

Economy and Transport Board

Agenda

Thursday 24 May 2012
11.00am

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

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

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Economy and Transport Board

24 May 2012

Notification

The **Economy and Transport Board** meeting will be held on **Thursday 24 May 2012 11.00am** in **Smith Square Rooms 1 & 2, Ground Floor, 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 lunch will be at 1.00pm.

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)

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Economy & Transport Board

Date: 09.05.12

Economy & Transport Board - Membership 2011/2012

Councillor	Authority
Conservative (7)	
Shona Johnstone [Vice-Chair]	Cambridgeshire CC
Andrew Carter	Leeds City
Philip Atkins	Staffordshire CC
Tony Ball	Basildon DC
Neil Clarke	Rushcliffe BC
Martin Tett	Buckinghamshire CC
<i>Vacancy</i>	
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
Heather Kidd	Shropshire Council
Independent (1)	
Mike Haines [Deputy Chair]	Teignbridge DC
Substitute	
Peter Popple	Scarborough BC

LGA Economy & Transport 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	Yes	Yes		
Andrew Carter	No	Yes	No	No		
Kevin Lynes	Yes	Yes	Yes	Yes		
Philip Atkins	Yes	No	Yes	Yes		
Tony Ball	Yes	Yes	Yes	Yes		
Neil Clarke	Yes	Yes	Yes	Yes		
Martin Tett	N/a	Yes	Yes	Yes		
Labour Group						
Peter Box CBE	Yes	Yes	Yes	No		
Mark Dowd OBE	Yes	Yes	No	No		
Roy Davis	Yes	No	Yes	Yes		
Claire Kober	Yes	No	No	No		
Anne Western	Yes	Yes	Yes	No		
Lib Dem Group						
Roger Symonds	No	Yes	Yes	Yes		
Richard Knowles	No	No	Phone	Phone		
Independent						
Mike Haines	Yes	Yes	Yes	Yes		
Substitutes						
Colin Rosenstiel	Yes					
Tony Page		Yes	Yes			
Guy Nicholson		Yes	Yes			
Heather Kidd		Yes				
Kevin Bentley			Yes			

Agenda

Economy and Transport Board

24 May 2012

11.00am – 13.00pm

Smith Square Rooms 1 & 2, Ground Floor, Local Government House

	Item	Page	Time
Part 1			
1.	Note of previous meeting	3	11.00am
2.	The Local Growth Campaign	9	11.05am
3.	Streetworks	15	12.05pm
4.	EU Funds post 2013	23	12.25pm
Part 2 INFORMATION			12.40pm
5.	Transport update	29	
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Note of Meeting 22 March 2012

Title: Economy & Transport Board
Date and time: 22 March 2012, 11.00am
Venue: Local Government House

Attendance

Position	Councillor	Political Group	Council
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
	Martin Tett	Conservative	Buckinghamshire CC
	Philip Atkins	Conservative	Staffordshire
	Roy Davis	Labour	Luton BC
Via telephone conference	Richard Knowles	Liberal Democrat	Oldham MBC
Apologies			
Chairman	Peter Box CBE	Labour	Wakefield MDC
	Andrew Carter	Conservative	Leeds City
	Mark Dowd OBE	Labour	Merseyside Travel / Sefton C
	Claire Kober	Labour	Haringey LB
	Anne Western	Labour	Derbyshire CC
Substitutes	Kevin Bentley	Conservative	Essex CC
	Tony Page	Labour	Reading Council
	Guy Nicholson	Labour	Hackney LB
	Heather Kidd	Liberal Democrat	Shropshire Council
	Gillian Brown	Conservative	Arun DC
	Paul Yallop	Conservative	Worthing BC
	Peter Popple	Independent	Scarborough BC

In attendance: Ian Hughes; Philip Mind; Eamon Lally; Charles Loft; Rachael Donaldson; Nick Porter; Virginia Ponton (LGA), Matthew Lugg and Huw Jones, ADEPT

Item	Decisions and actions	Action by
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Cllr Shona Johnstone chaired the meeting, giving apologies from the Chair, who was meeting with Secretary of State for Communities, Rt Hon Eric Pickles MP in Wakefield. Cllr Johnstone welcomed Cllr Richard Knowles who joined the meeting by phone and sent best wishes to him from the Board. She also welcomed Matthew Lugg, President, ADEPT and Huw Jones, Chairman of Planning and Regeneration Committee, ADEPT and asked them to contribute to the agenda. Cllr Johnstone apologised for having to leave at 12pm.

1 Note of previous meeting

Members confirmed that Cllr Tony Page, not Cllr Tony Ball is the LGA Olympic and Paralympic Games Task and Finish Group. Ian Hughes gave a brief update of the last Task and Finish Group meeting, which discussed transport and business logistics during the Games. As a result, the LGA is working with the British Chambers of Commerce to brief LEPs and businesses on key issues.

2 Transport Devolution LGA/DfT Pilot Work

This item also picked up para. 4 of Item 9. Eamon Lally introduced the item and outlined the key issues discussed with the Secretary of State for Transport, Justine Greening MP in February: devolution, Highways Agency reform; the capacity of local government; the relationship between DfT and local government; potential demonstration projects; and currently emerging findings/learning.

Members discussed:

- some of the case studies further - These are successful projects, not pilots, which highlight the ability to make good decisions locally and support the case for devolution. Members identified potential capacity issues for local authorities and saw the importance of building political and corporate competence and capacity. Resources need to be devolved to underpin.
- the need for a shift in culture of DfT, the Highways Agency and National Rail as well as a change in the relationship between them and local government. Leadership as key in creating change and dealing with reduced resources. Huw Jones, ADEPT, added that partners must establish trust and that it is important to look at how works are costed and delivered on the ground.
- the capacity of local authorities to deal with TMA powers. Members saw a need for capacity building within DfT.
- getting feedback from TAG about the pilot approach detailed in

para. 13.

- the importance of ensuring there are a range of demonstration projects to represent local differences and geographies and avoid one-size-fits-all approaches. Cllr Johnstone highlighted the pressure on demonstration projects to deliver what local government says it can and questioned what opportunities there are to deliver faster than would have been possible before.
- Matthew Lugg, ADEPT, offered his technical support to the Board, including on pilots schemes.

