

# Environment, Economy, Housing and Transport Board

Agenda

Friday, 12 October 2018  
1.00 pm

Smith Square 3&4, Ground Floor, 18 Smith  
Square, London, SW1P 3HZ

**To:** Members of the Environment, Economy, Housing and Transport Board  
**cc:** Named officers for briefing purposes

[www.local.gov.uk](http://www.local.gov.uk)

## **Guidance notes for members and visitors**

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Please read these notes for your own safety and that of all visitors, staff and tenants.

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**Further help**

Please speak either to staff at the main reception on the ground floor, if you require any further help or information. You can find the LGA website at [www.local.gov.uk](http://www.local.gov.uk)

Environment, Economy, Housing & Transport Board  
12 October 2018

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There will be a meeting of the Environment, Economy, Housing & Transport Board at **1.00 pm on Friday, 12 October 2018** Smith Square 3&4, Ground Floor, 18 Smith Square, London, SW1P 3HZ.

A sandwich lunch will be available after the meeting.

**Attendance Sheet:**

Please ensure that you sign the attendance register, which will be available in the meeting room. It is the only record of your presence at the meeting.

**Political Group meetings:**

The group meetings will take place in advance of the meeting. Please contact your political group as outlined below for further details.

**Apologies:**

Please notify your political group office (see contact telephone numbers below) if you are unable to attend this meeting.

<b>Conservative:</b>	Group Office: 020 7664 3223	email: <a href="mailto:lgaconservatives@local.gov.uk">lgaconservatives@local.gov.uk</a>
<b>Labour:</b>	Group Office: 020 7664 3263	email: <a href="mailto:Lewis.addlington-lee@local.gov.uk">Lewis.addlington-lee@local.gov.uk</a>
<b>Independent:</b>	Group Office: 020 7664 3224	email: <a href="mailto:independent.grouplga@local.gov.uk">independent.grouplga@local.gov.uk</a>
<b>Liberal Democrat:</b>	Group Office: 020 7664 3235	email: <a href="mailto:libdem@local.gov.uk">libdem@local.gov.uk</a>

**Location:**

A map showing the location of 18 Smith Square is printed on the back cover.

**LGA Contact:**

Thomas French  
020 7664 3041 / [thomas.french@local.gov.uk](mailto:thomas.french@local.gov.uk)

**Carers' Allowance**

As part of the LGA Members' Allowances Scheme a Carer's Allowance of up to £7.83 per hour is available to cover the cost of dependants (i.e. children, elderly people or people with disabilities) incurred as a result of attending this meeting.

## Environment, Economy, Housing & Transport Board – Membership 2018/2019

Councillor	Authority
<b>Conservative ( 8 )</b>	
Cllr Martin Tett (Chairman)	Buckinghamshire County Council
Cllr Ainsley Arnold	Cheshire East Council
Cllr Simon Dudley	Windsor & Maidenhead Royal Borough
Cllr Louise Goldsmith	West Sussex County Council
Cllr Patrick Nicholson	Plymouth City Council
Cllr Catherine Rankin	Kent County Council
Cllr David Renard	Swindon Borough Council
Cllr Barry Wood	Cherwell District Council
<b>Substitutes</b>	
Cllr Alistair Auty	Wokingham Borough Council
Cllr Steve Bowles	Aylesbury Vale District Council
<b>Labour ( 7 )</b>	
Cllr Judith Blake CBE (Vice-Chair)	Leeds City Council
Cllr Tony Newman	Croydon Council
Cllr Ed Turner	Oxford City Council
Cllr Rachel Blake	Tower Hamlets Council
Cllr Gillian Campbell	Blackpool Council
Cllr Michael Mordey	Sunderland City Council
Mayor Philip Glanville	Hackney London Borough Council
<b>Substitutes</b>	
Cllr Mazher Iqbal	Sheffield City Council
Cllr Peter Mason	Ealing Council
Cllr James Robbins	Swindon Borough Council
<b>Liberal Democrat ( 2 )</b>	
Cllr Adele Morris (Deputy Chair)	Southwark Council
Cllr Peter Thornton	Cumbria County Council
<b>Substitutes</b>	
Cllr Stewart Golton	Leeds City Council
<b>Independent ( 2 )</b>	
Cllr Rachel Eburne (Deputy Chair)	Mid Suffolk District Council
Cllr Linda Gillham	Runnymede Borough Council
<b>Substitutes</b>	
Cllr Philip Evans JP	Conwy County Borough Council
Cllr David Beaman	Waverley Borough Council

## Agenda

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### **Environment, Economy, Housing & Transport Board**

Friday 12 October 2018

1.00 pm

Smith Square 3&4, Ground Floor, 18 Smith Square, London, SW1P 3HZ

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**Date of Next Meeting:** Friday, 14 December 2018, 1.00 pm, Westminster Room, 8th Floor, 18 Smith Square, London, SW1P 3HZ

## **Environment, Economy, Housing and Transport Board 2018/19: Terms of Reference, Membership and Appointments to Outside Bodies**

### **Purpose of report**

For information and approval.

### **Summary**

This report sets out how the Environment, Economy, Housing and Transport Board operates and how the LGA works to support the objectives and work of its member authorities.

Members are asked to note the Board's membership and agree their Terms of Reference and nominations to Outside Bodies for the 2018/19 year.

### **Recommendations**

That the Environment, Economy, Housing and Transport Board:

- i. agrees note its Terms of Reference (**Appendix A**);
- ii. formally notes the membership for 2017/18 (**Appendix B**);
- iii. note the Board meeting dates for 2017/18 (**Appendix C**); and
- iv. agrees the Board's nominations to outside bodies (**Appendix D**).

### **Action**

As directed by Members.

<b>Contact officer:</b>	Thomas French
<b>Position:</b>	Member Services Officer
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<b>E-mail:</b>	<a href="mailto:Thomas.French@local.gov.uk">Thomas.French@local.gov.uk</a>

## **Environment, Economy, Housing and Transport Board 2018/19: Terms of Reference, Membership and Appointments to Outside Bodies**

### **Background**

1. The LGA's Boards seek to lead the agenda for local government on the key challenges and issues within their remit and support the overall objectives of the organisation as set out in the [LGA's Business Plan](#).
2. They take an active role in helping to shape the Association's business plan through extensive engagement with councils and oversight of the programmes of work that deliver these strategic priorities.

