

Economy and Transport Programme Board

Agenda

Thursday 19 January 2012
10.30am

Smith Square Rooms 1 & 2
Local Government House
Smith Square
London
SW1P 3HZ

To: Members of the Economy and Transport Programme Board
cc: Named officers for briefing purposes

Guidance notes for 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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DO NOT STOP TO COLLECT PERSONAL BELONGINGS.

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

Economy and Transport Programme Board

19 January 2012

Notification

The **Economy and Transport Programme Board** meeting will be held on **Thursday 19 January 2012 10.30am** in **Smith Square Rooms 1 & 2, Local Government House, Smith Square, London, SW1P 3HZ.**

Please note that there will be a Lead Members' Pre-meeting at 9.15am in Meeting Room 6.

Refreshments will be available upon arrival and there will be a working lunch at 12.15pm.

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@local.gov.uk
Conservative: Luke Taylor: 020 7664 3264 email: luke.taylor@local.gov.uk
Liberal Democrat: Evelyn Mark: 020 7664 3235 email: libdem@local.gov.uk
Independent: Group Office: 020 7664 3224 email: independentgroup@local.gov.uk

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.

Location

A map showing the location of Local Government House is printed on the back cover.

Contact

Virginia Ponton (Tel: 020 7664 3068, email: virginia.ponton@local.gov.uk)

Carers' Allowance

As part of the LGA Members' Allowances Scheme a Carer's Allowance of up to £6.08 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 and travel

The LGA has now negotiated preferential rates with Club Quarters Hotels in central London, opposite Trafalgar Square, in the City near St Pauls Cathedral and in Gracechurch Street, in the City, near the Bank of England. These hotels are all within easy travelling distance from Local Government House. A standard room in a Club Quarters Hotel, at the negotiated rate, should cost no more than £129 per night. To book a room at Club Quarters Hotels please use their website: <http://www.clubquarters.com>. Once on the website enter the password: LOCALGOV and you should receive the LGA negotiated rate for your booking.

Economy & Transport Programme Board

Date: 27.10.11

Economy & Transport Programme Board Membership 2011/2012

Councillor	Authority
Conservative (7)	
Shona Johnstone [Vice-Chair]	Cambridgeshire CC
Andrew Carter	Leeds City
Kevin Lynes	Kent CC
Philip Atkins	Staffordshire CC
Tony Ball	Basildon DC
Neil Clarke	Rushcliffe BC
Martin Tett	Buckinghamshire CC
Substitutes:	
Gillian Brown	Arun DC
Paul Yallop	Worthing BC
Kevin Bentley	Essex CC
Labour (5)	
Peter Box CBE [Chair]	Wakefield MDC
Mark Dowd OBE	Merseyside Travel / Sefton Council
Roy Davis	Luton BC
Claire Kober	Haringey LB
Anne Western	Derbyshire CC
Substitutes:	
Tony Page	Reading Council
Guy Nicholson	Hackney LB
Liberal Democrat (2)	
Roger Symonds [Deputy Chair]	Bath and North East Somerset Council
Richard Knowles	Oldham MBC
Substitutes	
Heather Kidd	Shropshire Council
Independent (1)	
Mike Haines [Deputy Chair]	Teignbridge DC
Substitute	
Peter Popple	Scarborough BC

LGA Economy & Transport Programme Board Attendance 2011-2012

Councillors	08.09.11	17.11.11	19.01.12	22.03.12	24.05.12	19.07.12
Conservative Group						
Shona Johnstone	Yes	Yes				
Andrew Carter	No	Yes				
Kevin Lynes	Yes	Yes				
Philip Atkins	Yes	No				
Tony Ball	Yes	Yes				
Neil Clarke	Yes	Yes				
Martin Tett	N/a	Yes				
Labour Group						
Peter Box CBE	Yes	Yes				
Mark Dowd OBE	Yes	Yes				
Roy Davis	Yes	No				
Claire Kober	Yes	No				
Anne Western	Yes	Yes				
Lib Dem Group						
Roger Symonds	No	Yes				
Richard Knowles	No	No				
Independent						
Mike Haines	Yes	Yes				
Substitutes						
Colin Rosenstiel	Yes					
Tony Page		Yes				
Guy Nicholson		Yes				
Heather Kidd		Yes				

Agenda

Economy and Transport Programme Board

19 January 2012

10.30 – 11.00am

Smith Square 1 & 2, Local Government House

	Item	Page	Time
	Lead Members' Pre-Meeting (Meeting Room 6)		9.15am
	Political Group Meetings		10.00am
Part 1			
1.	Note of previous meeting	3	10.30am
2.	LGA Business Plan	11	10.35am
3.	Economy and Transport updates	29	10.45am
	Information		
4.	Climate Change Adaptation/Resilience	48	10.55am
Part 2	Informal seminar		11.00am
	A separate paper will be circulated to members in advance of the meeting		

Date of Next Meeting: 22 March 2012, 11.00 – 13.00, Local Government House

Item 1

Note of Meeting 17 November 2011

Title: Economy & Transport Programme Board
Date and time: 17 November 2011, 11.00am
Venue: Local Government House

Attendance

Position	Councillor	Political Group	Council
Chairman	Peter Box CBE	Labour	Wakefield MDC
Vice Chair	Shona Johnstone	Conservative	Cambridgeshire CC
Deputy Chair	Mike Haines	Independent	Teignbridge DC
Deputy Chair	Roger Symonds	Liberal Democrat	Bath and North East Somerset Council
Members	Kevin Lynes	Conservative	Kent CC
	Tony Ball	Conservative	Basildon DC
	Neil Clarke	Conservative	Rushcliffe BC
	Andrew Carter	Conservative	Leeds City
	Martin Tett	Conservative	Buckinghamshire CC
	Mark Dowd OBE	Labour	Merseyside Travel / Sefton C
	Anne Western	Labour	Derbyshire CC
Substitutes	Tony Page	Labour	Reading Council
	Guy Nicholson	Labour	Hackney LB
	Heather Kidd	Liberal Democrat	Shropshire Council
Apologies			
Deputy Chair	Philip Atkins	Conservative	Staffordshire CC
	Richard Knowles	Liberal Democrat	Oldham MBC
	Roy Davis	Labour	Luton BC
	Claire Kober	Labour	Haringey LB
Substitutes	Gillian Brown	Conservative	Arun DC
	Paul Yallop	Conservative	Worthing BC
	Kevin Bentley	Conservative	Essex CC
	Peter Popple	Independent	Scarborough BC

In attendance: Ian Hughes; Philip Mind, Eamon Lally; Charles Loft; Nick Porter, Virginia Ponton (LGA); John Dowie, DfT.