Ian echoed the importance of cultural change, the need to deliver effectively on the ground and make local transport a whole package. It is important to work with DfT and demonstrate barriers as well as what local government can do.

Decision

Members agreed the approach laid out in the report.

Action

- Officers to continue with the next steps, taking into account members' comments and ensuring a clearer outcome is assigned to the programme.

Officers

3 LGA development offer for councils – driving local economic growth

Kamal Panchal introduced the report which captures improvement work across the LGA. Members discussed:

- the need to join up and communicate with all local growth partners to avoid duplication of work; ensure information and best practice is shared; increase the capabilities of local government; and create cultural change.
- the need to work with the private sector and education providers to identify skills gaps and feed this into the education system.
- linking with the Environment and Housing Board on housing as part of growth and a continued link with the Children and Young People Board on Hidden Talents.
- improving peer support so more members and officers can access it
- that paras. 9.5 and 10.4 of the report could be important for the outcomes and positioning of local government in the space of local regeneration partners. This area provides strong links to localism, housing and asset management. Members asked for officers to come back with a thought piece on this area.
- ensuring LGA best practice on finance, includes how to lever more money and consider the rural economy and SMEs.

Cllr Johnstone left at 12 noon. Cllr Roger Symonds chaired the rest of the meeting.

Decision

Members agreed the recommendations.

Action

- Officers to feed members' comments into the development support programme, which will be launched in June at the LGA conference.

Officers

4 ADEPT (Association of Directors of Environment, Planning and Transport)

Matthew Lugg thanked the Board and outlined the pothole review which is set in the context of high profile media coverage, a backlog of maintenance and the ability and willingness for DfT to work differently. The key findings showed a lack of money for maintenance, the need to repair roads properly the first time, shift to a more preventative, proactive and targeted maintenance approach and better asset management. The public need better mechanisms for reporting problems and confidence that they will be addressed. Case studies are included in the report and there is a review panel of broad stakeholders, including the LGA, who they hope will support the report. Matthew invited the Board to make people aware of this work and share the ideas and best practice. He said he could come back and explain how the Highways Maintenance Efficiency programme is progressing.

Members welcomed the report and found the technology and utilities section particularly useful. Discussions focused on:

- the need for a plan of maintenance investment to enable efficiencies and sharing of good practice
- the absence of recommendations for regulators to set obligations on effective workmanship
- difficulties defining standards, for example for utility company maintenance
- the possibility of engaging with regulators and utility companies
- a link to the Traffic Management Act.

Matthew agreed with the importance of articulating the economic benefits of highway maintenance to DfT and said he would take members' comments on board for the report. He said that the Highways Agency can recall in cases where road maintenance does not meet specifications and Huw Jones linked this back to repairing roads properly the first time.

On engaging with the regulators and utility companies, Ian Hughes took members' comments on board and, since there is no single regulatory body for roads, said he would bring a proposal to the next board on how to feed members' comments into road campaigns. Members were keen to ensure their strong messages in this area are considered.

Action

- a proposal to the next Board on how to feed members' comments into road campaigns.

Officers

5 Post Offices

Cllr Mike Haines gave an update on a Post Office/Local Government Strategic Engagement Forum meeting on 8 March, saying that it is positive that the Post Office Limited (POL) are seeking local authority views and looking at new models rather than post office closures. Proposals focus on the need for increased commercial viability. 25 local authorities are engaged and nearly all attended the meeting, along with Westminster City Council and 4 pilot councils who reported back on their engagement so far. The forum is at its early stages but there are some case outlines which provide a new range of models and a rural dimension. Meetings will continue and the group are awaiting the government's models on mutualisation. POL are due to attend the LGA Conference and the pilot outcomes are expected in early autumn.

Members' comments focused on:

- the importance of post office services for rural areas. Members discussed locating services in small local businesses such as farm shops, linking the agenda to rural transport issues as well as impact on the environment from car usage.
- the representation of local authorities by the 25.

Philip Mind said that the list of 25 authorities had been discussed with POL, who were keen to emphasise they are open to other local authority engagement. He echoed that communication between local authorities and POL is positive and that improved commercial viability could happen in part through doing more business with local authorities.

6 Hidden Talents

Philip outlined that the key challenge lies in young people's services being fragmented. The LGA Hidden Talents report has been picked up by the press. He asked members to provide a steer on the activities in paras. 16.1 – 16.2 and in particular engaging government and being more effective in strong partnerships.

Members discussed:

- agreed that fragmentation is the main challenge
- partnership working is crucial, with local government as a key influencer, and real engagement is needed from all partners, including local authorities, education providers, LEPs and businesses
- government must be persuaded through a coherent and evidence-based strategy that local authorities see this work as a priority and can deliver it locally. One challenge to

government could be to change funding for post-19year olds which currently goes directly to education providers.

- the importance of challenging education providers to be forward thinking, to work with businesses and local authorities in identifying skills gaps and to provide appropriate training
- the need to improve careers advice, address the issue of children having to make career choices at a young age and establish that there are different ways of learning and training
- links to the troubled families work
- opportunities to use community budget youth programmes

Philip said he would take on board members' comments for the next steps outlined in paras. 16.1 – 16.5. He said there is scope for a debate with government to discuss strategic issues and highlight local ambition. Building an evidence base is important.

7 High Streets

Ian updated members on the continuing debate since the publication of the Portas Review.

8 Local Growth Campaign

Ian updated members that work is in progress and that new areas of work have been drawn out, with pressure from the sector to focus on these.

9 Transport Update

Members discussed the outside bodies nominations and agreed that these should be reviewed, potentially with one member from the Board being appointed to take an agreed agenda to each outside body meeting and report back.

Cllr Richard Knowles added that information on rail utilisation and the use of different technologies would be helpful.

A review of outside bodies will be taken at a future Board meeting.

The Local Growth Campaign

Purpose of Report

To update and test members' views on the key messages from the Board's Local Growth Campaign (to be delivered at our Annual Conference) and to set out the next steps. Please note that a similar report was received at the LGA Executive on 17 May and any issues raised will be reported back to the Board.

Summary

Councils have redefined their role in economic development very successfully, reflecting the economic challenges of attracting private investment (with public investment reducing) and to take account of the new institutions, such as Local Enterprise Partnerships, and a new localist policy landscape.

