Wider South East Officer Working Group
Tuesday 5 Sept 2017, 14.00 – 16.00
Committee Room 5, City Hall, London
Agenda

1(14.00) Welcome and Apologies

2(14.05) Notes of 19 June Officer Working Group meeting

Draft notes for agreement (Chair – London - tbc) – paper to follow

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

- Regional Employment Projections (Mike Hope, GLA Economics) – paper to follow
- Scope of emerging draft London Housing Strategy (Dominic Curran, GLA Housing) – verbal introduction
- London Plan and potential willing partners for growth (Jorn Peters, GLA Planning) – paper to follow

4(14.55) Strategic Infrastructure Improvements

- Member meeting with Transport Minister – preparation and key messages – and other joint initiatives (Cinar Altun, EELGA) – paper to follow
- Mayor's Transport Strategy https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/the-mayors-transport-strategy – further feedback

5(15.25) Tackling Barriers to Housing Delivery

- Update on letter to Housing Minister (Nick Woolfenden, SEEC) – paper attached

6(15.35) Annual Summit

- Preparation/focus/format of next Summit on 26 Jan 2018 (Nick Woolfenden, SEEC) – paper attached

7(15.50) AOB

Date of Next Meeting

8 December 2017 – 14:30, City Hall, Committee Room 1

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

Item 2 **DRAFT NOTES OF THE WIDER SOUTH EAST OFFICER WORKING GROUP**
19 June 2017 at 14:00 – 16:00 at City Hall, London

Present:

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

Peter Drake, Hampshire County Council
Tom Marchant, Kent County Council
Alison Bailey, South Bucks District Council
Sue Janota, Surrey County Council
Bryan Little, West Berkshire District Council
Chris Kenneford, Oxfordshire County Council
Michael Clarkson, Dartford Borough Council
Nick Woolfenden, South East England Councils

Viv Evans, Royal Borough of Kingston
Jennifer Sibley, London Councils
Jennifer Peters, Greater London Authority, Planning
Jorn Peters, Greater London Authority, Planning
Josephine Vos, Transport for London

James Gleeson, Greater London Authority, Housing & Land
Wil Tonkiss, Greater London Authority, Demography
Archie Onslow, London Waste Planning Forum
Ian Blake, South East Waste Planning Advisory Group

1. Welcome and Apologies

1.1. Richard Hatter chaired the meeting. He welcomed colleagues and Jorn Peters listed apologies from absent colleagues.

2. Notes of the 21 Feb Meeting

2.1. The draft notes of the previous meeting (circulated previously) held on 21 Feb 2017 were considered accurate and approved.

2.2. SEEC Communications representatives were confirmed as Heather Bolton and Nick Woolfenden.

3. London Plan Review and Common Understanding of Evidence

Strategic Housing Market Assessment (SHMA) Methodology

3.1. The item was presented by James Gleeson (paper had been circulated previously). The SHMA will be published alongside the SHLAA and the draft London Plan before the end of the year. However, early findings can potentially be shared earlier. SHMA is different to outside London in terms of demographic data (GLA demographic projections) and approach to backlog (no equivalent data available outside London). Para 19 should read 'occupancy rates have increased' not fallen.

ACTION: GLA to share SHMA guidance checklist of 2013 SHMA report.
[Post meeting note: See pages 8 -9 of following link: Strategic Housing Market Assessment 2013Please note the guidance has changed since.]

Demography Model Release

3.2. The item was introduced by Wil Tonkiss (draft explanatory note had been circulated previously). He does not expect any significant changes from the 2016 mid-year estimates that are due to be published shortly.

3.3. The use of the 10-year average of past migration data is consistent with majority of many technical experts. The status of the projections should be clarified – expected to be taken into account, but outside London ONS projections represent starting point.

ACTION: GLA to refine draft explanatory note accordingly.

LSE Migration Review

3.4. The item was presented by James Cutting (paper had been circulated previously). An early report will be shared initially with East of England officers.

ACTION: EELGA to share early report with WSE Officer Working Group.

Update on draft WSE policies

3.5. The item was introduced by Jorn Peters. The following key points were made:

- Willing partners concept currently appropriate (it's not about allocating growth), but committed small number of partners should as far as possible be identified in the Plan (supporting text), and a formal 'call for willing growth partners' reiterated;
- More certainty about London's housing supply and potential growth locations is required, as developers outside London use the potential housing gap in London in Sec 78 land supply appeals against districts;
- Evidence behind identified infrastructure priorities should be explained, and the difference between infrastructure corridors (focusing on meeting existing demand) and growth corridors (unlocking additional growth) should be acknowledged;
- Crossrail 2 should be referenced in WSE policies given its potential significant influence beyond London's boundaries;
- A strategic Green Belt review should be considered.

ACTION: GLA to provide paper for Political Steering Group to discuss the policies and a list of potential willing partners they are talking to..

4. Strategic Waste Management

4.1. The item was presented by Archie Onslow. The collaboration of the Technical Advisory Bodies (TABs) on waste was welcome. The WSE collaboration can complement the specific technical work of the regional TABs in terms of its political dimension as well as consistent data and activities across boundaries and different technical issues.

4.2. South East and East of England to undertake research on landfill sites, which will inform the London Plan. While export of waste from London is going down, still important to monitor its scale.

5. Strategic Infrastructure Improvements

5.1. The item was introduced by Cinar Altun (papers had been circulated previously). This also included a draft letter to Department of Transport about prioritised infrastructure schemes/corridors and the strategic infrastructure lobbing programme.

ACTIONS: Arrange sign-off and submission of the letter by SEEC, EELGA, London Councils and GLA Lead members for submission by early July.
[Post-meeting note: Letter submitted on 7 July]

6. Barriers to Housing Delivery

6.1. The item was verbally introduced by Nick Woolfenden. Government had announced Alok Sharma, MP for Reading West, as the new Housing and Planning minister.

ACTION: SEEC to prepare follow-up letter to new Minister reinforcing our shared concerns.
[Post-meeting note: Letter submitted on 13 July]

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WSE OWG 5 SEPTEMBER 2017 -
ITEM 3: WIDER SOUTH EAST EMPLOYMENT PROJECTIONS

Recommendation
Officers are asked to
i) Note this technical report
ii) Identify experts to provide feedback on the assumptions for their region and therefore to improve the projections - preferably through a to-be-agreed follow up meeting

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1. Purpose

1.1 GLA Economics has produced provisional employment projections for East and South East regions, and their sectors. They follow the same methodology as for the London Labour Market Projections 2017, which is well established. GLA Economics has less expertise in the structure of the economies of the East and South East regions, and for this reason is seeking validation for the assumptions used to implement the methodology. The last section of this paper reports results. Until assumptions have been validated, the projections remain in draft. Once agreed, GLA Economics will publish the associated projections.