### **2018/19 Terms of reference and membership**

3. The Environment, Economy, Housing and Transport Board's Terms of Reference and Membership are set out at **Appendix A** and **B** for agreement and noting respectively.
4. The Environment, Economy, Housing and Transport Boards meeting dates for 2018/19 are also found at **Appendix C** for noting.

### **Environment, Economy, Housing and Transport Lead Members**

5. The LGA seeks where possible to work on the basis of consensus across all four groups. The Environment, Economy, Housing and Transport Board is politically balanced, and led by the Chair and three Vice/Deputy Chairs, drawn from each of the four political groups. This grouping of members – known as Lead Members – meet in between Board meetings, shape future meeting agendas, provide clearance on time sensitive matters, represent the Board at external events, meetings and in the media, as well as engaging with the wider Board to ensure your views are represented.
6. The Lead Members for 2017/18 are:
  - 6.1 Cllr Martin Tett, Chairman (Conservative)
  - 6.2 Cllr Judith Blake CBE, Vice-Chair (Labour)
  - 6.3 Cllr Adele Morris, Deputy Chair (Liberal Democrat)
  - 6.4 Cllr Rachel Eburne, Deputy Chair (Independents)

### **The Environment, Economy, Housing and Transport team**

7. The Board is supported by a cross cutting team of LGA officers, with Policy colleagues and designated Member Services Officer, being those which you are likely to have regular contact with.



8. The Environment, Economy, Housing and Transport Board team supports the LGA's work on the Board's priorities relating to Environment, Economy, Housing and Transport, and also a number of other discrete issues which are within the Board's remit. The team works with Board Members, the LGA press office and political groups to maintain local government's reputation on Environment, Economy, Housing and Transport issues in the media, directs our lobbying work (according to Members' steer) in conjunction with the Parliamentary affairs team, and works collaboratively with other Boards across relevant cross cutting policy and improvement issues.
9. The team supports Members in person or by briefing when they represent the LGA on external speaking platforms or at Ministerial or Whitehall events. We will provide briefing notes and/or suggested speaking notes as required in advance if each engagement.
10. The team also participate in a number of officer working groups and programme boards, representing the sector's interests and putting forward the LGA's agreed policy positions.

#### **Communications and Events**

11. There are a number of internal and external communications channels available to help the Environment, Economy, Housing and Transport Board promote the work it is doing and to seek views from our member authorities.
12. We also have a dedicated section on the LGA website, outside speaking engagements and interviews, advisory networks, features and news items in First magazine as well as twitter accounts which are used to keep in touch with our members.

#### **Environment, Economy, Housing and Transport Board outside body appointments**

13. The LGA benefits from a wide network of member representatives on outside bodies across all Boards. These appointments are reviewed on an annual basis across the Association to ensure that the aims and objectives of the outside bodies remain pertinent to the LGA. A database for centrally recording all the information relating to appointments is held by the Member Services team.
14. A list of the organisations to which the Board will appoint member representatives for the 2018/19 meeting cycle is attached at **Appendix D**. Members are asked to agree to their respective political groups nominating representatives. Nominations are to be made in proportion with political representation across the LGA.
15. Political groups are asked to **appoint** councillors to current vacancies. These include;
  - 15.1 HS2 Environmental Forum
  - 15.2 Canal & River Trust Council
16. The Board is also asked to note the removal of National Fly-tipping Prevention Group as this is now officer lead and the Planning Advisory Service Board no longer needs a member appointment, as it will now report to EEHT twice a year.

## **Appendix A: Terms of Reference: Economy, Environment, Housing and Transport Board**

1. The purpose of the Economy, Environment, Housing and Transport Board is to provide strategic oversight of the LGA's policy, regulatory and improvement activity in relation to the economy and environment, including transport, economic development and business support, housing, planning, waste and climate change, in line with the LGA priorities and any specific regulatory and LGA European lobbying priorities as they relate to this activity.
2. Boards should seek to involve councillors in supporting the delivery of these priorities (through task groups, Special Interest Groups (SIGs), regional networks and other means of wider engagement) operating as the centre of a network connecting to all councils and drawing on the expertise of key advisors from the sector.

The responsibilities of the Economy, Environment, Housing and Transport Board include:

3. Ensuring the priorities of councils are fed into the business planning process.
4. Developing a work programme to deliver the business plan priorities relevant to their brief, covering lobbying, campaigns, research, improvement support and events and linking with other boards where appropriate.
5. Sharing good practice and ideas to stimulate innovation and improvement.
4. Representing and lobbying on behalf of the LGA including making public statements on its areas of responsibility.
5. Building and maintaining relationships with key stakeholders.
6. Involving representatives from councils in its work, through task groups, Commissions, SIGs, regional networks and mechanisms.
6. Responding to specific issues referred to the Board by one or more member councils or groupings of councils.

The Economy, Environment, Housing and Transport Board may:

1. Appoint members to relevant outside bodies in accordance with the Political Conventions.
2. Appoint member champions from the Board to lead on key issues.



**Environment, Economy,  
Housing and Transport  
Board**

12 October 2018

**Quorum**

One third of the members, provided that representatives of at least 2 political groups represented on the body are present.

**Political Composition**

Conservative group:	8 members
Labour group:	7 members
Independent group:	2 members
Liberal Democrat group:	2 members

Substitute members from each political group may also be appointed.

**Frequency per year**

Meetings to be held five times per annum.

**Reporting Accountabilities**

The LGA Executive provides oversight of the Board. The Board may report periodically to the LGA Executive as required, and will submit an annual report to the Executive's July meeting.