From our "town hall debates" which were led by Board members and regional associations with business and other partners across England, we have clear evidence that councils continue to drive economic development and growth and that they have grasped new devolved powers. Independent research from bodies such as Localis and IPPR also provide this clear evidence.

But councils are ambitious to do more – extending their work with local partners and shaping public investment to local economic conditions. However, this requires further devolution and local leadership in new policy areas.

The local growth paper, which will be published at the annual conference, will describe the role councils are playing and their ambition to do more. It will make an offer to discuss and work with local partners and national Government to remove remaining barriers to local growth.

Recommendation

Members are invited to comment on the results of the local growth campaign detailed in this paper plan and the proposed next steps.

Action

Officers to take forward members' comments and deliver a final report to be signed off by Lead Members in advance of our conference.



**Economy and Transport
Board**
24 May 2012

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Contact officer: Phillip Mind
Position: Senior Adviser
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The Local Growth Campaign

Councils are getting on with promoting local growth...

1. Economic growth is the dominating issue – internationally, nationally and locally. The stories are mixed – there are examples of sectors and markets that are thriving, for example the UK automotive sector, but equally people are concerned about job losses, the cost of living and continued global economic uncertainties.
2. The collapse of Northern Rock in 2007 and Lehman Brothers in 2008 saw the start of a new economic era – one of financial crisis, recession, deficit reduction and austerity.
3. Some see this as a wider realignment in economic power – there are international economies which are growing – the BRIC economies of Brazil, Russia, India and China (BRIC). They offer both the potential for new markets but also increasing global competition. Alongside that, international capital is highly mobile and a lack of investor confidence in some Euro-zone economies has provoked periodic crises.
4. A longstanding feature of the LGA's economic analysis is that there are complex variations in local economic performance, disguised by national statistics that average out the differences. We have argued for much clearer local solutions. This analysis was confirmed again with the 2012 Centre for Cities "Cities Outlook" which demonstrates the continued variation in local economies and a widening in the economic performance of the UK's cities.
5. The Government recognises the local variation and has taken important steps towards economic devolution – for example the Growing Places Fund, the creation of Local Enterprise Partnerships (LEPs) and City Deals.
6. Against that background, councils continued work on local growth is vital.
7. In November, the Board launched a Local Growth Campaign. We have held town hall meetings up and down the country of councillors, regional associations, business leaders and local partners. We had challenges to our practice from sister LGAs from Europe and the Commonwealth and we commissioned independent research and essays from a wide range of bodies including IPPR North and Localis.
8. One issue we emphasised is that councils had a long and proud history in tackling difficult economic problems and dealing with financial crises dating

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back to the founding fathers of local government who built some of our cities. Unfortunately, some commentators expected councils to respond to the current reduction in budgets by axing its role on economic development.

9. Our campaign has shown that to be an entirely false hypothesis.
10. The council role in economic development has re-invented itself in response to the new and difficult circumstances and there are many examples where it is achieving real success. This is built on strong local leadership and vision, effective local partnerships with business and LEPs and targeting public investment at local economic needs. The economic leadership role in councils is thriving.
11. Our paper to conference will detail the work that councils across the country have achieved in the last year. For example, we will profile the leadership role played by councils and partners in the West Midlands that delivered the investment from Jaguar Landrover. We will detail the work between higher education and councils in the North-East that helps attract new industry and we profile the work that Cornwall is developing which shows the new jobs and businesses would develop from a further devolution of powers from Whitehall to the county.

Councils are ambitious to do more....

12. So councils are getting on with it. But we also recognise that much more needs to be done and that the landscape continues to change. Whilst we have grasped new freedoms and powers under the localism agenda, the message from the campaign is clear: councils are ambitious to do even more with business partners and national Government, but this requires further devolution in specific areas and civic leadership in new policy areas.
13. From our campaign research and debates, we want to develop two clear work streams in 2012-13:
 - 13.1. To promote and share what works best and the new models of partnership that are emerging, through an LGA growth improvement offer; and
 - 13.2. To renew the drive for devolution, helping to fulfil the ambition of councils.

Some remaining barriers to local growth...

14. Our campaign has identified continued barriers to growth. Whilst the paper to conference will provide detail in a number of areas, three key issues emerged which resonated in each town hall debate:

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- 14.1. An education and skills system which does not deliver the skills people, especially young people, need to meet the demands of local employers;
 - 14.2. Transport investment decisions which are too slow or fail to be modelled on the need to maximise local growth and jobs, and a lack of influence on routes and timetables; and
 - 14.3. The fragmentation in the public investment that is available for regeneration and for tackling issues like youth unemployment – with many initiatives being driven by national policy rather than local need.
15. These issues are not new – but the frustration of councils, LEPs and other business partners is growing. From early discussions, there is openness on the part of Government departments to look in more detail at the issues and a shared desire to identify propositions that will promote growth.
 16. We are therefore proposing to work with key departments to develop a shared understanding and evidence base and explore how local solutions can be better delivered. Rather than preparing prescribed solutions, we are proposing our own pilots and demonstration projects and to work with departments to help drive the localism agenda. For example:
 - 16.1. We have agreed with the Secretary of State for Transport to work together with a number of councils to establish the most effective models of devolution to speed up transport investment. We will present a review to the Secretary of State by the end of 2012.
 - 16.2. We have begun discussions with senior Department for Business, Innovation and Skills (BIS) officials to bring together local partners in a number of council areas to review how the localism agenda is working, in practice, in the area of skills. Again we will prepare a joint review to help ensure that we have clear local models that help councils drive coordinated services where local people receive the skills and training they need to compete for both existing jobs and for jobs resulting from new investments.
 17. In order to address the fragmentation of initiatives, we need to tap into the ambition of councils to take more responsibility for local growth. The first City Deals are a concrete expression of the appetite to do so. Other core cities are negotiating deals. Up and down the country, counties, groups of councils and smaller cities are also ready to secure devolved powers. We need to ensure that this opportunity is available for all councils that have such ambition. Growth is the top priority for Government. It has indicated that it will extend the City Deal approach which the LGA will continue to campaign for. Local

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government should seize the initiative and bring forward its own proposals for Local Growth Deals.

Renewed civic leadership...

