



West London Economic Prosperity Board

Tuesday 21 November 2017 at 10.30 am
Room 5, 1st Floor - London Councils, 59½ Southwark Street, London, SE1 0AL

Membership:

Members

Councillor Muhammed Butt, LB Brent (Chairman)
Councillor Richard Cornelius, LB Barnet
Councillor Julian Bell, LB Ealing
Councillor Stephen Cowan, LB Hammersmith and Fulham
Councillor Sachin Shah, LB Harrow
Councillor Stephen Curran, LB Hounslow

Substitute Members

Councillor Daniel Thomas, LB Barnet
Councillor Shama Tatler, LB Brent
Councillor Keith Ferry, LB Harow
Councillor Theo Dennison, LB Hounslow
Councillor Michael Cartwright, LB Hammersmith and Fulham
Vacancy – LB Ealing

For further information contact: James Kinsella, Governance Manager
Tel 0208 937 2063; Email: james.kinsella@brent.gov.uk

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The press and public are welcome to attend this meeting

Notes for Members - Declarations of Interest:

If a Member is aware they have a Disclosable Pecuniary Interest* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest** in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also a Prejudicial Interest (i.e. it affects a financial position or relates to determining of any approval, consent, licence, permission, or registration) then (unless an exception at 14(2) of the Members Code applies), after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

*Disclosable Pecuniary Interests:

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences** - Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

**Personal Interests:

The business relates to or affects:

- (a) Anybody of which you are a member or in a position of general control or management, and:
 - To which you are appointed by the council;
 - which exercises functions of a public nature;
 - which is directed is to charitable purposes;
 - whose principal purposes include the influence of public opinion or policy (including a political party or trade union).
- (b) The interests a of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting, to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the electoral ward affected by the decision, the well-being or financial position of:

- You yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who employs or has appointed any of these or in whom they have a beneficial interest in a class of securities exceeding the nominal value of £25,000, or any firm in which they are a partner, or any company of which they are a director
- any body of a type described in (a) above

Agenda

Introductions, if appropriate.

Item	Page
1 Minutes of the Previous Meeting	1 - 10
2 Apologies for Absence	
3 Declarations of Interest	
Members are invited to declare at this stage of the meeting, the nature and existence of any relevant disclosable pecuniary, personal or prejudicial interests in the items on this agenda.	
4 Public Participation	
To consider any requests received from members of the public to address the Board.	
5 Old Oak Common and Park Royal Development Corporation - Priorities and Joint Working	
To consider the opportunities for joint working and the alignment of future priorities.	
Liz Peace MBE, Chair of the Old Oak Common and Park Royal Development Corporation has been invited to attend the Board for this item.	
6 Devolved Work and Health Programme	11 - 14
This paper provides an update on progress with the Work and Health programme and the appointment of Shaw Trust as the provider selected to deliver the scheme.	
Shaw Trust have been invited to attend the Board meeting in order to update members on how they plan to deliver the programme.	
7 West London Orbital Rail	15 - 28
The report provides an update on work relating to the West London Orbital rail line. It sets out next steps, an indicative project plan and governance arrangements for taking the scheme to the next stage.	

8 West London One Public Estate (Phase 6) Funding Bid 29 - 34

This report outlines and seeks support for a West London bid for Phase 6 One Public Estate funding. A summary of the bid submission is contained in Appendix 1 of the report.

9 Economic Prosperity Board Forward Plan 35 - 40

The Board is asked to review and note the Forward Plan of items scheduled for future meetings.

Date of the next meeting: 10:30am on Thursday 22 February 2018

 Please remember to **SWITCH OFF** your mobile phone during the meeting.



MINUTES OF THE WEST LONDON ECONOMIC PROSPERITY BOARD Wednesday 20 September 2017 at 10.00 am

PRESENT: Councillors Butt (Chair, London Borough of Brent), Bell (London Borough of Ealing), Bell (London Borough of Ealing), Cornelius (London Borough of Barnet), Dunne (London Borough of Hounslow), Fennimore (London Borough of Hammersmith & Fulham) and Shah (London Borough of Harrow).

Also Present: Jules Pipe (Deputy Mayor Planning, Regeneration and Skills), Jennifer Peters (London Plan Manager – GLA), Souraya Ali (Senior Advisor to Deputy Mayor), Amar Dave (Strategic Director Regeneration & Environment, London Borough of Brent), Kim Dero (Chief Executive, London Borough of Hammersmith & Fulham), Mary Harpley (Chief Executive, London Borough of Hounslow), Paul Najsarek (Chief Executive, London Borough of Ealing), Cath Shaw (Deputy Chief Executive, London Borough of Barnet).

Dan Gascoyne, Luke Ward and Tim McCormick (West London Alliance).

1. **Minutes of the Previous Meeting**

It was **RESOLVED** that the minutes of the previous meeting on Thursday 22 June 2017 be approved as a correct record.

2. **Apologies for Absence**

Apologies for absence were received from Councillor Stephen Curran (London Borough of Hounslow) and Councillor Stephen Cowan (London Borough of Hammersmith & Fulham).

The Chair welcomed Councillor Sue Fennimore who was attending to represent London Borough of Hammersmith and Fulham and Councillor Katherine Dunne who was attending to represent the London Borough of Hounslow.

3. **Declarations of interests**

There were no declarations of interest from Members.

4. **Public Participation**

The Chair advised that he had received four requests to speak in relation to Agenda Item 7 (West London Orbital Rail), which he agreed to take prior to consideration of the item.

5. **GLA Priorities and the London Plan (presentation)**

Councillor Butt, as Chair, welcomed Jules Pipe (Deputy Mayor Planning, Regeneration & Skills) to the meeting who had been invited to provide an overview on the current review of the London Plan.

Jules Pipe thanked the Board for inviting him to the meeting and began by reminding Members of the purpose of the London Plan which was designed not only to bring together the Mayor of London's strategies relating to housing, transport, economic development and environment but also to provide an overarching spatial planning framework for each of the 33 London Boroughs Local Plans.

The draft London Plan would shortly be open to a 3 month formal consultation process, due to open on 29 November 17. This would then be followed by a formal Examination in Public to be undertaken in Autumn 2018, with the Inspectors report anticipated in Spring 2019 prior to the final Plan then being submitted for formal approval and adoption in Summer 2019.

The draft Plan had been designed to provide a strategic focus on the key challenges faced across London with policies aimed at driving positive change and growth. In response to feedback received, the Plan would contain more of a focus on planning issues and clarity around implementation than previous London Plans. The aim had also been to make the document more accessible in order to increase engagement in the process for developing the Plan.

In terms of an overall approach the Mayor was keen to encourage more economically and, socially inclusive and environmentally sustainable growth with some of the key themes and policies highlighted as follows:

- more positive view on the promotion of mixed use activity e.g. identification of industrial land and brownfield sites that could be better used for housing; examining options for housing and industrial activity to co-exist in certain locations with a focus on maintaining floor space capacity rather than the footprint of the original activity; relocation of industrial activity to more appropriate locations [(without seeking to disrupt the economy or erode the critical base of industrial land); support for safe tall buildings.
- support for town centre developments and seeking to encourage housing developments adjacent to transport links with the intensification of housing development on TfL and other public land.
- In terms of housing development the aim was to optimise density through a design led approach whilst also encouraging more smaller scale housing developments in appropriate locations. Whilst continuing to collaborate with neighbouring authorities across the South East the aim would be to deliver the growth and new homes that London needed within the boundaries of London. In addition the Plan would include the strategic target of 50% affordable housing with a commitment to review the current 35% threshold for viability with a view to increasing this in future.. At the same time there would be an aim to ensure that all new homes were of good design and quality which met the decent space standards.
- Continued development within Opportunity and Intensification Areas but with these grouped, where possible into growth corridors.
- In terms of the environment the focus on green growth would continue with a focus for example around clean air, maintaining access to green space and energy as well as promoting more sustainable and active travel including the

- “Healthy Streets” approach. The focus on protection of the Green Belt and other designated green spaces would also be maintained.
- Protection and development of London’s heritage and cultural infrastructure.
 - Maintaining the right conditions for business growth by supporting access to skills and employment opportunities and promoting creative enterprise and economic opportunities across London recognising that a good business environment would also rely on a clean and healthy urban environment.