## Appendix B

### Appendix B: Environment, Economy, Housing & Transport Board – Membership 2018/2019

Councillor	Authority
<b>Conservative ( 8 )</b>	
Cllr Martin Tett (Chairman)	Buckinghamshire County Council
Cllr Ainsley Arnold	Cheshire East Council
Cllr Simon Dudley	Windsor & Maidenhead Royal Borough
Cllr Louise Goldsmith	West Sussex County Council
Cllr Patrick Nicholson	Plymouth City Council
Cllr Catherine Rankin	Kent County Council
Cllr David Renard	Swindon Borough Council
Cllr Barry Wood	Cherwell District Council
<b>Substitutes</b>	
Cllr Alistair Auty	Wokingham Borough Council
Cllr Steve Bowles	Aylesbury Vale District Council
Cllr Colin Davie	Lincolnshire County Council
<b>Labour ( 7 )</b>	
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<b>Substitutes</b>	
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<b>Independent ( 2 )</b>	



**Environment, Economy,  
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Cllr Rachel Eburne (Deputy Chair)	Mid Suffolk District Council
Cllr Linda Gillham	Runnymede Borough Council
<b><i>Substitutes</i></b>	
Cllr Philip Evans JP	Conwy County Borough Council
Cllr David Beaman	Waverley Borough Council

## Appendix C: Meeting Dates 2017/18

DAY	DATE	TIME	Room
Friday	12 October 2018	13.00 – 15.00	Smith Square 3&4, 18 Smith Square, London.
Friday	14 December 2018	13.00 – 15.00	Westminster Room, 18 Smith Square, London.
Tuesday	12 February 2019	13.00 – 15.00	Westminster Room, 18 Smith Square, London.
Tuesday	14 May 2019	13.00 – 15.00	Westminster Room, 18 Smith Square, London.
Tuesday	09 July 2019	13.00 – 15.00	Westminster Room, 18 Smith Square, London.

## Appendix D Environment, Economy, Housing and Transport: Outside Bodies

Organisation / contact details	Background	Representatives	LGA Contact Officer
<b>Environmental Forum</b>  Contact: Helen Smart Email: <a href="mailto:Helen.Smart@dft.gsi.gov.uk">Helen.Smart@dft.gsi.gov.uk</a>	Forum for Government departments and statutory bodies to advise on environmental policy for the HS2 project. Meets quarterly.	<b>2 positions</b> Cllr Martin Tett (Con) Buckinghamshire County Council  Cllr James Lewis (Lab) Leeds City Council	Kamal Panchal, Senior Adviser <a href="mailto:Kamal.Panchal@local.gov.uk">Kamal.Panchal@local.gov.uk</a>
<b>River Trust Council</b>  Contact: <a href="mailto:council@canalrivertrust.org.uk">council@canalrivertrust.org.uk</a>	Canals and rivers managed by British Waterways in England and Wales, transferred to a charitable trust - now named Canal & River Trust - in April 2012. Within the governance structure of the Trust, a Council has a remit to safeguard the long-term values and purposes of the Trust. The Council helps to shape policy, raise and debate issues, and provide guidance, perspective and a sounding board for Trustees. The full Council will meet two times a year.	<b>1 representative</b>  Cllr Roger Lawrence (Lab)  City of Wolverhampton Council	



**Environment, Economy,  
Housing and Transport  
Board**

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**Proportionality Figures 2018/19**

Members are asked to ensure that appointments for 2018/19 are in broad proportionality with the 19 Member political group makeup of the Board, which is as follows:

8 Conservative, 7 Labour, 2 Liberal Democrat , 2 Independent.



12 October 2018

## **Social Housing Green Paper and Right to Buy consultation**

### **Purpose of report**

For direction.

### **Summary**

Jane Everton, Deputy Director at the Ministry of Housing, Communities and Local Government will attend to discuss views on the Social Housing Green Paper.

Following this discussion the Board can discuss confidential draft LGA responses to the Social Housing Green Paper and Right to Buy consultations, which are appended to these papers. These drafts have been developed based on a combination of previous LGA positions and research and in consultation with councils from around the country.

### **Recommendation**

That the Board considers the draft consultation responses and offers direction on next steps.

### **Action**

Officers to progress as directed.

<b>Contact officer:</b>	Nick Porter
<b>Position:</b>	Senior Adviser
<b>Phone no:</b>	0207 664 3113
<b>Email:</b>	nick.porter@local.gov.uk



12 October 2018

## **Town centre revitalisation**

### **Purpose of report**

For discussion.

### **Summary**

With the continuing restructuring of high street businesses councils are expected to play an increasingly significant leadership role in ensuring the future vitality of town centres. The LGA therefore intends to continue its offer of support to member councils on developing their leadership role and influencing central government and other partners to support local initiatives and interventions.

In July this year, Jake Berry MP, the high streets Minister, announced the appointment of an expert panel to diagnose issues that currently affect the health of our high streets and advise on the best practical measures to help them thrive now and in the future. Cllr Graham Galpin, Portfolio Holder for Corporate Property, is one of the 8 members of the panel and he has agreed to update the Board the work of the panel, take feedback from Board members, and share his view of local government's role.

Many councils are increasingly making commercial investments in their town centres and do so with advice from commercial and retail property experts. Alan Harris, Partner at Montagu Evans has been invited to share his expertise on how local government can maximise its influence and control of important town centre assets.

### **Recommendation**

That the Board considers the views of invited experts and steers the future work of the LGA as appropriate.

### **Action**

As directed by the Board

<b>Contact officer:</b>	Kamal Panchal
<b>Position:</b>	Senior Adviser
<b>Phone no:</b>	0207 664 3174
<b>Email:</b>	kamal.panchal@local.gov.uk

## **Town centre revitalisation**

### **Background**

1. The performance of town centres and high streets was a priority area of work for the EEHT Board last year, and given the continued significant decline in the fortunes of many major retailers and longer-term trends in shopping habits (see appendix highlighting key trends), it is intended that LGA will continue to support councils on this agenda this year.
2. Recent LGA activity to date has included:
  - 2.1. A seminar in November 2017 to identify key common issues where councils would welcome good practice advice and what format that advice should take.
  - 2.2. Publication in May 2018 of a [good practice handbook](#) for council leadership and a more detailed and extensive [online resource](#) for senior practitioners and councillors who would like more information on revitalising their town centres.
  - 2.3. A LGA national conference in May 2018 “What next for our town centres?” including a key note speech from Jake Berry MP, the Minister for high streets.
  - 2.4. Participation in the Future High Street Forum, a Ministerial forum reconvened by Jake Berry MP.
  - 2.5. [LGA submission](#) of written evidence to the Housing, Communities and Local Government (HCLG) Committee inquiry looking at the future of England’s high streets and town centres in 2030 – June 2018.
  - 2.6. Seeking alignment and establishing relationships with key partner organisations, including Grimsey Review team, the Association of Town and City Management (ATCM) and Revo, the community of retail property owners.
3. It is clear from national and local news and from the levels of engagement with LGA activities that town centres and the high street continue to be of high level concern to councils. It has also risen up the Government’s agenda with the creation of a new Ministerial expert panel that will diagnose issues that currently affect the health of our high streets and advise on the best practical measures to help them thrive now and in the future. Cllr Graham Galpin will talk about the work of the expert panel.
4. In recognition of the changing nature of retail and why people visit town centres, councils have been responding in a variety of ways – such as through the development of town centre strategies, the creation of town teams, place-branding and promotion of cultural activities to major regeneration. Many councils have gone further and sought to either take more direct control of commercial assets with a view to regenerating and repurposing their town centres, or exercise more influence and control through their existing assets. Clearly such an approach carries with it financial risk and therefore councils will work with property and development experts to develop their options to minimise risks and lever in maximum benefits. Alan Harris will provide an expert view about the options that are at councils’ disposal.