18. The campaign has also identified areas of civic leadership which are the norm for council leaders in other nations, but where our record is perceived as less developed. Civic leadership which drives the link between higher education and business, to forge new foreign markets abroad for local firms and to secure local corporate responsibility from global firms is seen as the “day-job” for many council leaders abroad. It is part of their toolbox for local economic growth. Whilst many councils have driven these agendas in England, there is some perception that these are not the natural spaces for English councils.
19. In order to refresh the agenda and debate in these key areas, we are proposing new, time-limited partnerships to drive these issues:
 - 19.1. We will work with UK Universities on how local government, business and universities can work together more effectively, where the council can help to commercialise innovation using its procurement budgets but where universities can play a bigger role in local economic development.
 - 19.2. We are in discussions with Business in the Community on the way in which we can support national companies to help localise their corporate responsibility programmes.
 - 19.3. Many foreign investors approach local councils first when considering new investments and there is evidence that councils abroad are using UK councils as a conduit to UK firms when public/private partnerships for public services are considered. Thus we need to develop an offer to UK Trade and Investment (UKTI) which sets out the important role that councils will continue to play in inward investment.

A continuing local growth campaign...

20. Members are asked to consider the issues in this paper.
21. Our conference paper will not be a policy statement as found in Government’s Green Papers, but a call to action and delivery – inviting local councils and their partners, and groups of councils working in partnership up and down the country, to identify what needs to be done to promote growth locally and identify what Government can do to remove barriers to local growth.

Streetworks

Purpose of Report

For noting and discussion.

Summary

This paper details existing tools for councils to address and help manage streetworks, powers which could be made available to councils through LGA lobbying and other options for Board and LGA work in this area.

Recommendation

Members are asked to consider this paper and to provide a steer for officers to deliver the work.

Action

Officers to take forward members' comments.

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Position: Adviser
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Streetworks

Background

1. Streetworks pose many problems for local residents and businesses, including delays while work is underway and delays and costs as a consequence of roads being poorly reinstated.
2. Delays annoy the public and have an economic cost.
3. Digging up the carriageway – even when it is reinstated to agreed standards – damages its integrity and shortens its life, this problem is significantly exacerbated when the reinstatement is poor. Eventually potholes result causing damage to vehicles, vibration (which can damage property and cause misery for residents) and eventually have to be repaired at cost to councils, causing further delay.
4. Repairing the damage to roads by utility companies costs council taxpayers an estimated £70 million per year, as the LGA stated in 2011.
5. A key issue is that while councils can force companies to redo poor reinstatement, they do not have the resources to inspect more than about half the sites.

Tools for addressing delays

6. This section sets out the existing tools which are available to some or all councils to address and help manage streetworks:
 - 6.1. **Permit schemes:** The Traffic Management Act (TMA) 2004 Part 3 provides Local Transport Authorities (LTAs) with the means to introduce a 'permit scheme'. The Traffic Management Permit Scheme (England) Regulations 2007 currently set out the process for such applications to be submitted for assessment and approval to the Secretary of State. These allow authorities to issue permits to those wishing to carry out works on the highway to better manage activities on their road network, in order to minimise inconvenience and disruption to road users. Because highway authorities have more control over works in their area under a permit scheme, they can for example promote working outside peak hours, or better co-ordination of works between utilities. There are now several permit schemes in operation round the country, across London, Kent, Northamptonshire, and most recently St Helens. LTAs

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design and develop their scheme (and ultimately administer it), and then submit each scheme for the approval of the Secretary of State.

- 6.2. Our response to the recent DfT consultation on proposals to remove the current need for the Secretary for State to approve permit schemes was submitted last month and is attached – we are waiting to hear the outcome of this consultation. There is some concern among councils that approval by the Secretary of State helps prevent a challenge to schemes. We have raised this and suggested that, whilst greater local control is necessary, DfT could provide ongoing support through sharing best practice as successful schemes develop.
- 6.3. **Lane Rental:** Allows councils to charge utility companies up to £2,500 a day to dig up the busiest roads during peak times when road works cause the most disruption. This is intended to incentivise utility firms to carry out their works more quickly and at times when roads are quieter. Companies would be able to avoid the charges by carrying out works during off-peak periods or, if appropriate, at night.
- 6.4. In launching Lane Rental in January, DfT said there should initially be up to three trials but that the option would only be open to those who had already exhausted other options including Permitting. This limits significantly the number of authorities which can use Lane Rental.
- 6.5. A pilot scheme will commence in London in June, the scheme will cover around 330km (57 per cent) of TfL's red routes and apply to any utility or TfL works carried out on the road network. There have been no other applications to take part in pilots.
- 6.6. Members may wish to ascertain the level of demand for these powers if they were available to *all* councils and we could lobby for these powers to be given to all councils that wish to have them.
- 6.7. **Overstay fees:** Section 74 of the New Roads and Street Works Act 1991 makes provision to charge overstay fees for unauthorised occupation of the public highway. This refers to works which have exceeded the agreed completion date. These fees are charged on the category of the road and are already available and being used by councils.

Tools for addressing poor reinstatement

7. The tools below set out the powers that could be available to councils to address the poor re-instatement of roads after works. These would require legislation or parliamentary orders, but could be LGA lobbying asks.

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- 7.1. **Implement TMA Part 3 regulations:** under sections 55 and 56 of the Traffic Management Act (Part 3) the Secretary of State can make regulations that would allow councils to require those digging up the street to reinstate the whole road. This would require an order to be passed in Parliament. Thus it could be a key ask of Government and an issue upon which we lobby Parliament.
- 7.2. **Bonds:** the LGA has previously called for utility companies to pay a bond or deposit in advance of roadworks to make it easier for councils to recoup the cost of damage caused by inferior road repairs and encourage utilities to get it right first time. This would require new legislation and it could be a key ask of Government and a further issue upon which we lobby Parliament.