Item	Decisions and actions	Action by
	<p>The Chair welcomed everyone to the Board meeting and invited all to introduce themselves.</p>	
1	Note of the previous meeting	
	<p>In relation to the note of the last meeting, the Chair said that a follow up on Blackpool would be provided at the next meeting. A letter to Lord Dubs has been sent following the road safety item at the last meeting offering to facilitate contact with regional associations.</p> <p>Members highlighted the issue of road damage due to winter weather as well as droughts. The Chair noted that this was discussed at the lead members' meeting.</p>	
2	Local Growth Campaign	
	<p>Ian Hughes updated members on the launch of the Local Growth Campaign and the first town hall meeting which would take place in Leeds. He highlighted the need for clear outcomes and proposed that the January Board meeting could be used to draft a green paper and review the campaign at the mid-way point. The context surrounding the green paper includes the CLG select committee's challenge to councils on growth, notional Government initiatives and the need for a national regeneration strategy, all of which the green paper could address.</p> <p>The Chair added that it is important to clearly articulate that local government does contribute to economic development and has a history of doing so. He urged councils to provide case studies of what the economy would be like without local government's contribution.</p> <p>Members discussed:</p> <ul style="list-style-type: none">• the need to be more robust on what 'local' means and who should be involved• LEPs; members expressed concern about local accountability and representation, how partnership working can be successful and members called for outcomes from LEPs in order to address unemployment and growth now• the local growth campaign must ensure it addresses the Local Government Resource Review, business rates and central government regulation and press for more local powers to deliver growth	

- it must also consider workforce, skills and employment opportunities and reflect their interrelation.

Members were asked to write to Ian Hughes with contributions to the first draft of the green paper.

Action

- **Officers to build members' comments into the campaign plan.** **Officers**

3 Transport

The Chair introduced John Dowie, Director, DfT. Ian Hughes introduced the paper and John Dowie set the scene, acknowledging that the devolution debate had raised expectations but was now more silent, which is causing concern in local government. He highlighted the complex environment within which transport sits and assured members that the Government still has aspirations for change. The key areas of focus for change are buses, local major transport schemes, rail and trunk roads, the latter of which admittedly has not seen as great a focus as the other issues. John Dowie appreciated that accountability and transparency processes often cause delays and complications and told members to expect proposals on devolution in early 2012.

He said that Ian Hughes and Eamon Lally have been challenging the DfT on what the implications of devolution would be for local government and on the need to test how a new system might join up and empower authorities to make a difference. He urged members to be patient.

Members discussed the following issues:

- The importance of the link between infrastructure and economic growth was stressed. Members said that congestion on local roads is as important an issue as good bus and train provision. There was concern that this as well as delays in the NPPF might hinder future economic growth and employment.
- Members called for a more coherent and high level approach to how to improve important national roads, whilst also ensuring funding and improvement at a mid/local level.
- On funding, members highlighted that there are various groupings to which funding could be devolved. Cross-subsidy was seen as a good approach to improving infrastructure as a whole.

In response, John Dowie reiterated the complexities of transport issues. He said that a debate is needed on geography and groupings and on how to create a space for ownership of local issues, whilst set within the national context. He noted that a central, top-down system is able to distribute money well to projects which is not possible with a devolved system and that while devolution means that all authorities 'win', the amounts may not be meaningful enough to focus on larger projects. There is a need for a debate on whether both approaches can be achieved, for example through a consortia system.

- Members discussed localism, highlighting that local services would be more attractive if they were coordinated locally. The development of local rail provision could ease road congestion, but it was not clearly on the Government's agenda.
- Members favoured stronger collaboration and trust between local authorities and DfT and voiced concern that ministerial changes cause difficulties and delays and that the DfT are too risk-averse. Competency at local level is questioned and the role of local authorities and their understanding of infrastructure and future proofing are not recognised. Members felt the letter from Norman Baker MP regarding Part 6 of the Traffic Management Act on the enforcement of moving traffic contraventions was weak.

John Dowie said that there is an open door for members to demonstrate an appetite for the powers contained in Part 6 to be enacted.

He assured the Board that ministers are aware of the competency of local authorities for devolution. He appreciated that there are some tensions, adding that local authorities and DfT represented different parts of one system and that effective collaboration is key.

The Chair thanked John Dowie for attending.

Action

- **Officers to continue to work with DfT.**

Officers

4 Adult Skills

Philip Mind introduced the item and asked for the Board's direction in a spectrum of options.

Members highlighted the lack of continuum between school and adulthood, questioned at what age adulthood begins and saw the need for a more holistic approach. Discussions focussed on the role of providers and issues around underemployment:

- There was concern that providers do not assess local needs or current priorities. Members saw an opportunity for providers to work with businesses and LEPs to identify future skills gaps and align education provision to produce future workforces. There is a need for greater accountability and responsibility from providers.
- Support is needed for the underemployed, who are low wage earners but do not qualify for learning support and may not be able to fit learning around work patterns in order to improve their skills and prospects. There is also an issue with the rights of employees on rolling contracts.

Decision

Members agreed the next steps at paragraphs 12, 13 and 14 of the paper.

Action

- **Officers to take forward the next steps and incorporate members' comments.** **Officers**

5 EU funding

Nick introduced the item, outlining that the debate focuses on what local government wants to protect and what it should ask for. A core concern is that the Government favours centralised projects. Nick proposed that the Economy and Transport Programme Board could focus on Whitehall and the European and International Programme Board on the EU and that both boards communicate with each other across the debate.

Decision

Members endorsed and agreed the programme of activity as outlined at paragraphs 10 and 11.

Action

- **Officers to take forward the next steps as agreed.** **Officers**

6 Transport update

Ian Hughes introduced the update paper.

Members discussed:

- the issue of longer lorries and their impact in local areas. Members asked whether the issues with satnavs could be raised again in order, for example, to prevent large vehicles being directed to small local roads. The importance of good signposting in improving driving and navigation was also noted.

- the letter from the Chair to Norman Baker regarding the Traffic Management Act was not appended. Officers will circulate.

Charles Loft updated members on the local sustainable transport fund CoP and asked for members' views on the rail industry's Initial Industry Plan which ORR is consulting on.

Decision

Members noted the update and agreed with the next steps.

Action

- **Officers to take forward the programme of work as agreed. Officers**

7 Youth engagement

Philip Mind outlined that the events for the "Hidden Talents" youth engagement programme have been arranged and the programme is gathering momentum. Members should expect a report in January.

Members said it was important to engage with young people for a purpose and with some hope that consultation will result in outcomes. The Chair asked for authorities to share ideas and members were interested to hear what other authorities are doing and what can proactively be done. The issue of underemployment was raised, especially in rural areas where small companies find it difficult to create apprenticeships.

The Chair said that outcomes will be borne out of the joint work between the Economy and Transport Programme Board and the Children and Young People Programme Board.

Decision

Members noted the report and agreed with the next steps of the programme.

Action

- **Officers to take forward members' comments. Officers**

8 Economy and transport communications update

Ian Hughes outlined the communications update paper.

Decision

Members noted the report.

9 Post Offices

Philip Mind introduced the paper, outlining that the LGA has lobbied for stronger participation with Post Office Limited (POL) and that

they in turn have lobbied for local government to put more council transactions through the post office counters. A positive can be taken from the invitation by POL to 25 local authorities to form a strategic partnership and provide local government views.

The Chair added that members of the Board represented some of the 25 authorities in partnership with POL and asked for members to give direct feedback to the Board.

Members discussed:

- the need to consider urban and rural differences
- concern about whether the compensation packages will keep local branches open and maintain the shop not just the post office branch
- concern that only one rural authority featured on the list of 25 authorities.

The Chair said that the allocation of these 25 authorities to the partnership could be raised with POL.

The Chair thanked all for attending.

Decision

Members noted the report and provided comments.

Action

- **Officers to take forward members' comments for the meeting with Ed Davey MP and the consultation response on mutualising Post Office Ltd.** **Officers**

Date of the next meeting: Thursday 19 January 2012, Local Government House

19 January 2012

Item 2

LGA Business Plan

Purpose of report

For discussion and comments.