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### **LGA future work**

5. It is intended that the LGA will continue working with the Government through the Future High Streets Forum and support the work of the expert panel as appropriate and as directed by the Board. More broadly, the LGA will continue to make the case for sustainable long-term funding for local government so that councils can properly resource discretionary areas of work such as local growth and helping their town centres, as well as influencing the future of business rates. Officers will also continue to update LGA online good practice resources, for example with new case study material. In addition, officers are developing further opportunities for member councils to learn from each other and industry experts, including:

- 5.1. Focused 'masterclasses' for lead members and officers on developing and taking forward their town centre strategies; and

- 5.2. An event aimed at those councils who are looking to influence or take more direct control of commercial town centre assets.

### **Biographies**

#### **Councillor Graham Galpin from Ashford council**

6. Graham Galpin has been a councillor in Ashford since 2011 and a Cabinet member since 2013. He is currently Portfolio Holder for Corporate Property and has had responsibility for the town centre's economic vitality for almost all of that time.

#### **Alan Harris, Montagu Evans**

7. Alan is a partner in the Development Consultancy part of the business. He has spent the last 15 years advising on over a billion pounds' worth of retail led development projects and works closely with councils seeking to deliver their vision for their town or city centre.

### **Implication for Wales**

8. There are no implications for Wales as local growth is a devolved matter. However, it is worth noting that the Welsh Assembly have made available a £28 million Vibrant and Viable Places Town Centre Loans Fund designed to help support town centre regeneration in Wales. The fund is to be used to reduce the number of empty, underused sites and premises in town centres and help their redevelopment as shops, homes and leisure facilities. It works on a recyclable loan basis which means that once the money is repaid, it is used again to fund new loans. Local authorities may re-invest the funding in other projects a number of times as long as those projects meet the aims and objectives of the Town Centre Loans Fund. The funding may be recycled over a 15 year period and the Welsh Government will require it returned in full after 15 years.

### **Financial implications**

9. There are currently no financial implications.

## THE GRIMSEY REVIEW 2

### TIGHTER MARGINS

- **COSTS** (+2.9%) for retailers are rising faster than sales growth (+1.9%)
- **RETAIL SALES** have risen by 12.7% in the last five years
- **RETAIL INTERNET SALES** have nearly doubled to 18% and are likely to grow to 30% of all retail sales by 2030

### PROPERTY MARKET

- **THE UK** has an oversupply of shops, currently 10% but based on current trends this is forecast to rise to 20% (c100,000 shops)
- **WHILE VACANCY RATES** have marginally improved to 11% from 12%, the number of units vacant in the long-term is growing, with around 14,000 shops empty for more than three years
- **NEW DEVELOPMENTS** have added more shops to the stock in the last five years but based on planning applications, this is forecast to slow significantly
- **LARGE CITIES** are becoming increasingly dominant as destinations
- **RENTS HAVE FALLEN** significantly in the last five years, on average by 23% excluding London, with increasing polarisation between London and the rest of the country
- **THE SPEED OF CHANGE IN RENTS** and the complexity of ascertaining a passing rent is not aligned to the current business rates and therefore, there is a need for change
- **LEASE LENGTHS HAVE REDUCED** significantly to an average of seven years and will continue to do so, creating increased churn and greater uncertainty among investors, which will have an impact on investment decisions

## HIGH STREETS

- **STORES REMAIN** a fundamental part of the customer journey, whether in research, as showrooms or fulfilment
- **85% OF SPEND** touches a physical store
- **OCCUPATION** of town centre units have shifted from comparison goods to services and food and beverage
- **TRADITIONAL ANCHORS** – banks, post offices and department stores – have closed for good
- **EVERY YEAR** for the last five in town centres, chain retailers have shut more shops than they have opened
- **INDEPENDENT SHOPS** in town centres account for 65% of all stores and have grown and contracted since 2013 but in 2017 there was a net loss of 1,483 shops (-0.49%)
- **FOOTFALL IN TOWN CENTRES** has decreased every year since 2013 and in the last 10 years, has fallen by 17%

## RETAIL PARKS

- **THE NUMBER AND OCCUPATION OF RETAIL PARKS** has increased every year since 2013 – currently there are more than 1,400
- **PLANNING APPLICATIONS** for out-of-town developments have been five times greater than those for in-town
- **DESPITE ITS DECLINE** in town centres footfall has increased in retail parks
- **THE URBANISATION OF POPULATIONS**, reduction in car ownership among younger people, reduction in retailer portfolios and growth of urban mega malls and smaller town shopping centres, is likely to mean that 50% of the current retail park stock will become redundant by 2035

## MANAGEMENT AND INVESTMENT

- **THE NUMBER OF BIDS** has doubled since 2013 but there is debate around their cost and impact in smaller towns
- **COUNCILS** are increasingly investing public money in commercial real estate and acquiring significant retail assets in their towns





12 October 2018

## **Board priorities and work programme**

### **Purpose**

For discussion and direction.

### **Summary**

This report sets out draft priorities for the Board together with a draft work programme for the period to July 2019. A draft work programme is set out in **Appendix A**.

### **Recommendation**

That the Board considers and agrees a final version of the Board's priorities and work programme

### **Action**

Officers will take action as directed.

**Contact officer:** Eamon Lally  
**Position:** Principal Policy Adviser  
**Phone no:** 02076643132/07799768570  
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12 October 2018

## **Board priorities and work programme**

### **Background**

1. The EEHT Board in liaison with the LGA's Leadership Board is responsible for establishing LGA policy and lobbying positions in relation to the Environment, Economy, Housing and Transport. This is a very wide brief and members have found it helpful to prioritise their work to be effective and achieve the best outcomes for the local government sector.

### **Draft priorities and work programme**

2. In prioritising, the Board will want to be aware of the issues that are being raised by councils, which have informed the LGA's 2017/18 business plan priorities<sup>1</sup> and the government's own priorities. The Board will also want to make a judgement on where it can make the most significant contribution.
3. A draft work programme is set out in **Appendix A**.

