Agenda

Extraordinary Council

Wednesday, 22 July 2020 at 7.00 pm
Virtual Meeting via Microsoft Teams

Membership (Quorum – 10)

Cllrs Parker, Ms Sanders (Deputy Mayor), Aspinell, Barrett, Dr Barrett, Bridge, Chilvers, Clarke, J Cloke, S Cloke, Mrs Davies, Fryd, Mrs Fulcher, Haigh, Hirst, Mrs Hones, Hossack, Jakobsson, Keeble, Kendall, Kerslake, Laplain, Lewis, McCheyne, McLaren, Mrs McKinlay, Morrissey, Mynott, Naylor, Nolan, Mrs Pearson, Poppy, Mrs Pound, Reed, Tanner, Tierney and Tumbridge

Agenda Item	Item	Wards(s) Affected	Page No

Public viewing of the committee meeting:
View the live broadcast of the meeting starting at 7pm.

Contents

1.	**To appoint a Member to preside at the meeting if the Deputy Mayor is not present and able to preside**		
2.	**Apologies for Absence**		
3.	**Declaration of Interest from Members and Officers**		
4.	**Update report from the Association of South Essex Local Authorities (ASELA)**	All Wards	5 - 54
5.	**Revised Calendar of Meetings**	All Wards	55 - 62
6.	**Urgent Business** To consider any matter which, by reason of special		

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circumstances to be specified in the minutes of the meeting, the Mayor considers should be considered at the meeting as a matter of urgency.

Jonathan Stephenson
Chief Executive

Town Hall
Brentwood, Essex
07.07.2020

Information for Members

Please note the changes in blue apply to remote meetings

Introduction

The Government has enacted The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority Police and Crime Panel Meetings) (England and Wales) Regulations 2020 no 392 (the Regulations) which came into force on the 4 April 2020 and will remain in force until the 7 May 2021.

The Council will hold Committee meetings remotely and enable the public to participate by streaming those meetings that are open to the public.

Only those Committee meetings were the public have a right to speak will the facility be available to enable them to participate where the technology is not available for them to exercise this right then their participation will be by written communication read out at the remote meeting.

Substitutes

The names of substitutes shall be announced at the start of the meeting by the Chair and the substitution shall cease at the end of the meeting.

Where substitution is permitted, substitutes for quasi judicial/regulatory committees must be drawn from Members who have received training in quasi- judicial/regulatory decision making. If a casual vacancy occurs on a quasi judicial/regulatory committee it will not be filled until the nominated member has been trained.

Rights to Attend and Speak

Any member may remotely attend any Committee to which these rules apply.

Any Members may attend any Committee to which these procedure rules apply.

A Member who is not a member of the Committee may speak at the meeting. The Member may speak at the Chair's discretion, it being the expectation that a Member will be allowed to speak on a ward matter.

Members requiring further information, or with specific questions, are asked to raise these with the appropriate officer at least two working days before the meeting.

Point of Order/ Personal explanation/ Point of Information

Point of Order	**Personal Explanation**	**Point of Information or clarification**
A member may raise a point of order at any time. The Mayor will hear them immediately. A point of order may only relate to an alleged breach of these Procedure Rules or the law. The Member must indicate the rule or law and the way in which they consider it has been broken. The ruling of the Mayor on the point of order will be final.	A member may make a personal explanation at any time. A personal explanation must relate to some material part of an earlier speech by the member which may appear to have been misunderstood in the present debate, or outside of the meeting. The ruling of the Mayor on the admissibility of a personal explanation will be final.	A point of information or clarification must relate to the matter being debated. If a Member wishes to raise a point of information, he/she must first seek the permission of the Mayor. The Member must specify the nature of the information he/she wishes to provide and its importance to the current debate, If the Mayor gives his/her permission, the Member will give the additional information succinctly. Points of Information or clarification should be used in exceptional circumstances and should not be used to interrupt other speakers or to make a further speech when he/she has already spoken during the debate. The ruling of the Mayor on the admissibility of a point of information or clarification will be final.

Information for Members of the Public

Access to Information and Meetings

You have the right to **remotely** attend all meetings of the Council and Committees. You also have the right to see the agenda, which will be published no later than 5 working days before the meeting, and minutes once they are published. Dates of the meetings are available at www.brentwood.gov.uk.

Guidelines on filming, photography, recording and use of social media at council and committee meetings

The Council will be holding remote Committee meetings and will make these accessible to the public remotely by being recorded and streamed. Whilst the Regulations apply the following paragraphs will not apply to the meetings of the Council.

The council welcomes the filming, photography, recording and use of social media at council and committee meetings as a means of reporting on its proceedings because it helps to make the council more transparent and accountable to its local communities.

Where members of the public use a laptop, tablet device, smart phone or similar devices to make recordings, these devices must be set to 'silent' mode to avoid interrupting proceedings of the council or committee.

If you wish to record the proceedings of a meeting and have any special requirements or are intending to bring in large equipment then please contact the Communications Team before the meeting.

The use of flash photography or additional lighting may be allowed provided it has been discussed prior to the meeting and agreement reached to ensure that it will not disrupt proceedings.

The Chair of the meeting may terminate or suspend filming, photography, recording and use of social media if any of these activities, in their opinion, are disrupting proceedings at the meeting.

Private Session

Occasionally meetings will need to discuss some of its business in private. This can only happen on a limited range of issues, which are set by law. When a Committee does so, you will be asked to leave the meeting.