Encouraging Better Public Scrutiny

8. **Spotters' guide:** To encourage the public to act as councils' eyes and ears, developing something similar to the page on TfL's website for reporting road works to include reports of unacceptable restoration. TfL's site can be accessed here: <http://www.tfl.gov.uk/roadusers/reportastreetfault/20568.aspx>. The site provides examples of key indicators of good and bad sites and what to look for on signs:
 - 8.1. Indicators of good sites: signage in place; clean and tidy; only minimum space required taken; activity on site; safe.
 - 8.2. Signs should show: who is undertaking the work; why the work is taking place; working hours; contact details (phone number); and permit number.
 - 8.3. Bad sites: not safe; cluttered and untidy; no signage explaining works; no activity.
9. The LGA could support councils in providing similar local weblinks covering the quality of restoration and encourage members of the public to email photos to relevant officers, reducing the need for time consuming inspections. We are consulting with sector experts on this.

Current consultations

10. At present, all streetworks not carried out by highway authorities have to be supervised by someone with a specified set of qualifications, who is responsible for maintaining a safe operation and acceptable standards of reinstatement. There is a current DfT consultation to remove this requirement as it imposes a

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cost on business and because standards of reinstatement and safety are set by statute. The evidence from councils is that many roadworks are reinstated to less than acceptable standards, and councils do not have adequate resources to inspect them. Often the work has to be redone at public expense - which of course means closing the road again.

11. Whilst the issue of streetworks supervisors is a micro one, it does offer the opportunity to raise the wider issue of restoration of street-works and how councils can have greater control of an issue which is a great irritant to the public.

Moving forward: LGA growth campaign 2012-13

12. Our Town Hall debates have already identified greater local influence over transport schemes as a key to local economic growth and the Board is committed to addressing this issue with DfT over the coming months.
13. We have some research on how streetworks and badly restored roads affect local businesses and private investment. One option for members to consider is whether we undertake further work on the cost of poorly restored roads and streetworks to the local public purse and to local business growth.
14. It is recommended that lobbying on streetworks is undertaken in this wider context and the cost to local economic growth as a key aspect of our work.

Conclusion

15. There are a number of issues where we can lobby for greater control over streetworks for councils. It is recommended that this is brought within the remit of the Local Growth Campaign.
16. Members are asked to consider this paper and to provide a steer for officers to deliver the work.

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Item 3

**LGA RESPONSE TO THE CONSULTATION ON AMENDING THE TRAFFIC
MANAGEMENT ACT 2004 - REVISING THE PERMIT SCHEME APPROVAL
PROCESS (FOR LOCAL HIGHWAY AUTHORITIES IN ENGLAND).**

1. The Local Government Association (LGA) is a voluntary membership body and our member authorities cover every part of 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 and shire district councils, along with fire authorities, police authorities, national park authorities and passenger transport authorities.
2. The LGA welcomes the opportunity to respond to this consultation and supports the Department's proposal to remove the requirements in England for the Secretary of State to give effect to permit schemes by Order, thereby allowing local highway authorities to give effect to permit schemes and vary or revoke their schemes by their own orders, without the need to refer the scheme for prior approval to the Secretary of State.
3. This proposal is in line with the Government's commitment to localism. Permit schemes that are already in place have proved successful in reducing the congestion caused by unplanned or poorly planned streetworks and we are certain other councils will want to make use of this tool.
4. We are aware that the Department's role in approving schemes has served the useful function of helping to protect them against legal challenge by utilities companies. There is some concern within the sector that without this endorsement utilities will seek to deter councils from making permit schemes by subjecting them to such challenges which, while they are ultimately without merit, will create enough work to deter authorities from embarking on the process. Our sector's best defence against this practice will be the dissemination of best practice, with a view to ensuring councils learn from the schemes already in place. We would like to see DfT take on this role. We look forward to working with the Department on this.
5. While permitting is a valuable tool in reducing the congestion and delay caused by streetworks, we remain concerned that digging trenches – including microtrenching – damages the integrity of the road surface, shortening its life and adding to the burden of work on local highway authorities and that authorities are not properly reimbursed by utility companies for this. Moreover, it is very often the case that these works are not properly reinstated, causing greater damage and expense and increasing the misery to residents caused by traffic vibration. LGA is determined to see this issue addressed and will be taking it up separately with the department.

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Item 4

EU Funds post 2013

Purpose of report

For discussion and direction.

Summary

This report updates members on current lobbying activities related to EU funds. It also proposes a lobby strategy to steer the ongoing work during 2012 and 2013.

Recommendation

Members are asked to comment on the report, approve the lobby strategy, and provide a steer to current lobbying work.

Action

Officers to forward any actions as directed by Members.

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EU Funds post 2013

Update and lobbying strategy

1. The European Union structural funds typically support economic and skills development activity, and are regularly accessed by local authorities to help realise local ambitions.
2. The funds are worth over £8 billion to the UK between 2007-2013 period, which, once match-funded, represents a potential total investment over £16 billion. They include the European Regional Development Fund (ERDF) and the European Social Fund (ESF). Further investment opportunities are available to councils through the EU's Rural Development Programme for England, and a range of thematic EU funds.
3. 2012 is a crucial year in determining what the funds will look like from 2014-2020, and what role councils can play in using them. The LGA continues to play a leading role in discussions with European institutions and the UK Government to ensure that councils are able to lead, shape and use these funds in whatever way is most appropriate for their area.
4. An informal member-level task and finish group continues to lead LGA lobbying on EU funding, based on agreed position by this and the European Board. The group includes members from both Boards. The agreed objectives are to:
 - 4.1 protect investment and maximise the take from EU funds for local areas
 - 4.2 ensure councils play a leading role in the negotiation and establishment of the new programmes
 - 4.3 articulate and push the case for new delivery models that enable local partners to join-up EU funds with all investments in their areas
5. One of the key issues of concern amongst councils is there could be a centralisation of delivery of EU funds from Whitehall, as a result of the demise of the RDAs. The LGA has been advocating a localist approach with council-level and sub-regional delivery.
6. This paper updates on work to date, and sets out some recommendations for progressing next steps.