### **Next steps**

4. Members are asked to:
  - 4.1. Consider and agree a final version of the Board's priorities and work programme.

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<sup>1</sup><https://www.local.gov.uk/business-plan-201718>

## Appendix A Work Programme

EEHT Broad objectives 2018/19	Actions	Timelines
<b><i>Housing and planning</i></b>		
Deliver more homes: ensuring that councils have the full range of powers and funding freedoms to deliver homes that meet needs and are affordable to communities (responding to the Government's social housing green paper, continuing to lobby on Right to Buy and rent setting, and working on the implementation of the lifting of financial restrictions.	<p>Influence government proposals in the Social housing Green Paper on tenant involvement, regulation and the safety and quality of councils owned housing:</p> <ul style="list-style-type: none"> <li>• Responding to consultation</li> <li>• Developing good practice on tenant involvement</li> </ul> <p>Making the case for investment in genuinely affordable housing</p> <ul style="list-style-type: none"> <li>• Research into the evidence of savings to the public purse from investment in genuinely affordable housing</li> </ul> <p>Continue to work with government and local authorities on implementing the removal of restrictions on council housing finance</p> <p>Continue to build partnerships with Homes England and others to support capacity building and investment enabling the delivery of affordable homes as part of wider strategies to create inclusive growth, jobs and well-being. And to make the case for long-term certainty on rents and reforms to Right to Buy</p>	<p>November 2018 October 2018</p> <p>December 2018</p> <p>December to March 2019</p> <p>On-going</p>
Private rented sector	Make case for councils to have the resources and powers to ensure an effective private rented sector meeting the diverse	To July 2019

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	<p>local housing needs;</p> <p>Investigate, capture and present good practice and policy recommendations from councils that are working positively with private landlords to provide secure affordable housing to low-income families; recognising the importance of the private rented sector to addressing homelessness.</p>	
<p>Build prosperous places well supported by services and infrastructure, (taking into account the new NPPF and the Letwin review on build out rates).</p>	<p>Lobby for effective resourcing of planning departments via the localisation of planning fees</p> <p>Influence development of NPPF guidance to support locally led planning</p> <p>Continue to influence the Letwin review of build out rates</p> <p>Deliver a project investigating, capturing and presenting good practice learning from councils that have had success in viability negotiations, developing a resource and events to share the learning across the sector.</p> <p>Explore routes for capturing greater proportions of land value uplifts resulting from planning permission in order to finance infrastructure for homes including reform of the 1961 Land Compensation Act</p>	<p>Autumn Budget 2018</p>
<p>Reduce homelessness by continuing to work with councils and government to ensure that the implementation of the Homelessness Act is effective and sustainable; continue to lobby government for reforms reducing homelessness and the pressure on councils and their provision of TA, including adapting welfare reforms to reduce likelihood of homelessness; and</p>	<p>Influence policy on homelessness and rough sleeping, with a continued focus on prevention</p> <ul style="list-style-type: none"> <li>• Research into the evidence for a prevention-focused, council-led homelessness strategy</li> <li>• Influence next steps on rough sleeping strategy</li> </ul>	<p>September 2018 – June 2019</p> <p>September – December 2019</p>

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influence policy on rough sleeping, particularly in terms of prevention.	<p>Supporting councils to ensure the implementation of the Homelessness Reduction Act is effective; influence the upcoming review of the Act</p> <ul style="list-style-type: none"> <li>• Survey research into councils' experience of the Act</li> <li>• Research and best practice on the Duty to Refer</li> </ul> <p>Support councils to alleviate pressures around provision of TA</p> <ul style="list-style-type: none"> <li>• Research on out of area placements</li> </ul>	<p>September-November 2018 September-November 2018</p> <p>October-December 2018</p>
<b>Inclusive Growth</b>		
Ensure Inclusive Growth through the implementation of local industrial strategies and, in addition, by giving attention to the crisis in our Town Centres.	<p>Share good practice via case studies on online town centre resource as the nature of retail and high streets continues to evolve.</p> <p>A series of masterclasses to support council leadership on their town centre intervention work:</p> <ul style="list-style-type: none"> <li>• Place leadership/ branding</li> <li>• Those councils than own/ plan to own shopping centres</li> </ul> <p>Continued engagement and support to Government as appropriate – including Future High Streets Forum and High Street Expert Panel</p> <p>Work with People and Places and City Regions Boards to ensure that councils can play a full role on Local Industrial Strategies. This will include:</p> <ul style="list-style-type: none"> <li>• The development of an improvement offer;</li> <li>• Further engagement with the LEP Network following the publication of the LEP Review</li> </ul>	<p>Ongoing</p> <p>By March 2019</p> <p>Ongoing</p> <p>March 2019</p>

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	<ul style="list-style-type: none"> <li>Influencing future funding, including the UKSPF and successor to Local Growth Fund</li> </ul>	
<b>Transport</b>		
Consider future national and local policy on transport and infrastructure, including emerging legislation in relation to Connected and Autonomous Vehicles and on-going concerns around air quality.	<p>Continue to influence Government on key LGA asks in relation to transport and infrastructure, including:</p> <ul style="list-style-type: none"> <li>Streamlined funding – MRN, Roads Funding and reduced fragmented funding</li> </ul> <p>Submitting written/ oral evidence to select committee inquiries:</p> <ul style="list-style-type: none"> <li>Bus markets</li> <li>Active travel</li> <li>State of local roads (maintenance)</li> </ul> <p>Influencing the Environment Protection Bill/ Act</p> <p>Continue to support councils to make the most of opportunities to shape the future of transport connectivity for their areas and communities:</p> <ul style="list-style-type: none"> <li>Future Transport Conference</li> <li>Practical guides (e.g. on-demand transport, station-free bike sharing, promoting electric infrastructure charging etc.)</li> </ul>	<p>Ongoing/ Spending Review</p> <p>September/ October 2018</p> <p>November 2018</p> <p>20<sup>th</sup> November Autumn 2018 – March 2019</p>
<b>Environment</b>		
Understand the impact of exiting the EU on	To review the soon to be published Waste and Resources	Oct 2018-Jan 2019

