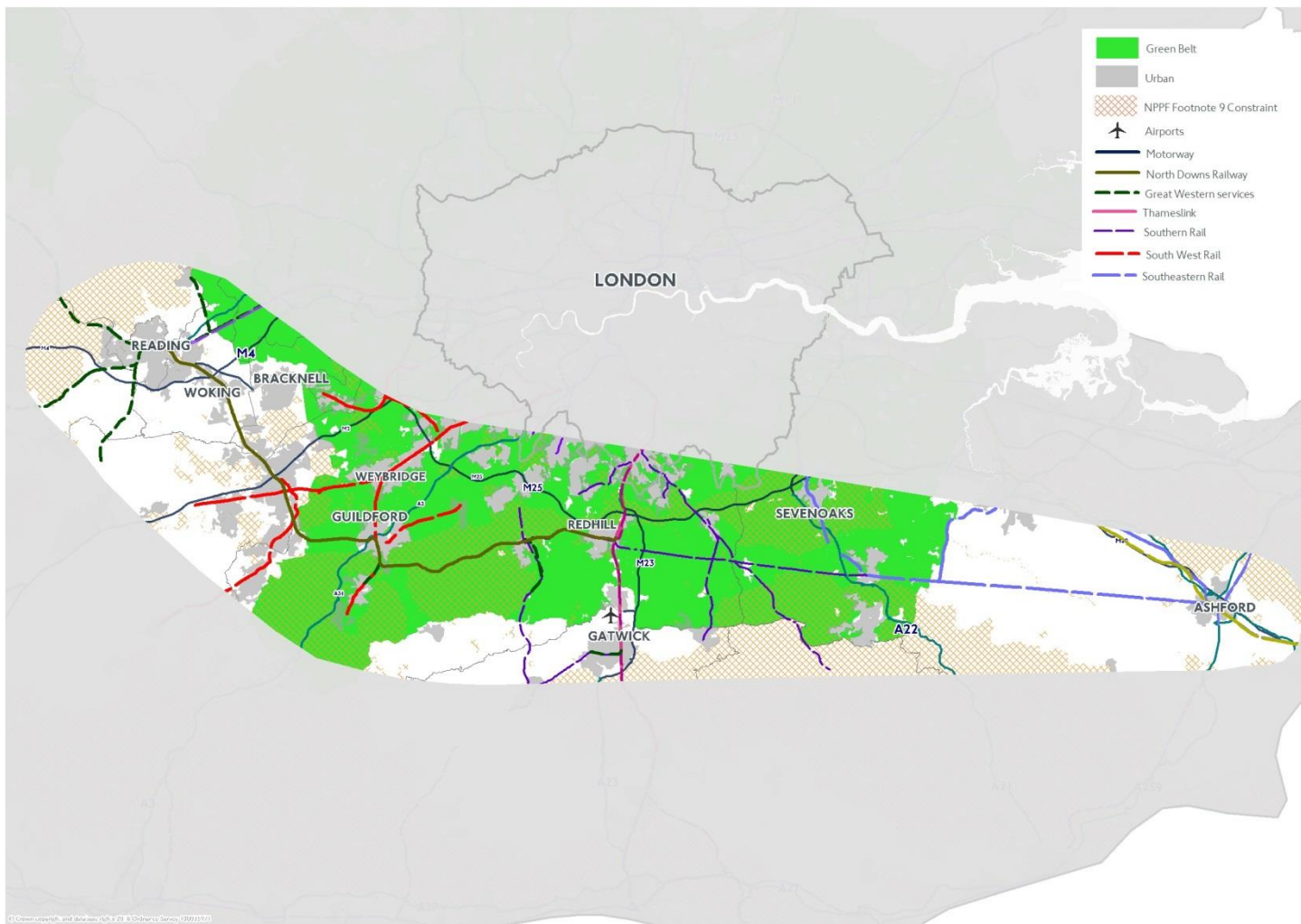
**East West Rail (Oxford -Cambridge)**

<p><b>Felixstowe to Midlands (Felixstowe to Nuneaton Rail – F2N – and A14)</b></p>	<ul style="list-style-type: none"> <li>• Connecting the Haven Ports of Felixstowe and Harwich to the Midlands and beyond. The share of port-related traffic is expected to grow from 37% in 2011 to 63% in 2033 but, by 2043, there will be a shortfall in freight capacity along this corridor. Freight from these ports either travels through London or along this route to travel northwards. Improvements to the rail corridor promises to bring £49 million to the economy, rising to £220m with full electrification.</li> <li>• The A14 is part of the Trans-European Network and a major transport route to the Midlands and East of England. It connects major centres such as Ipswich, Cambridge and Coventry, which all have significant levels of planned housing and employment growth.</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements to rail corridor within Anglia’s Rail Prospectus <ul style="list-style-type: none"> <li>• Great Eastern Main Line Taskforce seeks electrification of F2N line.</li> <li>• East Anglian Devolution Deals highlight Ely Capacity Enhancements</li> <li>• West Anglia Taskforce highlights the importance of this cross country link</li> </ul> </li> <li>• Key route for New Anglia and GCGP LEPs</li> <li>• Highways England collected evidence for A14 route Strategy (2014)</li> <li>• Improvements to A14 included in National Infrastructure Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• £1.5billion investment from Government and local sources in A14 Cambridge to Huntingdon currently programmed.</li> </ul>	<ul style="list-style-type: none"> <li>• Phase 2 of the Rail Project was included in CP5 delivery plan. However, doubling of Felixstowe Branch Line and improvements to Haughley Junction and Ely North are now within CP6.</li> <li>• New Anglia SEP identifies three A14 junctions requiring upgrade and GCGP Growth Deal highlights A14/A142 junction upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• Responses to the consultation on Draft Freight Network Study by 9 November 2016.</li> <li>• Network Rail working with local councils, the Ely Area Task Force and LEPs to produce a Strategic Outline Business Case for Ely Capacity Enhancements.</li> </ul>
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Diagram to be produced

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)
<b>North Downs Rail Link (Gatwick – Reading) and extension to Oxford</b>	<ul style="list-style-type: none"> <li>• 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, and provide new freight routing options.</li> <li>• Recent independent LEP-led report shows scheme could deliver up to £1.9bn GVA and 8,000 jobs.</li> <li>• 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.</li> <li>• Improvements should also link to the proposed East West Rail via Reading.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• It is included in SEEC’s Missing Links report to Government.</li> <li>• The Highways Agency are also undertaking a strategic study to explore how congestions can be addressed on the M25 South West Quadrant which is the most congested section of the M25.</li> </ul>	<ul style="list-style-type: none"> <li>• Train lengthening is estimated at £6.5 million (2002 figure); electrification at around £70 million.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Lobbying Government and national bodies to secure commitments to holistic strategic package of improvements, including CP6 and full electrification of the line.</li> </ul>





**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)
<b>A27/M27/A259 and rail corridor (Dover – Southampton)</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Recent independent LEP-led report shows the road-scheme alone could deliver up to £1.5bn GVA and 9,300 jobs.</li> <li>• Improvements could also include better road and rail access for passengers and freight to the ports at Southampton, Portsmouth, Newhaven, Shoreham and Dover.</li> <li>• This orbital route improvement could also reduce congestion on the M25 and trains travelling via central London.</li> </ul>	<ul style="list-style-type: none"> <li>• Support from councils and LEPs along the route, including Kent, East and West Sussex and Hampshire.</li> <li>• It is included in SEEC's Missing Links report to Government.</li> <li>• Government is committed to improving parts of route.</li> </ul>	<ul style="list-style-type: none"> <li>• Indicative costs of over £500 million for A27 and £ 1.8 billion for M27 improvements</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Lobbying to secure commitments to fund a holistic package of improvements.</li> </ul>

