

Environment, Economy, Housing and Transport Board

Agenda

Thursday, 2 June 2016
11.00 am

Westminster Suite, 8th 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

Guidance notes for members and visitors

Layden House, 76-86 Turnmill Street, London, EC1M 5LG

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

Welcome!

Layden House is located directly opposite the Turnmill Street entrance to Farringdon station, which is served by the Circle, Hammersmith & City, and Metropolitan lines as well as the Thameslink national rail route.

Security

Layden House has a swipe card access system meaning that a swipe enabled security passes will be required to access the lifts and floors 1-5.

Most LGA governance structure meetings will take place on the **ground floor** of Layden House which is open access and therefore does not require a swipe enabled security pass. **Access** to the rest of the building (floors 1-5) is via swipe enabled security passes.

When you visit Layden House, **please show your Local Government House security pass to reception** and they will provide you with a temporary pass which will allow you access to floors 1-5 if required. **Please don't forget to sign out at reception and return your security pass when you depart.**

If you do not have a LGH Security Pass, please email [member services](#) with your name and a recent photo and a pass will be made for you. You can pick this up from the Layden House reception desk on your next visit.

Fire instructions

In the event of the fire alarm sounding, vacate the building immediately via the nearest fire exit onto Turnmill Street and take the next turning on your left – Benjamin Street to St John's Gardens.

DO NOT USE THE LIFTS.

DO NOT STOP TO COLLECT PERSONAL BELONGINGS.

DO NOT RE-ENTER BUILDING UNTIL AUTHORISED TO DO SO.

Soft Seating Area

There is a small soft seating area on Floor 2 which will also operate as an 'Open Council' area for visiting members and officers from member councils. Please note however that unlike Open Council, this area does not have tea and coffee facilities, nor access to computers.

Toilets

There are accessible toilets on the Ground Floor, 2nd and 4th floors.

Accessibility

Parking is available at the rear of the building for Blue Badge holders, accessed via the Turks Head Yard, North underpass. Disabled WCs are situated on the ground and 4th floors. An induction loop system is available in the 5th floor conference venue. For further information please contact the Facilities Management Helpdesk on 020 7664 3015.

Guest WiFi in Layden House

WiFi is available in Layden House for visitors. It can be accessed by enabling "Wireless Network Connection" on your computer and connecting to LGA-Free-WiFi. You will then need to register, either by completing a form or through your Facebook or Twitter account (if you have one). You only need to register the first time you log on.

Further help

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

Why have the LGA's Headquarters moved?

The LGA has temporarily relocated from Local Government House (LGH) in Smith Square to Layden House in Farringdon, effective from Monday 31 October 2016. This is to allow extensive refurbishment work to be carried out to LGH.

The refurbishment works will see the ground floor conference centre and all meeting rooms fully refurbished. Floors 1, 2 and 3 will be upgraded and released for commercial letting to enable the LGA to maximise the income from this building as part of its drive for financial sustainability. A new and larger Open Council will be located on the seventh floor. The refurbishment is expected to last for nine months and we expect to be back in LGH by September 2017.

We appreciate your understanding and flexibility during this time.

Environment, Economy, Housing & Transport Board
2 June 2016

There will be a meeting of the Environment, Economy, Housing & Transport Board at **11.00 am on Thursday, 2 June 2016** Westminster Suite, 8th Floor, Local Government House, Smith Square, London, SW1P 3HZ.

A sandwich lunch will be available after the meeting.

Attendance Sheet:

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

Political Group meetings:

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

Apologies:

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

Conservative:	Group Office: 020 7664 3223	email: lgaconservatives@local.gov.uk
Labour:	Group Office: 020 7664 3334	email: Labour.GroupLGA@local.gov.uk
Independent:	Group Office: 020 7664 3224	email: independent.grouplga@local.gov.uk
Liberal Democrat:	Group Office: 020 7664 3235	email: libdem@local.gov.uk

Location:

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

LGA Contact:

Gareth Greatrex
0207 664 3381 / gareth.greatrex@local.gov.uk

Carers' Allowance

As part of the LGA Members' Allowances Scheme a Carer's Allowance of up to £6.70 per hour is available to cover the cost of dependants (i.e. children, elderly people or people with disabilities) incurred as a result of attending this meeting.

Environment, Economy, Housing & Transport Board – Membership 2016/2017

Councillor	Authority
Conservative (9)	
Cllr Martin Tett (Vice Chairman)	Buckinghamshire County Council
Cllr Steve Count	Cambridgeshire County Council
Cllr Jim Harker OBE	Northamptonshire County Council
Cllr Jason Ablewhite	Huntingdonshire District Council
Cllr Simon Cooke	Bradford Metropolitan District Council
Cllr David Westley	West Lancashire Borough Council
Cllr Peter Fleming OBE	Sevenoaks District Council
Cllr Stephen Parker (Observer)	Hart District Council
Cllr Catherine Rankin	Tunbridge Wells Borough Council
Substitutes	
Cllr Rob Blackman	Lewes District Council
Cllr Mark Mills-Bishop	Broxbourne Borough Council
Labour (9)	
Cllr Peter Box CBE (Chair)	Wakefield Metropolitan District Council
Cllr Timothy Moore	Liverpool City Council
Cllr Tony Newman	Croydon Council
Cllr Ed Turner	Oxford City Council
Cllr Alyson Barnes	Rosendale Borough Council
Cllr Gillian Campbell	Blackpool Council
Cllr Simon Greaves	Bassetlaw District Council
Cllr Andy Hull	Islington Council
Cllr Rishi Shori	Bury Metropolitan Borough Council
Substitutes	
Cllr Sarah Russell	Derby City Council
Independent (2)	
Cllr Julian German (Deputy Chair)	Cornwall Council
Cllr Graham Whitham	Sutton London Borough Council
Substitutes	
Cllr Andrew Cooper	Kirklees Metropolitan Council
Cllr Mike Haines	Teignbridge District Council
Cllr Anne Hawkesworth	Bradford Metropolitan District Council
Cllr Geoff Knight	Lancaster City Council
Liberal Democrat (2)	
Cllr Keith House (Deputy Chair)	Eastleigh Borough Council
Cllr Adele Morris	Southwark Council
Substitutes	
Cllr Simon Galton	Harborough District Council

Agenda

Environment, Economy, Housing & Transport Board

Thursday 2 June 2016

11.00 am

Westminster Suite, 8th Floor, Local Government House, Smith Square, London, SW1P 3HZ

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Date of Next Meeting: Tuesday, 15 November 2016, 11.00 am, Rooms A&B,
Ground Floor, Layden House, 76-86 Turnmill Street, London, EC1M 5LG



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

2nd June 2016

Major Roads for the Future – David Quarmby

Purpose

For discussion and direction.

