



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

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

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

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

### 1. **Minutes of the Previous Meeting**

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

### 2. **Apologies for Absence**

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

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

### 3. **Declarations of interests**

There were no declarations of interest from Members.

### 4. **Public Participation**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **6. West London Skills and Productivity Strategy (draft)**

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

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

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

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

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

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

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

It was **RESOLVED**:

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

## 7. **West London Orbital Rail**

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

The following representations were noted by the Board:

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

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

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

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

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

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

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

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

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

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

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

## 8. **Mayor's Transport Strategy**

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

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

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

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

## 9. **Work and Health Programme procurement**

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

The Board noted:

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



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

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

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

#### 10. **Economic Prosperity Board Forward Plan**

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

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

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

The meeting closed at 12:35pm

COUNCILLOR MUHAMMED BUTT  
Chair