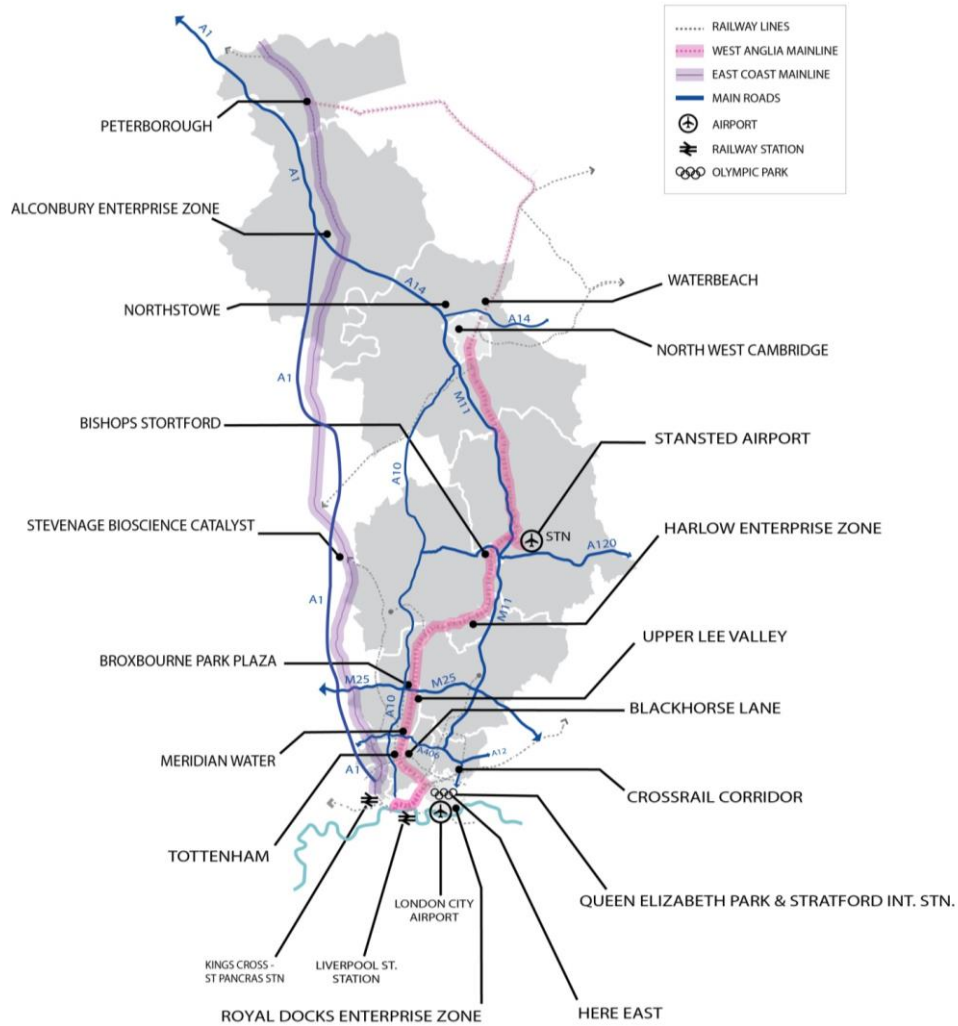


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### **A27/M27/A259 and rail corridor (Dover – Southampton)**

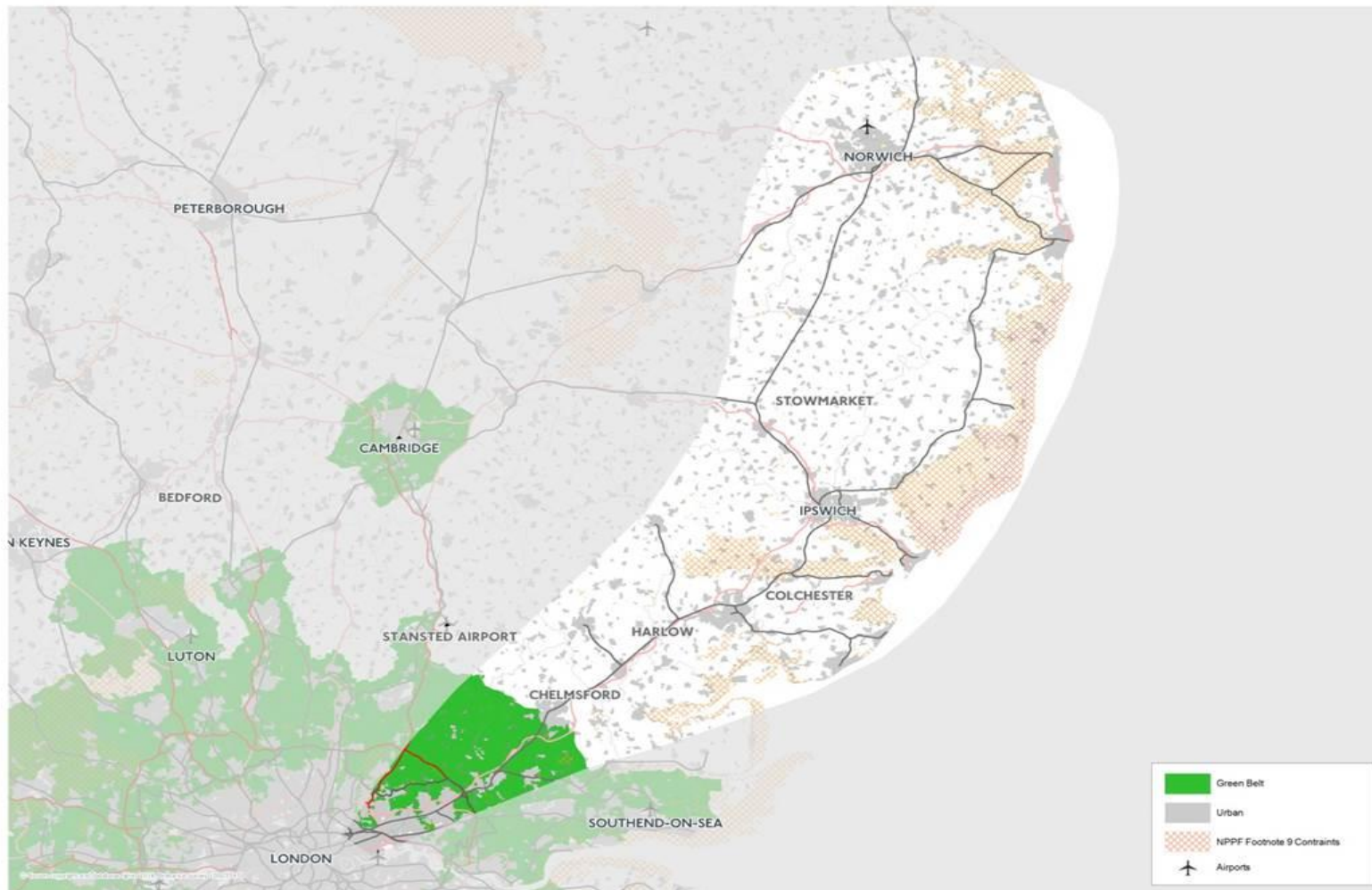
Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
<b>West Anglia Corridor and Crossrail 2 North (London – Stansted-Cambridge-Peterborough)</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The A1 and M11 are vital road links and capacity improvements as well as</li> </ul>	<ul style="list-style-type: none"> <li>• The London Stansted Cambridge Consortium (LSCC) is an established partnership that supports the development of the corridor.</li> <li>• In addition, a West Anglia Taskforce has been established to look at potential opportunities for enhancing the West Anglia Main Line.</li> <li>• 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 &amp; extension.</li> </ul>	<ul style="list-style-type: none"> <li>• Indicative cost for Crossrail 2 as a whole are expected to be around £ 27 billion.</li> </ul>	<ul style="list-style-type: none"> <li>• The Taskforce is building the business case for submission to Government. Its support could come via grant funding or a devolved funding mechanism.</li> <li>• Taskforce is also exploring how much of cost could be met through non-central Government sources &amp; working with the National Infrastructure Commission.</li> <li>• The LSCC’s Growth Commission is setting a wider 30 year economic vision for the area.</li> <li>• Highways England</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

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>sustainable transport packages are needed to support growth. The A1, for example, is a spine road to support the delivery of over 230,000 jobs and 195,000 homes.</p> <ul style="list-style-type: none"> <li>• Key development areas include the Upper Lee Valley, Harlow, Bishop's Stortford, Stansted and Cambridge.</li> </ul>	<ul style="list-style-type: none"> <li>• Hertfordshire Growth Deal includes £3.8m of Government funding for A1 and £48.4m for M11.</li> <li>• Interim A1 East of England Study published June 2016.</li> <li>• M11 technology upgrade and J7 upgrade included in RIS1</li> </ul>		<p>commissioning further study for A1</p>	