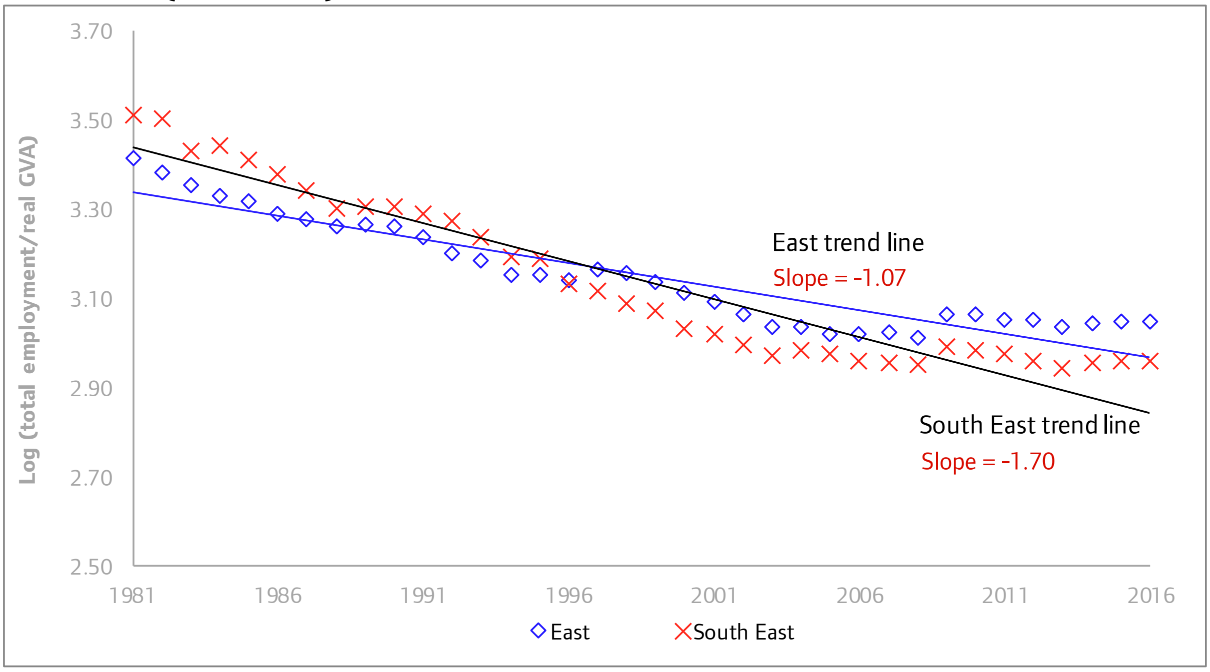
2. Background to projections

2.1 The projections use a trend methodology, and make judgements to project forward historic productivity trends. They assume that the productivity history includes the effects of everything that has driven it. In other words, to get to its current level, employment has been impacted by economic growth, population, migration, changes in sectoral growth, technology, working practices and so on. The relationship between all these drivers and employment is implicit in the historic employment data.

2.2 Although, as many other forecasters do, it is possible to look at each of these drivers individually to assess their impact and model them individually, there are likely to be so many drivers that attempting to model them would only partially explain the history. This approach may be reasonable when considering what employment may be in the short-term. However, the further into the future one goes the greater the compound error is likely to be on the forecasts for the drivers of employment. The cumulative effect of this across all the drivers can then raise doubts as to the reliability of the future employment estimates that are dependent on them.

2.3 The projections rely on the historic productivity relationship (output divided by employment jobs). For each of East and South East, Figure 1 shows the logged ratio of employment to output (the inverse of productivity), and a fitted local regression curve to highlight the historic trend. As a log, the negative gradient is equal to the output growth that would be required to maintain stable employment i.e. a gradient of -1.0 suggests that an annual output growth of 1.0 per cent would maintain zero employment growth.

Figure 1: Log of total employment as a proportion of total output growth in East and South East (1981-2016)



Source: GLA Economics calculations

2.4 Figure 1 also shows that, in most years, productivity is close to trend (where trend is represented by the fitted regression line) with it moving closely around trend depending on the economic cycle. Recently, however, productivity growth continues to diverge from trend as the growth in employment has been strong compared to output growth. This recent trend in productivity growth has been puzzling many respected organisations and economists.

3. Methodology and assumptions

3.1 Where available GLA Economics uses ONS data. This is available for East and South East for employee jobs by sector back to 1981, self-employment jobs back to 1996, and GVA back to 1997. GLA Economics has created back series for each variable to 1981 to provide a longer time period for employment (the sum of employee and self-employment jobs) and GVA to understand better productivity trends.

3.2 In order to generate long-run employment projections for London GLA Economics combines an output growth assumption with a projected productivity trend (which is based on the observed historic productivity trend). This is the approach that GLA Economics has also adopted for the East and South East regions.

3.3 The Office for Budget Responsibility (OBR) has revised downwards its GDP growth forecast for the rest of the decade to an average of 2.1 per cent a year, and 2.0 per cent in 2021. This is consistent with what the OBR estimates for the UK's long-term output potential. GLA Economics is forecasting average London GVA growth of around 2.5 per cent a year to 2018, consistent with the historic trend for growth of the London economy to be faster than the national trend. The London projections therefore take output growth of 2.5 per cent to 2018, and thereafter growth declining at an exponential rate towards 2.0 per cent.

3.4 It is necessary to make a comparable assumption for the East and South East to generate employment projections. Table 1 summarises the available evidence.

Table 1: Comparison of GVA growth rates across UK economic cycles for UK, London, East and South East

	UK	London	East	South East
Peak-to-peak				
1990-2007	2.5%	3.1%	2.2%	2.8%
2007-2016	1.0%	2.4%	0.7%	1.1%
Trough-to-trough				
1981-1991	2.9%	2.9%	3.2%	3.9%
1981-2009	2.4%	2.9%	2.3%	2.9%
1991-2009	2.2%	2.8%	1.8%	2.4%

Source: ONS and GLA Economics calculations
Note: 2016 is included as last available year for which there is data

3.5 In the draft employment projections for the East and South East GLA Economics has made the judgement that the medium term growth rate (to 2018), and long-term growth rate is 2%, equivalent to the OBR assumptions for the UK economy.

GLA Economics seeks confirmation from WSE officers that they are content with the assumptions for both East and South East that medium term (to 2018) and long term GVA growth rates are 2% in line with OBR assumptions for the UK economy.

3.6 Employment growth for the corresponding periods is at Table 2, which allows a comparison across geographic areas of both employment and GVA history. GLA Economics needs to form a judgement on the evidence available to decide the projected trend for productivity rates. Employment projections derive from this assumption, and that for GVA growth. GLA Economics has reached the judgement that the characteristics of the East are more similar to the UK as a whole, and the South East more similar to London across a range of peak-to-peak and trough-to-trough employment and GVA growth rate comparisons in Tables 1 and 2.

Table 2: Comparison of employment growth rates across UK economic cycles for UK, London, East and South East

	UK	London	East	South East
Peak-to-peak				
1990-2007	0.6%	0.7%	0.8%	0.7%
2007-2016	0.8%	1.9%	1.0%	1.2%
Trough-to-trough				
1981-1991	0.7%	-0.4%	1.4%	1.6%
1981-2009	0.7%	0.5%	1.1%	1.0%
1991-2009	0.7%	1.0%	0.9%	0.7%

Source: ONS and GLA Economics calculations
Note: 2016 is included as last available year for which there is data

3.7 This supports the other critical judgement for the projections that is the time periods used within the historic productivity trends for the period of the projections - Figure 1 provides the supporting information for this. On this basis:

- the East is like the UK and the productivity trend rate for the projections should be the period 1981-2016
- the South East is like London and the productivity trend rates should be the same as used in the London projections, i.e. 2007-2016 for the medium term (to 2018) and 1993-2016 for the long term. This implies that the dip in productivity growth observed since 2007 will not continue for London and the South East, and that there will be a return to a trend more like that observed in earlier periods.

GLA Economics seeks confirmation from WSE officers that they are content with the productivity trend rate assumptions for the:

- **East of 1981-2016 for both the medium and long term; and,**
- **South East of 2007-2016 for the medium term (to 2018), and of 1993-2016 for the long term, the assumptions used for the London projections.**

4. Results - Regions

4.1 Table 3 presents a summary of the provisional projections. Jobs in the East will grow from 2016 at an annual average rate (CAGR) of 0.92 per cent a year, equivalent to 32,000 jobs, to reach 3.912 million in 2041. Jobs in the South East will grow from 2016 at an annual average rate of 0.98 per cent a year, equivalent to 53,500 jobs, to reach 6.194 million in 2041. As a comparison the published numbers for London are that jobs in London will grow from 2016 at an annual average rate of 0.78 per cent a year, equivalent to 49,000 jobs, to reach 6.907 million in 2041.

