

# Environment, Economy, Housing and Transport Board

Agenda

Wednesday, 18 March 2015  
11.00 am

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

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

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Environment, Economy, Housing & Transport Board  
18 March 2015

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There will be a meeting of the Environment, Economy, Housing & Transport Board at **11.00 am on Wednesday, 18 March 2015** Smith Square 1&2, Ground Floor, Local Government House, Smith Square, London, SW1P 3HZ.

A sandwich lunch will be available at 1.00pm.

**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.

**Pre-meeting for Board Lead members:**

This will take place from **9.15 am** in Smith Square Rooms 1&2 (Ground Floor).

**Political Group meetings:**

The group meetings will take place from 10.00 -11.00am. Please contact your political group as outlined below for further details.

**Apologies:**

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

<b>Labour:</b>	Aicha Less: 020 7664 3263	email: <a href="mailto:aicha.less@local.gov.uk">aicha.less@local.gov.uk</a>
<b>Conservative:</b>	Luke Taylor: 020 7664 3264	email: <a href="mailto:luke.taylor@local.gov.uk">luke.taylor@local.gov.uk</a>
<b>Liberal Democrat:</b>	Group Office: 020 7664 3235	email: <a href="mailto:libdem@local.gov.uk">libdem@local.gov.uk</a>
<b>Independent:</b>	Group Office: 020 7664 3224	email: <a href="mailto:Vanessa.Chagas@local.gov.uk">Vanessa.Chagas@local.gov.uk</a>

**Location:**

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

**LGA Contact:**

Paul Goodchild  
0207 664 3005 / [paul.goodchild@local.gov.uk](mailto:paul.goodchild@local.gov.uk)

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## Environment, Economy, Housing & Transport Board – Membership 2014/2015

Councillor	Authority
<b>Labour ( 7 )</b>	
Cllr Peter Box CBE (Chair)	Wakefield Metropolitan District Council
Cllr Brenda Arthur	Norwich City Council
Cllr / Dr Joan Dixon	Derbyshire County Council
Cllr James Lewis	Leeds City Council
Cllr Timothy Moore	Liverpool City Council
Cllr Tony Newman	Croydon Council
Cllr Ed Turner	Oxford City Council
<b>Substitutes</b>	
Cllr Shaun Davies	Telford and Wrekin Council
Cllr Gillian Campbell	Blackpool Council
<b>Conservative ( 7 )</b>	
Cllr Mike Jones (Vice-Chair)	Cheshire West and Chester Council
Cllr Deborah Croney	North Dorset District Council
Cllr Jim Harker OBE	Northamptonshire County Council
Cllr Steve Count	Cambridgeshire County Council
Cllr Ann Steward	Breckland Council
Cllr Martin Tett	Buckinghamshire County Council
Cllr Geoffrey Theobald OBE	Brighton & Hove City Council
<b>Substitutes</b>	
Cllr Peter Britcliffe	Hyndburn Borough Council
Cllr Jason Ablewhite	Huntingdonshire District Council
Cllr David Westley	West Lancashire Borough Council
Cllr Philip Ham	Mendip District Council
<b>Liberal Democrat ( 2 )</b>	
Cllr Keith House	Hampshire County Council
Cllr Roger Symonds	Bath & North East Somerset Council
<b>Substitutes</b>	
Cllr Ian Stewart	Cumbria County Council
<b>Independent ( 2 )</b>	
Cllr John Northcott (Deputy Chair)	Mole Valley District Council
Cllr Julian German	Cornwall Council
<b>Substitutes</b>	





## Agenda

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### Environment, Economy, Housing & Transport Board

Wednesday 18 March 2015

11.00 am

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

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**Date of Next Meeting:** Thursday, 4 June 2015, 11.00 am, Smith Square 1&2, Ground Floor, Local Government House, Smith Square, London, SW1P 3HZ





## **Environment, Economy, Housing and Transport Board – report from Cllr Peter Box CBE (Chair)**

### **Infrastructure Act 2015**

1. On 12th February the Infrastructure Bill became an Act following Royal Assent. Importantly for councils the Act, following extensive LGA lobbying, now includes the requirement for the successor government-owned company to the Highways Agency, Highways England, to produce route strategies on which to base future investment plans. The Highway Agency split the motorway and trunk road network into 18 routes, and produced strategies for each, including priorities, challenges and opportunities would be produced to outline operational and investment priorities. The aim was to cut red tape for nationally significant infrastructure projects and boost investment to regions. Further statutory guidance and the license terms for the new company will set out how the new company will have to consult and work with councils.  
<https://www.gov.uk/government/news/infrastructure-act-will-get-britain-building>.