**West Anglia Corridor and Crossrail 2 North (London – Stansted-Cambridge-Peterborough)**

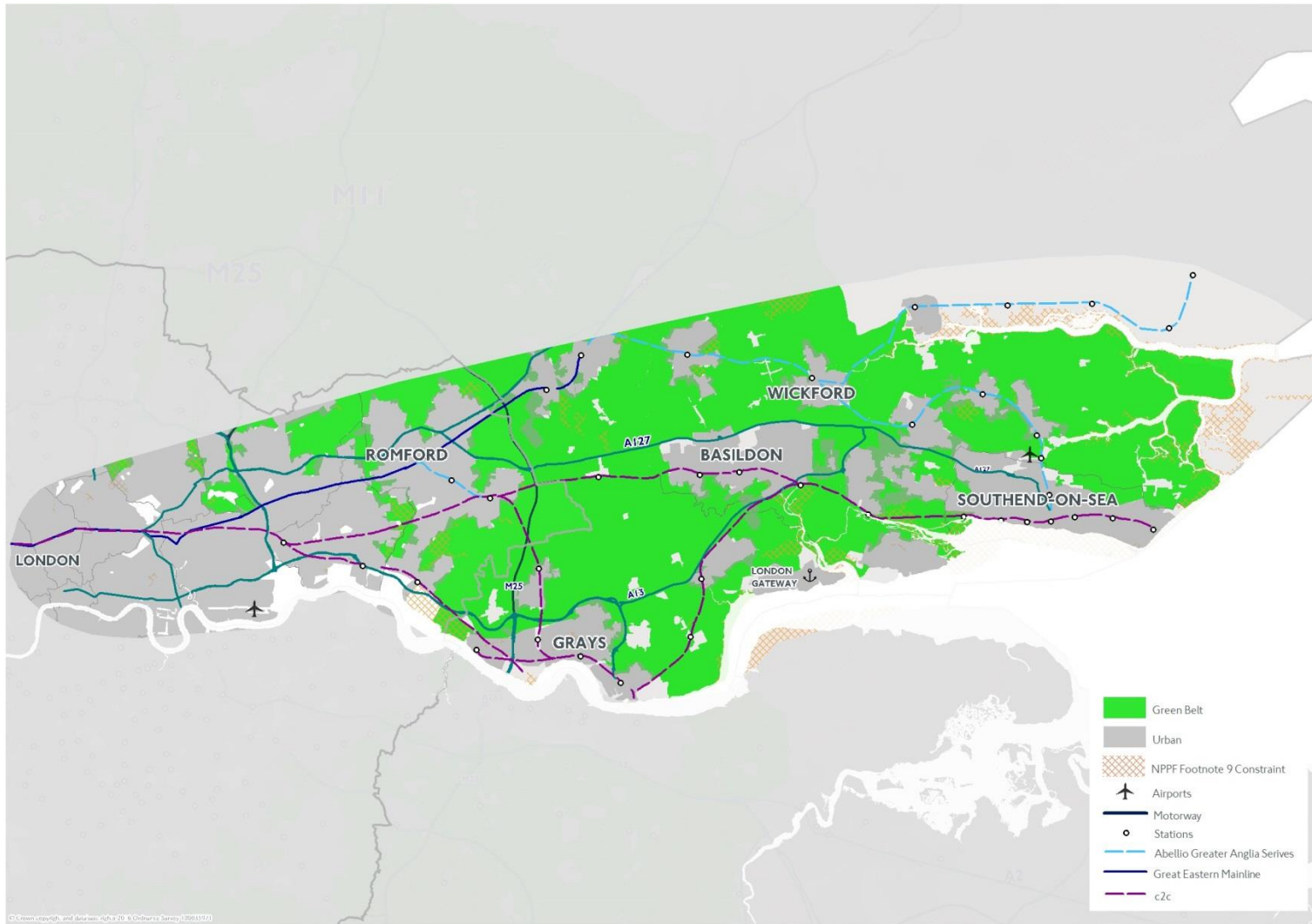
Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
<b>Great Eastern Corridor</b>	<ul style="list-style-type: none"> <li>• Strategic improvements to infrastructure and rolling stock could support significant economic growth to the tune of £4.5 billion. As well as regular 90minute services between Norwich and London, investment in the Great Eastern Mainline supports growth along the route including £92m worth of journey time savings to Chelmsford alone.</li> <li>• The concept of the A12 as an Expressway was promoted by DfT in 2013. A series of improvements would support growth from Ipswich to London, including the ports of Felixstowe and Harwich. The South East LEP identifies over 190,000 jobs and 150,000 homes in the Essex part of the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• The Great Eastern Main Line Taskforce brings together public and private partners from Norfolk, Suffolk and Essex and is led by New Anglia LEP.</li> <li>• Long term route study published by Network Rail (March 2016)</li> <li>• Franchise awarded to Abellio in June 2016.</li> <li>• South East LEP identifies A12 a key corridor</li> </ul>	<ul style="list-style-type: none"> <li>• £ 476m investment in Great Eastern Mainline.</li> </ul>	<ul style="list-style-type: none"> <li>• Liverpool Street Enhancement Project developed</li> <li>• Results of route study programmed</li> <li>• Maintain commitment to A12 improvements beyond RIS 1.</li> </ul>	<ul style="list-style-type: none"> <li>• In collaboration with the New Anglia and South East LEPs, Highways England, Network Rail and local authorities potential priorities for key development opportunities within the area could be supported.</li> </ul>



**Great Eastern Corridor (London – Ipswich – Norwich)**

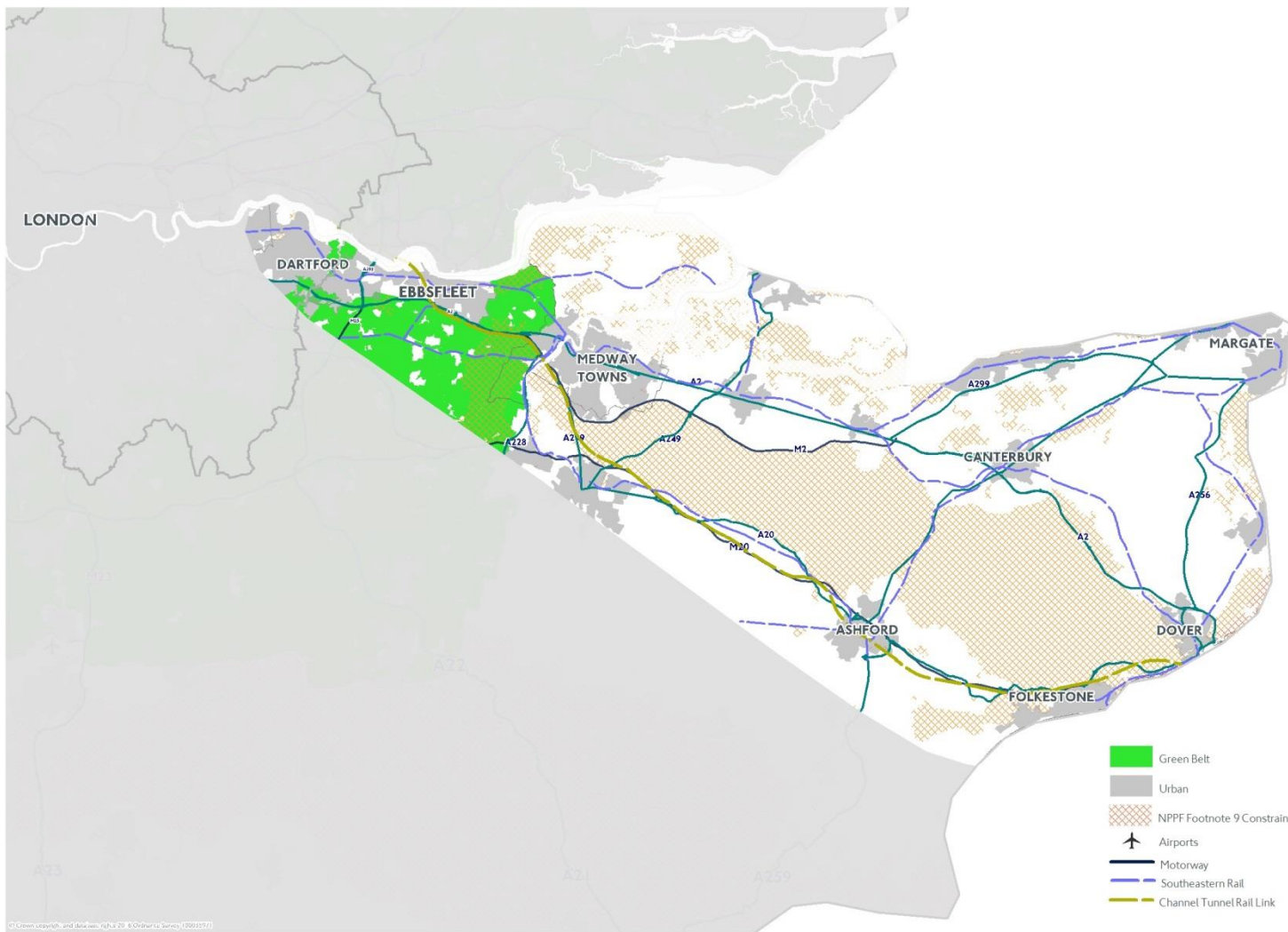


Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
<b>Thames Gateway Essex: C2C and Crossrail 2 – Eastern Branch (London – South Essex / London Gateway Port)</b>	<ul style="list-style-type: none"> <li>• There is potential to create 270,000 homes and 390,000 jobs across the Gateway.</li> <li>• 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.</li> <li>• 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.</li> <li>• Improvements of the A127 would support growth at Southend, Basildon and Brentwood, with proposals for Dunton Hill Garden Village and Brentwood Enterprise Park.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• A Thames Gateway Strategic Group has been established to promote the benefits of development and investment across the Gateway.</li> <li>• A high-profile Thames Estuary Commission has also been announced by Government to maximise the opportunities of infrastructure improvements.</li> </ul>		<ul style="list-style-type: none"> <li>• TfL is working with strategic partners including Essex CC 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.</li> <li>• More widely, the Thames Estuary Commission will develop a vision for the area and a delivery plan in time for the 2017 Autumn Statement.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>