The Chair or Clerk to the Committee will disconnect all persons who should leave the meeting prior to continuing there will be a short break to ensure that this has happened.

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Access

The Council will provide remote access for public participation by the meeting be accessible.

There is wheelchair access to the meeting venue from the Main Entrance. If you do wish to attend this meeting, please contact the clerk should you have specific accessibility needs. There is an induction loop in the meeting room.

Evacuation Procedures

This procedure does not apply whilst using remote meetings

Evacuate the building using the nearest available exit and congregate at the assembly point in the Car Park.

Committee: Extraordinary Council	**Date:** 22 July 2020
Subject: Update report from the Association of South Essex Local Authorities (ASELA)	**Wards Affected:** All
Report of: Cllr Chris Hossack, Leader of the Council and Jonathan Stephenson, Chief Executive	**Public**
Report Author/s: Name: Jonathan Stephenson, Chief Executive Telephone: 01277 312860 E-mail: jonathan.stephenson@brentwood.gov.uk	**For Information –** **A NON VOTNG ITEM**

SUMMARY

1. In early 2018, the Council signed a Memorandum of Understanding to work together with other local authorities in South Essex through a partnership collectively known as the Association of South Essex Local Authorities (ASELA).

2. The purpose of this report is to present an update report from ASELA which is attached at **Appendix A.**

RECOMMENDATION/S

Members are asked:

R1. To note the update report from the Association of South Essex Local Authorities (ASELA) at Appendix A.

MAIN REPORT

INTRODUCTION AND BACKGROUND

3. As referred to above, the Council signed a Memorandum of Understanding in early 2018 to work together with other local authorities in South Essex through a partnership collectively known as the Association of South Essex Local Authorities ("ASELA")

4. The work of ASELA has been overseen by ongoing governance that has included monthly meetings of the Leaders and Chief Executives of the Partner Authorities.

5. Attached at **Appendix A** is an update report from ASELA with 3 Enclosures.

6. The update report recommends that the Partner Authorities:

   I. Note ASELAs intention to immediately engage with Central Government ahead of the autumn Spending Review, regarding the economic agenda for the South Essex region, how it can deliver new jobs, new transport infrastructure, new homes, and the future governance arrangements to deliver better outcomes for its existing, and new, residents and businesses as set out in the 'Growth and Recovery Prospectus 2020' at Enclosure No. 2;

   II. Note the work commenced by ASELA to begin to consider and explore the most appropriate and effective future governance arrangements to realise South Essex's full economic and social potential and shared ambitions as set out in the independent Review of Governance in South Essex at Enclosure No. 3. This report does not seek approval or endorsement of any specific governance proposals; and

   III. Note that a further report will be presented to Council's later in the calendar year to provide an update on the outcome of the discussions with Central Government and any proposals for more formal interim governance arrangements for ASELA to ensure transparency and accountability.

OTHER OPTIONS

7. The Council is only being asked to note the update report. It is not being asked to discharge any of the authority's functions.

REASONS FOR RECOMMENDATIONS

8. To provide an update on progress.

IMPLICATIONS

Financial and Risk Implications
Name/Title: Jacqueline Van Mellaerts, Director of Corporate Resources
Tel/Email: 01277 312500/jacqueline.vanmellaerts@brentwood.gov.uk

9. There are no direct financial implications arising from this report. Significant opportunities and Risk implications can be found within Appendix A.

Legal Implications
Name & Title: Amanda Julian, Director of Law and Governance
Tel & Email: 01277 312500/amanda.julian@brentwood.gov.uk

10. Legal implications can be found within Appendix A.

Economic Implications
Name/Title: Phil Drane, Director of Planning and Economy
Tel/Email: 01277 312500/philip.drane@brentwood.gov.uk

11. The Growth and Recovery Prospectus 2020 sets out the importance of the South Essex economy both locally and nationally. Joint working with ASELA partners has progressed various workstreams, including an economic and productivity strategy, digital infrastructure and connectivity proposals, regeneration opportunities and housing delivery options. However, the prospectus identifies the need for a bigger and stronger relationship with Government and the private sector for the full potential of South Essex to be realised. Continued partnership working through ASELA enables improved economies of scale when focussing on the economic impact of COVID-19 and importance of acting now. This has led to the development of proposals that ASELA propose to discuss with Government. Brentwood Borough's economy stands to benefit from the wider work to realise the full potential of South Essex.

Other Implications (where significant) – i.e. Health and Safety, Asset Management, Equality and Diversity, Section 17 – Crime & Disorder, Sustainability, ICT.

12. None.

Appendices to this report

Appendix A - Update report from the Association of South Essex Local Authorities (ASELA), with 3 Enclosures:

- Enclosure No. 1 – ASELA Memorandum of Understanding
- Enclosure No. 2 – South Essex Growth and Recovery Prospectus 2020.
- Enclosure No. 3 – Review of Governance in South Essex

UPDATE REPORT FROM THE ASSOCIATION OF SOUTH ESSEX LOCAL AUTHORITIES (ASELA)

Enclosures: Enclosure No. 1 – ASELA Memorandum of Understanding
Enclosure No. 2 – South Essex Growth and Recovery Prospectus 2020
Enclosure No. 3 – Review of Governance in South Essex

Executive Summary

In early 2018, the following councils: Basildon Borough Council; Brentwood Borough Council; Castle Point Borough Council; Essex County Council; Rochford District Council; Southend-on-Sea Borough Council and Thurrock Council signed a Memorandum of Understanding (see **Enclosure No. 1**) to work together through a partnership collectively known as the Association of South Essex Local Authorities ("ASELA" or "Partner Authorities").