### **RAC Foundation Meeting**

2. I recently met Philip Gomm, Head of External Communications at the RAC Foundation. The foundation publishes influential research on topics such as parking income and potholes compensation claims. We discussed the financial pressures facing councils, highways maintenance funding and addressing the challenges posed by the projected increase of 43 per cent increase in traffic on local roads by 2040. I think, and hope, that a constructive dialogue has been initiated.

### **Active Travel and Community Transport**

3. The LGA's Economy, Environment, Housing and Transport Board has set up and commissioned two councillor-led task and finish groups to look at the current issues facing councils in promoting active travel and community transport, including funding and policy barriers that prevent councils from doing more to support these important areas. If any councils wish to discuss their councils work on these areas please contact [kamal.panchal@local.gov.uk](mailto:kamal.panchal@local.gov.uk) or [charles.loft@local.gov.uk](mailto:charles.loft@local.gov.uk).

### **Chairs of Regional Flood and Coastal Committees**

4. I met with the Chairs of the 12 Regional Flood and Coastal Committees on 12<sup>th</sup> February to discuss local government's work on ensuring communities are resilient to flooding, including investment in flood defences and the work the LGA has been doing to lobby for funding for flood defences and to promote councils role in preparing for and responding to flooding events.

18 March 2015

### **Meeting with Brandon Lewis MP**

5. The Board's Vice Chair Cllr Mike Jones met with Housing and Planning Minister, Brandon Lewis on 9<sup>th</sup> February to discuss local government's role in increasing housing supply with a particular focus on LGA proposals for pooling public land, funding for infrastructure and affordable housing and supporting small and medium sized house builders.

### **Affordable Housing Conference**

6. Cllr Keith House chaired the LGA's affordable housing conference on 17<sup>th</sup> February which provided the opportunity to hear about the recent review for Government on Local Authorities role in housing supply and explore how councils are securing investment and delivering new affordable homes.

### **Meeting with National Housing Federation**

7. Lead Members of the Board met with the Chair and Board of the National Housing Federation on 3<sup>rd</sup> February to discuss our shared ambitions to build more affordable homes. We have agreed to work with the NHF in the lead up to the election to ensure that the role of councils and housing associations in tackling the shortage of affordable housing is recognised.

### **Visit to Luton**

8. On 18 February I visited Luton Borough Council to receive a briefing on various initiatives, projects and challenges for Luton, including the Vauxhall Van Plant, Northern 7 Shell Napier Park, the University and Sixth Form, Airport growth, housing and constrained boundary challenges and the skills deficit. I met with Cllr Hazel Simmons, Leader of the Council, Cllr Dave Taylor, portfolio holder for Environment, and Trevor Holden, Chief Executive.

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## Waste and Recycling Opportunities

### Purpose of Report

This report provides a summary of the opportunities to influence the agenda on the future of waste and recycling services.

### Summary

There are two key opportunities to influence the agenda on the future of waste and recycling. The first concerns the meeting the existing EU recycling target, which the UK is not currently on course to achieve. The second opportunity is to influence the next set of EU legislation which is currently being revised following the recent withdrawal of European Commission proposals.

This report puts forward a twin track approach with specific proposals that will help to meet the existing EU recycling target and influence next set of EU legislative proposals due to be published at the end of the year.

### Recommendations

That the Board:

**Comment** on the proposed approach to influencing the agenda on the future of waste and recycling services (see paragraphs 5 to 12 for proposals and paragraphs 13 to 14 for proposed next steps).

### Action

To take forward the proposed project subject to Members' views.

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## **Waste and Recycling opportunities**

### **Background**

1. There is an opportunity to influence the agenda on the future of waste and recycling in relation to two developments. The first relates the existing EU targets the UK is subject to – to reduce landfill by 65 per cent landfill and to increase recycling to 50 per cent by 2020. The UK is expected to exceed its landfill targets due to the extensive efforts of local authorities, but despite significant improvements we are not yet on track to meet the recycling target, which could lead to EU infringement fines. This is despite the efforts of councils to increase recycling rates by 400 per cent since the turn of the century.<sup>1</sup>
2. The second development is the recent withdrawal of the European Commission circular economy legislative proposals. The original proposals contained a range of top down waste requirements and targets that would have had significant implications for local authorities, including a new recycling target of 70 per cent and other requirements on collection of bio (organic) waste and landfilling. The Commission are now revising their proposals following criticism that they were too focussed on waste with insufficient policy on waste reduction through changes to the way products are designed and manufactured.