Having outlined the consultation process, comments were then sought on the key areas outlined, with the following issues raised in the discussion that followed.

Members were supportive of the attempts being made to make the document more accessible and easier to engage with. Whilst recognising that the document would be more prescriptive members also felt there was a need to recognise and respect the differences between inner and outer London particularly, as an example, in relation to parking standards given the more limited access to public transport links. Members advised they would welcome further detail and clarification in the Plan relating to parking and infrastructure development requirements

Support was expressed for clarity around the requirements in relation to social infrastructure needed within developments, particularly in relation to health and educational provision with support for greater flexibility around proposals to encourage more mixed use of land that recognised the balance needing to be delivered in terms of associated community benefits. In terms of industrial land sites, whilst it was planned to strengthen the restrictions on the loss of industrial space Jules Pipe highlighted that the Mayor would be willing to work with boroughs on proposals for less productive sites or those not recognised as strategically important (for those identified as strategically important there would be less scope for supply release and capacity would need to be reserved).

A query was also raised in relation to the position on the potential use of Metropolitan Open Land (MoL) for alternative community benefit use. Whilst highlighting the Mayors commitment to protection of the Green Belt, Jules Pipe felt there may be scope in certain instances on previously developed MoL to consider alternative mixed uses, provided the principle of protecting MoL was achieved, for example through land swaps.

Members were supportive of the attempts being made to increase the target for the percentage of affordable housing included within any new build developments but were conscious, recognising the difficulties in achieving the existing target that this would need to be part of an ongoing process with developers and that took account of the existing grant funding mechanisms.

A need was also identified to recognise and manage concerns about the potential loss of further public assets given the focus of maximising the development potential of publicly owned land owned by TfL, NHS, Police etc

In terms of other key issues identified by the Board the Chair highlighted:

- The desire to work with the Mayor in looking to find ways of accommodating both housing and employment land on the same space given the large number of sites across West London where housing and employment land

were competing with each other. It was recognised this would need to be in way that not only protected work space but that also provided the density needed to meet housing targets requiring a more subtle approach to SIL focussed more on the quality and quantity of employment space rather than the overall footprint and allowing, for example a multi-storey approach towards developments.

- that the support of the Mayor would be valued in terms of progressing the on-going development with TfL of the West London Orbital Rail project given the potential to unlock significant housing development, regeneration and employment opportunities. In addition it was felt the project would also contribute towards a reduction in congestion, pollution and in reducing pressure elsewhere on the transport network in line with the principles of “good growth”.
- support for the Mayor to more proactively encourage and enable an intensification of over-station development on TfL land, particularly given the large number of sites across West London where this could unlock significant housing potential in relation to the Orbital Rail line.
- the need for more flexibility in relation to the current London Plan Density Matrix, which was seen as currently preventing boroughs from taking a more locally focussed place making approach.
- the need to establish and develop (working with sub regional skills and employment boards) a common, local understanding of the skills priorities for London in order to determine commissioning requirements designed to address local outcomes and ensure more effective use of funding beginning with a Joint Skills Strategy for London.

Jules Pipe advised he had noted the views expressed, which he felt had also highlighted the importance in developing a more Plan led approach towards the issues raised.

Councillor Butt, on behalf of the Board, thanked Jules Pipe for attending the meeting and the update provided and advised Members that the progress in developing the Draft Plan would continue to be monitored by the Board. This would involve the preparation of a West London submission designed to reflect all aspects of the sub regional growth agenda. Consideration of the submission had initially been scheduled for the Boards next meeting in November but this would need to be rescheduled to reflect that the Draft Plan was not due to be published for consultation until 29 Nov.

6. West London Skills and Productivity Strategy (draft)

Dan Gascoyne (Director, West London Alliance) introduced the report seeking views on the draft West London Skills Strategy and how the strategy could be developed to assist in influencing the London Skills Strategy.

The draft Strategy had been attached as Appendix 2 to the report and included a summary of the key issues and challenges facing the West London skills system. The Strategy also contained a series of priorities and themes under which a range

of activities had been proposed, which were focussed around the creation of a skills system that took a whole system approach; supported inclusion; worked in partnership with employers and businesses; and was focussed on getting the basics right.

Members noted that the Strategy document also contained a detailed analysis of the characteristics of the West London skills system.

In addition the Board was presented with a set of Joint Principles (Appendix 1 of the report) outlining how it was proposed to work with the Mayor of London, Greater London Authority and London's other sub regional partnerships in order to establish a coherent, locally relevant and deliverable skills strategy for London, which the Board was also invited to comment on.

Jules Pipe (Deputy Mayor Planning, Regeneration and Skills) noted the strong overlap between the key themes and priorities within the draft West London Strategy and those also being developed as part of the draft London Skills Strategy, particularly relating to a focus on the skills offer available.

The Board noted the work undertaken to date on development of both draft Strategies along with the timetable established by the GLA for activities related to development of the London Skills Strategy, which would continue to be closely linked to work with the sub-regional partnerships. The potential date identified for a West London sub regional consultation event had been 24 November 17.

It was **RESOLVED**:

- (1) to note the shared principles for joint working, as detailed within Appendix 1 of the report;
- (2) that the draft West London Skills Strategy document, as detailed in Appendix 2 of the report, be endorsed and used as the basis for seeking to influence the draft London Skills Strategy;
- (3) that the West London Skills and Employment Board be requested to commence more wider engagement with key stakeholders on development of the final strategy, linking in as necessary with the consultation being undertaken on the London wide Strategy through the GLA and with individual boroughs.

7. **West London Orbital Rail**

Prior to considering the report the Chair advised that he had received a number of requests from local councillors in Brent and also a member of the public to speak on this item. In accordance with the Rules of Procedure for the Board he had agreed to allow these representations and he welcomed the individuals to the meeting.

The following representations were noted by the Board:

1. Councillor Neil Nerva (Brent local councillor - Queens Park ward and member of Brent Public Transport Forum) thanked the Chair for allowing him to

address the Board and highlighted what he felt was the exciting stage the Orbital Rail proposal had now reached based on the commissioning of the feasibility study and consideration of the final draft by the Board. He took the opportunity to highlight the potentially significant benefits which it was felt the proposal could unlock in terms of not only employment but also housing growth across the sub region which local councillors and individual boroughs had been lobbying for over a number of years. Whilst recognising the challenges still needing to be addressed in relation to funding and delivery of this type of orbital transport infrastructure project he was keen to ensure that the progress achieved in getting to this stage was now maintained and the project moved forward as quickly as possible. Examples of areas that could be considered included the potential use of existing decommissioned rolling stock and development of a wider communication and engagement plan.

