

WIDER SOUTH EAST POLITICAL STEERING GROUP

21 JULY 2017 AT 14:00 – 16:00 AT CITY HALL, LONDON

AGENDA

	Welcome and apologies Cllr David Finch, Leader of Essex County Council and Chairman of the East of England Infrastructure and Growth Group	14:00
1.	Notes of the last meeting on 31 March 2017 Cllr David Finch	14:05
2.	Update on the London Plan – WSE Policies Jorn Peters, Greater London Authority	14:10
3.	Mayor of London’s Transport Strategy Consultation Mike Keegan, Transport for London	14:50
4.	WSE Joint Lobbying – update and next steps a) Infrastructure Cinar Altun, East of England LGA b) Housing Nick Woolfenden, South East England Councils	15:15
5.	Demographics – Update Jorn Peters, Greater London Authority	15:30
6.	Preparing for the Wider South East Summit – Revised Date and Proposed Focus/Format Nick Woolfenden, South East England Councils	15:45
7.	Next Steps Cllr David Finch to summarise actions/agreements	15:55
8.	Meeting Close	16:00

PAGE INTENTIONALLY BLANK

ITEM 1. NOTES OF THE LAST MEETING ON 31 MARCH 2017

Wider South East (WSE) Political Steering Group
31 March 2017, 14:00 – 16:00, London Councils, London

Meeting Notes

1. Welcome and apologies

- 1.1. Meeting Chairman Cllr Alambritis welcomed participants and noted apologies – see meeting papers plus Cllr Davis (RB Kingston). Jennifer Peters was welcomed as John Lett’s successor, who would retire shortly. Participants thanked him for his valuable contributions to the collaboration work.

2. Notes of the last meeting on 12 October 2016

- 2.2. Notes of the previous meeting were approved as accurate.

3. Next steps following the WSE Summit on 9 December 2016

- 3.3. Members gave feedback on the WSE Summit, noting that the event had been well attended and that there was good political engagement and a willingness to cooperate and move the agenda forward.

4. Housing White Paper Consultation & Barriers to Housing Delivery

- 4.1. Nick Woolfenden introduced the meeting paper, highlighting that it was encouraging to see Government had taken on board some of the concerns that the WSE representatives had raised in their letters and in the meeting with the Minister. However, the White Paper did not go far enough in terms of action to help make progress on housing delivery.
- 4.2. It was recommended that members should discuss the Housing White Paper and the possibility of a letter to the Minister providing a joint high level WSE response.
- 4.3. In discussion, members shared their frustration that Ministers appeared not to have understood the full scale of the challenge with regards to unimplemented permissions. There would need to be recognition that councils currently have little power to control delivery by the private sector. Many house builders currently start and complete buildings according to their own business model and it would not be in their interest to bring them to the market more quickly. There is also wider concern that Government’s calculations for Council Tax raising power, factor in permissions but local authorities would not collect until homes are delivered. It was also highlighted that there would need to be robust financial incentives for developers to build out faster, and Government would need to acknowledge this.
- 4.4. The Chairman suggested that a further joint letter to Government should set out the remaining concerns and seek an opportunity to discuss solutions further with Government. Members agreed that although WSE partners had made the case for action before, the messages should be reiterated again.

4.5. ACTION: It was agreed that a joint letter to the Minister with regards the Housing White Paper would be drafted, raising the following issues: (Complete)

- Re-iterating the scale of unimplemented planning permissions
- Government would need to tackle the issue of funding for housing and infrastructure delivery with more imagination and enable funding powers for local councils who want to build more homes themselves.
- The impact of possible changes to how Objectively Assessed Need was calculated and the scope of the Statement of Common Ground (would it not be better to address disagreements?) would be critical and transitional arrangements would be important for safeguarding councils already progressing well with developing their Local Plans.
- Concerns that 80% of market rate for local housing allowance in an expensive rental market was not “affordable”.
- Proposals for 20% increase in planning fees for local authorities would only be sufficient to cover existing challenges/pressures, and not enough to cover improved planning services by the council. The cost of servicing big developers in planning services was resource intensive, as such those developers who gain significant financial benefits should make higher contribution to cost of planning services.
- WSE has previously made practical proposals for the powers councils would need to help incentivise build out by developers, which would be necessary to deliver the proposed ‘delivery test’ on councils. These include local discretionary financial incentives/penalties for developers who are unnecessarily slow to build out. Reference could be made to Cambridgeshire and Peterborough Combined Authority and the Government’s support for housing delivery in terms of devolution power and funding in this area.
- The role of factory assembled homes as a means of construction should also be promoted, with particular emphasis on potential accreditation and advantages derived from scale/terms of procurement.

5. London Plan Review

5.1. Jorn Peters introduced the meeting paper highlighting that this was work in progress and an early opportunity for WSE PSG to input into London’s WSE relevant policies. This paper drew on previous discussions with officers and members. Jorn drew members’ attention to the emerging, general WSE policy and a wide range of related housing, economic development and environmental issues. Specific policy proposals for growth corridors would focus on the connection between investment in strategic infrastructure and housing / business growth.

5.2. East and South East members raised the following points:

- The nature and scale of London’s housing supply gap would need to be identified before possible solutions could be explored.
- The transport/travel flow arrows on the WSE diagram should go into and out of London to reflect the mutually dependent economies within and beyond London, e.g. many Londoners commute out of London. Also need to highlight the importance of ‘orbital’ routes which would have mutual benefits, by relieving pressure on cross-London routes and helping address travel needs outside London.
- For those areas that want to work with London, it would be important to recognise there might be different solutions in different localities. It was noted that while the corridors approach provided a means of managing growth it might also encourage more commuting and without infrastructure investment could exacerbate existing capacity constraints. Further consideration should be given to ideas/options setting out alternative approaches

that might be more suitable locally. Eg. where appropriate, corridors should not be considered just as transport routes serving London's commuter needs - there should be much wider spatial considerations including locally-supported growth and economic development along them e.g. on the Oxford-Cambridge Corridor.

- How would the Mayor of London seek to incentivise and maximise development on brownfield land?
- The Mayor of London's support for infrastructure investment across the WSE would be welcome; but how would he be able to deliver financial support for schemes in areas outside London who may be willing to help him meet housing needs, given limits of the Mayor's powers?
- Would the Mayor of London be willing to accept that there might need to be housing growth on some Green Belt in London, if its needs could not be met within its boundaries through other options? Not all Green Belt was the same quality and a more sophisticated approach would be needed to address this e.g. land swaps?
- With regard to the scope for relocation of industry/employment from London, more clarity would be needed on what that would mean, the type of jobs considered for relocation and how to ensure this would support local economic aims outside London.

5.3. The Deputy Mayor for Planning Jules Pipe indicated that he was keen to collaborate with WSE partners and work together to investigate and secure common infrastructure funding solutions. Housing stocks were under pressure across the WSE and he noted that London was going to explore with authorities further afield how they might also help address London's housing needs. Some degree of out-migration from London was inevitable, but with regards to a supply gap figure, London's Strategic Housing Land Availability Assessment was expected to provide an initial figure in June. Currently, on conservative estimates, there could be a housing supply shortfall of around 10k with a possibility of multiples this, if the assessment methodology changes. Government consultation on this was expected shortly. He stressed that London would do all it could to meet its need.

5.4. On Green Belt, there would be no move away from the Mayor's commitment to its protection. It was a policy that had clear support from London's residents. Moreover, there was significant brownfield land within London, much of it capable of far more intensive mixed use. Developers need to focus on overcoming the high cost and practical constraints of redeveloping and intensifying London's stock of brownfield land. Without the strict protection of Greenfield and Green Belt land, such brownfield development would not happen. The Mayor would also support authorities outside London seeking to protect their Green Belt. Members welcomed this as context and explanation.

5.5. In terms of the scope for managed relocation of industry for employment or business rate motivations, discussions with interested councils would need to take place to ensure mutual economic benefits. Jules Pipe would prefer to combine employment and housing (mixed use developments).

5.6. **ACTION: In further developing London Plan policy the GLA should reflect the above. They should also include more defined background on the growth challenges and opportunities London is facing. The open dialogue between WSE partners including the PSG should continue. (Ongoing)**

6. Strategic Infrastructure Improvements – Draft Lobbying Strategy

6.1. Cinar Altun presented the meeting paper. Members welcomed the approach contained in the report and specifically suggested that:

- Members supported the points raised in paras 2.12 and 2.13, and highlighted need to push Network Rail, the National Infrastructure Commission and, in particular, Highways England to be more proactive in working with WSE partners.
- There would be a need to maximise existing railway infrastructure and work with franchises.
- With respect to schemes 10 and 11, it would be useful for the WSE to consider responding jointly to the Airport Consultation on Heathrow, which would run until 25 May 2017, emphasising these schemes should be funded by the airports.