### **Opportunity**

3. These developments bring two key opportunities to influence the current and future agenda on waste and recycling and draw upon LGA agreed positions from the previous *Wealth from Waste*<sup>2</sup> and *Routes to Reuse*<sup>3</sup> reports. These seek a change in the terms of the debate on waste and resources with greater focus on the potential of the waste, reuse and recycling sector to generate jobs and growth and ensure that the burden on tax payers is reduced.
4. This report puts forward a twin track approach with specific proposals that will help to meet the existing EU recycling target and influence next set of EU legislative proposals due to be published at the end of the year.

### **Part 1 - Meeting existing recycling targets**

5. The current household recycling rate in England is 43.5 per cent and has been broadly flat for three years. The national recycling rate hides significant variation in performance by different areas between the highest rate of 65.7 per cent achieved by South Oxfordshire District Council and lowest rate of 17.6 per cent in the London Borough of Newham.
6. There is strong correlation between high levels of urban density and low recycling rates. For example the overall recycling rate in London is 34 per cent and it is 35 per

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<sup>1</sup> The percentage of household waste recycling in 2003/04 was 17.8 per cent and in 2013/14 it was 43.5 per cent

<sup>2</sup> Wealth from Waste report: [http://www.local.gov.uk/c/document\\_library/get\\_file?uuid=a9ae477e-e0cf-4665-862e-ed01caa810f6&groupId=10180](http://www.local.gov.uk/c/document_library/get_file?uuid=a9ae477e-e0cf-4665-862e-ed01caa810f6&groupId=10180)

<sup>3</sup> Routes to Reuse report: <http://www.local.gov.uk/documents/10180/5854661/LGA+Routes+to+Reuse+FINAL+FINAL.PDF/5edd19ba-7c13-47c5-b019-97a352846863>

cent on average for the eight English Core Cities<sup>4</sup>, both approximately ten percentage points below the national average.

7. Low recycling rates in urban areas can predominantly be explained by two factors. Firstly, the limited space city dwellers have for recycling receptacles and secondly the relatively transient populations in many inner cities, which makes residents harder to target with recycling messages.
8. Flat recycling rates are also related to a lack of value in secondary materials as reprocessors seek to compete with raw materials that have become more competitive as a result of the slump in oil prices. This means that less value is available from capture of dry recycling material<sup>5</sup> which reduces the subsidy they provide for collecting low value material like organic material (food and garden waste).
9. Overall local authorities' spend on waste collection and disposal has increased over the last decade from £2 billion to £3.28 billion in 2013/14.<sup>6</sup> To meet recycling targets the spend would need to continue to increase with the addition of further recycling collections, which are unlikely to be affordable due to the ongoing reductions in council budgets. As a result alternative funding options will need to be considered along with increased incentives and targeted support.
10. The following options are proposed which could be implemented to help meet 2020 recycling levels:
  - 10.1 **Redistribute landfill tax back to councils** for investment in recycling infrastructure such as receptacles, collection vehicles and sorting and organic treatment facilities. Councils paid approximately £570 million in landfill tax in 2013/14. In 2015/16 receipts will be over £600 million despite councils reducing landfill by 64 per cent since the turn of the century.
  - 10.2 **Revise the requirements on packaging producers** to achieve a better balance of costs for collection between producers and tax payers. It costs councils approximately £550 million each year<sup>7</sup> to collect and sort packaging while the annual funding from packaging producers is only £111 million of which only £37 million was spent on collection.<sup>8</sup> An alternative model is required that is more transparent and ensures a more equitable share of costs between tax payer and producers to bring forward more funding for additional recycling collections.
  - 10.3 **Develop incentives to make collection of organic waste more financially viable.** Increasing collection of the 7 million tonnes of food waste householders throw away each year<sup>9</sup> will make an important contribution to meeting recycling targets. However, incentives will be required to make collection of this low value material cost effective. Options include increasing the incentives for energy

<sup>4</sup> Birmingham, Bristol, Leeds, Liverpool Manchester, Newcastle, Nottingham, Sheffield

<sup>5</sup> Glass, metal, plastic, paper and card

<sup>6</sup> Source DCLG Revenue Outturn data from 2003/4 which represents a 28 per cent real terms increase in spend by 2013/14

<sup>7</sup> LGA estimate from Wealth in Waste report

<sup>8</sup> Environment Agency National Packaging Waste Database figure for the packaging compliance system in 2013

<sup>9</sup> WRAP estimate from 2012

generation that uses organic material<sup>10</sup> and broadening the current producer contribution regime to include a food waste element.