2. Councillor Lia Colacicco (Brent local councillor - Mapesbury ward) welcomed the feasibility study which had demonstrated the proposal to be technically feasible as well as representing strong value for money. She also highlighted the strong potential regeneration, environmental and social benefits the project would deliver in terms of providing improved options and capacity for orbital journeys that would not require cars and would also improve local transport connections with existing TfL services. A request was also made for the options being considered to include the provision of a station at Dudding Hill.
3. Councillor Shafique Choudhary (Brent local councillor - Barnhill ward) highlighted the strong passenger demand and technical case for the line that had been identified within the final draft feasibility study. In addition he also highlighted the importance and potential benefits of the project for resident from across the region and congratulated the officers and the Board for the attempts now being made to move the project forward.
4. John Cox (local resident) again welcomed the progress made on an project he advised he had been campaigning on for a number of year. Subject to the outcome achieved, he felt the scheme had the potential to be used by a range of operators given the potential access to new services on both Crossrail and High Speed Two. He was also keen to ensure that an effective communication and engagement strategy was developed in order to address any negative comments or objections as the scheme was developed.

The Chair thanked everyone for their contributions, which he advised the Board had welcomed and noted.

Luke Ward then introduced the report which provided an update on progress in developing proposals for delivery of a West London Orbital Railway. The report presented the outcome of a feasibility study in final draft commissioned by the Board in March 2017 which had found the line to be technically feasible with a strong value for money case with delivery undertaken over two phases. The Board noted that whilst there were still a significant number of challenges to be overcome in relation to scheme funding and the economics of delivery of an orbital transport infrastructure project, significant passenger demand had been identified along with the potential to unlock major regeneration and housing growth potential. The

proposals were also felt to be consistent with and closely aligned to the strategic priorities within Borough Plans and also the Mayor for London's Transport Strategy.

The Board noted the key areas of activity identified in order to move the project forward in terms of governance and project management. In addition, ongoing partnership working was required with TfL and the Mayor for London in order to develop a more detailed funding package for design, construction and operation of the line.

In terms of comments made, Members advised they were now keen to see progress moved forward as quickly as possible in developing the scheme, starting with a more detail identification of the options and optimal approach for securing the necessary funding for the line, with this work to be completed by November 2017. In addition the Board advised there were keen for further consideration to be given to the type of trains that might operate on the line, with a preference expressed for battery powered rather than diesel trains given concerns over air quality.

Members also noted that a tour of the line had been arranged for all members of the Board on 29 September 17 at 3pm.

On the basis of the strong support expressed for progressing the Orbital Rail study as a project it was **RESOLVED** that:

- (1) the Board welcome and note the feasibility study and agree to delegate its final sign off to the West London Growth Directors Board;
- (2) on the basis of the feasibility study, the Board agree to continue working with the GLA and TfL to maximise the potential for the line to be endorsed as a priority infrastructure scheme and for inclusion within the final Mayor's Transport Strategy;
- (3) a more detailed identification of the options and optimal approach for funding the construction of the line be undertaken for completion by November 2017;
- (4) in line with a request from the Deputy Mayor for Transport:
 - (a) the project become a standing item on all future Board agendas; and
 - (b) that each borough be requested to ensure that the West London Orbital/Dudding Hill line scheme was incorporated within individual borough Local Plans;

8. **Mayor's Transport Strategy**

Luke Ward introduced the report presenting a draft joint West London response to the Mayor's Transport Strategy (MTS) as requested by the Board at its meeting on 22 June 17. Members views were sought on the draft response prior to it being finalised for submission. The response had been drafted to include reference, as requested by the Deputy Mayor for Transport, to the West London Orbital Rail line.

The following comments were raised by members of the Board on the draft consultation response:

- Encouragement of Active Travel: It was recommended that the final response include reference to advice from the Chief Medical Officer on the need to encourage at least 30 minutes activity a day, which London Councils were also supporting as part of their submission on the MTS;
- Healthy Streets and Healthy People – London Wide Cycle Network: a need was highlighted to emphasise the more limited level of funding provided to develop the cycle infrastructure across North West London and the focus needed on the network in this sub region and across outer London as a whole with specific reference to the potential for improving access along the Thames Pathway within the sub region;
- Healthy Streets and Healthy People – Reduction in road danger and improving personal safety and security: support was expressed for the draft response not taking a view at this stage on use of motorcycles in bus lanes;
- Healthy Streets and Healthy People – Reducing Crime & Fear of Crime: support was expressed for the response including reference to bicycle theft and for the clear position taken on provision of good quality parking;
- Healthy Streets and Healthy People – Reduction in emissions: the Board felt the response should highlight the need for a more detailed timeline to be included around the introduction of a London wide ULEZ;
- Healthy Streets and Healthy People – protection of natural and built environment: the Board supported the need identified to highlight flooding as a key issue in relation to the impact of weather events;
- New Homes & Jobs – Good Growth: Board members were interested to note the reference to management of waste through a pipe network, as a means of reducing the need for waste vehicles in development areas;
- In addition Members felt there was a need to clarify reference within the MTS to London Buses as a cause of road deaths.

Subject to consideration of the above comments, it was **RESOLVED** that the West London Growth Directors should be authorised to finalise and submit the collective West London Alliance response on the MTS ahead of the deadline on 2 October 17.

9. **Work and Health Programme procurement**

Paul Najsarek (Chief Executive, London Borough of Ealing) introduced the report providing an update on the Work & Health Programme commissioned through the West London Alliance and being led by Ealing.

The Board noted:

1. the progress outlined on the procurement of the Devolved Work & Health Programme with three providers having been shortlisted. In line with the agreement of the Board, Ealing had been delegated authority to agree the final award of contract with the Board keen to invite the successful provider to attend their next meeting.
2. the progress in developing proposals to establish a Social Impact Bond (SIB) focussed on getting drug and alcohol addiction service users into work involving the provision of an Individual Placement Support (IPS) service, also

being led by the London Borough of Ealing. As part of the process an application had been submitted as part of the current bidding round for funding under the Life Chances Fund, on which partners were currently being consulted in order to secure the necessary match funding, should the bid be successful. In order to put in place the SIB and associated IPS service a series of procurement exercises would need to be conducted, which it was proposed be delegated to Ealing as lead borough.

As a result of the update, it was **RESOLVED** that

- (1) once appointed, the successful provider selected to deliver the devolved Work & Health Programme should be invited to attend a future meeting of the Board in order to outline their delivery model.
- (2) the establishment of a Social Impact Bond be agreed, subject to the successful securing of funding contributions focussed on Drug and Alcohol Service Users getting back into work.
- (3) authority be delegated to the Chief Executive at Ealing to lead the procurement of the Social Investment Partner and Delivery Partner for the IPS employment service for Drug and Alcohol Addiction Service Users, and once all funding contributions had been secured to make the award with the Board to be receive regular updates as the procurement process progressed.

10. **Economic Prosperity Board Forward Plan**

Luke Ward (West London Alliance) presented the Board with a Forward Plan of work which had been developed to assist Members in planning activity to be undertaken at future meetings.

The Board noted the Forward Plan and initial list of items identified for the next meeting in November. In terms of proposals for future items it was also suggested that Val Shawcross (Deputy Mayor for Transport) should be added to the list of external speakers for a future meeting.

Members noted that the next meeting was scheduled to take place at 10:30am on Tuesday 21 November 2017.