Summary

In autumn 2014 The Rees Jeffreys Road Fund commissioned a two-year Study on 'Major Roads for the Future' in England. This is an opportunity for the Board to contribute to and influence the study ahead of publication of the full report in October 2016.

Recommendations

Members are asked to:

1. Note the The Rees Jeffreys Road Fund proposals on the Manor Roads Network.
2. Highlight issues of concern and where there is a shared ambition from local government.
3. Endorse any further input by LGA officials to help shape the proposition.

Action

Any actions to be taken forward as directed by members.

Contact officer: Kamal Panchal
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Background

1. The Rees Jeffreys Road Fund provides support for education and research in transport; and helps fund projects that improve the roadside environment for motorists and other road users.
2. In autumn 2014 The Rees Jeffreys Road Fund commissioned a two-year Study on 'Major Roads for the Future' in England.
3. The Study is developing a long term vision – to 2040 – of the role and evolution of the major road network in England, taking account of a broad range of factors appropriate to the long-term timescale.
4. The Rees Jeffreys' trustees intend that the Study should inform and influence policy-making for this Parliament and for the longer term.
5. The Study is into its second full year; and is now starting to draw together its findings. A Core Proposition has been drawn up, which the authors, David Quarmby and Phil Carey, will be briefing members at the Board meeting. This is an opportunity for the Board to contribute to and influence the study ahead of publication of the full report in October 2016.
6. A summary of their proposals, referred to as the Core Proposition, is attached below along with a map of the indicative network.

LGA policy

7. The following are established LGA policy positions which may help members in their consideration of the proposals.
8. The LGA has consistently highlighted the wide difference in Government funding between the SRN and local roads network. For example, HE have been given certainty to spend £5 billion over the next Parliament on maintenance of the SRN (which currently is 4,400 miles in length). Over the same period the Government will allocate £5 billion for approximately 180,000 miles of local roads. However, the actual amounts that a local authority may receive is uncertain as approximately 20% of funding is top-sliced and dependent on further Government decisions.
9. The annual Alarm survey of local road conditions has identified £12 billion backlog in roads maintenance. The LGA has called for fairer and full certainty of funding to help councils tackle the backlog.
10. The LGA has welcomed the introduction of Sub-National Transport Bodies (STBs). These enable a bottom-up approach for councils and LEP areas to come together at a sub-national level to help influence and shape strategic investment in both local and national transport infrastructure. Transport for the North is looking to become the first STB, expected to be 2017. Midlands Connect and England's Economic Heartland are also seeking STB status.

11. In the interests of supporting local growth recent devo deals have included an agreement for the establishment of a Key Route Network which will be managed by the Combined Authority under a unified management arrangement. This should present opportunities to strengthen the case for highways investment and gain more influence over Highways England's operations and spending priorities on the SRN.

REES JEFFREYS ROAD FUND
Major Roads for the Future

Core Proposition - Summary

May 2016

Who we are

The *Rees Jeffreys Road Fund* is a charity which supports education and research in transport. In autumn 2014, RJRF commissioned a two-year Study on *Major Roads for the Future*, to be carried out by David Quarmby and Phil Carey. The objective is to develop a long term vision through to 2040 for England's major road network, for its users, the communities it passes through and for the role it plays both nationally and in the regions. The Study is due to report in October 2016; for further information visit the study website www.futureroadsengland.org

Summary

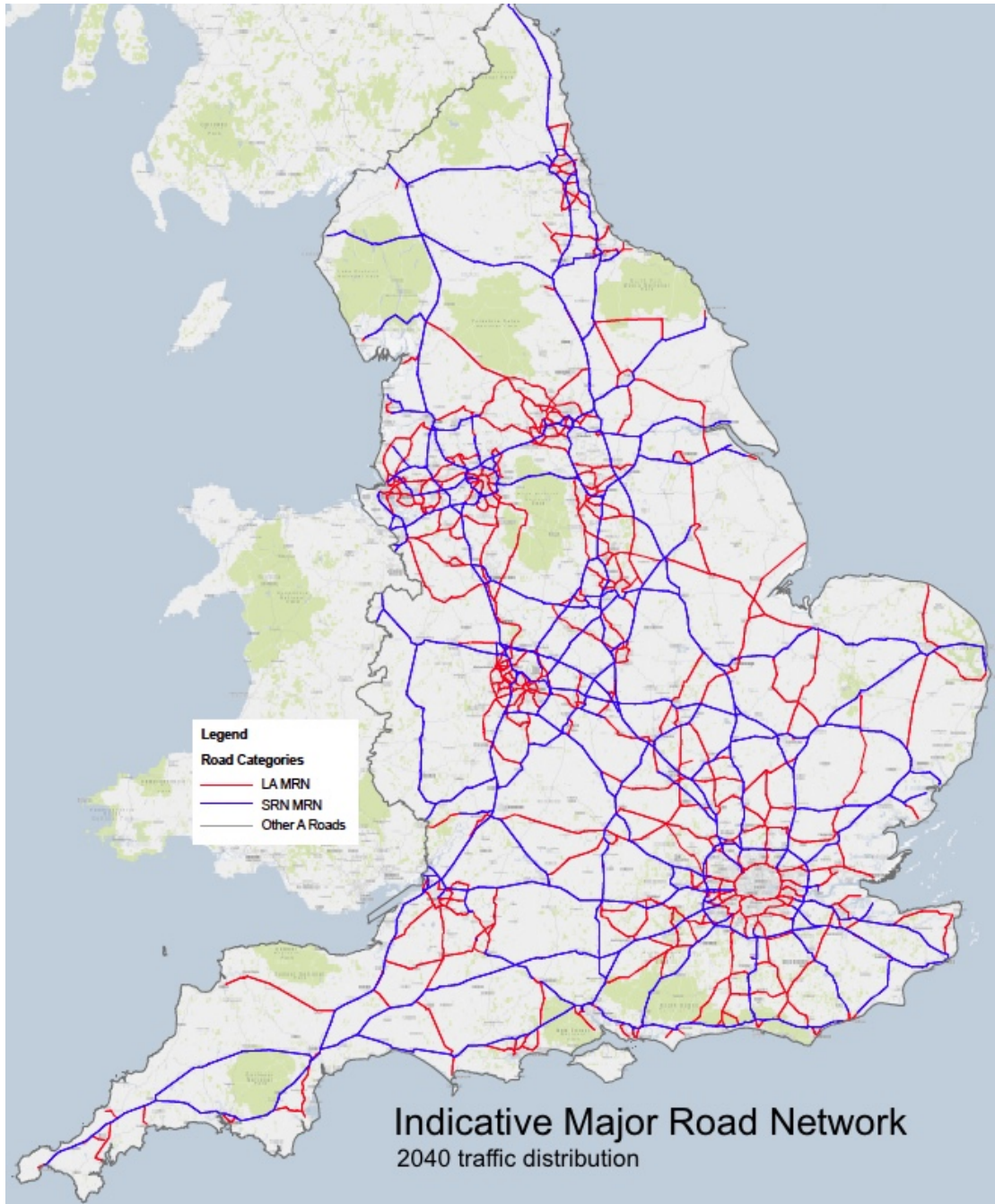
This paper sets out the summary of our Core Proposition, focusing on the need for a consistent and coordinated regime for the strategic planning, governance and funding of England's major roads; and secondly, identifies the elements which make this regime, and the resulting Major Road Network itself, fully 'fit for purpose'.