- 10.4 **Revise the waste measurement criteria** to better reflect the waste material that is currently recycled including the by-product of waste incineration and street sweepings. For example, incinerator ash is recycled to produce aggregate for the building industry, which could contribute up to an additional 7 percentage points by 2020 if it was included in the recycling figures.<sup>11</sup>
- 10.5 **High profile national communications campaign** on recycling of the core materials that are now collected by the overwhelming majority of councils.<sup>12</sup> Government, WRAP and local authority communications channels could be used to complement each other to maximise recycling around a national message. Local authorities may, where possible, wish to support national messages by establishing locally tailored campaigns encouraging residents to recycle.
- 10.6 **Better targeted support** to councils to develop cost effective means to improve their recycling rates from government and support organisations.<sup>13</sup> This includes timely advice to councils with low recycling rates on short term deliverable options for improvements to service delivery, infrastructure, communications to residents and solutions specific to inner city authorities.

## Part 2 - Revised EU circular economy proposals

11. The original EU circular economy proposals were predominantly focussed on top down waste requirements and targets that would have led to significant additional implementation costs for local authorities. The withdrawal and revision of these proposals brings the opportunity to put forward an alternative vision that includes a better balance of responsibilities between tax payers and waste producers. It should also include a full range of options to increase resource efficiency, reduce the burden on tax payers and release the associated benefits including increased value and jobs in the green economy.
12. There are a number of options that the European Commission could consider within its revised circular economy package of proposals, many of which would build on the suggested changes in part 1 above.
- 12.1 **Recognise the cost impact of top down targets on tax payers.** The LGA estimates that English local authorities spend on waste and recycling services will have approximately doubled since 2000 in pursuit of existing targets. Given the ongoing reductions in state budgets across the EU any further spending to meet additional top down targets will not be affordable if funded by tax payers. Any inclusion of targets should allow realistic lead times and first ensure existing targets are met.

<sup>10</sup> For example Renewable Obligation Certificates could be increased for Anaerobic Digestion

<sup>11</sup> Based on an Environmental Services Association estimate of 3 million tonnes of incinerator bottom ash by 2020 and an assumption that overall waste levels remain at approximately the same level as 2013/14

<sup>12</sup> Core materials (with percentage of councils collecting: metal cans (100%), paper (100%), plastic bottles (98%) card (96%), glass (85%)

<sup>13</sup> Defra, WRAP, the Chartered Institute of Waste Management and Resources and Waste UK, including input from the LGA

- 12.2 **Greater focus on waste producer contribution** to better balance costs with tax payers. The ‘polluter pays’ principle invests responsibility for dealing with the cost of disposal of a product with the producer rather than the tax payer in order to provide a direct incentive to reduce the cost of the product’s disposal. The new EU proposals could better enshrine this principle by establishing a formal expectation that producers contribute no less than half of the full costs of collection and subsequent reuse, recycling or disposal of their products. This would formally bind producers into the principles of the circular economy and resource efficiency and relieve the burden on tax payers.
- 12.3 **EU wide requirements on product design** that reduce waste through increasing reusability and recyclability. Currently too many products are not designed with further use in mind and are therefore uneconomic to repair or reuse. Equally there are many materials and product types commonly used in the EU that cannot easily or cheaply be recycled. The EU should use the circular economy proposals to set out expectations that design-in resource efficiency and waste prevention to products which could be implemented through a broadened Ecodesign Directive.
- 12.4 **EU level policy to help drive demand for recycled material** through a requirement to use recycled material in product manufacture. A phased requirement for European manufacturers to use a proportion of recycled material would help to support the price of secondary materials and ensure less recycling is exported along with the associated jobs. Such a requirement would drive demand for recycled material and make its collection more financially viable.

### **Proposed next steps**

13. A twin track approach is proposed as outlined above that engages with key stakeholders to provide timely policy input to key UK government ministers and officials and EU politicians and European Commission officials.
14. In taking a twin track approach we propose to:
- Engage with partners and waste stakeholders
  - Seek input to UK government through official and ministers
  - Develop a EU lobbying strategy which includes:
    - Policy input to the European Commission
    - Meetings with MEPs, Committee of the Regions members, UK Government representatives in Brussels
    - Meetings with MPs and peers in UK EU Scrutiny committees
    - Develop coalition of support from other countries’ LGAs and the CEMR (the European LGA)
    - Media strategy to influence climate of opinion and counter likely opposition campaign from producers’ organisations in Brussels.