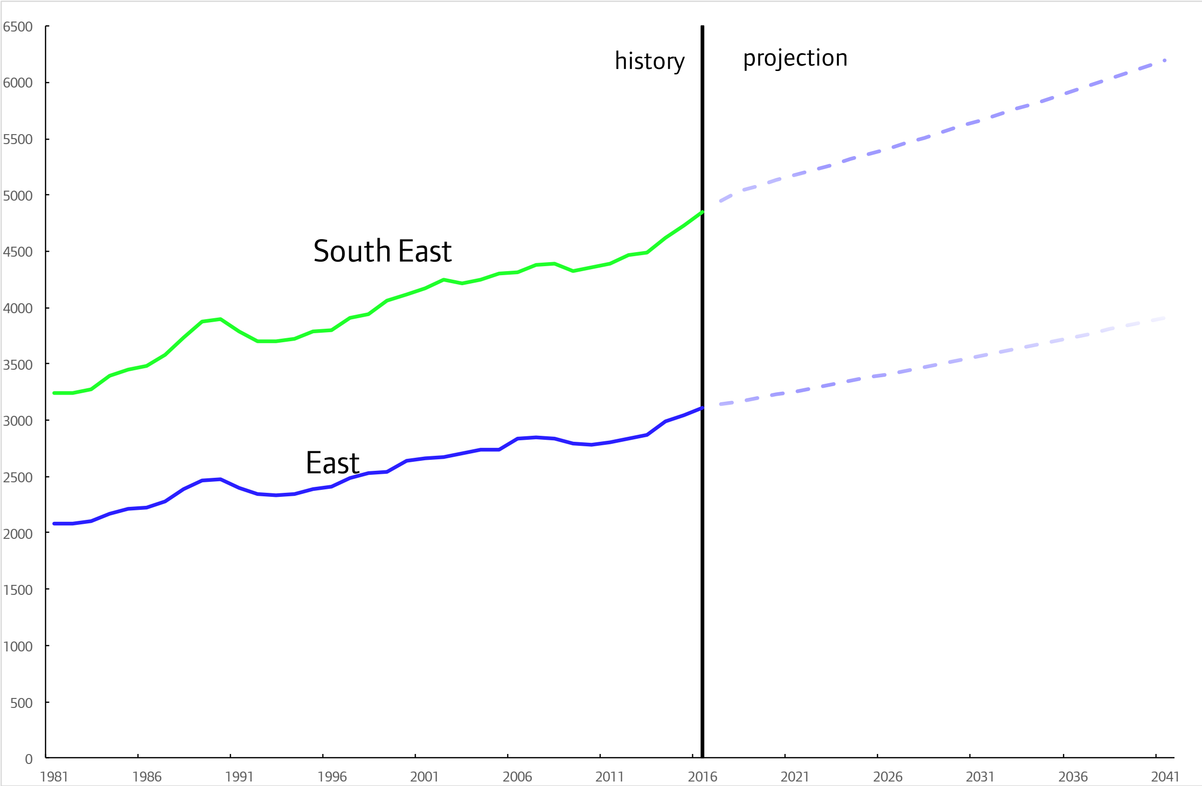
Table 3: Provisional employment projections for East and South East, and comparison with London 2017 projections, 2016-41

	London	East	South East
2016	5.683m	3.112m	4.856m
2041	6.907m	3.912m	6.194m
CAGR	0.78%	0.92%	0.98%
annual average jobs growth	49,000	32,000	53,500

Source: GLA Economics calculations

4.2 Figure 2 provides the historic and provisional projected jobs trends for East and South East regions. This provides a visual comparison of how the provisional projections compare to the historic trends.

Figure 2: Historic and provisional projected employment in East and South East, 1981-2041 ('000s)



Source: GLA Economics calculations

4.3 The London Labour Market Projections 2017 report also includes an alternative approach to estimate future jobs. Under this alternative model the assumption is made to hold the employment rate constant, and so changes in projected jobs numbers over time directly reflects changes in projected 16-64 population. Some may argue that results from such a model present a potential underestimate because, for example, of the likely impact from changes in the state pension age and abolition of the compulsory retirement age. However, such impacts would need to be balanced against factors that may reduce the employment rate, such as the raising of the participation age for young people. Nonetheless, given the complexity of the labour market, arguments suggesting the long-run employment rate may move in either direction, and the historic trends in employment rates this could be considered a reasonable alternative approach against which to benchmark the central projections in this paper.

Table 4: Benchmark employment projections for East and South East with London comparison by alternative approach

	London	East	South East
2016	5.683m	3.112m	4.856m
2041	6.422m	3.409m	5.208m
employment rate	68.9%	75.5%	76.5%
population increase	1.072m	0.393m	0.461m
CAGR	0.49%	0.36%	0.28%
annual average jobs growth	29,600	11,900	14,100

Source: GLA Economics calculations

4.4 Under this alternative methodology jobs in London are estimated to reach 6.42 million in 2041 – representing an average annual increase of 0.49 per cent, or an additional 29,600 jobs per annum. This estimate lay within the range of the sensitivity testing. By the same methodology jobs in the East region are estimated to reach 3.409 million in 2041 – representing an average annual increase of 0.36 per cent, or an additional 11,900 jobs per annum. Jobs in the South East region are estimated to reach 5.208 million in 2041 – representing an average annual increase of 0.28 per cent, or an additional 14,100 jobs per annum. As this alternative method is based on the working age population it may be considered a cautious alternative, but nonetheless suggests that the jobs projected seems reasonable (particularly when balanced against the latest GLA 2016-based population projections). It has been included to inform assessments of the main projections.

5. Results - Sectors

5.1 Sector jobs projections employ the same trend-based methodology to that for each region, and use productivity trends for sector jobs and regional GVA. Job projections for individual sectors are constrained to the jobs total for the region. GLA Economics has again made a number of judgements on the periods for productivity trends to use, and the results are summarised in the following figures. Strongest growth is seen amongst the larger sectors, and decline in employment occurs in the smaller sectors.

5.2 For the East professional services and real estate; and, health contribute 63% of aggregate jobs growth, see Figure 3a. Jobs growth in professional services and real estate is 35% of aggregate jobs growth, and for health it is 27%.

5.3 There are declines in jobs numbers in four sectors: manufacturing; primary and utilities; public administration and defence; and, financial and insurance services – most notably in manufacturing, see Figure 3b. For more information on jobs growth across sectors, and how it compares to historical trends see Table 5a.

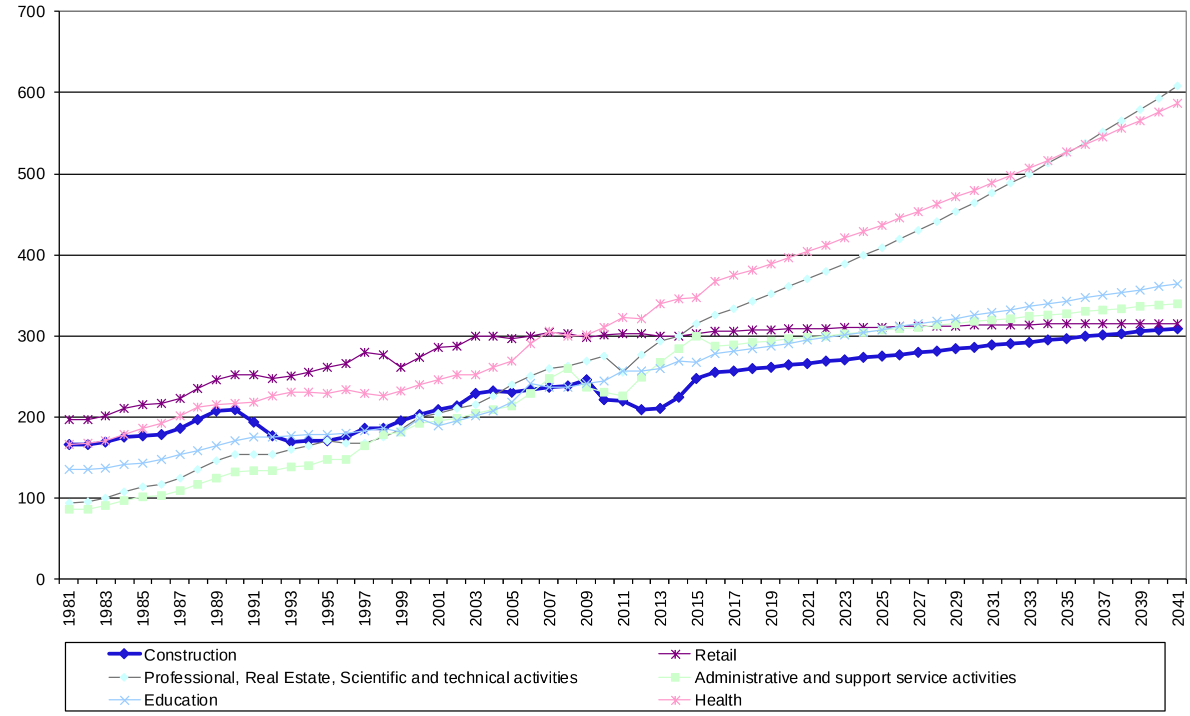
Table 5a: Historic and provisional projected employment trend growth rates across sectors in the East region