- The 4,400 mile Strategic Road Network (SRN) managed by Highways England – critically important though it is - does not in our view comprise all the 'strategic' roads that matter in driving and supporting England's economy at national and regional levels.
- We have identified a further 3,600 miles of the more 'strategic' local authority roads which when put alongside the SRN constitute an integrated and balanced network of national and regional roads capable of supporting our regional economies across England. This is the 8,000 mile Major Road Network (MRN) (see the attached indicative map)– a more logical and objectively assessed set of roads providing the basis for consistent standards for the user, and supporting economic and spatial planning on a regional basis.
- The MRN will only fulfill its potential if the needs of its users are properly understood, and if its strategic planning and funding is carried out on a consistent and coordinated basis; this is challenging given the current gulf in the funding and planning regimes as between Highways England and local highway authorities.
- We do not envisage any changes in responsibilities as between local highway authorities and Highways England. However, the new governance arrangements for Sub-national Transport Bodies (STBs)¹, formed by the voluntary coming together of groups of local authorities, provide an opportunity to bring their respective regimes closer together. We envisage the STB would adopt the MRN in their area as the 'natural' integrated network of national and regional roads, lead the strategic planning of this network in collaboration with Highways England, and ensure the needs of the MRN's users are met in a

¹ Cities and Local Government Devolution Act 2016, Section 21

coherent way. Even where STBs are not created, the MRN as defined provides a focus for LEPs, local authorities and Highways England to collaborate on developing coordinated user-led long term plans for national and regional roads.

- As Combined Authorities (CAs) begin to designate Key Route Networks for their areas, we envisage the MRN will incorporate the most important roads from each KRN, alongside the SRN in that CA area. The focus of the MRN is on access into and across the CA area - the strategic connections with the hinterland, other city regions, ports and elsewhere on the national network.
- The creation of the National Road Fund (NRF) 'for strategic roads', based on hypothecated Vehicle Excise Duty (VED) from 2020, provides the opportunity to explore how far NRF funding might be applied also to the local authority elements of the MRN, as well as to the SRN.
- The MRN and how it is planned and managed need to be 'fit for purpose' to support regional and sub-regional economies, and to fulfil the reasonable expectations of its users and the communities it passes through. Our Study sets out the dimensions of 'fitness for purpose', including effective maintenance of the assets, management of safety, and making best use of capacity, as well as special considerations for major roads in urban areas.
- Much of what constitutes fitness-for-purpose of the MRN is already addressed, for its SRN components, through the combination of Highways England's own corporate strategies, by the licence and the performance targets monitored by ORR, and by the RIS determined by DfT. For the local authority parts of the MRN, fitness for purpose is in part addressed through codes of practice and guidance documents, and other policies.
- We are mapping our dimensions of fitness onto these existing arrangements for the SRN and for local roads. We consider how the responsibilities for delivering all this might be divided between the network operator and strategic bodies where they exist.



End of Year Board Report

Purpose of report

For information and discussion.

Summary

This report provides an overview of the issues and work the Board has overseen during last year. It sets out key achievements in relation to the priorities for the EEHT Board in 2015/2016, and looks forward to next year's priorities.

Recommendations

Members are invited to:

- (a) Consider and comment on the Board's activity in 2015/2016
- (b) Consider the process for developing the 2016/17 programme of work

Action

Officers to action as appropriate.

Contact officer: Eamon Lally
Position: Principal Policy Adviser
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End of Year Board Report

Background

1. The Environment, Economy, Housing and Transport Board provides strategic oversight of the LGA's policy, regulatory and improvement activity in relation to the economy and environment, including transport, economic development and business support, housing, planning, waste and climate change, in line with the LGA priorities and any specific regulatory and LGA European lobbying priorities as they relate to this activity.
2. The first year of the Conservative government has brought a very busy legislative programme and the Board has led some very significant activity working with government and stakeholders to shape the legislation and mitigate the impacts on councils and their communities. The Board has also actively engaged with parliament's scrutiny of policy and practice.
3. The Board has focused its activity on key themes within its scope. The work programme is attached as appendix A. This report looks at activity undertaken under each of the work programme themes. It is a combination of lobbying, forward looking policy development and direct work with councils. At times the work has been complex and intense and the Board can point to a number of successes.

