

LONDON BOROUGH OF EALING



The West London Economic Prosperity Board

Venue: Westminster University Boardroom, 309 Regents Street, London, W1B 2HW

Date and Time: Wednesday, 19 September 2018 at 10:00

Membership

Councillor Cornelius (Barnet), Councillor Butt (Brent), Councillor Bell - Chair (Ealing) Councillor Henson (Harrow), Councillor Curran (Hounslow and Councillor Cowan (Hammersmith & Fulham)

AGENDA

Open to the Public and Press

- | | | |
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| 1 | WLEPB - Minutes 21 June 2018 | 3 - 8 |
| 2 | Strategic Investment Pool update | 9 - 22 |
| 3 | London Chamber of Commerce cover report | 23 - 26 |

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| 4 | GLA Chief Digital Officer discussion | 27 - 30 |
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| 7 | External speakers | 53 - 56 |
| 8 | EPB Work Programme September 2018 | 57 - 62 |

West London Economic Prosperity Board

Thursday 21 June 2018 at 10am

Minutes

PRESENT:

Councillors: Bell (Chair, London Borough of Ealing), Sharma (London Borough of Brent), Henson (London Borough of Harrow), Rajawat (London Borough of Hounslow), Fennimore (London Borough of Hammersmith and Fulham)

ALSO PRESENT: John Hooton (Chief Executive Barnet), Amar Dave (Strategic Director Regeneration and Environment – Brent), Tony Clements (Executive Director Regeneration and Housing -Ealing), Paul Najsarek (Chief Executive – Ealing), Keith Fraser and Linda Zimmerman (Democratic Services – Ealing), David McNulty (Hammersmith and Fulham), Tom Whiting (Interim Chief Executive – Harrow), Paul Walker (Corporate Director Community – Harrow), Mary Harpley (Chief Executive – Hounslow), Bernadette Marjoram, Tim McCormick, Rachel Ormerod and Luke Ward (West London Alliance)

Presentations by Chris Porter (TfL), Katharine Glass and Bonnie Stephensmith (White Label) and Professor Tony Travers

John Cox, a member of the public addressed the Board in relation to agenda item 6 – WLO Update.

Also in attendance – Andrew Dakers – West London Business.

1. Apologies for Absence and Welcome

Apologies for absence were received from Councillor Cornelius (Barnet), Councillor Butt (Brent) and Councillor Cowan (Hammersmith and Fulham).

Councillor Bell opened the meeting and thanked Councillor Butt for chairing this meeting during the last municipal year and also Councillor Shah for her previous contributions. Councillor Bell welcomed Councillor Henson as the new Leader of Harrow Council, and Bernadette Marjoram as the new Interim Director of West London Alliance.

2. Urgent Matters

There were none.

3. Declarations of Interest

There were none.

4. Minutes

Resolved:

That the minutes of the meeting of the West London Economic Prosperity Board held on 21 February 2018 be agreed and signed as a true and correct record.

5. West London Orbital (WLO) Update and Next Steps

Mr Cox, member of the public, addressed the Board regarding the WLO. He was concerned that longer platforms at Brent Cross had not been considered and this led to concern about sustainability insofar as the platforms should be capable of taking other trains and therefore needed to be longer. There was a potential for train lines connecting in the future for example from Heathrow. Mr Cox also felt that any decision to terminate

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trains at Isleworth would be wrong and that if trains continued on to Twickenham this would allow more radial trains through from Feltham and Teddington etc. Mr Cox felt that the plan was short termism.

The Chair thanked Mr Cox for his helpful contribution.

John Hooton (Barnet Council) informed the meeting that there were a number of technical constraints surrounding the stations at Cricklewood and Brent Cross. John Hooton agreed to provide an update report to the next meeting of the Board.

Chris Porter (TfL) gave a presentation on the WLO railway scheme. There was an indication that the area served by stations would run between Hounslow and Cricklewood/Brent Cross. TfL was aware of the need for more homes and more jobs and it was envisaged that the WLO would link into the Elizabeth, Jubilee and District Lines. There was a wide-ranging consensus of support from the public and politicians.

Regarding delivery, the Governance and Railway Investment Projects (GRIP) was at stage 1 with three emerging strands: rail, regeneration, and funding (estimated to be between £200m to £300m) – funding opportunities were being sought. The West London Economic Prosperity Board, TfL, West London Alliance and Network Rail were all working closely together to deliver the scheme.

The Presentation set out the key risks, what councils are doing now and what needed to be done. Members could contact Chris Porter if they had further questions.

Members noted the risk outlined in the report about competing rail initiatives and asked what the level of this risk was. Mr Porter explained that there were competing challenges for money and TfL were prioritising to make sure this scheme would be the best value for London with the benefit of it running on an existing rail corridor. This case would be set out and articulated to City Hall. It was noted that other items on this agenda such as business rates, reflected some of the complementary measures being put in place to support this scheme.

Members requested that Heidi Alexander, Deputy Mayor for Transport, be invited to the next meeting of the Board as a guest speaker.

Members asked about the fares structure and whether this would be a challenge. Chris Porter explained that the approach would be to base the fare structure on the London over-ground model and also consider the fairness to passengers. The cost and recovery implications would be considered nearer the time. There would be an argument for making the fares cheaper as the WLO would affect journeys across all of London by reducing the numbers on some other lines.

Interconnectivity was discussed and Chris Porter suggested that additional interchanges would encourage more people to use these lines. This would be looked at further into the project. He did not see any case for reducing other services as the WLO would help relieve pressure on several other lines and that the WLO would complement existing services.

Members asked whether the Department for Transport and the Government were receptive of this scheme and Chris Porter confirmed that the DfT were supportive and he had spoken to other government departments. Luke Ward (West London Alliance) added that it was important for Network Rail to be involved and noted that they had been involved

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since the beginning, at the scoping stage. There was potential to access ministers through this Board and to gain an understanding of when decisions would be made.

Resolved

That the Board:

- i) notes that the work of the Committee to establish the West London Orbital line as a priority for London has, to date, been successful, with the scheme embedded within the final Mayor's Transport Strategy.
- ii) notes the timeline and approach set out in sections 2 and 3 of this report
- iii) notes that John Hooton (Barnet Council) would provide an update on the stations at Brent Cross/ Cricklewood at the next meeting.
- iv) agrees to invite Heidi Alexander, Deputy Mayor for Transport, to a future meeting of the WLEPB.

6. Presentation by Professor Tony Travers

Professor Tony Travers from the London School of Economics, was welcomed to the meeting and gave an interesting and informative presentation on the West London and London Economy.

Officers asked about the link between public services in London and investment. Professor Travers noted the Fair Funding review but also stated that as grants had reduced, money might be taken from one authority to another, if there was any left for redistribution. If the fair funding formula worked then some boroughs would expect to receive less funding than previously.

Investing in economic growth in London would depend on the strength of the case put forward. Professor Travers felt that there were limitless opportunities in London for growth. He recommended keeping the fair funding argument separate from investment.

Officers noted that Manchester had indicated that they would invest in Health and Social Care. Professor Travers felt that this was an elegant argument and Manchester were correct to raise it; there was slightly more health devolution in Manchester. However, Professor Travers thought that arguing to the Treasury or Transport Department that investing in social benefits was less powerful than the economic arguments.

The impact of significant on-line retail and robotics was raised. Professor Travers agreed that these do lead to change but not to the end of employment, but to a different type of employment. There would be fewer shops but still a need for retail offers such as coffee shops and leisure spending; new jobs emerge but it was hard to know what these would be. The challenge for public policy was the failure to train people, whose jobs disappear, to fit into new roles.

Members asked whether the structures in West London were suitable to support a sub-regional identity, as has been done in East London over the last 20 years, and the benefits associated with that. Professor Travers felt that London was good at the networking effect and that there could be a sub identity of West London; outer West London boroughs had the opportunity to build on their identity through maps and ease of travel etc.

Members asked how councils could invest in the skills and productivity of people who had lost their jobs and how an investment pool could be used. Professor Travers felt that London was very good at generating new businesses. The challenge was for London Boroughs to provide an easier business environment.

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Over the years, Councils have faced significant challenges with low paid workers and higher housing costs. Members asked whether there had been any work projecting people moving out of London and the impact of this. Professor Travers noted the reduction in central government funding of councils and the reduction in council's spending power. Councils had made use of funding such as new home bonus and section 106 monies. Tower Hamlets, in particular, had developed these. The perception was that London is rich and this was a powerful image although in fact the median income in London, once travel and high housing costs are taken into account was below that of most of the UK. London also had the largest concentration of children and older people living in poverty and this needed to be conveyed to Whitehall through lobbying.

The chair thanked Professor Tony Travers for his enlightening and helpful presentation.

7. Local Government Finance Devolution

Resolved

That the Board:

- i) notes the issues raised by Professor Travers in minute 6 above in relation to financial devolution and economic growth, and:
- ii) notes the specific area of "training residents to work in new and automated industries" arising from the discussion that they would like to be given further consideration for future work.

8. Fiscal Devolution – Strategic Investment Pool Briefing

Paul Najsarek (Chief Executive, Ealing Council) introduced this report mentioning that colleagues had seen this bid before and there would be further dialogue going forward.

Members agreed the recommendations in the report.

Resolved

That the Board:

- i) notes the joint bids submitted by West London Boroughs to the SIP bidding process that is being coordinated by London Councils, and the timeline between now and expected award in bids in October 2018.
- ii) agrees to delegate to the WLA Leaders Board the development of a joint response to the consultation on SIP allocations that is expected to be run by London Councils between 31 July and 14 September 2018 (see table on page 2 of the report), to ensure that all West London boroughs have maximum chance of securing SIP funding.

9. Inward Investment and Small Business Trade

Katharine Glass and Bonnie Stephenson (White Label Creative) gave a presentation on Capital West. They had been working hard to establish the identity of Capital West London and how to use this to create identity and meaningful growth across the region.