The aim of ASELA is for the Partner Authorities to collaborate to secure greater prosperity for all residents and communities within the South Essex sub-region. Despite limited funding and resource, the authorities are working closely together on a number of projects It is has become clear however, that South Essex needs long term investment and greater control over decisions that affect local people, if it going to realise its full potential.

This report therefore, sets out ASELA's intention to engage with Central Government regarding the agenda for the South Essex region, how it can deliver, new jobs and better jobs, new transport infrastructure and accelerate the delivery new homes that are essential to support a growing economy. A document that summaries the proposals, the 'Growth and Recovery Prospectus 2020' is attached at **Enclosure No. 2**.

ASELA have also recently initiated and commenced work to begin to consider and explore the most appropriate and effective future governance arrangements to deliver on this potential and shared ambitions. A preliminary review which considers the various governance options is attached at **Enclosure No. 3** for Members information.

Recommendations

That Partner Authorities:

1. **Note ASELAs intention to immediately engage with Central Government ahead of the autumn Spending Review, regarding the economic agenda for the South Essex region, how it can deliver new jobs, new transport infrastructure, new homes, and the future governance arrangements to deliver better outcomes for its existing, and new, residents and businesses as set out in the 'Growth and Recovery Prospectus 2020' at Enclosure No. 2;**

2. **Note the work commenced by ASELA to begin to consider and explore the most appropriate and effective future governance arrangements to realise South Essex's full economic and social potential and shared ambitions as set out in the independent Review of Governance in South Essex at Enclosure No. 3. This report does not seek approval or endorsement of any specific governance proposals; and**

3. **Note that a further report will be presented later in the calendar year to provide an update on the outcome of the discussions with Central Government and any proposals for more formal interim governance arrangements for ASELA to ensure transparency and accountability.**

Background

Since the Memorandum of Understanding (MOU) was signed by all councils in January 2018, officers across the South of Essex have been working on a number of work streams to deliver the objectives that underpinned the South Essex 2050 vision.

Progress over the last two years includes:

- Pushing ahead with a strategic and statutory spatial plan – the aim is to have this complete by 2022;
- Bringing forward a framework and plan to re-design local connectivity and public transport – so that residents and businesses can go easily about their daily lives;
- Implementing a new economic and productivity strategy for the region that will locally deliver a significant uplift in economic value over the next ten years – it will form part of the local industrial strategy for South East Local Enterprise Partnership;
- Enabling digital infrastructure and connectivity through the Full Fibre network programme with DCMS, and exploring with Strathclyde University and DCMS, the potential to be leaders in 5G technology for an urban and rural area;
- Focusing on re-energising the town centres – so that they become a blend of commercial, residential and retail space;
- Creating a housing delivery plan in conjunction with Homes England and in line with previously set local SHNA targets set by government – to transform housing delivery in the region; and
- Developing an “impact’ investment fund to attract private sector finance to commercial schemes – the focus of this report.

It has become clear however, that if the full potential of South Essex is to be realised for all communities then the region needs a bigger and stronger relationship with Government and the private sector. The huge impact that COVID 19 is having on our businesses has further served to illustrate that it is important to act now. This has led to the development of the proposals that ASELA propose to discuss with Government.

The ASELA Growth and Recovery Prospectus

South Essex is an important economy locally and nationally. There is however, a significant amount of levelling up that is required in order for it to realise its full potential. Substantial long-term investment and greater powers are needed, to tackle the challenges facing the area, including education and skills attainment, levels of productivity and average weekly wages for jobs in the local area. Productivity (measured as GVA per job) is lower in South Essex than nationally and any place on the periphery of London. While local earnings are boosted by some residents out-commuting to earn higher salaries elsewhere, particularly in London, workplace earnings in South Essex are notably lower than in comparable local areas. Furthermore transport and connectivity in the region needs to be transformed, providing a viable, deliverable and resilient transport system. The current main road artery system and the two major rail routes have historically operated at, or over, capacity. This has a significant impact on productivity and the way people are able to go about their everyday lives.

A range of new interventions are required to tackle these underlying systemic challenges.

The significant opportunity for South Essex to create greater prosperity and quality of life for all its residents and for the benefit of the UK. With an infrastructure led approach to inclusive and sustainable growth, it provides a rich culture, space and attractive places to live. Work is underway to develop a bold and ambitious economic plan to:

- by 2050 to grow its contribution to the UK economy by £15bn
- to create 100,000 new jobs by 2050.
- to help 50,000 businesses to grow and increase their productivity.
- to achieve combined benefits to the Exchequer of £0.5bn per annum from reduced unemployment and increased business rates by 2050.
- to ensure its businesses and residents recover from the impact of COVID 19 and as many of the 12,000 jobs at risk are replaced by 2022.
- to ensure that all new development is underpinned by infrastructure and especially social infrastructure including education and health services.
- to build an economy that is enabled by the strongest digital network for a mixed rural and urban area in the UK.
- to work with partners to establish a Freeport within South Essex.
- to create an integrated public transport system that puts active travel and decarbonised transport at its heart, enabled by a package of transport investment.
- to unlock £5bn of private sector investment.
- to develop places people want to live and enjoy life.
- to create over 5,000 work opportunities for young people aged 16-24 per annum, and 5,000 apprenticeships per annum in the next ten years.
- to deliver a total of 96,000 new homes, including 29,000 affordable homes for key workers, by 2038 – as determined for each local authority by the already agreed strategic assessment of housing need.
- to become carbon zero region by 2040, utilising a combination of innovative energy technology, minimising harm caused by travel and reshaping why and how we move, and designing in the highest levels of energy efficiency in our town planning and building design.