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<p>environmental policy, including waste and recycling, and to help shape the new policy framework which will be set out in the upcoming Resource and Waste Strategy, with a focus on the implications of increased producer responsibility and the ban by China on the import of certain categories of waste material.</p>	<p>strategy.</p> <p>Establish broader impact of strategy on current lobbying positions, and determine if any new lines need to be developed.</p> <p>Develop lobbying approach on EPR and DRS including responding to DEFRA consultations, undertaking survey work, media work and maintaining relationships with key lobbying partners.</p> <p>Fully engaging with any environmental measures Treasury may propose in Autumn statement and beyond.</p> <p>Ensure councils are fully engaged with our lobbying work.</p>	<p>Until Jan 2019</p> <p>Now to July 19</p> <p>Now to July 19</p> <p>Ongoing</p>
<p><b>Flooding</b></p>		
<p>To work with our members and government to ensure that policy infrastructure funding on flood defences meets the needs of communities.</p>	<p>We will continue discussions with government through the Budget and upcoming spending review to seek:</p> <ul style="list-style-type: none"> <li>• Greater local flexibility of how flood risk management funding is spent, to better reflect local needs.</li> <li>• Full cost-recovery of statutory duties through local fee setting.</li> <li>• The ability for areas to use precepts to provide additional funding, where there is local agreement.</li> </ul>	<p>November 2018 and to July 2019</p>





## **Environment, Economy, Housing & Transport Board Update Paper October 2018**

### **Purpose of report**

For information.

### **Summary**

An update of the policy work that has been carried out over the summer for the Environment, Economy, Housing & Transport Board.

### **Recommendation**

That members note the contents of the report.

### **Action**

Officers to take forward any member comments for future policy work.

<b>Contact officer:</b>	Eamon Lally
<b>Position:</b>	Principal Policy Adviser
<b>Phone no:</b>	02076643132
<b>Email:</b>	Eamon.Lally@local.gov.uk

## **Environment, Economy, Housing & Transport Board Update Paper October 2018**

### **Transport**

1. The LGA has provided written submissions to a number of Transport Committee inquiries

#### Health of the bus market inquiry

2. This inquiry sought written evidence on the effectiveness and ambition of DfT's policies on buses; factors that affect bus use; the provision of services to isolated communities; and the viability and long-term sustainability of bus services, including funding and public grants. Key points to highlight from our response include:

2.2. Bus travel is the only major mode of transport without its own specific strategy.

2.3. If the Government is going to reverse the decline of the bus industry it must take decisive action to reform bus subsidies and extend its current pilot schemes. A lack of funding has meant councils have been forced to reduce subsidies to local routes. This has contributed to a nine per cent decrease in bus journeys in England outside London since their peak in 2008.

2.4. Local authorities are legally obliged to provide free concessionary bus travel to older and disabled people after 9.30am. Since 2011 the Government has not provided direct funding for this duty. Demand for concessionary travel has increased whilst councils' revenue support grant has been reduced, meaning that the scheme suffers from an estimated £200 million annual funding shortfall.

#### Local roads funding and governance inquiry

3. The focus of this inquiry was on the condition of local roads, adequacy of funding, including the societal and economic costs of not maintaining them properly and whether governance changes are required. The key points of our submission, are that councils take the maintenance of their roads and highways infrastructure very seriously. They spend approximately £3.6 billion a year maintaining nearly 185,000 miles of local roads, as well as footpaths, cycleways, bridges, tunnels, drainage, street lighting, traffic signals and street furniture. Our submission highlighted a number of other issues:

3.2. The local roads network has been historically underfunded by several governments and that it is still recovering from the impact of several past harsh weather winters. There is a £9.3 billion backlog of road repairs.

- 3.3. Poorly maintained roads can lead to additional economic and social costs.
- 3.4. Councils do their best but have had to prioritise reduced resources to maintaining the most important roads
- 3.5. Investment in new technologies continues, for example to improve the conditions information of their roads assets, e.g. through connected vehicle technology
- 3.6. Highlighting the recent National Infrastructure Assessment that endorsed our position in terms of funding for the maintenance of local roads and providing the long-term certainty of funding that benefits Highways England and Network Rail.

#### Active travel inquiry

- 4. The Active Travel inquiry called for evidence on the benefits and risks of active travel, recent trends, the effectiveness of DfT in setting strategic objectives, and the balance of responsibilities between central and local bodies. The findings from our recent modal shift survey will be used to reinforce key issues relating to councils, including:
  - 4.2. Councils promote active travel as a key policy tool for a number of outcomes, including improving congestion, air quality and obesity
  - 4.3. The most powerful way the Government could improve local infrastructure, including active travel infrastructure, is allow councils to get on with delivering it
  - 4.4. Too often government funding is short term capital grants linked to bidding processes with strict criteria. This stop start funding developed for specific policy interventions does not allow councils to develop long term sustained plans
  - 4.5. With the programmes of investment we have seen over the last twenty years we now have a good idea of what works and in what context it works through case studies and exemplars. We now need to allow councils the long term funding certainty to implement these solutions and sustain them.

#### Clean air strategy

- 5. The LGA responded to the Government's draft clean air strategy. The plan sets out a variety of different actions across a number of different public agencies. What the plan does not acknowledge sufficiently is that these actions are in addition to current local authority activity.
- 6. New activity will have to be resourced and local authorities are not in a position where they could take on the amount of activity envisioned in this strategy without either significant additional investment or by ceasing other work. Whilst we agree with the

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Government's ambition and the vital nature of the challenge we need a strategy that is either realistic about the capacity of many public agencies to take on more work or identifies how new resources will be made available. The response can be found [here](#).

### **Modal Shift survey**

7. Over the summer we have surveyed member authorities on their approach to modal shift and encouraging more sustainable transport. It revealed the overwhelming majority have introduced 20mph zones, provided secure cycle parking and/or changing facilities, promoted cycling and/or walking through schools and included sustainable travel within their Health and Wellbeing Strategy.
8. However, the survey reveals that the main barriers stopping councils from doing more to invest in sustainable travel were: lack of revenue funding (87 per cent for cycling/walking and 82 per cent for public transport); uncertainty over continued levels of funding (74 per cent for cycling/walking and 79 per cent for public transport); and lack of capital funding (68 per cent for cycling/walking and for public transport). The full results are available [here](#).