Housing

4. **The Housing and Planning Bill** received Royal Assent on the 12th May. As you will be aware a lot of time has been spent working with Ministers, Members of Parliament and the House of Lords to improve the Bill. Following our work with Peers, we were able to secure a number of amendments, including giving councils the ability to grant secure tenancies to families with children, restrictions around the resale of starter homes so that owners cannot 'cash in' on the discount only a few years after, changes to the taper rate for pay to stay and time limited pilots on competition in processing planning applications. We will now be working to represent and support councils as government develops regulations to force the sale of council homes, increase rents for some council tenants and build starter homes.
5. **The Housing Commission**, is focusing on four themes around which the LGA can provide additional value: council's role in housebuilding, place-making and growth, employment and housing, and housing an ageing population. Further information on the areas of focus is available on the Housing Commission webpage. The Housing Commission has received 90 submissions and held four targeted evidence sessions around the country engaging over 100 different partners, and visited six councils. The Housing Commission will report at the LGA's annual conference.

Environment

6. **21st United Nations Conference on Climate Change (COP21)**. UK councillors attending included Cllr Richard Kemp CBE (Liverpool City Council) as the UK representative on the World Council and Executive of United Cities & Local Government (UCLG) and Cllr Sian Reid (Cambridge) who is the spokesperson on climate change for CEMR, the 'European

LGA'. The Climate Summit for Local Leaders culminated with the 'Paris City Hall Declaration' where local and regional governments expressed their commitment to continue working in mitigation and adaptation and requested world leaders to reach a far reaching agreement.

7. **Flooding.** Our work has focused on highlighting the continued work of councils and councillors working with partners to protect people and property and helping councils deal with their immediate challenges. We circulated LGA guidance on communicating with residents during extreme weather and ran regional workshops on managing severe weather outbreaks and other emergencies in February. We also worked with DCLG to put together a protocol on how LGA mutual aid arrangements can be actioned following future emergencies. Further, LGA lobbying has meant that capital funding has been made available to repair roads and bridges and a more streamlined recovery package for residents and businesses has been introduced. We pushed for a firm commitment from government that councils will be reimbursed for flood recovery funding schemes and worked with councils to ascertain the total costs of repair to infrastructure. The Board has subsequently engaged with the review of the national resilience to flooding which is led by Oliver Letwin MP.
8. **The Climate Local Annual Conference** was held in London on Tuesday 22 March 2016. This event brought together councils, partners and Government representatives to debate issues, hear details of pioneering council led projects to reduce carbon emissions and increase resilience to a changing climate.
9. **Air Quality.** The LGA presented both written and oral evidence to the Environment, Food and Rural Affairs Committee enquiry into air pollution. The enquiry is looking into Defra's role for reducing emissions of key pollutants, including NO₂, and whether they go far enough and fast enough to meet EU standards; and whether Government departments should intervene further to reduce emissions. The LGA believes that Defra has insufficient input into policies implemented by other government departments, notably Department for Transport and that Government should do more nationally to address air quality, such as making industry-wide changes to influence a switch from petrol and diesel vehicles to ultra-low emission vehicles and other alternative modes of transport. This should be further supported by giving local authorities the powers and funding to manage traffic and provide alternatives to the car.

Transport and Growth

10. **Transport and local growth**, was the theme of an LGA conference that took place in March. The event reflected many of the issues of concerns to EEHT Board members. Issues ranged from: devolution, collaboration on transport plans, making the most of Highways England and Network Rail investment, and national policy, including the Buses Bill, to local issues such as the role of parking and bus services to support growth and healthy high streets. The Board met with Lord Adonis the chairman of the National Infrastructure Commission and pressed the case for greater investment in local infrastructure to accompany national schemes. The Board also responded to national plans to tackle air quality problems.
11. **Unlocking growth.** The British Property Federation and the LGA undertook a joint visit of Southampton City Council to explore how the public and private sector can work together

to unlock growth. The purpose of this work was to revisit previous joint work from 2012 and to reflect on changes to the policy landscape and councils' resources.

12. **Cycling and walking.** In recognition of councils' ambition for promoting cycling and walking the Chair of the EEHT Board wrote to the Transport Minister, Andrew Jones MP, to propose a number of measures that would be of zero-cost to the Government that would help local areas with active travel strategies. This included: civil enforcement of moving traffic offences, stable and long-term funding, and Government support for further roll out of workplace parking levy schemes

The coming year

13. The approach to the work programme taken by the Board in 2015/16 has been to focus on doing a few things well. A draft work programme for 2016/17 will be presented at the Board's October meeting. In proposing the programme a number of factors will need to be taken into account including:
- 13.1. The government's new legislative programme.
 - 13.2. Support to councils and follow-up to the housing commission work.
 - 13.3. Proposed changes to waste policy at a European and national level as well as policy development on air quality and the effects of climate change, including the increased incidence of flooding.
 - 13.4. Growth and future national and local policy on transport and infrastructure.

Next steps

14. Members are asked to consider:
- 14.1. The Board's activity in 2015/2016; and
 - 14.2. the process for developing the 2016/17 programme of work
15. Officers will work with Lead members over the summer in bringing forward a programme of work for 2016/17.



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

2nd June 2016

EEHT Update Report

Purpose

For discussion.

Summary

The report provides updates on a number of areas of work within the EEHT work programme which do not appear elsewhere on the agenda.

Recommendation

That the Board note the updates included in the report.

Action

Any actions to be taken forward as directed by members.