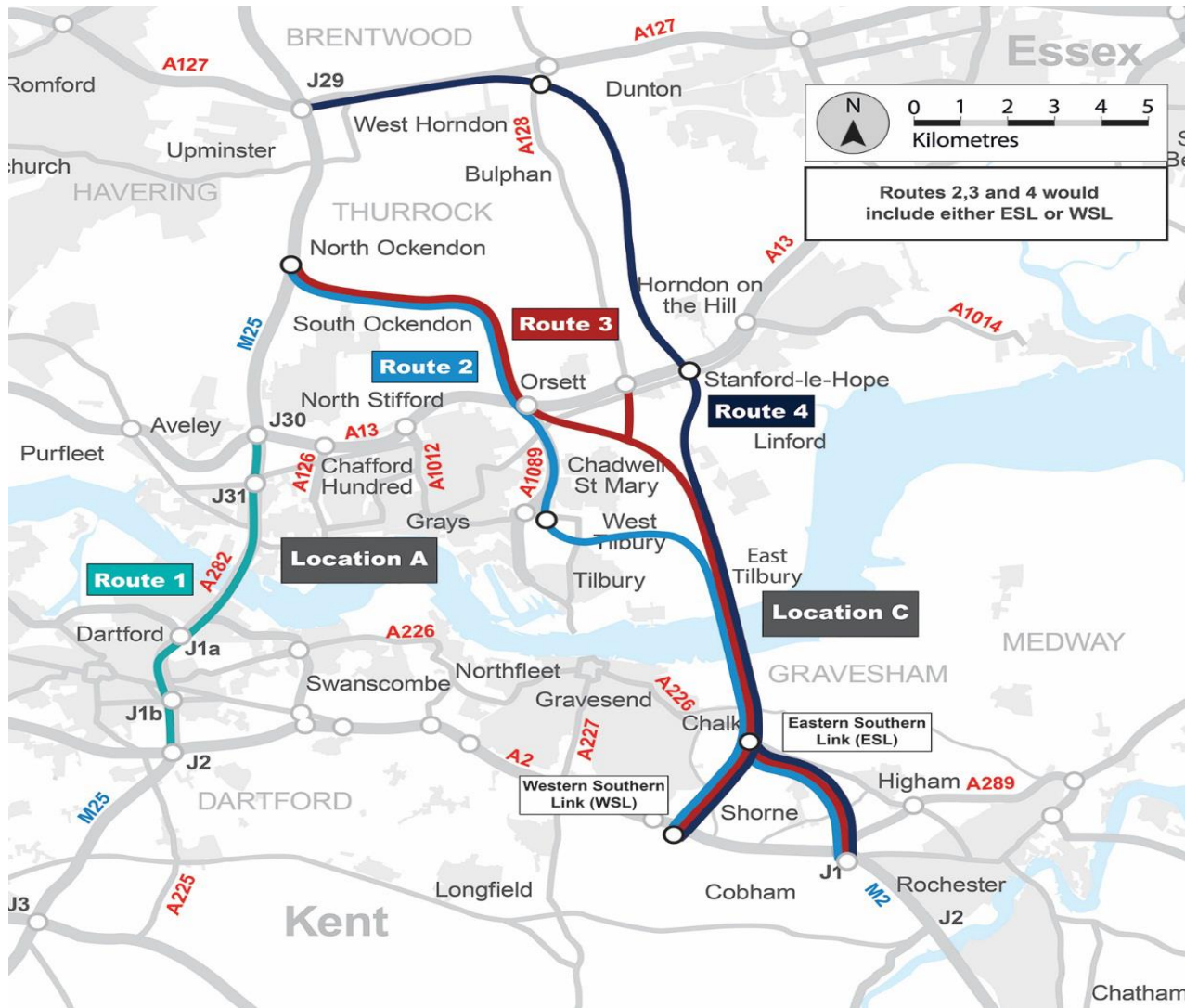
**Thames Gateway Essex: C2C and Crossrail 2 – Eastern Branch (London – South Essex / London Gateway Port)**

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)
<b>Thames Gateway Kent: Crossrail 1 extension East and HS1 route (London – North Kent – Channel Tunnel)</b>	<ul style="list-style-type: none"> <li>• There is potential to create 270,000 homes and 390,000 jobs across the whole Gateway.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• A Thames Gateway Strategic Group has been established to promote the benefits of development and investment across the Gateway.</li> <li>• A high-profile Thames Estuary Commission has also been announced by Government to maximise the opportunities of infrastructure improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• Indicative cost of Crossrail 1 extension to Ebbsfleet/ Gravesend is expected to be around £2.5 billion</li> </ul>	<ul style="list-style-type: none"> <li>• The Strategic Group has commissioned an Outline Business Case for presentation to the Treasury for the Autumn Statement 2016.</li> <li>• More widely, the Thames Estuary Commission will develop a vision for the area and a delivery plan in time for the 2017 Autumn Statement.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>



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

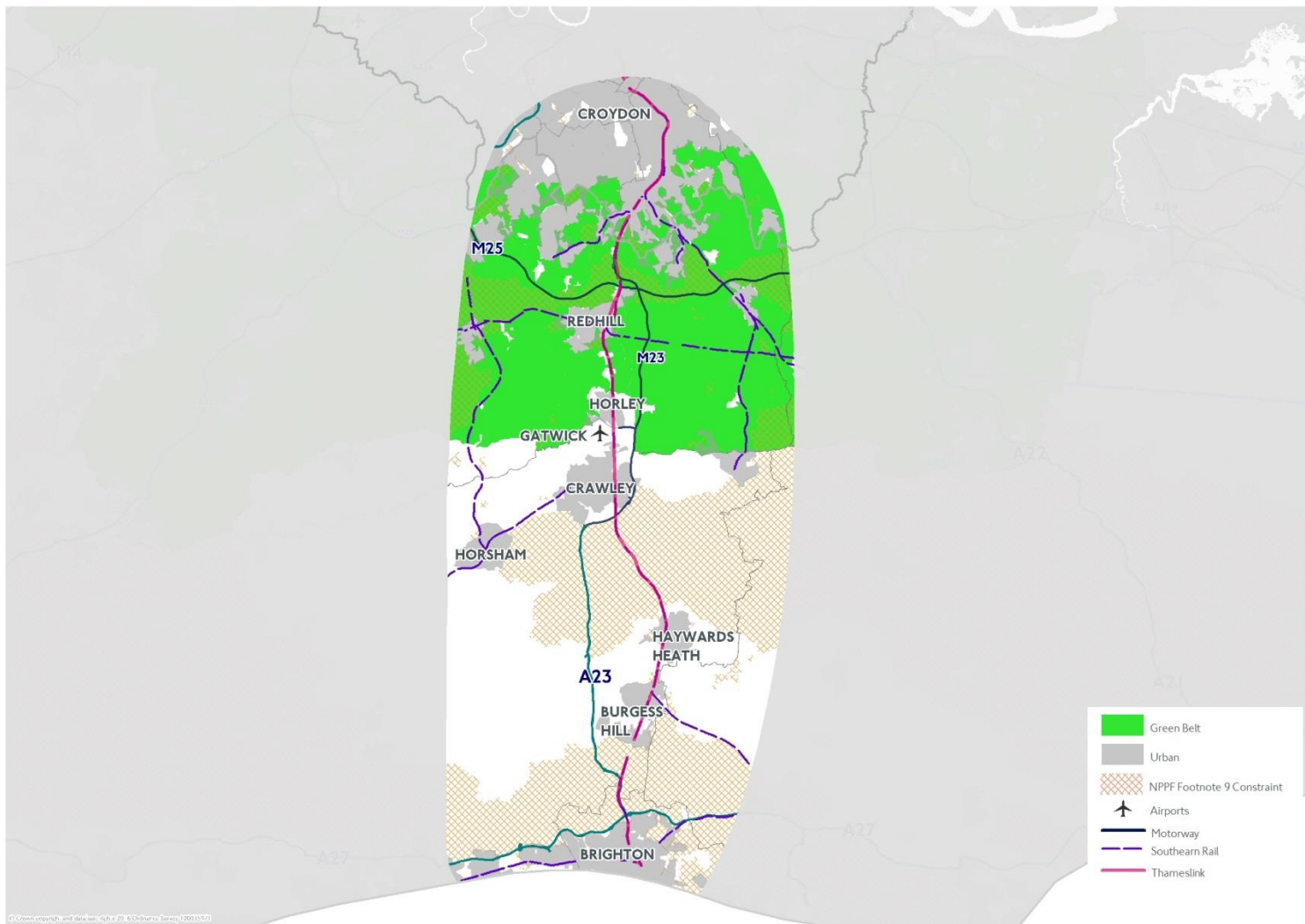
Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
<b>Lower Thames Crossing</b>	<ul style="list-style-type: none"> <li>• There is potential to create 270,000 homes and 390,000 jobs across the Gateway.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Thames Gateway Strategic Group set up to promote benefits of development/ investment across the Gateway. A Thames Estuary Commission has also been announced by Government to maximise opportunities of infrastructure improvements.</li> <li>• Highways England recently consulted on the preferred location and route options for new crossing east of 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').</li> <li>• SEEC's Missing Links report highlights the importance of this scheme, noting Government's commitment that the scheme is required.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction costs are expected to be between £3.4 billion and £4.6 billion.</li> </ul>	<ul style="list-style-type: none"> <li>• The Commission will develop a vision for the area and a delivery plan in time for the 2017 Autumn Statement.</li> </ul>	<ul style="list-style-type: none"> <li>• Work with partners to expedite existing commitments to bring the project forward asap</li> <li>• Engage with the Strategic Group and the Commission to complement their work and any specific improvements to focus on.</li> <li>• 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.</li> </ul>



