

Environment, Economy, Housing and Transport Board

Agenda

Thursday, 12 July 2018
11.00 am

Westminster Room, 8th Floor, 18 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
12 July 2018

There will be a meeting of the Environment, Economy, Housing & Transport Board at **11.00 am on Thursday, 12 July 2018** Westminster Room, 8th Floor, 18 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 18 Smith Square is printed on the back cover.

LGA Contact:

Thomas French
020 7664 3041 / thomas.french@local.gov.uk

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Environment, Economy, Housing & Transport Board – Membership 2017/2018

Councillor	Authority
Conservative (8)	
Cllr Martin Tett (Chairman)	Buckinghamshire County Council
Cllr Alistair Auty	Wokingham Borough Council
Cllr Simon Cooke	Bradford Metropolitan District Council
Cllr Lynne Duffy	Wychavon District Council
Cllr Blake Pain	Harborough District Council
Cllr David Renard	Swindon Borough Council
Cllr Mark Mills-Bishop	Broxbourne Borough Council
Cllr Colin Davie	Lincolnshire County Council
Substitutes	
Cllr Philip Broadhead	Bournemouth Borough Council
Cllr Stephen Parker	Hart District Council
Labour (7)	
Cllr Judith Blake CBE (Vice-Chair)	Leeds City Council
Cllr Tony Newman	Croydon Council
Cllr Helen Holland	Bristol City Council
Cllr Ed Turner	Oxford City Council
Cllr Rachel Blake	Tower Hamlets Council
Cllr Gillian Campbell	Blackpool Council
Cllr Michael Mordey	Sunderland City Council
Substitutes	
Cllr Tim Roca	Westminster City Council
Cllr James Robbins	Swindon Borough Council
Cllr Shaun Davies	Telford and Wrekin Council
Liberal Democrat (2)	
Cllr Adele Morris (Deputy Chair)	Southwark Council
Cllr Peter Thornton	Cumbria County Council
Substitutes	
Cllr Stewart Golton	Leeds City Council
Independent (2)	
Cllr Rachel Eburne (Deputy Chair)	Mid Suffolk District Council
Cllr Linda Gillham	Runnymede Borough Council
Substitutes	
Cllr Andrew Cooper	Kirklees Metropolitan Council
Cllr Philip Evans JP	Conwy County Borough Council

LGA Environment, Economy, Housing & Transport Board Attendance 2017-2018

Councillors	6/10/17	14/12/17	23/2/18	23/5/18
Conservative Group				
Martin Tett	Yes	Yes	Yes	Yes
Alistair Auty	Yes	No	No	Yes
Simon Cooke	Yes	Yes	Yes	Yes
Lynne Duffy	Yes	Yes	No	Yes
Blake Pain	No	Yes	No	Yes
David Renard	Yes	Yes	Yes	Yes
Mark Mills-Bishop	Yes	Yes	Yes	Yes
Colin Davie	Yes	Yes	No	Yes
Labour Group				
Judith Blake CBE	Yes	Yes	Yes	Yes
Tony Newman	No	Yes	No	Yes
Helen Holland	Yes	Yes	No	Yes
Ed Turner	Yes	Yes	Yes	Yes
Rachel Blake	Yes	Yes	Yes	Yes
Gillian Campbell	Yes	No	Yes	Yes
Michael Mordey	Yes	Yes	Yes	Yes
Lib Dem Group				
Adele Morris	Yes	Yes	Yes	Yes
Peter Thornton	Yes	Yes	Yes	Yes
Independent				
Rachel Eburne	Yes	Yes	Yes	Yes
Linda Gillham	Yes	Yes	Yes	Yes
Substitutes/Observers				
Philip Broadhead	Yes	Yes	Yes	
Stephen Parker	Yes		Yes	
Jon Clempner	Yes	Yes		
Shaun Davis			Yes	

Agenda

Environment, Economy, Housing & Transport Board

Thursday 12 July 2018

11.00 am

Westminster Room, 8th Floor, 18 Smith Square, London, SW1P 3HZ

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Date of Next Meeting: Friday, 12 October 2018, 1.00 pm, Westminster Room, 8th Floor, 18 Smith Square, London, SW1P 3HZ

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Clean Air Strategy

Purpose of report

For direction.