### **Future of Mobility call for evidence**

9. The future of mobility has been identified as one of the 'grand challenges' within the Government's industrial strategy. Over the summer the Department for Transport launched a call for evidence on issues related to the future of mobility. The evidence will inform the future of urban mobility strategy DfT intends to write this winter and the future of rural transport strategy that will follow this work.
10. We contributed some of the work we have been doing as part of our own future transport project. In particular we sought to highlight some of the possible implications for local authorities of the increasing use of autonomous and connected vehicles. This included implications for land used, the cost of upgrading or retrofitting infrastructure, managing the transition period, how we capture the value of innovation and ensuring that the tax regime is fair on all motorists and businesses.

### **National Infrastructure Assessment**

11. The Government published the National Infrastructure Assessment (NIA) in July which is produced once every five years by the National Infrastructure Commission. The document outlined the country's infrastructure needs for the next thirty years and endorsed many of the key points we had made in our submissions to their evidence gathering process.
12. The NIA states that "local leaders have to bid for too many different government competitions, which provide an unpredictable and short term funding stream and place a significant strain on the limited revenue funding available for transport planning."

13. The assessment goes further by saying “Local transport authorities outside London should have stable, devolved infrastructure budgets, as Highways England and Network Rail have. The devolved budget should comprise of five year settlements, with fixed annual budgets set at least two years before the start of the five year period. This budget should be sufficient to cover all maintenance, small to medium enhancement projects and programmes to deploy or pilot new smart infrastructure technologies.”

14. The report also recognises the drag on the country’s economy and local growth that the backlog of road repairs has, acknowledging that “In recent years, insufficient funding has led to poor conditions on local roads, affecting road users throughout the country... This creates hazards for road users, and also increases the long term cost of maintenance. The economic case for maintenance is very strong, since inadequate upkeep creates a risk that roads may need to be closed for emergency repairs”. The National Infrastructure Commission therefore recommends that “government should make £500 million a year of funding available from 2025/26 to 2034/35 for local highways authorities to address the local road maintenance backlog.”

### **Local Enterprise Partnerships**

15. On 24 July the Government Published [Strengthened Local Enterprise partnerships](#). This document sets out the conclusions of the Government’s policy review into LEPs. While it included the welcome announcement that every area will receive a Local Industrial Strategy, it also indicated that the government intends to:

15.2. Establish “more representative” LEP boards of a maximum of twenty people with the option to co-opt up to five additional Board members. The Government’s stated aspiration is that two-thirds of board members should be from the private sector;

15.3. Ask LEP Chairs and other local stakeholders to come forward with considered proposals by the end of September on “geographies which best reflect real functional economic areas, remove overlaps and, where appropriate, propose wider changes such as mergers”. The LGA’s response to the proposals can be found [here](#).

### **Environment**

#### **China Update**

16. Members have been receiving regular updates at Board about the impact of Chinese restrictions on waste imports. As of January 2018 only post-production scrap plastics have been accepted by China, while no mixed paper and cardboard is allowed. From March 2018 a contamination limit of 0.5 per cent has been set for imports of paper, plastic and other materials.

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17. At the May Board meeting feedback from councils reflected a mixed picture of the financial impact depending on contract arrangements and reliance on export markets. Wrap reported that 3 councils (out of 50 replying to a survey) had seen stockpiling in their contractors supply systems. The Board agreed that officers needed to do further survey work with councils to establish a fuller picture.
18. A waste and recycling survey was sent out to every council in September 2018. Part of the survey focussed on questions related to the China ban. Of those councils which responded 49 per cent said they had felt a significant impact from the ban. However, a much smaller proportion of councils i.e. 13 per cent were able to provide specific estimates of the financial impact. Our survey indicated that there was a median income loss to the councils which responded of £371400 pa. There was also an increase in the cost of recycling of around £428600 pa.
19. The conversations we have recently had with councils support these findings. The market for pots, tubs and trays has recently collapsed. Officials are hoping that markets will bounce back. Councils are struggling to shift twin stream material as it is not clean enough. Some local authorities are reporting higher MRF gate fees or a fall in their income from recyclates. Many have commented that their contractors want to operate on a shared risk basis in the future. There were also examples where contractors had been stockpiling materials for a longer than expected timeframe. The materials had then degraded and so had to be burnt. The Environment Agency recorded stockpiling at 26 sites – having done 480 visits. They will continue to monitor this as they foresee future markets putting further restrictions in place. Overall, councils are now starting to feel the direct impact of the ban and moving towards a position of quantifying it.
20. Looking to the future China will be pre-inspecting all imported containers. There will be supervised loading and sealing of containers. Site operators are currently being given additional training about what waste is/isn't acceptable. China has reported a 64 per cent reduction in waste imports for restricted categories for Q1 2018. Imports of waste paper declined substantially in May compared to April (23 per cent). China will ban an additional 16 wastes from the end of 2018 including post-industrial plastics, and a further 16 wastes from the end of 2019. This reduces the permitted waste types from 66 in 2017 to 18 by the end of 2019.
21. Customs data for Jan-Apr 2018 shows that exports of UK plastic waste increased substantially to Malaysia, Vietnam, Thailand, Singapore, Pakistan and Poland. Malaysia has now imposed a 3-month import ban on scrap plastics from 23 July 2018 and Vietnam is looking into banning scrap plastics. Thailand has temporarily banned e-waste and plastic imports. Large numbers of containers are stuck at the main Thai ports due to import permit issues or port capacity. The Polish authorities have identified waste from England that has been illegally exported under the guise of 'Green List' recyclable material. Poland has requested the waste is repatriated by the UK.

22. The publication of the Resources and Waste Strategy after the Budget should provide us with a clearer indication of how the Government wants to deal with this issue. In the meantime officers will continue to work with councils in order to establish how much further we can quantify the impact of the ban.

**Resources and Waste Strategy**

23. It is anticipated that the Resources and Waste Strategy will be published after the Budget. It has been indicated that the strategy will be accompanied by 3 consultation documents. These consultations will deal with:

23.2.reform of the extended producer responsibility (EPR) scheme

23.3.options for a deposit return scheme (DRS)

23.4.new packaging targets

24. Officers will bring these consultation documents to members for a steer once they have been published.





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## **Note of last Environment, Economy, Housing & Transport Board meeting**

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<b>Title:</b>	Environment, Economy, Housing & Transport Board
<b>Date:</b>	Thursday 12 July 2018
<b>Venue:</b>	Westminster Room, 8th Floor, 18 Smith Square, London, SW1P 3HZ

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<b>Item</b>	<b>Decisions and actions</b>
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<b>1</b>	<b>Welcome, Apologies, Declarations of Interest</b>
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<b>2</b>	<b>Clean Air Strategy</b>
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Shaun Gallagher and Alicia Pearce introduced the draft Clean Air Strategy which was published on 22 May 2018. They highlighted the key components of the strategy and noted its links to the Industrial Strategy, the Clean Growth Strategy and the 25 year Environmental Plan.