The vision statement of Capital West is "Connect – Invest- Trade" Connect - this was a unique programme across 7 boroughs, cross party, cross borough, joining together; Invest - attracting investment and retaining businesses; Trade – considering economic growth and how this can be achieved.

Resolved

That the Board:

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- i) notes the presentation by the Director of White Label Creative, and requests further information on the monitoring of outputs and the tracking of contacts with boroughs through the system.
- ii) notes that members are invited to the Growth Summit on 30 October 2018 at the Drum in Wembley
- iii) requests that a report on progress be considered at the next meeting and 6 monthly there-after.
- iv) thanks Katharine Glass and Bonnie Stephenson for their informative presentation.

10. Housing Need Targets and The London Plan

Rachel Ormerod, West London Alliance, introduced this report and informed the Board that the proposed housing target from the Mayor had more than doubled and this was an area of concern. More housing was needed to address the overall London housing need. The latest population figures indicated that the population continued to rise but not as quickly as previously considered. The Government was due to issue new figures on households in September 2018 and this would inform the number of new units required and would feed into the Greater London Authority (GLA).

The Board noted that the GLA considered all single persons in shared accommodation as needing one bedroom flats but felt that this was not wholly accurate and the experience showed that there was more need for 2 or more bedroomed flats. Members agreed that one bedroomed units might be appropriate for preventing rough sleeping but families wait a long time for suitable properties which are genuinely affordable. Members felt that many people choose to live in shared accommodation and asked what the GLA's response was to this. The Board was informed that the GLA suggested that there were many people in shared accommodation who wanted their own accommodation and suggested that allocations policies be changed. However, there was an acute need for 2 and 3 bedroomed properties. The Board asked West London Local Authorities to engage with the GLA and respond tactfully.

Resolved:

That the Board:

- i) notes the analysis suggesting GLA assessed need is too high.
- ii) requests that officers engage tactfully and constructively with the GLA to ensure that the final targets set are more in line with the projected household type trends, and that any new figures released by the Office for National Statistics (ONS) are taken into account.

11. Economic Prosperity Board Work Programme 2018

Resolved:

That the Board:

- i) notes the West London Economic Prosperity Board (WLEPB) work programme
- ii) requests that the following be added to the work programme:
 - a) Employment and Skills Task Force
 - b) Heathrow airport matters

12. Date of Next Meeting

Resolved:

That the next meeting of the West London Economic Prosperity Board will be held on 19 September 2018 at 10am in Westminster University Boardroom, 309 Regent Street, London W1B 2HW

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Councillor Julian Bell, Chair (London Borough of Ealing)

Date

The meeting concluded at 12.10pm.

The minutes should be read in conjunction with the agenda for the meeting. They are subject to approval and signature at the next meeting of this Committee.

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|  | West London Economic Prosperity Board 2 19 September 2018 |
| Title | Strategic Investment Pool (SIP) |
| Report of | Paul Najsarek, Chief Executive Officer, LB Ealing |
| Status | Public |
| Urgent | No |
| Enclosures | APPENDIX A: Previous report to the WLEBP on 21 June 2018 |
| Officer Contact Details | Luke Ward, Head of Growth, Employment and Skills, West London Alliance, wardlu@ealing.gov.uk |

Summary

Between April and late May 2018, groups of boroughs were invited by the City of London Corporation and London Councils to submit growth-supporting bids to the pan-London “Strategic Investment Pool” (SIP) of devolved business rates monies. The SIP is worth approximately £46m to London local government this bidding round.

This report describes the current position for West London boroughs with respect to the three bids that were submitted by the deadline on 31 May 2018, noting that the Corporation of London are recommending that West London boroughs be awarded £11.13m in total. The report also sets out the next steps and longer timeline for the London SIP process.

Recommendations

Leaders are asked to:

1. **NOTE** that the City of London Corporation is recommending that West London boroughs be awarded £11.13m from the Strategic Investment Pool (SIP), for investment in digital infrastructure and investment in skills.
2. **NOTE** that the SIP process reflects a flow of genuinely new resource to West London boroughs to invest in growth-promoting measures in a joined-up way.
3. **NOTE** that there is an opportunity to make this one-year pilot programme into a more regular flow of resource, if boroughs can demonstrate that they are able to invest this new resource more effectively than central government is able to.

4. **NOTE** that officers are currently developing detailed delivery plans for the recommended bids, and that decisions relating to these will return to the WLEPB on a case-by-case basis.
5. **NOTE** that there may be a further opportunity to bid for further SIP monies towards the end of this financial year, once the annual business rates outturn has been settled, and that London Councils will advise on this in due course.

1. MAIN BODY

- 1.1 In the Spring Budget 2017 the Government indicated its support for the pooling of business rates in London. It confirmed in the November 2017 Budget that it had accepted the proposal for a 100% business rates retention pilot for the 2018-19 financial year which had been submitted by London Councils and the Mayor of London, covering the GLA and all 33 London billing authorities.
- 1.2 In April 2018 London Councils wrote to all leaders in London setting out how this Strategic Investment Pool (SIP) process would work in practice, including a number of principles for allocating resources via a competitive bidding round. The approach set out by London Councils noted that in order for SIP allocations to be awarded, a clear majority of councils across London would need to support the recommended bids in their totality, even for those outside of their area.
- 1.3 If all the local authorities in one sub-regional area disagreed with an allocation to another sub-region then they will be able to exercise a veto, so it is therefore important to engage meaningfully at pan-London level to build a broad level of agreement about how SIP operates across the whole of London.
- 1.4 An important strategic point to note is that this funding round is currently a one-year pilot. The likelihood of it becoming an annual flow will increase if boroughs are able to collectively demonstrate that they can make decisions together that are focused on delivering growth more effectively than Government can achieve working at a national level.
- 1.5 The GLA is also having c.£112m being devolved to it as part of the devolution of business rates to London. This devolution is outside of the scope of this SIP round, however there may be opportunities to work with the GLA to align its use with WLA borough priorities in the year ahead (note recommendation five).

2. TIMELINE

- 2.1 The following broad timeline has applied to the SIP allocation Process:
 - 1) **November 2017:** Government announces 100% Pilot for 18/19
 - 2) **April 2018:** Competitive bidding process launched by London Councils and the City of London Corporation

- 3) **May 2018 (post-election):** Bids submitted and evaluated
- 4) **July 2018:** Consultation “Green” Paper produced by the Lead Authority setting out recommended priorities from the evaluated bids
- 5) **14 September 2018:** Consultation deadline
- 6) **9 October 2018:** London Councils Leaders Committee, where a decision on the recommended package of SIP projects will be made
- 7) **Autumn 2018:** SIB allocated to successful bidders, via LB Ealing as the lead borough

2.2 Furthermore, London Councils have noted that there may be a second, smaller-scale bidding round following this, depending on the take-up from the first, should there be any residual SIP resource left over from the first round. This is to be confirmed.

3. WEST LONDON BIDS

- 3.1 Working through West London Growth Directors Board in coordination with S151 officers, a long-list of potential areas for joint bids was developed during the first part of 2018. This was prioritised through the spring, and resulted in three developed bids being developed jointly and together by all seven WLA boroughs. These bids were submitted to London Councils ahead of the deadline for proposals on 31 May 2018, and are concisely summarised in figure one below.
- 3.2 More broadly, it should be noted that no bid in London covered more than seven boroughs, and breadth of geographical impact was a key criterion for allocation as set out by the City of London.

Figure One: West London joint bids to the Strategic Investment Pool

| Bid title | Description of bid | Amount bid for from SIP |
|--|--|---|
| 1. Broadband network “spine” roll out to not-spots investment | Extension of broadband trunk network to “not-spots”, making use of the public buildings (including libraries, schools, offices and hospitals) to enable private providers to invest in those areas for the first time. Supported by TfL, GLA and OPDC. Income generation opportunity for boroughs, who will own the broadband cable installed within their boundaries. | £7.7m, leveraging c.£150m TfL digital procurement |

| | | |
|---|--|---|
| 2. Skills and employment up-scaling | Up scaling of employment pilots that have had a strong positive evaluation and high return on investment. Supported by a range of partners and organisations through the West London Skills and Employment Board | £3.4m for a range of projects and pilots |
| 3. West London Orbital Complementary and enabling measures | Place-making, land safeguarding, master planning and community integration associated with WLO scheme. Supported by TfL and OPDC. | £9m, boroughs identify CIL match through individual decision making process and reflecting local priorities |

4. ANALYSIS

4.1 On 31 July London Councils launched its consultation report. It noted that 22 bids were received from across London, with a total value of £123m bid for against a total available SIP resource of £46.83m. Of the three bids submitted by West London Alliance Boroughs, **London Councils is recommending that 1 and 2 are fully funded, totalling £11.13m in total:**

- Digital investment - £7.7m
- Boosting Skills & Productivity - £3.4m

4.2 **West London Orbital (WLO):** The WLO bid was not supported by the reviewers, although there were we understand differing views on this at the London level. The formal reason given is that scheme is unfunded. We note that this bid appears to have been bigger in terms of investment potential (20,000 homes, c.£200m of CIL) than all other SIP bids in London put together. Also note that if that bid had also been successful it would have meant that nearly half of all SIP monies for London would have gone to West London boroughs.

4.3 Separately from the SIP bids, growth directors, through the WLA growth programme have recently specified and commissioned with TfL a full funding study into the scheme, which will set out the range of options for resourcing line construction and operation. This study is expected to be completed by late 2018, at which point, subject to future SIP rounds taking place (see below) and the continued viability of the scheme, a revised bid will be able to be submitted if boroughs still wish to do so.

- 4.4 Other WLO work is progressing, as it was not at this stage dependent on securing SIP funding.

5. NEXT STEPS

- 5.1 The key moment in the SIP process will be the London Councils Leaders Committee scheduled on 9 October 2018 where a decision will be taken to accept or not the recommendations of the

6. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 6.1 This bidding process reflects an injection of new money into local government in London, enabling investment in growth that would otherwise be either unfunded or more difficult to fund.