Contact officer:

Eamon Lally

Position:

Principal Policy Adviser

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EEHT Update Report

The Bus Services Bill

1. The Queen's Speech introduced the Bus Services Bill which will allow local authorities the power to improve bus services for the people who use them. Mayoral combined authorities will be given automatic London-style powers to franchise local services. Other areas will need to apply to the Secretary of State to pursue franchising powers and all areas can benefit from enhanced partnership arrangements. Data about routes, fares and times would be made available across the country to developers of apps to give passengers better information about how to make the most of local bus services. The LGA has long called for greater control and influence of local bus provision and so the Bill marks a significant step for councils and their ambition for greater devolution of powers.
2. The LGA's on the day briefing stated:
 - 2.1 The ability for local areas to take responsibility for bus services through the option of franchising will be a useful tool for councils struggling to avoid gridlock on their roads in the face of an estimated up to 55 per cent increase in local traffic by 2040.
 - 2.2 However, this option is needed for all local authorities who wish to improve bus services in towns, villages and rural areas that are poorly served at present. It should not depend on having a directly-elected mayor. Greater access to buses data will help local people to access vital services.
 - 2.3 To be fully effective, the option to franchise needs to go hand-in-hand with the devolution of bus subsidies, a commitment to fully fund concessionary fares and effective traffic management powers. We look forward to working with the Government to ensure that the new legislation is beneficial to all areas of the country.
3. The Government are hoping that the final Bill will receive Royal Assent – and become the Bus Services Act – by early 2017. The legislation would then come into force around two months later, meaning that the first franchised service could start in 2018/19. The first Enhanced Partnership and Advanced Quality Partnerships schemes could start in mid to late 2017. See attached timetable outline (appendix one).
4. The LGA will examine the details of the Bill and continue to influence its journey, including associated regulations and guidance, through Parliament so that it offers maximum benefit to all council areas and the communities they serve. It will also continue to push for other reforms, such as devolution of the Bus Services Operators Grant, fully funding the concessionary fares scheme and allowing London-style moving traffic enforcement powers to all parts of the country to enable buses to run more punctually. [The Bus Services Bill: An Overview](#) is a useful DfT document setting out what the Bill will enable.

Cycling and Walking Investment Strategy

5. In December 2015 the Government set out the timescales and approach to developing the first Cycling and Walking Investment Strategy in the document 'Setting the First Cycling and Walking Investment Strategy'. The LGA responded to Government's consultation on the draft strategy. In summary, our response:
 - 5.1 Welcomed the Government's ambition to increase cycling and walking activity and deliver better safety, mobility and streets and highlighted that councils have long recognised the benefits of promoting cycling and walking to improving people's lives.
 - 5.2 Called for the Government to coordinate future strategies and their implementation across departments and their agencies.
 - 5.3 Called for greater certainty when it comes to funding local services. The LGA's cycling and walking survey 2015 shows that funding for local transport remains fragmented for most areas.
 - 5.4 Stated that Community Infrastructure Levy (CIL) and S106 are tools available to help promote the fullest possible use of public transport, walking and cycling but they cannot meet the whole infrastructure needs in an area.
 - 5.5 Questioned the balance between national and local initiatives. The draft strategy includes a plethora of national initiatives which risks confusing partners and those seeking to benefit from further support.
 - 5.6 Highlighted other low or zero-cost measures which the Government could take to help promote cycling and walking, such as enabling councils to enforce moving traffic violations and extending the ban on pavement parking to places outside London.

Reducing Roadworks disruption to local 'A' roads

6. The Government are consulting on two proposals aimed at improving road users' journeys by reducing delays experienced by drivers from roadworks, in particular when driving on 'A' roads looked after by local highway authorities:
 - 6.1 Ensuring that works on local 'A' roads are not left unattended over weekends. Instead, the work site should either be cleared or returned to traffic use, or the works should continue throughout the weekend.
 - 6.2 Prompt removal of temporary traffic lights once works are complete.
7. Whilst the LGA's response welcomed and shared the Government's desire to reduce congestion on local roads, including minimising the disruption caused by roadworks, there were a number of misgivings:

7.1 The proposals fail to adequately build on existing tools and good practice. There is clear evidence that areas operating permit schemes and Lane Rental have been successful in reducing disruption and associated costs of congestion. It was a surprise and disappointing that there was no mention of the potential of Lane Rental in minimising highways occupation and disruption from roadworks.

7.2 The consultation does not adequately weigh up the cost-benefits of other policy options to tackle congestion and disruption from roadworks. It also lacks ambition as councils and local people would like to see a reduction in disruption caused by roadworks throughout the working week as well as at weekends, which would also deliver greater benefits to business. More could be done to tackle congestion if all councils were given powers and tools to do so, such as moving traffic enforcement powers, promoting Lane Rental and changes to street-works legislation that would help ensure that street-works were done properly in the first place.

7.3 The proposals are likely to result in increased costs to business and local tax-payers. If adopted, the proposals could result in additional costs to councils from already stretched budgets in undertaking their own works, from additional monitoring, and enforcement.

7.4 Whilst the LGA shares Government's ambition to reduce congestion and disruption from roadworks, we are concerned that their proposal risks creating poor legislation as a result of a rushed consultation exercise that does not adequately engage the local government sector or industry.

8. The LGA therefore proposed that it works with:

8.1 DfT, local authorities and the utilities sector to share the lessons and benefits of the permitting and lane rentals regime to a wider local government audience and develop a shared understanding of what further changes can be made to improve outcome.

8.2 DfT to discuss what further measures both local and central government can take to reduce congestion.

Housing and Planning Act update

9. The Housing and Planning Bill recently received Royal Assent, the Board has spent a lot of time with Members of Parliament to improve the Bill. Following our work with Peers, we were able to secure a number of amendments, including giving councils the ability to grant secure tenancies to families with children, restrictions around the resale of starter homes so that owners cannot 'cash in' on the discount only a few years after, changes to the taper rate for pay to stay and time limited pilots on competition in processing planning applications. The Act will still, however, have a significant impact on councils and their communities, the Board will now be working to represent and support councils as government develops regulations to force the sale of council homes, increase rents for some council tenants and build starter homes.

