

Local Government Association

regeneration and transport board

agenda

Thursday 21 January 2010

11.00am

Rooms 7.1 & 7.2

Local Government House

Smith Square

London SW1P 3HZ

To: Members of LGA regeneration and transport board

cc: Named officers for briefing purposes

www.lga.gov.uk

Guidance notes for visitors

Local Government House, Smith Square, London SW1P 3HZ

Welcome!

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

Security

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DO NOT STOP TO COLLECT PERSONAL BELONGINGS.

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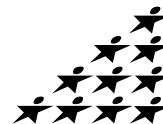
Accessibility

Every effort has been made to make the building as accessible as possible for people with disabilities. Induction loop systems have been installed in all the larger meeting rooms and at the main reception. There is a parking space for blue badge holders outside the Smith Square entrance and two more blue badge holders' spaces in Dean Stanley Street to the side of the building. There is also a wheelchair lift at the main entrance. For further information please contact the Facilities Management Helpdesk on 020 7664 3015.

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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.lga.gov.uk

Please don't forget to sign out at reception and return your badge when you depart.



Local Government Association

Regeneration & Transport Board

21 January 2010

Notification

There will be a meeting of the **Regeneration & Transport Board** at **11:00 on Thursday 21 January 2010** in Local Government House in rooms 7.1 and 7.2.

Please note that lunch will be served in the Member's Lounge at 1pm.

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.

Apologies

Please notify your political group office (see contact telephone numbers below) if you are unable to attend this meeting, so that a substitute can be arranged and catering numbers adjusted, if necessary.

Labour:	Aicha Less: 020 7664 3263 email: aicha.less@lga.gov.uk
Conservative:	Angela Page: 020 7664 3264 email: angela.page@lga.gov.uk
Liberal Democrat:	Evelyn Mark: 020 7664 3235 email: libdem@lga.gov.uk
Independent:	Group Office: 020 7664 3224 email: independent.group@lga.gov.uk

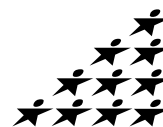
Location

A map showing the location of local government house is printed on the back cover.

Contact: Fatima de Abreu Tel: 020 7664 3136, email: Fatima.deabreu@lga.gov.uk.

Carers' Allowance: As part of the LGA Members' Allowances Scheme a Carer's Allowance of up to **£5.73** per hour is available to cover the cost of dependants (ie. Children, elderly people or people with disabilities) incurred as a result of attending this meeting.

Hotels: If you wish to stay overnight in London, discounted hotel rates are available through the **Local Government Travel Club** (consult your own authority for information) or contact **Hotelzon** on tel: 01962 844 004 or fax: 01962 860 974.



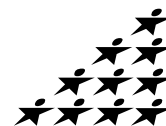
Local Government Association

Regeneration & Transport Board

Regeneration & Transport Board - Membership 2009/2010

Councillor	Authority
Conservative (6)	
Jim Harker [Vice-Chair]	Northamptonshire CC
Shona Johnstone	Cambridgeshire CC
Andrew Carter	Leeds City
Peter Jackson	Northumberland Council
Ricky Bower	Arun DC
Kevin Lynes	Kent CC
Substitutes:	
Lesley Clarke	Wycombe DC
James Morrish	Torrington DC
Labour (4)	
David Sparks OBE [Chair]	Dudley MBC
Mahroof Hussain	Rotherham MBC
Mark Dowd OBE	Merseyside Travel / Sefton Council
Roy Davis	Luton BC
Substitutes:	
Peter John	Southwark LB
Tony Page	Reading Council
Liberal Democrat (3)	
Richard Knowles [Deputy Chair]	Greater Manchester ITA / Oldham MBC
Heather Kidd	Shropshire Council
Zulfiqar Ali	Rochdale MBC
Substitutes	
Isobel McCall	Milton Keynes Council
Independent (1)	
Prof John Whitelegg [Deputy Chair]	Lancaster City

14 Member Board



Local Government Association

Regeneration and Transport Board

Attendance 2009-2010

Councillors	2.9.09	18.11.09	21.1.10	25.3.10	24.5.10	22.7.10
Conservative Group						
Jim Harker	YES	YES				
Shona Johnstone	YES	YES				
Andrew Carter	YES	NO				
Peter Jackson	NO	NO				
Ricky Bower	YES	YES				
Kevin Lynes	YES	YES				
Labour Group						
David Sparks OBE	YES	YES				
Mahroof Hussain MBE	YES	NO				
Mark Dowd OBE	YES	YES				
Roy Davis	YES	YES				
Lib Dem Group						
Richard Knowles	YES	YES				
Heather Kidd	YES	YES				
Zuliyar Ali	YES	YES				
Independent						
John Whitelegg	YES	YES				



Agenda

Regeneration & Transport Board

21 January 2010

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For Discussion

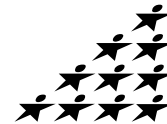
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|---|-----------|
| 1. Discussion with the Minister of State for Transport
Rt Hon Sadiq Khan MP, Minister of State for Transport, DfT | 3 |
| 2. Traditional markets and the local economy
Cllr Dave Goddard, Leader, Stockport Council | 5 |
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Date of next meeting:

Thursday 25th March 2010, Local Government House



Discussion with the Minister of State for Transport

Summary

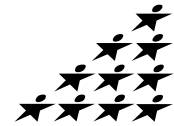
Following Nick Bisson's presentation to the Board in September 2009, Members expressed a wish to meet with the Minister of State for Transport at a future meeting. The Rt Hon Sadiq Khan MP will attend the meeting today to discuss issues of interest to members.

Recommendations

The Board is invited to discuss topics of interest with the Minister.

Action

Subject to comment from the Board, officers to take forward any suggested actions.



Traditional Markets and the Local Economy

Summary

This paper accompanies a presentation from Cllr Dave Goddard (Leader, Stockport MBC) on the local authority role in supporting traditional retail markets.

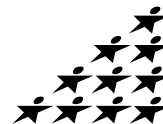
Recommendations

Members are asked to note the presentation and offer comments on the issues raised.

Action

As agreed by members.

Contact Officer: Steve Skelton
Phone No: 020 7664 3074
Email: steven.skelton@lga.gov.uk



Traditional Markets and the local economy

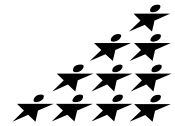
Background

1. Traditional markets (retail markets and wholesale markets) are an important part of many local economies. They have a collective turnover of £7.6 billion, and employ over 100,000 people¹. Markets, traditionally, have also been an important source of innovation in business, and remain (literally) at the centre of many towns. Research has also shown that produce bought from markets is often cheaper than bought in supermarkets, and that they often produce less waste packaging.
2. 60% of existing retail markets are run by the public sector, and market operators as a whole turnover £125 million per year. Councils are central to the provision of many local markets, and have a keen interest in their continued success. Councils also have an interest through their regulatory and trading standards functions in ensuring that markets operate safely and within the law.
3. Cllr Dave Goddard (Leader, Stockport MBC) will give a short presentation outlining this interest as the LGA's "markets champion", and his thoughts on the role of councils in supporting local markets. A recent *First* magazine article on the importance of local markets, authored by Cllr Goddard, is enclosed at **Annex A**.

Policy context

4. The CLG Select Committee, on 23 July, published its report, *Market Failure?: Can the traditional market survive?* The report found that markets bring a series of benefits to local areas, but that the sector had experienced a steady decline in recent years, although with some marked success stories within each type of market. The report made a series of recommendations, of which several were specifically aimed at local government. The central recommendations aimed at local councils were that councils should:
 - develop a strategic plan for the development of their markets;
 - within the context of wider fiscal retrenchment, find funds to modernise and support markets. Ring-fencing existing income or exploring prudential borrowing were both suggested;
 - review their management of markets and consider all delivery options.
5. The report also made several operational recommendations, such as the employment of a shared market operator amongst smaller authorities, considering the location of markets within towns and encouraging the right mix of stall holders.