### **Financial Implications**

15. The proposals within this paper can be delivered within the existing programme budget.







## **Transport Update**

### **Purpose**

For information and discussion.

### **Summary**

This paper provides an update on key transport-related developments in relation to the Board's work programme, specifically:

- Highways Agency/ Infrastructure Bill
- Highways Maintenance
- Parking

### **Recommendation**

Members are asked to note the recent updates regarding the LGA's transport work.

### **Action**

Officers to take actions as directed by the Board.

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## Transport Update

1. This paper provides an update on key transport-related developments in relation to the Board's work programme, specifically:
  - 1.1 Highways Agency/ Infrastructure Bill
  - 1.2 Highways Maintenance
  - 1.3 Parking

### Highways Agency/ Infrastructure Bill

2. On 12th February the Infrastructure Bill became an Act following Royal Assent. Importantly for councils the Act, following extensive LGA lobbying, now includes the requirement for the successor government-owned company to the Highways Agency, Highways England, to produce route strategies on which to base future investment plans. Further statutory guidance and the license terms for the new company will set out how the new company will have to consult and work with councils.  
<https://www.gov.uk/government/news/infrastructure-act-will-get-britain-building>.
3. At a previous board meeting members were particularly concerned at the lack of strategic local authority input and constructive challenge in the work of the new company. Continued pressure from the LGA and other stakeholders has resulted in the addition, at a late stage, of a new requirement on Highways England to create a Stakeholder Advisory Panel.
4. The LGA also convened a high level meeting on 9<sup>th</sup> March between senior local transport officials and their Highways Agency counterparts to discuss the practicalities of making route strategies work and seek improvements to collaboration on local growth. As a result of this meeting LGA officials will ensure:
  - 4.1 Local government input into Highways England's strategic economic growth plan.
  - 4.2 Clarity of remit and potential membership of the Stakeholder Advisory Panel
  - 4.3 Further clarity of Highways England's £100 million Growth and Housing Fund and that this resource is dovetailed with local ambition.

### Highways Maintenance

5. Following formal consultation, the Department for Transport announced individual allocations of funding for highways maintenance in January. LGA lobbying ensured that:
  - 5.1 There is a greater level of funding certainty than in previous years with 80% (£4.8 billion) allocated on a needs based formula basis.
  - 5.2 At 10% of total funding (£580 million), the amount subject to competitive bidding is smaller than the original 25% of total funding proposed.

## **Parking**

6. The Deregulation Bill passed its Third Reading in the House of Lords on 4 March 2015 and Royal Assent of the Bill is expected shortly. The Government has also now published the draft secondary legislation which will come into force once the Deregulation Bill has received Royal Assent, enabling the ban on CCTV for issuing automated fines except in those no-parking areas around schools, bus stops, bus lanes and red routes to come into force from April. These exemptions have been secured as a direct result of LGA lobbying with support from the British Parking Association, Living Streets and disabled groups. We have called for further exemption for clearways and pedestrian crossings on safety grounds and to facilitate bus punctuality. We have also argued that the exemption around schools needs to be widened. We have raised and will continue to raise concerns over the rushed implementation of this measure and the failure to conduct regulatory and equalities impact assessments.
7. Members may have read in the national media that the Government is also laying a statutory instrument granting '10 minute parking grace periods' which would apply to paid for or free parking spaces both on-street and off-street (in council owned car parks and similar). In addition, the Government announced:
  - 7.1 guidance for councils reminding them they are banned from "using parking to generate profit"
  - 7.2 a right for residents and businesses to demand - by a petition - that a council "reviews parking in their area"
  - 7.3 new powers for parking adjudicators so they can "hold councils to account"
  - 7.4 protection to stop drivers being fined after parking at out-of-order meters
8. Officers are looking at the implications of these measures; however initial impressions are that they will not involve significant changes to current requirements.
9. We will continue to argue for central government to shift its focus from micromanagement of parking and for perceived shortcomings in parking policy to be dealt with by convening a working group of stakeholders to consider useful reforms, such as adapting the law on the use of modern technology and tidying up the rules on loading bays.



## Task and Finish Group Updates

### Purpose

For information and discussion.