	peak-to-peak		trough-to-trough			projection	
	1990-2007	2007-2016	1981-1991	1981-2009	1991-2009	2016-2041	2016-2041
	CAGR	CAGR	CAGR	CAGR	CAGR	CAGR	annual average jobs growth
Primary & utilities	-2.3%	3.4%	-1.5%	-2.0%	-2.3%	0.0%	0
Manufacturing	-2.2%	-1.8%	-2.1%	-2.1%	-2.2%	-0.7%	-1,400
Construction	0.7%	0.9%	1.6%	1.4%	1.3%	0.8%	2,200
Wholesale	0.4%	0.5%	2.0%	0.7%	0.0%	0.4%	700
Retail	1.1%	0.1%	2.6%	1.5%	0.9%	0.1%	400
Transportation and Storage	0.9%	1.3%	1.4%	1.4%	1.3%	0.8%	1,300
Accomodation and food service activities	0.6%	1.4%	2.2%	1.2%	0.6%	1.0%	2,100
Information and Communication	1.3%	1.7%	1.7%	1.2%	0.9%	0.5%	600
Financial and insurance activities	-0.6%	-2.9%	4.1%	1.0%	-0.6%	-0.4%	-200
Professional, Real Estate, Scientific and technical activities	3.1%	2.6%	5.0%	3.8%	3.2%	2.5%	11,300
Administrative and support service activities	3.7%	1.7%	4.5%	3.7%	3.2%	0.7%	2,100
Public Admin and defence	-0.4%	-2.2%	-0.8%	-0.5%	-0.3%	-0.3%	-200
Education	2.0%	1.8%	2.6%	2.1%	1.8%	1.1%	3,500
Health	2.1%	2.1%	2.8%	2.2%	1.8%	1.9%	8,800
Arts, entertainment and recreation	1.5%	2.0%	1.6%	1.7%	1.8%	0.5%	400
Other services	-0.2%	2.2%	1.9%	1.2%	0.8%	0.4%	400
All sectors	0.8%	1.0%	1.4%	1.1%	0.9%	0.9%	32,000

Source: GLA Economics calculations

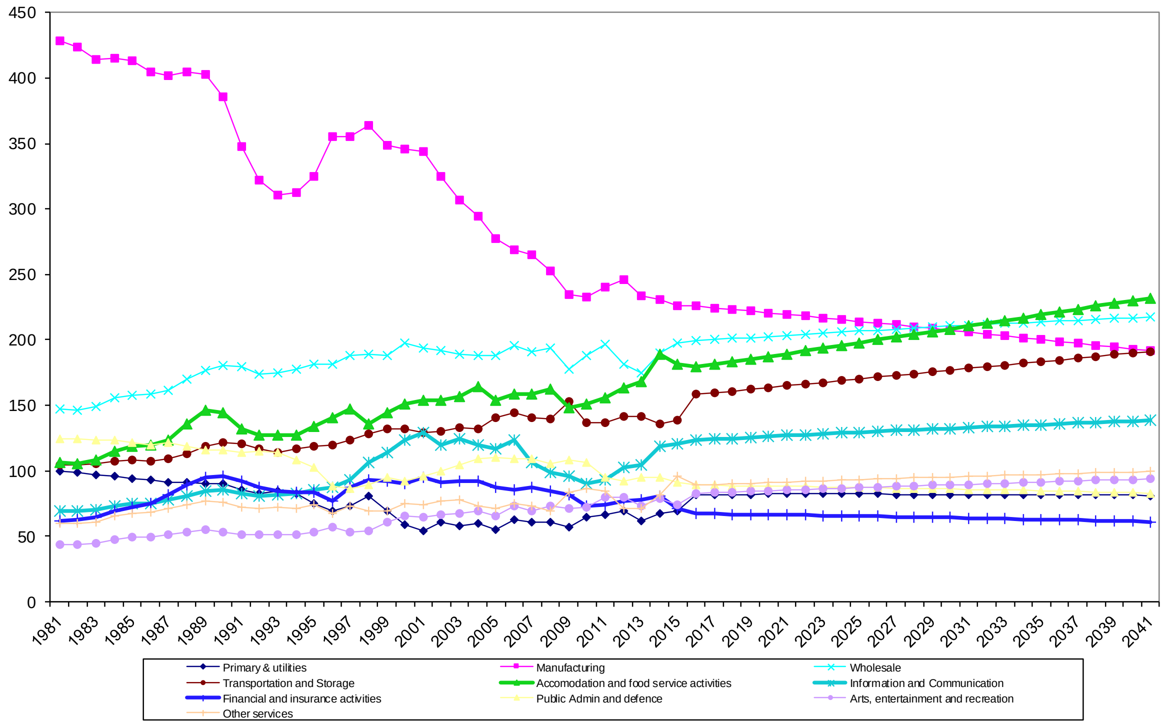
Note: 2016 is included as last available year for which there is data

Figure 3a: Historic and projected employment ('000s) in the East's largest sectors, 1981 to 2041



Source: GLA Economics calculations

Figure 3b: Historic and projected employment ('000s) in the East's smallest sectors, 1981 to 2041



Source: GLA Economics calculations

5.4 For the South East the main contribution to employment growth is from five sectors of: professional services and real estate; information and communication technologies; administrative and support services; health; and education which contribute 83% of aggregate jobs growth, see Figure 4a. Jobs growth in professional services and real estate alone is 35% of aggregate jobs growth.

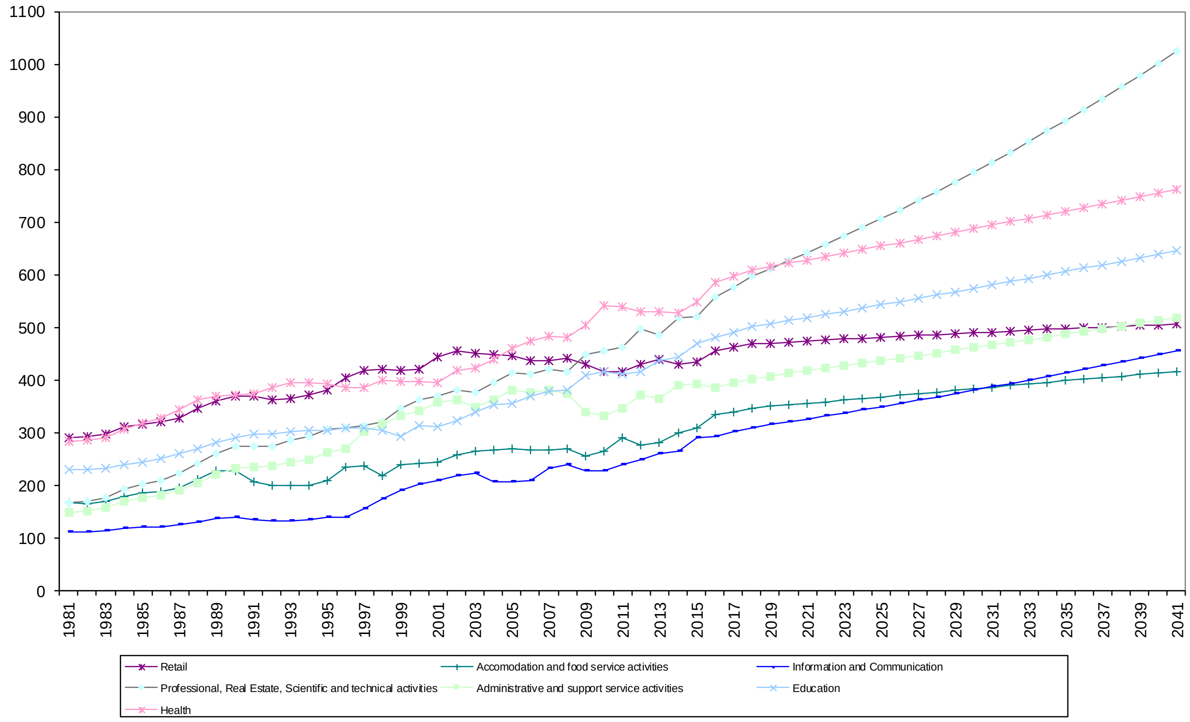
5.5 There are declines in jobs numbers in four sectors, namely: manufacturing; public administration and defence; primary and utilities; and financial and insurance services – most notably in manufacturing, see Figure 4b. For more information on jobs growth across sectors, and how it compares to historical trends see Table 5b.