The meeting closed at 12:35pm

COUNCILLOR MUHAMMED BUTT
Chair

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West London Economic Prosperity Board	
21 November 2017	
Title	Devolved Work and Health Programme
Report of	Paul Najsarek, Chief Executive, LB Ealing
Wards	All
Status	For Information
Urgent	No
Enclosures	None
Officer Contact Details	Kim Archer, Health and Employment Programme Manager, E: ArcherK@ealing.gov.uk , M: 07767149952

Summary
<p>This report up-dates the Board on progress with the Work and Health Programme (WHP). The Procurement process is now complete. Shaw Trust have been appointed and will be presenting to Board on 21 November and providing the members with an opportunity to engage understand the programme and its immediate next steps. Shaw Trust will be contracted to provide a service for over 13,000 people for the 5 years of referrals to the programme. The Programme will start early in 2018.</p>

Recommendations
1. EPB note Shaw Trust's Presentation
2. Support the rollout of the service and its integration with wider employment services offered to people across West London

1. WHY THIS REPORT IS NEEDED

- 1.1 To update on the West London Alliance (WLA) Work and Health Programme, to provide context for the selected provider, Shaw Trust's, presentation to Economic Prosperity Board (EPB) on 21 November and to encourage senior support within the boroughs for an integrated/co-ordinated approach to providing services for participants where appropriate.

2. REASONS FOR RECOMMENDATIONS

2.1 In December 2016 EPB agreed that the specification for and contracting of the devolved sub-regional Work and Health programme would be delegated to the CEO of the London Borough of Ealing. Following a procurement process Shaw Trust were advised that they had been successful in the final tender for the £26m contract which will run for 5 years. Ealing's Cabinet agreed the recommendation. Call-in and Standstill expired on 1 November and the contract is expected to be signed in November. Shaw Trust is a charity that has been involved with providing employment support to sick, disabled and disadvantaged people for a number of years. They will be presenting the detail of the service they will provide on 21 November.

2.2 The programme is open to people who are long term unemployed, have a health condition or disability, or have specified barriers to finding work. EPB will recall that one of the major arguments for seeking devolution of the WHP was that the service could be better tailored to the needs of local people with multiple barriers if it was integrated/coordinated with local public services such as health, housing, children's service and social care. It is worth noting that the WLA WHP specification makes specific mention of early access for the following groups (over and above those specified in DWP National Contract):

- a person who is at risk of homelessness;
- a person affected by the Benefit Cap;
- members of families where a child is at risk of becoming Looked After;
- working age adults with disabilities known to Adult Services – i.e.: receiving a package of care; and
- working age adults with a mental health condition known to secondary care services.

2.3 In order for WLA Boroughs to benefit from this provision WLA will be setting up an Integration Board comprising key stakeholders. It will be important for relevant Local Authority staff to have awareness sessions on the WLA-WHP, know how to refer their clients into the Jobcentre Plus selection process and for Shaw Trust staff to develop integrated and co-ordinated plans for their shared clients. EPB is asked to support the integration of services with Shaw Trust where this is appropriate.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 N/A

4. POST DECISION IMPLEMENTATION

4.1 N/A

5. IMPLICATIONS OF DECISION

5.1 **Corporate Priorities and Performance**

5.1.1 The WLA-WHP will be programmed managed by the WLA.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 Procurement was carried out in accordance with London Borough of Ealing commercial arrangements and in line with OJEU requirements. It should be noted that the WLA Procurement has achieved a small reduction in unit costs compared to the DWP Home Counties procurement which has a value of more than 10 times the WLA contract.

5.3 Social Value

5.3.1 The contract provided good social value.

5.4 Legal and Constitutional References

5.4.1 N/A

5.5 Risk Management

5.5.1 The Programme will be managed by WLA. s151 Officers of each of the boroughs have signed letters agreeing to share the financial risks associated with the programme between the 7 boroughs.

5.6 Equalities and Diversity

5.6.1 Complies with diversity and equality legislation.

5.7 Consultation and Engagement

5.7.1 N/A

5.8 Insight

5.8.1 N/A

6. BACKGROUND PAPERS

None.

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West London Economic Prosperity Board

21 November 2017

Title	Orbital Rail in West London
Report of	Amar Dave, LB Brent
Wards	All
Status	Public
Urgent	No
Enclosures	APPENDIX 1: Summary of “GRIP” approach to delivering rail projects APPENDIX 2: West London Orbital rail key facts
Officer Contact Details	Luke Ward, Head of Growth, Employment and Skills, West London Alliance, wardlu@ealing.gov.uk

Summary

This report provides the Board with an update on work relating to the West London Orbital rail line. It sets out next steps, an indicative project plan and governance arrangements for taking the scheme to construction and delivery promptly, should it proceed to the next stage.

Recommendations

The Board is asked to:

- 1) **NOTE overall progress on the project and IDENTIFY any additional actions or activities not already included within sections 2 and 3.**
- 2) **IDENTIFY any stakeholders at national, London or local level who will need to be engaged with any future engagement activity associated with the project.**
- 3) **COMMENT on the project plan set out in section four of the report**

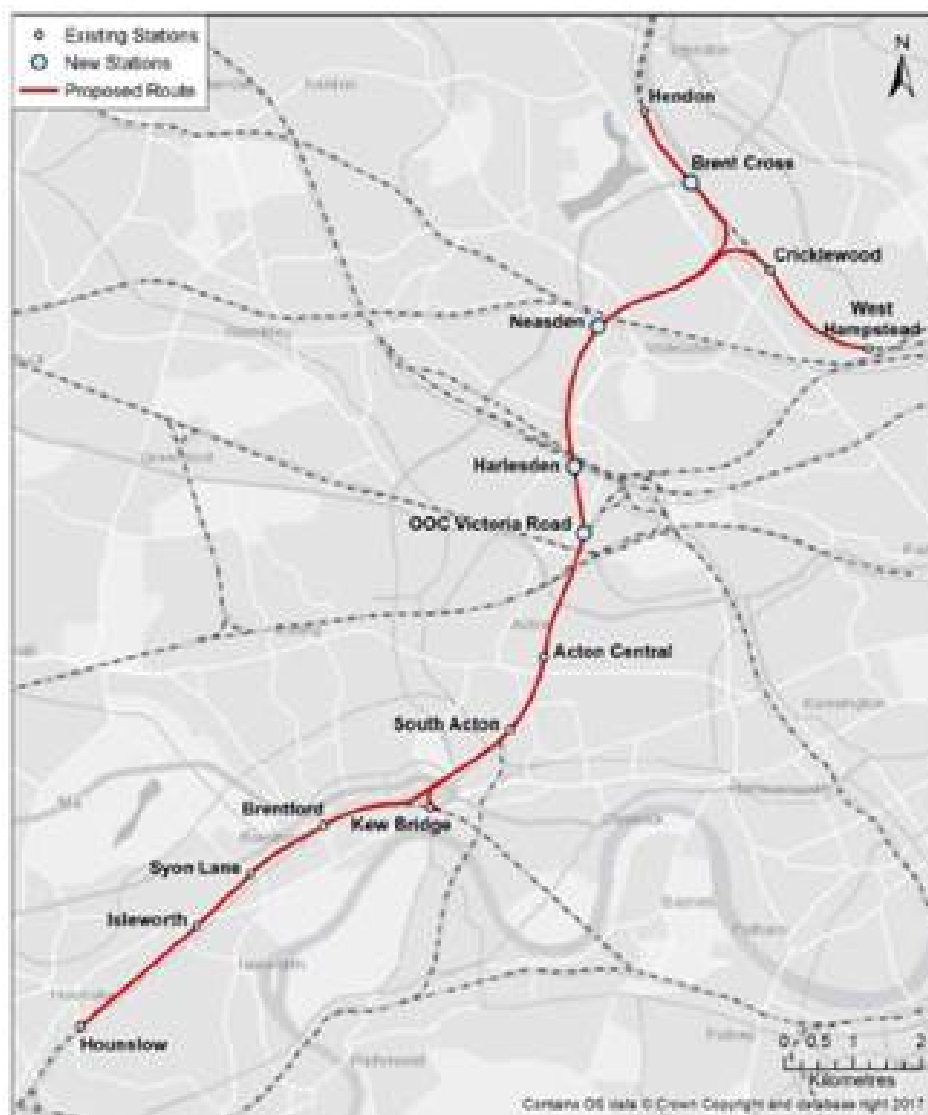
1. WHY THIS REPORT IS NEEDED

The West London Economic Prosperity Board (WLEPB) has previously identified the West London Orbital (WLO) rail line as a scheme of shared priority. It has agreed that progress and next steps relating to the project be a standing item on its agenda, as suggested by the Deputy Mayor for Transport during their meeting with her over summer 2017.