ASELA intends to engage with Central Government over the next few months regarding the agenda for the South Essex region, as set out in the 'Growth and Recovery Prospectus 2020' at **Enclosure No. 2**.

Leadership, decision making and accountability

ASELA Leaders have recognised that in order to deliver the emerging strategic objectives and realise the opportunity that exists in South Essex, effective and appropriate governance arrangements are essential to underpin and enable delivery.

ASELA recently commissioned a review of the existing governance arrangements and the different governance options that exist. A copy of the preliminary review report is set out in **Enclosure No.3**, for Members information. The independent report identifies that the only viable option to deliver the scale of ambition and priorities and provide the area with significant new powers and funding to increase opportunities and living standards through inclusive growth and productivity improvements would be a Combined Authority with a Directly Elected Mayor. This report does not seek approval or endorsement of any specific proposals

associated with establishment of a Combined Authority, at this time. Nor is there any intention that constituent council functions should being removed from the constituent councils, with the exception of creating a single strategic transport plan for the area. In particular, sovereignty of local councils over planning considerations and decisions will remain with the local authority. Where existing functions or resources currently held by the constituent authorities are to be shared with a Combined Authority, this must be agreed by the constituent councils.

The establishment of any new South Essex Combined Authority would be subject to the outcome of discussions with Government, ratification by each Council and proceeding through the steps necessary to establish a new Combined Authority as set out below.

It is important to note that the Government have clearly indicated their intention to publish a Devolution White Paper in the autumn which it is anticipated will reaffirm the Government's commitment to the establishment of Combined Authorities with a Directly Elected Mayor. It will of course be essential to consider and reflect on the contents of the Devolution White Paper and what the impacts might be on the future governance arrangements in South Essex and progression of the matters referred to in this report.

ASELA intends to report further to all Partner Authorities later in the year to provide an update on the outcome of discussions with Central Government and the impact of the White Paper.

The independent preliminary report sets out five options for exploration:

- Option 1: Strengthening the current arrangements
- Option 2: Establishing a Joint Committee
- Option 3: Establishing a Local Development Corporation
- Option 4: Establishing a Combined Authority
- Option 5: Establishing a Combined Authority with a directly elected Mayor

<u>The detail of the independent review can be read in enclosure 3 but for ease of reference a summary is provided below.</u>

<u>Strengthening the current arrangements</u>

The current arrangements in South Essex have historically made it challenging to have a single voice for South Essex. The coherence of South Essex in terms of economy, housing, transport and infrastructure means that it is essential that some form of collaborative governance arrangements for the area are put in place.

The current arrangements lead to an overall picture of fragmentation which is a barrier to:

- Delivering a long term strategy;
- Exercising the necessary powers and resources;
- Being trusted by government to receive devolved powers and resources.

Joint Committee

Section 102 of the Local Government Act 1972 enables two or more local authorities to set up a Joint Committee to discharge their functions jointly. In this case the joint committee could be established by the seven councils in South Essex or by a sub-set of them. Joint Committees, once established, may be decision-making or advisory and while an "accountable body" is generally appointed to manage the committee and its functions, it has no legal status.

A joint committee would go some way to enhance the transparency and accountability issues ASELA seeks to address in the autumn. The review summarised the weaknesses of a joint committee model as:

- It would not provide the governance and accountability necessary to manage the powers and resources that South Essex is seeking from government;
- It can only use powers devolved to it from the councils that create it, not powers devolved from government;
- It would be relatively easy for one or more councils to leave the committee, undermining its integrity;
- Links with business would be relatively week: the LEP for example could attend meetings of the committee but would not be a member of it;
- It would be susceptible to the impact of frequent changes in control of the councils in the area all of which have annual elections (apart from the county council).

Development Corporations

Development Corporations have traditionally been established and led by central government and in 2011, mayoral development corporations became possible in consultation with a Combined Authority. In 2018, government considered that local authorities could oversee locally-led new town development corporations. This allows a new town to be initiated locally and then "approved" by the Secretary of State who in turn would agree the instruments needed to establish as new town development corporation.

LDC's are a well-recognised tool for their role in delivering major housing and regeneration projects as they have enhanced powers, an ability to attract investment and are "insulated" from local politics. They can also span multiple local authority boundaries so would be an appropriate delivery tool for key regeneration and housing sites in South Essex.

The value of local development corporations is questionable as while this body could address local priorities, it would not have any decision-making powers over wider investment in priorities outside its footprint. This option could be a tool a combined authority wants to set up, but not an alternative to it.

A Combined Authority

A Combined Authority is a legal entity that enables a group of two or more councils to collaborate and take collective decisions across council boundaries. They can only be created by parliament, although the development and administration of a combined authority must be locally driven by the authorities involved. Combined Authorities utilise powers and resources

devolved to them by national government as part of a devolution deal and can also have powers delegated to them by the partner authorities. Each group of local authorities can determine the powers it wishes to exercise through the combined authority, and negotiates with government on that basis.