Update on recent work

7. Members continue to lead work in both Whitehall and Brussels to influence the progress of the EU fund negotiations, spending decisions and management arrangements. Recent lobbying is detailed below.
8. In Whitehall:
 - 8.1 Submission of written and oral evidence, given by Cllr Peter Box, to the CLG Select Committee inquiry into the functioning of ERDF – including some press coverage.
 - 8.2 Delegation of members, including Cllr Guy Nicholson, met Commissioner Hahn (who is responsible for the delivery of EU funds) in London – making the case for locally shaped spending in the future, with councils playing a leading role in spending EU funds.
 - 8.3 Secured two local authority secondments to the Department for Business, Innovation and Skills to join the UK negotiating team for future EU funding programmes in England.
 - 8.4 Responded to UK Government informal consultation on how to deliver EU billions from 2014 – 2020.
 - 8.5 House of Lords EU Committee report supportive of structural funds, and the roles for local authorities.
 - 8.6 Creation of an online Knowledge Hub to bring local authority members and officers together to discuss and develop approaches to using the funds, and to build an evidence case for local and sub-regional delivery models.
9. In Brussels:
 - 9.1 Worked with MEPs, including proposing amendments to reports currently under negotiation in the European Parliament.
 - 9.2 Continued joint lobbying with other European LGAs to develop and push for a coherent EU local government message in Brussels.
 - 9.3 Worked with the European Commission on a ‘code of good practice’ on partnership working toward national governments, ensuring they work closely with local government in design and delivery of funds.

- 9.4 Continued work through the Committee of Regions to promote the value of strong local leadership within the EU funds

Looking ahead – lobbying strategy

10. Members are asked to consider and comment on the proposed next steps, to be taken forward. The legislative timetable for the reform stretches into 2013, so we have to maintain a consistent lobby to make the case for investment into the UK and for the local delivery of funds.

11. Making the 'local' case in Whitehall:

11.1 Articulate and push the case for new delivery models that enable local partners to join-up EU funds with all investments in their areas, such as integrating EU funds into City Deals, into Local Enterprise Partnership strategies, and into local authority investment plans for their place – to be set out in a report launched by September. The report has been requested by both BIS and CLG to influence how EU funds are delivered in future.

11.2 Member meeting with UK Government Ministers to discuss and take forward local authority approaches following responses to the BIS consultation, including with Mark Prisk, Chris Grayling, and Baroness Hanham.

11.3 Mobilise the sector and build evidence case to show how local authorities can join-up spending in their areas to deliver better outcomes and efficiencies.

12. Protecting investment in Brussels:

12.1 Continued member representation and pressure on MEPs and the European Commission, including through the Committee of Regions and Council of European Municipalities and Regions.

13. Officers would be keen to support members of the Board wanting to more directly engage their councils in this work, such as supporting them to:

13.1 Work with the LA secondments in BIS, which have been secured by the LGA to ensure government properly engages local government in determining how to spend EU billions in the future. Members may wish to invite them to sub-regional meetings or to a future Board meeting.

13.2 Provide evidence and examples of how local authorities have engaged with EU programmes.

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13.3 Consider and develop models for local authorities to engage and shape investment from the EU funds in their areas

13.4 Ensure local MEP or MPs are briefed on these issues.

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Item 5

Transport Update

Purpose of report

For noting.

Summary

This report provides key updates on transport for members' information.

Recommendation

Members are asked to note the report.

Action

Officers to take forward any actions as directed by members.

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Transport Update

Buses - Reform of Bus Subsidy Operators Grant (BSOG)

1. The Government has agreed to devolve a significant proportion (around 60 per cent) of the Bus Service Operators Grant (BSOG) to local authorities. This responds to long-term lobbying by the LGA.
2. All the funding that relates to services which councils support – i.e. tendered services – will be passed to councils to allow decisions to be taken locally on how it should be spent.
3. Some of the remaining subsidy will be used to set up a new local government fund – Better Bus Areas – to encourage local transport authorities and bus companies to work closely together to improve services and boost passenger numbers.
4. The BSOG payment in London will be devolved entirely to TfL.
5. The residual BSOG will continue to be paid to bus operators. There will be a move in the medium term to a more environmentally sustainable basis for paying "residual" BSOG, rather than the current one based on fuel usage. There will also be changes to the incentive payments which bus companies may qualify for and a tightening of the existing rules defining which bus services can claim BSOG, so that the funding is put to the best possible use.
6. The changes were announced on 26 March when the government published *Green Light for Better Bus Areas*. This included the government's response to the Competition Commission's recommendations on bus competition. The DfT has stated that the aim of the proposals is to attract more people onto buses, to ensure better value for the taxpayer and to give local transport authorities more influence over their local bus networks.
7. The Government intends to consult on the detail of the proposed changes in the summer and to bring forward any regulatory changes in Spring 2013.
8. LGA officers and other sector representatives are currently working with the DfT on the development of the details of implementation.

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Better Bus Areas (BBA)

9. Under the BBA fund (created out of current BSOG funding), Local Transport Authorities can bid to be designated as a BBA, where they can show that they have a clear plan for improving bus services in their area that is being developed locally in partnership with bus companies. A BBA could cover either part or all of an authority's area, or two or more authorities could join together to create a BBA across part or all of their joint areas.
10. Where a BBA is established, the Government will calculate how much BSOG is paid each year to all the bus companies operating services within the area covered by the BBA. For as long as the BBA continues, that amount will be paid to that authority – or authorities – in order to allow them to introduce a wide range of measures to improve bus services within the BBA.
11. Each year, every BBA will also receive a share of a new 'top-up' fund which is being set up to support BBAs. The expectation is that this top-up fund will be around 100 per cent of the BBA fund.

Rail ORR and Investment

12. We have secured the Office of Rail Regulation's agreement to much closer working in future with the Economy and Transport Board.
13. Lead members met the Office of Rail Regulation (ORR) earlier this month. ORR has agreed to consider clearer guidance to National Rail on how it works with councils and coordinates its investment with local economic development plans. We are providing ORR with examples of what local involvement could look like and what involvement councils would like once ORR has received Network Rail's strategic business plan. Network Rail is currently working on its Strategic Business Plan and the immediate aim of working with ORR is to ensure National Rail is linking its investment proposals to local and sub-regional plans.
14. ORR has just published its advice to Ministers which will influence the High level Output Specification: (HLOS), which the Secretary of State for Transport is obliged to send to ORR with a statement of funds available (SoFA), to ensure the railway industry has clear and timely information about the strategic outputs that Governments want the railway to deliver for the public funds they are prepared to make available.
15. This is part of the Periodic Review of National Rail by ORR, which will result in ORR determining, by October 2013, the outputs that Network Rail must deliver to achieve the HLOS, the cost of delivering them in the most efficient way, and the implications for the charges payable by train operators to Network Rail for using

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the railway network. We have already influenced this process, in particular to ensure the maximum flexibility for councils that get involved in rail franchising.