Summary

The Government has published a draft Clean Air Strategy for consultation. It deals with all types of air pollutants that the Government is required to monitor under EU law and is in addition to last years' strategy for reducing Nitrogen Dioxide. This paper summarises the main proposals concerning Local Government. Shaun Gallagher (Director, Environmental Quality) at the Department for Environment, Food and Rural Affairs (DEFRA) and Alicia Pearce (Local Air Quality Policy) will be presenting to the board the key points of the strategy and will take questions from board members.

Recommendation

That the Environment, Economy, Housing and Transport Board lead members note the contents of the presentation and highlight any areas of concern to DEFRA.

Action

Officers will prepare a draft consultation response based on the discussion and further consultation with member councils.

Contact officer:	Andrew Jones
Position:	Policy adviser
Phone no:	0207 664 3178
Email:	andrew.jones@local.gov.uk

Clean Air Strategy

Background

1. The Government launched its clean air strategy last month which discusses the Government's approach to all airborne pollutants. It references the existing strategy to reduce nitrogen dioxide but it is mostly focussed on actions designed to reduce other pollutants.
2. The other pollutants include those monitored as part of European legislation and the Gothenburg Protocol. The Protocol sets national emission ceilings for 2010 up to 2020 for four pollutants: sulphur (SO₂), nitrogen oxides (NO_x), volatile organic compounds (VOCs) and ammonia (NH₃). It builds on the previous Protocols that addressed sulphur emissions (1985 Protocol; 1994 Protocol), VOCs and NO_x. These ceilings were negotiated on the basis of scientific assessments of pollution effects and realistic options for reducing them.
3. The strategy is primarily focussed on:
 - 3.1. Fine particulate matter (PM_{2.5})
 - 3.2. Ammonia (NH₃)
 - 3.3. Nitrogen oxides (NO_x)
 - 3.4. Sulphur dioxide (SO₂)
 - 3.5. Non-methane volatile organic compounds (NMVOCs)
4. The United Kingdom is required to keep all of these pollutants below European Union mandated limit values until Brexit. After Brexit the Government has committed to environmental standards that are at least as strong as those in the EU. How this will be monitored and enforced is referenced as part of this consultation
5. The wide ranging nature of the strategy means that it affects a wide variety of local government functions across different tiers. The strategy impacts on the existing air quality functions of local government as well as public health, transport, environmental health, building control and also considers issues of working across tiers and devolution.

Issues

6. The strategy contains discussion of modelling and the public availability of data. We have previously highlighted the need to reference the discrepancies between local modelling and knowledge and the results that came from the national modelling

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produced for the nitrogen dioxide plan. Some local authorities believe that the national modelling could lead to counterproductive interventions for instance by diverting traffic from orbital routes to city centres. It also contains a commitment to force authorities to publish the data they hold in a common national format.

7. The strategy talks about the significant public health threat of air pollution. It discusses ways in which the nature of the threat can be more clearly communicated as well as steps members of the public can take. We will renew our calls for a wide ranging public health campaign to be launched with simple steps people can take.
8. The environmental sections include commitments to examine red diesel and non-road machinery. We know from our previous discussions that many of the mandated authorities have strong views about placing limits on non-road machinery. There is a belief that stronger powers to regulate this machinery will play a strong role in ensuring compliance with the Nitrogen Dioxide strategy.
9. The transport section defers to the published nitrogen dioxide plan and also the as yet unpublished 'Road to Zero' strategy. The strategy will give more detail on how the Government intends to hit its target that all new road vehicles will be ULEV by 2040. It also includes the rail industry within this target. We await the publication of this strategy and intend to respond to it when it is published.
10. The strategy envisions new labelling requirements for household cleaning products and other household products that contribute to indoor air pollution. Whilst the consultation envisions that the scheme will be industry led if it is to be effective there will need to be some element of enforcement which presumably will fall to trading standards officers.
11. The most significant changes contained within the strategy is the announcement that the Government intends to introduce new primary legislation in order to rationalise all the relevant duties and powers concerning air quality. They have specifically referenced the introduction of Clean Air Zones and aligning them with Air Quality Management Areas. There is also commitment to review smoke control powers which are powers that allow an authority to designate a smoke control area where it is an offence to emit smoke from a chimney.
12. The LGA intends to investigate to what extent these powers are currently used and how authorities would prefer to see them reformed. The powers that are currently available are concentrated in lower tier authorities. Although some of the powers that were proposed to form part of Clean Air Zones (primarily those concerned with traffic measures) are upper tier functions. It is not clear in the strategy whether or how these powers and responsibilities would be redistributed by new legislation.