Linked to Combined Authorities is the idea of an elected Mayor for the area covered. The government has constantly expressed a strong preference for combined authorities to have an elected mayor for the whole area. As with a Combined Authority, the precise powers exercised by a Mayor are a matter for the authorities involved and form the basis of the "deal" with government, but a single democratically elected representative for an area is seen by the government as the best way to facilitate a constructive two way dialogue and demonstrate local accountability.

There are currently ten Combined Authorities across the country, ranging from the longest established – in Greater Manchester – to the more recently created combined authority in West Yorkshire. Each has a different number of constituent local authorities and varying levels of devolved funding and powers from Government, and a different level of power given to the elected mayor, where there is one in place.

The core legislation relating to Combined Authorities is the Local Democracy, Economic Development and Construction Act 2009 amended by the Cities and Local Government Devolution Act 2016 which sets out the criteria and process associated with establishment of a Combined Authority as summarised below.

To be clear for Members, a Combined Authority is not a merger of authorities or a super unitary, it is a model of governance that enables councils to work together across their administrative boundaries.

Process for Creation of a Combined Authority

The specific key stages and tasks for a group of councils proposing to establish a Combined Authority are set out in further detail below:

Stage 1 - Review:

A group of councils proposing to establish a Combined Authority must carry out a governance review. The focus of this reviews is to consider the potential of different governance models to improve the delivery of the proposed functions of the Combined Authority.

The governance review has to conclude which of governance model would result in the necessary improvements which have been identified. The review will also need to show how the proposals meet the requirement on the Secretary of State, when creating a Combined Authority, to have regard to the identities and interests of local communities and secure effective and convenient local government.

Stage 2 - Scheme preparation:

Having decided to proceed, the councils must prepare and publish a scheme for the Combined Authority and undertake consultation. The legislation does not specify the contents of a scheme, but it is clear from the other provisions in the legislation that it should:

- confirm the area to be covered and the consent of the relevant councils to the Proposal
- identify the statutory functions to be transferred, report the results of the review and explain why the transfer of those functions to the Combined Authority is likely to improve their delivery
- propose appropriate governance arrangements including membership, voting etc.
- report the results of public consultation on the proposal.

Stage 3 - Order making process:

The Secretary of State introduces in Parliament a statutory instrument establishing the Combined Authority.

Detailed below is an illustrative future timeline associated with the establishment of a Combined Authority with a Directly Elected Mayor at the earliest opportunity, should that be the agreed model. A similar timetable would be used if the agreed model is a Combined Authority without a Directly Elected Mayor. It should be noted that the below presents a highly ambitious and challenging timeline which will be subject to a number of factors, including the Devolution White Paper to be published by the Government in the autumn, and others which will be outside of ASELA's control.

Governance Review & Draft Scheme	**October 2020** Formal adoption of Governance Review recommending the establishment of a Combined Authority and draft scheme. The scheme will outline the area covered, the constitution and functions. This will include details of membership of authority, voting and how meetings will be chaired, recorded etc.
Consultation	**November 2020** The consultation lends weight to the case that the Secretary of State must consider. It is recommended to consult stakeholders such as Integrated Transport Authorities, neighbouring authorities, LEP's, Regional MPs, Regional public bodies and the public.
Scheme Published	**December 2020** Each constituent council obtains approval of the Scheme and subsequently submits to MHCLG

Parliamentary Approval	**March 2021** Prior to parliamentary approval, an Order would need to be drafted, debated in both houses and ratified by Parliament. As part of this, the Secretary of State may undertake further consultation.
Potential Elections for a Directly Elected Mayor	**May 2021** An election would need to be held for the Directly Elected Mayor if this is the agreed model.

Interim Governance Arrangements

As referred to above, the work of ASELA has been overseen by ongoing governance that has included monthly meetings of the authorities' Leaders and Chief Executives. The governance arrangements currently have no direct formal basis and arise from the MOU and the wider joint working.

ASELA recognises the importance of ensuring that its governance and operational arrangements are fit for purpose, particularly at this time. The Association is committed to keeping these under constant review and intends to enhance its operating arrangements to ensure transparency and accountability, and will bring forward any proposals for more formal interim governance arrangements for ASELA later in the year.

Association of South Essex Local Authorities

Memorandum of Understanding

between

Basildon Borough Council

Brentwood Borough Council

Castle Point Borough Council

Essex County Council

Rochford District Council

Southend on Sea Borough Council

Thurrock Borough Council

1. Background

1.1 Stemming from housing and local planning issues initially, there has been a growing recognition of the opportunity and need for greater cross-boundary working on strategic infrastructure planning and growth across South Essex. In June 2017 Leaders and Chief Executives of Basildon, Brentwood, Castle Point, Rochford, Southend–on-Sea, Thurrock and Essex County Council (the Authorities) agreed to initiate and shape a programme of work through the summer and autumn to explore a joint 'place vision' and the scope for greater strategic collaboration along the South Essex growth corridor.

1.2 The work during the summer and autumn has resulted in an emerging vision and identification of strategic growth opportunities that need testing and strengthening with the people and stakeholders of South Essex and beyond. It has also built a strong commitment amongst the Authorities to collaborative working. It was agreed that an Association of South Essex Local Authorities (ASELA) should be established to continue this collaborative work.

1.3 The Authorities wish to record the intention to establish ASELA and basis of our collaboration through a Memorandum of Understanding (MoU). This MoU sets out:

a) The core purpose and aims of ASELA
b) The principles of collaboration

2. Core Purpose and aims

2.1. The core purpose of ASELA is to provide place leadership for South Essex. Recognising that through our collaborative approach we will be best placed to develop and deliver a vision for South Essex up to 2050, promoting healthy growth for our communities.