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)
<b>Brighton Mainline (London – Gatwick – Brighton)</b>	<ul style="list-style-type: none"> <li>• Improvements to strategic transport could support economic growth and development.</li> <li>• 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.</li> <li>• Recent independent LEP-led report shows scheme could deliver up to £1.5bn GVA and 7,500 jobs.</li> <li>• It is however recognised that the area has significant environmental constraints.</li> </ul>	<ul style="list-style-type: none"> <li>• 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, and a London and South Coast Rail Corridor Study is pending publication</li> <li>• In terms of roads, the M23 motorway is being considered for the Smart Motorway scheme to help with efficiency and smoother traffic flows.</li> <li>• At the centre of the area the Gatwick Diamond has been established as a business-led partnership.</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements not formally defined yet, so no costs available.</li> </ul>	<ul style="list-style-type: none"> <li>• How improvements would support councils’ ambitions along the route is not currently clear.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment regarding extent of councils’ support for corridor would be needed, as well as identification of specific improvements required.</li> </ul>

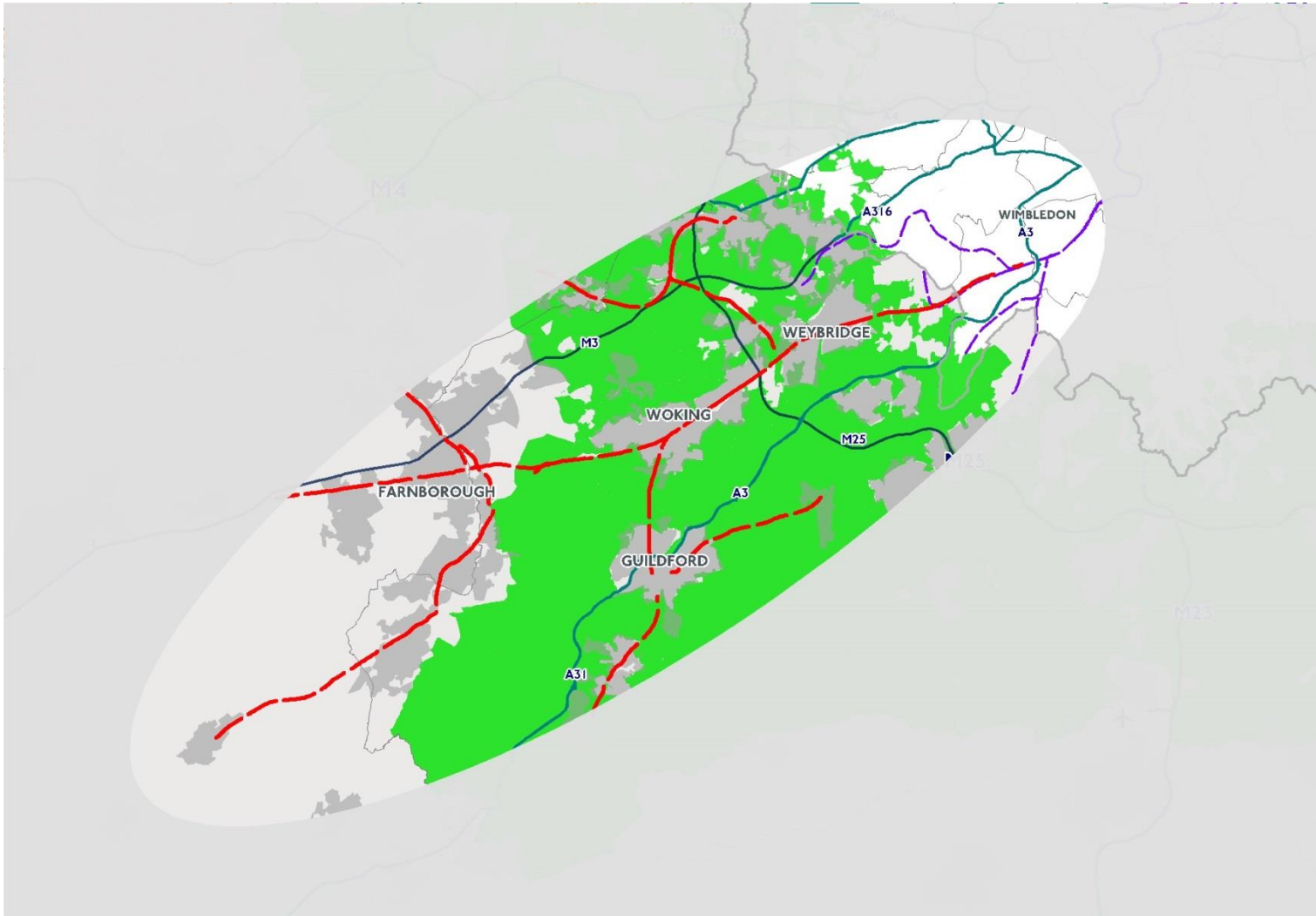


**Brighton Mainline (London – Gatwick – Brighton)**



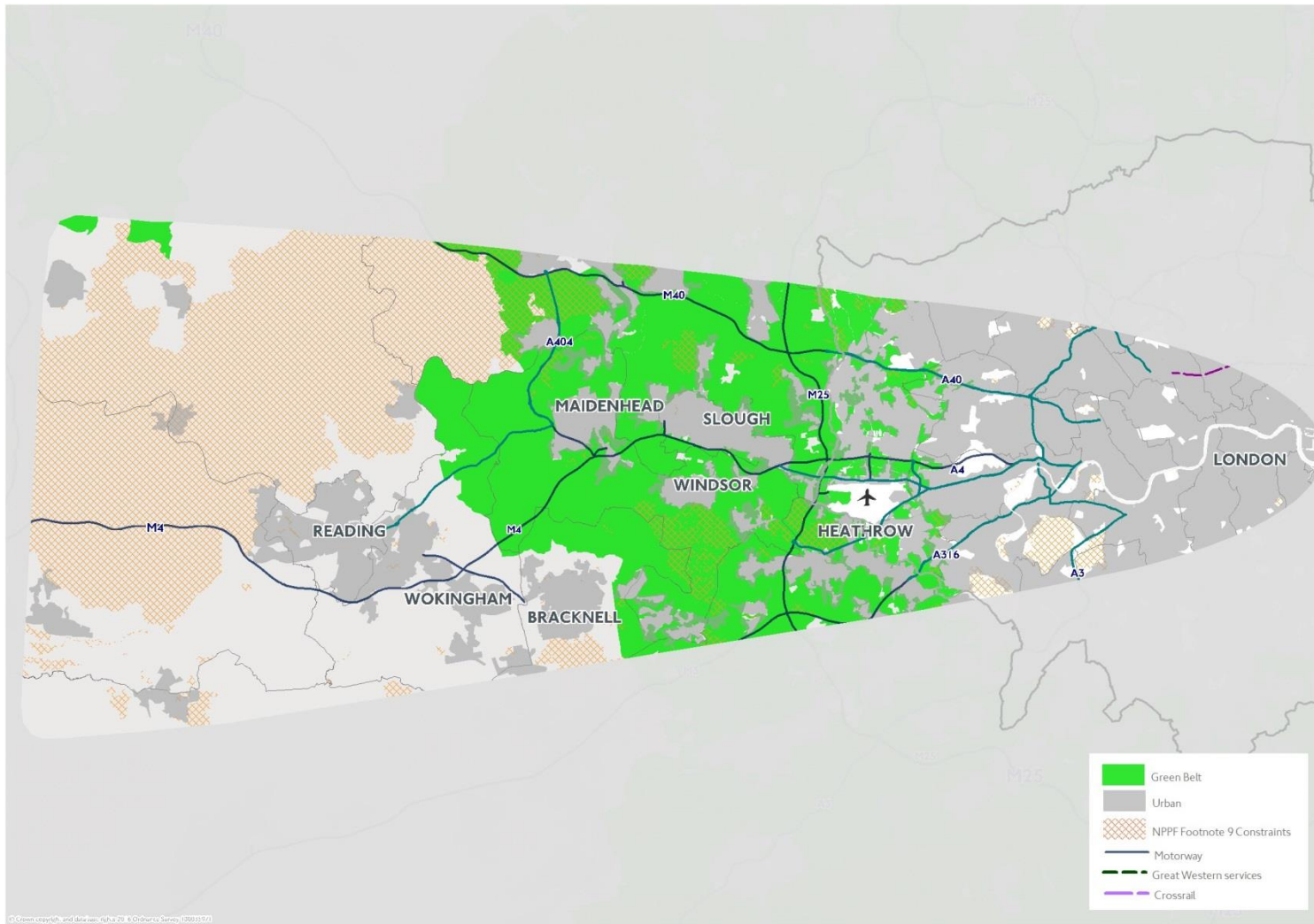
Possible key strategic infrastructure schemes/areas (long list)	How does it benefit Wider South East and local priorities, in particular in terms of transport, economy, housing?	Status and existing local/national support/commitment?	Indicative cost and funding gap of infrastructure investment	What more needs to be done (scoping, costing, funding, etc)	WSE actions needed to assist scheme (what, when, who to target)
<b>South West Mainline and Crossrail 2 South West (London – Surrey / southern access to Heathrow)</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Recent independent LEP-led report shows this could deliver up to £1.8bn GVA and 8,200 jobs.</li> <li>In terms of roads, the M3 motorway is</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Indicative cost for Crossrail 2 as a whole are expected to be around £ 27 billion.</li> <li>Indicative costings approx. £50m-100m for public transport improvements (but updating required).</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Engage with partners to complement their work and any specific improvements to focus on to secure commitment/funding/delivery.</li> <li>Maintain pressure to expedite delivery of Crossrail 2.</li> </ul>