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13. Post Brexit we want to know exactly how the Government will be held to account by the new independent body for environmental monitoring that has been proposed and how the membership of this body will be appointed. The strategy does mention this body but falls short of offering definitive proposals. It also needs to be established whether local government will be held responsible for breaches of targets. We need more detail about the scope of the proposed legislation and whether there will be a transfer of responsibilities across tiers.

14. Many of the proposals outlined above and in the strategy lack detail and we believe this gives local government a chance to shape this agenda in a way that allows for positive change.

Implications for Wales

15. This policy is an area of devolved responsibility and the Welsh government will formulate its own response.

Financial Implications

16. None

Next steps

17. Officers will use the content of the board discussion as well as further consultation with member councils in order to respond to the consultation.

18. The LGA will be convening a panel of officers to highlight the limitations of the current regulatory and statutory arrangements and how they work in practice.

19. The strategy along with supporting documents for the consultation can be accessed here: <https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>

Modal shift and encouraging active travel

Purpose of report

For direction.

Summary

This reports allows members to see the key results and messages of our modal shift survey. Members' comments on the results will shape a final publication which will be released over the summer. The aim of the publication is to highlight council good practice as well as identifying the barriers that prevent them doing more.

Recommendation

That the board note the key messages of the modal shift survey and raise any issues that they believe should be included in the final publication.

Action

Officers will prepare a final draft of the modal shift publication based on member feedback.

Contact officer: Andrew Jones
Position: Policy Adviser
Phone no: 0207 664 3178
Email: andrew.jones@local.gov.uk

Modal shift and encouraging active travel

Background

1. In this year's work programme we committed to representing the interests of member councils on the issues of congestion and air quality. A key factor in improving both of these issues is moving more journeys towards sustainable modes of transport. Modal shift is also a key way in which the Government can practise demand management for road space. Given continuing growth in congestion and public air quality concerns we have made modal shift a key policy of our approaches to both issues and recognise that making sustainable transport a more attractive choice whether through price or convenience can be a key part of a policy to reduce demand on congested roads.
2. For that reason the board has undertaken to refresh the LGA's policy approaches towards encouraging sustainable transport and modal shift, underpinned by a survey of member councils.
3. In 2014 when the Government published its walking and cycling strategy we surveyed our members on their approaches to walking and cycling. We released the details as part of our response to the draft strategy. We have widened the scope of this year's survey to capture more information on modal shift in general as well as keeping some questions the same. This will allow us to track how councils have been able to implement measures in the strategy as well as their approach to encouraging modal shift. We have also asked about the barriers they face in doing more.
4. The survey will inform a publication which will highlight council good practice as well as identify the barriers that prevent them doing more. It will highlight the policy context and the funding regime for modal shift, and include up-to-date case studies of what councils are doing and refresh our policy asks in this area.
5. Officers intend to examine how modal shift interacts with our other work on future transport technology. Modal shift often involves integrating different modes and this is done most easily when different networks are integrated through connected technology. We intend for our ongoing work on future transport to complement this agenda.

Issues

6. The results of the survey are available in draft form and not yet ready to be published. The final report of the survey results is expected to be published by late July. They have been included as a confidential appendix for the consideration of the board.
7. We know from the survey and our work on other transport issues that one of the main issues that authorities face is the fragmented start-stop nature of funding in this area. We intend to examine the current funding framework and a call for more funding certainty will form a key part of our policy asks in this area.