2.2. ASLEA will focus on the strategic opportunities, regardless of individual local authority boundaries for the South Essex economic corridor to influence and secure the strategic infrastructure that will help our individual areas to flourish and realise their full economic and social potential.

2.3. The aims of ASELA will be to:

- Provide place leadership;
- Open up spaces for housing, business and leisure development by developing a spatial strategy;
- Transform transport connectivity;
- Support our 7 sectors of industrial opportunity;
- Shape local labour & skill markets;
- Create a fully digitally-enabled place;
- Secure a sustainable energy supply;
- Influence and secure funding for necessary strategic infrastructure;
- Enhance health and social care through co-ordinated planning; and
- Work with and provide a voice for South Essex to the Thames Estuary 2050 Growth Commission and Commissioners.

3. Principles of collaboration

3.1. Our collaboration will be focused on three key areas:

- Tackling problems we can't solve individually
- Creating collective scale and impact
- Providing the place leadership to promote and sell the 'South Essex' proposition

3.2 The Authorities agree to adopt the following principles in working together:

- We are all in this together – and stronger if we work together
- We should build our governance incrementally – learning from the lessons from other places who are more advanced
- Through our collaboration we should be gaining something not losing something
- Local identities should not be lost
- We need to be a voice for South Essex

4. Term and Termination

4.1. This MoU shall commence on the date of the signature by each Authority, and shall expire if ASELA dissolves.

5. Variation

5.1. The MoU can only be varied by written agreement of all the Authorities.

6. Charges and liabilities

6.1. Except as otherwise provided, the Parties shall bear their own costs and expenses incurred in complying with their obligations under this MoU.

7. Status

7.1. This MoU cannot override the statutory duties and powers of the parties and is not enforceable by law. However the parties agree to the principles set out in this MoU.

Signed by

Local Authority	Leader/Chairman of Policy and Resources Committee	Chief Executive	Date
Basildon Borough Council			10/1/18
Brentwood Borough Council			10/1/18
Castle Point Borough Council			10/1/18
Essex County Council			10/1/18
Rochford District Council			10/1/18
Southend on Sea Borough Council			10/1/18
Thurrock Borough Council			10/1/18

Growth and Recovery Prospectus

ASSOCIATION OF SOUTH ESSEX LOCAL AUTHORITIES

JULY 2020

Introduction

THE OPPORTUNITIES

South Essex is a powerful region with a proactive attitude to delivering growth. The South Essex authorities and local businesses have formed an association which, for the past two years, has developed joined up proposals and prioritised projects, driving change collectively for its people and businesses.

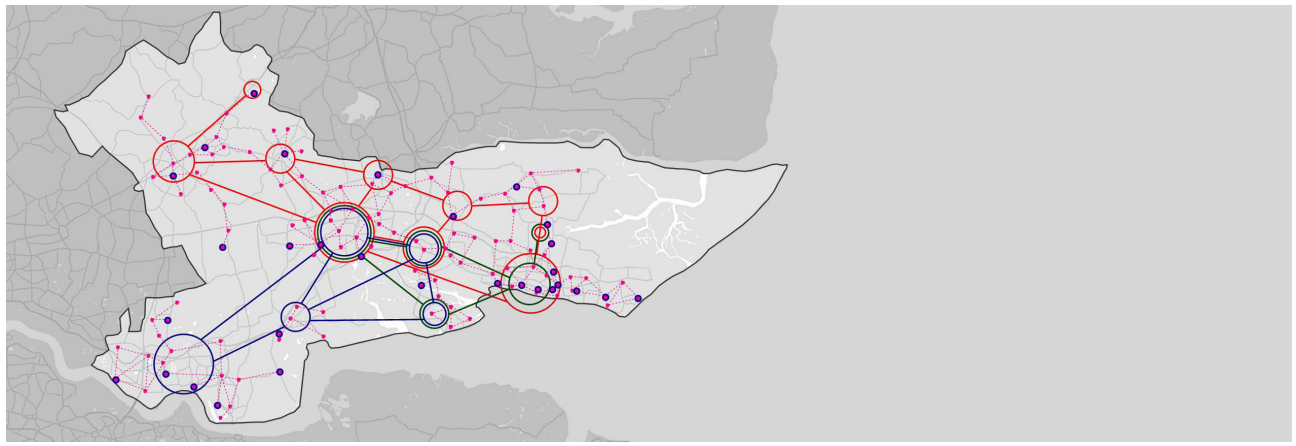
It is also an active member of the Thames Estuary Board and responded positively to the Thames Estuary Commission's recommendations to Government when it published its vision and priorities for the Thames Estuary. South Essex has used this platform to achieve early successes. It is actively working with Homes England to accelerate housing delivery, it is developing a Joint Strategic Plan with support from the Ministry for Housing, Communities and Local Government, secure investment from the Future High Street Fund and the Towns Fund, and is rolling out a local full fibre network with support from the Department for Culture, Media and Sport.

The region is now working hard to build its way forward as it moves its way out of the pandemic, with a vision to deliver for People productive jobs, blue and green infrastructure, physical and digital connectivity, new homes people need and can afford.