Summary

This paper outlines the process for setting the 2012/13 LGA Business Plan and draft priorities for the Economy and Transport Programme Board. The outline LGA Business Plan is attached at **Appendix A**.

Recommendation

Members are asked to review and comment on these Economy and Transport priorities and the fuller business plan.

Action

Officers to forward comments to the LGA Leadership Board.

Contact officer: Ian Hughes
Position: Head of Programmes
Phone no: 020 7664 3101
E-mail: ian.hughes@local.gov.uk

Item 2

LGA Business Plan

1. Work is currently underway on the LGA's Business Plan for 2012/13. As part of this, Programme Boards are being asked to identify the headline priorities for their areas of work into 2013 in the light of the LGA's overall direction of travel.
2. An outline business plan, attached at **Appendix A** to this paper, is being presented for initial review at the January Executive. This is being developed as an iterative process with members, in discussions at the Leadership Board and through the political group offices. This work has already informed the statement of our vision for local government and, given this, initial proposals as to where the LGA can have most impact.
3. Through early work, six priorities have emerged as the focus for the LGA's work in 2012/13:
 - 3.1 Public Service Reform
 - 3.2 Growth and Prosperity
 - 3.3 Funding for local government
 - 3.4 Efficiency and Productivity
 - 3.5 Sector-led Improvement
 - 3.6 The LGA's own effectiveness and efficiency.
4. The business plan is for the April 2012 to March 2013 period. Whilst the Economy and Transport Programme Board will be refining its lobbying work over the next few months (through the Local Growth Campaign, for example) and new priorities will emerge from this process, officers have fed in some draft, high level priorities, as set out below:
 - 4.1 lead a campaign to ensure that the local levers of growth are unfettered and that councils are able to contribute fully to national economic recovery
 - 4.2 lobby to ensure councils are better able to influence local transport provision, thus enhancing local economic growth
 - 4.3 maximise the opportunities for growth and regeneration from the reform of the EU structural funds
 - 4.4 support the development of members and officers in driving the economic potential of their areas.

Programme Boards are asked to review these priorities and the fuller business plan and any comments will be forwarded to the LGA Leadership Board.



DRAFT

**BUSINESS PLAN
2012/13**

A SHARED VISION FOR LOCAL GOVERNMENT

CHANGING LIVES

Local government has the potential to lead local communities, now more than ever before, and play a central role in growth and in changing people's lives.

In the current economic climate, it is down to local government and its leaders, to rise to the challenge. People rely on us to do so, not just as the trusted deliverers of local services, but as leaders and innovators, as councillors who really know and work hard for their communities, and as officers who get on with the job.

Local government leaders are demonstrating they are up to the task and driving their councils forward to ensure they fulfil this role. Their aim is to make places distinctive and attractive for people to live and work in and enjoy.

Part of that leadership role is to communicate powerfully, to connect with people, taking the argument, strongly and self-confidently to central government, the wider public, other partners and the media.

ACCOUNTABLE

Local government really can make a tangible, lasting difference to people. It has the ability to inspire and lead communities, and improve quality of life, by creating and contributing to a real sense of place, rooted in those local communities.

Unlike many other organisations, councils can make change happen instantly and with real authority, at a very local level – the opposite of the grand, empty gesture. It is sometimes the small things which have most impact and leave the biggest impression.

Key to this is localism, by definition not something which is set out at a national level – localism means central government letting go, putting more faith in local people, and being confident about local democracy. Councils are the enablers of localism, not the impediment to it. They are often the single most important source of practical advice to local communities who want to take on more responsibility.

This means collaboration, partnership, no silos, and working across boundaries. Local government must work like this both internally and externally, facing outwards towards those who use local services.

Councils and councillors get involved and involve others. They encourage by example and support others to develop – and this includes their own workforce as much as their communities and the partners they work with. Councils actively involve people in the design and delivery of their local services.

Councils work as enablers – supporting people to take more control over their lives and their localities, and encouraging growth, through influence over land use, education, training and local infrastructure. There is real impact to be made in helping local economies and local businesses prosper.

EFFICIENT

Local government remains the most efficient part of the public sector and rightly rests its reputation on this fact. People correctly expect it to deliver cost effectively and efficiently, with excellence being pursued in balance with the appropriate use of public money.

Councils are ambitious in finding ways to do the job within their means, so they are good spenders of public money and more effective than most other organisations in helping people and communities.

In this way local councils and those who run them lead by example and by supporting others – by being bold, innovating, and sharing best practice.

Councils are not afraid to cut costs and be innovative about ways of improving services, as well as being prepared to consider radical economies of scale where this helps delivery on the ground. This means councils focusing relentlessly on performance, eliminating cost. To achieve this councillors are having to make difficult and at times unpopular decisions, while earning a reputation for delivering value for money.

Councils know they can only achieve this by ensuring they have a workforce that is appropriately rewarded, flexible, skilled and engaged through this time of unprecedented change.

RELIABLE

Councils are the backbones of their communities, relied on day in day out, to deliver excellent services whatever the circumstances. They are the safety net, relied on to pick up where other services fail.

People and their local communities depend on this and place their trust in their council, their councillors and what they deliver. Councils must live up to people's expectations and make sure their trust is not misplaced.

Local government can do this because it is one of the most open and accountable parts of the public sector. Voters expect it to deliver. It can be relied on to handle issues important to people's everyday lives and is a force for practical good.

Councillors themselves are trustworthy individuals and work hard in a transparent, highly accessible environment. They need to be supported and encouraged, as their talents, commitment and energy are a really important resource for the local communities they represent.

In return, councils connect to the daily lives of families and their communities. They do this by earning trust, being accountable and staying local. They put their faith in local people and are confident about local democracy.

Councils and their leaders provide the glue for local communities, ensuring social cohesion and successful diversity. Councils also have a key role in supporting the most vulnerable people in society.

THE LGA'S PRIORITIES

The LGA's mission is to support, promote and improve local government.

We work with councils to achieve our shared vision for local government by focusing our efforts where there is a need for us to get involved and where we can have real impact.

The LGA has a major role to play in upholding local government's reputation and supporting real leadership. We are politically led, but independently authoritative, holding unrivalled expertise and knowledge about local government and local government issues.

Leadership is about being bold and ambitious, supporting councils to make a difference, deliver and be trusted. The LGA is proactive and confident, unlocking the economic power and influence of local government and driving change. This is only possible if we work together as a single sector.

The LGA has a key role in driving the debate on public sector reform, to ensure that councils can bring together local services so they are better for the people who use them and better value for the taxpayer.

As the national organisation representing councils and councillors, we play a critical link between central and local government as the legitimate voice of our sector, making the case to ministers. Our policy work is based on objective, independent and credible analysis. It is driven by knowledge, not ideology, and by new thinking, not dogma.

The LGA also acts as the key conduit and promoter of the best that local government has to offer, by encouraging councils to develop and share best practice, through our improvement, innovation and productivity programmes.

As a politically-led membership organisation, we invest in support to the elected members who are directly involved in the LGA. We use our governance arrangements to build strong connections with councils and their sub-national partners to provide political direction for all our work.

This business plan focuses primarily on the services and support funded by subscriptions from LGA member authorities including fire and rescue authorities, and RSG top-slice. We seek additional funding for specific programmes where these fit with our priorities. We also provide services on a cost-recovery basis where councils are prepared to pay for them.