Waste, recycling and litter

10. The LGA is working with HMRC and the Treasury to defend the VAT exemption for council commercial waste services in a legal challenge brought by a private waste company. Evidence was submitted to the High Court at the end of April, using expert legal advice and witness statements from the LGA and a number of councils. The High Court hearing will take place in July.
11. Defra has set up a working group with the aim of standardising the different models household waste and recycling collections in operation. Central government recognise that this is a local decision but believes that a set of standard models for waste and recycling collection services would increase recycling rates and save money. The models will be voluntary for councils and there is currently no financial support from Defra from implementation. Any costs arising from changes to collection services would have to be met by councils. The LGA has advised Defra on the development of the project but has not committed to any public support or endorsement.
12. Regulations have been passed to allow councils to issue fixed penalty notices for flytipping. This was one of the LGA's recommendations to the Waste Crime call for evidence in 2015 and will enable councils to take enforcement action for low level fly-tipping. An interview with Councillor Peter Fleming went out on Sky and LGA statements were widely reported in the media including the BBC and in the local press.
13. Defra and DCLG are working with stakeholders including the LGA on a national litter strategy. This work is at an early stage and presents an opportunity for the LGA to pursue some of the other recommendations put forward to the Waste Crime call for evidence, including more joined up working to tackle litter on highways.

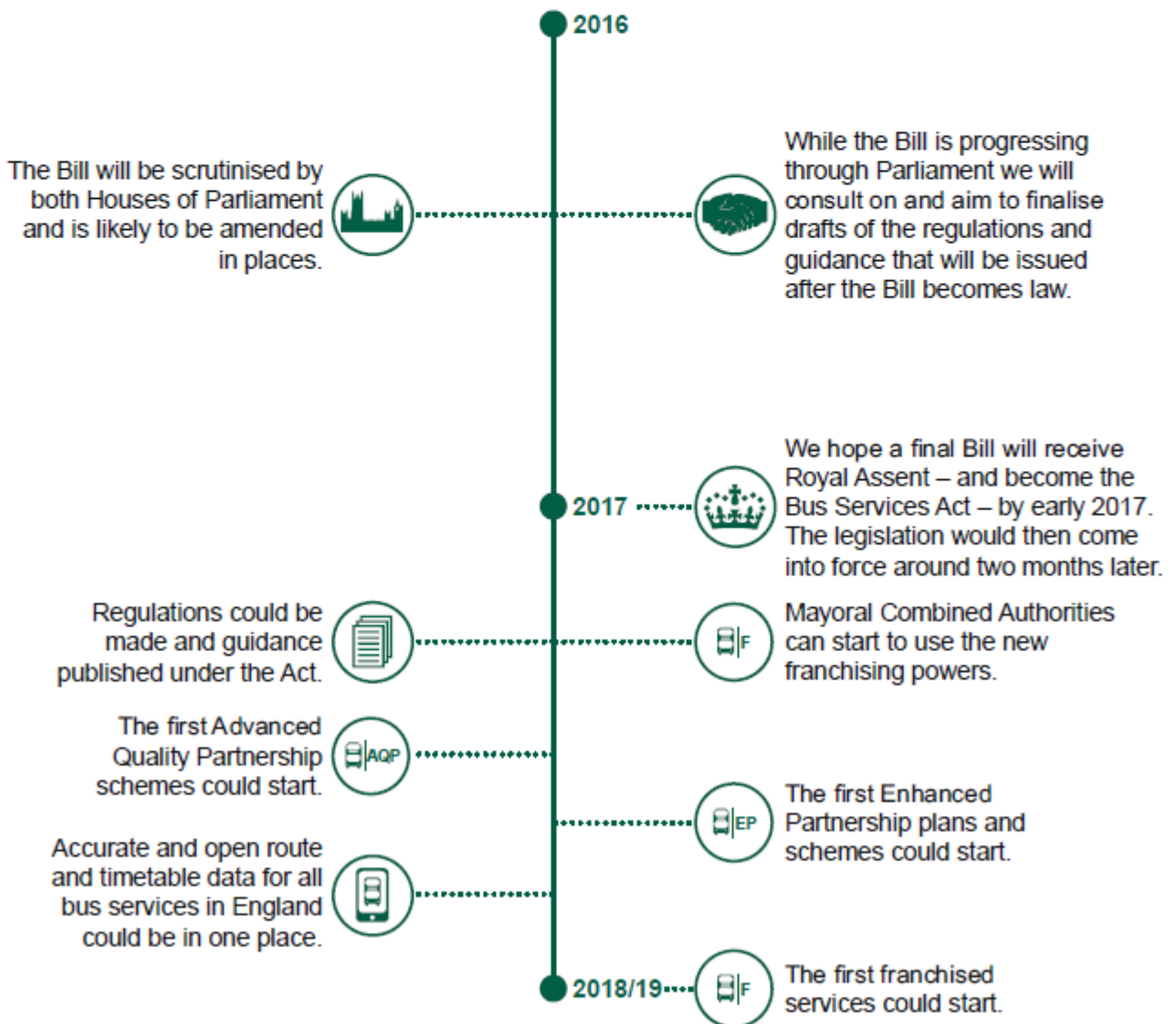
Flooding

14. We have submitted written and given oral evidence to the Environment, Food and Rural Affairs Committee inquiry into future flood prevention. Cllr Box met with the Rt Hon Oliver Letwin MP to discuss our submission to the National Resilience Review (appendix two). This covered a number of areas including increasing flexibility in the current approach to flood defence funding, further incentivising private sector investment in flood defences, allowing areas to use precepts as a mechanism for increasing funding for flood defences and the potential for flood defences to be developed as part of wider infrastructure and economic investment in local areas in the medium to long-term.

What happens next?

We would encourage local authorities and bus operators to start thinking now about whether and how they could use any of the new powers in the Bill – assuming that they become law following scrutiny by Parliament – to improve bus services for passengers, support their local economy and grow the overall bus market.

The timeline below sets out our best view of what is likely to happen over the next two years.



The Rt Hon Oliver Letwin MP
Chancellor of the Duchy of Lancaster
Cabinet Office
9 Downing Street
London
SW1A 2AG

14 March 2016

Dear Rt Hon Oliver Letwin MP

National Flood Resilience Review

Following the devastating floods that hit in early December and over the Christmas and New Year Break we very much welcomed your announcement of a national review of flood resilience. Flooding has a huge impact on the residents and businesses directly affected, as well as wider economic implications for the country - to illustrate, the Environment Agency's recently published estimate put the cost of the 2013/14 floods at around £1.5 billion. As such, it is vital that we reflect on and learn from recent and historic events, in order to better protect ourselves in the future.