8. Local authorities' transport budgets should enjoy the same long term funding certainty that Highways England and Network Rail are given by the Government. Both have five year funding programmes which allow them to make long term commitments to strategic projects. All local authorities need the same level of commitment in order to plan the same kind of strategic projects to encourage long term behavioural changes.
9. The sector would also benefit from considerable simplification of the transport funding regime. Currently funding is provided on a competitive basis by a number of different funders in a variety of different funding regimes. Competitive bidding takes considerable upfront investment from authorities with no guarantee of results. Given the wide variety of schemes with different geographies and criteria it can be difficult for authorities to design schemes that tackle locally identified problems. Some funding comes directly to councils, whilst other transport funding goes to Local Enterprise Partnerships. We welcome the Government's commitment to simplify transport funding for areas with devolution deals but all authorities need a simplified regime in order to take local decisions on how to best encourage modal shift.
10. We have also highlighted the nature of bus funding which means that subsidised concessionary fares are increasingly underfunded and lead to councils being forced to cut subsidised routes in order to meet the rising costs.
11. Currently the Government provides the Bus Service Operator Grant as a fuel duty rebate. This goes directly against policy objectives by acting as a disincentive to reduce fuel usage. It also provides an equal subsidy to routes that are currently commercially viable compared to those that are not. We have argued that this rebate should be devolved so it can be targeted effectively by local authorities. We are aware that the Government intends to review the grant in the coming months.
12. Whilst there have been reductions in spending in recent years the Government still invests substantial public funding on public and shared transport. However, given the fragmented regime of subsidies and short-term approach to funding, it does not provide the efficient and comprehensive network that could be provided if similar levels of expenditure were directed at providing a place based network. Given the knowledge and expertise of councils, backed by sub-regional and regional partnerships, such as LEPs, combined authorities and Sub-National Transport Bodies, there has never been a better time to place local government in control of the public transport network.
13. This was the rationale behind the Government's Total transport pilots that ran between 2015-2017. The initiative, which was the idea of councils, was designed to explore ways that the public sector could coordinate their public transport expenditure to deliver better outcomes. The results of this research have not been released. However from the feedback given from authorities involved the trial struggled with a lack of buy-in from all

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public sector bodies. It is therefore proposed that it is worth the Government repeating the trial with a more focused number of participants and greater involvement of Department of Transport and other departments.

14. In addition to the survey, feedback from councils has identified that the Government-backed bikeability courses are quickly using up the funding made available centrally without necessarily all children being able to access these courses for free. Members may wish to consider whether given the immense ongoing benefits, especially in reducing lifetime healthcare costs, the Government should commit to fund bikeability for all children who want to access it.

Implications for Wales

15. This policy is an area of devolved responsibility.

Financial Implications

16. None

Next steps

17. It is intended that the final publication will examine all elements of active and sustainable travel, presenting case studies on encouraging travel by bus, light rail, heavy rail, car club, bike, e-bike and walking. Board members may wish to comment on specific issues and opportunities that we should examine as part of this work.
18. Officers also intend to examine how modal shift can be encouraged through new technology as part of our future transport in particular what role mobility as a service and other big data applications will have on public transport usage.
19. A draft of the publication, will be produced for lead member comment by the end of July. A final publication date will be set in discussion with the LGA's communications team in order to maximise impact.

Achievements and Board Priorities for 2018/19

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, employment and skills, 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.

Achievements

Housing and Planning

2. The Environment, Economy, Housing and Transport Board looked at Council's role in building more homes recognised in government policy, by continuing to influence government policy as it seeks to implement aspects of the White Paper through secondary legislation and changes to guidance, sponsor improvement work and responding to government's social housing green paper.
3. Social rent increases of CPI +1 per cent from 2020 following four years of rent reductions have been confirmed for five years. Our analysis found that this is equivalent to an extra £1.3 billion by 2024/25, when compared to a cash terms rent freeze.
4. Successful outcomes have included influencing government policy on the following;
 - 4.1. The Housing Revenue Account borrowing cap lifted by £1 billion;
 - 4.2. Confirmation that policy to force the sale of higher value assets will not go ahead in 2018/19;
 - 4.3. An additional £2.3 billion for the Housing Infrastructure Fund;
 - 4.4. An additional £20 million for PRS access scheme;
 - 4.5. Government lifting borrowing restrictions for new local development vehicles; and
 - 4.6. The introduction of new powers giving local authorities oversight over New Town Development Corporations.
5. The Environment, Economy, Housing and Transport Board continued working towards better funded, proactive planning system delivering homes that communities need. Activity around this included continuing to press government for local determination of planning fees, pursuing mechanisms for capturing uplift in land values for investment in infrastructure and responding to the government's consultation on the determination of local housing need.