7. POST DECISION IMPLEMENTATION

- 7.1 Following discussion by the Committee and subject to any final decision by London Councils Leaders Committee, work will be undertaken to receive the SIP monies recommended, and to develop an appropriate programme plan and governance mechanism to ensure sound governance and delivery of the recommended bids.

8. IMPLICATIONS OF DECISION

8.1 Corporate Priorities and Performance

- 8.1.1 This report relates directly to the delivery of the West London Vision for Growth, which has been agreed by the members of the West London Alliance. Specifically, it focuses on delivering the emphasis in the Vision for Growth on making the most of local government finance devolution for local communities, businesses, and councils.

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

- 8.2.1 The SIP bids are for external resources that will be used to deliver borough shared growth and regeneration priorities. Individual boroughs will at all times decide how they would like to approach any match funding locally, and according to their internal and democratic processes.

8.3 Legal and Constitutional References

- 8.3.1 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.

8.3.2 The Joint Committee's role and purpose on behalf of the Participating Boroughs relates to ensuring appropriate, effective and formal governance is in place for the purposes of delivering the West London Vision for Growth and advancing Participating Boroughs' aspirations for greater economic prosperity in West London, including promoting "the Economic Prosperity Agenda", in partnership with employers, representatives from regional and central government, and education and skills providers.

8.3.3 The purpose of the Joint Committee will be collaboration and mutual cooperation and the fact that some functions will be discharged jointly by way of the Joint Committee does not prohibit any of the Participating Boroughs from promoting economic wellbeing in their own areas independently from the Joint Committee. The Joint Committee is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Joint Committee must be made by all of the Participating Boroughs.

8.4 Risk Management

8.4.1 The purpose of the SIP is to demonstrate that local government can make sensible investments in long term economic growth better than if that resource was managed by a different tier of government (e.g. central government). By demonstrating this through the current SIP process it is more likely that this time-limited pilot will be extended to become a regular flow of resource to West London boroughs.

8.5 Equalities and Diversity

8.5.1 None directly associated with the bids themselves. Any projects arising as a result of securing SIP resources for West London Boroughs will be assessed


for equalities impacts as appropriate on a case-by-case basis.

8.6 Consultation and Engagement

8.7 Borough chief officers from all WLA boroughs were involved in the development of all SIP bids.

9. BACKGROUND PAPERS

APPENDIX A: Previous report to the WLEBP on 21 June 2018:

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|  | <p style="text-align: center;">West London Economic Prosperity Board</p> <p style="text-align: center;">21 June 2018</p> |
| <p style="text-align: center;">Title</p> | <p style="text-align: center;">Fiscal Devolution – Strategic Investment Pool briefing</p> |
| <p style="text-align: center;">Report of</p> | <p>Paul Najsarek, LB Ealing</p> |
| <p style="text-align: center;">Status</p> | <p>Public</p> |
| <p style="text-align: center;">Urgent</p> | <p>No</p> |
| <p style="text-align: center;">Enclosures</p> | <p>APPENDIX ONE: Business Rates briefing note from London Councils</p> |
| <p style="text-align: center;">Officer Contact Details</p> | <p>Luke Ward, Head of Growth, Employment and Skills, West London Alliance, wardlu@ealing.gov.uk</p> |
| <p>Summary</p> | |
| <p>Between April and late May 2018, groups of boroughs were invited by the City of London Corporation and London Councils to submit growth-supporting bids to the pan-London “Strategic Investment Pool” (SIP) of devolved business rates monies, which is worth approximately £52m to London local government in 18/19 (with this round of bidding expected to be c.£40m). West London boroughs submitted three joint bids, which are summarised below, along with an outline of the process being coordinated by London Councils over the coming months. Bids are currently being evaluated and the committee will be kept up to date as the process continues over the Summer and early Autumn. An announcement on the final outcome of the bidding process is expected by October 2018.</p> | |

Recommendations

Leaders are asked to:

- 1) NOTE the joint bids submitted by West London Boroughs to the SIP bidding process that is being coordinated by London Councils, and the timeline between now and expected award in bids in October 2018.
- 2) AGREE to delegate to the WLA Leaders Board the development of a joint response to the consultation on SIP allocations that is expected to be run by London Councils between 31 July and 14 September 2018 (see table on page 2), to ensure that all West London boroughs have maximum chance of securing SIP funding.

10. WHY THIS REPORT IS NEEDED

The devolution of increases in the business rates base in a way that gives local authorities a stronger incentive to facilitate local economic growth has been a key element of the lobbying work of London local government over the last few years. It was also a core recommendation of the London Finance Commission in 2013 and is included in the Committee's cross-borough growth strategy, the West London Vision for Growth. This bidding process, through the SIP one-year pilot, reflects that devolution.

11. MAIN BODY

A note outlining the way the SIP process operates, and the criteria for awarding funding are set out in the note in appendix 1. The timeline will, according to London Councils, run as follows:

| ACTION | DATE |
|--|------------------|
| Letter from Corporation of London to pool member authorities setting out criteria, process and timetable for proposals to be submitted | Early April 2018 |
| Proposals submitted to lead authority | 31 May |
| Summary report by London Councils complete | 25 June |
| Informal "Green Paper" despatched to leaders and Mayor | 2 July |
| Congress of Leaders and the Mayor | 10 July |
| Evaluation Complete | 24 July |
| Lead Authority circulates evaluation report and recommendations for consultation | 31 July |
| Consultation response deadline | 14 September |
| Report to Leaders Committee and Mayor despatched | 1 October |
| Leaders Committee | 10 October |
| Lead Authority decision | October 2018 |

London Councils and Corporation of London (as the lead local authority) have designed three principles for allocating SIP monies:

- i. Both the Mayor and a clear majority of the boroughs would have to agree;
- ii. A clear majority of the boroughs would be defined as two-thirds of the 33 billing authorities (the 32 boroughs and the City of London Corporation), subject to the caveat that where all boroughs in a given sub-region disagreed, the decision would not be approved;

- iii. If no decisions on allocation can be reached, the available resources would be rolled forward within the pot for future consideration at the next decision-making round.

There is a presumption in the guidance that, all other things being equal, bids with wider geographical impact, will be preferred over narrower bids.

There is a high likelihood that, collectively across London, the value of bids to the SIP are greater than the SIP itself. This may mean that some bids are scaled back to some extent. Should this happen then the exact process for negotiating this would be led by London Councils, and may occur through the “Green Paper” consultation between July and September 2018 (see recommendation 2).

The bidding process formally launched on 6 April 2018. West London boroughs have worked together to submit three bids; 1) Improving digital connectivity in “not-spot” areas, 2) West London Orbital railway Complementary Measures, and 2) Improving skills and productivity. These are summarised below:

i) Bid 1: Improving digital connectivity

The bid targets areas affected by persistently slow internet speeds - so called “not-spots” - that are also located in growth and regeneration areas.

Specifically, local public buildings including libraries, schools, public and council offices located in such slow-broadband areas would be connected directly to the super-fast fibre network from their local TfL station, which are currently being equipped with high speed fibre nodes by TfL as part of its modernisation plans. The bid was developed with significant input from TfL, the GLA and OPDC, who have written in support.

The broadband “spine” and new street cabinets installed because of these connections to public buildings will enable private providers to, for the first time, viably and competitively connect business properties in the vicinity (approximately 250 meters) of the public building. Evidence from elsewhere shows that this model can have a transformative effect on internet speeds in the areas affected, and will be linked to the proactive business growth activity by boroughs to ensure local businesses gain maximum positive impact from their faster service.

A pan-London bid to the national broadband “Challenge Fund” by the GLA is anticipated in the summer 2018, as is a bid for 5G infrastructure. If successful, this approach could allow the number of target buildings to be expanded, and for them to benefit from future 5G trials which would benefit West London boroughs.

This bid also contains a smaller amount for a “Broadband fighting fund” to enable borough highway teams to make targeted, lower-cost, interventions that result in otherwise unviable commercial investments by fibre providers becoming viable. For example, where the cost re-laying an old pavement on a street would otherwise make fibre installation commercially unviable. Physical delivery is expected to

commence in Q4 18/19 and be completed within 18 months. The value of the resource bid for was £7.7m.

ii) **Bid 2: West London Orbital Enabling and Complementary measures**

This bid relates to the complementary and enabling measures that will be required by boroughs to ensure the delivery of maximum economic growth from the scheme and to integrate it into the new and existing communities along its length.

According to its business case, the scheme is expected to deliver £1.298bn worth of economic value and 21,500 homes across West London, as well as thousands of new jobs associated with both the construction period and the permanent new employment spaces that will be created.

TfL is committed to working towards the delivery of the core rail scheme. Boroughs on the other hand are leading on the major regeneration, job creation, and place-making activity associated with the scheme, and it is these which form the focus of the bid.

Line and station construction is estimated at £264m, which is being funded from a variety of sources that do not form part of this bid. The 21,500 homes identified will yield an estimated £200m of CIL for boroughs.

Specific examples of the categories of growth investments that the SIP will enable:

- **Physical works**, Integrating the line with the local communities and economies along its route via improved public realm, physical infrastructure, and a more attractive investment environment
- **Master planning**, done strategically and in a joined-up way through local plans, to unlock the 21,500 homes and string of new communities.
- **Leveraging match funding** through the GLA, TfL and DfT
- **Safeguarding** the land required to make the scheme a success, e.g. for new housing or station

If successful, delivery of this bid will commence in early 2019. The value of the resource bid for was £8.9m.

iii) **Bid 3: Improving Skills and Productivity**

The bid is focused on delivering a higher level of productivity for people in West London, with the goal of measurably increasing the rate of economic growth, reducing unemployment, and increasing the size of the tax base. It is fully aligned with delivering the joint West London Skills and Productivity Strategy that the Committee approved on 20 September 2017.

Specific programmes within this proposal are designed to increase productivity, reduce barriers to participation, enable progression, improve attainment levels, and to

eliminate constraints in the labour market across two broad areas: Supporting individuals, and supporting businesses. These are summarised below:

1. Supporting Individuals

This will involve scaling up the evaluated and successful “Skills Escalator” programme for working families on low income, a scheme with a large overall return on investment based on previous pilots, to enable 1,900 people to benefit from the service over a 24-month period, with delivery commencing in early 2019.