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>currently being upgraded to a Smart Motorway to help with efficiency and smoother traffic flows.</p>	<p>supporting CR2 extension into the SE.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>		<p>improvements in this area.</p> <ul style="list-style-type: none"> <li>• Work is underway by Surrey CC to assess Southern Access to Heathrow options/ costs to help inform the way forward.</li> </ul>	



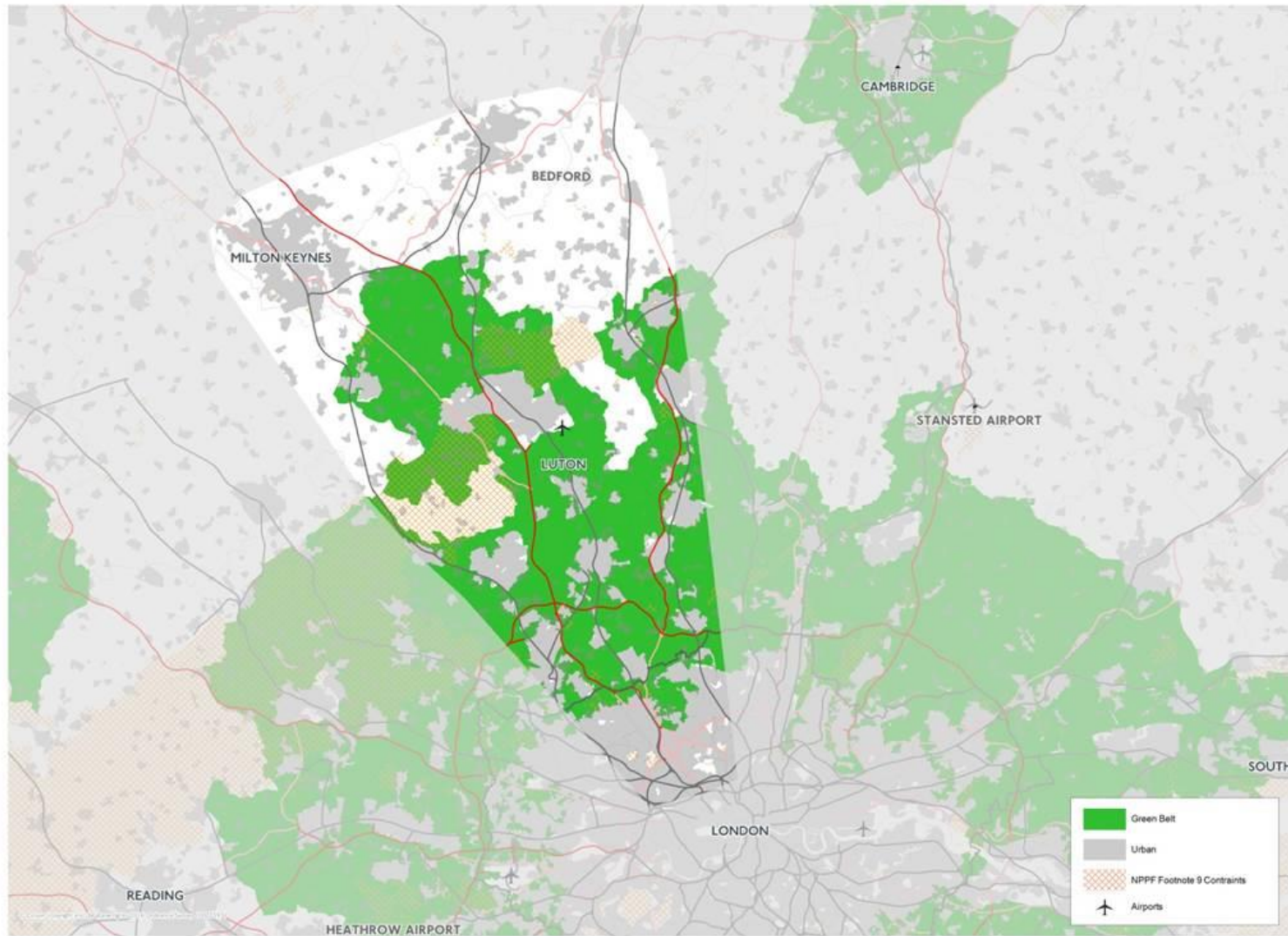
**South West Mainline and Crossrail 2 South West (London – Surrey / southern access to Heathrow)**

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)
<b>Great Western Mainline (London – Reading / western access to Heathrow)</b>	<ul style="list-style-type: none"> <li>• Connectivity and capacity of the strategic transport links between Reading (with its substantial level of economic activities and attractiveness for inward investment) and London will improve considerably. This could be a real catalyst for development and economic growth in this area.</li> <li>• Recent independent LEP-led report shows improvements to Reading-Waterloo rail could deliver £1.9bn GVA &amp; 7,500 jobs.</li> <li>• 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.</li> <li>• Reading would also benefit from the Western Rail Access to Heathrow providing a direct rail link to the airport.</li> <li>• In terms of roads, the M4 is being considered for the Smart Motorway scheme to help with efficiency &amp; smoother traffic flows.</li> </ul>	<ul style="list-style-type: none"> <li>• Great Western Mainline improvements are included in the National Infrastructure Plan as part of National Rail's enhancement programme.</li> <li>• 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.</li> <li>• Crossrail 1 services are expected to start in 2018 and fully opened through Central London in December 2019.</li> <li>• 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.</li> <li>• 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 predominantly comprises officers from local authorities to the west of London, with GLA and TfL officers attending as observers.</li> </ul>	<ul style="list-style-type: none"> <li>• Indicative costing of Western rail access to Heathrow approx. £750m.</li> <li>• Great Western electrification (total for London-Cardiff) £2.8bn commitment through Network Rail enhancement programme.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Engage with partners to complement their work to help secure funding and quick delivery.</li> </ul>



**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)
<b>Midlands and West Coast Mainline (London – Luton – Bedford / Milton Keynes)</b>	<ul style="list-style-type: none"> <li>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 in the area for local, commuter and regional rail services.</li> <li>The area also lies in the middle of the London-Cambridge-Oxford 'Golden Triangle' and East West Rail runs through its centre.</li> </ul>				<ul style="list-style-type: none"> <li>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.</li> </ul>



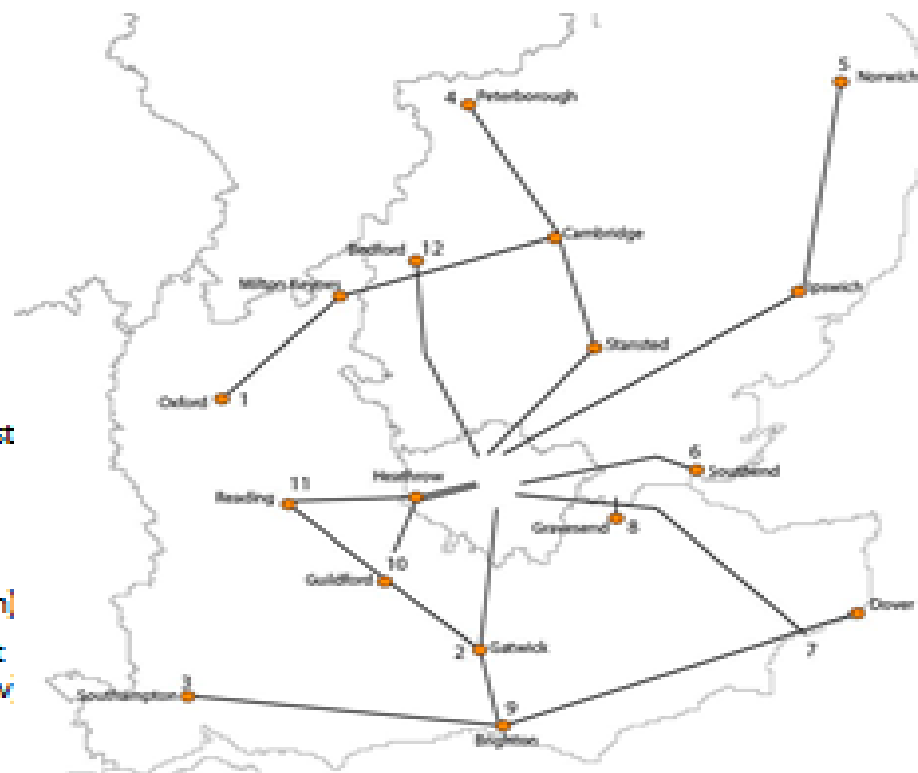
**Midlands and West Coast Mainline (London – Luton – Bedford / Milton Keynes)**