Our top priorities

To deliver our vision for local government, in 2012/13 we will focus on achieving the following outcomes:

Public Service Reform

Councils are at the centre - and are seen to be at the centre - of public sector reform and delivering more effective services for local people.

This includes:

- making the case for continued decentralisation of responsibilities and resources to councils
- making the case to government for community budgets and working with councils to develop and share good practice on community budgets for families with complex needs, and neighbourhood and area community budgets
- supporting councils with implementing the Localism Bill including the Power of General Competence and the Community Right to Bid and Challenge
- influencing the government's Open Public Services proposals and supporting councils in pursuing innovative public service reforms
- ensuring the negotiating machinery and national agreements for workforce are relevant and fit for purpose
- developing an affordable, sustainable and fair local government pension scheme that delivers value for money for the taxpayer
- supporting councils in the transfer of public health to local government
- supporting councils and community safety partnerships in preparing for police and crime commissioners, including setting up police and crime panels
- supporting councils in their role in education with the expansion of academies and free schools to ensure councils can ensure a fair system for all
- lobbying for fair funding for all schools and arguing the case for councils to be the mediating layer between central government and schools
- responding positively to the anticipated White/Green paper on the care system, supporting councils to share best practice
- articulating councils' role in the Big Society and supporting councils in commissioning from the voluntary and community sector
- helping councils share and develop good practice on payment by results

Appendix A

LGA Business Plan 2012/13

Draft for January Executive

- lobbying in Brussels and Whitehall to ensure that future EU regulation minimises burdens and maximises opportunities.

Growth and Prosperity

Councils are recognised as central to economic growth.

This includes:

- leading a campaign to ensure that the local levers of growth are unfettered
- supporting the development of new planning powers, to achieve wellbeing and growth in local communities
- supporting councils to deliver the new housing strategy
- supporting councils in developing innovative funding for economic infrastructure
- representing councils' interests with reform of the EU structural funds
- lobbying to ensure councils are better able to influence local transport provision
- supporting councils in hosting and engaging communities in a safe and exciting 2012 Games, to deliver wider benefits for the whole country
- promoting and developing councils' role in the visitor economy
- supporting councils as they lead the national roll-out of superfast broadband
- working with government, industry and councils to ensure the Green Deal and new statutory responsibilities on home energy work for councils
- working with councils to strengthen community resilience, including understanding the underlying causes of the civil disturbances in the summer
- working to ensure regulatory services can remain flexible and accountable to the needs of local businesses and local communities
- supporting the development of members and officers in driving the economic potential of their areas.

Funding for local government

Reform of the public sector finance system so councils raise more funds locally, have confidence their financing is sustainable and greater ability to co-ordinate local public services.

This includes:

- the Resource Review, so that investment is focused more effectively on the local areas which most need it
- leading and shaping the debate on the Dilnot Commission's recommendations on the future funding of care and support
- lobbying for welfare reform, in the interests of improving services to local communities and to support local employment
- supporting the creation of a collective agency to help councils reduce their borrowing costs by using the bond markets
- working to achieve equitable needs-based funding arrangements that are fair to local government in all parts of the United Kingdom.

Efficiency and Productivity

Councils dramatically reduce costs in ways which minimise the impact on the quality of life for their residents.

This includes:

- helping councils save at least £150m over the next 3 years by supporting pathfinder programmes, productivity master classes and good practice
- roll-out of the capital assets programme with a particular emphasis on councils using their assets to generate economic growth
- lobbying and leading support for councils with waste and recycling including collection, infrastructure planning and delivery and waste minimisation
- providing free of charge tools such as LG Inform to allow councils to benchmark costs and performance information against other authorities
- continuing to support the Creative Councils programme to help councils turn their ideas into action and share the outcomes with the rest of the sector
- supporting councils to develop on the type of workforce they will need in five years' time helping them with reward, motivation and improved performance
-

- supporting councils and fire and rescue authorities to respond to civil emergencies

Sector-led improvement

Councils are the most improved part of the public sector.

Local politicians and senior managers lead the transformation of local places.

This includes:

- a programme of over 100 peer challenges in each of the next three years for councils and fire and rescue authorities
- maintaining an overview of the performance of local government and providing tailored support to councils that face significant challenges
- support to enhance councils' accountability to local people including support to strengthen scrutiny working with the Centre for Public Scrutiny
- an improvement programme for children's services
- working with councils to develop an improvement model for adult social care through Promoting Excellence in Adult Social Care
- support to councils to modernise and improve public libraries and programmes for culture, tourism and sport services
- ensuring that international practice is available to support service improvement in the UK and abroad
- providing a range of development programmes for elected members, and one free/subsidised place for every council for each of the next three years
- offering every council over the next three years a member development workshop to support councils to become "champions of their patch"
- working with the national parties and others to increase the diversity of people standing for public office through our "Be A Councillor" programme
- offering member mentoring free of charge for any council where there is a change of political leadership
- providing development programmes which bring together elected members and officers through programmes such as our Leeds Castle programme
- attracting new talent into the public sector through programmes such as the National Graduate Development programme.

Our own effectiveness and efficiency

The LGA is the single voice of local government, representing every local authority and locally democratically elected representatives across England and Wales.

This includes:

Membership

- increasing membership levels amongst local authorities in England and Wales and providing a membership body for Policy and Crime Commissioners
- improving engagement and building strong and productive relationships with councils and groupings of councils – this will be the focus of a member scrutiny review
- acting as conduit between local authorities and central government to ensure a local perspective to emerging policy debate
- securing amendments to emerging legislation and running effective campaigns that deliver real change and improvements for our membership
- developing our suite of communications to provide clear, relevant and up to the minute information that councils value and use
- enhancing benefits and reducing the cost of membership.

Business management

- reviewing our costs with a view to achieving a significant reduction in overheads – this is also the focus of a member scrutiny review
- focusing on value for money, transparency and accountability
- supporting our employees through regular appraisal and investment in their development.

Outline budget 2012/13

	Pay £m	Non-Pay £m	Total £m
Subscriptions			10.0
RSG England			25.5
RSG Wales			0.3
Specific grants and other ring-fenced funding			8.5
Other income (conferences, seminars, sponsorship)			2.0
Rental income			1.0
Other			1.0
Possible carry forward of prior year underspend			1.4
Total income			49.7
Political support and governance	1.7	1.4	3.1
Programme teams			
Leadership and Productivity			
Workforce			
Policy and Delivery	10.8	7.8	18.6
Strategy and Communications	2.2	2.5	4.7
Total operational costs	14.7	11.7	26.4
Specific grants and other ring-fenced funding	2.8	2.8	5.6
Strategic Management Board	0.7	0.1	0.8
Finance and Resources	1.0	-	1.0
Liberata shared service	-	6.8	6.8
Accommodation	-	2.8	2.8
Other overheads (audit, insurance etc)	-	1.7	1.7
Pensions - past employees	-	0.9	0.9
Pensions - additional contribution	-	3.7	3.7
Total overheads	1.7	16.0	17.7
Total expenditure	19.2	30.5	49.7