Working with the RSA and business community, we will develop an innovative “Cities of Learning” Employability Framework that will involve developing a digital platform for “open badging” and accreditation as set out in the 2017 Taylor Review.

2. Supporting Businesses

The bid proposes an expanded west-London English as a Second Language (ESOL) programme, reflecting the fact that businesses identify language barriers as one of the biggest obstacles to growth, and to tackle disadvantage and promote inclusion in the labour market.

It also proposes supporting a Park Royal Employment Hub working with Brent, Ealing, Hammersmith & Fulham, Old Oak Park Royal Development Corporation (OPDC) and West London College, matching residents of all 3 boroughs with employment and training opportunities on the Park Royal Estate.

We will build on existing successful pilots to support young people (14-19) into the labour market, providing wrap around support throughout a young person’s journey towards employment, and intervening early to reduce the number of young people becoming NEET and helping at least 150 people.

Delivery will commence in late 2018 with leadership and oversight from the West London Skills, Employment and Productivity Board. The value of the resource bid for was £3.4m.

12. REASONS FOR RECOMMENDATIONS

- 3.1 To ensure that West London boroughs secure a proportion of the SIP resource that is in proportion to the high level of economic return associated with the three joint SIP bids outlined above.

13. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 13.1 This bidding process reflects an injection of new money into local government in London, enabling investment in growth that would otherwise be either unfunded or more difficult to fund.

14. POST DECISION IMPLEMENTATION

- 14.1 Following discussion by the Committee any areas it identifies as of particular interest will be actioned by officers, and with London Councils as required. If recommendation two is accepted officers will prepare a response to the expected SIP consultation by London Councils over Summer 2018.

15. IMPLICATIONS OF DECISION

15.1 Corporate Priorities and Performance

- 15.1.1 This report relates directly to the delivery of the West London Vision for Growth, which has been agreed by the members of the West London Alliance. Specifically, it focuses on delivering the emphasis in the Vision for Growth on making the most of local government finance devolution for local communities, businesses, and councils.

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

- 15.2.1 The SIP bids are for external resources that will be used to deliver borough shared growth and regeneration priorities. Individual boroughs will at all times decide how they would like to approach any match funding locally, and according to their internal and democratic processes.

15.3 Legal and Constitutional References

- 15.3.1 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.

- 15.3.2 The Joint Committee's role and purpose on behalf of the Participating Boroughs relates to ensuring appropriate, effective and formal governance is in place for the purposes of delivering the West London Vision for Growth and advancing

Participating Boroughs' aspirations for greater economic prosperity in West London, including promoting "the Economic Prosperity Agenda", in partnership with employers, representatives from regional and central government, and education and skills providers.

- 15.3.3 The purpose of the Joint Committee will be collaboration and mutual cooperation and the fact that some functions will be discharged jointly by way of the Joint Committee does not prohibit any of the Participating Boroughs from promoting economic wellbeing in their own areas independently from the Joint Committee. The Joint Committee is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Joint Committee must be made by all of the Participating Boroughs.

15.4 Risk Management

- 15.4.1 The purpose of the SIP is to demonstrate that local government can make sensible investments in long term economic growth better than if that resource was managed by a different tier of government (e.g. central government). There is a risk that, across boroughs, this does not happen optimally and the SIP resource is simply allocated according to the relative populations of individual borough groupings.

15.5 Equalities and Diversity

- 15.5.1 None directly associated with the bids themselves. Any projects arising as a result of securing SIP resources for West London Boroughs will be assessed for equalities impacts as appropriate on a case-by-case basis.

15.6 Consultation and Engagement

- 15.7 Borough chief officers from all WLA boroughs were involved in the development of all three SIP bids.

16. BACKGROUND PAPERS

APPENDIX 1: BRIEFING NOTE FROM LONDON COUN

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|---|--|
|  | West London Economic Prosperity Board 3 19 September 2018 |
| Title | London Chamber of Commerce and Industry |
| Report of | Paul Najsarek, Chief Executive, LB Ealing |
| Status | Public |
| Urgent | No |
| Enclosures | None |
| Officer Contact Details | Luke Ward, Head of Growth, Employment and Skills, West London Alliance, wardlu@ealing.gov.uk |
| Summary | |
| <p>The Committee will be joined by Colin Stanbridge, Chief Executive of the London Chamber of Commerce and Industry (LCCI), to hear about and to discuss the key strategic issues for Businesses in London, and to identify any areas of shared interest that the Committee and LCCI may wish to take forward together. The item will commence with Mr Stanbridge setting out LCCI's views to the committee, followed by an open discussion where members will have an opportunity to ask questions and to identify areas of shared interest.</p> | |

| |
|---|
| Recommendations |
| <p>Leaders are asked to:</p> <ol style="list-style-type: none"> 1. DISCUSS the issues raised by the Chief Executive of the LCCI in relation to business support, investment, and longer-term economic growth, and: 2. IDENTIFY any specific areas arising from the discussion that they would like to be incorporated into the work plan of the Committee. |

1. WHY THIS REPORT IS NEEDED

- 1.1 This is an opportunity for a constructive discussion that allows agreement about the things we may want to focus on or coordinate lobbying on together
- 1.2 Some areas that the Committee may hear about or wish to raise:

- What are the top issues on LCCI's strategic agenda, both in terms of risks and opportunities for its membership and the wider business environment?
- Where does Mr Stanbridge consider that local government, with its influence over things like regeneration, skills, business rates and infrastructure (including digital), could best be directing its attention and influence to support future growth?
- Policy areas of relevance to the committee including, but not exclusive to: Devolution, skills and employment, apprenticeships, automation and technological change, issues and opportunities associated with Brexit.
- What areas might Committee members be interested in potentially coordinating activity around in the future?

Any actions agreed will be incorporated into the Committee work plan to be taken forward and delivered.

2. REASONS FOR RECOMMENDATIONS

- 2.1 To ensure that the areas of focus for the Committee in relation to growth reflect the most current thinking, that opportunities to support business growth and investment are realised and, where appropriate, to respond to longer term strategic challenges in a joined up and coordinated manner across organisational boundaries.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 n/a

4. POST DECISION IMPLEMENTATION

- 4.1 Following discussion by the Committee any areas it identified as of particular shared interest will be developed by officers and, if necessary, returned to a future committee for consideration.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 This report relates directly to the delivery of the West London Vision for Growth, which has been agreed by the members of the West London Alliance. Specifically, it focuses on supporting business growth and competitiveness at the economy-wide level, which is the focus of this item.

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

5.2.1 None

5.3 **Social Value**

5.3.1 n/a

5.4 **Legal and Constitutional References**

5.4.1 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.

5.4.2 The Joint Committee's role and purpose on behalf of the Participating Boroughs relates to ensuring appropriate, effective and formal governance is in place for the purposes of delivering the West London Vision for Growth and advancing Participating Boroughs' aspirations for greater economic prosperity in West London, including promoting "the Economic Prosperity Agenda", in partnership with employers, representatives from regional and central government, and education and skills providers.

5.4.3 The purpose of the Joint Committee will be collaboration and mutual cooperation and the fact that some functions will be discharged jointly by way of the Joint Committee does not prohibit any of the Participating Boroughs from promoting economic wellbeing in their own areas independently from the Joint Committee. The Joint Committee is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Joint Committee must be made by all of the Participating Boroughs.

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5.5 Risk Management

5.5.1 None

5.6 Equalities and Diversity

5.6.1 None

5.7 Consultation and Engagement

5.8 N/A

6. BACKGROUND PAPERS

6.1 NONE

| | |
|---|--|
|  | West London Economic Prosperity Board 4 19 September 2018 |
| Title | Digital Infrastructure Investment and Priorities |
| Report of | Amar Dave, LB Brent |
| Status | Public |
| Urgent | No |
| Enclosures | None |
| Officer Contact Details | Luke Ward, Head of Growth, Employment and Skills, West London Alliance, wardlu@ealing.gov.uk |

Summary

The Committee will be joined by the GLA's Chief Digital Officer, Theo Blackwell, to hear about and to discuss London's priorities for digital infrastructure investment that supports growth, and to identify any opportunities to take forward together in the future, for example in relation to 5G trials.

The context for this item is the recent recommendation from London Councils in relation to the Strategic Investment Pool, which is worth c.£7.7m to West London boroughs, and the West London Vision for Growth, which focuses on investment in digital infrastructure and smart cities as a shared west London borough objective.

Recommendations

Leaders are asked to:

1. **DISCUSS** the issues raised by the Chief Digital Officer in relation to the digital agenda and economic growth.
2. **IDENTIFY** any specific areas arising from the discussion that they would like to be given further consideration for future work e.g. in relation to 5G pilots or digital infrastructure investment.

1. WHY THIS REPORT IS NEEDED

- 1.1 The West London Vision for Growth noted that the West London Economic Prosperity Board (WLEPB) would work to deliver investment in digital infrastructure that unlocks growth and encourages enterprise.
- 1.2 This priority formed the basis for the joint bid to the Strategic Investment Pool (SIP) of devolved business rates that was recommended by London Councils and the City of London Corporation on 31 July 2018. This recommended bid, worth £7.7m to West London boroughs will enable, in collaboration with TfL, new investment in high speed broadband in those geographical areas that currently experience slow internet speeds and which are also in borough's locally-identified "growth" areas.
- 1.3 Theo Blackwell will attend the WLEPB to set out his priorities and where he thinks the main opportunities are for future work on the digital agenda. The SIP recommendation provides a good foundation on which the Committee will be able to target future joint working, as the fibre installed as a result of the programme will enable future "smart cities" and 5G pilots to be undertaken in the areas the new networks cover.
- 1.4 Any actions agreed will be incorporated into the joint borough delivery plan to be taken forward and delivered.