6.2. ACTION: The paper and approach contained therein was approved. Officers should action the proposed high-level lobbying programme, including a letter to Government, and report on progress at the next PSG meeting. (Ongoing)

7. Technical Evidence – GLA’s demographic model

7.1. James Cutting introduced the GLA’s demographic model and its planned release. Councils would need information to understand the evidence and how it relates to existing CLG/ONS sources. It was proposed that there would be a managed process for release to the local authorities. Members endorsed the approach set out in the report. It was also noted that more information was awaited from Government on the Housing White Paper proposal for standardised housing need methodology and implications for councils’ plan-making.

7.2. ACTION: Jorn Peters advised that the GLA wanted to publish the projections as soon as possible. It was agreed that mid or late May would be preferred in light of the purdah period for local elections (ending 4 May) affecting many local authorities outside London. (NB Post meeting note: This action to be carried out after the 8 June General Election). The GLA would draft an explanatory note on the projections and could organise interactive workshops in advance of the release. (Complete)

8. WSE Communications Principles

8.1. Cinar Altun briefly introduced this paper.

8.2. ACTION: Members approved the communications principles but there would be a need to include the National Infrastructure Commission as key stakeholder and to ensure ongoing engagement with them. (Complete)

9. Next Steps

9.1. Chair summarised the actions agreed. It was suggested that water provision was an important issue across the WSE and should be brought into the work programme of the WSE.

9.2. ACTION: Members agreed that relevant stakeholders would be invited to the next WSE Officer Working Group to discuss water supply and that progress on the new workstream would be reported to the next PSG.

ITEM 2. UPDATE ON THE LONDON PLAN – WSE POLICIES

New London Plan Wider South East policies - update

Recommendation:

Members are asked to;

- (a) Comment on the latest WSE policy issues presented in this paper,
- (b) Propose options/willing partners for potential ways to assist London in meeting any growth shortfall that might arise.

Introduction

- 1 This agenda item provides an opportunity for members to inform emerging London Plan policies while they are being finalised and in advance of the formal consultation later this year.
- 2 This paper presents an update of the emerging Wider South East (WSE) policies for the new London Plan. It reflects changes that have been made since the Working Draft presented to the Political Steering Group (PSG) on 31 March. Already prior to that PSG meeting, WSE partners had the opportunity to inform emerging policy through
 - the PSGs and Officer Working Group (OWG) meetings during 2016
 - the 2016 Summit (interactive break-out discussions)
 - ‘A City for All Londoners’ consultation and events
 - Strategic housing methodology consultations (SHLAA and SHMA)
 - Technical workshops on demography and office / industrial land

Emerging London Plan Structure

3. The new London Plan will embody the principles of ‘A City for All Londoners’, it will have a stronger focus on the people we are planning for and on places/geographies. The new Plan will also reflect ‘A City for All Londoners’ explicit references to a constructive working relationship with the WSE, in particular on growth and infrastructure investment.
- 4 The proposed structure of the emerging Plan includes
 - a range of cross-cutting policy objectives that represent key priorities for the Mayor (delivering the homes Londoners need, best use of land, London’s economy, inclusive communities, a healthy city, efficiency and resilience)
 - a Strategic Development Pattern section bringing together strategic Wider South East policies with distinct geographies within London including Growth Corridors, Opportunity Areas and Town Centres.
 - a range of thematic policies under the following working draft headlines: Design, Housing, Social Infrastructure, Economy, Heritage & Culture, Green Environment, Sustainable Infrastructure and Transport.

WSE Policy

- 5 Below is a shortened version of the overarching WSE policy, which promotes collaboration generally.

- The Mayor will work with partners using recently developed strategic coordination arrangements.
- The Mayor supports joint working to ensure that Local Plan making is, as far as possible, informed by consistent technical evidence.
- The Mayor will respond to Duty to Co-operate requests concerning Local Plans outside London insofar as they bear strategically on the capital.
- The Mayor will encourage Local Plans outside London to take account of long term trends in migration.
- The Mayor will work with WSE partners on solutions for shared strategic concerns such as housing, infrastructure; economic prosperity; waste, water management and flood risk; freight, logistics and port facilities; as well as the scope for re-location of industrial land where mutual benefits can be achieved.

WSE & Beyond Growth Area Policy

- 6 Based on early estimates, GLA analysis suggests that there could be a shortfall between London’s housing need and capacity - and the size of this shortfall could increase if Government introduces a new standardised methodology to assess housing need (consultation expected end of July).
- 7 The Mayor wants to explore with willing authorities where there may be potential to accommodate more of London’s growth in sustainable locations beyond London - locations which have good or improving public transport access, where development can help meet local growth as well as wider growth pressures.
- 8 A shortened version of this policy is provided below.

- Through investment in strategic infrastructure the Mayor will support economic opportunities and housing development that will be required to meet need and secure mutual benefits.
- Collaboration will focus on willing partners for growth benefitting from infrastructure investment on corridors and specific locations such as new Garden Towns/Villages, locations within and beyond the WSE.
- The Mayor supports the recognition of such locations in relevant Local Plans.

- 9 Our jointly endorsed 13 initial strategic infrastructure priorities (see attached map) serve as initial areas of search for willing partners for growth, where we are interested in work with existing corridor-based groupings. Joint Statements and Memoranda of Understanding could support and formalise partnership agreements/commitments between relevant authorities.

Changes to the WSE Working Draft Policies

- 10 Changes have been made to the draft policies to reflect key comments by the PSG on the Working Draft presented to at their last meeting on 31 March as well as comments by the Officer Working Group meeting on 19 June, the East of England’s Infrastructure and Growth Group on 29 June as well as their Demography Group on 26 May. Emerging policies also take on board legal advice received and discussions with academia.
- 11 The general WSE Policy has hardly changed. Its sentiment has been welcomed and considered as an appropriate framework for collaboration. The joint preparation of evidence, however, has been deleted, as it goes significantly beyond the scope of the other policy components.

12 Almost all comments relate to the Growth Area component of the WSE policies. The following key changes are being considered:

- In the light of the possibility of a shortfall of housing supply within London over the Plan period and the consideration of spatial options to accommodate that shortfall outside London, there have been a number of useful debates on the proposed corridor-based approach: initially the **focus on corridors** was considered too narrow (PSG), discouraging investment elsewhere, so this was widened out to include other strategic-scale growth areas but then concerns were raised that this could be considered too wide, allowing developers also to challenge growth constraints everywhere (OWG). On balance a spatial concept/focus for growth is important and appropriate for a spatial plan, but the **emphasis on willing partners** is being strengthened. This is particularly appropriate as the Mayor depends on Local Plans outside London, Memorandum of Understanding commitments, etc. Where progress will be made with individual authorities in terms of potential contributions to London's housing need, these authorities will be mentioned in the supporting text. It is, however, understood that not all corridors, and not all locations on a growth corridor, have the same potential for growth, and spatial constraints will be recognised.
- The specific emphasis on the 8 Initial Strategic Infrastructure Priorities that radially run into/out of London is being removed (see map attached): it had been considered appropriate to highlight those links directly related to London, but as this raised misunderstandings, the presentational **focus is back on all 13 Infrastructure Priorities** endorsed by the WSE partners including the orbital corridors. The inclusion of the map in the emerging London Plan will help with the case for infrastructure improvements within these areas.
- Concerns that the corridor-based approach could fuel more commuting / and generate 'dormitory towns' are understood. Therefore, **economic opportunities** outside London (not only opportunities for housing) through investment in these corridors are being strengthened alongside the reference to mutual benefits.
- **Benefits to London** are being referred to more explicitly based on legal advice / as legal requirement for the production of the London Plan.