### Summary

The purpose of this paper is to update EEHT Board members on developments related to the four task and finish groups:

- Active Travel
- Community Transport
- Apprenticeships for Young People
- Energy

### Recommendation

Members are asked to note the recent updates regarding the four EEHT Task and Finish Groups.

### Action

Officers to take actions as directed by the Board.

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## **Task and Finish Group Updates**

1. The purpose of this paper is to update EEHT Board members on developments related to the four task and finish groups:
  - 1.1 Active Travel
  - 1.2 Community Transport
  - 1.3 Apprenticeships for young people
  - 1.4 Energy

### **Active Travel Task and Finish Group (Cllr Roger Symonds - chair, Cllr Deborah Croney, Cllr Brenda Arthur, Cllr Julian German)**

2. The aim of the Active Travel T&F group is to bring back to the EEHT board a consideration of the key barriers that prevent councils from doing more to promote cycling and walking, to identify future lobbying requirements and further signposting to support councils. The group, which met on 26<sup>th</sup> February, considered the results of a survey conducted by Surrey county council and heard presentations from Sustrans and Living Streets. The meeting approved a proposed survey of councils and identified a number of potential key issues to examine further, as follows:
  - 2.1 Links between councils and public health engagement with CCGs and NHS generally;
  - 2.2 School journeys;
  - 2.3 LGA's potential signposting role in relation to European funding for active travel;
  - 2.4 Lessons from the Welsh Active Travel Act;
  - 2.5 The need to avoid the essence of the Local Sustainable Transport Fund being lost following its absorption into the Local Growth Fund;
  - 2.6 LGA should be involved in discussions over the future of the Active Travel Consortium following the cessation of its funding in March 2015;
  - 2.7 LGA needs to further link up its work on active travel – including Local Partnerships, who have a role in delivery of the DfT's Transport Delivery Excellence Programme and the work of the Health and Wellbeing Board;
  - 2.8 The need to consider what may come out of developments in Greater Manchester; and
  - 2.9 LGA needs to lobby for the cycling and walking investment strategy established in the Infrastructure Act to be implemented.
3. Members agreed that the group should report back to the board meeting after next, using the survey as the basis of a report on barriers and potential barriers to council/LEP promotion of active travel.

### **Buses and Community Transport Task and Finish Group (Cllr Deborah Croney - chair, Cllr James Lewis, Cllr Roger Symonds, Cllr Julian German)**

4. The aim of the Buses/ Community Transport T&F group is to bring back to the EEHT board how councils are responding to the financial pressures on local buses, and to inform future lobbying on devolution as well as issues relating to new ways of working, such as 'Total Transport' and pooling of resources.

5. The meeting, which was held on 26<sup>th</sup> February, heard presentations from the Community Transport Association and the Campaign for Better Transport, both of which included references to the ongoing Total Transport pilots. Total Transport involves pooling all public funding for supported transport in a given area. The Government recently invited bids for funding of pilot desk-based studies of Total Transport.
6. Members agreed that officers should conduct in-depth interviews with portfolio holders and heads of service or other appropriate people in a small number of authorities looking at how each has responded to the financial pressure on bus services, what the immediate future looks like and what part franchising, community transport and total transport might play in reshaping that future.
7. These interviews would form the basis of a future report to the EEHT Board.

**Apprenticeships Task and Finish Group (Cllr Ann Steward - chair, Cllr Ian Stewart, Cllr Tim Cheetham, and Cllr Linda van den Hende)**

8. The Apprenticeships task and finish group will bring back to the board recommendations for advancing the EEHT board's activity on the future of apprenticeships, particularly for young people.
9. The meeting held on 9 March brought together a range of partners to explore how councils can support employers to create apprenticeship opportunities for young people. This included the Federation of Small Businesses, Construction Industry Training Board, Federation of Master Builders, the Engineering Employers Foundation, Association of Colleges, the Department for Business, Innovation and Skills, training providers, and an apprentice.
10. There was a good degree of consensus across partners on developing new local models that can engage employers to create better quality apprenticeships, and to work with schools to ensure young people were aware and capable of taking those opportunities. The session has helped inform the LGA's work with fifteen councils and the Institute for Public Policy Research, which will be taken back to the board for discussion.