Table 5b: Historic and provisional projected employment trend growth rates across sectors in the South East region

	peak-to-peak		trough-to-trough			projection	
	1990-2007	2007-2016	1981-1991	1981-2009	1991-2009	2016-2041	2016-2041
	CAGR	CAGR	CAGR	CAGR	CAGR	CAGR	annual average jobs growth
Primary & utilities	-1.2%	0.5%	-1.5%	-0.8%	-0.5%	0.0%	0
Manufacturing	-3.4%	-1.8%	-2.0%	-2.8%	-3.2%	-0.5%	-1,300
Construction	0.4%	0.5%	1.8%	1.3%	1.0%	0.6%	2,100
Wholesale	0.8%	0.1%	2.1%	0.9%	0.2%	0.1%	300
Retail	1.0%	0.5%	2.4%	1.4%	0.8%	0.4%	2,000
Transportation and Storage	0.3%	1.3%	1.5%	0.5%	-0.1%	0.3%	600
Accomodation and food service activities	1.0%	2.5%	2.2%	1.5%	1.2%	0.9%	3,300
Information and Communication	3.1%	2.6%	1.9%	2.6%	3.0%	1.8%	6,500
Financial and insurance activities	-1.3%	0.3%	4.1%	0.9%	-0.8%	-0.1%	-100
Professional, Real Estate, Scientific and technical activities	2.5%	3.2%	5.0%	3.6%	2.8%	2.5%	18,700
Administrative and support service activities	2.9%	0.1%	4.6%	3.0%	2.1%	1.2%	5,300
Public Admin and defence	-0.9%	-2.0%	-0.8%	-0.9%	-1.0%	-0.2%	-300
Education	1.5%	2.7%	2.7%	2.1%	1.8%	1.2%	6,600
Health	1.5%	2.2%	2.8%	2.1%	1.7%	1.1%	7,100
Arts, entertainment and recreation	2.5%	0.8%	1.6%	2.0%	2.2%	1.5%	2,500
Other services	0.4%	-0.1%	2.0%	1.0%	0.5%	0.2%	200
All sectors	0.7%	1.2%	1.6%	1.0%	0.7%	1.0%	53,500

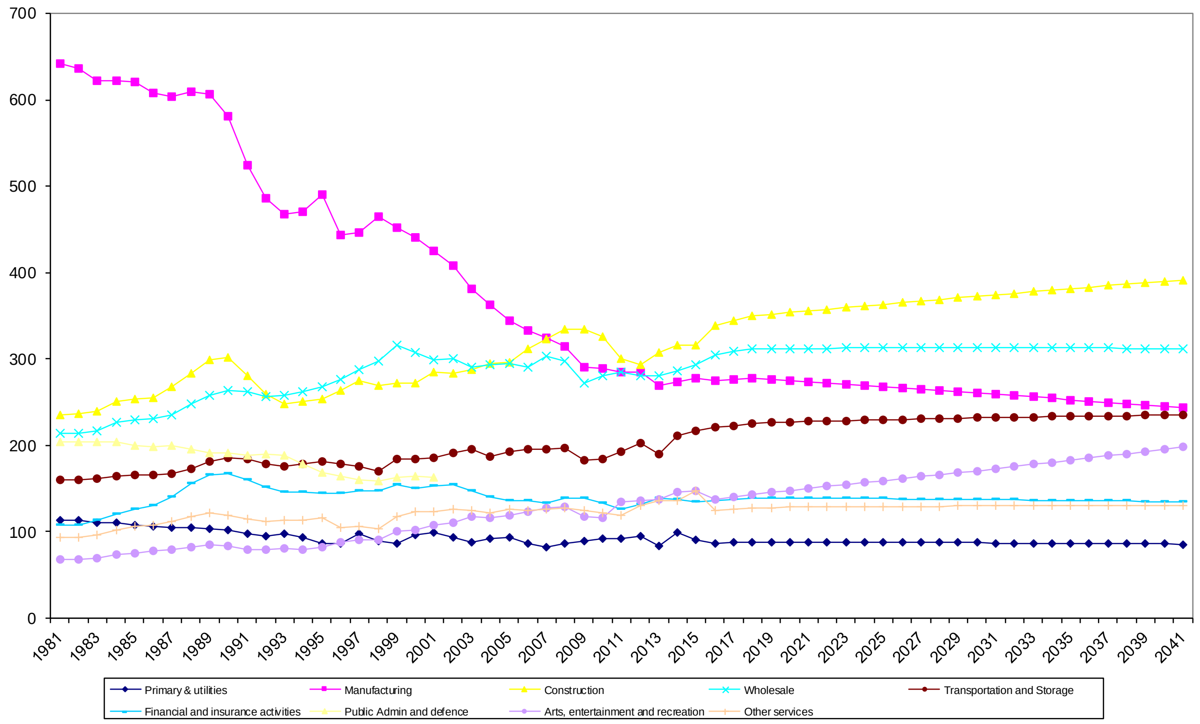
Source: GLA Economics calculations
Note: 2016 is included as last available year for which there is data

Figure 4a: Historic and projected employment ('000s) in the South East's largest sectors, 1981 to 2041



Source: GLA Economics calculations

Figure 4b: Historic and projected employment ('000s) in the South East's smallest sectors, 1981 to 2041



Source: GLA Economics calculations

GLA Economics seeks confirmation from WSE officers that they are content with the sector projections for East and South East

Summary of Issues for Consideration

GLA Economics seeks confirmation from WSE officers that they are content with the assumptions for both East and South East that medium term (to 2018) and long term GVA growth rates are 2% in line with OBR assumptions for the UK economy.

GLA Economics seeks confirmation from WSE officers that they are content with the productivity trend rate assumptions for the:

- East of 1981-2016 for both the medium and long term; and,
- South East of 2007-2016 for the medium term (to 2018), and of 1993-2016 for the long term, the assumptions used for the London projections.

GLA Economics seeks confirmation from WSE officers that they are content with the sector projections for East and South East

Contact

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WSE OWG 5 SEPTEMBER 2017 -
ITEM 3 LONDON PLAN AND POTENTIAL WILLING PARTNERS FOR GROWTH

Recommendation

Officers are asked to

i) Note progress in the preparation of the London Plan

ii) Consider ways to facilitate the identification of willing partners for growth

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1.1 As some officers are aware, the GLA is still investigating London's land capacity to understand if its estimated level of housing need can be met in full – this is a complex process and involves a significant amount of input from the London borough's as well as GLA officers. This process has taken longer than initially envisaged because the Mayor is determined to optimise capacity across London, while taking account of London's other land use requirements, and this requires new policy approaches. Only once this process has been completed (we expect during the latter part of Sept) can a high-level indication be shared on whether there is still a gap and what its scale may be. The full detailed Strategic Housing Market Assessment (SHMA) and Strategic Housing Land Availability Assessment (SHLAA) will be published alongside the draft London Plan closer to the end of the year. However, both the emerging SHLAA and the SHMA methodology have been shared with the Wider South East (WSE) Officer Working Group.

1.2 Regardless of any gap, the GLA believes it is prudent to plan for a longer-term contingency. This is particularly the case given the uncertainties around the expected new national standardised methodology to assess housing need and the barriers to housing delivery that we all face. This means the search for potential willing partners for growth is important, and the Mayor would welcome any support from partners outside London that could facilitate his approach. What is broadly on offer to potential willing partners is set out in emerging policy and centres around investment in strategic infrastructure to support housing and business development in growth locations that will be required to meet need and secure mutual benefits for London and relevant partners. The promotion by the Mayor of good links with the capital to/from potential employment locations outside London to help meet employment need that cannot be met within London, is another example of mutual benefits

1.3 However, there is no one-size-fits-all approach to collaboration on mutually beneficial growth opportunities. Therefore, discussions with individual authorities that see potential in such collaboration should be tailored and may for example also include environmental improvements or investment in freight transport. See Annex 1 for details about meetings individual meetings that have taken place and are planned.