6. The LGA has also worked to influence government policy on the £25 million Planning Delivery Fund.
7. We held two joint seminars with the District Councils' Network and County Councils' Network to inform our response to the draft National Planning Policy Framework consultation.
8. The Environment, Economy, Housing and Transport Board continued to focus on preventing homelessness and improving the way vulnerable people and those in crisis are housed. The work around this included working with government and councils to ensure that the measures in the Homelessness Recognition Act are implemented appropriately and that in a way that best meets the need of the homeless. The LGA continue to lobby for additional measures to address homelessness such as adapting welfare reforms by lifting the Local Housing Allowance freeze and re-linking it to rents.
9. Successful outcomes on homelessness included increasing new burdens funding for implementation of Homelessness Reduction Act (from £61 million to £72.7 million) and that the LHA allowance freeze will not be applied to social housing.
10. The Environment, Economy, Housing and Transport Board looked at delivering a housing improvement programme by sponsoring improvement work in this area. The 2017/18 Housing Advisers programme, launched in September 2017, was a success with over 40 councils receiving support. We will continue to evaluate progress in these participating councils. The programme will run again in 2018/19 and applications for support are being sought. We have published a guide for councils on planning positively through partnership. We have also commissioned work on unimplemented planning permissions, build out rates, scrutiny of housing functions and HRA innovations.
11. Following the tragedy at Grenfell Tower, the Board along with other LGA committees engaged with the Independent Review of Building Regulations and Fire Safety. The government has agreed to fund the replacement of cladding on council and housing association owned blocks. However, this is being funded from the Affordable Homes Programme and is not new money. The Government is consulting on banning desk top reviews and combustible material on the outside of tall residential buildings and others used to house vulnerable people; these are both changes that the LGA has sought.

Brexit

12. The Environment, Economy, Housing and Transport Board looked at how the government is working with local government on a new legal framework for services and responsibilities which are currently based on EU law. These include waste, environmental protection and state aid. The Board will continue to inform the broader LGA position and to lobby relevant Ministers in advance of negotiations with the EU on its key positions.

Waste and recycling

13. The Environment, Economy, Housing and Transport Board supported local authorities to have the freedom to collect and dispose of waste in the way that is best suited to their residents. Following on from the review of waste and recycling to develop and agree an approach to addressing the challenges in the current system, reflecting on the changes that might be possible as a result of Brexit.
14. Successful outcomes included a doubling of maximum litter fines from April 2017, and new powers for councils to fine the owners of vehicles from which litter is thrown. The Board commissioned Eunomia to look at the efficacy of various waste measures, in advance of the government's publication of its resource and waste strategy. The Board has taken the view that residual waste measures would be more effective in accessing progress in dealing with waste.

Transport & Growth

15. Following the Board's seminar on future transport in December 2017, the LGA published "Clean, connected and in-control – what tomorrow's transport technology could mean for councils" on 14 May. It summarises the main trends in transport technology and challenges members to think about the implications that this technology could have on their areas. The publication includes contributions from the experts that presented at the seminar. It concludes with a call for evidence for councils to contribute their experience of trialling these new technologies and also how they have coped with technological change and integrated it into service delivery.
16. There was a further event on this subject at the LGA conference. We used this as an opportunity for further sharing the messages within the publication and to invite more submissions to the call for evidence. This will in turn inform the proposed work to take forward for next year. Members have stated they want the LGA to take a leadership role within this area and it has been proposed that more specific projects focussed on the deployment of technologies form part of next year's work programme. Officers will bring proposals for possible topics to the next board meeting.
17. The LGA surveyed members on their approach to modal shift and what barriers they face to doing more. The results of the survey will form the basis of a report we will be publishing on: the current policy regime for modal shift; what councils are doing in this area; and what we would like the Government to do. We will also be highlighting best practice in encouraging modal shift through case studies. The final report will be published shortly.
18. The Government decided to consult on the future of the long running lane rental pilot schemes in Kent and London. The LGA has long called for this power to be extended to any highways authority that wants to make use of it. It allows councils to charge for every

day that its busiest roads are occupied by roadworks giving utilities providers an incentive to finish their work as quickly as possible. The Government announced that as a result of the consultation and our campaigning they intend to allow any authority to make use of this power. We expect guidance for how to design a scheme to be published this autumn.