¹ *Market 21: A Policy & Research Review of UK Retail and Wholesale Markets in the 21st Century* (Retail Markets Alliance, November 2009).



6. In its response to the CLG enquiry, government accepted the recommendation to establish an inter-departmental working group on markets, led by CLG. Cllr Goddard is the LGA's representative on this group, which reports to Rosie Winterton MP (CLG Minister for Local Government and BIS Minister for Regional Economic Development and Co-ordination) and to Jim Fitzpatrick MP (Minister for Food, Department for Environment, Food and Rural Affairs).

Progress and next steps

7. The markets working group has initially established two priorities: to draw up a market management guide for local authorities and market managers; and to examine how markets can promote enterprise and business-start-ups.
8. Speaking at the National Food Markets conference in Dewsbury on 2 December 2009, Rosie Winterton also set out that she wants the working group to act as "a forum for the sector. One where...we learn from each other, sharing the good ideas that are helping markets in different parts of the country so we can spread them more widely. And where we can have an open and honest dialogue about the best way to ensure our traditional markets thrive long into the future."
9. The board is invited, following Cllr Goddard's presentation, to offer feedback on the following issues:
 - The role of markets in their local economy, current performance and future prospects;
 - Views on the local authority role in supporting markets, and the relevant recommendations from the CLG Select Committee enquiry;
 - Key messages the board would like Cllr Goddard to convey to the government's inter-departmental working group on behalf of the LGA.

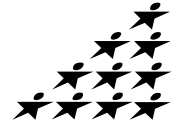
Financial Implications

10. None arising from this report.

Implications for Wales

11. The CLG Retail Markets Working Group is addressing issues relating only to England. Any issues of relevance to Welsh authorities or local markets will be addressed as they arise.

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Making the most of local markets (LGA *First* magazine, 17 June 2009)



Markets have an important economic and social role to play within local communities and councils should do all they can to encourage their growth, writes Cllr Dave Goddard, LGA markets champion

There has never been a better time to recognise the value of local authority markets and to promote their importance in fulfilling some local and national policy initiatives. Sustainability is an important element of life today and markets play a key role in promoting the green agenda.

In May 2008 the LGA published a study on food packaging entitled 'War on waste'. It found that on average 5% of the total weight of shopping baskets was made up of packaging. However, at 617g retail markets produce the lowest volume of waste compared with supermarkets and have the highest proportion of recyclable waste.

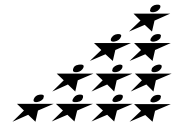
Markets continue to make a vital contribution to the retail economy. Research conducted in 2005 produced the following statistics in respect of the UK markets industry.

- More than 1,150 retail markets operate within the UK
- More than 150,000 stalls are available each week
- More than 46,000 market traders work across the UK
- The market industry offers employment to more than 96,000 people
- More than 435 million shopping visits a year are made to markets
- Market operators turnover more than £125m each year
- More than £1.1bn is spent at market stalls each year in the UK

A survey in 2008 by the National Association of British Market Authorities showed that across a range of 13 items, markets are on average 6% cheaper than supermarkets, and in relation to fresh produce, markets are 32% cheaper than supermarkets.

These figures back up a survey by the New Economics Foundation in 2005, which found that in Lewisham a shopping basket of food cost £4.74 from the market compared to £7.18 from a supermarket.

As customers focus more closely on value for money, Core Cities members which measure customer footfall through their indoor city centre retail markets, showed a year-



on-year increase between January 2008 and January 2009. In Sheffield the increase was 9.7% while Manchester saw an even greater increase of 12.8%.

Choice and diversity

The government has recognised the importance of markets. Its planning policy for city centres (planning policy statement 6) states: “Street and covered markets, including farmers’ markets, can make a valuable contribution to local choice and diversity in shopping as well as the vitality of town centres and the rural economy.

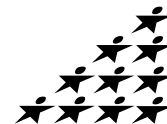
“As an integral part of the vision of their town centres local authorities should seek to retain and enhance existing markets and, where appropriate, re-introduce or create new ones. Local authorities should ensure that their markets remain attractive and competitive by investing in their improvement.”

Markets also play an important community role and this was recognised in research by the Joseph Rowntree Foundation in 2006. It found that markets are important sites of social interaction for all groups in the community, but particularly for older people and women.

They provide a distinctive form of trading and good markets create a vibrant atmosphere which can do much to enliven the town centre. They have a significant social inclusion role providing a place to linger and opportunities should be taken to promote them as part of a growing café society.

Research from the London Development Agency in 2005 showed that markets remain an important part of the retail industry in towns and cities in that customers shopping for food in street markets created additional custom for nearby shops.

Given the importance of markets both economically and socially, I would urge all councillors who have a market in their area to look again in these difficult economic times and give as much support to this vital industry possible.



Connecting Local Economies

Summary

The government is consulting on new National Policy Statements (NPSs) that will set the framework for decisions by the Infrastructure Planning Commission on nationally significant infrastructure projects.

The first NPS on transport – ports – is out for consultation. The national networks and airports NPSs will follow in 2010 and 2011 respectively.

To influence the debate, the LGA has supported a report from the Town and Country Planning Association *Connecting local economies – the transport implications*, which makes the case for an integrated approach to national infrastructure.

Recommendations

- For information, members to note report.

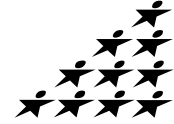
Action

- Officers to follow up members' comments.

Contact Officers: Philip Mind/Caroline Green

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Email: philip.mind@lga.gov.uk/caroline.green@lga.gov.uk

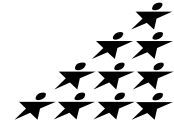


Connecting local economies

Background

1. The Planning Act 2008 set out a new system for nationally significant infrastructure projects (NSIPs) in England and Wales. It has 3 principal pillars:
 - A series of national policy statements on specified types of development, such as nuclear power – consultation on 7 statements began in late 2009¹, with others to follow in 2010. The National Policy Statements are not intended to develop new policy - but to express existing policy, make the case for new national infrastructure, explain the generic impacts and mitigation of adverse impacts. Some of their content is inevitably technical;
 - The creation of the Infrastructure Planning Commission (IPC) which will accept applications for nationally significant infrastructure projects from March 2010;
 - The Development Consent Order which replaces the myriad of consents currently required for NSIPs.
2. The LGA has been broadly supportive of the principle of a new approach to national; infrastructure because of the weakness of the current arrangements which do not amount to a joined up and efficient approach to infrastructure investment and do not adequately reflect the views and needs of local communities.
3. Councils have a number of responsibilities at each phase of the new planning regime for major projects. These include working with the developer in the pre-application phase to help shape their proposal and consult local people, prepare a Local Impact Report for the Infrastructure Planning Commission, propose lines of enquiry to the IPC during the examination phase, and to enforce the consent order. The LGA (led by the Environment Board) is lobbying to ensure that councils are fully resourced to carry out these roles.
4. There are five key tests that the LGA believe should be applied to the suite of NPS:
 - Does it address economic and social impacts?
 - Does it give due weight to climate change?
 - Do the National Policy Statements “talk to each other”, are they integrated?
 - Do they unlock economic potential across the UK, tackling regional disparities in economic performance?

¹ Overarching energy, renewables, fossil fuel, electricity networks, oil and gas infrastructure, nuclear power, and ports

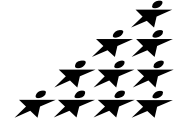


- Do they complement local development frameworks or integrated regional strategies?