2. REASONS FOR RECOMMENDATIONS

- 2.1 To ensure that the areas of focus for the Committee in relation to digital investment reflects the most current thinking and is aligned with the GLA's priorities. This will the WLEPB to develop a stronger shared agenda across a range of partners that will maximise the chance of success of future funding and investment rounds, and so reduce any possible constraints on economic growth associated with insufficient digital infrastructure.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 n/a

4. POST DECISION IMPLEMENTATION

- 4.1 Following discussion by the Committee any areas it identified as of particular shared interest will be developed by officers and, if necessary, returned to a future meeting for consideration.

5. IMPLICATIONS OF DECISION

- 5.1 **Corporate Priorities and Performance**

5.1.1 This report relates directly to the delivery of the West London Vision for Growth, which has been agreed by the members of the West London Alliance. Specifically, it focuses on supporting business growth and competitiveness at the economy-wide level, which is the focus of this item.

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

5.2.1 None

5.3 **Social Value**

5.3.1 n/a

5.4 **Legal and Constitutional References**

5.4.1 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.

5.4.2 The Joint Committee's role and purpose on behalf of the Participating Boroughs relates to ensuring appropriate, effective and formal governance is in place for the purposes of delivering the West London Vision for Growth and advancing Participating Boroughs' aspirations for greater economic prosperity in West London, including promoting "the Economic Prosperity Agenda", in partnership with employers, representatives from regional and central government, and education and skills providers.

5.4.3 The purpose of the Joint Committee will be collaboration and mutual cooperation and the fact that some functions will be discharged jointly by way of the Joint Committee does not prohibit any of the Participating Boroughs from

promoting economic wellbeing in their own areas independently from the Joint Committee. The Joint Committee is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Joint Committee must be made by all of the Participating Boroughs.

5.5 **Risk Management**

5.5.1 None

5.6 **Equalities and Diversity**

5.6.1 None

5.7 **Consultation and Engagement**

5.8 N/A

6. **BACKGROUND PAPERS**

6.1 NONE



West London Economic Prosperity Board 5

19 September 2018

| | |
|--------------------------------|---|
| Title | West London Orbital – Progress and Next Steps (standing item) |
| Report of | Amar Dave, LB Brent |
| Status | Public |
| Urgent | No |
| Enclosures | APPENDIX 1: Mayor’s Transport Strategy proposal for the West London Orbital (Proposal 88) 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 committee with an update on work relating to the West London Orbital (WLO) rail line. Since the last meeting of the Committee in June 2018, close working between WLA boroughs, TfL, the GLA has continued along the lines set out in section three of this report.

To date the Mayor’s Transport Strategy has been published, with the West London Orbital confirmed as a priority scheme for London. The scheme is also reference in the draft London Plan. Furthermore, and where locally appropriate, Individual west London boroughs are incorporating the scheme into their local plan consultation processes.

Recommendations

Leaders are asked to:

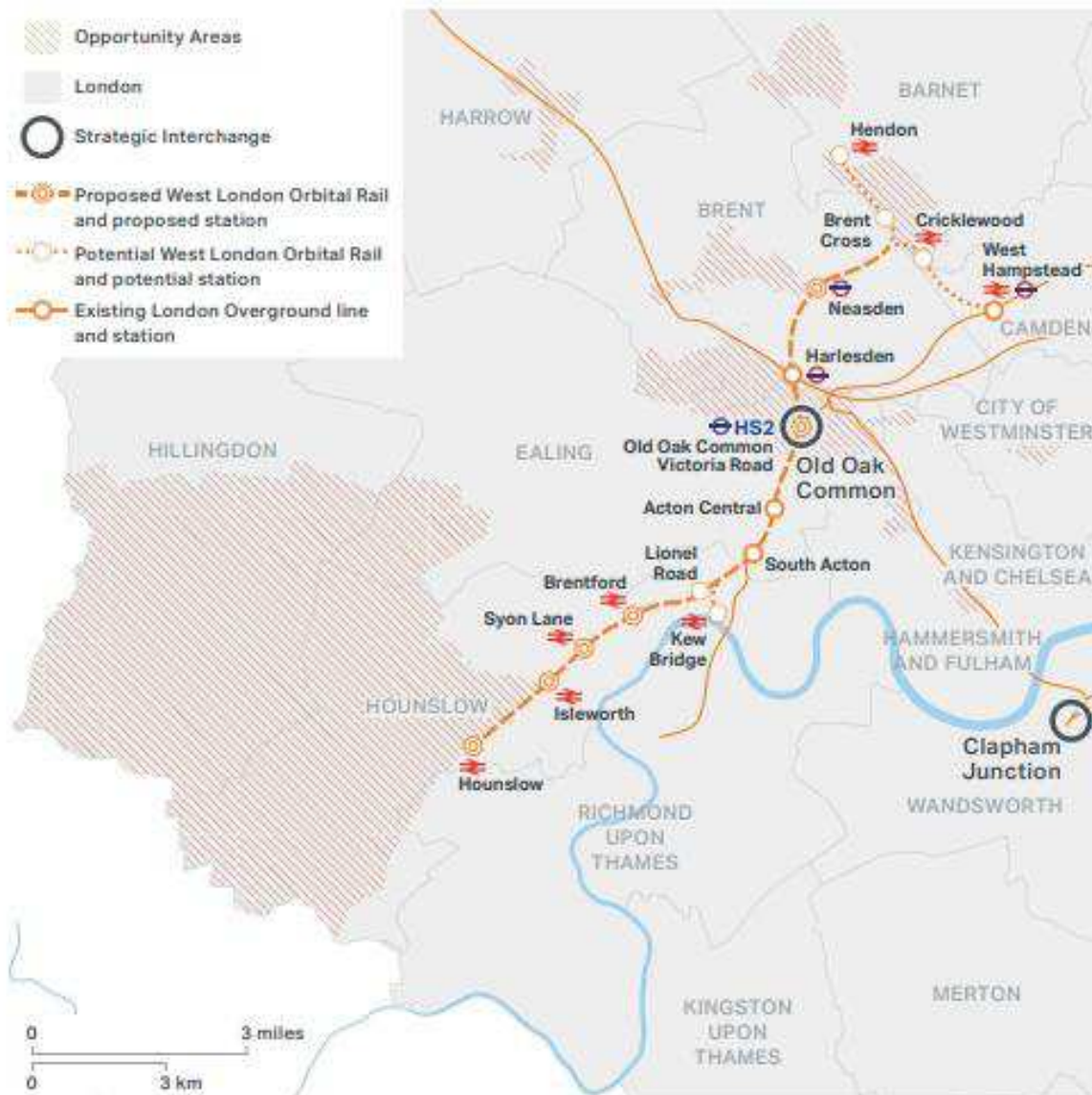
- 1) NOTE the timeline and approach set out in sections two and three of this report
- 2) IDENTIFY any additional actions or activities for consideration not already included within the WLO programme.
- 3) NOTE the analysis contained within section 2.1 of this report containing some further detail relating to the possible WLO station platforms at the Brent Cross West Station, as requested by the Committee at its previous meeting.
- 4) NOTE that TfL’s first phase of work on the WLO is nearing completion, and that the outcome of this work will define the way the WLO programme develops in the coming year.

1. WHY THIS REPORT IS NEEDED

The WLEPB has previously identified the WLO rail line as a scheme of shared priority and, working with TfL, has ensured that the scheme is incorporated into the Mayor's Transport Strategy. The WLEPB has agreed that progress and next steps relating to the project be a standing item on its agenda, something suggested by the Deputy Mayor for Transport during their meeting with her in summer 2017.

On-going development activity by borough planning teams through their individual Local Plan processes, as well as by TfL now, means that focus has moved from influencing and lobbying activity towards the delivery of the scheme and its associated programmes of work, which are described in the following sections.

FIGURE 1: Route of the line (From Mayor's Transport Strategy, 2018)



2. MAIN BODY

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

- 2.1. Current Position**
- 2.2. Activity expected from September 2018 onwards**
- 2.3. work undertaken to date (September 2018)**
- 3. Programme outline and timescales**
- 4. Governance**
- 5. Risks, Issues, Challenges**
- 6. Next steps**

2.1 Current Position

- Planning and technical professionals from a range of organisations are currently coordinating the delivery of a programme of work to progress the WLO. Partners include WLA boroughs, TfL, the GLA and Network Rail. This work is focusing on developing the overall detail of the scheme, including an updated business case, funding strategy, passenger demand modelling, technical specifications, and crucially also putting in place the appropriate planning policy that will be required in order to create the high quality new jobs and homes that will be enabled along the length of the route.
- Individual borough planning teams are all at different stages in the development of their local plans, including initial public consultations (“regulation 18” and “regulation 19” consultations), which are, where appropriate and in a locally-focused way, including reference to the scheme in order to gauge community and business views, and to build the planning policy that will be required to enable the continued delivery of the scheme
- Furthermore, WLA officers are engaging positively with GLA officers to support them to understand the housing employment, growth and place-making opportunities associated with the WLO, and Business Rates uplifts.
- There are a number of options for configuring platform arrangements for a potential station on the WLO line (Dudding Hill line) at Brent Cross. The Council is proposing to undertake a design integration study to develop potential preliminary designs for the station that would integrate with the new Brent Cross West Thameslink Station. This would allow passive provision to be provided, if possible, within the Brent Cross West station. Works are due to start on Brent Cross West in January 2019. The Council is also in discussions with Network Rail to secure its in principle commitment to working with the Council to facilitate this integration once the WLO line is confirmed.

2.2 Activity required from September 2018

The coming months will be an important milestone in the WLO programme. TfL are approaching the end of the first phase of their programme, in which they, working with WLA boroughs, have been further developing the scheme's business case and technical specifications. Further development of the programme will be dependent on satisfactory completion of these pieces of work, which we expect to be completed by October 2019 (see section 3.1). Broadly the next phase of work will include the following activities:

- Commission a series of more detailed planning products (the so-called "GRIP Stages") that cover areas such as the detailed layout of specific sections of track, train timetables, station locations etc.
- Work with London and national government on a detailed funding strategy for resourcing this scheme and to allow local areas to gain maximum benefit from things like the creation of new employment and housing space, and the associated business rates.
- Further embedding in to local, pan-London and national planning frameworks so that the project can be taken forward within the context of wider strategy.