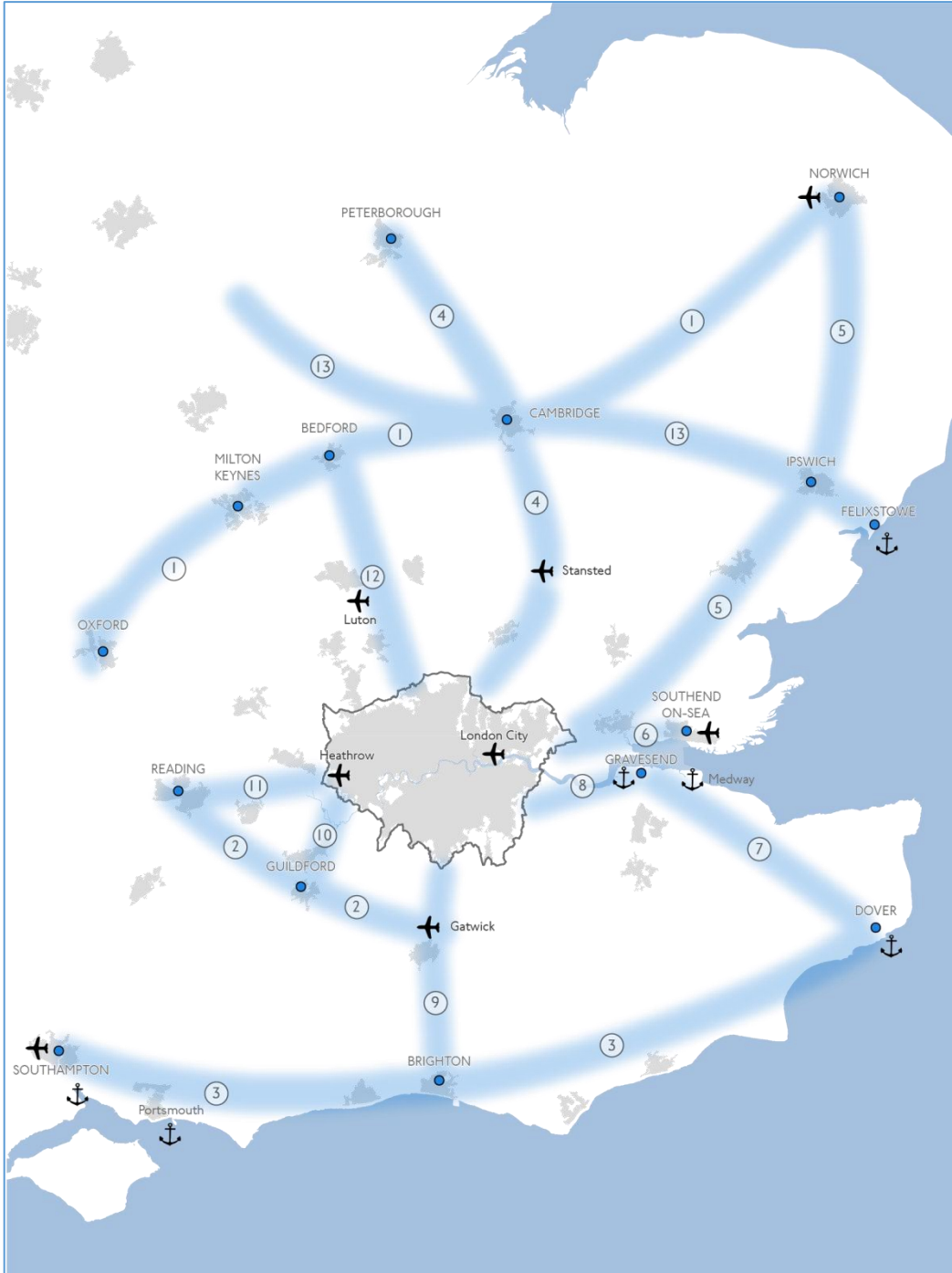
Next Steps

13 Policy drafting has reached its final stages. Statutory assessment processes, internal reviews and approvals are getting underway, evidence work is being finalised.

14 The formal timetable for the preparation of the London Plan remains as follows:

- Consultation on draft London Plan - Nov 2017
- Examination in Public - Autumn 2018
- Adoption/publication - Autumn 2019

Wider South East – 13 Initial Strategic Infrastructure Priorities



1. East West Rail and new Expressway road link (Oxford – Cambridge)
2. North Down Rail Link (Gatwick – Reading) incl. extension to Oxford
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 and HS1 (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)
13. Felixstowe – Nuneaton/Midlands

ITEM 3. THE MAYOR OF LONDON'S TRANSPORT STRATEGY

1. Draft Mayor's Transport Strategy

- 1.1. The Mayor's Transport Strategy (MTS) is the statutory document that sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The draft Mayor's Transport Strategy was published on 21 June 2017 and is now under consultation until 2 October 2017. Subject to consultation, the final Mayor's Transport Strategy will be published in early 2018. The full draft strategy can be downloaded at <http://www.tfl.gov.uk/mayors-transport-strategy>.

2. London's transport challenge

- 2.1. London's population has grown to 8.7 million, larger than it has ever been, and is forecast to grow to 10.5 million in the next 25 years. This growth is expected to generate more than 5 million additional trips each day by 2041. Unless new ways are found to plan the city as it grows, crowding will see some public transport lines and stations grinding to a halt, air quality will get worse and streets and public places will become ever-more dominated by motor traffic. London's growth also means increasing demand for new, affordable homes, and transport is key to unlocking housing potential.

3. The Mayor's Vision

- 3.1. The strategy sets out the Mayor's plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to reduce car use and encourage more people to walk, cycle and use public transport.
- 3.2. **The Mayor's aim for 2041 is for 80% of all trips in London to be made on foot, by cycle or using public transport.** To achieve this, there must be a reduction in the number of cars travelling into London from the WSE. This should be realised by mode shift from car to walking, cycling and public transport use.

4. Draft policies and proposal relating to the Wider South East

- 4.1. The strategy contains several policies and proposals with relevance to the Wider South East. These can be grouped under three themes below:
- 4.2. *London's links with the wider south east and beyond*
 - For London to be a less car-dependent city, and to ensure that the wider city region remains economically successful, fully inclusive public transport must not only be provided for travel within London, but should be improved for travel between London, the Wider South East and the rest of the UK. **Policy 16** of the draft strategy states that the Mayor will support improvements to public transport to enhance travel between London and the rest of the UK, and require regional and national public transport schemes to be integrated into London's public transport system wherever practical.
 - Economic growth and the provision of new housing in London and the Wider South East depend on improvements to the connectivity and capacity of the strategic transport network. **Proposal 70** of the draft strategy states that the Mayor will work with relevant stakeholders to ensure that transport investment on corridors in the Wider South East supports realisation of any associated economic and housing growth potential.
 - The Mayor supports HS2 and will work to encourage the DfT to ensure its delivery is complemented by Crossrail 2, new gateway stations at Euston and Old Oak Common and other improvements to London's transport system.

4.3. *Transport links to airports*

- Improved public transport links have a key role to play in making the best use of existing airport capacity. **Proposal 95** of the draft strategy states that the Mayor will promote the improvement of surface links to London's airports, with airport operators contributing a fair share of the funding required.
- Improvements should include: Longer trains to Gatwick and Luton airports as part of the Thameslink Programme and Brighton Main Line upgrade; upgrading the West Anglia Main Line, including four-tracking, to be followed by increasing frequencies associated with Crossrail 2; Increased frequencies on rail services to Southend airport; New automated people-mover to better connect Luton airport with the rail network.
- **Policy 20** of the draft strategy states that the Mayor opposes expansion of Heathrow airport unless it can be shown that no new noise or air quality harm would result and the benefits of future regulatory and technology improvements would be fairly shared with affected communities. Any such expansion must also demonstrate how the surface access networks will be invested in to accommodate the resultant additional demand alongside background growth.
- **Proposal 96** of the draft strategy states that the Mayor will seek a commitment from Government to fund and deliver within an appropriate timescale the extensive transport measures required to support the expansion of Heathrow. These would include a western rail link providing direct services from the Thames Valley and a southern rail link connecting to London and Surrey.

4.4. *Devolution of suburban rail services to TfL control*

- **Proposal 61** of the draft strategy states that the Mayor will continue to seek the devolution from the DfT to the Mayor/TfL of the responsibility for local stopping rail services in London in the interest of providing improved customer services more efficiently and more quickly, and to enable better integration with London's wider transport system.
- TfL's role would be restricted to selected local passenger services within the London area or slightly beyond where the geography of the railway network requires it. Passengers using longer-distance services would be unaffected in terms of fares, train stopping patterns or relative priority of services.

5. The relationship between the draft MTS and the forthcoming draft London Plan

5.1. The Mayor's Transport Strategy sets the strategic direction for transport in the Capital, and as such will be reflected in the new London Plan. The policies and standards set out in the transport chapter will be revised to reflect the Healthy Streets Approach and support the Mayor's mode share target. This includes the car and cycle parking standards.

5.2. To support Healthy Streets, higher densities will be encouraged, with more access to local shops and services to reduce the need to travel long distances. Design should ensure priority for people walking and cycling, with mixed, liveable neighbourhoods. Development should be focused where there is access to public transport, and currently underutilised land should be unlocked through the delivery of public transport schemes including: strategic rail, more modest extensions to existing lines and local schemes including efficient and reliable buses as well as trams and walking and cycling infrastructure.

ITEM 4A. WSE LOBBYING – STRATEGIC INFRASTRUCTURE

Next Steps for WSE Strategic Infrastructure Lobbying

Purpose

To provide an update on the proposed next steps for Wider South East lobbying on strategic infrastructure.