Rail Devolution

16. There are two consultations currently open. *Rail decentralisation: devolving decision-making on passenger rail services in England* and *Rail fares and ticketing review*. Both close at the end of June; draft responses will be circulated in late May.
17. The first seeks views on whether improved outcomes for transport users might be achieved in some cases if more decisions relating to local rail services were made closer to the communities they serve. It also invites PTEs and local authorities – to indicate their interest and come forward with outline proposals for taking on decision-making responsibility for passenger rail services in their area. Our key points will be to maintain a flexible approach to the extent and nature of devolution and argue that the financial risk to authorities needs to be minimised and quantified. The second consultation is designed to gather evidence to inform the Government’s Rail Fares and Ticketing Review.
18. We submitted written evidence to the Transport Select Committee’s rail enquiry in April.

Traffic Management Act Part 6

19. We successfully encouraged those councils who wish to use these powers to lobby the DfT using our template letter (which at least one bus operator also adapted and sent). DfT officials are reviewing the evidence from London and will be making a submission to the Minister, which they had not done at 15 May. Although the Minister previously hoped to make an announcement in May it may now not happen until June. The official dealing with this issue at DfT has been changed, so we are expecting a slight hiatus.

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Item 6

Hidden talents

Purpose of report

For discussion and direction.

Summary

This report updates members on the Hidden Talents activity, and seeks member steer on next steps.

Recommendation

Members are asked to comment on the report, and provide a steer on next steps.

Action

Officers to forward any actions as directed by Members.

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Hidden talents

1. Lead Members of the Economy and Transport Board and Children and Young People Board met last year to set out the direction of LGA activity on youth unemployment.
2. This report outlines LGA's work to date and introduces planned activity for the coming months. In particular, members are asked to comment on the proposals set out in paragraph 11.

Background

3. Over the last 18 months the policy and funding of services to support young people into work and learning has shifted in response to Government strategy. This has taken place against a background of rising youth unemployment. Although there is a debate about the statistics, over 1 million young people aged 16 to 24 years old are not participating in any form of work and learning, which includes those in full time education, with over a quarter of a million not engaged for over a year.
4. Whilst the headline unemployment numbers have been a focus for the media, the UK has had a poor track record in engaging all young people in work and learning that pre-dates the recession. For decades, there have been a group of young people who have become detached from work, learning and other productive activity – during periods of recession the risk is structural issue gets worse.
5. Government has announced a range of measures on the education, training and employment of young people – in particular, there has been an expansion in apprenticeships. Despite substantial reform, the programmes, services and institutions are still fragmented, with a host of centrally run initiatives administered in relative isolation to other services. Some councils and their local partners have been successfully gluing services together. But as a result there is debate as to whether councils have the tools they need to realise the aspirations of young people in their area.

LGA activity to date – the policy case

6. Against this background, the Hidden Talents report was launched to outline the policy case for joining-up services around the most disengaged young people. An earlier Youth Summit was held on 14 February with young people from across the country to hear their views.

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7. On 15 May Lead Members held a roundtable event to discuss the report and set out a programme of next steps with local authorities, senior partners, and government. The roundtable was attended by Rt Hon David Miliband MP, chair of the ACEVO Youth Unemployment Commission which came to similar conclusions to the LGA, and John Hayes MP, Minister for Further Education, Skills and Lifelong Learning.
8. The report concluded:
 - 8.1 Beneath the headline statistics are a group of increasingly disengaged young people, which has continued to increase through periods of boom and bust.
 - 8.2 This group are being impacted on particularly hard by recession, as opportunities are squeezed for all groups and all ages.
 - 8.3 They tend to have a more complex set of circumstances that can act as barriers to participating in work and learning.
 - 8.4 National schemes and funding schemes are not effectively reaching this group, instead being accessed by young people closer to the employment market.
 - 8.5 The education and skills system is not equipping young people with skills for local jobs, and the progression routes for young people not going to university are unclear and insufficient.
 - 8.6 Local authorities - who are responsible for welfare of all children, and particularly the most vulnerable – do not have sufficient levers to bring funding together around the most disengaged.
 - 8.7 Local authorities – who are responsible for helping create quality post-16 options as part of the raising of the compulsory participation age – are not enabled to bring together clear progression routes for young people in their area, and to link it with the needs of local economies.
9. This analysis has led to the development of a range of recommendations, including a call for:
 - 9.1 a community budgeting approach bringing together a range of funding around the most disengaged young people

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- 9.2 a role for local partners in commissioning school, further education, and apprenticeship provision to enable the use of more innovative ways to tackle the issues and deliver better results.
10. And an offer of:
- 10.1 local early identification of those at risk of becoming long-term disengaged
 - 10.2 the involvement of young people in the design and delivery of all schemes in their area, including national ones like Job Centre Plus
 - 10.3 the creation of clear progression routes for young people not going to university, with employers playing a central role
 - 10.4 the development of new ways of commissioning, which build on the government's public sector reforms
 - 10.5 integration with the early intervention approaches enabled by the Early Intervention Grant.
11. Since publication, this case has been put to partners with favourable responses, both on the identification of the problem of structural disengagement and on the ideas for tackling it.
12. There are of course a number of other issues impacting on groups of young people – for example graduate unemployment, access to services in rural areas, part-time and split hours employment practices, poor careers advice and so on. But the issue of structural disengagement is one where the personal costs – and economic and social costs - are greatest.