1.4 The Mayor appreciates the interest in collaboration, also in the preparation of the London Plan. Emerging thinking related to WSE policies has been shared with members and officers from the start. As set out in the relevant paper to the Political Steering Group meeting in July (Political Steering Group 21 July 2017 agenda and papers) a range of changes to the emerging Plan have already been made to reflect WSE input. They include

- A stronger focus on willing partners;
- A presentational focus on all 13 Infrastructure Priorities endorsed by the WSE partners including the orbital corridors;
- A stronger focus on economic opportunities outside London to address concerns around 'dormitory towns'.

1.5 Following the input from the Political Steering Group further changes may be made as follows, however, it has to be understood that the Mayor is still considering the Plan's policies.

- It is being re-assessed if strategic infrastructure priority areas should explicitly serve as initial areas of search for willing growth partners.
- A 'call' may be explicitly included, encouraging authorities outside London to become willing partners and work with the capital on opportunities for growth, where mutual interest can be achieved.
- A reference to housing affordability and related partnership working opportunities is being considered.
- A further clarification of collaboration opportunities on employment may be included.

Annex 1

London (Plan) Team – Wider South East meetings – 2017 (up-to-date August 2017)

- 31 Jan	Thurrock TfL (ELTOS) - Grays
- 6 Feb	South East Strategic Leaders (officer) - City Hall
- 13 March	Oxfordshire Growth Board Executive Officers - Oxford
- 14 March	Basildon Local Plan – Duty to Co-operate - City Hall
- 22 March	Basildon/Essex/Havering Local Plan issues - Havering
- 27 March	Greater Thames Valley LEPs – City Hall
- 28 March	Chief Executive Harlow - City Hall
- 20 April	Broxbourne Local Plan – Duty to Co-operate - Cheshunt
- 12 May	Kent Planning Policy Forum - Maidstone
- 25 May	Harlow (Members/Directors) – City Hall
- 26 May	East of England Demography Workshop - Cambridge
- 7 June	Catch-up with South East England Councils – City Hall
- 9 June	Collaboration opportunities with Essex – City Hall
- 21 June	Greater Thames Valley LEPs – Basingstoke
- 29 June	EoE Infrastructure & Growth Group (Council Members) – Cambridge
- 10 July	Bedford Local Plan – Duty to Cooperate – Bedford
- 19 July	Basingstoke & Deane Horizon 2050 – Basingstoke
- 24 July	Medway Local Plan – Duty to Cooperate - Chatham
- 31 July	Co-op Member Board (East Herts / West Essex Council Members)

Coming up

- 20 Sept	Collaboration opportunities with Essex follow-up – Chelmsford
- 24 Oct	Coast to Capital LEP
- Tbc	Greater Cambridgeshire
- Tbc	Hertfordshire

Regular Meetings

- WSE partnership: Annual Summit, Political Steering Group, Officer Working Group
- Thames Gateway: Strategic Group, Crossrail Extension Group
- Stansted Cambridge Consortium: LSCC Board, Annual Forum, West Anglia Taskforce
- Heathrow: Strategic Planning Group (GLA observer status)
- Annual Planning Officer Society (POS) - London and South East

WSE OWG 5 SEPTEMBER 2017 –

ITEM 4. STRATEGIC INFRASTRUCTURE IMPROVEMENTS

Recommendation:

Officers are asked to:

- Agree next steps for supporting members in preparation for the meeting with the Secretary of State for Transport on 11 October;
- Consider the key messages for inclusion in a joint briefing to WSE Political Steering Group members attending the meeting with the Secretary of State for Transport on 11 October;
- Note the progress made on the joint infrastructure lobbying programme.
- Agree next steps for progressing the lobbying programme.

1. Preparations for meeting with the Secretary of State for Transport

1.1. The Wider South East (WSE) Political Steering Group (PSG) are to meet with the Secretary of State for Transport, Rt Hon Chris Grayling MP on 11 October 2017. Leaders wrote to the Secretary of State at the beginning of July stressing that 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. The Department for Transport has been asked by the PSG to commit to invest in an initial short list of 13 strategic infrastructure priorities that have been collaboratively identified, and to discuss with WSE representatives how councils and partners can work together with government to ensure that these schemes of pan-regional significance are delivered in the interests of our regions and the UK as a whole. The original letter is attached as **Appendix A.**

1.2. The Secretary of State has offered a 30 minute meeting to representatives of the WSE Political Steering Group. This meeting will take place on 11 October at 3pm. A pre-meet will take place for WSE representatives attending this meeting at 13:45 – 14:45 at the Mary Sumner Centre on the same day. A total of two representatives per region will be attending this meeting.

1.3. It is suggested that the pre-meet be facilitated by an officer who can help to ensure that all regions are able to contribute to the meeting and the time is used effectively to influence the Secretary of State.

1.4. As the meeting is now only 30 minutes long, there is in fact little chance of any in depth discussion. Instead it is suggested that the WSE PSG aim to leave the Secretary of State with a few key messages that he will remember and forge an ongoing contact point at his office for follow up work. Some suggested headlines are provided below for potential inclusion in a joint briefing to WSE PSG members ahead of the meeting.

2. Possible Headline messages - Joint WSE Briefing Note for meeting with Secretary of State for Transport

2.1. The collectively identified initial priorities include the development of 13 key infrastructure corridors/schemes which 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.

- 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

Overarching messages

2.2. During the meeting with the Secretary of State, it is essential to demonstrate the strength and potential of the WSE economy using up-to-date statistics, trends and data. Colleagues are invited to assist with the collation of this information.

2.3. The joint briefing for WSE PSG members also needs to stress that the support of central government is needed to boost the efforts of the councils and private sector partners who are working hard to take practical steps to deliver new homes and economic prosperity for their communities. At the heart of this, essential infrastructure needs to be in place to support new residents and businesses, which can be achieved through:

- Central Government endorsement and leadership to encourage private sector investment
- Inclusion of 13 transport corridors in the Autumn Statement and adoption of these priorities by the National Infrastructure Commission
- Government funding alongside private sector investment post-Brexit
- Devolving to local authorities the freedoms and flexibilities required to raise finance locally
- More guidance, support and resourcing for the emerging Subnational Transport Bodies (England's Economic Heartland, Transport for the South East).
- Would the Minister be amenable to mandating his special adviser to work with us to jointly promote these and other priorities?
- Supporting the WSE in engagement with Network Rail, Highways England and the NIC.

2.4. Recommendation: Officers are invited to consider these overarching messages for inclusion in a joint briefing to the WSE PSG.

2.5. Recommendation: There is a need to ensure that the WSE Lobbying programme (Appendix B) be updated so that scheme/transport corridor opportunities can also be identified in the run up to the meeting with the Secretary of State on 11 October. Officers are asked to assist with this task.