There is, at present, a range of activity being undertaken in relation to the scheme and this report provides the Board with an opportunity to comment on and shape this work ahead of the expected publication of the final Mayor's Transport Strategy (MTS) in early 2018.

The intention is that, subject to the MTS containing the required references to the WLO, the momentum this project has will allow the initiation of the delivery phase of the project relatively quickly. If the MTS does not explicitly support the WLO proposition then the current body of work completed to date would nonetheless allow West London boroughs to present a "shovel ready" infrastructure project to London and national decision makers if and when the time is right.

FIGURE 1: Route of the line



2. MAIN BODY

This remainder of this report is divided into a number of sections, covering:

- **Summary of work undertaken to date**

- **Immediate next steps between now and late 2017**
- **Activity required from early 2018 onwards (should the project continue)**
 - **Notional project plan for the delivery of the line**
 - **Risks, Issues, Challenges**
 - **Next steps**

2.1 Summary of work undertaken to date:

- The Board agreed the West London Orbital Scheme as a **shared priority** at its meeting on 22 March 2017.
- **Feasibility Study and outline business case** into the line completed and approved by the Board on 22 September 2017. The Study found the following:
 - The scheme is **technically feasible** with a strong strategic case and healthy passenger demand supporting 8 trains per hour in each direction.
 - The scheme represents **High value for money** according to the Department for Transport's definition, with a "Benefit-Cost Ratio" (BCR) of 2.2:1.
 - Scheme cost currently estimated to be in the region of £265m.
 - In line with the rest of the over ground network the scheme would likely require an operating subsidy based on income of c.£9m p.a. and operating costs of c. £15m p.a. Credible options for closing this subsidy gap have been identified and will be investigated through a separate funding study.
- Boroughs are incorporating the scheme into **Local Plans**.
- The Board has submitted a **joint response to the Mayor's Transport Strategy** that included referent to the West London Orbital. Furthermore, London Councils are actively supporting the scheme and this was reflected in the pan-London MTS response.
- On 29 September 17, Leaders were joined by the Deputy Mayor for Transport along with senior representatives from TfL, Network Rail and OPDC for a **tour of the line**, all of whom emphasised their support for the project. The Deputy Mayor suggested it might be a suitable candidate for a future [significant] round of Housing Infrastructure Funding and said she would be recommending that the scheme is clearly recognised as a priority in the final MTS
- Ongoing engagement with representatives from GLA, TfL, NR and civil society to embed the scheme into the strategic planning framework of London.

2.2 November 2017 to the Publication of the Mayor's Transport Strategy (expected in early 2018)

The key milestone expected in the coming months is the publication of the final Mayor's Transport Strategy (MTS). It is important to recognise that there are things that need to be done in the meantime, both in terms of developing a deeper understanding of the functioning and economics of the scheme, and also in terms of building a wider base of support across local and London government, the rail sector, Government, and of course local communities. These include:

- Commissioning and **delivering the funding study** commissioned by leaders (specification attached as Appendix one). Not necessary to be completed before publication of MTS.
- Further **development of the longer-term project plan** and delivery timeline after publication of the MTS, and the securing of adequate resources for this work going forward. This project plan needs to include 1) technical and planning staged and 2) Scheme construction.
- Establishment of **Shadow governance** arrangements, reporting to the EPB and consisting of LG, TfL, NR, GLA, DfT etc. The technical working group consisting of transport officers will also be maintained as this moves towards becoming a serious capital programme we will need to clarify governance and accountability arrangements that will be fit for purpose and retain a key role for local Leaders
- **Ongoing engagement** – meeting with senior members of DfT, developing relationships with NR and GLA planning and transport colleagues, offering solutions and constructive achievable approaches for dealing with some of the trickier technical aspects of the scheme such as Acton Wells and Bollo Lane. Embedding in to London planning system.
- There is currently a high level of innovation in train technology, including the development of **battery-powered trains**, which have been referenced a number of times by the Board and wider stakeholders as being of interest in relation to the WLO. Discussion is currently being undertaken with the industry to determine the feasibility of operating battery trains on the WLO. There may be an opportunity to test a battery powered train in West London during the first part of 2018.
- From March – May purdah will define the political context so there will be a need to ensure the project plan allows for the implications of this and we will seek support to ensure cross-party information sharing and engagement before then.

In the event that the MTS publication is put back (e.g. after the May borough elections), the above actions still hold, with a bit more time to establish the necessary emphasis on engagement, partnerships and governance. Maintaining impetus whilst managing expectations and avoiding any unhelpful financial or political exposure will define this phase.

2.3 Activity required from early 2018 onwards (should the project continue)

Work to date has focused on understanding the outline case for the West London Orbital with the objective, subject to there being reasonable grounds, of securing sufficient hooks within the MTS to allow the scheme to proceed to more detailed development and delivery. Assuming the MTS includes the backing for WLO that is anticipated, the following will be required in order to progress. It should be noted that delivery of the programme below will require significant resourcing, which will be sought from a variety of sources as appropriate:

- As part of delivery of the wider project plan it will be necessary to commission a series of **more detailed planning products** (the so-called “GRIP Stages”) that cover things like the detailed layout of specific sections of track, train timetables, station locations and finances. Ideally all studies would be commissioned out as a package of work to a single provider who would also act as a strategic partner for the project.
- Work with London and national government on a **funding package** for resourcing this work (estimated to be roughly £5m+, although the exact figure will need to be determined following more detailed scoping). In order to reduce bureaucracy and speed up the delivery of the line it is suggested at this stage that the Board agrees that next stage studies will be commissioned out as a package to a single organisation.
- Develop a more **comprehensive community and public engagement approach** to delivering the scheme to ensure the views and wishes of communities and businesses from all backgrounds are heard and able to influence the outcome of the project
- Full **embedding in to local, pan-London and national planning frameworks** so that the project can be taken forward within the context of wider strategy.

2.4 Other points the Board should be aware of

There are a significant number of rail projects happening in London that are likely to interact in some way with the WLO. E.g. High Speed 1, Crossrail, and the Chiltern Line extension. It will be important that as these progress they do so in a way that does not preclude WLO. This is a risk to the project (see section 4) and will need to be carefully managed through careful and ongoing engagement with key partners including DfT, Network Rail and TfL.

3. Outline programme

Three broad work streams have been identified as being required over the coming years to take the project forward. These can be undertaken simultaneously and are:

1. Technical planning studies
2. Funding package development
3. Community and civic engagement and consultation
4. Governance process/meetings & other milestone

Should the MTS contain reference to the project, discussions will commence with TfL and other relevant parties on securing sufficient resource to take this work forward.

NOTE: This programme plan will be continually updated and kept under review as the scheme progresses and additional information becomes available.

3.1 Work stream 1: Technical planning process and studies

This work stream sets out how the technical planning and construction work associated with developing the line will be taken forward.