Recommendations

It is recommended that Members note the progress made thus far and

1. Approve the updated lobbying programme at Appendix A.
 2. Consider mandating officers to prepare a high level joint WSE Autumn Statement Submission to government which emphasises the importance of the 13 key schemes.
 3. Consider preparations for the October meeting between representatives of the WSE Political Steering Group and the Secretary of State for Transport, and mandate officers to action next steps.
 4. Consider the merits of exploring a possible WSE response to the Government’s planned consultation on the establishment and funding of a “Major Road” network (proposed in the Government’s new Transport Investment Strategy).
 5. Consider the recommendation that, in accordance with the WSE Communications Principles, joint letters written to central government and large statutory bodies in relation to infrastructure be accompanied by short news stories, which are promoted by regional partners amongst member councils and stakeholders.
-

1. Strategic Infrastructure

- 1.1. At the last Wider South East (WSE) Political Steering Group meeting on 31 March 2017, members from across the three regions approved a joint infrastructure lobbying programme based on the original 13 schemes that have been identified. This lobbying programme has now been updated and is attached as **Appendix A**.
- 1.2. **Recommendation: Members are asked to approve the updated lobbying programme at Appendix A.**
- 1.3. As part of this lobbying programme, it is important to ensure that the case is made collectively for the key 13 schemes in a way that gains the most traction with key decision makers. As such significant political events such as the expected launch of the National Infrastructure Commission consultation in the autumn and the Government’s Autumn Statement present opportunities for the WSE partners. Officers are currently in the process of drafting a letter to the National Infrastructure Commission, which builds on and follows up the letter to the Department for Transport. This will be presented to members for approval in the Summer.
- 1.4. The report of the London Finance Commission, published on 30 January 2017, recommended that ‘the GLA, TfL and London Councils consider developing with their counterparts in the rest of the Greater South East a strategic transport and infrastructure funding proposal for submission to the Government by the time of the 2017 Autumn Budget’.

- 1.5. **Recommendation: Members are asked to consider mandating officers to prepare a high level joint WSE Autumn Statement Submission to government which emphasises the importance of the 13 key schemes.**
- 1.6. Activities surrounding this lobbying programme were subsequently put on hold following the announcement of the snap election on 8 June. The restrictions placed on officers during the purdah period meant that it was not possible to formulate a joint response to the airports consultation. After the general election, on 7 July 2017, a letter was written to the Rt Hon Chris Grayling MP, Secretary of State for Transport (**Appendix B**). The letter introduces the WSE Political Steering Group and makes the case for the initial strategic schemes that have been identified.
- 1.7. The Secretary of State for Transport has offered representatives of the WSE Political Steering Group a 30 minute meeting in October. Officers are currently finalising the date of this meeting. In preparation for this meeting officers will brief members and organised a pre-meet with those representatives attending the meeting. It is suggested that there be two representatives per region supported by one officer per region.
- 1.8. **Recommendation: Members are asked to consider preparations for the October meeting between representatives of the WSE Political Steering Group and the Secretary of State for Transport, and mandate officers to action next steps.**
- 1.9. In terms of next steps, officers are currently in the process of drafting a series of letters to the National Infrastructure Commission, Highways England and Network Rail as previously agreed. These will be presented for approval by members during the Summer. Members will also be aware the Department for Transport (DfT) also announced its priorities and approach for future transport investment decisions: the *Transport Investment Strategy: Moving Britain Ahead*. Officers will be evaluating this policy statement by DfT with a view to informing ongoing engagement with both the DfT, NIC and wider partners. It is recommended officers consider other opportunities for WSE engagement with the Government's Transport Investment Strategy, particularly with respect to the planned consultation on the establishment and funding of a "Major Road" network.
- 1.10. **Recommendation: Members are asked to consider the merits of exploring a possible WSE response to the to the Government's planned consultation on the establishment and funding of a "Major Road" network (proposed in the Government's new Transport Investment Strategy).**
- 1.11. Going forward there is a need to think more systematically about how engagement with central government and key stakeholders is promoted through press releases and news stories. At present these are promoted on an ad hoc basis.
- 1.12. **Recommendation: In accordance with the WSE Communications Principles, it is recommended that letters written to central government and large statutory bodies in relation to infrastructure be accompanied by short news stories, which are promoted by regional partners amongst member councils and stakeholders.**

ITEM 4a APPENDIX A

WIDER SOUTH EAST STRATEGIC INFRASTRUCTURE LOBBYING PROGRAMME 2017-18

Agreed on: 31 March 2017

Update on: 13 July 2017

1. BACKGROUND / PURPOSE

- 1.2. The Wider South East (WSE) Political Steering Group (PSG) have agreed an initial list of 13 infrastructure schemes/corridors that are of strategic significance for the economic prosperity of the East of England, South East and London. Through joint lobbying, the PSG aim to draw on their collective strength to support the future economic success of the three regions and continue fostering stronger partnership working.
- 1.3. On 31 March 2017, the Wider South East (WSE) Political Steering Group agreed to promote the collective infrastructure priorities of the WSE, through the promotion of collective infrastructure priorities of the WSE and by supporting scheme/corridor specific opportunities.

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

Engaging Central Government [SUMMER 2017]

- 2.1. EELGA, SEEC, London Councils and the GLA will ensure that their local MPs are aware of and engaged in the WSE lobbying efforts throughout 2017-18.
- 2.2. The WSE PSG has written to the Secretary of State for Transport outlining the purpose of the WSE collaboration programme and highlighting the initial 13 infrastructure schemes/corridors which the PSG is supporting, and that these could help deliver Government aims including the Industrial Strategy and the delivery of new homes. Representatives from the PSG have been offered a meeting with the Secretary of State in October 2017. Officers will finalise arrangements as a matter of urgency and convene work collectively to brief members ahead of this meeting.

Engaging with National Infrastructure Commission [SUMMER 2017]

- 2.3. The WSE PSG will write to the National Infrastructure Commission outlining the purpose of the WSE collaboration programme and highlighting the initial 13 infrastructure schemes which the PSG is supporting. The letter should welcome an opportunity for further engagement with the NIC and invite the chairman of the Commission to meet with the PSG. **This letter is currently being drafted and will be finalised for member approval in Summer 2017.**

London Finance Commission Recommendation [SUMMER 2017]

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

- 2.5. Whilst a detailed funding proposal for the WSE transport schemes may not be appropriate at the current time, the WSE Political Steering Group will consider a high level joint WSE Autumn Statement Submission to government which emphasises the importance of the 13 key schemes.

Engaging Highways England and Network Rail [SUMMER 2017]

- 2.6. Representations will be made to Network Rail to make the case for the rail elements of the 13 schemes to be included in their draft route strategies, and inviting representatives from Network Rail to work with the WSE OWG.
- 2.7. The Autumn Statement in 2016 announced that the National Road Fund from 2020 would be allocated to Highways England for strategic investment. However the funds ring-fenced are likely to be higher than those required by Highways England. The Government's Transport Investment Strategy proposes that these funds are also allocated to a newly defined "Major Road" network including key strategic routes currently managed by local Highways Authorities. The WSE Political Steering Group will consider opportunities for WSE engagement with the Government's Transport Investment Strategy, particularly with respect to the planned consultation on the establishment and funding of a "Major Road" network.

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

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

3. SCHEME/CORRIDOR SPECIFIC OPPORTUNITIES 2017-18

- 3.1. Through engagement with scheme/corridor key partners, officers have reviewed each of the schemes/corridors identified and have identified more-detailed opportunities, which could help schemes progress. The importance of promoting innovative and sustainable transport solutions is recognised and will continue to be promoted amongst partners working on these schemes and central government at appropriate opportunities. A table which provides further information on these can be found below.
- 3.2. A WSE joint response to the Airport Consultation on Heathrow was considered. The deadline for this was 25 May 2017, however due to the announcement of the general election and extension of the purdah period this was not progressed.
- 3.3. In light of limited resources available, other scheme/corridor specific lobbying opportunities will be incorporated into the collective actions where possible and partners will endeavour to support the lobbying activities of the key stakeholders already leading on the promotion of the 13 schemes.