**Energy Task and Finish Group (Cllr John Northcott - chair, Cllr Tim Moore, Cllr Mike Jones, Cllr Keith House)**

11. The aim of the Energy Task and Finish Group is to lead a project to highlight councils work on developing renewable and low carbon energy schemes and explore and promote opportunities for councils to secure revenue and community benefit from renewable energy. The group met in December 2014 to agree the scope of its work. It is proposed that this will include a case study library to promote action taken by councils and a report examining the potential for councils to reduce their energy costs through energy efficiency and generation and what is needed to enable councils to realise the benefits. Officers have developed proposals for the project to be delivered in conjunction with the Innovation and Improvement Board for discussion and

approval from the task group. It is envisaged that the report will be completed by Summer.

12. It was also agreed that the task group will lead on the Board's engagement with DECC and will seek a meeting with Ministers to share the findings of the work following the election.



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

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<b>Title:</b>	Environment, Economy, Housing & Transport Board
<b>Date:</b>	Tuesday 2 December 2014
<b>Venue:</b>	Smith Square 1&2, Ground Floor, Local Government House, Smith Square, London, SW1P 3HZ

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### Attendance

An attendance list is attached as **Appendix A** to this note

Item	Decisions and actions	Action
<b>1</b>	<b>Declarations of Interest</b>  The Chair opened the meeting with introductions and noted the apologies which had been received.  No declarations of interest were made.	
<b>2</b>	<b>Chair's Report</b>  The Chair introduced the report, which was for information, without further comment. The report summarised work undertaken by the Chair, Lead Members and the Board since the previous meeting.  <b>Decision</b>  The Board noted the report.	
<b>3</b>	<b>The Lyons Housing Review</b>  The Chair introduced Sir Michael Lyons, who had been invited to address the Board following publication of his recent housing review. The review placed councils at the centre of supporting good quality and sustainable housing development, and supported the LGA's proposals for a reform of the Right to Buy, locally set planning fees, broader compulsory purchase order (CPO) powers and powers to incentivise sites with planning permission to be built on.  Sir Michael explained the housing issues which he had identified as part of his review, which included making more land available for development, making sure communities get the homes they wanted and where they needed them, gaining a wider range of commissioners and builders, investment in infrastructure, building affordable homes and securing investment for both housing and infrastructure.  Councils would have a key role as developers for communities alongside	

the private sector, and identify and lead housing growth areas. The Board noted that the review had recommended that the Right to Buy should be reviewed to assess if it was meeting policy objectives, and also that the Housing Revenue Account (HRA) borrowing cap should not be lifted. Sir Michael highlighted that the Treasury should consider using existing borrowing more effectively and extending individual borrowing caps on a case by case basis within the overall borrowing envelope.

Sir Michael also highlighted the announcement that Bicester in Oxfordshire had been chosen as the site for a second new garden city by the government. Up to 13,000 new homes would be built there, and a pilot project was already underway at Northstowe, a former RAF base in Cambridgeshire, with the capacity for 10,000 homes.

In the discussion that followed Sir Michael's presentation the Board made a number of comments, including:

- Borrowing for housing was a prudent investment.
- More housing powers should be devolved to growth deal areas.
- Small scale urban extensions would create pressure without additional funding for infrastructure to support new housing developments. There was a shortfall in funding available locally for infrastructure. Sir Michael highlighted that planning for small or large scale urban extensions should aim to take advantage of existing infrastructure.
- Local authorities would need to find a balance between 'Right to Grow' and green belt land.
- Many compulsory purchase order (CPO) powers were out of date and contradictory and therefore required modernisation. Sir Michael highlighted that the Law Commission had stated that CPOs were out of date over ten years ago and should be reviewed.

The Board thanked Sir Michael for his informative presentation. Cllr Keith House also commented that the review of local authorities' role in housing supply, which he and Natalie Elphicke (Chair of Million Homes, Million Lives) were leading was due to be published later in December 2014.

### **Decision**

The Board noted the report and agreed that the LGA's present housing policy should be developed following publication of the Lyons Housing Review and the review of local authorities' role in housing supply (due to be published later in December 2014).

## **4 Transport and Funding Devolution**

The Chair introduced a report which included a number of areas for

discussion on funding devolution for transport and updated the Board on progress with the agreed priorities which included roads reform, bus reform, active travel and winter weather resilience.

Kamal Panchal, Senior Advisor, highlighted that in 2010 there had been a welcome consolidation of capital funding for local transport. The delivery of funding through the Local Growth Fund (LGF) had led to unpredictable outcomes at local level. Concerns highlighted by councilshad included:

- All funding for local authority major transport schemes and local sustainable schemes up to 2020/21 would only be included within the Local Growth Fund.
- The LGF process had increased demand on the workload of local authorities and Local Enterprise Partnerships (LEPs).
- The emphasis on capital spend had skewed capital priorities.
- Councils should have had greater involvement in the negotiation process, and were often unclear as to why particular projects had not received capital investment.