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APPENDIX A

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 for: **Cinar Altun**
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
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- 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

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

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

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

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

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

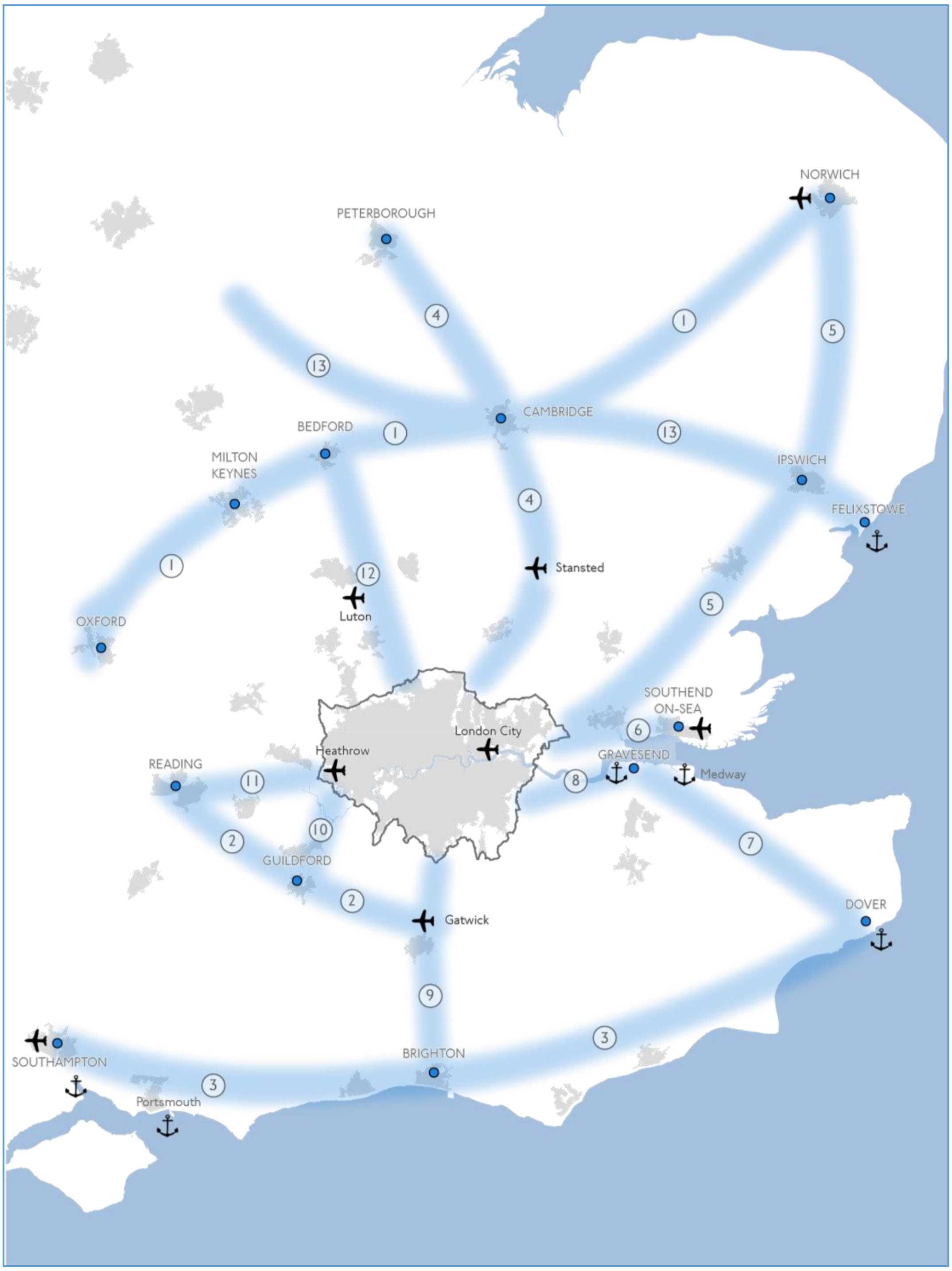
Greater London Authority the Mayor of London provides citywide leadership and creates policies to improve London for all.

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.

Wider South East – 13 Initial Strategic Infrastructure Priorities



1. East West Rail and new Expressway road link (Oxford – Cambridge)
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13. Felixstowe – Nuneaton/Midlands

APPENDIX B

WIDER SOUTH EAST STRATEGIC INFRASTRUCTURE LOBBYING PROGRAMME 2017-18

Update on: 1 September 2017

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1. BACKGROUND / PURPOSE

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

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

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

Engaging Central Government

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 have 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. A meeting between representatives of the PSG and the Rt Hon Chris Grayling MP, Secretary of State for Transport is scheduled for 11 October 2017. Preparations are in progress for 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 in progress and will be finalised in the first week of September 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 Officers have been mandated by the PSG to explore the possibility of a joint strategic transport and infrastructure funding proposal for the initial schemes identified ahead of the autumn budget.

Engaging Highways England and Network Rail [SUMMER/AUTUMN 2017]

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

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

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

2.8 A meeting of the WSE PSG and transport partners, including government, National Infrastructure Commission, Network Rail and Highways England will be considered 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. A table which provides further information on these can be found below.

3.2 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.

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<table>
<tr><th>Scheme/Corridor</th><th>Opportunity</th></tr>
<tr><td>1.
East West Rail (Oxford-Cambridge/East Anglia) and new Oxford-Cambridge Expressway road link</td><td>Partners have advised that it would be helpful if the WSE could ensure that the Central and Eastern sections are included in any lobbying effort on the Western Section and within the WSE transport lobbying more broadly. Specific opportunities relate to:

• The second round of consultation for the East West Rail Western Section Phase 2 was launched on 30 June until 11 August. Further consultations on Eastern and Central sections will follow.
• Atkins Consultants have prepared a Conditional Output Statement (COS) regarding the potential enhancements to the existing rail links between Cambridge, Norwich and Ipswich. The report from Atkins shows a good case for extending EWR through to Norwich and Ipswich. There is a need for lobbying of government and DfT in particular for new control period funding and to announce current findings from Network Rail's investigation work. The WSE could issue a supportive letter to Network Rail [**INCLUDE IN CORRESPONDENCE WITH NETWORK RAIL**].
• Annual Stakeholder event (September/October 2017). WSE PSG representatives to attend if possible.

With respect to the Express Way - Partnership working on Stage 1 options are underway. This needs to be monitored for possible actions needed.</td></tr>
<tr><td>2.
North Downs Rail Link (Gatwick-Reading) inc extension to Oxford (linking to E-W Rail)</td><td>North Downs rail line improvements: There is a need for high-level lobbying for a holistic approach to the scheme and to ensure GWR (operator) progresses actions to deliver current franchise commitment to increase from 2 trains per hour (tph) to 3 tph.

Didcot-Oxford rail link electrification/capacity enhancement: It may be helpful to lobby Government/Network Rail on the specific works/funding required for scheme. This can be captured in the wider WSE PSG lobbying activities in 2017.</td></tr>
<tr><td>3.
A27/M27/A259 and rail corridor (Dover-Southampton)</td><td>With respect to the Highways Improvements, there is a need to support the proposed improvements and case for more strategic, holistic approach.

With respect to the rail upgrades, it is suggested that the WSE PSG support DfT in getting approval for enhanced rail corridor service provision at the start of process for new GTR Southern franchise (2021 onwards).</td></tr>
<tr><td>4.
West Anglia Mainline and Crossrail 2 North</td><td>• West Anglia Task Force and London Stansted Cambridge Corridor (LSCC) are leading on the West Anglia Mainline and would like support with general campaigning for the corridor throughout 2017-18, including evidence of development unlocked to expedite delivery.
• There is a lobbying plan underway for local authorities outside London to show their support for Crossrail 2 as it goes through DfT – Strategic Business Case now submitted. The Lee Valley OAPF will be published for consultation Summer 17. It will set out scale of growth including indication of growth in Broxbourne. The WSE PSG could raise awareness of these proposals with Government, as they show the scale of growth that could be unlocked through this scheme.
• The WSE PSG can support Essex CC to lobby for four tracking ahead of Crossrail 2, by highlighting this particular need in its wider lobbying activities throughout 2017-18.
• The LSCC will be engaging businesses to make the case for investment in the West Anglia Corridor in 2017.
• The East of England LGA is leading discussions with the LSCC and West Anglia Task Force, and will support their activities throughout the coming year. The East of England SSPOLG is already engaging with LSCC at officer and member level.</td></tr>
</table>