National Policy Statement on Ports

5. We have seen one draft transport related national policy statement so far – on ports. The consultation closes on 15 February. (A copy of the consultation paper can be found at <http://www.dft.gov.uk/consultations/open/portsnps/npsports.pdf>
6. Our initial analysis, in consultation with the Planning Officers' Society is that the draft NPS fails to integrate national policy for ports with development of inland transport infrastructure and regional and local policy for development of sub-regional economies. **The proposed key points of the LGA's response to the Ports NPS are:**
 - a) the draft statement fails in its primary purpose, which should be to provide policy direction to the IPC and other decision-makers to guide them in decision-making. Instead decisions about new port development are left entirely to the commercial judgement of scheme promoters. This does not address the issues of how to improve port services in parts of the country where suitable port services are relatively remote or working at capacity.
 - b) A more strategic approach is needed. One that is better integrated with national policy for inland transport (road and rail) and with other national policy statements dealing with energy and waste.
 - c) A strategic approach would take account of rail and road freight pressures at the largest ports. Enhancements to the rail network (specifically rail gauge enhancement) could help take freight traffic off the roads, reduce congestion and stimulate port development in less congested regions – thereby promoting economic development.
 - d) The ports NPS also misses an important opportunity to advance the Government's national policy for climate change mitigation and adaptation, and the sustainable development agenda more generally. Essentially the draft statement does not join up with Government policy in other areas of crucial importance to our national future.
 - e) The NPS does not pay sufficient attention to regional spatial strategies, local development frameworks, and other relevant local strategies. The NPS needs to understand the implications of major infrastructure projects for local areas in terms of additional housing need and waste management requirements and impact on local economies. The NPS should incorporate reference to the significance of the development plan as a consideration to be taken into account notably in relation to economic and social impacts.

Members are invited to comment on the proposed response set out in a) – e) above.



Local Government Association

7. The central point of the paper “Connecting Local Economies – the Transport implications” paper produced by the Town and Country Planning Association is to challenge whether the NPSs will amount to a joined up framework for planning. It makes a strong case for a highly focused and coordinated national framework for planning and investment to go hand in hand with strengthened local decision making. In particular, the report explores the need for an improved national strategy for transport that is consistent and developed alongside other national strategies, for example on waste and energy, and is based on the connectivity needs of local economies.
8. We expect the report, with a foreword signed jointly by Cllr Dame Margaret Eaton and Professor Sir Peter Hall, President of the LGA to be published before the Board meeting. Hard copies will be provided at the meeting.

Financial Implications

9. None arising from this report. LGA support for the *Connecting Local Economics* report has also been provided from existing resources.

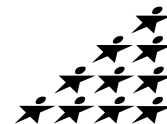
Implications for Wales

10. Some nationally significant infrastructure projects are proposed for Wales. The LGA will liaise with WLGA colleagues as appropriate on these issues.

Contact Officer: Philip Mind/Caroline Green

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Email: philip.mind@lga.gov.uk/caroline.green@lga.gov.uk



Severe Winter Weather

Summary

Councils have been working around the clock to respond to the recent severe winter weather. The forecast for severe weather remains in place and the situation is changing on a daily basis. Officers will provide an oral update on recent events at the board meeting. Members wishing to stay up-to-date in the run up to the board meeting should access the LGA briefings on the LGA homepage (www.lga.gov.uk)

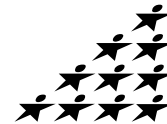
Recommendations

Members are asked to comment on their experience of recent events, with a particular focus on the lessons that can be learned by all parties.

Action

Subject to comment from the Board, officers to take forward any suggested actions.

Contact Officers: Caroline Green
0207 664 3359
Caroline.green@lga.gov.uk



Lobbying on Investment in Rail Capacity

Summary

Members have raised concerns about the scaling back of planned DfT investment in rolling stock as part of the previously agreed High Level Output Specification. This paper updates members on LGA lobbying activity and discusses potential next steps.

Recommendations

Members are asked to note the update and comment on how the issue might best be progressed with government.

Action

As agreed by members.

Contact Officer: Steve Skelton
Phone No: 020 7664 3074
Email: steven.skelton@lga.gov.uk



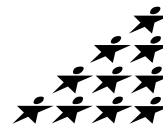
Lobbying on Investment in Rail Capacity

Background

1. Members have raised concerns about the scaling back of planned DfT investment in rolling stock as part of the previously agreed High Level Output Specification. These concerns relate to the announcement by DfT in early 2009 that the Government was scaling back on the promised extra 1,300 heavy rail carriages to be delivered nationally last year, and that the HLOS order for 200 additional diesel carriages has been cancelled.
2. Members drew specific attention to the impact of DfT decisions on the Northern Rail Franchise. DfT had previously pledged 182 additional carriages for this franchise. It appears that this figure is now likely to be halved.
3. At their 18 November board meeting, members reiterated that the LGA must continue to remind government that investment in transport is needed to keep local economies working, and that LGA lobbying should focus on examples of positive outcomes achievable from investment and regeneration.

Progress

4. On 22 October 2009 the LGA wrote to Lord Adonis (Secretary of State for Transport) to raise councils' concerns about transport spending plans and to express the sector's willingness to work with government to jointly make the case for continued investment in transport. Lord Adonis replied on 23 November, and a copy of this letter is enclosed at **Annex A**. The letter:
 - agrees that there are many strategic benefits to continued transport investment;
 - notes that all Departments' resources will be subject to redistribution in pursuit of the Government's policy objectives;
 - sets out existing and planned investment in the network, and in particular notes that a transfer of diesel rolling stock to ease congestion on other lines will follow the electrification of the Liverpool to Manchester line (by 2013) and the Great Western Main Line (by 2017), and;
 - invites the LGA to meet with Chris Mole MP, Minister for Rail, to discuss these issues further.
5. At Transport Questions on 9 December 2009, in response to a question from David Evennett MP (Con, Bexleyheath & Crayford) the Minister for Transport said, of the Government, "we remain committed to delivering 1,300 additional carriages by March 2014. Some 543 new carriages have been ordered...[A]round 232 of those are already in service. We are currently in negotiations for a number of other procurements. As a result of our decisions to electrify railway lines, rolling stock requirements have changed. We will set out our revised strategy shortly."



6. In response to a question from Angela Smith MP (Lab, Sheffield Hillsborough) asking for confirmation that the Northern Rail Franchise would still receive its promised allocation of carriages, the Minister replied that the Rail Minister had met the Greater Manchester ITA, and that the Department was working with PTEG on the issue.

Next Steps

7. The LGA will continue to raise the issues set out in this paper in its on-going lobbying work on transport issues, and will also make the links with lobbying on wider devolutionary issues, such as that focused on the development of City Regions and Sub-Regional governance structures.
8. Members may wish to take up the suggestion, made by Lord Adonis, of a meeting with the Rail Minister to discuss these issues further, and will also have the opportunity to put related questions to Sadiq Khan at the 21 January board meeting.
9. At its November meeting, the Board agreed that the LGA should undertake a piece of work aimed at protecting investment currently earmarked for transport, which would make the case for investment in the next spending review period as well as in the longer term. It is suggested that, as part of this work, officers liaise with affected local authorities and interested partners such as PTEG, to develop an illustrative case study based on the Northern Rail Franchise example. This case study might attempt to describe the impact of delays or cancellation of existing orders for new rolling stock on a specific franchise, its commuters and affected local economies.

Financial Implications

10. None arising from this report.

Implications for Wales

11. To be addressed with WLGA colleagues as appropriate.

Contact Officer: Steve Skelton
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Local Government Association

Annex A



From the Secretary of State

Councillor David Sparks
Chairman
LGA Regeneration and Transport Board
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*Department for
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E-Mail: andrew.adonis@dft.gsi.gov.uk

Web site: www.dft.gov.uk
Our Ref: AA/025999/09

23 November 2009

Dr David.

Thank you for your letter of 22 October regarding investment in transport and, in particular, in new rolling stock.