Scheme Specific Opportunities 2017-18

Scheme/Corridor	Opportunity
<p>1. East West Rail (Oxford-Cambridge/East Anglia) and new Oxford-Cambridge Expressway road link</p>	<p>Partners have advised that it would be helpful if the WSE could ensure that the Central and Eastern sections are included in any lobbying effort on the Western Section and within the WSE transport lobbying more broadly. Specific opportunities relate to:</p> <ul style="list-style-type: none"> • The second round of consultation for the East West Rail Western Section Phase 2 will be rescheduled after the general election. Further consultations on Eastern and Central sections will follow. WSE could respond to the consultation and encourage councils/partners to engage with the consultation. • Atkins Consultants have been instructed to prepare a Conditional Output Statement (COS) regarding the potential enhancements to the existing rail links between Cambridge, Norwich and Ipswich. This report is expected in the Summer, after which there will be a need for lobbying of government and DfT in particular for new control period funding and to announce current findings from Network Rail's investigation work. The WSE could issue a supportive letter to Network Rail [INCLUDE IN CORRESPONDENCE WITH NETWORK RAIL]. • Annual Stakeholder event (September/October 2017). WSE PSG representatives to attend if possible. <p>With respect to the Express Way - Partnership working on Stage 1 options are underway. This needs to be monitored for possible actions needed.</p>
<p>2. North Downs Rail Link (Gatwick-Reading) inc extension to Oxford (linking to E-W Rail)</p>	<p>North Downs rail line improvements: There is a need for high-level lobbying for a holistic approach to the scheme and to ensure GWR (operator) progresses actions to deliver current franchise commitment to increase from 2 trains per hour (tph) to 3 tph.</p> <p>Didcot-Oxford rail link electrification/capacity enhancement: It may be helpful to lobby Government/Network Rail on the specific works/funding required for scheme. This can be captured in the wider WSE PSG lobbying activities in 2017.</p>
<p>3. A27/M27/A259 and rail corridor (Dover-Southampton)</p>	<p>With respect to the Highways Improvements, there is a need to support the proposed improvements and case for more strategic, holistic approach.</p> <p>With respect to the rail upgrades, it is suggested that the WSE PSG support DfT in getting approval for enhanced rail corridor service provision at the start of process for new GTR Southern franchise (2021 onwards).</p>
<p>4. West Anglia Mainline and Crossrail 2 North</p>	<ul style="list-style-type: none"> • West Anglia Task Force and London Stansted Cambridge Corridor (LSCC) are leading on the West Anglia Mainline and would like support with general campaigning for the corridor throughout 2017-18, including evidence of development unlocked to expedite delivery. • There is a lobbying plan underway for local authorities outside London to show their support for Crossrail 2 as it goes through DfT – Strategic Business Case now submitted, but awaiting a response. The Lee Valley OAPF will be published for consultation Summer 17. It will set out scale of growth including indication of growth in Broxbourne. The WSE PSG could raise awareness of these proposals with Government, as they show the scale of growth that could be unlocked through this scheme.

	<ul style="list-style-type: none"> • The WSE PSG can support Essex CC to lobby for four tracking ahead of Crossrail 2, by highlighting this particular need in its wider lobbying activities. • The LSCC will be engaging businesses to make the case for investment in the West Anglia Corridor in 2017. • The East of England LGA is leading discussions with the LSCC and West Anglia Task Force, and will support their activities throughout the coming year. The East of England SSPOLG is already engaging with LSCC at officer and member level. • Crossrail 2 has initiated liaison with planning and transport authorities to discuss more detailed delivery issues.
<p>5. Great Eastern Mainline (London – Ipswich – Norwich)</p>	<p>Work being led by GEML Taskforce.</p> <p>The Anglia Route Study identifies the following projects as being essential for the delivery of more and faster trains in line with the case made by the GEML Taskforce to deliver £4bn economic benefits;</p> <ol style="list-style-type: none"> 1. Improvements at London Liverpool Street station including more passenger space and additional platforms – campaign for funding and delivery in the short term; 2. Improvements to signalling to allow more trains to run between Chelmsford and Stratford (through Digital Railway) – campaign for commitment to development of the technology; 3. Passing loop north of Witham– campaign for funding and delivery in the short term; 4. Doubling of Trowse Swing Bridge– campaign for funding and delivery in the short term; <p>This list of projects should be treated as an interdependent investment package to be delivered over the short and medium term that together enable the increased performance and capacity of the £1.4bn operator investment in the new train fleet to be realised from 2019.</p> <p>In addition to these projects improvements to Hughley Junction are needed to ensure the effective operation of this intersection of the GEML and F2N routes, and other projects such as Beaulieu Park station are needed to respond to large scale local growth. Network Rail has stated that the Bow Junction Improvements project deferred from CP5 is timetabled for delivery in the short term.</p> <p>The East of England is leading on this for the WSE and will support the work of the Taskforce, NALEP and SELEP where appropriate. Newly appointed Greater Anglia Franchise supports investment.</p> <p>The Highways England consultation on the first phase of the A12 Expressway project (Chelmsford to Marks Tey) has now closed with HE expected to identify its preferred option in the late summer with delivery expected to commence in 2020/21. It is important that EELGA works with local partners to maintain momentum behind the delivery of this project and ensures that HE also carries out early development work in support of the 2 remaining phases; Marks Tey to Colchester and M25 to Chelmsford for delivery during the RIS 2 period (2021-26) . DfT has announced plans to carry out initial consultation on the Marks Tey to Colchester and M25 to Chelmsford sections. The A12 Expressway is likely to cost more than the initial funding allocation available to Highways England At this stage, these concerns can be picked up under the wider lobbying activities of the WSE PSG. [INCLUDE IN WSE CORRESPONDENCE WITH HIGHWAYS ENGLAND IN SUMMER 2017]</p> <p>Essex leading on liaison with highways England to ensure</p> <ul style="list-style-type: none"> • Integration of A12 Chelmsford to Marks Tey preferred route and the Colchester Northern Bypass feasibility work with the emerging solutions for the A120

	<ul style="list-style-type: none"> • Integration of the A12 M25 to Chelmsford with the proposals for the RIS1 scheme at M25 J28 • Examines how the A12 is likely to be affected by the LTX Preferred Route Announcement in a way which enables the A12 to cope with any likely rerouting which may occur including junctions which would need a revised design approach as a result of the LTX scheme
6. Thames Gateway Essex: C2C and Crossrail 2 – Eastern Branch (London – South Essex / London Gateway Port)	<p>East London Authorities leading lobbying for CR2 Eastern branch with support from Essex County Council. Key issue is to ensure passive provision for an Eastern Branch is included within the strategic business case and emerging detailed design work for the Core CR2 project. A letter is being prepared from all stakeholders to be sent to local MPs, the Secretary for State, Chair of the Transport Select Committee, and TfL.</p> <p>There are high level discussions ongoing with TFL to understand the plans outside of London. Once progress is made on these discussions, lobbying opportunities can be identified towards the end of 2017.</p> <p>Consideration also needs to be given to the provision of improved rail freight capacity to the Thames Ports. Lobbying for short term requirements identified within the Network Rail Freight Network Study (published April 2017) is being led by the ports and Opportunity South Essex but longer term solutions will require integration into a wider case for passenger and freight capacity investment.</p>
7. Thames Gateway Kent: Crossrail 1 extension East and HS1 route (London – North Kent – Channel Tunnel)	<p>There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery and continue lobbying Government to fund the Business Case for the Crossrail extension to Ebbsfleet, to enable growth at Ebbsfleet Garden City and wider Thames Estuary. (Strategic Outline Business Case to be submitted to Treasury for Autumn 2017 budget by C2G (Crossrail towards Gravesend) Working Group).</p>
8. Thames Gateway Essex-Kent: Lower Thames Crossing	<p>There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery.</p> <p>Route announcement was made in March 2017 following the preferred route identified in consultation.</p> <p>There is also a broader need to lobby government for environmental mitigation, delivery of scheme to 2025 timetable, confirmation of funding and commitment to delivering necessary supporting infrastructure – for example the completion of A2 dualling to Dover, A2/M2 junction (J7) upgrade and improved A229/A249 links between M2 (J3 & J5) and M20 (J5 & J7) south of the river and the A127/A130 Fairglen Junction, A12 / A130 Howe Green Junction, M25 J30 (A13) long term options, M25 J28 (A12). The Submission made to Thames Estuary Growth Commission, Bexley Growth Strategy and OAPF is due to be published for consultation in Autumn 2017. The WSE PSG could raise awareness of this work towards identifying the scale of growth that could be unlocked through the scheme.</p>
9. Brighton Mainline (London-Gatwick-Brighton)	<p>The WSE PSG can support the case for the Brighton mainline upgrade with Network Rail and with TfL, lobby Government to prioritise reconstruction of junctions around the Selhurst triangle and building additional platforms at East Croydon. There is a need for Government approval for Control Period 6 (construction potentially in CP7). The Coast to Capital LEP and local authorities around Croydon are supportive.</p>