Next steps

13. Despite widespread agreement that the services for young people are fragmented and in some cases poor, we have not won the argument in Whitehall for reforms that enable a more locally targeted and joined up approach.
14. The LGA Executive has agreed that Hidden Talents will be one of the key campaigns. We need to build the case and build alliances with other organisations that share that view.
15. With that in mind, the following activity has the objectives of:

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- 15.1 Testing and developing the approach with councils - a programme to deepen the evidence base for this argument with local authorities including making the financial and outcome case for joining-up services around the most disengaged. This would include councils involved in, for instance: Whole Place pilots, City Deals, in piloting Raising of the Participation Age.
- 15.2 Strengthening the case to Government and Parliament in the lead up to the spending review - a series of political and official engagement with government, through letters and followed by meetings, including government engagement in the programme of local trials. Aiming for a final report to be published in October. A Parliamentary roundtable is planned for the summer, and LGA will offer oral evidence submission to the DWP Select Committee inquiry into apprenticeships.
- 15.3 Reinforcing proposals with new research - the Centre for Economic and Social Inclusion are undertaking some further work looking at the mismatch between skills provision and employment opportunities nationally and in a dozen selected local areas. We have also commissioned research into the levels and locations of graduate NEETs.

Conclusion and next steps

16. Members are asked to comment on the proposed next steps.

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LGA Conference

Purpose of Report

To update members on Board related events at the LGA conference in Birmingham in June.

Recommendation

Members are asked to note the report.

Action

Officers to forward any actions as directed by Members.

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LGA Conference

1. The LGA Conference takes place 26-28 June 2012 at the International Conference Centre in Birmingham. One of the themes of the conference will be economic growth and there are a number of events and debates at the conference which relate to the work of the Board. They are:

- 1.1. Plenary session (Wed 26th, 15.30, Main Hall)

DRIVING LOCAL GROWTH

This will be the launch of the Board's Green Paper from our Local Growth Campaign. Speakers will be, Cllr Peter Box (Chair), John Cridland (Director General, CBI), Angela Maxwell (Founder, Acuwoman).

- 1.2. Fringe event (Wed 26th, 18.45)

LOCAL GROWTH

After the launch of the Green Paper in the afternoon, there will be an evening fringe at which all contributors to our debates from councils will be invited. The Board's Lead Members will speak and set out the future lobbying work as a result of the Local Growth campaign.

- 1.3. Workshop (Thurs 27th, 08.00)

PROMOTING GROWTH

How local councils can use their capital assets to promote growth and economic development.

- 1.4. Workshop (Thurs 27th, 13.00 – 13.45, Exec Room 1)

REVITALISING TOWN CENTRES

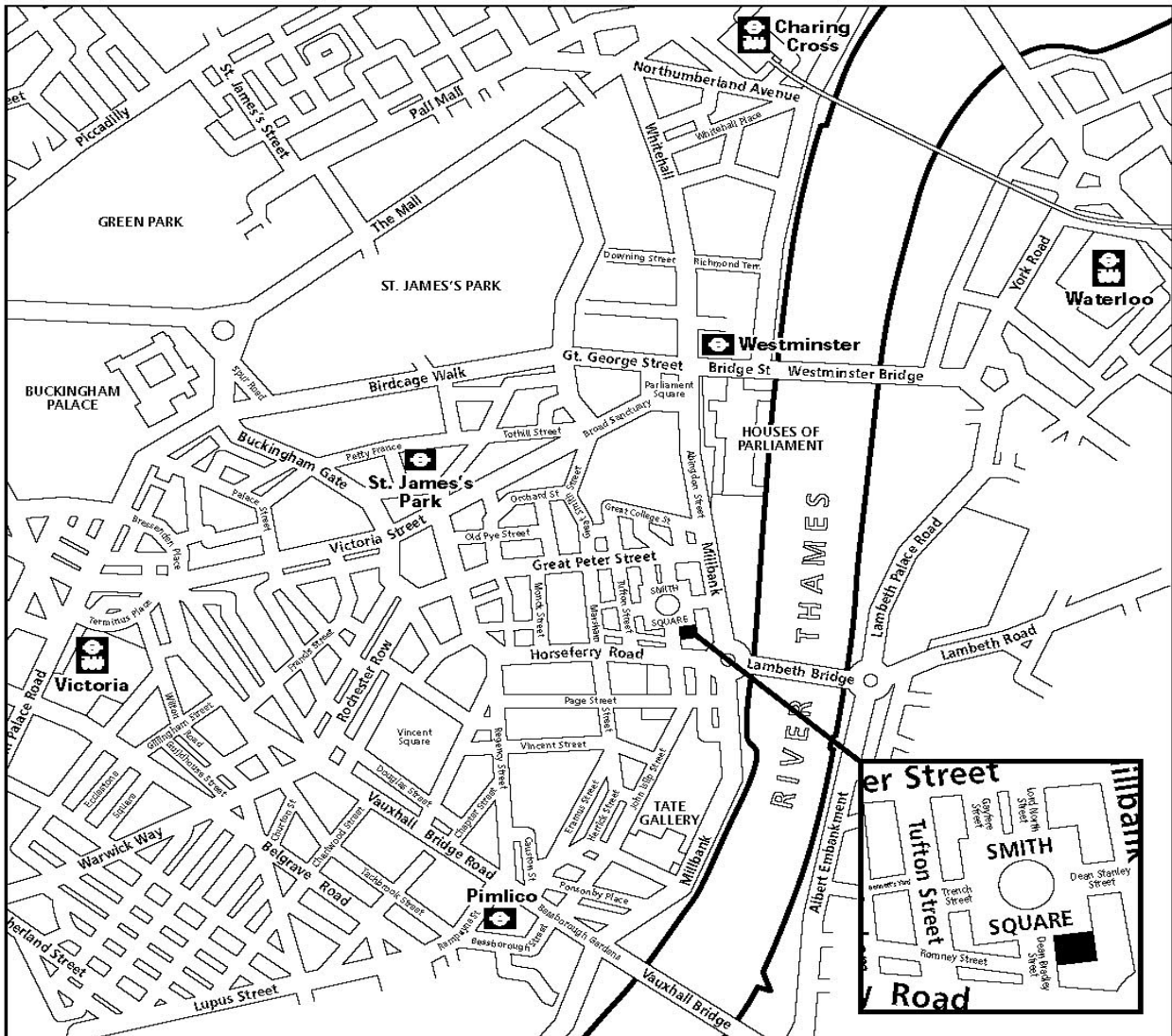
Looking at the work of the councils piloting the recommendations of the Portas Review and the LGA's work on planning controls in town centres.

- 1.5. Workshop (Thurs 27th, 10.30 – 11.15)

FUNDING FROM EUROPE

A fringe for Chief Executives to provide a briefing on the reform of EU structural funds.

LGA Location Map



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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

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