I wholeheartedly agree that transport investment must be one of the Government's vital spending priorities, given the many economic and social benefits which it unlocks. Indeed, I am pleased to say that public spending on transport has increased by over 70 per cent in real terms since 1997. In terms of funding for local transport authorities, the Government has delivered sustained increases over the last decade, to the extent that many authorities are now receiving three times as much Local Transport Plan capital funding as in 1997. Revenue funding for transport, provided through the Department for Communities and Local Government formula grant, has also risen in real terms over this period (39 per cent in the ten years from 1997).

Naturally I also share your view that the Department's resources should not be seen as a pot to be "raided" to fund initiatives elsewhere. However, you will understand that all departments must act corporately in pursuit of the Government's overall policy agenda, and that this will occasionally involve redistributing resources between departments in the period between spending reviews.

More broadly, as you say, in the current economic climate difficult choices are likely, and I welcome your willingness to work with us on ensuring that the evidence base underlying those choices is as robust as possible. My officials will continue to work with yours on research which should help both



Local Government Association

the Department and individual local authorities make the case for investment and secure the best value for money from available funding.

Turning to rail, I am sure you will recognise the Government's very substantial investment in both infrastructure and rolling stock over the last ten years. Rail patronage is at its highest since 1946, Britain's railways are safer than ever, and reliability is at its highest level since records began. Major infrastructure projects including the West Coast Main Line upgrade and High Speed One have brought big improvements in the service to passengers.

The 2007 White Paper *Delivering a Sustainable Railway* outlined the Government's vision for delivering a sustainable, modern railway. In total, 543 new vehicles have already been ordered since its publication. You will appreciate that the recent decision on electrification substantially affects the requirements for rolling stock over the next decade. Fewer diesels will be required as those in lines to be electrified can be cascaded elsewhere.

Electrification will also allow substantial additional capacity to be provided by re-deploying surplus electric trains displaced by the new rolling stock being procured as part of the £5.5 billion Thameslink project, which itself will provide much additional capacity linking areas to the north and south of London.

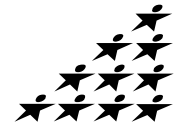
As well as this additional capacity to be provided using electric rolling stock, electrification will displace around 50 diesel carriages from the Liverpool – Manchester route by 2013, and a further 90 or so from the Great Western Main Line by 2017. These diesel vehicles can then be transferred to provide additional capacity on non-electrified parts of the network.

The Government has committed to publish a new rolling stock plan this autumn, taking account of the changed circumstances brought about by the decision on electrification and setting out a revised strategy.

Finally, you mentioned that you were keen to meet for a discussion on future plans for investment in rail. Chris Mole, Minister responsible for rail within my Department would be happy to meet you to discuss this. Please contact his Diary Secretary, Jade Baird on 020 7944 4406 to arrange a mutually convenient time.

Yours
Andrew

ANDREW ADONIS



Transport Update

Summary

This paper provides an update on the LGA's work and recent announcements on transport issues since the last meeting of the board.

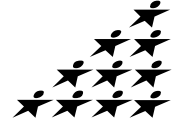
Recommendations

Members are asked to note the report.

Action

Subject to members' comments, officers to take forward suggested actions.

Contact Officer: Caroline Green
Phone No: 020 7664 3359
Email: caroline.green@lga.gov.uk



Transport Update

Concessionary Fares

1. The Government's consultation on a proposed reallocation of Special Grant funding for the national concessionary fares scheme closed on 30th December 2009. Over 60 Members and officers from Travel Concession Authorities attended a meeting held by the LGA on 10th December to discuss the consultation. In responding to the consultation, the LGA made the following key points:
 - The LGA recognises that progress has been made in dealing with the major problems with funding for concessionary fares that many councils face.
 - We are pleased that government has acknowledged that a number of authorities have received insufficient funding to cover the costs of the English National Concession.
 - Our longstanding position has been:
 - (i) that the government's commitment to fully fund the statutory scheme has meaning only if the scheme is fully funded at the level of each individual council;
 - (ii) the funding deficits currently experienced by some councils must therefore be resolved, but this must not result in other councils receiving less than they require to meet the costs of the scheme.
 - We believe that the best way of ensuring fair and equitable funding for 2010/11 is for Government to provide a top up grant of approximately £30 million to those authorities who can demonstrate funding deficits.

The LGA's full response is attached at **annex A**.

2. At the time of writing, government has not yet responded to the consultation. We expect Ministers' to take a decision on a revised allocation in the near future. The revised allocation will then be subject to a debate in Parliament. The LGA continues to press for an early decision to enable councils to set their budgets for 2010 / 11.
3. The financing of the concessionary travel scheme is of on-going importance to local authority budgets. As such, **officers intend to produce a piece of work that explores how the scheme might best be financed in the future**, with a view to influencing any future debate in the wake of the General Election.

Pre-budget report and changes to the administration of Concessionary Fares from 2011

4. The Pre-Budget Report (9 December 2009) confirmed that responsibility for concessionary fares will transfer from District to County level in two-tier areas from April 2011.
5. The PBR also predicted savings of £180m per year from the national concessionary fares scheme from 2013/14. These savings will result from
 - shifting responsibility to counties in two tier areas;



- rolling-out of smartcard systems across the country;
 - streamlining arrangements for reimbursing bus operators (subject to consultation), and;
 - changes to eligibility in line with state pension age changes – this means that eligibility for the national concession will increase gradually to 65 by 2020.
6. In responding to the PBR, the LGA questioned the calculations behind these estimated savings, particularly since no decisions have been made about revised reimbursement arrangements, and given current funding shortfalls. We will also continue to work closely with our members to influence new arrangements for funding and reimbursement in the lead up to these changes coming into force. In particular, we will work to:
- ensure that no council is left out of pocket as a result of transfer of functions from districts to counties;
 - agree a transparent and simplified methodology for reimbursing bus operators, and;
 - ensure that future funding arrangements fully reflect the costs of the scheme at individual authority level.

Cross border travel

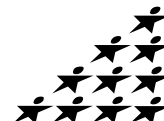
7. As reported at the last meeting, the LGA wrote to Transport Minister, Sadiq Khan, to raise the issue of concessionary travel across English, Scottish and Welsh borders. The Minister's response is attached at **Annex B**.

Bus Subsidies

8. In December, DfT announced changes to the Bus Services Operators' Grant, following the consultation in Spring 2009. These include changes to incentivise fuel efficiency from April 2010 and in the longer term, a move to an Incentive Per Passenger System. (attach DfT letter to Paul R) The LGA argued that the grant should be devolved to local authorities to incentivise improvements and commission services according to local priorities. We will continue to make this case to Ministers.

Competition Commission Inquiry

9. On 7 January the OFT referred referred UK local bus services, excluding London and Northern Ireland, to the Competition Commission (CC). The decision followed consultation on the results of an OFT market study into the industry that found evidence that limited competition between bus operators tended to result in higher prices and lower quality for bus users.
10. The LGA and local councils have welcomed this move, and have been leading the call for a more efficient and locally-led approach to commissioning bus services. In August 2009 the LGA published a report into bus subsidies which found that subsidy has risen by half in ten years to £2 ½ billion in 2007/08, amounting to over half the turnover of the industry. The LGA has argued that better value for money could be achieved through directing investment through to local bus services that target local



congestion, pollution and social priorities, and that it is the operators rather than passengers that are benefitting from the current system.

Bus Partnership Forum

11. Members of the Board will meet with Sadiq Khan MP (Minister of State for Transport) at the Bus Partnership Forum on 20 January 2010 to discuss, amongst other things, the issues set out above relating to Bus Policy and Concessionary Fares. Officers will give an oral update to the Board at its meeting on 21 January.