## Annex A

# 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)

*Please note: Felixstowe to Midlands to be added*





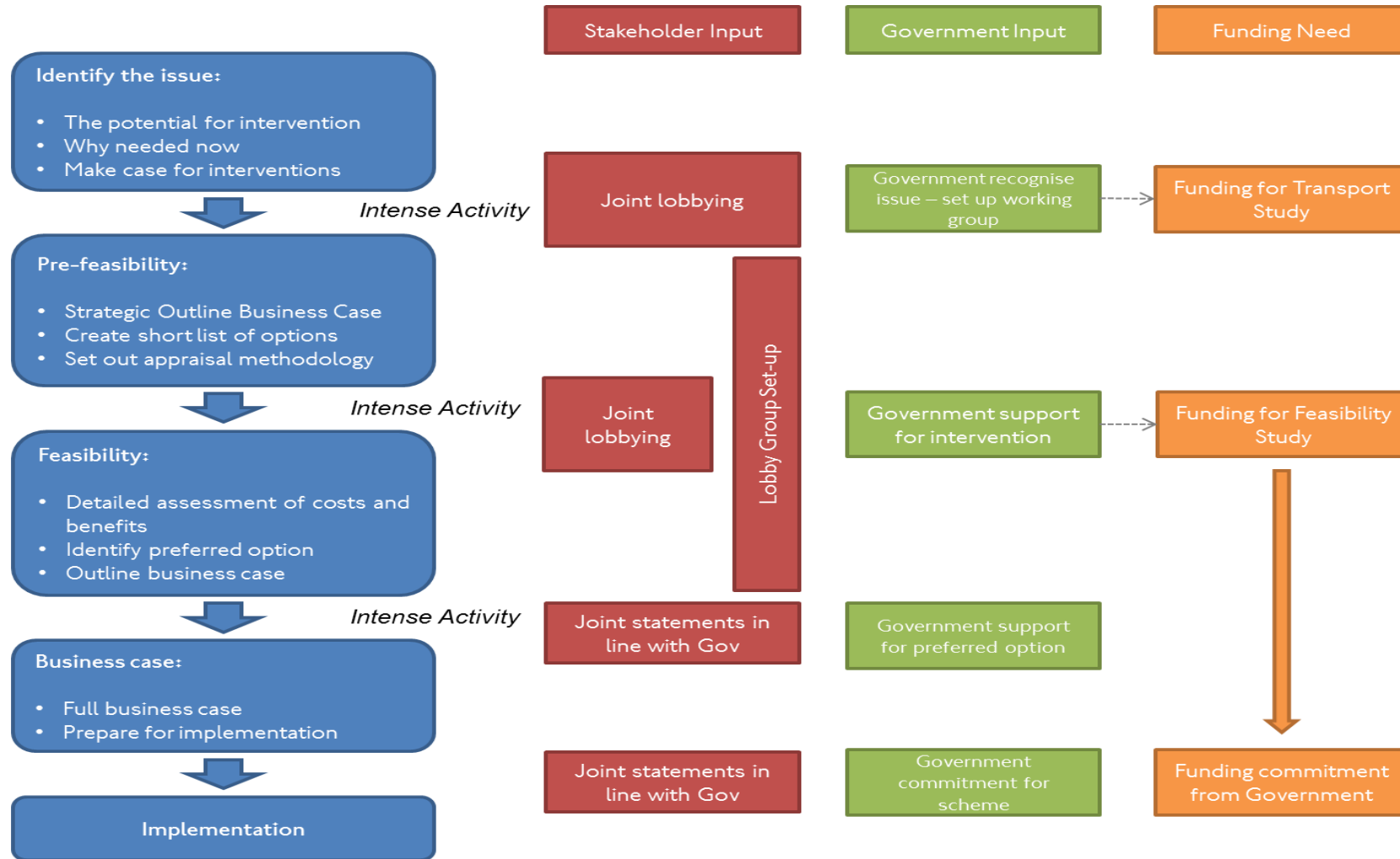
## Annex B

Item 5 - Draft - Infrastructure Lobbying Assessment spreadsheet

	Scheme / Programme /Corridor	Infrastructure	Status	Lobbying intensity: Initial proposals for member review & refinement	Lobbying Action	Potential delivery timescale	Indicative headline benefits: (NB methodologies may vary)
1	East-West	Western Rail section	Implementation	Low	Continue to support scheme through implementation	by 2019	Western section: Approx 120,000 homes & similar number of jobs
	East-West	Central Rail section	Pre-feasibility	High	Lobby for full feasibility study/business case	2025-2040	
	East-West	Other connections	Issues identification	Medium	Lobby for pre-feasibility	2025-2040	
	East-West	Oxford-Cambridge expressway	Issues identification	High	Lobby for proposal to be developed	2025-2040	
	Felixstowe-Midlands						
2	North Downs	North Downs rail link improvements	Feasibility	High	Continue lobbying for more strategic, holistic approach. Review impact of runway decision	Partial 2019-2024	Approx 8,000 jobs
3	Dover-Southampton	Highway improvements	Feasibility/Implementation	Medium	Support proposed improvements and continue to lobby for more strategic, holistic approach	Up to 2025	Approx 9,300 jobs
	Dover-Southampton	Rail upgrades	Issues identification	Low	Identify primary issues	2025-2040 ?	
4	LSCC	Early four tracking WAML	Business Case	Medium	Continue to support scheme	Up to 2025	Approx 125,000 homes & 45,000 jobs
	LSCC	Crossrail 2	Feasibility	High	Continue lobbying for scheme	2025-2040	
5	London - Norwich	Rail upgrades	Issues identification	High	Lobby for pre-feasibility	2025-2040	Approx 50,000 homes and similar number of jobs
6	Thames Gateway Essex	Rail upgrades/Crossrail 2 Eastern branch	Pre-feasibility	High	Lobby for proposal(s) to be developed	2025-2040	Approx 50,000 to 110,000 homes
	Thames Gateway Essex	A13/A127 improvements	Issues identification	Medium	Lobby for proposal(s) to be developed	Up to 2025	Approx 50,000 homes and 100,000 jobs
7	Thames Gateway Kent	Crossrail 1 extension	Feasibility	Medium/High	Continue to support scheme	Up to 2025	Approx 28,500 homes & 7,000 jobs
8	Thames Gateway Essex-Kent	Lower Thames Crossing	Feasibility/Business Case	High	Continue lobbying for scheme	Up to 2025	Approx 47,000 new homes & 5,000 jobs
9	London - Gatwick/Brighton	Brighton Mainline improvements	Pre-feasibility	High	Lobby for pre-feasibility. Review impact of runway decision	2025-2040 ?	Approx 15,000 homes & 18,000 jobs
	London - Gatwick/Brighton	M23 Smart Motorway	Implementation	Low	Continue to support scheme. Review impact of runway decision	Up to 2025	
10	London - SW	Crossrail 2	Feasibility	High	Continue lobbying for scheme	2025-2040	Approx 20,000 to 60,000 new homes & 8,200 jobs
	London - SW	SW mainline improvements/Woking rail junction improvements	TBC	High	Continue lobbying for scheme	2025-2040 ?	
	London - SW	A3 corridor - Guildford to A3/M25 Jn 10 improvements	Feasibility	High	Continue lobbying for scheme	Up to 2025	
	London - SW	Southern Rail access to Heathrow	Feasibility/ Pre-feasibility	High	Continued lobbying for some aspects; Lobby for feasibility for others. Review impact of runway decision - dependent on airport decision	2025-2040	
11	London - Heathrow/West	Crossrail/GWML electrification	Implementation	Low	Continue to support scheme. Review impact of runway decision	Up to 2025	Approx 7,500 jobs
	London - Heathrow/West	M4 Smart Motorway	Business Case	Medium	Continue to support scheme. Review impact of runway decision	Up to 2025	
12	London - Luton/Milton Keynes	Crossrail extension to WCML	Pre-feasibility	Medium	Lobby for feasibility	2025-2040	TBC

Annex C

Flow Diagram illustrating different aspects of lobbying assessment



**Recommendation: The PSG is asked to**

- **Consider issues related to progress of the GLA's population and household model and task officers to develop any actions to help mitigate the impact on the development of local plans outside London.**
- **Note the East's intention to progress work to develop a greater understanding of migration influences and note the position of the GLA and SEEC.**