The approach to delivering the above will be subject to dialogue between WLA boroughs, London Government, TfL, GLA and Network Rail. The key principle in relation to the approach remains that that the sector with the greatest competence in a particular area will lead on the element of the programme e.g. TfL will lead on the rail delivery project, whilst local government is focused on gaining the maximum community and economic benefit from the new housing and regeneration elements. All strands of work, irrespective of the lead organisation, will be undertaken in a joined-up way and delivered in coordination under a single governance structure, with full democratic accountability at all points.

2.3 Work completed to date:

- The Committee agreed the West London Orbital Scheme as a **shared infrastructure priority** at its meeting on 22 March 2017
- **Mayor's Transport Strategy** incorporates West London Orbital as a London and TfL priority, from March 2018. The **draft London Plan** also contained reference to the WLO.
- **Feasibility Study and outline business case** into the line completed and approved by the Committee on 22 September 2017. The Study found the scheme to be **technically feasible** and with a "Benefit-Cost Ratio" (BCR) of 2.2:1, representing high value for money.
- Scheme cost currently estimated to be in the region of £265m. A potential operating subsidy was identified which will need to be addressed in future work.

- Boroughs are incorporating the scheme into Local Plans, starting with initial consultations (Regulation 18 and 19) throughout 2018 and early 2019.
- In addition to support from the GLA and TfL, London Councils are supporting the WLO. This was reflected in their MTS response in early 2018.
- On 29 September 2017 the Deputy Mayor for Transport joined Leaders along with senior representatives from TfL, Network Rail and OPDC for a **tour of the line**.
- Officers have engaged with a number of potential market providers of **battery-powered rolling stock**, which may be operated along the WLO as an alternative to either diesel units or full electrification.
- Borough senior planning and transport officers met with the TfL Team, including their newly appointed WLO project sponsor, and Network Rail on 10 May 2018 to coordinate activity and to agree alignment between the approaches of all organisations involved in this scheme from the outset and to mitigate any risks or challenges from as early a stage as possible.
- Bid for complimentary and enabling measures” relating to the WLO submitted to London Councils on 31 May 2018 through the **Strategic Investment Pool** process – this has been covered elsewhere on the Committee’s agenda.

2.4 Other points the Committee 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 2, Crossrail etc. It will be important that as these move forward they do so in a way that does not preclude or put at risk the WLO. This is a risk to the project (see section 4) and is now being carefully managed through on-going engagement with key partners including OPDC, Network Rail and TfL.

3. Developing programme outline and delivery timescale

Three broad work streams have been identified as being required over the coming years to take the project forward. The exact scope of each of these programme areas is being constantly refined and are summarised below. It should be noted that these can be undertaken simultaneously and in a coordinated fashion under a single governance structure:

1. Rail line and station development
2. Funding package development (covering technical analysis, construction and line operation)
3. Place making, housing and regeneration

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

3.1 Work stream 1: Rail line and station development

This work stream sets out how the technical planning and construction work associated with developing the line will be taken forward. The below is simply an indicative working timeline, and is subject to review. Each stage is subject to satisfactory completion of the proceeding package of work.

| Project | Description | Output | Timescale |
|---|---|---|--|
| Phase 1: Review and update (nearing completion) | <ul style="list-style-type: none"> - Review of feasibility work - Further demand modelling - Timetabling - Update business case | Updated business case, Identify possible consents route | Complete by early October 2018 |
| Phase 2: Further design work, GRIP 2 (TBC) | <ul style="list-style-type: none"> - Multi-disciplinary design study - Environmental assessment - Operational assessment - Cost estimates - SOBC | Develop GRIP 3 and 4 requirements | 9-12 months (completed around September 2019) subject to feasibility and funding |
| Stage 3 – “Single preferred option” (TBC) | <ul style="list-style-type: none"> - Undertake GRIP 3 (Single Option Selection) and GRIP 4 (Concept Design & Approval in Principle) design studies. | public consultation | 18 – 24 months (completed September 2021) |
| Stage 4 – Transport & Work Act Order (TBC) | <ul style="list-style-type: none"> - Evidence base (environmental and transport assessment) - Confirm funding | Updated business case | 12 – 18 months (c. March 2023) |

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 |
|--|---|---|
| Programme delivery resources secured | Sufficient resources for appropriate programme management and technical feasibility work | Completed –Resourced via TfL and external money secured from central government from the MHCLG Planning Delivery Fund |
| 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. | Being Commissioned by TfL, with strategic input from boroughs. Completed by late 2018 |
| Externally available capital funding options | Engagement with GLA, DfT and TfL on construction funding. Possibly including future “HIF2” funding. | On-going |

3.3 Work stream 3: Place making, housing and regeneration

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 |
|--------------------------|--|---------------------------------------|
| Local Plan incorporation | WLA boroughs incorporate scheme formally into their Local Plans, including fully public and stakeholder engagement and listening via Regulation 18 and 19 consultations undertaken in a joined up way across | Currently underway, completed by 2019 |

| | | |
|---|---|--|
| | boroughs | |
| Place making and master planning | High quality place making and community creation at appropriate points along the line – this formed the basis for the recent bid to the Strategic Investment Pool (SIP). | Varies by borough, external resource to support this work being sought. Place-making activity will be led by individual boroughs in coordination, to deliver the full possible benefit of the scheme to local communities. |
| Resource allocation to support scheme development | Identification of resources from developers to support construction of the line, undertaken by individual boroughs according to their internal strategic planning and democratic processes. | TBC (this will form one element of the funding study described in work stream 2 above), and is dependent on the continued progression of the scheme. |

Community engagement and consultation will form a core element of the approach at all stages of the programme, starting with local plan consultations (regulation 18 and 19 consultations in particular). This aspect of the programme will form the basis of a more detailed report to a future meeting of the Committee.

4. Governance arrangements

Day-to-day delivery is currently being overseen by the West London Growth Directors Board, with overall governance from local government by the Economic Prosperity Board. These and other elements of WLO governance are outlined below. These will be kept constantly open to review as the scheme progresses to ensure they remain appropriate for the decisions being made:

Project Delivery Group: Comprising transport planning professionals from the relevant West London Boroughs, plus representatives from TfL, Network Rail, GLA and DfT as required. It provides commissioning expertise and capacity, coordination and alignment, trouble shooting, and also undertake a quality assurance function of all project outputs prior to them being used to inform any planning or funding decisions.

Programme Board: Consisting of senior representatives from key organisations providing top-level governance and decision making for the programme. To be convened when appropriate.

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

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.

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.

5. Risks, Issues, Challenges

The key issues and risks identified in relation to the WLO programme to date are:

- 1. Pace and momentum** – It will be important to maintain progress going forward in order to meet the timeline of having the line in operation by the early-mid 2020s.
- 2. Housing Capacity:** Work is currently underway to confirm the volume of new homes the line may enable. There is a risk that if this work results in a lower number than was identified by West London boroughs and TfL in Summer 2017 the scheme may find the securing of funding a greater challenge than if the number of new homes is equal to or higher than identified last year.
- 3. Employment Land:** The WLO has the potential to enable large quantities of new employment and housing space to be created. Achieving this will require in some cases greater flexibility for boroughs to take new approaches to developing on Strategic Industrial Land (SIL) in a way that maintains the overall employment floor space in those areas.
- 4. Technical constraints:** Acton Wells Junction represents the greatest technical challenge along the route. There are also level crossings at Bollo Lane that will need to be taken into consideration as part of the overall scheme delivery.
- 5. Resources,** Subsidy and construction – with an expected operating subsidy of c.£5m p.a. and construction costs in the region of £265m resourcing this project presents a significant challenge and will require a coordinated strategic approach.
- 6. 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 of course 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.

6. IMMEDIATE NEXT STEPS

Any comments made or issues identified by the committee will be incorporated in to the programme outlined in this report. Overall coordinated delivery across boroughs and with TfL will continue.

7. 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

8. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- a. Both the options study and subsequent outline business 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.

9. POST DECISION IMPLEMENTATION

- a. The “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. It will be incorporated into the medium and longer-term planning activity of individual West London Boroughs and of the WLA.

10. IMPLICATIONS OF DECISION

a. Corporate Priorities and Performance

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

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

- i. 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. Furthermore, longer-term options for resourcing scheme construction (c.£265m) also to be identified following completion of funding study described in this report, which is expected to be completed in

early 2019.

c. Social Value

- i. The proposal set out here support improved health and wellbeing outcomes for people and businesses in West London by enabling them to move around more quickly and cheaply than is often the case, and be improving the quality of the environment.
- ii. The line also responds positively to a number of recognised challenges for residents in West London. For example 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 travelled per mile compared with car, 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.

d. Legal and Constitutional References

- i. 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.

e. Risk Management

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

f. Equalities and Diversity

- i. This work currently has no equality or diversity implications. If brought to fruition however the West London Orbital 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 in these areas at a lower cost and more quickly than would often be possible by other forms of public transport or private car. A full EIA will be undertaken as work progressed to the stage of development that would require this.

g. Consultation and Engagement

- i. This work does not currently affect the public. All West London boroughs, plus the GLA, TfL and the Old Oak and Park Royal Development Corporation, as well as the business community have all been 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. Individual elements of the programme will be consulted on as appropriate.

APPENDIX 1: Proposal 88 in the Mayor's Transport Strategy



Unlocking growth potential through improved rail services

Opportunities from London suburban metro

In recent years, areas around TfL stations have developed twice as quickly as elsewhere. This is because services from these stations provide higher frequencies and better connections to other parts of London.

There are particular opportunities to transform service quality and frequency on the national rail network (see London suburban metro proposal in Chapter four).

This can act as a catalyst to regenerate existing neighbourhoods, and enable town centre residential intensification and other new development. Through working with boroughs to align planning policy and investment in the London suburban metro network, there is potential to facilitate higher densities in sustainable locations around stations in south London.