Our Corporate Indicators

	Target 2012/13 (TBC)	Baseline
Membership	September 2012	September 2011
Total membership	422	422
People Management		September 2011
Employees – total headcount	307 (269 estabd posts + posts for grant-funded programmes)	307
Average sick days per employee for 12 months	Maintain or improve (public sector av 9.6 days; local govt av 10.3 days)	4.5 days
Workforce profile		
BME employees % of the workforce		17%
BME - proportion of employees Grade 6 and above	Increase % of BME employees grade 6+ in line with workforce	5.9%
Employee engagement	Survey during 2012	Survey July 2009
Satisfied with their job	Maintain or improve	79%
Good place to work		66%
Kept well-informed		80%
Line manager helps them achieve their potential		61%
Organisation is committed to equality and diversity in its services		69%
Organisation is committed to equality and diversity in its employment practices		66%
Debtors	March 2013	March 2011
0 – 2 months	80%	56%
3-12 months	20%	10%
13-24 months	0%	14%
Over 24 months	0%	20%
	100%	100%
Liberata customer satisfaction	Survey Nov 2012	Survey Nov 2010
HR and Payroll	80%	66%
Finance and accounting	80%	72%
ICT	80%	58%
FM	80%	80%
Print and design	80%	68%
Overall	80%	61%
Carbon emissions	March 2013 reduce by 6% from 07/08 baseline of 1,450 CO2 tonnes	March 2011
	1,363	1,373

19 January 2012

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Economy and Transport updates

Purpose of report

For noting and comments.

Summary

This paper outlines the latest updates on priority areas of the Board.

Recommendation

Members are asked to note the updates and comment.

Action

Officers to action as agreed.

Contact officer: Ian Hughes
Position: Head of Programmes
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E-mail: ian.hughes@local.gov.uk

Economy and Transport updates

Economy

Mary Portas Review

1. The Mary Portas review was published on 13 December 2011. Members of the Economy and Transport Programme Board pre-empted the review with a press statement criticising the level of engagement with local government, and set out the LGA's plan for tackling decline on the high street. It received widespread coverage in the press. Cllr Peter Box was quoted in almost every daily news paper, including the Times, Telegraph, Independent, Guardian, Sun and the Mirror. Cllr Shona Johnstone appeared on BBC 1 o'clock news and BBC News 24 as well as various BBC regional radio stations. Cllr Chris White, Chair of the Culture, Tourism and Sport Programme Board was also interviewed by Sky News and ITV News.
2. The Portas review made a number of recommendations, some of which seem generally positive, including: strengthened role for local partnerships; increased responsibility on landlords; and new measures to tackle clustering and to fill empty shops. But it also made recommendations that would hold back council efforts to revitalise town centres, for instance: more free parking, with a national car parking league table; giving secretary of state power to decide on out of town developments; allowing anyone to trade on the high street.
3. Officers are working on a new phase of high street work and developing a proposal that focuses on high streets as a cultural, community and social hub. This work will be brought to the Board for discussion.

Driving local economic growth - development support

4. A programme of training and development support for leaders, portfolio holders and officers on driving local economic growth is underway. The programme includes two events for elected members and two for officers. The first member development workshop took place on 9 January at Local Government House.
5. The workshops are designed to give space to members to discuss issues relating to the leadership challenges and opportunities of local growth. Leaders and cabinet members came together from the Greater South East and beyond to discuss sub-regional working, leadership and changes to their own and their council's skills set as well as the culture needed to promote private sector growth. Economy and Transport Programme Board member Cllr Kevin Lynes provided a powerful case study of the role that public sector leaders and councils in Kent played in mitigating the impact of Pfizer's decision to withdraw from Sandwich. The case study from Kent

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was followed by one from Gloucestershire that focused on the commissioning of council-led economic development funding and issues of governance. Both contributed to very positive feedback and lessons from the first workshop will feed into the planning for the second one which will take place in Manchester on 19 March.

6. The first officer event took place at Local Government House on 5 December and the follow-up officer event is planned for 20 March in Leeds. These face-to-face events are complemented by the online Driving Local Economic Growth Community of Practice (CoP) which recently hosted an online discussion on Influencing Skills Provision. Outputs from workshops will also be shared on this (CoP) <http://www.communities.idea.gov.uk/c/4993164/home.do> and on the website when this year's programme is complete.

Post Offices

7. Economy and Transport Programme Board Vice and Deputy Chairs Cllr Shona Johnstone and Cllr Mike Haines met with Ed Davey MP, Minister for Postal Affairs and Paula Vennells, Managing Director of Post Office Limited on 9 January to discuss engagement between local councils and Post Office Limited.
8. The meeting provided an opportunity to discuss:
 - 8.1 the purpose and timeline for the strategic partnership between the 25 pilot councils and Post Office Limited – 24 councils have accepted the offer from the Post Office
 - 8.2 the involvement of councils and communities in the modernisation of the post office network and the role of the post office in providing a “front” office for both central and local government, including ID verification
 - 8.3 the role councils could play in helping to represent the consumer interest in the producer/consumer mutual the government proposes for the Post Office Limited.
9. The Minister and Post Office Limited agreed to look at the number of rural areas involved in the pilots. The LGA offered to convene a meeting of the pilot areas. The Minister agreed it would be helpful to meet again before the LGA's annual conference.

Skills

10. The Board discussed the decentralisation of skills at the last meeting.
11. In the paper on city deals – Unlocking growth in cities (December 2011) – the Government offers cities the opportunity to create a City Skills Fund to enable cities and colleges to work together to tailor the provision of adult skills (i.e. post 19) and

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the opportunity to establish City Apprenticeship Hubs to help develop new apprenticeships in small businesses.

12. The LGA will respond to these proposals in our green paper on Local Growth. The National Foundation for Educational Research has been commissioned to explore the evidence on skills mismatches in the economy to strengthen our argument for decentralisation to target skills provision more effectively at local labour market demand.

Youth engagement

13. The Hidden Talents campaign – run jointly with the Children and Young People Programme Board – is gaining momentum.
14. A Youth Summit is being held on 14 February for around 30 young people in partnership with British Youth Councils. Lead members from both boards have been invited. Young people will be invited to set out their ideas about how to improve youth engagement and test ideas emerging from the local growth campaign and from the Children and Young People Programme Board.
15. Research has been commissioned to understand:
- 15.1 the dynamics that are driving the current high levels of youth unemployment – for example, looking at the trends in engagement in learning and the impacts of demographic change
 - 15.2 fragmentation in the policy and funding landscape including the rules around eligibility
 - 15.3 the mismatch between skills and training provision and employer demand.
16. A paper is being written setting out the problems and our headline solutions looking at the difficult issues both Boards have raised – for example around careers advice, employment practices, quality of apprenticeships and so on. This will be available towards the end of January.

Transport

DfT Seminar

17. At the last meeting of the Economy and Transport Programme Board the item on transport referred to the development of a real time project on devolution. As part of the partnership working with the DfT, officers are preparing a ministerial seminar with the Secretary of State Justin Greening MP and Norman Baker MP with lead members of the LGA.

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Part 6 Traffic Management Act

18. At the last meeting members raised concern about Part 6 of the Traffic Management Act and the Government's refusal to grant local authorities the enforcement powers contained in Part 6 which relate to moving traffic offences. Members also questioned the robustness of DfT's consultation. The letter attached at **Appendix A** was sent to Norman Baker MP from the Chair. At the last meeting members also asked to see the letter Norman Baker MP sent to authorities by way of consultation. This has been received recently and is attached at **Appendix B** along with the list of authorities which were consulted. Four of the twenty authorities consulted are not highways authorities. Officers are working to establish why some councils appear not to have responded.