<p>10. South West Mainline and Crossrail 2 South West (London-Surrey / southern rail access to Heathrow)</p>	<p>Crossrail 2: There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery. It would be helpful to write to Ministers to ask for quicker action on next stage consultation so the public can have say on proposals and avoid delays/ lack of public engagement in the project.</p> <p>There is a lobbying plan underway for local authorities outside London to show their support for Crossrail 2 as it goes through DfT - Business Case now submitted. Relevant Local Plans to identify potential development opportunities to be unlocked by the scheme, and Kingston and Wimbledon to be identified as new Opportunity Areas in new London Plan. The WSE PGS could raise awareness of this work towards identifying the scale of growth that could be unlocked through Crossrail 2.</p> <p>South West mainline improvements/Woking grade (track levels) separation: There is a need for continued lobbying for the scheme to be included in Control Period 6, to ensure Woking can continue to act as a transport hub for developments such as southern rail access to Heathrow.</p> <p>Southern Rail Access to Heathrow (SRAtH): It would be valuable for the WSE PSG to write to DfT asking it to commission a GRIP1-2 review by Network Rail. An initial study has identified there is a market for the project and high returns on investment with existing 2 runway configuration so a swift commitment is needed to the next step to test the feasibility of detailed options.</p>
<p>11. Great Western Mainline (London-Reading / Western Rail Access to Heathrow)</p>	<p>It would be valuable for the WSE PSG to write to Government with regards the delays announced in November 2016.</p>
<p>12. Midlands and West Coast Mainline (London – Luton – Bedford / Milton Keynes)</p>	<p>The key needs identified are to support:</p> <ul style="list-style-type: none"> • Delivery of Midland Mainline Improvement Programme (electrification) • Access improvements to Luton Airport • M1/M25 - A414 Breakspear Way Signalisation, A41 Resilience <p>However, further information is required. Officers will engage with relevant partners and provide a further update on this corridor. [EE SSPOLG TO DO]</p>
<p>13. Felixstowe to Nuneaton rail improvements & A14 road improvements (Felixstowe-Midlands)</p>	<ul style="list-style-type: none"> • Network Rail's five-year spending plan for Control Period 6 (C) has not yet been approved by the DfT, with representations currently being made to determine expenditure from 2019 to 2024. Pushing for the schemes within the Felixstowe to Midlands route to be prioritised for CP6 as possible is a priority, so that they do not slip into CP7 and beyond. Haughley Junction has been costed out and is in the running for CP6. This needs to be mentioned in any representations to Network Rail and Government. • A business case needs to be made for the Ely Junction in particular and the task force have to find the funding for this ahead of growth deal three. The Greater Cambridgeshire and Peterborough LEP has said upgrading the Ely Area is their top priority and are working closely with New Anglia LEP and South East LEP to lobby for the investment.

ITEM 4a APPENDIX B



GREATER LONDON AUTHORITY

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

Please ask **Cinar Altun**
for:
Direct dial: **01284 758 321**
E-Mail: cinar.altun@eelga.gov.uk
Date: **7 July 2017**

Request for meeting: Developing transport infrastructure for economic growth in the Wider South East

Dear Secretary of State for Transport,

We, the Wider South East (WSE) Political Steering Group, are an all-tier executive partnership with geographical and cross party political representation from across the WSE. Our aim is to work collectively to tackle the priority issues in common between our three regions, and we would like to meet you to discuss key transport investments needed.

As we approach Brexit, it is vital that transport investment helps maintain and grow the global competitiveness of the UK's economic heartlands in London, South East and East of England. None of us can risk a decline in productivity, profitability or employment in these areas that provide the UK's only net contributions to Treasury. At all costs, we must avoid damaging these economies – that underpin Government's public spending – by failing to invest in essential transport infrastructure.

We are therefore writing to ask for your commitment to invest in a number of strategic infrastructure priorities we have collaboratively identified. We would welcome the opportunity to meet you to discuss how we can work together to ensure that these schemes of pan-regional significance are delivered in the interests of our regions and the UK as a whole.

We are keen on exploring ways of collaborating with Government to ensure smooth progress on developing our road and public transport infrastructure further. The East, London and the South East are vibrant economic centres, together delivering 54% of England's economic output – some £773bn (GVA 2015). Together, our 159 councils are home to over 24 million people, 44% of England's population. However, we see further opportunities for economic and housing growth which are currently hampered by our overstretched transportation network.

Through the WSE Political Steering Group, and alongside local partners, our aim is to be a collective and constructive partner in helping Government to develop and deliver infrastructure policy that can secure sustainable and balanced economic growth for our regions and the country as a whole.

Over the past two years we have been working across London, South East and East of England to bring together our collective economic strength to make progress on the most pressing issues hindering growth within our regions.

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

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

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

Both road and public transport infrastructure across the Wider South East have increasingly been under strain with greater numbers of people commuting longer distances for work and the regional population as well as the regional economy expanding. A range of local, strategic and national partners are involved in promoting or progressing these schemes. The 13 schemes within the three regions have been highlighted in recognition of the positive impact they will have in terms of meeting local growth needs as well as easing pressure from London which is facing unprecedented demands on its transport infrastructure.

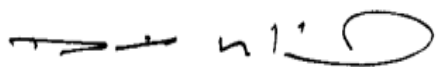
The schemes include Crossrail 2, which is widely recognised as a regional scheme with national importance. We ask for Government progress on this scheme, which would simultaneously increase transport capacity, national connectivity and accessibility, while reducing crowding and cutting journey times across a 160-mile corridor from Portsmouth and Cambridge. It will provide a £150bn boost to the UK's economy, unlock 200,000 new homes and create 200,000 new jobs, with 60,000 additional supply-chain jobs across the UK. It also underpins the Government's industrial

strategy and will support skills and apprenticeships. Early four-tracking of the currently bottle-necked section of the West Anglia Mainline Railway ahead of Crossrail 2 delivery would benefit the affected areas and allow them to prepare for the early delivery of growth.

The Wider South East collaboration effort harnesses the collective strength of our area which is already economically vibrant and which can become even more so, with the help of the Government. Within our regions partners are already talking to key infrastructure delivery partners, such as Network Rail, Highways England and utility providers in order to make sure that our regions are ripe for investment and can deliver on the economic advantages promised. Investment in key infrastructure will no doubt unlock housing sites across our three regions, and we welcome the prospectus for the Housing Infrastructure Fund, which we hope will direct funding to support the opportunities we see across the Wider South East. Authorities in the WSE, based on delivery and the value that development brings to the country, will be presenting a strong case for investment.

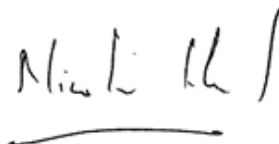
We would welcome your support to boost the efforts of our councils and private sector partners who are working hard to take practical steps to progress and deliver these schemes and associated economic and housing growth, enabled by infrastructure expansion. In order to achieve this, we would welcome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

Yours sincerely



Clr David Finch

Chairman of the East of England Infrastructure & Growth Group
Malling
and Leader of Essex County Council



Clr Nicolas Heslop

Chairman of South East England Councils
and Leader of Tonbridge &
Borough Council



Jules Pipe

Deputy Mayor for Planning, Regeneration
City
& Skills, Greater London Authority

Dagenham



Clr Daren Rodwell

London Councils Portfolio Holder for
Development and Leader of London
Borough of Barking &

CC: The Rt Hon Philip Hammond MP, Chancellor of the Exchequer

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

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

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

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

PAGE INTENTIONALLY BLANK

ITEM 4B. WSE JOINT LOBBYING – HOUSING BARRIERS

WSE Joint Lobbying – Housing – Update and next steps

Recommendation

Members are asked to:

- i) Note the letter sent to the new Housing Minister and the invitation to meet (**APPENDIX A**)
 - ii) Agree that 2 members from each area should attend the meeting requested with the Minister.
-

- 1.1 Following the recent General Election, Alok Sharma (Cons, MP for Reading West) was appointed Minister of State for the Department for Communities and Local Government. He takes on the Housing Minister responsibilities from Gavin Barwell, who lost his Croydon seat in the election.
- 1.2 Wider South East (WSE) members met with the previous Minister in January, and [briefed him](#) on a range of issues to tackle the problem of a growing number of unimplemented housing permissions in the WSE. Proposed actions included more powers to encourage quicker/timely development, and options to help solve funding problems for infrastructure and affordable housing. A joint [WSE response](#) to the Government’s Housing White Paper consultation reiterated these issues and potential solutions. It also highlighted the importance of careful transition to new arrangements, to ensure current progress on housing delivery and plan making is not delayed by changes.
- 1.3 The attached letter [ATTACH WHEN APPROVED] has recently been sent to the new Minister to highlight key WSE issues and help members begin to establish a relationship with him. It asks for a meeting to discuss progressing related White Paper actions following the Queen’s Speech. The Queen’s Speech contained no specific legislation to take the Housing White Paper forward, but there is expectation that key aspects will be taken forward through non-legislative actions. However clarity is needed from Government on this.
- 1.4 Members are asked to note the letter, and the invitation to meet the Minister. Members are also asked to agree that – as with the previous Ministerial meeting, to keep the meeting a manageable size – 2 members (plus 1 officer) from each area should attend the requested meeting.