	• Crossrail 2 has initiated liaison with planning and transport authorities to discuss more detailed delivery issues.
5. Great Eastern Mainline (London – Ipswich – Norwich)	Work being led by GEML Taskforce. The government has committed to GEML improvements. However, they have not yet committed actual money to deliver the improvements (except the new carriages being delivered by the train operator). The Anglia Route Study identifies the following projects as being essential for the delivery of more and faster trains in line with the case made by the GEML Taskforce to deliver £4bn economic benefits; 1. Improvements at London Liverpool Street station including more passenger space and additional platforms – campaign for funding and delivery in the short term; 2. Improvements to signalling to allow more trains to run between Chelmsford and Stratford (through Digital Railway) – campaign for commitment to development of the technology; 3. Passing loop north of Witham– campaign for funding and delivery in the short term; 4. Doubling of Trowse Swing Bridge– campaign for funding and delivery in the short term; This list of projects should be treated as an interdependent investment package to be delivered over the short and medium term that together enable the increased performance and capacity of the £1.4bn operator investment in the new train fleet to be realised. In addition to these projects improvements to Haughley Junction are needed to ensure the effective operation of this intersection of the GEML and F2N routes, and other projects such as Beaulieu Park station are needed to respond to large scale local growth. Network Rail has stated that the Bow Junction Improvements project deferred from CP5 is timetabled for delivery in the short term. The East of England is leading on this for the WSE and will support the work of the Taskforce, NALEP and SELEP where appropriate. Newly appointed Greater Anglia Franchise supports investment. The Highways England consultation on the first phase of the A12 Expressway project (Chelmsford to Marks Tey) has now closed with HE expected to identify its preferred option in the summer with delivery expected to commence in 2020/21. It is important that EELGA works with local partners to maintain momentum behind the delivery of this project and ensures that HE also carries out early development work in support of the 2 remaining phases; Marks Tey to Colchester and M25 to Chelmsford for delivery during the RIS 2 period (2021-26) . The A12 Expressway is likely to cost more than the initial funding allocation available to Highways England At this stage, these concerns can be picked up under the wider lobbying activities of the WSE PSG. **[INCLUDE IN WSE CORRESPONDENCE WITH HIGHWAYS ENGLAND IN SUMMER 2017]** Essex leading on liaison with highways England to ensure • Integration of A12 Chelmsford to Marks Tey preferred route and the Colchester Northern Bypass feasibility work with the emerging solutions for the A120 • Integration of the A12 M25 to Chelmsford with the proposals for the RIS1 scheme at M25 J28 • Examines how the A12 is likely to be effected by the LTX Preferred Route Announcement in a way which enables the A12 to cope with any likely rerouting which may occur including junctions which would need a revised design approach as a result of the LTX scheme
6. Thames Gateway Essex: C2C and Crossrail 2 – Eastern Branch (London	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.

– South Essex / London Gateway Port)	There are high level discussions ongoing with TFL to understand the plans outside of London. Once progress is made on these discussions, lobbying opportunities can be identified towards the end of 2017. Consideration also needs to be given to the provision of improved rail freight capacity to the Thames Ports. Lobbying for short term requirements identified within the Network Rail Freight Network Study (published April 2017) is being led by the ports and Opportunity South Essex but longer term solutions will require integration into a wider case for passenger and freight capacity investment.
7. Thames Gateway Kent: Crossrail 1 extension East and HS1 route (London – North Kent – Channel Tunnel)	There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery and continue lobbying Government to fund the Business Case for the Crossrail extension to Ebbsfleet, to enable growth at Ebbsfleet Garden City and wider Thames Estuary. (Strategic Outline Business Case to be submitted to Treasury for Autumn 2017 budget by C2G (Crossrail towards Gravesend) Working Group).
8. Thames Gateway Essex-Kent: Lower Thames Crossing	There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery. Route announcement was made in March 2017 following the preferred route identified in consultation. There is also a broader need to lobby government for environmental mitigation, delivery of scheme to 2025 timetable, confirmation of funding and commitment to delivering necessary supporting infrastructure – for example the completion of A2 dualling to Dover, A2/M2 junction (J7) upgrade and improved A229/A249 links between M2 (J3 & J5) and M20 (J5 & J7) south of the river and the A127/A130 Fairglen Junction, A12 / A130 Howe Green Junction, M25 J30 (A13) long term options, M24 J28 (A12). The Submission made to Thames Estuary Growth Commission, Bexley Growth Strategy and OAPF is due to be published for consultation in Autumn 2017. The WSE PSG could raise awareness of this work towards identifying the scale of growth that could be unlocked through the scheme.
9. Brighton Mainline (London-Gatwick-Brighton)	The WSE PSG can support the case for the Brighton mainline upgrade with Network Rail and with TfL, lobby Government to prioritise reconstruction of junctions around the Selhurst triangle and building additional platforms at East Croydon. There is a need for Government approval for Control Period 6 (construction potentially in CP7). The Coast to Capital LEP and local authorities around Croydon are supportive.
10. South West Mainline and Crossrail 2 South West (London-Surrey / southern rail access to Heathrow)	Crossrail 2: There is a need to continue making the case for the scheme, including evidence of development unlocked to expedite delivery. It would be helpful to write to Ministers to ask for quicker action on next stage consultation so the public can have say on proposals and avoid delays/ lack of public engagement in the project. There is a lobbying plan underway for local authorities outside London to show their support for Crossrail 2 as it goes through DfT - Business Case now submitted. Relevant Local Plans to identify potential development opportunities to be unlocked by the scheme, and Kingston and Wimbledon to be identified as new Opportunity Areas in new London Plan. The WSE PGS could raise awareness of this work towards identifying the scale of growth that could be unlocked through Crossrail 2. South West mainline improvements/Woking grade (track levels) separation: There is a need for continued lobbying for the scheme to be included in Control Period 6, to ensure Woking can continue to act as a transport hub for developments such as southern rail access to Heathrow. Southern Rail Access to Heathrow (SRAtH): It would valuable for the WSE PSG to write to DFT asking it to commission a GRIP1-2 review by Network Rail. An initial study has identified there is a market for the project and high returns on investment with existing 2 runway configuration so a swift commitment is needed to the next step to test the feasibility of detailed options.

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

WSE OWG 5 SEPTEMBER 2017 -
ITEM 5. TACKLING BARRIERS TO HOUSING DELIVERY

Recommendation

Officers are asked to

i) Note the July 2017 letter sent to the new Housing Minister and WSE political members' request to meet him (**APPENDIX A).**

ii) Share any insights into the Government's plans to take forward Housing White Paper proposals.

1.1 Following the 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) political 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 (Appendix) was sent by the WSE Political Steering Group in mid July to the new Minister to highlight key WSE issues and help members begin to establish a relationship with him. A response is awaited. The letter asks for a meeting to discuss progressing related White Paper actions following the 21 June 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 Officers are asked to note the letter, and the request to meet the Minister. Officers are also invited to briefly share any updates or insights on Government's plans to progress Housing White Paper proposals.

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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 letter[1] 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

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

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

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

ITEM 6 – PREPARING FOR ANNUAL WIDER SOUTH EAST SUMMIT

Recommendations:

Officers are asked to:

- **Note WSE Political Steering Group's agreement to reschedule this year's Summit to 26 January 2018, to ensure it coincides with the Mayor's consultation on the London Plan.**
- **Note the focus for the Summit, and discuss early preparation/outline agenda for the event.**

1. Summit – new date and key focus

1.1 This year's 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 draft London Plan, giving members the opportunity to raise issues directly with the Mayor's team. However the GLA recently indicated that rescheduling to early 2018 will provide more certainty of it coinciding with consultation. **The 21 July WSE Political Steering Group (PSG) confirmed the draft London Plan should be the key focus for Summit discussions, and therefore the Summit date be rearranged to 26 January 2018, in 'London's Living Room' at City Hall London**.

1.2 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, PSG agreed 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 Swann (from 'Shared Intelligence') has facilitated previous Summits, and is being approached again** to help member discussions on the day itself.

2.2 Invites will be sent to all council leaders across London, East and South East, as well as LEP chairs and key council officers. Key stakeholders such as any relevant WSE combined authority mayors will also be invited. **Officers are letting invitees know about the change of date, and 'hold the date' details will be sent out soon**.

3. Early preparation for the Summit

3.1 Officers are invited to share feedback on last year's Summit to help shape early preparations for January's event. An additional OWG has been arranged for 8 December, to help in preparation for the Summit. The **outline agenda** is suggested as:

- Introducing today's debate – Phil Swann (independent facilitator).
- What we have been doing on big issues this last year (inc. London Plan, Housing Barriers, Infrastructure) – short presentations and Plenary Q&A discussion.
- The new draft London Plan consultation: key WSE issues/policies – presentation and facilitated table discussions.
- Shaping WSE priorities for the next year – facilitated table discussions.
- Next steps and actions/agreements – Phil Swann.