Blackpool

19. Following Cllr Peter Box's meeting in Blackpool to discuss highways maintenance, the LGA has promoted the work undertaken in Blackpool through its *first* publication. The importance of the Blackpool work on prudential borrowing supported by better surveying techniques has been highlighted through the Highways Maintenance Efficiency Programme. This programme is supporting the use of the Blackpool approach in other authorities.

Potholes

20. In April 2011 a review of potholes was announced by Norman Baker MP under the Highways Maintenance Efficiency Programme. The final report is due next year, but a progress report has been published. The progress report identifies the key principles and strategies regarding potholes, and a number of areas for further work. These include providing improved guidance to local authorities on prioritising key roads, adopting a whole-life approach to road maintenance and using the right technology and materials. The LGA is working closely with DfT officials on this issue and have raised the Boards' concern about the need for rapid action after any period of bad weather.

Road Safety

21. LGA principal advisers have been briefed to work with the Road Safety Foundation (RSF) at regional level.

22. Officers recently met the Executive Director of the Parliamentary Advisory Council for Transport Safety, Robert Gifford, to explore ways of working together more effectively, in particular by linking PACTs to the Local Sustainable Transport Fund community of practice and CIVINET.

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2012 Olympic and Paralympic Games

23. Transport issues will be a significant determinant of the success of the 2012 London Olympic and Paralympic Games. Transport planning for the Games has been underway since 2006. The latest Olympic Delivery Authority (ODA) Transport Plan was published in June 2011. Local authorities have a key role in making the transport plan work, along with other key organisations including TfL and Network Rail.
24. The LGA has established a 2012 Olympic and Paralympic Task and Finish Group, chaired by Cllr Stephen Castle, to ensure that all parts of the organisation are supporting local authorities to meet the challenges and opportunities presented by the Games. Cllr Shona Johnstone represents the Economy and Transport Programme Board on the Task and Finish Group. The Group met on 15 December and reviewed a transport issues paper (attached at **Appendix C**).
25. There are a number of issues that are concerning to local authorities, both inside and outside London. As can be seen from the Task and Finish Group's transport issues paper many of these relate to the flow of information to local authorities and also the impact of decisions relating to transport that will have a knock on effect in local authority areas.
26. Nick Lester from London Councils will update the Task and Finish Group on transport issues at its meeting on 18 January.
27. Following the next meeting of the Group, there will be a more comprehensive list of transport related issues on which local authorities will need support and on which the Economy and Transport Programme Board can usefully make representations. These might include:
- 27.1 better access to area based information on ticket holders during each day of the Games
 - 27.2 better liaison with transport operators
 - 27.3 better access for councils to ODA/TfL transport teams
 - 27.4 greater involvement in the decisions around the timing and length of road closures related to the Olympic Torch route.
28. The Economy and Transport Programme Board might also have a role in helping to disseminate information and good practice to local authorities in the run up to the Games.
29. There are other issues which local authorities and the Economy and Transport Programme Board will have much less influence over. These will include decisions on train operators timetables.

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Microtrenching techniques for broadband

30. The Department for Culture, Media and Sport has released guidance for councils on the use of microtrenching techniques for the roll out of broadband. While the technique can be quick and cheap, it must only be used where appropriate to avoid damaging road surfaces unnecessarily and leading to large maintenance costs further down the line. There is some pressure on authorities to agree contracts to roll out broadband quickly and it is therefore suggested that officers responsible for road maintenance pro-actively contact the relevant department in their authority to ensure that those dealing with these contracts are aware of the risks that can be associated with this technique and the guidance on its application.
31. The guidance can be found on the Department for Culture, Media and Sport website: http://www.culture.gov.uk/images/publications/Microtrenching_guidance_NOV2011.pdf



Norman Baker MP
Department for Transport
Great Minster House
33 Horseferry Road
London, SW1P 4DR

20 December 2011

Dear Minister,

I am writing in response to your letter of 19 October indicating that you are not currently minded to implement Part 6 of the Traffic Management Act 2004.

As you say, this is a disappointing letter. The LGA has lobbied for these powers, and it is particularly disappointing given that councils representing Birmingham, Brighton, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham, Plymouth, and Reading have all expressed support for the introduction of these powers and say they would use them.

We think this represents widespread support for the introduction of these powers. We also feel that support is fairly consistent as none of the councils you consulted opposed their introduction and, of the two which said they would not use them, Oxford City Council pointed out that it was not the highway authority and so would never be able to use the powers, but would support their use by the County; while Salford did not rule out supporting the use of these powers on a Manchester-wide basis in the future.

The enforcement of moving traffic offences represents the cheapest way of reducing congestion in many of our towns and cities, with appreciable economic benefits – for example making high streets more accessible.

As you know Transport for London has enjoyed such powers for a number of years. TfL's study of the effect of enforcement of banned turns, box junction offences and bus lanes (published in 2007) showed a drop of 51% in the rate of offences relative to traffic flows. The level of contraventions at box junctions was reduced to a point at which it ceased to significantly impede traffic flows; banned turn offences fell by nearly a quarter in seven months and bus lane violations by approximately 60 per cent in the first 12 months.

These represent significant benefits to road users and the resultant reduction in congestion will have appreciable economic benefits – achieved at a far lower cost than would be the case if new or widened roads were provided to the same effect.

The extent to which these powers may benefit local economies will vary from place to place and it is not surprising if some councils do not see this as a key issue. While it may be the case that there are councils who would not wish to take up the opportunity to use these powers, we see no reason why this should hold back those authorities – including most of our largest cities - which feel the economic benefits of reduced congestion do

make it worth investing in enforcing them. With the powers in place councils can decide themselves on the usefulness to their communities.

In responding to the Transport Select Committee's report on reducing congestion, which recommended that this part of the Act be brought into force by 2013, your department expressed its commitment to keeping this matter under review. We urge you to bring that review to a speedy conclusion by granting those councils which wish to use them, the powers to boost their local economies by freeing up town centre traffic using the proven and efficient tools contained in this part of the Act.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Box', written in a cursive style.

Councillor Peter Box
Chair, Economy and Transport Programme Board

Appendix B

AUTHORITY	ADDR1
Manchester City Council	Po Box 532
Salford City Council	Salford Civic Centre
Liverpool City Council	Municipal Buildings
Birmingham City Council	Council House
Leeds City Council	Civic Hall
Sheffield City Council	Town Hall
Newcastle Upon Tyne City Council	Civic Centre
Reading Borough Council	Civic Centre
Nottingham City Council	Loxley House
Bath & NE Somerset Council	Guildhall
Bristol City Council	The Council House
Southampton City Council	Civic Centre
Plymouth CC	Civic Centre
Canterbury City Council	Council Offices
Oxford City Council	PO Box 10
Cambridge City Council	The Guildhall
Southend on Sea BC	Civic Centre
Brighton & Hove City Council	Kings House
Portsmouth City Council	Civic Offices
Guildford Borough Council	Millmead House

Implementation of Part 6 of the Traffic Management Act 2004

I am aware through communications with the Local Government Association (LGA) the issues of local authorities regarding the Department taking forward these provisions. I have now had the opportunity to discuss this issue with officials and I would find it helpful to receive your views on the matter.