PAGE INTENTIONALLY BLANK

ITEM 4B. APPENDIX B. LETTER TO ALOK SHARMA MP



Correspondence address:
South East England Councils
Room 215 County Hall
Penrhyn Road
Kingston
Surrey
KT1 2DN

GREATER LONDON AUTHORITY

t: 020 8541 8740

e: nickwoolfenden@secouncils.gov.uk

Alok Sharma MP
Minister of State for the Department for Communities and Local Government
2 Marsham Street
London, SW1P 4DF

13 July 2017

Dear Minister

Request for meeting: Tackling London, East and South East housing delivery barriers

Congratulations on your appointment. We write on behalf of the Wider South East Political Steering Group – a cross-party partnership of all tiers of council across the South East and East of England, London boroughs and the Mayor of London. We are home to 24.2m people, some 44% of England's population. We are keen to meet with you to discuss how together with Government we can tackle long-standing barriers to housing delivery, and progress the Housing White Paper's aims to deliver more market and affordable homes more quickly. We are also keen to understand how you plan to take forward White Paper proposals in light of the Queen's Speech.

Together London, the South East and East of England play a vital part in meeting the housing needs of the country's growing population and driving the nation's economy – delivering 87,000 homes in 2015-16 (46% of England's total) and £773bn GVA (54% of England's total). **However, we face ongoing barriers to delivering the full scale of homes we all need built, with a growing number of unimplemented planning permissions, estimated at 510,000+ across London, East and South East. These hold back our collective growth ambitions, and can restrict people's access to the affordable or market housing they need.**

As cross-party cross-tier representatives we met with the previous Housing Minister Gavin Barwell on 19 January 2017. We discussed our growth aspirations, constraints on delivery, latest Government thinking and started to explore how we can work better together on changes to improve housing delivery. We want to work with you to make progress on these issues, but need to understand the new Government's approach and any changes following the general election, Queen's Speech and White Paper consultation.

Unimplemented permissions – a shared problem

A key shared concern is how to accelerate and unlock housing development on the large and growing number of unimplemented housing permissions across our areas. Our letter¹ sent to the previous minister included information and data on the scale of unimplemented permissions and key policy proposals for the White Paper on speeding up delivery of housing and associated infrastructure and utilities.

¹ https://www.london.gov.uk/sites/default/files/unlocking_unimplemented_housing_capacity_-_2nd_joint_letter_to_secretary_of_state.pdf

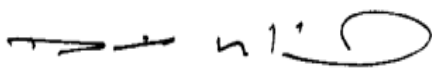
Solving the housing crisis will require developers, councils, housing associations, land agents and infrastructure providers to co-operate and deliver the homes we all need. We welcomed acknowledgement in the White Paper of the complex range of issues constraining delivery of the large number of unimplemented housing permissions (estimated at 510,000+ across London, East and South East). However, whilst welcome, measures outlined in the White Paper alone will not give councils the means to ensure the step change in housing delivery that we all want to see. In particular the three areas below are fundamental to sustainable increases in housing supply:

- Industry delivery – speed, capacity and approach: We are pleased that Government has recognised the problem of unimplemented planning permissions and build-out times. We welcome White Paper proposals for some modest tools to help councils tackle slow delivery via development schedules/review mechanisms, and increasing construction skills. *However, further action is still needed to deliver the White Paper’s aims of increasing housing supply – especially if the new ‘delivery duty’ on councils is to be introduced. Ministers have also been clear that delivery of local plans is a priority, so transition and implications for plan making are also important.*
- Affordable housing: We welcome several White Paper actions to support building affordable homes to rent and buy, especially recognition of the need for more rented homes, for which few issues around absorption rates would apply. *However, further action is needed to free-up finances to build affordable homes at scale, for example through relaxing Housing Revenue Account borrowing, increasing flexibilities around the use of Right to Buy receipts, and progressing housing deals as proposed in the White Paper.*
- Infrastructure: We welcome recognition of the importance of infrastructure in unlocking housing growth, including utilities, and some funding opportunities - including the new Housing Infrastructure Fund. *However the scale of challenge of improving and maintaining infrastructure requires more funding opportunities than are currently on offer, and we would be pleased to discuss ways this could be addressed. Additionally, a strategic approach is needed from the construction industry/utilities and regulators to allow for timely funding and delivery of large scale infrastructure to unlock development.*

We are also keen to discuss how local government can help with transition to new housing needs assessments, the application of increased planning fees, and ensuring accurate national assessment of the scale of unimplemented permissions.

We would be pleased to discuss our specific suggestions to help deliver homes more quickly, and ask to meet at the earliest opportunity to shape the way ahead.

Yours sincerely



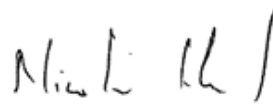
Cllr David Finch

Chairman of the East of England Infrastructure & Growth Group
and Leader of Essex County Council



Jules Pipe

Deputy Mayor for Planning, Regeneration & Skills, Greater London Authority



Cllr Nicolas Heslop

Chairman of South East England Councils
and Leader of Tonbridge & Malling
Borough Council



Cllr Daren Rodwell

London Councils Portfolio Holder for City
Development and Leader of London
Borough of Barking & Dagenham

ITEM 5. DEMOGRAPHICS UPDATE

LSE Migration Research Review

Recommendation

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

- 1.1. Following WSE discussions through the Officer Working Group, such as on 9 November 2016, the East of England Local Government Association undertook and invited tenders to undertake a review of migration research and appointed a team of academic experts, led by the London School of Economics (LSE) at the end of March 2017. Professor Ian Gordon is leading the academic team, which includes: Professor Tony Champion and Professor Christine Whitehead.
- 1.2. The purpose of the project is to:
 - Develop a better understanding of the dynamics of migration as a key element of population change for the Wider South East as a whole and particularly for the distribution of growth within it.
 - To clearly explain how market and economic factors, as well as social and policy-driven aspects influence the dynamics and why these are relevant.
 - To make a significant contribution to development of a shared understanding of the processes and issues involved among planning authorities across the Wider South East (WSE), particularly in relation to collaborative discussion of the current full review of the Mayor's London Plan.
- 1.3. The tender was separated into blocks and the LSE is currently finalising the first group of blocks, which covers:
 - How changes to the economic role of London and the Wider South East can be seen in demographic characteristics of the component areas;
 - How changing employment and labour market characteristics have influenced population change;
 - Characteristics and Patterns of International Migration within the Wider South East, and
 - The direct and indirect patterns of national migration particularly arising from London
- 1.4. Professor Gordon presented an initial set of findings at the East of England Demographic Workshop in May 2017. Attached as **Appendix A** are illustrative slides from the initial findings. The headlines from this presentation are:
 - The patterns of migration extend beyond the WSE boundary;
 - Three main migration currents: International, North-South & Deconcentration with WSE, and
 - Deconcentration has largest scale, affected by macro- demand cycles and displacement effects of international inflows, but no evident trend.
- 1.5. Currently, the draft of the final report is expected to be made available to WSE officers in mid-September. The results were due to be presented to the Political Steering Group on 29 September, but have been delayed. A final report is expected to be published in October 2017.

PAGE INTENTIONALLY BLANK

East of England LGA Demographic Research:

Providing a state of the art evidence and research review on migration influences in the Wider South East, for local authorities in the East of England

Summary Report on Progress

3rd April – 16th June 2017

LSE London and LSE Enterprise

(contact I.R.Gordon@lse.ac.uk)



Illustrative Slides



A Sketch of the 5 Migrational Rings

(in and beyond the WSE) used in the Analyses



The Roles of Domestic and International Migration within Total Population Change 2001-15

Table 0.1 Components of Change by Region and Ring : annual rates relative to population

	Births	Deaths	Net UK Migration	Net Overseas Migration	Total Change
LONDON	1.7%	0.7%	-1.0%	1.3%	1.3%
OMA	2.3%	1.5%	0.1%	0.5%	1.4%
RoWSE	1.2%	1.0%	0.4%	0.3%	0.9%
Tight Fringe	1.2%	1.0%	0.3%	0.3%	0.8%
WSE	1.6%	1.0%	-0.2%	0.7%	1.2%
Still Wider SE	1.5%	1.0%	0.0%	0.6%	1.1%
RUK	1.2%	1.0%	0.0%	0.3%	0.5%
UK	1.3%	1.0%	0.0%	0.4%	0.8%

Source: ONS. Note: the definition of areas other than London, the WSE and UK is explained in section 0.3 (below)

Migration flows (in 000s) between the “Rings” 2001-2015 (Annual Average)