The Board noted that the LGA had formally responded to a consultation on future highways maintenance allocation. They had reiterated concerns expressed by councils that funding should be allocated on a basis which gave maximum certainty at local level, further resources to tackle the backlog of road repairs, and asking that the government have a shared responsibility for funding emergency repairs.

In response to the recent Cycling Delivery Plan discussion paper, the LGA had proposed to the government that it should follow the lead of councils in adopting a more cross-departmental approach to active travel.

The Chair highlighted that an announcement on roads investment had been made by the Secretary of State for Transport on the previous day. The government would be investing £15 billion in 100 new major road schemes over the current and next parliaments. The Board agreed that councils, in conjunction with Local Enterprise Partnerships, should request to be consulted on how this investment would be spent.

In the discussion which followed, members made a number of comments, including:

- Transport was essential for devolution, and this had been shown in city deal negotiations.
- There should be consideration given to the different nature of transport needs in urban and rural areas. LGA policy on transport devolution should consider all varieties of area.
- There should be more work done on community transport, especially in rural areas where elderly people could easily become isolated without regular bus services, as they were often unable to

walk long distances or cycle.

- The NHS had a role in provision of community transport, specifically regarding non-emergency patient transport.
- Devolved transport powers, such as those devolved to Transport for London, and Oyster card style schemes in city regions should be strongly encouraged.

The Chair confirmed that a meeting with John Hayes MP, Department for Transport minister, had been offered to discuss local transport issues including the relationship with the strategic roads network.

The Board also agreed that a new Task and Finish Group on Community Transport, allied to the work on buses, should be formed.

### **Decision**

Members noted the report.

The Department for Transport should consult councils, in conjunction with LEPs, regarding investment in major new road schemes.

A Task and Finish Group on Community Transport to be formed. Members to include Cllr Deborah Croney and Cllr James Lewis.

The Chair / Lead Members to meet with John Hayes MP (Department for Transport) to discuss local transport issues, including relationship with the strategic roads network.

### **Action**

Cllr Roger Symonds, Cllr Deborah Croney, Cllr Julian German and Cllr Brenda Arthur to be appointed to the Task and Finish Group on Active Travel.

Political Groups to make appointments to Task and Finish Group on Community Transport and first meeting to be arranged.

## **5 Minutes of Previous Meeting**

Members agreed the notes of the meeting held on 2 October 2014 as correct.

### **Action**

Lead members to consider a focus on Economy and Environment matters for the next meeting

Notes of the most recent WRAP meetings to be circulated to Board members.

**Appendix A -Attendance**

Position/Role	Councillor	Authority
Chairman	Cllr Peter Box CBE	Wakefield Metropolitan District Council
Vice-Chairman	Cllr Mike Jones	Cheshire West and Chester Council
Deputy-chairman	Cllr John Northcott	Mole Valley District Council
Members	Cllr Brenda Arthur	Norwich City Council
	Cllr James Lewis	Leeds City Council
	Cllr Timothy Moore	Liverpool City Council
	Cllr Tony Newman	Croydon Council
	Cllr Ed Turner	Oxford City Council
	Cllr Deborah Croney	North Dorset District Council
	Cllr Ann Steward	Breckland Council
	Cllr Martin Tett	Buckinghamshire County Council
	Cllr Geoffrey Theobald	Brighton & Hove City Council
	OBE	
	Cllr Keith House	Hampshire County Council
	Cllr Roger Symonds	Bath & North East Somerset Council
	Cllr Julian German	Cornwall Council

Apologies:

Cllr / DrJoan Dixon  
Cllr Jim Harker OBE  
Cllr Steve Count

In Attendance

LGA Officers

Michael Lockwood  
Ian Hughes  
Paul Raynes  
Kamal Panchal  
Clarissa Corbisiero  
Paul Goodchild

# LGA location map

## Local Government Association

Local Government House  
Smith Square  
London SW1P 3HZ

Tel: 020 7664 3131

Fax: 020 7664 3030

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

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

## Bus routes – Millbank

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

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

## Public transport

Local Government House is well served by public transport. The nearest mainline stations are: Victoria and Waterloo: the local underground stations are

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

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

## Bus routes – Horseferry Road

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

## Cycling facilities

The nearest Barclays cycle hire racks are in Smith Square. Cycle racks are also 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](http://www.cclondon.com)

## Car parks

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