19. Last year the LGA published a report identifying ways in which we help combat congestion. One of our key asks was highlighting that we need additional funding for this area and that allocating it through competitions would waste time and resource. We are pleased that the Government has this year announced a £1.7 billion fund for tackling intra urban congestion. The mayoral combined authority areas will receive a direct formula based allocation, which accounts for half of the fund. This is a positive step forward to allow those authorities to get on with tackling the problem. We will continue to call for the other allocations to be made on a formula basis.
20. The Government has published an air quality strategy and a specific strategy to deal with nitrogen dioxide. The clean air strategy includes a commitment to a new statutory framework for air quality which we will respond to. The government has now lost three court cases on its plan to reduce nitrogen dioxide levels. As a result over 70 local authorities now have to take action and we have called for the government to ensure that local authorities can determine what action is needed and that there are sufficient resources available. DEFRA have listened to us and made £255 million available for the implementation of measures and a further £250 million clean air fund to pay to improve air quality whilst ensuring that any measures do not penalise those least able to make the necessary changes.
21. The Government announced a new major road networks which will incorporate the most strategically important local roads across the country. It will mean new funding for important local A roads as the LGA has been calling for over a number of years. The final shape of the network will be announced but it will involve significant extra funding for local authorities for major improvements and renewals through the a new national roads fund which will be a ringfenced fund amassed through the income from the Vehicle Excise Duty. The fund currently contains approximately £1.5 billion headroom and we've strongly argued that all this money should be available for local authorities.
22. Town centres around the country continue to undergo rapid change in fortunes as a response to changing consumer habits, the growth of online shopping and global trends. In addition, each town will also have its own set of unique issues, such as car parking and access, anti-social behaviour and clustering. Councils are looking to maintain vibrant town centres and high streets and the LGA have developed a support programme and activities to help member councils. This includes: a handbook for town centre leadership for councils accompanied by an online toolkit; events for practitioners and elected members - including a national conference; participation with the Government's Future

High Streets Forum and a submission to the HCLG's High Streets and town centres in 2030 inquiry.

23. We have worked with the People and Places and City Regions Boards in engaging Government on the industrial strategy throughout the year, responding to consultations, developing an alliance with Local Enterprise Partnerships and promoting the importance of local partnerships in delivering the ambitions for place, in the context of local industrial strategies. We have also responded to the Government's review of LEPs.

Flooding

24. The board continued to seek greater local flexibility of how flood risk management funding is spent, to better reflect local needs. Full cost-recovery of statutory duties through local fee setting. The ability for areas to use precepts to provide additional funding, where there is local agreement. This achieved through continuing discussions with government through the Autumn Budget and beyond.
25. DEFRA has announced a review of flood defence funding post 2021 and the LGA is engaging with this.
26. The Board held a session on flooding at which the EA and Leeds City Council presented on partnership approaches.
27. We are engaged at officer level with the Environment Agency's revision of the national flood and coastal erosion risk management (FCERM) strategy in 2019. Our involvement is focused on the challenge of protecting – and funding – the nations' resilience as climate change increase the risk we face.

Programme of work and priorities 2018/19

28. A draft work programme for 2018/19 will be presented at the Board's October meeting. In proposing the programme a number of factors will be taken into account including the need to:
- 28.1. Make the case for councils to have the powers and funding to deliver more homes that meet needs and are affordable to communities (responding to the Government's social housing green paper and continuing to lobbying on Right to Buy and the HRA borrowing cap).
- 28.2. Build prosperous places well supported by services and infrastructure, (taking into account the new NPPF and the Letwin review on build out rates).
- 28.3. Reduce homelessness by: continuing to work with councils and government to ensure that the implementation of the Homelessness Act is effective and sustainable; continue to lobby government for reforms reducing homelessness and the pressure on councils and their provision of TA, including adaptig welfare

reforms to reduce likelihood of homelessness; and influence policy on rough sleeping, particularly in terms of prevention.

- 28.4. Ensure Inclusive Growth through the implementation of local industrial strategies and, in addition, by giving attention to the crisis in our Town Centres.
- 28.5. Consider future national and local policy on transport and infrastructure, including emerging legislation in relation to Connected and Autonomous Vehicles and on-going concerns around air quality.
- 28.6. Understand the impact of exiting the EU on environmental policy, including waste and recycling, and to help shape the new policy framework which will be set out in the upcoming Resource and Waste Strategy, with a focus on the implications of increased producer responsibility and the ban by China on the import of certain categories of waste material.
- 28.7. To work with our members and government to ensure that policy infrastructure funding on flood defences meets the needs of communities.
- 28.8. Input into and oversight of improvement work across the Board's broad remit.

Financial Implications

29. All work programmes are met from existing budgets and resources.

Implications for Wales

30. Policies that come under the Board's remit are largely devolved matters. However the Board will continue to work to share good practice and address issues of common interest.