Opportunities from London Overground improvements

The London Overground network serves several Opportunity Areas across the capital and can therefore be a catalyst for growth. Most Londoners want to move around London – rather than in and out of the centre – every day, and the London Overground supports this type of travel. London Overground train service improvements are therefore needed to support new jobs and housing throughout inner London and parts of outer London. In particular, there is an opportunity to improve 'orbital' connections to Old Oak and across west London, between Hounslow and Brent Cross – Cricklewood via the Dudding Hill line. This new West London Orbital line could potentially support the delivery of an additional 20,000 homes, as well as employment growth in west London.

Proposal 88

The Mayor, through TfL, the West London Alliance boroughs and Network Rail, will work towards the delivery of a new London Overground 'West London Orbital' line connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and Brent Cross.

APPENDIX 2: KEY FACTS ABOUT THE LINE (as of June 2018)

- The route is technically feasible and runs for around 12 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.
- Annual operating cost c.£12m per year. Early passenger demand modelling suggests potential for this to be largely self-funding. c.£265m build cost (excluding optimism bias).
- 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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|  | <p style="text-align: center;">West London Economic Prosperity Board 6</p> <p style="text-align: center;">19 September 2018</p> |
| <p style="text-align: right;">Title</p> | <p>Update on WLA Health and Employment Programmes</p> |
| <p style="text-align: right;">Report of</p> | <p>Paul Najsarek, Chief Executive, LB Ealing</p> |
| <p style="text-align: right;">Status</p> | <p>For Information</p> |
| <p style="text-align: right;">Urgent</p> | <p>No</p> |
| <p style="text-align: right;">Enclosures</p> | <p>None</p> |
| <p style="text-align: right;">Officer Contact Details</p> | <p>David Lillicrap, Head of Health and Employment Programmes: lillicrapD@ealing.gov.uk</p> |
| <p>Summary</p> | |
| | |

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|---|
| <p>Recommendations</p> |
| <p>Leaders are asked to:</p> <ol style="list-style-type: none"> 1. Note the successes to date across all the Programmes in the portfolio of work 2. On the Work and Health Programme, commit to minimum level of referrals into the Programme from Early Access Groups, via the External Signposting route |

1. WHY THIS REPORT IS NEEDED

- 1.1 To provide an update on the Programmes that make up the WLA Health and Employment work; and to ensure that WLA Boroughs get the maximum benefit from the existing provision for their residents.

2. REASONS FOR RECOMMENDATIONS

Work and Health Programme

- 2.1 The West London Work and Health Programme is the result of the devolution of employment support from DWP to London. The devolution has allowed WLA to build a distinctive programme compared to national provision, for example adding Early Entrant Groups, linking the outcome payment to London Living Wage.
- 2.2 The key difference was in having control of the specification for the services, WLA were able to specify services that built on current evidenced-based thinking about what works in getting the hardest to help unemployed people into sustained jobs. This includes a more holistic view of the person, a considerable number of benefit claimants across the WLA have multiple disadvantages. In addition, it is a more rapid process than previous interventions, that respects the preferences of the participants. Who would have thought that, helping people into jobs, which they have expressed a preference for would result in better sustainment rates?
- 2.3 The service is running in all 7 WLA Boroughs.
- 2.4 The service is funded 50% by a grant from DWP; and 50% from ESF matched funding.
- 2.5 The services went live on 26th February 2018. To 26th August there have been 83 Job Starts, against a profile of 87. With 7 participants having achieved the earnings threshold of 26x16x LLW, against a planned profile of 0.
- 2.6 A key issue to date is not enough referrals from, Eternal Signposting Organisations (ESO), which among other organisations include the 7 WLA Boroughs. We negotiated with DWP to include in our specification Early Access Groups, where a person sustaining employment would result in a direct cost saving for a Borough.
- 2.7 A key issue is referral volumes, we are working with JCP and Shaw Trust to increase volumes, and good progress is being made. It should be noted however, that more aggressive approaches taken in other London Sub-Regions have resulted in a drop off in the quality of referrals meaning that their conversion rate is poor. Comparative referral rates are:
- | | |
|--------------------------|-----|
| Referral rates | |
| Central London Forward | 79% |
| West London Alliance | 62% |
| South London Partnership | 89% |
| Local London | 72% |
- 2.8 Take-up of the opportunity to refer early-access groups has varied across the 7 boroughs; with the best performing boroughs already regularly referring participants.
- 2.9 To date Brent have referred 6 people, Ealing 3, and Hillingdon and Barnet one each. There have been no referrals from Harrow, Hillingdon and Hammersmith & Fulham.
- 2.10 The Early Access Groups are, as follows:
- a homeless person

- 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; (Troubled Families)
- working age adults with disabilities known to Adult Services – i.e.: receiving a package of care
- working age adults with a mental health condition known to secondary care services
- a care leaver
- refugees
- a carer
- an ex-carer
- an ex-HM Armed Forces personnel Participant; HM Armed Forces reservist Participant; or a partner of current or former Armed Forces personnel
- a person for whom a drug/alcohol dependency (including a history of) presents a significant barrier to employment
- an ex-offender (someone who has completed a custodial sentence or a community sentence), or offender (someone who is serving a community sentence).

2.11 In order to take advantage of the high-quality employment provision available, and the associated savings. We ask that all EPB members pledge that their Borough will refer at least 1 person, currently without a job, to the West London Work and Health Programme, every week, via the External Sign-posting Organisation route.

Trailblazer, (Including IPS Works)

2.12 Trailblazer is an innovative approach to unemployed patients with Common Mental Illness (CMI) (e.g.: Anxiety and Depression), to gain employment using a modification of Individual Placement and Support (IPS). IPS has a track record of successfully helping people with Severe Mental Illness (SMI) (e.g.: Personality Disorders, inter alia). Trailblazer is one of the first, at scale trials of IPS with the CMI cohort. A key feature of IPS is the joint working between treatment teams and employment specialists.

2.13 The Service is running all 7 WLA Boroughs.

2.14 The Mental Health Trailblazer, went live in July 2017 funded by a DCLG Transformation Challenge grant, matched by European Social Funding through London Councils. The services will run until December 2019.

2.15 At the same time, WLA worked with Big Lottery to co-commission an identical service, that covered the parts of the WLA not covered by the planned Trailblazer provision. This service is termed, IPS Works. In order to avoid confusion, both are reported under the Trailblazer programme.

2.16 The combined services will work with 1800 participants (1050 Trailblazer – 750 IPS Works) with a target of helping 630 gain sustained employment. The cost per participant is c£2000, which is considerably more than previous, and most other, employment programmes.

2.17 As with WHP referrals have been challenging throughout the programme. To end July, 331 participants have engaged with the provision against a profile of 621. In recent

months the Programme has started to get a strong level of referrals, as joint working with NHS IAPT teams matures. No action is requested from EPB on this.

2.18 To end July 2018 95 participants have started jobs, against a profile of 119.

IPS Service for Unemployed Service Users of Drug and Alcohol Treatment Services

2.19 IPS Service for Unemployed Service Users of Drug and Alcohol Treatment Services (IPS D&A), again takes the success of applying IPS to SMI and is going to trial its effectiveness with unemployed people with addictions.

2.20 The service will be underpinned by a Social Impact Bond (SIB). In the SIB, service is paid for by the SIB and the funders only repay the SIB, when the services deliver job outcomes and health outcomes. There are a total of 19 funders, including the Life Chances fund, 7 CCGs, 8 boroughs and two JCP districts.

2.21 The Service will run in a total of 8 boroughs. 6 of the 7 WLA Boroughs (excluding Hammersmith and Fulham), together with Westminster; and Royal Borough of Kensington and Chelsea.

2.22 The procurement for the SIB provider appointed Big Issue Invests (BII).

2.23 The procurement for the Service provider appointed Westminster Drug Project as the delivery partner.

2.24 The services will commence in October 2018 and run until October 2021. It will work with approximately 1900 unemployed people with addictions and aim to help around 30% into work.

IPS Service for Careleavers

2.25 The IPS for Careleavers service again looked to test the principle of IPS when integrated into leaving Care pathways. The service was commissioned from a local VCS provider, Futurepath.

2.26 The £0.250m service ran from August 2016 to May 2019, successfully supporting 96 of the very hardest to help young Care-leavers into employment, 75% of the funding was provided by JCP, with the remainder coming from the boroughs.

2.27 While no formal evaluation was possible in the budget, anecdotal feedback is that; given the targeting of the services on the very hardest cases; the outcomes were very good.

2.28 While funding was not available to continue the service, Brent and Hounslow took on the Futurepath case-workers and they continue to help young care-leavers gain employment.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

5

3.1 None

4. POST DECISION IMPLEMENTATION

4.1 None

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The proposals support the following Priorities:

- Healthier
- Prosperous

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

5.2.1 All the services have been procured through full OJEU compliant processes in order ensure Value for Money is demonstrated.

5.2.2 The Work and Health Programme is funded by a Grant from DWP and ESF Matched funding. Boroughs are not contributing to funding the provision. Total Funding is £28.650m

5.2.3 Trailblazer (including IPS Works) is funded by a DCLG grant, Community Budget from JCP, Big Lottery Funding, and ESF Matched Funding. Boroughs are not contributing to funding the provision. The total budget is £3.7m.

5.2.4 IPS D&A is being funded 50% by Life Chances, there is a further contribution from 2 JCP districts with 8 Boroughs and 8 CCGs funding the remainder. The CCGs have signed an MoU to confirm funding. Each Borough's contribution totals £0.080m across the 5 Financial years that the 3-year service will run. The total budget is £2.100m

5.2.5 To comply with ESF regulations, the Ealing ESF CFO has an Equalities Policy and implementation plan. As part of the procurement process, sustainability contributed to the scoring of all bids.

5.3 Social Value

5.3.1 As part of the procurement process, Social Value contributed to the scoring of all bids.

5.4 Legal and Constitutional References

5.4.1 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.