LTA conference

12. On 12 January 2010 the LGHA successfully held a one day conference to mark one year on from the passing of the Local Transport Act. The conference was held in partnership with DfT, PTEG and the Confederation of Passenger Transport. The successful conference attracted over 90 delegates and was chaired by Cllr David Sparks, with a key note address from Sadiq Khan MP. Presentation from the day can be accessed at <http://www.lga.gov.uk/lga/core/page.do?pagelId=7334032>

Financial Implications

17. Staffing and other resource implications of the report can be met within current resources.

Implications for Wales

18. Cross border travel concessions are of specific interest to Welsh authorities. Other issues of interest will be explored with the WLGA as appropriate.

Contact Officer: Caroline Green
Phone No: 020 7664 3359
Email: caroline.green@lga.gov.uk



LGA response to:
Local Authority special grant funding in 2010/11 for the national bus concession in England
Consultation paper

December 2009



Local Government Association

1. Introduction

- 1.1 The Local Government Association (LGA) represents over 423 member authorities in England and Wales. Together they represent over 50 million people and spend around £113 billion a year on local services. They include county councils, metropolitan district councils, English unitary authorities, London boroughs, shire district councils and Welsh unitary authorities, along with fire authorities, police authorities, national park authorities and integrated transport authorities.
- 1.2 This response has been developed in consultation with our member authorities.

2. Key points

- 2.1 The LGA recognises that progress has been made in dealing with the major problems with funding for concessionary fares that many councils face. We are pleased that government has acknowledged that a number of authorities have received insufficient funding to cover the costs of the English National Concession. Our longstanding position has been:
 - (i) that the government's commitment to fully fund the statutory scheme has meaning if the scheme must be fully funded at the level of each individual council;
 - (ii) the funding deficits currently experienced by some councils must therefore be resolved, but this must not result in other councils receiving less than they require to meet the costs of the scheme
- 2.2 We believe that the best way of ensuring fair and equitable funding for 2010/11 is for Government to provide a top up grant of approximately £30 million to those authorities who can demonstrate funding deficits.
- 2.3 In the last 6 months, the DfT and CLG together have announced well over £200m for projects and programmes which were not part of the departmental budget plans announced at the start of the year (see annex A). We are not persuaded therefore that it is not possible for Government to find the additional £30m funding for a highly valued, flagship scheme such as concessionary fares.
- 2.4 In considering its response to the current consultation, the

submission
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 Tel 020 7664 3000 Fax 020 7664 3030



Department for Transport must take on board evidence supplied by all councils and act to ensure that all deficits are addressed.

3 Factors in support of additional grant funding

3.1 There are a number of reasons why additional funding is the most appropriate solution for funding problems:

- (i) Current funding arrangements have resulted in a significant number of authorities facing substantial shortfalls in funding which are have serious implications on council tax, and threatening jobs and services.
- (ii) The proposed redistribution of the special grant does not take into account shortfalls that exist as a result of problems related to funding for the statutory scheme which existed prior to April 2008. A number of authorities from across the country, including London, have told us that when combined with the amount they receive through Formula Grant, the proposed reallocation of the Special Grant would result in an overall shortfall in funding for concessionary fares in their areas.
- (iii) The consultation is taking place at a time when councils are already taking decisions about their budgets for 2010. Even if a revised allocation is decided and agreed by Parliament in early January, councils will have little ability to plan for the impact of the changes which will have implications for local services.
- (iv) The redistribution is based on increase in costs between 2007/08 and 2008/09. However, a number of authorities have reported a further increase in costs during the second year of the scheme (2009/10), which means a redistribution based on the first year of the scheme will not adequately address their shortfalls.

4 Feedback from Councils on shortfalls and impact of redistribution of the special grant

4.1 A number of councils have shared their response to the consultation with the LGA. Our analysis of these responses finds that:

- (i) For some councils the proposed redistribution would largely resolve funding shortfalls in 2010/11. Any changes that are made to the proposed reallocation following the consultation period should not result in these areas receiving less than is proposed in the consultation paper.
- (ii) For other councils, the proposed redistribution partially addresses the funding shortfalls, but the revised distribution leaves them with significantly less than the additional costs that result from the national scheme.



- (iii) Some areas will see no change in grant despite experiencing funding deficits as a result of the introduction of the national scheme.
 - (iv) As stated above, a number of councils were underfunded for the free-local scheme which existed prior to April 2008. In some cases the special grant has served to reduce these funding gaps. Reductions in the special grant for these areas will result in an overall shortfall in funding for concessionary fares in their areas.
- 4.2 These findings support the LGA's position that the only equitable way to resolve current shortfalls whilst ensuring that no other council receives less than they require to meet the costs of the scheme is to provide additional funding.
- 5 Statutory Data Requirements**
- 5.1 A lack of clarity and the time lags on information have contributed to the funding difficulties for a number of years. We therefore support the principle of securing more accurate and timely data to provide clarity and transparency on costs and reimbursement.
- 5.2 However, it is not clear from the consultation what the department intends to do with the information it is requesting from councils. The need for clarity and transparency works both ways and Government should clarify for what purpose data provided by councils will be used. It would certainly be unacceptable for any further adjustments to the 2010/11 Special Grant, or to mid-year changes to grants from 2011/12 onwards.
- 5.3 We recognise improved data will be especially helpful in preparing for the transfer of responsibility and funding for Concessionary Fares from district to county level from April 2011. It will also assist in the work currently underway on reforming reimbursement arrangements for concessionary travel. However, if it is to be used to inform changes to take effect from 2011, it is not clear why councils should be required to submit this information on a quarterly basis in perpetuity. The requirement for quarterly returns should be limited to a one year period.
- 5.4 A reasonable time period would be required to allow councils to submit the data. Initial responses suggest that submission quarterly in arrears would be possible.
- 5.5 DfT should also take account of additional relevant information on the costs of concessionary fares that is relevant to local schemes. For example, in some areas, the costs of the statutory scheme are displaced by local discretions – concessionary travel on trams or light rail. Without these local discretions, the costs of the statutory scheme would be significantly increased. Where this can be evidenced by local authorities, it should be taken into account in future funding and reimbursement arrangements.
- 5.6 Councils have also highlighted that their ability to collect accurate data on concessionary patronage depends on information provided by operators. Roll out of smartcards systems across the country would improve access to reliable data on concessionary fares. We do not believe that the recent reforms to BSOG will provide a sufficient incentive for the roll out of smartcards. We will continue to pursue this with DfT through their smart card strategy.



ANNEX A

CLG funding for projects and programmes not part of the departmental budget plans
June – December 2009

Date	Initiative	Funding £m
15/12/2009	Debt advice	4
08/12/2009	Prevent funding	5
04/12/2009	Empty shops	2.6
01/12/2009	Eco-towns preparation	5
30/11/2009	Tackling tenancy fraud	4
24/11/2009	Research into design Efficiency	3.2
20/11/2009	Tackling anti-social behaviour	10
13/11/2009	Jobs and skills drive	40
04/11/2009	Horticultural apprenticeships	0.7
14/10/2009	Connecting Communities	12
28/08/2009	Tackling extremism	7.5
19/08/2009	Tackling impact of empty shops	3
22/07/2009	Tackling Race inequality	9
22/06/2009	Tackling repossession	1.2
	Total	107.2

DfT funding for projects and programmes not part of the departmental budget plans
June – December 2009

Date	Initiative	Funding £m
19/11/2009	Electric car charging points	30
17/11/2009	Stations make-over	50
09/11/2009	cycling investment	10
28/11/2009	Cycling facilities at stations	10
03/07/2009	Green buses fund	30
	Total	130



Local Government Association

Annex B



From the Minister of State

Councillor David Sparks
Chairman, LGA Regeneration and Transport Board
Local Government House
Smith Square
LONDON
SW1P 3HZ

Department for
Transport

Great Minster House
76 Marsham Street
London SW1P 4DR

Tel: 020 7944 3082
Fax: 020 7944 4492
E-Mail: sadiq.khan@dft.gov.uk

Web site: www.dft.gov.uk

Our Ref: SK/026392/09

16 NOV 2009

Dear Cllr Sparks,

Thank you for your letter of 22 October regarding cross-border concessionary bus travel.