Councils have been at the forefront of activity ahead of, during and after the flooding, working with the emergency services, the Environment Agency and other local partners to support their residents and businesses. Their role has been wide ranging and has included keeping residents informed through social media, clearing roadside drains to alleviate the risk of road flooding, setting up emergency rest centres and accommodation, as well as providing skips to remove flood-damaged goods and other equipment, including dehumidifiers, to assist with recovery.

Councils have also undertaken assessment of the extensive damage to local transport routes, including bridges, roads and public rights of way. We know from our discussions with affected councils that the repair bill is likely to run into hundreds of millions. The government funding to assist with infrastructure repairs has been welcomed by councils – we would, however, caution that the full extent of the damage, particularly to roads and bridges - and the financial cost to remedy – will take some time to assess and would ask that the government remain mindful of this.

We are also pleased that the government has listened to the LGA's call to apply to the EU solidarity fund. If the application is successful, it will be important for funds to be distributed quickly to provide further support for the councils affected and their residents and businesses.

In advance of the LGA joining you at the roundtable consultation meeting on 31 March, we thought it would be helpful to outline a number of areas where we would welcome further discussion with the government over the coming months.

Firstly, we would like to work with the government to identify ways in which we can increase flexibility in the current approach to funding for flood protection infrastructure funding, so that money can be used more effectively at a local level, to better reflect local need. We think the devolution deal process offers the perfect opportunity for such an approach to be trialled. I know Andrew Campbell, the LGA's Associate Director, had a very helpful initial conversation with yourself and Rory Stewart MP at the end of last year on this and I know our Chairman, Lord Porter, has also raised this at a recent meeting with Liz Truss MP.

We welcomed the government giving the Somerset local authorities the power to raise a Shadow Precept to fund the Somerset Rivers Authority's flood risk management work in 2016/17. We would like the government to allow other areas to use a similar mechanism where there is local agreement to do so.

There also needs to be further incentives to secure more private sector investment in flood alleviation work, including broadening scope to enable business tax relief for all flood defence projects. We were pleased that the government responded to LGA calls to introduce tax relief for businesses contributing to flood defence projects last year, however currently businesses can only get tax relief if the Environment Agency has allocated funding by way of grant-in-aid to the project - entirely privately funded flood defence projects are not eligible for this tax relief. There is also scope to do more together to engage business and ensure that it is fully aware of the benefits of investing in flood defences and/or mitigation.

Councils are ready to take more ownership of the work that prevents flooding or mitigates damage at a local level, working with local partners, including Internal Drainage Boards to ensure effective arrangements for local maintenance. There should be genuine devolution of responsibilities and funding from the Environment Agency to councils, where there is local support. Lead Local Flood Authorities (LLFAs) also need to have sufficient resources and capability to lead local flood risk management in their areas. This includes the ability to set charges for processing ordinary watercourse land drainage consents, to enable full cost-recovery.

Alongside continued investment in flood defences, ensuring that communities who are at risk of flooding are fully informed and prepared for flooding can be key in reducing the damage it can cause and help communities to recover more quickly. The Government should consider how it could further promote and support community resilience at a local level. This could include provision of additional resources to: enable access to local flood warning systems, for example flood sirens, telemetry or gauge systems; build local capacity by establishing and training volunteer 'Flood Warden' groups in at-risk communities and a national campaign to encourage communities to sign up to the Environment Agency's free flood warning service.

We would also like to see availability of additional resources for catchment wide projects which would enable a fuller understanding of possible interventions and their impacts on a broader area – for example investigating the effects of holding water upstream and catchment sensitive farming techniques and how this could help mitigate flooding downstream. The Government should also review if there are appropriate safeguards in place to ensure that current land management practices do not lead to increased flood risk as well as considering whether there are additional incentives that could be introduced to encourage land owners, working with local flood risk partners, to store or hold back water on their land in appropriate places.

We hope this provides a helpful input into your Review and I would be more than happy to meet you to discuss these matters further.

Kind regards

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

Councillor Peter Box
Chairman
Economy, Environment, Housing and Transport Board
Local Government Association

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

Title:	Environment, Economy, Housing & Transport Board
Date:	Wednesday 16 March 2016
Venue:	Rathbone Rooms 1&2, 7th Floor, Local Government House, Smith Square, London, SW1P 3HZ

Attendance

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

Item	Decisions and actions	Action
1	Declarations of Interest	
	No declarations of interest were made.	
2	National Infrastructure Commission (Lord Adonis, NIC Chairman is attending)	
	<p>The Chair introduced Lord Adonis, the Chair of the National Infrastructure Commission (NIC), and invited him to address the board on infrastructure strategy from the perspective of the NIC. The Chairman further invited the board to engage with Lord Adonis on the current and future work of the NIC and how this interacts with Local Government.</p> <p>Lord Adonis addressed the board stating the NIC's purpose as: to assess national infrastructure over a 20-30 year horizon, make recommendations based on these assessments, and give credibility to forward plans. He stressed that the NIC acts in a consultancy role, and its power lies solely in its ability to persuade other bodies through strong proposals. Lord Adonis further elaborated on three reports the NIC have released within the last ten days: Smart Energy, Major London Infrastructure, and Northern connectivity. Some key points raised by Lord Adonis follow:</p> <ul style="list-style-type: none"> • The chancellor is expected to announce £10million in today's budget for investment and research into power storage technology. • The NIC have scrutinised the London Mayor's proposal on a North-South Crossrail line, and found the report broadly well founded subject to 4 conditions the NIC report sets out. Lord Adonis stressed the government will likely accept the NIC's recommendations and commission CrossRail2. • Northern connectivity infrastructure projects should also consider the short-term gains from proposed projects such as smart motorways, and rail electrification, as well as long-term strategy. 	

- The trans-Pennine tunnel proposal, in Lord Adonis' opinion, will be difficult to achieve with its success hinging on lowering costs and utilizing new technology.