5.4.2 The Joint Committee's role and purpose on behalf of the Participating Boroughs relates to ensuring appropriate, effective and formal governance is in place for the purposes of delivering the West London Vision for Growth and advancing Participating Boroughs' aspirations for greater economic prosperity in West London, including promoting "the Economic Prosperity Agenda", in partnership with employers, representatives from regional and central government, and education and skills providers.

5.4.3 The purpose of the Joint Committee will be collaboration and mutual cooperation and the fact that some functions will be discharged jointly by way of the Joint Committee does not prohibit any of the Participating Boroughs from promoting economic wellbeing in their own areas independently from the Joint Committee. The Joint Committee is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Joint Committee must be made by all of the Participating Boroughs.

5.5 Risk Management

5.5.1 The Work and Health Programme Section 151 Officers of each of the boroughs have signed letters agreeing to share the financial risks associated with the programme between the 7 boroughs.

5.5.2 On Trailblazer, (including IPS Works), all funding is provided by Grants and ESF funding, ESF risks are retained by the London Councils ESF Programme.

5.5.3 On the SIB for Drug and Alcohol service users, the nature of a SIB means that risks are retained by the SIB provider

5.6 Equalities and Diversity

5.6.1 All Programmes have Equalities Assessments conducted, which only identified positive Equalities impacts.

5.6.2 To comply with ESF regulations, the Ealing ESF CFO has an Equalities Policy and implementation plan.

5.6.3 As part of the procurement process, Equalities contributed to the scoring of all bids.

5.7 Consultation and Engagement

5.7.1 All decisions on the Programmes have been agreed by Ealing's Cabinet

6. BACKGROUND PAPERS NONE

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|---|--|
|  | West London Economic Prosperity Board 7 19 September 2018 |
| Title | Guest Speakers |
| Report of | Luke Ward, West London Alliance |
| Status | Public |
| Urgent | No |
| Enclosures | None |
| Officer Contact Details | Luke Ward, Head of Growth, Employment and Skills, West London Alliance, wardlu@ealing.gov.uk |
| Summary | |
| <p>The West London Economic Prosperity Board (WLEPB) has had a number of constructive discussions with significant guest speakers over the last 18 months. This report is intended to give the Committee an opportunity to take stock of the individuals they have engaged to date, and to allow them to identify any speakers they may wish to attend future committees.</p> | |

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|--|
| Recommendations |
| <p>Leaders are asked to:</p> <ol style="list-style-type: none"> 1. Identify any prospective guest speakers they would like to invite to attend at future meetings of the WLEPB. |

1. WHY THIS REPORT IS NEEDED

1.1 Over the last 18 months the WLEPB has heard from a range of influential external speakers, and many of these discussions have allowed officers to successfully progress the work of the Board in close partnership with a range of external organisations. Individuals the Committee has heard to date from include:

- James Murray, Deputy Mayor for Housing

- Jules Pipe, Deputy Mayor for Planning, Regeneration & Skills
- Professor Tony Travers, London School of Economics
- David Lutton, Director for Economy and Tax, London First
- Liz Peace CBE, Chair of the Old Oak Common and Park Royal Development Corporation
- Victoria Hills, Chief Executive of OPDC

1.2 Furthermore, officers are currently arranging for Heidi Alexander, Deputy Mayor for Transport, to attend a future WLEPB.

1.3 To date, guest speakers have been invited on a meeting-by-meeting basis. The outcome of this discussion is intended to allow a more strategic approach to be taken that allows speakers to reflect specific opportunities to secure investment, influence policy, and to make a meaningful impact on the economies of West London boroughs.

2. REASONS FOR RECOMMENDATIONS

2.1 To ensure that the areas of focus for the Committee in relation to growth and fiscal devolution reflect the most current thinking, that opportunities to support business growth and investment are realised and, where appropriate, to respond to longer term strategic challenges in a joined up and coordinated manner across organisational boundaries.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 n/a

4. POST DECISION IMPLEMENTATION

4.1 Following discussion by the Committee any actions will be followed up via invitation to guest speakers to future WLEPB's.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 This report relates directly to the delivery of the West London Vision for Growth, which has been agreed by the members of the West London Alliance. Specifically, it focuses on supporting business growth and competitiveness at the economy-wide level, which is the focus of this item.

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

Property, Sustainability)

5.2.1 n/a

5.3 Social Value

5.3.1 n/a

5.4 Legal and Constitutional References

5.4.1 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.

5.4.2 The Joint Committee's role and purpose on behalf of the Participating Boroughs relates to ensuring appropriate, effective and formal governance is in place for the purposes of delivering the West London Vision for Growth and advancing Participating Boroughs' aspirations for greater economic prosperity in West London, including promoting "the Economic Prosperity Agenda", in partnership with employers, representatives from regional and central government, and education and skills providers.

5.4.3 The purpose of the Joint Committee will be collaboration and mutual cooperation and the fact that some functions will be discharged jointly by way of the Joint Committee does not prohibit any of the Participating Boroughs from promoting economic wellbeing in their own areas independently from the Joint Committee. The Joint Committee is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Joint Committee must be made by all of the Participating Boroughs.

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5.5 Risk Management

5.5.1 None

5.6 Equalities and Diversity

5.6.1 None

5.7 Consultation and Engagement

5.8 N/A

6. BACKGROUND PAPERS

6.1 NONE



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

February 2018 – February 2019

Contact: Keith Fraser, Email: Fraserk@ealing.gov.uk, Tel: 0208 825 7497

| Title of Report | Overview of decision | Report Of (<i>officer</i>) |
|--|--|---|
| 21 February 2018 | | |
| External Speaker | To engage with the Deputy mayor for Housing and to identify areas to work together on the future. | James Murray, Deputy mayor for Housing |
| West London Orbital – progress report | Standing item to consider decisions, progress and next steps relating to orbital rail in West London | Amar Dave, LB Brent |
| 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. | Lucy Taylor, LB Ealing |
| West London Skills, Employment and Productivity Strategy | TO NOTE on the final strategy and action plan that has been developed in alignment with the pan-London Skills and Employment Strategy, in anticipation of the expected devolution of Adult Education budgets in Summer 2018. | Cllr Stephen Curran, LB Hounslow |
| Chairman’s review | TO NOTE the annual progress report of the committee and the Committee scorecard | Chair |
| Economic Prosperity Board Forward Plan | To review and APPROVE by the Board | Chair |
| 21 June 2018 | | |
| External Speaker | Local Government Finance and supporting local economic growth | Professor Tony Travers, LSE |
| Orbital Rail | Standing item to consider decisions, progress and next steps relating to orbital rail in West London | Amar Dave, LB Brent, Chris Porter, TfL |
| Inwards Investment and business growth in West London boroughs | TO COMMENT ON the draft West London Inward Investment Strategy that has been developed | Katharine Glass, Director, White Label creative |

| Title of Report | Overview of decision | Report Of (<i>officer</i>) |
|---|---|--|
| Strategic Housing Market Assessment, and joint local planning | TO NOTE the findings of the West London joint SHMA and progress delivering a range of joint local planning products | Lucy Taylor, LB Ealing |
| Business Rates Devolution opportunities and priorities | TO NOTE the bids submitted to the Strategic Investment Pool in May 2018, and to identify any potential areas of focus for future bidding rounds. | Paul Najsarek, LB Ealing |
| Economic Prosperity Board Forward Plan | To review and APPROVE by the Board | Chair |
| 19 September 2018 | | |
| Strategic Investment Pool | TO NOTE progress with the current bidding round in relation to West London's joint Bid | Paul Najsarek, LB Ealing |
| External Speaker | Colin Stanbridge, Chief Executive, London Chamber of Commerce and Industry | External Speaker |
| 5G and Broadband investment opportunities | TO IDENTIFY priorities in relation to responding strategically and positively to automation and technological advancement in relation to skills, transport, communications and growth. The Committee will be joined by the GLA's Chief Digital Officer. | Theo Blackwell, Chief Digital Officer, GLA |
| Orbital Rail | Standing item to consider decisions, progress and next steps relating to orbital rail in West London | Amar Dave, LB Brent |
| Work & Health Programme and Mental Health Trailblazer update | TO NOTE the report updating on the progress of these two programmes | Paul Najsarek, LB Ealing |
| External Speakers | TO AGREE, subject to comment and amendment, the list of possible speakers to invite to future boards, and to propose any changes or additions. | Luke Ward, West London Alliance |

| Title of Report | Overview of decision | Report Of (<i>officer</i>) |
|--|---|------------------------------|
| Economic Prosperity Board Forward Plan | To review and APPROVE by the Board | Chair |
| 20 November 2018 | | |
| External Speaker | TBC – potentially Deputy Mayor for Transport | External Speaker |
| Orbital Rail | Standing item to consider decisions, progress and next steps relating to orbital rail in West London | Amar Dave, LB Brent |
| UK Industrial Strategy review | TO CONSIDER a proposal for more closely aligning the Growth, Employment and Skills programme with the priorities as set out in the Government's Industrial Strategy | Paul Najsarek, LB Ealing |
| Skills and Employment Taskforce | TO CONSIDER the outcomes of the work of the Heathrow Skills Taskforce | TBC |
| Capital West London performance report | TO UPDATE the committee on progress delivering the service and the forward plan for the coming year. | Luke Ward, WLA |
| Economic Prosperity Board Forward Plan | To review and APPROVE by the Board | Chair |
| 27 February 2019 (TBC) | | |
| External Speaker | TBC – Deputy Mayor for Transport invited | TBC |
| Orbital Rail | Standing item to consider decisions, progress and next steps relating to orbital rail in West London | Amar Dave, LB Brent |
| One Public Estate (OPE) | TO AGREE next steps progressing the West London OPE programme | TBC |
| Data associated with Brexit | TO NOTE emerging factual economic trends relating to Brexit | TBC |

| Title of Report | Overview of decision | Report Of (<i>officer</i>) |
|--|------------------------------------|-----------------------------------|
| Modular Housing | TBC | TBC |
| Chair's Review of the Year/Annual Report | | TBC |
| Economic Prosperity Board Forward Plan | To review and APPROVE by the Board | Chair |

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