As you know, the remaining provisions to be implemented under Part 6 of the Traffic Management Act 2004 enable the Secretary of State to make regulations to give local authorities the enforcement powers for a range of road use contraventions relating to moving traffic.

Draft regulations and statutory guidance were developed in 2007/08 aimed at helping authorities to manage their networks actively and effectively. I understand you have received copies of these previously for information and background.

The public expectation is that enforcement of the parking and moving traffic contraventions will be carried out for the right reasons, and in a manner that is fair, proportionate, and focused on the most disruptive and selfish behaviours. We want to ensure that this is the case and that it contributes to keeping traffic moving as well as, more broadly, to an improved public perception in this area.

With the public concerns in mind both the Government and local authorities need to send out a clear message to them on the purpose of these powers.

Before I make any decision on the implementation of these powers I would like to understand the intentions of local authorities in this matter. I would therefore be grateful if you would provide clear evidence of this in the context of:

- how local authorities will ensure these enforcement activities are carried out in a way that is fair and proportionate, and targeted on the most selfish and disruptive behaviours;
- how local authorities intend to communicate their enforcement plans and policies to road users - both local road users and visitors;
- what priority local authorities intend to give to the enforcement activities enabled by these proposals;
- when these enforcement powers would be needed in order to support wider local transport plans, targets and policies - and to help authorities meet the requirements of the Network Management Duty introduced by the Traffic Management Act; and

- how local authority elected members intend to ensure their officers take account of public concerns in developing and implementing enforcement policies and what enforcement tools they would use.

I would very much like to see solid evidence which shows a strong consensus around these issues.

It would be most helpful if you were able to gather in such evidence over the next couple of months and forward it on to me. Once I have that evidence, I would find it useful to meet with you to talk through the issues. I will ask my diary manager to make arrangement for such a meeting at that time.

However, if you would like to meet to discuss the matter with me now please contact Joanna Guthrie (Tel: 020 7944 8695).

Transport and the Olympics

Purpose of the report

For discussion

Summary

This paper sets out a number of transport issues faced by local authorities in respect of the organization and implementation of the Olympic Transport Plan.

Recommendation

The Task and Finish Group is asked to consider the issues raised in the paper and how the LGA can support local authorities further in the run up to the Olympics.

Action

Officers to take forward the key points of the workshop.

Background

- 1 The 2012 Olympics and Paralympics will take place at a total of 34 sites across the country. Up to 800,000 visitors will attend the games on each day.
- 2 The Olympic Delivery Authority (ODA) first produced a Transport Plan in 2006. The latest version of the plan was published in June 2011. The objectives of the plan are to:
 - 2.1 Provide safe, secure, inclusive, fast and reliable transport for the Games Family client groups;
 - 2.2 Provide frequent, reliable, friendly, inclusive, accessible, environmentally-friendly and simple transport for spectators and visitors from all around the UK and overseas;
 - 2.3 Leave a positive legacy and to facilitate the regeneration of east London;
 - 2.4 Keep London and the rest of the UK moving during the Games and thus make it a positive experience to host the Games; and
 - 2.5 Achieve maximum value for money for every pound spent on transport.
- 3 Local authorities have a key role in making the transport plan work, along with other key organisations including TfL and Network Rail. An engagement infrastructure for local authorities has existed for some time. For example a London Boroughs Forum has been in place since 2006.
- 4 The transport plan is premised on the assumption that there will be a decline in regular transport usage of 30 per cent during the games. TfL has recently acknowledged that even under that assumption there will be substantial congestion at key transport hubs.

Key issues

- 5 Notwithstanding the work that the ODA and LOCOG are doing to engage authorities, concerns have been raised by some London Boroughs that

- the engagement is not coordinated and they have concerns about some train operators' plans to reduce or amend services and the extent to which they have been consulted on these matters.
- 6 Cllr Peter Box Chair of the Economy and Transport Board has written to John Armit, Chairman of the ODA, raising these concerns.
 - 7 The Economy and Transport Board has gathered informally views from local authorities outside London and there are similar concerns about the level of engagement. The Board has heard that:
 - 7.1 There is limited engagement with authorities outside the South East, other than with those councils that have an Olympic venue.
 - 7.2 Local authorities have found it difficult to engage with ODA/LOCOG transport team.
 - 7.3 ODA have rightly been talking with large transport operators, but this means that the focus is on bulk flows of passengers. There will be pressure on local councils to help with the difficult bits at the start of visitors' journeys, e.g. extra demand for parking near rail stations, which will already be full of regular travelers.
 - 7.4 Concern has also been expressed that the opportunity to promote genuine integrated travel needed to be thought about in advance of ticket sales, and the opportunity to do this now is limited.
 - 7.5 Local authorities are not clear on the plans for standby bus/coach replacements in the event of a failure of rail infrastructure.
 - 7.6 Outside the South East discussions at local levels about the extended/expanded transport network needed to support the visitors is limited.
 - 7.7 Local Authorities are concerned that they do not have sufficient information to plan effectively for the extra demand. Little data is being shared on ticket allocation. For example we know that 13% (22,000) of games travel on day 7 of the Olympics will be from the

East. However, there is no information on how this will be split across Norfolk, Suffolk, Cambridge or Essex.

Conclusions and Next Steps

- 8 The LGA has a key role in keeping local authorities informed and in creating the channels for local authorities to engage with the ODA and other relevant authorities.
- 9 The provision of additional information on the geography of ticket allocations would be of real benefit to local authorities as they plan for the games. The LGA can work with the ODA to identify how this can best be achieved.

Financial Implications

- 10 There are no additional financial implications for the LGA arising from this report.

Climate Change Adaptation/Resilience

Purpose of Report

To provide an update on the UK Climate Change Risk Assessment and National Adaptation Programme and the supporting role of the LGA.

Summary

The global climate is changing and will continue to change over the coming century. Whilst typically being seen as an 'environmental' issue, climate change will have an impact on many different areas including economy and transport. For example: increased damage to property and important transport infrastructure caused by flooding; increased loss of productivity due to workplace heating; reduced water availability impacting on businesses; rising energy demand for cooling of buildings (including information and communications technology infrastructure).

The UK Climate Change Risk Assessment (CCRA) is an independent research project, funded by the Government that analyses the main risks and opportunities to the UK arising from climate change up to 2100. After publication at the end of January 2012, the Government (Defra) will develop a National Adaptation Programme, which will set out policies and actions to help address the risks in a number of areas (including coverage of economy and transport). They will be supported by the Environment Agency in their new role as the Government's delivery body in England for climate change adaptation/resilience, helping key sectors (including local government) build resilience to changes in our climate. To support delivery the Environment Agency has funded a secondee to the LGA between January 2012 - April 2013. The LGA will play a key role in agreeing actions for these work programmes and ensuring that local government needs are fully represented.

Recommendation

Members to note the report.