*1. GLA Model*

- 1.1. At its last meeting in July, the Wider South East Political Steering Group (PSG) noted the progress made by the GLA in developing its demographic and household model and that the East of England will continue to shape a programme of possible joint technical research.
- 1.2. The GLA has commissioned the Centre for Population Change (based at Southampton University) to provide an independent verification of the GLA's model. This verification process is expected to be completed in October 2016 and will confirm how the GLA's model compares to those used by the Office for National Statistics (ONS) and the Department for Communities and Local Government (DCLG). DCLG household projections are currently the official 'starting point' for considering housing need in Local Plan development.
- 1.3. The provision of a common model could be a significant resource in developing a common understanding of evidence and presents an opportunity for all authorities to save resources, particularly with providing projections that are based on longer-term trends, to inform Strategic Housing Market Assessments. The GLA model also allows specific adjustments to the model to reflect local characteristics such as armed forces and student populations not reflected by ONS/DCLG and bespoke scenarios that could be agreed and then modelled.
- 1.4. Concerns regarding the risks to the delivery of local plans have been discussed by officers and at the previous PSG meeting in July, in particular given the 2017 deadline for Local Plans. There are also challenges in achieving a wider appreciation on the model and its underlying assumptions given the large number (150+) of councils across the Wider South East. The independent verification process could help partly address concerns, the acknowledgement that national guidance directs consideration of other factors (such as longer-term trends) which are not captured by DCLG could also address this issue.
- 1.5. Further mitigation measures for local plans might also include liaison with DCLG and the Planning Inspectorate Service (PINS) on the use and stages/timing of incorporating the outputs from the model into local plan evidence. The advance understanding of

the model, including the independent verification and release dates would assist local authorities.

- 1.6. To help inform possible next steps on this issue, members are invited to discuss the issues raised in paras 1.3-1.5, and any actions to help mitigate the impact of GLA's new data on the development of local plans outside London. It should be noted that consultants and developers are already promoting the use of longer-term trend-based projections, such as GLA's, and for local authorities to account for potential further growth from London if it cannot meet its objectively assessed housing needs.
- 1.7. **The PSG is asked to consider issues related to progress of the GLA's population and household model and task officers to develop any actions to help mitigate the impact on the development of local plans outside London.**

## 2. *East of England Research*

- 2.1. Officers from the East of England have identified the need for commissioning research into migration impacts so that better awareness of the influences can be understood and factored into scenarios.
- 2.2. The original concept was for there to be agreement on the scope of the project. The GLA is supportive, and has offered its support by means of technical input and research to assist the overall project. Officers from the East will now work with the GLA to form a brief, based largely on the East's own needs in terms of considering future migration influences – e.g. the interaction of labour market conditions, property prices and transportation – and the East's own ongoing need for independent expert advice. Currently not signed-up to the project, SEEC officers have been engaging with EELGA to seek clarification of the scope of the work more fully.
- 2.3. **The PSG is asked to note EELGA's intention to progress work to develop a greater understanding of migration influences and note the position of the GLA and SEEC.**

**DRAFT AGENDA FOR PSG DISCUSSION**

<b>13:00</b>	<b>Registration and Networking Lunch</b>
<b>13:30</b>	<b>Welcome and WSE Collaboration –progress</b> <ul style="list-style-type: none"> <li>• <i>Opening – Independent Facilitator [if considered necessary]</i></li> <li>• Barriers to Delivery - Cllr Nicolas Heslop, Chairman of South East England Councils</li> <li>• (TBC) Strategic Infrastructure Improvements - Jules Pipe, Deputy Mayor of London (TBC)</li> <li>• Understanding Evidence - Cllr David Finch, Chairman of the East of England Infrastructure &amp; Growth Group (TBC)</li> </ul> Q&As
<b>14:00</b>	<b>Key Note Address</b> <ul style="list-style-type: none"> <li>• Speaker TBC – either Mayor of London or Government Minister</li> </ul> Q&As
<b>14:20</b>	<b>Workshop - London Plan Review</b> <ul style="list-style-type: none"> <li>• Introduction (GLA representative)</li> <li>• Interactive Discussion [<i>detailed format tbc</i>]</li> </ul>
<b>15:15</b>	<b>New challenges ahead – priorities for the next year</b> <i>(could cover e.g. regional economies, Growth Areas, Brexit impacts, natural resources)</i> <ul style="list-style-type: none"> <li>• Introduction</li> <li>• Interactive Discussion [<i>detailed format tbc</i>]</li> </ul>
<b>15:45</b>	<b>Actions/Agreements</b>
<b>16:00</b>	<b>Summit Close</b>

**Key issues for PSG to discuss on 12 October, to help shape the Summit**

The Summit provides accountability for the PSG to the Wider South East membership as a whole, as well as an opportunity to discuss the emerging new London Plan:

- Are the agenda items right/do they reflect member priorities?
- Would it be helpful to have an independent facilitator for the Summit? eg. consultant Phil Swan facilitated last year's Summit and preceding Round-tables.
- As keynote speaker, the Mayor of London would be a strong attraction for SE & E member attendance. However if unavailable, who would members want to speak eg senior government Minister?
- What format would work best for members during the 'interactive discussions' on 'London Plan' and 'new challenges ahead'? Time will be tight for table-based discussions, so what about facilitated plenary discussion and possibly 'electronic voting' to share views on headline issues (with questions jointly prepared in advance)?

## For information

### **Terms of Reference and Membership** **Wider South East Political Steering Group**

East of England Local Government Association (EELGA) nominates five members representing the East of England, South East England Councils (SEEC) nominates five members representing the South East of England and the Greater London Authority (GLA) and London Councils jointly nominate five members representing London. Members will meet 2-3 times per year. The group will have a rotating chair, and agendas/paperwork and arising work will be jointly prepared and agreed.

The purpose of the Steering Group is to initiate, steer and agree strategic collaboration activities across the Wider South East (WSE) – defined as East of England, South East of England and London.

The Steering Group will

1. Be a forum for political oversight and debate on key issues arising from the Summit, including identifying opportunities for engagement, joint working and input to the London Plan process;
2. Be accountable to the annual Summit as well as its constituent membership bodies addressing actions identified by the Summit but also propose key issues for discussion to the Summit;
3. Prioritise work and resources and take forward agreed joint projects, including tasking officers to pursue strategic actions on behalf of the WSE and oversee their progress. Also keep oversight of functions, terms and membership of the Officer Working Group, which serves the needs of the Political Steering Group and the Summit;
4. Advise on the need for any additional thematically/geographically focused working groups beyond existing groupings to address strategic issues;
5. Oversee an effective engagement network to underpin communication between the bodies and members involved to ensure progress on agreed actions is made between meetings; it is also important to provide regular updates for all WSE Leaders.
6. Use the collective influence of the Political Steering Group to further joint strategic goals with Government and other stakeholders;
7. Be informed of the work of relevant other groups and organisations that relate to the priorities of the WSE.

## **Wider South East Political Steering Group Membership**

### **EAST OF ENGLAND**

<b>Name</b>	<b>Responsibility</b>	<b>Council</b>	<b>Political Group</b>
Cllr Linda Haysey	Leader	East Hertfordshire DC	Conservative
Cllr James Jamieson	Leader	Central Bedfordshire C	Conservative
Cllr David Finch	Leader	Essex CC	Conservative
Cllr Roy Davis	Leader's Representative	Luton BC	Labour
Mayor Dave Hodgson	Leader	Bedford BC	Liberal Democrat
Cllr Robin Howe (sub)	Deputy Leader	Huntingdonshire DC	Conservative
Cllr James Waters (sub)	Leader	Forest Heath DC	Conservative
Cllr Tom FitzPatrick (sub)	Leader	North Norfolk DC	Conservative
Cllr John Gardner (sub)	Deputy Leader	Stevenage BC	Labour
Cllr Aidan Van de Weyer (sub)	Member	South Cambridgeshire DC	Liberal Democrat

### **SOUTH EAST**

<b>Name</b>	<b>Responsibility</b>	<b>Council</b>	<b>Political Group</b>
Cllr Nicolas Heslop	SEEC Chairman and Leader	Tonbridge and Malling BC	Conservative
Cllr Peter Martin	Deputy Leader	Surrey CC	Conservative
Cllr Paul Bettison	Leader	Bracknell Forest C	Conservative
Cllr Carole Paternoster	Cabinet member	Aylesbury Vale DC	Conservative
Cllr Tony Page	Deputy Leader	Reading BC	Labour
Cllr Ann Newton (sub)	Portfolio Holder for Planning & Development	Wealden DC	Conservative

### **LONDON**

<b>Name</b>	<b>Responsibility</b>	<b>Council</b>	<b>Political Group</b>
Jules Pipe	Deputy Mayor of London	Greater London Authority	Labour
tbc		London Enterprise Panel	N/A
Cllr Claire Kober	London Councils' Portfolio Holder for Infrastructure and Regeneration, and Leader	Haringey BC	Labour
Cllr Kevin Davis	Leader	RB Kingston	Conservative
Cllr Stephen Alambritis	Leader	Merton BC	Labour