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

Title:	Environment, Economy, Housing & Transport Board
Date:	Wednesday 23 May 2018
Venue:	Westminster Room, 8th Floor, 18 Smith Square, London, SW1P 3HZ

Attendance

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

Item Decisions and actions

1 Welcome, Apologies, Declarations of Interest

Chairman Cllr Martin Tett welcomed the board members and updated them on the successful 'What next for our town centres?' event held at the LGA on the 14 May. The event was well attended and produced some interesting themes around town centre regeneration, particularly significant in the context of the decline of large retailers on the high street.

Cllr Tett offered the opportunity for members of the board to declare interests in the agenda items, but no declarations of interest were made.

2 Speeding-up the build out of sites with planning permission

Cllr Martin Tett welcomed Oliver Letwin MP to set out the early findings of his review of the build out of large sites with planning permission
Oliver Letwin MP introduced the work highlighting the scale and scope of the review, and what was not being considered.

Oliver Letwin MP provided an overview of his analysis of the issues. (This analysis has now been published and can be found [here](#))

Members asked the following questions and made the following comments
The rate of delivery of the larger sites sees councils being penalised due to the

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actions of contractors taking too long.

Will more powers be devolved to local government allow greater control over the process?

Hitting projected numbers of new houses means councils will plan for larger sites, which can cause delays.

Social housing is being affected by a range of elements, what are developers doing to ensure more are being built?

Quality of housing needs to be improved as we look to build houses quicker.

The business model of developers does not always align with council local plans and resident needs..

Oliver Letwin MP responded with

Small sites can lead to quicker build outs, as opposed to larger sites which will have more barriers to delivery.

After the analytical report in June 2018 is published, solutions will be considered, including powers for local government.

Developers are concerned about maximising profits and more sites than they can handle would not engage them to build any faster.

There should be an increase in the amount of affordable housing being built on larger sites. Houses are sold at the rate the market has demand for them and social housing is built on the back of these houses being sold.

Changing the business model of site developments will not help as much as local government having more control over sites that are being developed

Housing sites need to consider residents rather than just numbers of units

Diversity of housing within large sites could lead to faster build out as separate housing markets apply at different price points

Decision

The members thanked Oliver Letwin MP for attending and sharing his findings on speeding-up the build out of sites with planning permission And requested that Oliver Letwin meet with the Board again in the early Autumn

Action

Oliver Letwin MP agreed to come back in the Autumn to discuss solutions to faster build-out rates.

3 Viability and developer contributions

Joseph Ward, Development Viability Team Leader from London Borough of Tower

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Hamlets reported on viability from the experience of London Borough of Tower Hamlets. Joseph highlighted the importance of transparency and making information accessible for the public; land value as an issue for viability that impacts on the provision of social housing. Joseph stated that London Borough of Tower Hamlets use a range of consultants to support its engagement with developers on viability. The approach by LBTH is opposed to the appointment of a favoured single consultant who undertakes all consultancy work on behalf of the Local Planning Authority. An advantage of the framework is that it better encourages consultancies to provide thorough advice and challenge viability submissions.

Joseph noted that LBTH has adopted a [Development Viability Supplementary Planning Document](#) (SPD) which standardises approaches to viability included within viability submissions. Of particular importance in this regard is the approach to treating land value. It also allows the Council to implement a position of transparency concerning viability submissions.

Joseph also noted that the SPD allows the Council to include viability review mechanisms in S106 agreements so the Council can secure additional affordable housing where sales values increase prior to the completion of the development.

Members made the following comments

How has London Borough of Tower Hamlets developed the right skill sets for planning to be able to deal with viability matters?

How does London Borough of Tower Hamlets resource viability appropriately?

Can councils ask developers to fund the councils engagement in viability negotiations.

Joseph responded

Viability is a unique skill set, and recruiting is harder when the private sector offers higher salaries than local government can.

Tower Hamlets use a combination of funding sources, Developers will fund some viability work, but councils need to apply independent scrutiny.

Decision

Members agreed the recommendations set out in paragraph 16 of the Viability and developer contributions report.

Action

Actions to be taken forward by officers as agreed.

4 Housing affordability

Nick Porter introduced the report on Housing affordability. The report explored the current affordability of housing, its impact, and the policy solutions. The report made a series of recommendations for the LGA to continue advancing the case for ensuring the provision of truly affordable housing

Members commented

Work on Housing affordability needs to be local, household income is different across the England and Wales. There can be extreme differences in household income both inside and outside of London. It is important to ensure that Government policy is not London-centric

London living rent does not mean affordable housing is accessible for everyone. Young people under 25 are significantly affected with fewer streams for access to affordable housing.