Project	Description	Output	Timescale
Local Plan alignment	To embed scheme in planning authority local plans, including GLA and OPDC	Local Plans all contain a shared, aligned message relating to the line.	Currently underway
Bollo Lane technical study	To identify detailed technical solution for addressing Bollo Lane crossings	High level engineering solution identified that addresses level crossings at Bollo Lane	Early 2018
GRIP 2	Define the scope of the investment and identify constraints. Confirm that the outputs can be economically delivered and aligned with network strategy. Includes detailed time tabling and technical solutions e.g. to Acton Wells.	Detailed outline business case	January – September 2018
GRIP 3	Develops options for addressing constraints. Assesses and selects the most appropriate option that delivers the stakeholders' requirements together with confirmation that the outputs can be economically delivered.	Full business case	September 2018 – April 2019
KEY MILESTONE: Project Mandate	Formal agreement from key stakeholders to commence line construction (subject to GRIPs 2 and 3, and a suitable resourcing package being in place.	Project construction approved	Early-mid 2019
GRIP 4	Initiation of the development of the chosen single option. MAIN OUTPUT: Reference design for whole scheme.	Outline designs	Mid 2019
GRIP 5 – 8	Detailed design and delivery. Need to allow time for significant uncertainty e.g. possible JR, public enquiries, technical complications etc.	GRIP 5. detailed designs	October 2019 – project delivery (currently 2026, dependent on GRIPS 2 & 3)
		GRIP 6. Stations built, tested and commissioned	
		GRIP 7. Handing of stations to operators	
		GRIP 8: Orderly	

		project closure	
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3.2 Work stream 2: Funding package development

This work stream sets out how the line's construction and operation will be resourced in a sustainable, economically and socially acceptable way.

Project	Description	Timescale
Funding options study	Identify achievable and acceptable options for securing resourcing for both line construction and to address/minimise any potential operating subsidy that may be required.	Early 2018
Locally-available capital funding options	Identify quantum of available locally-raisable capital in further detail.	TBC - following publication of MTS.
Externally available capital funding options	Engagement with GLA, DfT and TfL on construction funding. Possibly including future "HIF2" funding.	TBC – following publication of MTS
Subsidy elimination model	Structure business model of new service to require zero-subsidy in medium term. E.g. via pricing structure or zone segments	TBC – following publication of MTS. Funding package will need to be in place by first part of 2019 however.

3.3 Work stream 3: Community engagement and consultation

This work stream describes how local residents, businesses, groups and elected representatives will be engaged and consulted with throughout the life of the project:

Project	Description	Timescale
Development of consultation and communications plan linked to project plan	To ensure a strategic and coordinated approach to community engagement and consultation that accounts for the views of all stakeholders	Plan in place by March 2018
Equalities Impact Assessment	A full audit of the qualities impacts of the scheme so any positive or negative impacts can be identified and addressed.	Currently anticipated to be completed in early 2019 once the operation of the line and differential impacts on different groups is fully understood.
Consultation grip including elected members, community groups, lobbying	A full database of interested parties to ensure through communication throughout the life of the project	Ongoing

organisations etc.		
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3.4 Work stream 4: Governance process/meetings & other milestones

This work stream sets out the various governance channels that will need to be involved in the development of the line, should the project progress:

West London Economic Prosperity Board: Top-level governance for West London local public services. Top-level governance for West London local public services

Technical Group: Comprising transport planning professionals from the relevant West London Boroughs, plus representatives from TfL, Network Rail, GLA and DfT as required. This group will provide commissioning expertise and capacity, and also undertake a quality assurance function of all project outputs prior to them being used to inform any planning or funding decisions.

Network Rail: It will be crucial that Network Rail are involved in the project and are supportive of its objectives. Engagement is currently underway to establish the most appropriate governance channels for Network Rail.

TfL Board: As the most likely final operator of the Line it will be important for the project to be embedded into the decision making and governance structures of TfL and London Government (GLA) more broadly. This will be done via the London Plan and MTS process.

Central Government: In particular DfT, DCLG and the Treasury will have a role enabling the delivery of the line as part of if greater emphasis on investing in infrastructure nationally, and on providing funding as part of the national Industrial Strategy.

4. Risks, Issues, Challenges

A full risk matrix will be developed in the first part of 2018. In summary however at this early stage in the project the key risks are:

- **Technical:** Acton Wells Junction and Bollo Lane level crossings: These represent the greatest technical challenges along the route.
- **Resources,** Subsidy and construction – with an expected operating subsidy of c.£5m p.a. based on the best available information and construction costs in the region of £265m resourcing this project presents a significant challenge and will require a coordinated strategic approach.
- **Dependencies with other schemes:** There are a large number of rail schemes at various stages of development that have potential implications for WLO. These include HS2 and Crossrail but also the Chiltern line, North London Line, and development at Brent-Cross on the Thameslink line. These all require coordination to ensure a strategic approach to rail and that none of these schemes preclude each other.
- **Pace and momentum** – It will be important to maintain progress going forward (if the scheme is included in the MTS).

5. IMMEDIATE NEXT STEPS

Should the WLEPB approve the recommendations set out within this paper then officers will progress the project along the lines set out within section 2.2 and 2.3.

Officers within West London boroughs will also begin the process of embedding the scheme into local planning frameworks, including Local Plans.

6. REASONS FOR RECOMMENDATIONS

Long term projections of the London population and economy show that transport infrastructure is likely to become an increasing constraint on growth. We also know that with a falling rate of car ownership in outer London that the role of high quality transport infrastructure that connects the places that people live and work is crucial. The recommendations set out in this report address these issues and will put West London in a good position to grow well into the future.

7. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

The feasibility study outline case commissioned by Leaders looked at all alternative options for making orbital journeys across West and North London. The West London Orbital proposal described here reflects the outcome of that analysis.

8. POST DECISION IMPLEMENTATION

TfL and the GLA will continue to be engaged with to secure the inclusion of the WLO in to the forthcoming Mayor's Transport Strategy and the London Plan.

The longer-term "road map" in section 3 of this report setting out how the WLO will be brought to reality by the 2020s will be refined and defined in further detail. This road map will be incorporated into the medium and longer-term planning activity of individual West London Boroughs and of the WLA.

9. IMPLICATIONS OF DECISION

9.1 Corporate Priorities and Performance

9.1.1 The West London Vision for Growth highlights improved orbital transport infrastructure as a priority for the sub-region.

9.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

9.2.1 It should be noted that delivery of the programme below will require significant resourcing should it progress covering programme management, ongoing technical feasibility work, and construction. This will be sought from a variety of sources as appropriate.

9.3 Social Value

9.3.1 The proposal set out here supports improved health and wellbeing outcomes for people and businesses in West London by enabling them to move around more quickly and cheaply and by improving the quality of the environment.

9.3.2 The line also responds positively to a number of recognised challenges for residents in West London. For example, it will reduce the level of pollution and particulate matter that travellers are exposed to compared to equivalent journeys by road. It will also improve journey times and reduce costs per mile compared with car travel, this will help to boost the disposable incomes of travellers and also give them more time per day not caught in traffic. The line will give people living in areas of higher deprivation and with lower income levels greater accessibility to at least 100,000 new jobs that are expected to be created in the existing regeneration schemes in Brent Cross, OPDC, Wembley, and the Hounslow Opportunity Area.

9.4 Legal and Constitutional References

9.4.1 This work falls within the following sections of the WLEPB's Functions and Procedure Rules:

- Representing the participating local authorities in discussions and negotiations with regional bodies, national bodies and central government on matters relating to economic prosperity for the benefit of the local government areas of the participating authorities.
- Representing the participating authorities in connection with the Greater London Authority, London Councils and the London Enterprise Panel, for the benefit of the local government areas of the participating authorities, in matters relating to the economic prosperity agenda
- Representing the participating local authorities in discussions and negotiations in relation to pan-London matters relating to economic prosperity.