The South Essex economy is more vulnerable than most to the negative impacts of the coronavirus. Factors such as a higher prevalence of small businesses and self-employment, and an occupational mix less suited to working from home, are among those that underpin this assessment. Oxford Economics forecast estimates are that the South Essex economy will contract by 8.5% in 2020, even after allowing for some rebound later in the year. Up to 25% of the regional workforce was furloughed, and it is predicted that 12,000 jobs will be permanently lost as a result of the pandemic. The South Essex authorities want to work quickly and proactively to build back better and make sure that its residents and businesses are guided through the recovery with new opportunities.

The region can also drive the levelling up agenda, over time, seeing more investment delivered here from both the public and private sector. More investment is needed in South Essex if it is to deliver its latent potential, with its proximity to London, the river and the coast, to bring new investment and jobs to the region. The region has seen underinvestment over the past few decades and wants to position itself for a fair share. The region wants to leverage private sector investment through strong partnerships and delivering new homes and infrastructure, including transport and digital.

Its work on connectivity is about ensuring an active travel network can be delivered, which will support local connectivity and a transformative change in movement for businesses and communities, so that the region is not a car dominated place. There are ambitions for better regional connectivity allowing South Essex to better connect to the other parts of the South East, East Anglia and the rest of the country. The area will build on its existing assets and sectors driving more productive jobs and regeneration, making sure its communities have access to the best amenities, green space and homes.



South Essex has a key role in the local economy and is of great importance to UK PLC:

- It is home to nearly 1 million people and generated £17.9bn of economic value in 2019.
- There is a rich culture of entrepreneurialism and is home to leading brands including Ford, Amazon, National Westminster Bank and Olympus among others.
- Industry sectors and clusters are firmly established around Advanced Manufacturing, Logistics, Creative industries and Health.
- It has some key infrastructure crucial to the UK, including:
  - four major ports that are recognised as the UK's fastest growing terminals and vital to the UK fuel and energy economy;
  - an international airport;
  - a Crossrail terminus; and
  - the proposed the Lower Thames Crossing.

There are significant opportunities to create greater prosperity and quality of life in South Essex and by 2050 it plans to grow its contribution to the UK economy by £15bn, through:

50k
businesses
to grow and increase their productivity

£0.5bn
combined benefits to the Exchequer
(per annum from reduced unemployment and increased business rates)

5k+
work opportunities for young people
(per annum, and 5,000 apprenticeships per annum by 2030)

creation of an
integrated public transport
system that puts active travel and decarbonised transport at its hear

Physical + Social Infrastructure
including Education and Health Services
(ensuring all new development is underpinned by appropriate facilities)

£5bn
private sector investment

Carbon Zero
by 2040
(utilising a combination of innovative energy technology, minimising harm caused by travel and reshaping why and how we move, and designing in the highest levels of energy efficiency in planning and building design)

100k
creating new jobs

economy enabled by the strongest digital network
for a mixed rural and urban area in the UK

96k
new homes
(including 29k affordable homes for key workers by 2038)

Jobs and Opportunity

SKILLS AND FUTURE EMPLOYMENT

The South Essex economy is important. With a business base of over 32,000 enterprises providing more than 354,000 jobs and a population of around 800,000, South Essex is a major economy, comparable in scale to the combined authority areas of Sheffield City Region, West of England or Tees Valley. Its relationship with London should not be underplayed, with around 80,000 people commuting to the capital for work. Although the area has, at times, lacked a sense of identity as a major employer, often seen as a dormitory to London.

The area wants to enhance its employment activity. Productivity in South Essex is significantly less than the national and regional average and at £20,143 per capita, is nearly 40% below that of nearby Cambridgeshire and Peterborough LEP. South Essex has a very high proportion of micro businesses and self-employed traders compared to regional and national average, which historically has had an impact on the scope for growth. There are major gaps in adult skills, with overall one in four adults (24.3%) with level 1 or no qualifications, rising to nearly one in three adults in parts of South Essex.

In summary, there has been a lack of investment in major employment areas in South Essex. The review of the green book and approach Government has taken to devolving funding and priority areas is welcomed here and it would like to see further investment in its priority projects.

This has been acknowledged in both the Thames Estuary Commission's report and other policy documents which have set out South Essex's latent potential and wanting to cement South Essex's USP in employment activity including:

- The manufacturing sector in South Essex consists of around 1,700 businesses providing over 19,000 jobs. The sector includes several specialisms that could be developed to increase business productivity and build a thriving green technology sector.
- A number of specialist areas including engineering, machinery and automotive manufacturing that create a solid foundation for high value growth and exploitation of green technology.
- Creative industries that are prevalent in the Thames Estuary Production corridor.
- Niche medical and dental manufacturers, linked to an emerging health sector in Southend. Allied to manufacturing is a notable concentration of engineering and industrial design jobs (over 6,500) located primarily in Basildon.
- High value manufacturing output, product and process design offer a key opportunity to build innovation networks maximising potential applications in software and control systems, sensor technology, quality control and energy and materials efficiency essential for the green economy. Co-ordinated through a centre for green technology and a network of maker centres, South Essex this provides the basis for significant high value growth.