Councils as social landlords can drive up local standards. Members noted that in some places holiday accommodation is being used for emergency housing, with housing benefit being spent on poor and unsuitable placements.

The link between the housing crisis and the economy should be highlighted in future LGA housing policy.

Decision

Members agreed the recommendations set out in paragraph 16 of the Housing affordability report.

Actions

Officers to take forward actions as directed by the Board.

5 The Future of Town Centres

Kamal Panchal introduced the report on the future of town centres that highlighted the recent LGA work in this area and proposed further work to be led by this Board in support of councils' effort to revitalise their town centres.

Members made the following comments

Town centre heritage is important and highlighting cultural landmarks will bring residents to town centres.

Business rates are contentious and are not currently as flexible as needed.

High streets are seeing a reduction in retail, changing from the traditional high street trends. Out of town retail parks are also declining.

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Town centre retail decline is negatively affecting young people and their initial employment opportunities.

Town centre regeneration needs to reflect where new housing developments should be placed. Housing above shops should be also looked into again.

Children's activities can bring residents to the town centre, empty retail units can be used to create educational pop up/short term attractions.

Businesses being within a town centre can bring employees to shop on working days and local councils can bring their council officers to town centres to increase staff footfall to local businesses

Local council leadership needs to have an active involvement into what their high street looks like and what is needed for residents

Kamal highlighted the following areas of interest for the committee

Bradford City Council will be featuring in the Innovation Zone at the LGA annual conference this year, reporting on new and existing business growth and job opportunities in Bradford City Centre.

The Grimsey Review, a report into the decline of the High Street to be launched at the LGA conference (the report can be found [here](#)).

Housing, Communities and Local Government Committee inquiry into High streets and town centres in 2030

Decision

Members noted the report.

Action

Officers to progress as directed by the Board.

6 Waste and Recycling Update - impact of China's ban on imports of waste material

Sonika Sidhu introduced the Waste and Recycling Update, focusing on the impact of China's ban on imports of waste material. Sonika asked for councils to come forward to report financial implications of the China ban. Sonika also reported on the LGA's stance on plastics, mentioning strategies on how to move away from low quality plastic.

Members made the following comments

There will be a serious impact of costs to councils due to the ban.

Councils will be impacted based on what can be recycled around them.

Councils need to get better at sorting plastics and waste for curb side collection

There needs to be a long term strategy for plastics.

Nappies usage has doubled and is having an impact on collections. Other countries

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have started collections of hygienic pads and discussions of how to achieve this in the UK are underway
How councils could save money by turning plastics into fuel should be considered.

Sonika responded to members questions
We are waiting to see how National Government take the lead on plastics

Decision

For members to note the update provided

Action

Officers will continue to pursue the Board's agreed lobbying strategy.

A planned research exercise on the impact of a deposit return scheme on council collections will be widened to gather data on the impact of the China import ban.

7 Grenfell Update: Review of Building Regulations

Eamon Lally introduced a supplementary report providing an update on the final report of the Independent Review of Building Regulations and fire safety. Eamon reported on the context of the Hackett Report and the work the LGA has done since the report was published. Eamon highlighted that there will be a consultation on banning combustible cladding. Eamon reported that the government has provided £400M for cladding replacement work was billed as new money. (NB the Government has stated that this funding has been made available from the underspend in the Affordable Homes programme) . Eamon mentioned that the public enquiry had opened and that officers will update the Board on future developments

Members commented

The Hackett review report is a missed opportunity in a climate of greater sector and public interest in building safety

The private housing sector has a lot of buildings with cladding and the report needs to take this into scope so bills are not passed onto residents

Decision

Members note the review of the Hackett Report.



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Action

The comments will be fed into further LGA work on the Hackitt Review and building safety.

10 Notes of last meeting

Members **agreed** the minutes from the previous meeting as an accurate record of the discussion.

LGA location map

Local Government Association
 18 Smith Square
 London SW1P 3HZ

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

Public transport

18 Smith Square 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 18 Smith Square. Please telephone the LGA on 020 7664 3131.

Central London Congestion Charging Zone

18 Smith Square 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