9.5 Risk Management

9.5.1 The risk of not taking early action to improve joined up, high quality across West London is that growth across West London boroughs is lower than might otherwise have been the case, resulting in few jobs, a smaller tax base, and lower levels of investment than would otherwise be the case.

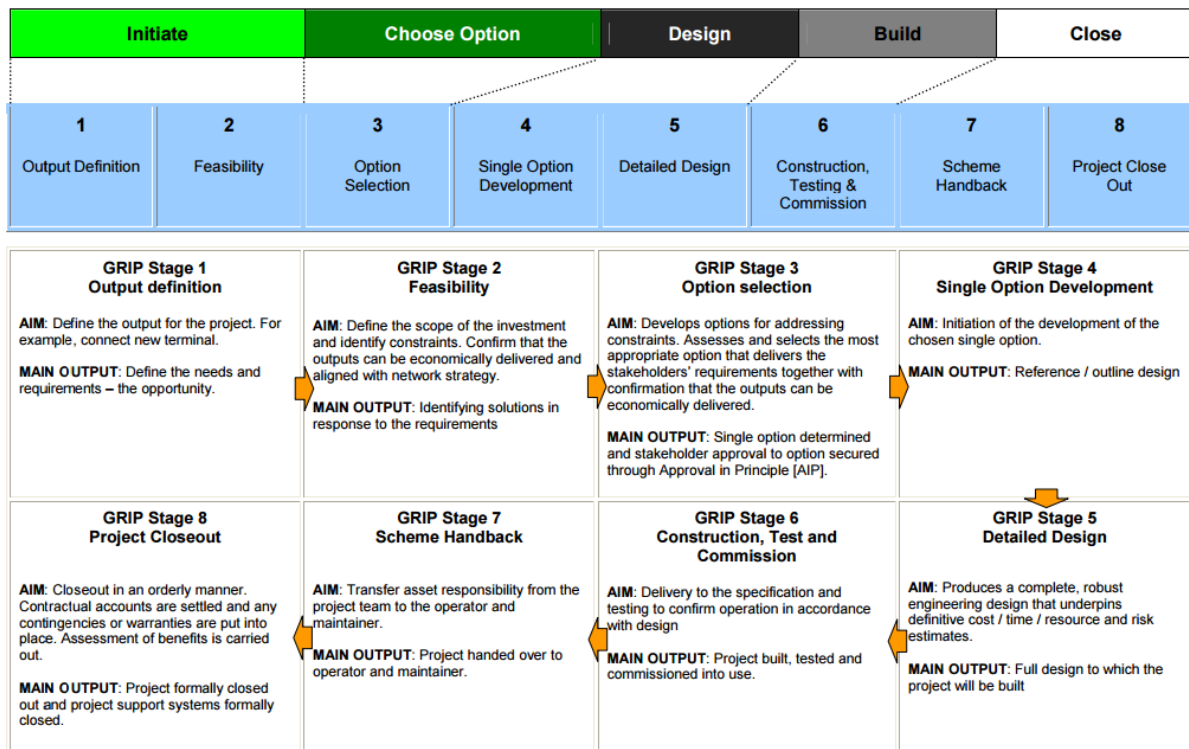
9.6 Equalities and Diversity

9.6.1 This work currently has no equality or diversity implications. If brought to fruition, however, the WLO line would connect many of the sub-region's most deprived communities with employment opportunities and growth areas across London, and allow them to access jobs and employment opportunities at a lower cost and more quickly than would often be possible by other forms of public transport or private car. A full Equalities Impact Assessment (EIA) will be undertaken should this work progress to the stage of development that would require this.

9.7 Consultation and Engagement

- 9.7.1 This work does not currently affect the public. All West London boroughs, plus the GLA, TfL and the Old Oak Command and Park Royal Development Corporation, as well as the business community have all been heavily involved in the development of the proposals to date. Should the work progress to being an actual project full community engagement and consultation plan will be developed alongside the EIA.

APPENDIX 1:
Guide to Rail Investment Process (GRIP)



APPENDIX 2: KEY FACTS ABOUT THE LINE (as of October 2017)

- The route is technically feasible and runs for around 11 miles starting at either Brent Cross or Cricklewood before merging with existing mainline services at Acton Central and running to Hounslow. The Barnet–Acton Central stretch of line is approximately 4 miles long.
- Possible sites for new stations and stabling identified at: Brent Cross/ Cricklewood, Neasden, Harlesden, and Old Oak Common Lane. Existing stations used from Acton Central-Hounslow
- Eight trains per hour in each direction
- High Value for Money scheme with a “Benefit-Cost Ratio” (BCR) to the wider economy and society of 2.2:1.
- TfL have modelled peak three-hour demand at 3,000 passengers anti-clockwise and 2,500 passengers clockwise in 2031. This suggests that the level of **passenger demand may be able to sustain a regular four-trains-per-hour service** along the line.
- Early passenger demand modelling suggests potential for this to be largely self-funding with c.£265m build cost (including risk).
- It would drastically improve orbital travel times around West London. For example **a journey from Barnet to Park Royal (enabling a change on to CrossRail or HS2 services) would take approximately 12.5 minutes**. A trip from **Acton to Cricklewood/Brent Cross would take approximately 16.5 minutes**. A journey along the whole line from Barnet to Hounslow would take approximately 39 minutes (times the same for reverse journeys).
- It would connect town centres and regeneration areas, including the **45,000 new homes and 86,000 new jobs** that will be created at Old Oak Common, Wembley and Brent Cross, putting a greater number of jobs and homes within easy reach of one another and supporting intensification in growth areas.
- It would **remove a significant number of cars from the road, reducing congestion and improving journey times**, particularly along the A406, as the population of the capital approaches 10 million over the next 20 years.
- It would **allow passengers in outer London to access new services on Crossrail and High Speed Two** via an interchange with the Dudding Hill Line at Park Royal.
- It would help to **reduce passenger demand for central London Stations** such as Kings Cross and Paddington for orbital journeys that currently require travellers to go into central London before then travelling back out to reach their destination.

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West London Economic Prosperity Board	
21 November 2017	
Title	West London One Public Estate (Phase 6) Funding Bid
Report of	Michael Lockwood
Wards	n/a
Status	Public
Urgent	no
Enclosures	Appendix 1: One Public Estate Phase 6 summary of Bid
Officer Contact Details	Rachel Ormerod, Housing Lead WLA

Summary
<p>The West London Alliance (WLA) is pleased to have been awarded initial One Public Estate (OPE) funding to support the submission of the attached bid for Phase 6 OPE funding (Summary at appendix 1). The Phase 6 bid builds on the existing OPE programmes in Brent and Barnet, with funding bids for 11 more sites across Ealing, Harrow, Hounslow and Hammersmith & Fulham. We are bidding for £1m of revenue funding from OPE, and nearly £6m capital funding from the DCLG's Land Release Fund.</p> <p>We believe an OPE programme for West London and the NW London area can unlock significant benefits that match OPE objectives to:</p> <ul style="list-style-type: none"> • Improve public services by providing new bases of multi agency service delivery, cross subsidised by housing. • Reduce the cost of service delivery through greater integration, and replacing older expensive to run buildings. • Release capital receipts by enabling the consolidation of services onto fewer sites releasing land and properties for disposal and unlocking value in sites by maximising their use. • Create space for new housing by improved use of sites as well as site disposal • Create jobs by increasing the land available for employment uses through improved site use and through creating construction opportunities. <p>WLA is already working with its partners to take a more integrated approach to use of public land and assets to achieve wider policy goals, in particular the goals of NW London Health and Care Plans.</p>

Recommendations

1. To note the contents of the West London bid for One Public Estate Funding for ten sites across four west London Boroughs

2. To support the funding bid

1. WHY THIS REPORT IS NEEDED

1.1 As per the recommendations above

2. REASONS FOR RECOMMENDATIONS

2.1 To support the West London funding bid

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

N/A

4. POST DECISION IMPLEMENTATION

4.1 Dependent on bid outcome

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

N/A (Brent not part of funding bid)

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

N/A

5.3 Social Value

N/A

5.4 Legal and Constitutional References

N/A

5.5 Risk Management

N/A

5.6 Equalities and Diversity

N/A

5.7 Consultation and Engagement

N/A

5.8 Insight

N/A

6. BACKGROUND PAPERS

None

Appendix 1:

ONE PUBLIC ESTATE – PHASE 6

West London Alliance Bid – November 2017

One Public Estate

OPE is an established national programme delivered in partnership by the Cabinet Office Government Property Unit (GPU) and the LGA. It provides practical and technical support and funding to councils to deliver ambitious property-focused programmes in collaboration with central government and other public sector partners.