Members made the following comments:

Air quality monitoring is very expensive and local councils will welcome any funding to help. Raising awareness on air pollution is important but funding will need to follow.

Public perception is that air quality is not getting better

Vehicle engines continuing to run in traffic appears to be influencing town centre air quality.

Schemes like town centre power hook ups for canal and river boats can help with air quality.

Electric taxis could be a new problem for town centre planning.

If responsibility for policy development sits with national government, how can local government influence. Current powers are with national government.

Brexit should not be an opportunity to lower standards on air quality. Major cities are already regularly reported as breaching air pollution limits.

Shaun Gallagher and Alicia Pearce responded

While air monitoring is expensive, monitoring technology is improving and will become more accessible for councils.

While air quality in general is getting better, it is still a major health concern.

The Clean Air Strategy will be a partnership between national and local government, locally it could mean more powers and greater funding.

A lot of work is being done with taxis and charging points.

### **Decision**

Shaun Gallagher and Alicia Pearce were invited to attend again as policy work develops.

Officers will be taking members comments forward to in the LGA response.

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### **3 Modal shift and encouraging active travel**

Andrew Jones introduced the report on the key results and messages of our modal shift survey. The aim of the publication was to highlight council good practice as well as identifying the barriers that prevent them doing more.

Andrew Jones highlighted the benefits of encouraging sustainable forms of travel but noted the evidence from councils that challenging existing behaviour is costly and often ineffective. The purpose of the work on modal shift is to promote good practice and support other councils to build on this success.

Members made the following comments

The report needs to include examples of what councils can do to be better but should also present clear policy asks of national government.

More work can be done to engage interested members in councils.

Buses are important and more work needs to be done in shaping a debate on encouraging them.

The language of Modal Shift is not helpful in talking about travel in an accessible way.

Talking about why we are changing behaviour rather than just how is helpful

New housing developments and buses is key. Developers are key to linking up bus travel.

How have local councils achieved behavioural change. Examples of best practice are needed on this. We need to understand the reasons for the disparity between the numbers of men and women cycling. Working with partners like Sustrans can help.

#### **Decision**

The Modal shift report will come back to a future board

### **4 Achievements and Board Priorities for 2018/19**

Cllr Tett introduced the report and asked members to consider what the board should work on in 2018/19. He noted that Lead Members are keen to ensure that the Board can point to practical achievements from its work. He noted that out of area housing will be looked at this year.

Cllr Tett raised the issue of national industrial assessments. Where there was a risk that responsibility will be moved to local government but without the funding to carry out the work.

Members made these comments

The landscape of plastic waste and China.

More in-depth discussions on key issues . Could take place outside the board sessions.

Rough sleeping should be a priority..

Out of area housing and tenancy lengths.

Brexit should be built into the priorities

Town centres and Grimsey Review should be a part of future boards

Fire Safety is important, and we should continue to work with other LGA Boards on this issue.

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Officers responded

Government will need to consult on implication of the national industrial assessments.

Brexit is covered by a task and finish group and reports to LGA leadership board.

However, Brexit will have an impact on board business, and officers will ensure that it is addressed within the themed areas.

### **Decision**

Officers will be taking members comments forward to form the Board Priorities for 2018/19

## **5 Minutes of the previous meeting**

Members agreed the minutes of the previous meeting

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**Appendix A -Attendance**

Position/Role	Councillor	Authority
Chairman	Cllr Martin Tett	Buckinghamshire County Council
Vice-Chairman		
Deputy-chairman	Cllr Rachel Eburne	Mid Suffolk District Council
Members	Cllr Alistair Auty	Wokingham Borough Council
	Cllr Lynne Duffy	Wychavon District Council
	Cllr David Renard	Swindon Borough Council
	Cllr Mark Mills-Bishop	Broxbourne Borough Council
	Cllr Colin Davie	Lincolnshire County Council
	Cllr Tony Newman	Croydon Council
	Cllr Helen Holland	Bristol City Council
	Cllr Ed Turner	Oxford City Council
	Cllr Peter Thornton	Cumbria County Council
	Cllr Linda Gillham	Runnymede Borough Council
Apologies	Cllr Simon Cooke	Bradford Metropolitan District Council
	Cllr Judith Blake CBE	Leeds City Council
	Cllr Gillian Campbell	Blackpool Council
	Cllr Michael Mordey	Sunderland City Council
	Cllr Adele Morris	Southwark Council

# LGA location map

## Local Government Association

18 Smith Square  
London SW1P 3HZ

Tel: 020 7664 3131

Fax: 020 7664 3030

Email: [info@local.gov.uk](mailto:info@local.gov.uk)

Website: [www.local.gov.uk](http://www.local.gov.uk)

## Public transport

18 Smith Square is well served by public transport. The nearest mainline stations are: Victoria and Waterloo: the local underground stations are

**St James's Park** (Circle and District Lines), **Westminster** (Circle, District and Jubilee Lines), and **Pimlico** (Victoria Line) - all about 10 minutes walk away.

Buses 3 and 87 travel along Millbank, and the 507 between Victoria and Waterloo stops in Horseferry Road close to Dean Bradley Street.

## Bus routes – Horseferry Road

**507** Waterloo - Victoria

**C10** Canada Water - Pimlico - Victoria

**88** Camden Town - Whitehall - Westminster - Pimlico - Clapham Common

## Bus routes – Millbank

**87** Wandsworth - Aldwych

**3** Crystal Palace - Brixton - Oxford Circus

For further information, visit the Transport for London website at [www.tfl.gov.uk](http://www.tfl.gov.uk)

## Cycling facilities

The nearest Barclays cycle hire racks are in Smith Square. Cycle racks are also available at 18 Smith Square. Please telephone the LGA on 020 7664 3131.

## Central London Congestion Charging Zone

18 Smith Square is located within the congestion charging zone.

For further details, please call 0845 900 1234 or visit the website at [www.cclondon.com](http://www.cclondon.com)

## Car parks

Abingdon Street Car Park (off Great College Street)

Horseferry Road Car Park  
Horseferry Road/Arneway Street. Visit the website at [www.westminster.gov.uk/parking](http://www.westminster.gov.uk/parking)