Concessionary travel is a devolved policy area so the arrangements in Scotland, Wales and Northern Ireland differ from those in England. Consequently, at present the England-wide pass is not valid for travel in Wales, Scotland, or Northern Ireland and passes from those schemes are not valid on journeys which start in England.

Integrating the separate concessionary travel schemes is not a straightforward matter. For example, different administrative arrangements apply in each of the countries – the Welsh national scheme involves a single central reimbursement rate, whereas reimbursement rates for the English national scheme are subject to local negotiation. There are also differences in the level of concession available, with Wales and Scotland offering companion passes and free-travel at anytime rather than just off-peak as in England.

Local authorities neighbouring the Welsh or Scottish borders do however have powers to offer concessionary bus travel into England, Wales or Scotland as a local enhancement to the current statutory minimum.

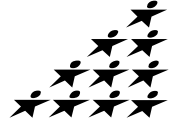
As you note, the Concessionary Bus Travel Act 2007 includes a power to allow, through regulations in the future, for mutual recognition of concessionary bus passes across the UK. This was included so that, following the establishment of the England-wide concession, which has the largest number of eligible pass holders in the UK, the legislative framework was in place to provide for the possibility of mutual recognition if all parties wished to implement it and if they agreed the practical means to bring it about, such as interoperability of passes and funding.

Discussions are taking place at official level with the Devolved Administrations about how reciprocal arrangements for cross-border concessionary travel could work, however there are no immediate plans to introduce such an arrangement.

I hope this is helpful.

Best wishes
Sadiq Khan

SADIQ KHAN



Local Government Association

Annex C



From the Minister of State

Paul Raynes
Local Government Association
Local Government House
Smith Square
LONDON
SW1P 3HZ

Department for
Transport

Great Minster House
76 Marsham Street
London SW1P 4DR

Tel: 020 7944 3082
Fax: 020 7944 4492
E-Mail: sadiq.khan@dft.gsi.gov.uk

Web site: www.dft.gov.uk

15 DEC 2009

You will be aware that the Secretary of State announced on 15 December details of two further changes that were first announced in last December's statement which will come into effect in April 2010, along with an announcement on more fundamental reform of BSOG to be introduced in the next two to three years.

From April 2010, operators will receive an 8% increase in their BSOG rate if they have operational ITSO smartcard systems and, separately, a 2% increase if they have fitted their buses with GPS equipment. We will also be bringing forward new arrangements for support on the basis of passenger numbers confirmed through ITSO smartcard systems.

I attach a copy of the Secretary of State's announcement.

In relation to the smartcard incentive you may also be interested in the Department's Smart and Integrated Ticketing Strategy which has been launched today. A copy is available on the DfT website.

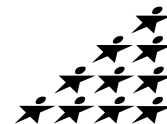
I would like to thank you for the LGA's involvement so far in BSAG. Your input has been invaluable to our decision making process.

I appreciate that your organisation was in favour of devolving BSOG. The points you made in BSAG meetings were carefully noted and considered. As you know, the Department had concerns about devolution of BSOG, principally in relation to legal risk.

The Government believes that a move to an IPP-based system will provide strong incentives for operators to further improve their fuel efficiency, give operators real incentives to attract more passengers to their services, exploit the potential of GPS systems and underpin the Ticketing Strategy, thus paving the way for widespread smart ticketing.

We will discuss the detailed implementation of our proposals at future BSAG meetings. I look forward to the LGA's continued involvement.

SADIQ KHAN



Meeting between Dame Margaret Eaton and Government Ministers – oral feedback

Summary

Philip Mind will update Members on the meeting held between the LGA Chairman and Government Ministers to discuss the role of local authorities in the new skills funding arrangements.

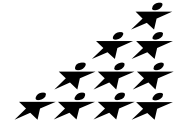
Recommendations

The Board is asked to note the update.

Action

Subject to comment from the Board, officers to take forward any suggested actions.

Contact Officer: Philip Mind
Tel: 020 7664 3243
Email: Philip.mind@lga.gov.uk



The Sustainable Communities Act round one - update

Summary

This paper provides members with an update on progress with regard to the Sustainable Communities Act and outlines linkages to the LGA Regeneration and Transport Board.

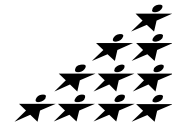
Recommendations

That members note the contents of the report.

Action

As directed by Members.

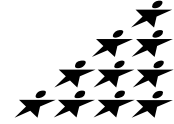
Contact Officer: Clarissa Corbisiero
Phone No: 0207 664 3060
Email: clarissa.corbisiero@lga.gov.uk



The Sustainable Communities Act round one - update

Background

1. The Sustainable Communities Act (SCA) was passed in 2007 and outlined a formal mechanism for communities, through the local authorities that represent them to identify and propose actions to be taken by government to promote sustainability in their community.
2. The LGA has been allocated a statutory role under the act as the 'Selector', to receive and shortlist proposals and to seek to reach agreement with the Secretary of State on which proposals to implement.
3. The LGA received 301 proposals from 90 lead authorities (25.5% of English Councils) under the first round of the SCA. Of the 301 proposals received, 18 were joint proposals, bringing the total number of authorities submitting proposals under the act to 100 (28% of English councils).
4. As Selector the LGA has shortlisted 199 proposals made under the Act. Short-listing was undertaken by a cross party panel of elected members, chaired by Councillor Keith Mitchell CBE.
5. Many of the shortlisted proposals echo calls for change by the LGA and will be useful in our ongoing lobbying with government. There are a number of themes emerging from proposals that link specifically to issues covered by the Regeneration and Transport Board's remit. For example:
 - That local authorities and groups of local authorities working together should be given greater powers and strategic control over funding for worklessness and skills. The LGA received proposals from Sheffield City Council, Oxfordshire County Council, Suffolk Coastal District Council and Kent County Council relating to this.
 - That local authorities should be given the flexibility to vary benefit rules to suit the local economy. For example a proposal received from Essex County Council seeks powers to set the eligibility criteria and amounts payable for all working age benefits for all claimants.
 - That local authorities should be given powers to use empty premises for community use. This was echoed in a proposal from Islington London Borough Council among others.
 - That local authorities are given greater flexibility to set appropriate speed limits and signage to enable better traffic management.
 - More effective coordination between national, regional and local transport networks. For example South Tyneside Metropolitan Borough Council are



Local Government Association

seeking greater influence for the region to ensure that national and regional road programmes better suit local needs.

- That local authorities are given greater powers to regulate and enforce parking. For example Leeds City Council proposes extending the powers to civil enforcement officers to issue penalty charge notices for obstructive parking.
6. The LGA will now enter into discussions with the Secretary of State to seek to reach agreement on those proposals to be implemented. The LGA is lobbying for the process to be open, transparent and to provide opportunities for real dialogue and discussion at both official and member/ministerial level. The LGA would like the process is concluded in a timely manner and has proposed to Government that the discussions are concluded by Easter recess.
7. Members are asked to support the implementation of the shortlisted proposals by:
- Using the proposals as case studies in LGA lobbying.
 - Writing to relevant MPs, ministers and stakeholder endorsing specific proposals and pressing for their implementation.

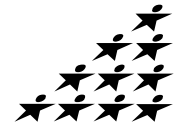
Financial Implications

8. There are no additional financial implications arising from this report.

Implications for Wales

9. The Sustainable Communities Act applies to authorities in England only.

Contact Officer: Clarissa Corbisiero
Phone No: 0207 664 3060
Email: clarissa.corbisiero@lga.gov.uk



Oral Feedback from Members

Summary

Members are invited to feedback the outcomes of recent Outside Bodies and other meetings.

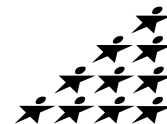
Recommendations

The Board is asked to provide any steer for future meetings that may be required.