FROM \ TO	London	Outer Met. Area	Rest of WSE	Fringe Outside WSE	Periphery (Rest of UK)
London	-	101	63	26	71
Outer Met. Area	52	-	80	24	55
Rest of WSE	45	55	-	43	77
Fringe Outside WSE	23	17	37	-	103
Periphery (Rest of UK)	72	43	70	107	-
Net Domestic migration	-69	+5	+30	+20	+14
International	94	16	22	22	82

Source: ONS Mid Year Estimates



Fluctuating patterns of net domestic migration in each Ring 2001-15

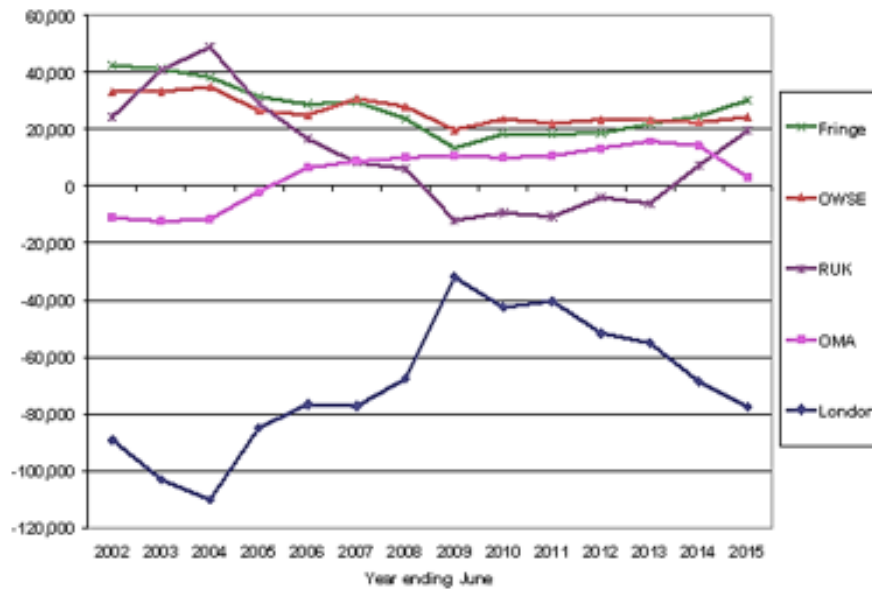


Figure 4.1 Net within-UK migration, 2001-2015, for the five zones of the UK

Age Group Differences in the Annual Patterns of London Net Domestic Migration between 2001 and 2015

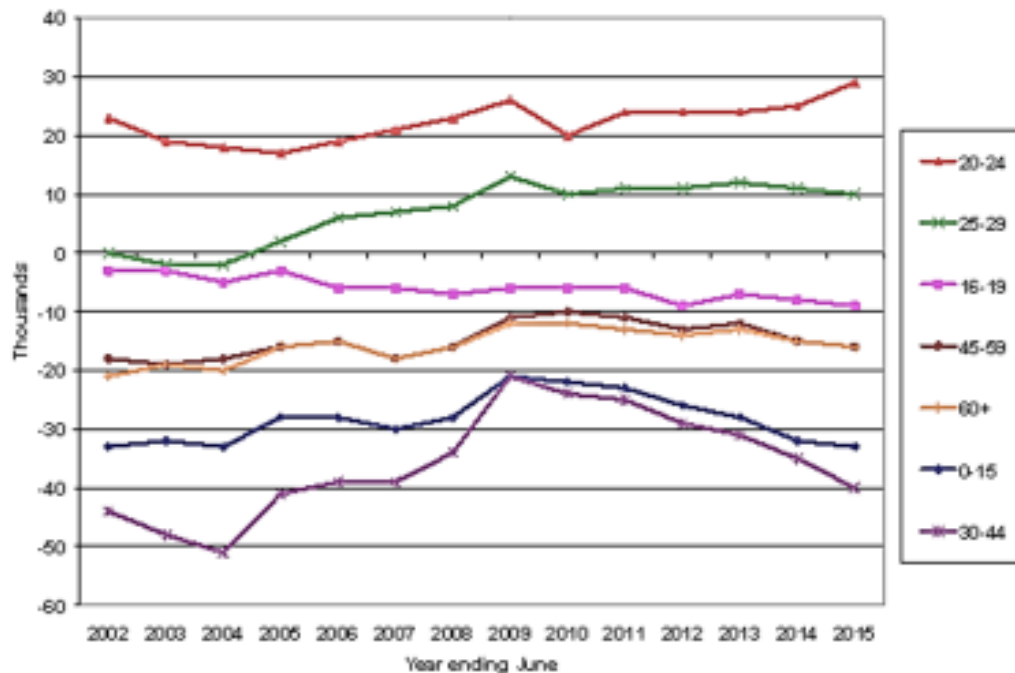
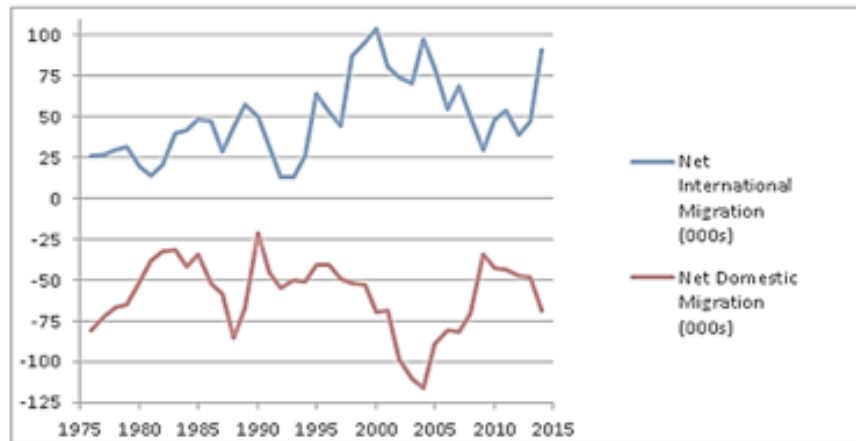


Figure 4.6 Net within-UK inflow to London, by age group

The Mirror Image Relation between London's Domestic and International Migration Balances 1976-2015

Figure 3.2

Net Domestic and International Migration Balances for Greater London (in 000s) 1976-2014



Source: ONS: Annual estimates. Notes: 1. The international data splice together comprehensive LTIM estimates for years from 2000 and earlier IPS series based solely on the International Passenger Survey (excluding asylum seekers, visitor switchers etc.); 2. The domestic series are mid-year based, while the international series relate to calendar years.

ITEM 6 – PREPARING FOR WIDER SOUTH EAST SUMMIT

Preparing for the Wider South East Summit Revised Date and Proposed Focus/Format

Recommendations:

- Consider the proposal that this year's Summit be rescheduled from November 2017 to early 2018, to ensure it coincides with the Mayor's consultation on the London Plan.
- Consider and agree principles for the Summit focus and format, to steer officers in putting arrangements in place.
- Agree 'hold the date' details be sent to invitees as soon as the date is confirmed.

1. Summit – new date and key focus

- 1.1 This year's Wider South East (WSE) Summit was scheduled to take place on 24 November 2017, 2-4pm in conference rooms at City Hall London. The Summit was planned to coincide with the anticipated public consultation period for the Mayor's *full* draft of the London Plan, giving members the opportunity to raise issues directly with the Mayor's team. However the GLA has recently indicated that rescheduling to early 2018 will provide more certainty of it coinciding with consultation.
- 1.2 Therefore, **PSG are asked to confirm that the draft London Plan should be the key focus for Summit discussions, and that the Summit date be urgently rearranged to early 2018.**
- 1.3 The Mayor and Deputy Mayor will be approached to attend given the significance of the discussions. The Summit will also be an opportunity to feedback on progress made this year on key WSE influencing work including housing and transport, and to plan ahead for the focus of 2018's work. The detailed Summit agenda and questions for discussions will be jointly prepared by London, East and South East.

2. Format

- 2.1 Following positive feedback from last year's Summit, it is **proposed that an interactive/roundtable discussion format be used again for this Summit.** This will give members the opportunity to consider issues, raise headline feedback on the day itself, and more-detailed views from table discussions can be collated to share after the event. Summit notes/discussions will also feed into individual partners' (eg. SEEC, East of England LGA, London Councils) own written responses to the consultation. **Independent consultant Phil Swan (from 'Shared Intelligence') has facilitated previous Summits, and subject to PSG views he will be approached again** to help member discussions on the day itself.
- 2.2 Invites will be sent to leaders of all councils across London, East and South East, as well as LEP chairs and key council officers. A limited number of key stakeholders such as any relevant combined authority mayors in the WSE will also be invited, subject to venue capacity. Some council leaders have already asked for more information about the Summit, so **subject to agreement on key issues above, officers will send out 'hold the date' details to Summit invitees as soon as the new date is agreed.**