The OPE programme is about efficient use of publicly owned assets. This could include catalysing major service transformation, unlocking land for new homes and commercial space, or creating new opportunities to save on running costs and generate income.

The One Public Estate programme aims to:

- create economic growth (new homes and jobs)
- deliver more integrated, customer-focused services
- generate efficiencies through capital receipts and reduced running costs.

Land Release Fund

The DCLG's Land release Fund seeks to make the best possible use of surplus public sector land in order to increase housing supply.

West London OPE & LRF Bid

The West London boroughs are committed to working with our public sector partners to meet the objectives of the One Public Estate programme. If successful this bid for Phase 6 of the programme, combined with the DCLG land Release fund will:

- Release 52 hectares of public land
- Deliver up to 4258 homes
- Create an estimated 9000 jobs
- Deliver over £18m in reduced running costs
- Deliver over £300m in capital receipts.

The West London Bid (Service and Assets Delivery Plan) sets out 11 schemes across four west London Boroughs : Harrow, Ealing, Hammersmith & Fulham, Hounslow. It is arranged around four major themes:

- Theme 1 – Bringing forward major and complex sites
- Theme 2 – Modern Public offices for Modern Public Services
- Theme 3 – Renewing the local Healthcare estate
- Theme 4 – Blue Light Strategy

The SADP seeks to build on work done in earlier phases in Barnet and Brent. The West London One Public Estate Board will be made up of the WLA boroughs plus NHS Property Services, TFL, the DWP, the borough Clinical Commissioning Groups, The Ministry of Defence, London Fire and Emergency Planning Authority, The Metropolitan Police, Network Rail, North West London Mental Health Trust, and others over time.

We will use One Public Estate funding in the following ways:

- Funding staff with the commercial skills to help public bodies develop a more commercial approach to the use of their assets and to better see how it aligns with improved service delivery
- Funding site appraisal and feasibility work to enable the full opportunities to be appreciated, particularly on complex sites.
- Specialised procurement support to assist in creating approaches to asset disposal and developing supplier frameworks that enable joint working rather than thwart it.
- Supporting the Property board to bring partners together at an appropriate level
- A West London OPE coordinator to develop and manage the relationship between partners and identify further opportunities for funding.
- Materially increasing the speed at which new housing supply comes on stream

Next steps:

- Funding announcement: 8th December 2017
- If the bid is successful we expect to initiate the first OPE Board in January 2018
- Completion of pre-selection criteria (mapping publicly owned assets): 31st March 2018

The table below summarises the West London bid.



**West London Economic
Prosperity Board - Forward
Work Plan**

June 2017 – May 2018

Contact: Thomas Cattermole, Email: Thomas.Cattermole@brent.gov.uk, Tel: 07918 360 030

Title of Report	Overview of decision	Report Of (<i>officer</i>)
22 June 2017		
External Speaker	TO CONSIDER a presentation from an external speaker in relation to business priorities in London	External Speaker (tbc)
Manifesto of the new Government	TO NOTE the manifesto of the new Government and to identify any areas of particular interest of concern to be incorporated into the sub-regional work programme and associated lobbying activity	Luke Ward, Head of Growth, WLA
WLA Growth, annual review and forward look	TO REVIEW progress to date and TO AGREE future priorities for the Board	Paul Najsarek (LB Ealing)
Employment and Health Programmes	TO CONSIDER the current position and next steps in the Work and Health Programme and other employment projects	Paul Najsarek (LB Hounslow)
Skills Commissioning	TO AGREE Terms of Reference for the West London Skills and Employment Board	Mary Harpley (LB Hounslow)
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
20 September 2017		
GLA Priorities and the London Plan	TO CONSIDER a presentation from an external speaker in relation to the Board's priorities for the London Plan and local planning	Jules Pipe, Deputy Mayor for Planning, Regeneration and Skills
West London Skills and Productivity Strategy (DRAFT)	TO AGREE the draft West London Skills and Productivity Strategy	May Harpley (LB Hounslow)
West London Orbital Rail	TO AGREE next steps taking forward the West London Orbital (Dudding Hill) rail line	TBC

Title of Report	Overview of decision	Report Of (<i>officer</i>)
Mayor's Transport Strategy	TO COMMENT ON collective response to and key asks of West London for inclusion in the key London Plan strategic documents.	Amar Dave (LB Brent)
Work and Health Programme procurement	TO CONSIDER an update on the Work and Health Programme Procurement (PRESS AND PUBLIC EXCLUDED)	Paul Najsarek (LB Ealing)
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
21 November 2017		
Old Oak Common and Park Royal Development Corporation	To engage with the Chair of OPDC and to identify areas to work together and align activity and priorities in the future.	Liz Peace MBE, Chair of OPDC
Work and Health programme – presentation from successful bidders	The Committee will consider a presentation from the successful bidders for the Work and Health programme procurement, which the committee previously commissioned	External speakers
Orbital Rail	Standing item to consider progress and next steps relating to orbital rail in West London. To include progress commissioning the rail funding study requested by the Committee previously.	Amar Dave, LB Brent
One Public Estate Final Bid	This item will ask the Committee to formally support the submission, which will have been submitted at that point, something the schemes organisers have said they would particularly value.	Michael Lockwood (LB Harrow)
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman

Title of Report	Overview of decision	Report Of (<i>officer</i>)
21 February 2018		
External Speaker	TBC – Deputy Mayor for Housing	James Murray, Deputy mayor for Housing
West London Skills, Employment and Productivity Strategy	TO NOTE on the final strategy that has been developed in alignment with the pan-London Skills and Employment Strategy.	Mary Harpley (LB Hounslow)
London Plan Consultation	TO APPROVE subject to comments the West London response to the draft London Plan consultation, following the Deputy Mayor for Planning’s discussion with the Committee on September 2017.	TBC
Inwards Investment in West London boroughs	TO COMMENT ON AND AGREE the draft West London Inward Investment Strategy that has been developed	Katharine Glass, Director, White Label creative
Orbital Rail	Standing item to consider progress and next steps relating to orbital rail in West London	Amar Dave (LB Brent)
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
Date TBC		
External Speaker	TBC - Deputy Mayor for Business	Rajesh Agrawal, Deputy Mayor for Business
Orbital Rail	Standing item to consider progress and next steps relating to orbital rail in West London	TBC
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
Date TBC		
External Speaker	TBC	External Speaker

Title of Report	Overview of decision	Report Of (<i>officer</i>)
Orbital Rail	Standing item to consider progress and next steps relating to orbital rail in West London	TBC
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman

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