Action

Subject to comment from the Board, officers to take forward any suggested actions.

Contact Officer: Fatima de Abreu
Tel: 020 7664 3136
Email: Fatima.deabreu@lga.gov.uk



21 January 2010

Note of the last Meeting and Decisions Taken

(18 November 2009)

Present:

Chairman	Cllr David Sparks (Dudley MDC)
Vice-Chair	Cllr Jim Harker (Northamptonshire CC)
Deputy Chairs	Cllr Richard Knowles (Greater Manchester ITA / Oldham MBC); Prof John Whitelegg (Lancaster City)
Conservative	Cllr Shona Johnstone (Cambridgeshire CC); Cllr Ricky Bower (Arun DC); Cllr Kevin Lynes (Kent CC)
Labour	Cllr Mark Dowd (Merseyside Travel / Sefton Council); Cllr Roy Davis (Luton BC)
Liberal Democrat	Cllr Heather Kidd (Shropshire Council); Cllr Zulfiqar Ali (Rochdale MBC)
Apologies	Cllr Andrew Carter (Leeds City); Cllr Peter Jackson (Northumberland Council); Cllr Mahroof Hussain (Rotherham MBC)
Substitutes	
In attendance	LGA Officers: Paul Raynes; Philip Mind; Caroline Green; Cassandra Harrison; Steve Skelton; Fatima de Abreu

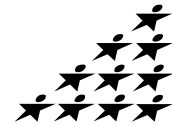
1. Making the case for Transport Spending

At its previous meeting, members had agreed to undertake a work programme aimed at protecting investment currently earmarked for transport. They had also requested work to explore alternative means of financing transport infrastructure investment.

Caroline Green set out a proposal for the key elements of the work programme and asked members for their comments and suggestions of examples of case studies in order to inform the work proposed. Members were informed that a letter outlining councils' concerns about transport spending plans, highlighting the case for investment and its positive effects on the economy, had since been sent to Lord Adonis (Secretary of State, DfT). A reply had not yet been received. Officers agreed to pursue a response.

Members agreed that the report was very clear in outlining the challenges local authorities face with regard to transport spending, and raised the following concerns:

- The need for clarity on future funding for highway maintenance;
- The report seemed to focus mainly on urban areas – work should highlight the impact on all major road networks and connections and a balance between rural



and urban areas must be met;

- The impact of government decisions and changes – such as post-office closures - upon traffic in surrounding areas should be addressed;
- The government must be continually reminded that investment in transport will keep local economies working. Lobbying should include examples of positive outcomes achievable from investment and regeneration, such as helping the construction industry and creation of jobs;
- City region competitiveness must be considered – compared to its European counterparts, Britain continues to come bottom of the list for per capita investment in public transport. Members agreed that strong evidence of this fact should be used in taking forward lobbying issues;
- Economics surrounding air quality targets need to be addressed, particularly with regard to the lack of funding available to local authorities to meet these targets;
- Issues around the impact of freight travel in rural lanes were raised, including flooding and viability;
- Investment appraisal was important and created barriers to sensible projects, for example, by using an unrealistic oil price or failing to account for air quality and health issues.

Members referred to various incentives within their local and neighbouring areas as examples of good practice and agreed to send these to Caroline Green in order to inform the work-plan. They felt that pressure should be applied to encourage government support for raising income locally for transport investment rather than just focusing upon cuts. The Board agreed that this work should be set as far as possible in the context of Total Place.

Decision

- The Board noted the reports and **agreed** that LGA officers should continue with the work programme proposed.

Action

- Members to send published reports and/or case studies to Caroline Green. **All**
- Officers to pursue response from Lord Adonis and report progress at future meetings. **Caroline Green**

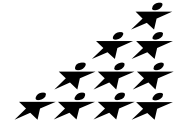
2. Concessionary Fares

Caroline Green began by informing the Board about an announced consultation from DfT on a revised distribution of the £223 million Special Grant Funding for 2010/11. The consultation process would last 8 weeks with a decision on whether to re-open the grant expected in January. She encouraged them to respond in order to endorse the need to stress the point that adequate funding needs to be available:

<http://www.dft.gov.uk/consultations/open/specialgrantfunding/>

Caroline referred to previous discussions and told members that, in response to the announcement, the following actions have been / will be taken:

- Cllr Eaton (Chairman, LGA) had written to all leaders encouraging them to respond to the consultation;



- An LGA press release outlining the LGA's position has been issued;
- LGA Officers and Lead Members are liaising closely with London Councils on the implications of the proposed reduction of the grant in London;
- A meeting will be held at LGH for all officers from travel concession authorities to discuss and inform the LGA of the impact of revised funding;
- The LGA will continue to make representation to Ministers endorsing the need for sufficient funding.

Members were concerned that the decision would be made too late for local authorities to feed into their budgets. They agreed that it would be important to retain direct grant funding for 2011 and onwards and emphasised the need for transparency. They discussed requesting a significant contingency to allow for shortfalls although it was felt that this was unlikely as it had been previously refused. Cllr Sparks agreed that this concern should continue to be on the agenda but that it should be led by officers. The Board had received a letter together with the report, which the Chairman had written to Sadiq Khan MP raising the issue of cross border concessionary travel between England, Scotland and Wales, and had also spoken with him. No response had been given to date, members were assured that officers were pressurising his office for a response.

Decision

- The Board noted the report.

Action

- Officers to progress actions as agreed. **All**
- Officers to pursue response from Sadiq Khan MP and report progress at future meetings. **Caroline Green**

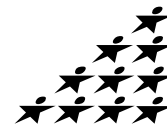
3. Adult Skills

Paul Raynes updated the Board on adult skills decision making and funding, and informed members that since the issue was discussed at the last meeting:

- The government has unveiled a skills strategy which gives Regional Development Agencies leadership on making strategic decisions about adult skills but within the scope for joint consideration with regional boards of local government leaders;
- A meeting between Cllr Margaret Eaton, chairs of regional joint leaders' boards, Kevin Brennan and Rosie Winterton will take place on 1 December to clarify government's intentions.

Members asked for better clarification of the Joint Leaders' Board role and the Chairman said that it had a very important part in addressing local authority issues with regard to development of adult skills. He assured them that the Board's purpose was to ensure that flexibility is retained in decision-making and not dominated by an unresponsive central bureaucracy.

Members raised concerns that the skills system is even less responsive to the needs of rural economies because people typically have further to travel for training and for support by Job Centre Plus.



Decision

- The Board noted the report and **agreed** that LGA officers should continue with the work programme proposed.

Action

- Report the Board's views in the brief for Cllr Eaton's meeting with government ministers and feedback the outcome of this meeting to members. **Philip Mind**

4. Transport and Air Quality

Cassandra Harrison updated the Board on implications for local authorities arising from the failure to meet EU objectives for pollution, and in particular surrounding air quality and local transport planning. Although the focus is currently on climate change, she told members that Defra are currently holding a review of local air quality management and that this could have significant implications for local authorities' power and resources.

Cassandra reminded them that a meeting had been arranged for them to meet with Defra and DfT consultants in order to provide political input, together with members of the Environment Board. The meeting will take place on **4th December at 2pm at LGH** and she encouraged members to attend if they could.

Members agreed that air quality issues were a problem and raised concerns about effects on human health. They recognised that local authorities have powers to make changes but that it was difficult particularly in monitoring shared roads and determining area responsibilities. Cassandra pointed out that LAs should be encouraged to link at local levels to share information and evidence. Members informed her of examples used in their own authorities of achieving low emission ratings and she asked them to forward these to her.

Cassandra.harrison@lacors.gov.uk

The Board were concerned that information from Defra was inaccurate and Cassandra agreed to raise this with them at the meeting in December. Members requested information about the Air Quality Summit which is being held on 30th November.

Decision

- The Board noted the report.

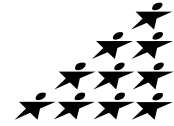
Action

- Continue with the work programme and report on updates.