Contact officer: Jo Allchurch
Position: Adviser
Phone no: 07900 931 045
E-mail: jo.allchurch@local.gov.uk

Climate Resilience: Update on the UK Climate Change Risk Assessment and National Adaptation Programme

Background

1. The global climate is changing and will continue to change over the coming century. Even if we manage to limit greenhouse gas emissions, we are still locked into a certain amount of warming. Whilst typically being seen as an ‘environmental’ issue, climate change will have an impact on many different areas including economy and transport.
2. The UK Climate Change Risk Assessment (CCRA) is an independent research project, funded by UK Government and Devolved Governments that analyses the main risks and opportunities to the UK arising from climate change up to 2100.
3. It provides the underpinning evidence to inform discussions on adaptation/resilience action needed in such areas as infrastructure, health, environment and business and will be updated every five years.
4. Some key findings show why we must act now to prepare ourselves and our businesses for the future impact of climate change. The research reveals that without action (some policies already in place, some needing further review) we could see:
 - 4.1 a significant increase across England of **damage** to properties and important infrastructure such as roads and railways, **due to flooding** from rivers and the sea.
 - 4.2 increases in the average annual **cost to businesses of disruption** due to flooding, as well as projected increases in losses of productivity due to workplace overheating
 - 4.3 **reduced water availability**, particularly during the summer, leading to more frequent water restrictions. The gap between demand and supply will potentially widen, impacting homes, businesses, schools and hospitals
 - 4.4 **rising energy demand for cooling**, particularly in the south of the UK, due to higher summer temperatures. Currently, cooling of buildings (including air conditioning, refrigeration and cooling of information and communications technology infrastructure) accounts for around 4% of total UK electricity use and demand for cooling is already increasing.
 - 4.5 **More melting and rutting of road surfaces due to warmer summers**. This may be a particular problem on local roads, as

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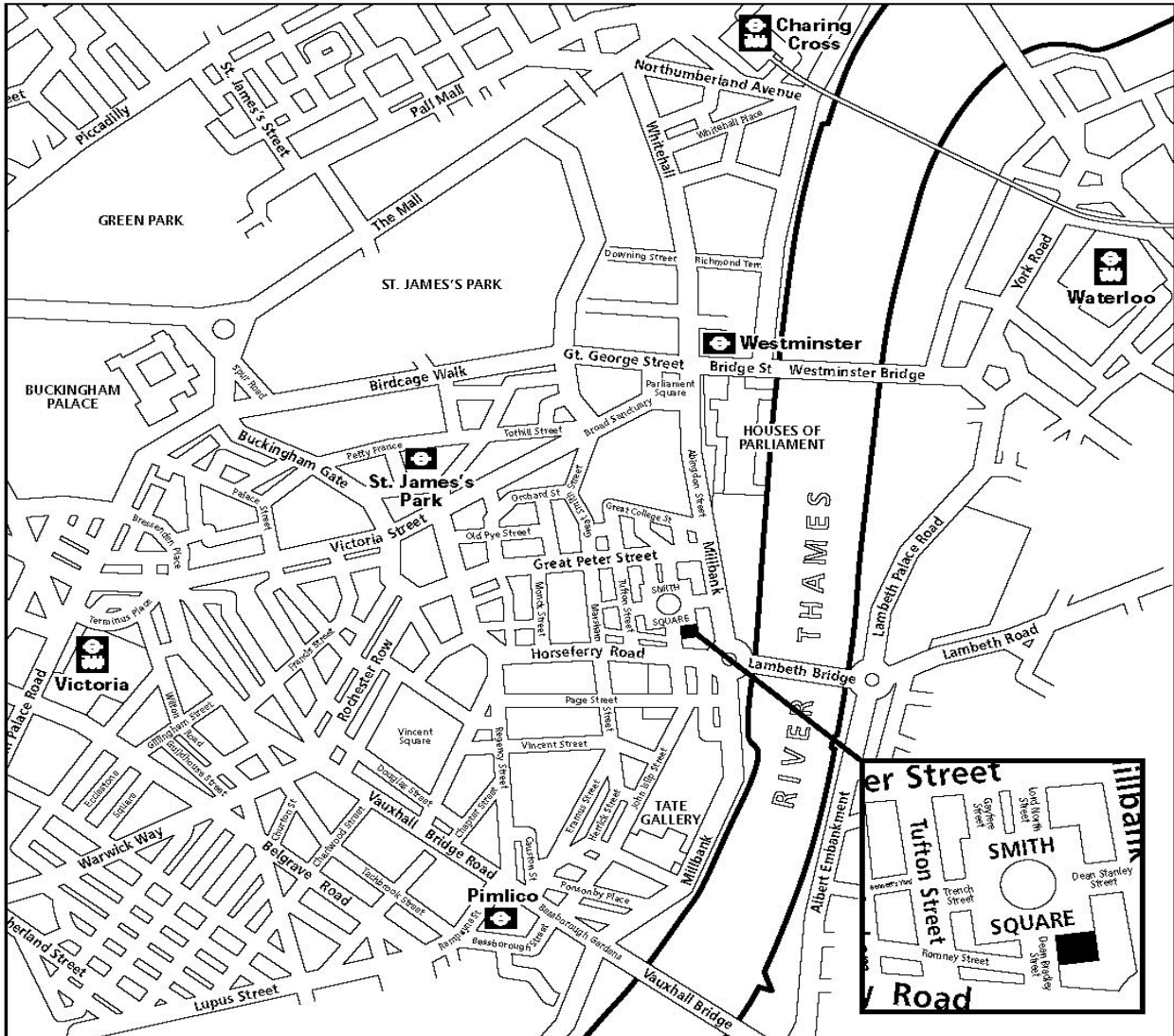
these meet lower surface specifications than motorways and trunk roads. The heatwave of 2003, for instance, led to a significant repair bill for local authorities.

5. Detailed results from the CCRA will be available when the reports are laid in Parliament in January 2012. Once published they will be available on the Defra website: www.defra.gov.uk.
6. After the CCRA is published, Defra will develop a National Adaptation Programme, which will set out policies and actions to help address the risks. This will be developed with involvement from all relevant stakeholders, including local government and the LGA.
7. Given the importance of local adaptation action, Defra has commissioned the nine Climate Change Partnerships across England to examine the CCRA from a local perspective to support this dialogue. A key part of this debate will be informed by the 'call for views' which allows organisations and individuals to tell Defra what action is already underway to address risks, the most urgent areas for action, key barriers to addressing them and possible opportunities that a changing climate may bring. **This exercise will last until April 2012 and the LGA will be encouraging and supporting local authorities to respond where appropriate.**

Update on Environment Agency Climate Adaptation/Resilience Delivery Role

8. The Environment Agency has taken on a new role as the Government's delivery body in England for climate change adaptation/resilience, helping key sectors (including local government) build resilience to the impacts expected from climate change.
9. The programme will consist of two parts: a web-based information service which will give access to the latest climate science; and tailored support to help key sectors build resilience to climate change.
10. The tailored support programme will be in place by April 2012 and will focus on six themes: business and services, infrastructure and built environment, health and wellbeing, natural environment, forestry and farming and local government (which is a cross-cutting theme covering many of the other themes).
11. The LGA is working closely with the Environment Agency to agree actions for the work programme. To support delivery the Environment Agency has funded a secondee to the LGA's Policy and Development programme team from January 2012-April 2013.
12. LGA officers will keep Board members up to date with relevant LGA work on adaptation and resilience measures through future board updates.

LGA Location Map



Local Government Association

Local Government House
 Smith Square, London SW1P 3HZ
 Tel: 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** (District and Circle Lines); **Westminster** (District, Circle 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 routes - Millbank

87 Wandsworth - Aldwych **N87**
3 Crystal Palace - Brixton - Oxford Circus

Bus routes - Horseferry Road

507 Waterloo - Victoria
C10 Elephant and Castle - 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