Two further studies on the horizon for the NIC are: the rollout of 5G i.e. the next steps in wireless technology, and the East-West transport corridor linking Cambridge, Milton Keynes, Bicester, and Oxford. Lord Adonis stated that there is strong government support for the latter, especially in light of plans to build settlements on the route to meet the UK's housing targets. He further mentioned that cooperation with multiple local authorities involved will be crucial to the project's success.

In the discussion that followed, board members raised the following points:

- The NIC should investigate making recommendations to devolve responsibility for sub-national infrastructure projects to local authorities. The board also asked the question of how national infrastructure projects will engage with new combined authorities. Lord Adonis commented that it is sensible for combined authorities to take on regional planning roles, and the NIC will encourage them to do so.
- The Board welcomed the discussion on Northern infrastructure, especially enhancing the East-West transport links, but noted that there may be more cost effective projects to consider than a trans-Pennine tunnel. Lord Adonis commented that it may be the case that alternative projects give more bang for the buck, and encouraged regional authorities to speak up and get involved in the debate.
- The board raised the concern that the long-term strategy is not always realised by the action and allocation of funding, and that projects like HS3 must not be delayed due to the difficulties inherent in the projects. Lord Adonis commented that good planning will spur funding and progress and that diversity of funding and buy in from multiple local authorities will add to a projects success potential.
- The board raised concerns that South London infrastructure projects are catching up with demand rather than being ahead of the curve. Lord Adonis commented that major infrastructure projects in London like the runway extension at either Heathrow or Gatwick should insist that the airport operators, should pay for local infrastructure works to cope with the rising demand.
- The board raised the concern that infrastructure projects will struggle to go ahead without a flexible green belt policy. Lord Adonis commented that green belt restrictions can be relaxed if a persuasive exception case can be made, and that transport hubs are good candidates for these.
- The board raised the concern that while large infrastructure projects are receiving large amounts of funding and attention, local infrastructure is degrading rapidly. Lord Adonis commented that over time, large infrastructure projects will spur overall transport funding.
- The board asked the question: what lessons have been learnt from HS1 funding from train tickets in local areas that receive little benefit

from the line. Lord Adonis commented that local areas should be a part of the decision as to whether they contribute to major infrastructure projects.

- The board pointed out some examples of local power generation and asked whether the NIC would be promoting similar such projects nationally. Lord Adonis endorsed this in principle but stated the NIC is doing no work in the next year in this area.

Decision

The Chair thanked Lord Adonis for his time and views, and agreed to maintain an ongoing dialogue with the NIC to be more involved in the process of infrastructure planning.

Action

The board invited Lord Adonis to speak at the LGA's annual conference. Lord Adonis agreed to attend subject to diary commitments.

3 Transport

The Chair introduced the item as a paper requested by Leadership Board discussing the key transport issues affecting local government, and the LGA's work in supporting councils' interests. The Chair further stated that the EEHT Board's recommendations on housing in the past have made a significant impact on the Leadership Board's decision making process; in which case this is an opportunity for members of the board to reflect on the draft report and to highlight any issues that they feel should be included in the report.

In the discussion that followed, board members raised the following points:

- The board pointed out that the Total Transport project provides real opportunity for efficiencies in public services and should feature more prominently in the report.
- The board suggested that the report feature transport solutions rather than just meeting needs i.e. green technology and solutions like broadband that reduce the need to travel.
- The board mentioned the lack of inclusion of parking issues in the report.
- The board requested that the payback on investment in local roads be compared with the payback on major infrastructure projects. The Chair commented that the LGA has previously published research on this issue and that it should be reiterated in the paper.

Decision

The board noted the report and agreed to consider including the following actions in to the report for Leadership board.

Actions

- Total Transport should feature more prominently in the report.

- Transport solutions should feature in the report i.e. green technology and solutions like broadband that reduce the need to travel.
- Payback period on investment in local roads compared with the payback on major infrastructure projects should feature.
- Parking issues should be included.

4 EEHT Update Report

The Chair introduced the report which features a number of other areas of work within the EEHT programme.

In the discussion that followed the board members raised the following points:

- There are a growing number of councils which are setting up housing companies due to changing relationships with HSAs. Can we be assured of legislation from Government on issues like right to buy.
- The Chair updated the board on the housing commission, stating that there had been two meetings so far, and two more pending. He further stated that the draft report will be signed off by the EEHT lead members in May for completion in June. The report should be a positive document and a key element for the LGA annual conference.
- The board asked that the maintenance of existing flood infrastructure be considered as well as the construction of new infrastructure in future work. Additionally, that more long-term funding towards this end be secured, and the powers necessary to implement lasting solutions.

Decision

The board noted the report.

Actions

Lead members to meet in May to sign off the housing commission report.

5 Chair's Report

Decision

The board noted the report.

6 Minutes of the previous meeting

Decision

The board agreed the minutes of the 2nd December 2015.

Appendix A -Attendance

Position/Role	Councillor	Authority
Chairman	Cllr Peter Box CBE	Wakefield Metropolitan District Council
Vice-Chairman	Cllr Martin Tett	Buckinghamshire County Council
Deputy-chairman	Cllr Julian German	Cornwall Council
Members	Cllr Jason Ablewhite	Huntingdonshire District Council
	Cllr Steve Count	Cambridgeshire County Council
	Cllr Jim Harker OBE	Northamptonshire County Council
	Cllr Simon Cooke	Bradford Metropolitan District Council
	Cllr David Westley	West Lancashire Borough Council
	Cllr Peter Fleming OBE	Sevenoaks District Council
	Cllr Timothy Moore	Liverpool City Council
	Cllr Tony Newman	Croydon Council
	Cllr Ed Turner	Oxford City Council
	Cllr Gillian Campbell	Blackpool Council
	Cllr Simon Greaves	Bassetlaw District Council
	Cllr Adele Morris	Southwark Council
Apologies	Cllr Alyson Barnes	Rosendale Borough Council
	Cllr Keith House	Eastleigh Borough Council

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LGA location map

Local Government Association

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 London SW1P 3HZ

Tel: 020 7664 3131
 Fax: 020 7664 3030
 Email: info@local.gov.uk
 Website: www.local.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

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

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

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