Cassandra Harrison

- Consider attending meeting on **4th December** to provide political input on transport and air quality

All



5. Regional Planning / RDAs

Members noted the report which outlined the LGA's response to the CLG's consultation on regional strategies and leaders' boards. Philip Mind reminded them that LGA messages had highlighted the importance of combining national and local priorities in development of regional strategies and that priorities had to be based of assessment of all needs and include bottom-up objectives. Members referred to the comments they had made in Item 3 and agreed that the leaders' boards should reflect membership from different areas – Philip notified them that National Parks Leaders would be included.

Decision

- The Board noted the report.

Action

- Continue to lobby for integrated national and local priorities to be part of regional strategies.

Officers

6. EU Update – Recession Report, EU Funds and Transport

Members received an update on the LGA's work on EU funds for regeneration and jobs. Nick Porter (EIU) informed them that the European Unit has developed a report examining how councils around the world are dealing with the recession. The report was to be officially launched at an evening event in LGH on **9 December 2009**.

Nick also updated on the results of the LGA survey of councils on future of EU funds, the results of which are already attracting interest from policy-makers in Brussels.

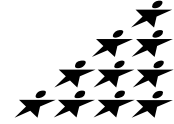
Decision

- The Board noted the report

7. Oral Feedback from Members

Members were invited to feedback on meetings attended on Outside Bodies.

- Cllr Bower had recently attended a meeting of Transport Futures where they had discussed the business plan for next year. He agreed to send a note of the meeting to the office for circulation once it had been received;
- Cllr Johnstone referred to the CTS Board and her representation as a member of the Regeneration & Transport Board on 2012 discussions. She raised concerns that meetings had come to a halt and requested information about future plans. Paul Raynes confirmed that CTS Board members had recently agreed to arrange further joint meetings to discuss 2012 and would notify her of possible dates in due course.



Local Government Association

Cllr Knowles raised concern that, as a representative of the Board, he had not been notified of meeting dates for the Transport Futures meetings. The Chairman agreed that officers would raise this with their secretariat, and that if, on occasion, members were unable to attend outside body meetings they were assigned to, consideration of nominating a substitute should be given.

Decision

- The Board noted feedback from members.

Action

- Inform Cllr Johnstone of meeting dates to discuss 2012 **Officers**
- Email organisations to check whether substitutes can replace nominated members to Outside Bodies if they are unable to attend meetings and subsequently request volunteers from the Board **Fatima de Abreu**

8. Note of the last Meeting and Decisions Taken

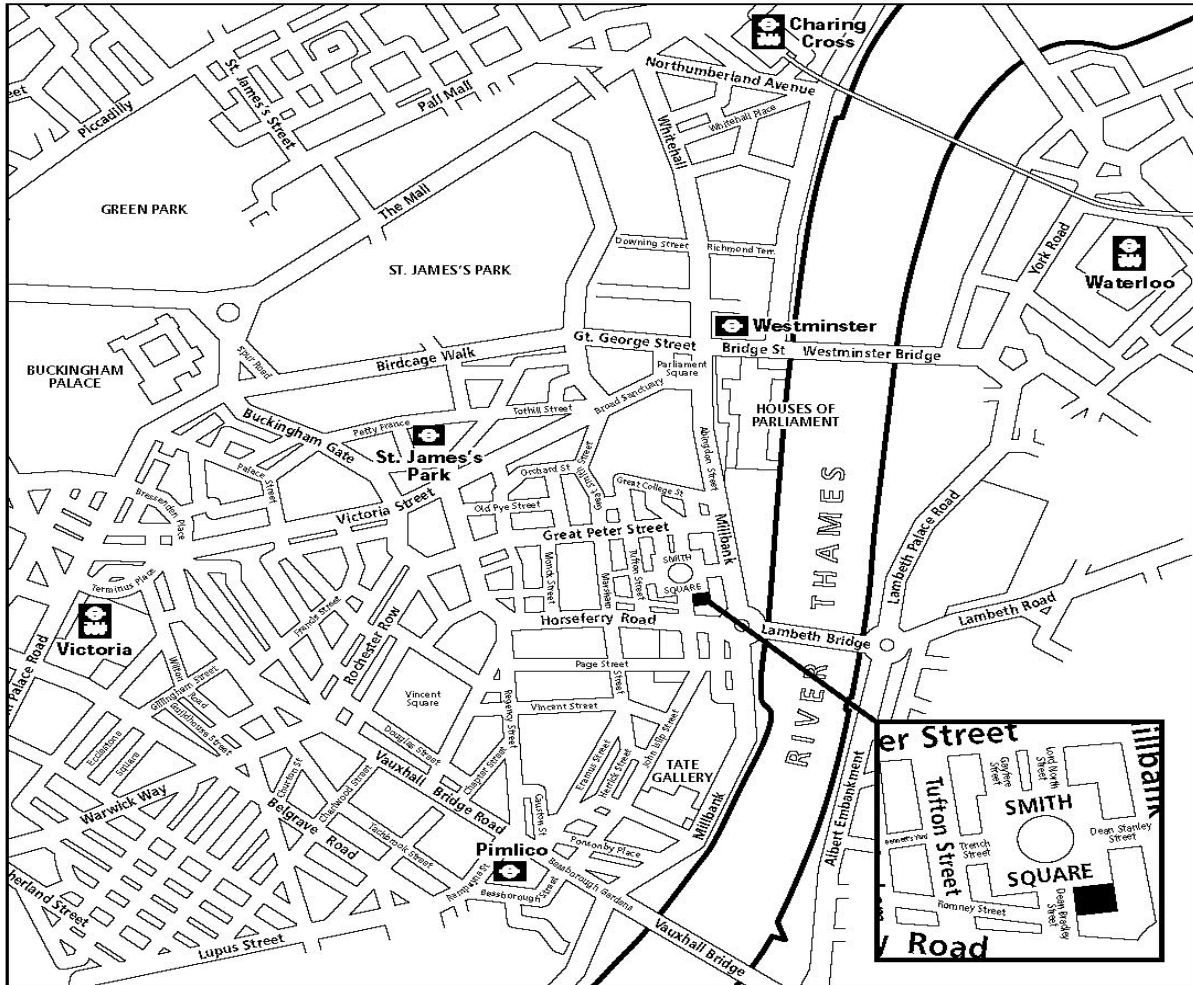
Members agreed the note of the last meeting subject to the following actions:

- Nick Bisson had said that he was willing to speak to the Welsh Assembly on the issue of cross-border concessionary bus travel and members asked that DfT be reminded of this;
- Members had not yet received the DfT newsletter despite officers having sent through email addresses. Officers were asked to investigate.

Action

- Take forward members' requests as above. **Caroline Green**

LGA Location Map



Local Government Association

Local Government House,
 (Formerly known as Transport House),
 Smith Square, London SW1P 3HZ
 LGconnect - LGA's Information Centre: 020 7664 3131
 Fax: 020 7664 3030
 Email: info@lga.gov.uk
 Website: www.lga.gov.uk

Public transport

Local Government House 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 goes close by at the end of **Dean Bradley Street**.

Bus route – Millbank

- 87** Wandsworth - Aldwych
- 3** Crystal Palace - Brixton - Oxford Circus

Bus routes - Horseferry Road

- 507** Waterloo - Victoria
- C10** Canada Water - Pimlico - Victoria
- 88** Camden Town - Whitehall - Westminster - Pimlico - Clapham Common

Cycling Facilities

Cycle racks are available at Local Government House. Please telephone the LGA on 020 7664 3131.

Central London Congestion Charging Zone

Local Government House is located within the congestion charging zone. For further details, please call 0845 900 1234 or visit the website at www.cclondon.com

Car Parks

- Abingdon Street Car Park**
Great College Street
- Horseferry Road Car Park**
Horseferry Road/Arneway Street