Skills

Skills in the area need to improve and there is significant vulnerability with coastal communities and pockets of long-term unemployment. South Essex has a significant core of low skilled residents and a long-standing pattern where those with higher skills commute into London to work. While mobility is generally a positive characteristic, the labour market in South Essex has become polarised, creating a major barrier to change. A dual strategy will be implemented to improve skills levels, for young people and adults, while also connecting individuals to employment. Aligning skills supply and demand will not only address unemployment and create pathways into work but can be an important incentive to attract business investment. Reducing commuting levels will only happen when there are sufficient well-paid jobs in South Essex. There is also the threat of automation in the region which could impact significant sectors in the area including manufacturing, transport and logistics. Between 2009 – 2018 manufacturing employment in South Essex fell by about one quarter. The South Essex authorities want a joined-up approach to skills that seeks to support those currently in work but also work with employers and future investors to ensure that local people, and new residents, are equipped with the skills they need for productive employment.

Future employment

The South Essex authorities will support the transition of advanced green manufacturing businesses to be more productive and expand high skilled employment. Through improved business networking and strengthening local supply chains, targeted business support to assist firm to access higher value national and international markets and investment in workforce and entrant training.

Knowledge intensive services play an important part in the South Essex economy and offer significant potential to create high skilled employment. Some 45.2% of jobs in South Essex are in knowledge intensive sectors, compared to a national (England and Wales) average of 48.5%. Across South Essex, the rates are significantly higher in Southend and Brentwood (55.3% and 51.1%), where knowledge intensive jobs form a majority of employment. South Essex has local concentrations of creative, engineering design, scientific testing, computing and education activities that provide a foundation for knowledge intensive growth.

Capturing the opportunity will be driven by extending production facilities present in Basildon, Southend and Thurrock to build the Thames Estuary Production Corridor, along the South Essex coast.

The logistics sector is at the forefront of automation, with employer demand and skills requirement evolving to a more efficient use of space and an occupational shift away from elementary roles to skilled process and technical jobs managing intelligent transport and warehouse management systems. The requirement for digital skills, quality control, performance analytics and communication skills will become increasingly important and it will be vital to ensure that employers have access to qualified local labour to fill vacancies and meet replacement demand.

The opportunity for South Essex is to capture increased value and productivity in the sector to boost the share of higher skilled jobs and value chain activity. With existing and historical locational and infrastructure advantages, South Essex can become a centre for innovation in logistics by growing capacity in digital, AI, data management and control systems technologies. Building on the international recognition the South Essex major ports and access to London, significant benefits can be gained by realising the potential of the sector to generate higher paid jobs, support digital enterprises and offer degree level vocational training through apprenticeship frameworks.

Connectivity

PHYSICAL AND DIGITAL INFRASTRUCTURE

South Essex plans to transform digital and transport and connectivity in the region, providing contemporary digital infrastructure that will see the entire region super-connected to attract a new business base. This is alongside a viable, deliverable and resilient transport system.

In South Essex the transport network, especially highways, operate over capacity. This has significant impact on productivity and movement. The authorities want to rebalance modal priorities in favour of active and sustainable modes and deliver a decarbonised, integrated public transport system. Walking, cycling and greener public transport will become the most appealing and practical choice. These will be supported by quality placemaking initiatives improving public realm, regeneration and community led initiatives.

There are a number of guiding principles **underpinning South Essex's approach**:

Become the **leading place in the UK for urban and rural digital connectivity**.

Enhancing and connecting local places to reflect the distinctiveness of communities.

Supporting healthier lifestyles by connecting places at a human scale.

Reducing the need for travel by the private car, providing attractive and safer routes for active travel while aggressively reducing emissions with the aim for South Essex to become Carbon Neutral ahead of national targets.

Laying foundations for future working practices by **improving connections between existing and future residential and employment areas**, supporting logistics and advanced manufacturing sector by creating new opportunities to integrate these land uses and reducing the need to travel.

Trialling future technologies to overcome existing challenges and provide flexibility and resilience to respond to the changing needs of employers.

Supporting access to local services, particularly health and education, by active modes and public transport.

*Underpinning all this is **South Essex's aim to be carbon zero by 2040**, with significant progress by 2030. How successful the region is in this aim will highly depend on reducing emissions from transport.*

There are a number of key programmes developed to deliver the transformative change:

Long Range Wide Area Network (LoRaWAN) '5G Network'

It will be delivered across the sub region, providing an ecosystem for businesses, public sector organisations, educational organisations and the public.

South Essex Active Travel Network

A regional wide active travel programme to provide attractive connections between places which will enable a significant shift to movements by active modes.

Green Blue Integrated Public Transport

A rapid transport network that provides high quality, high frequency direct links to public transport hubs (or living stations).

Visualisation of School Street in Southend-on-Sea

Living Stations

Establishing key public transport hubs (Living Stations) that will be a focus for public transport interchange and opportunities for the delivery of high quality and distinctive public realm, creative employment and retail spaces and education, health and leisure services located at Brentwood, Basildon, Grays, Southend and Southend Airport.

New strategic Interchange Hubs on the River Thames

Located between Tilbury and Southend to support new passenger river services.

Green and Blue Infrastructure through South Essex Estuary Park

Where there is a long term vision to create a single park system that encompasses all of South Essex, framed by five large-scale landscapes and an improved network of blue and green connectors.

Local Connections to Health, Education & Natural Assets

A programme including establishing active routes to schools. These routes will link schools to local communities with enhanced landscaping providing opportunities for play and interaction with green spaces.

Forward Funding of a new EV Infrastructure Network

At scale, providing EV charging points across homes, businesses and existing infrastructure to drive the transition away from petrol and diesel vehicles and securing a step change in decarbonised transport use.

Homes and Place

INFRASTRUCTURE LED GROWTH

South Essex support the idea that investment in infrastructure can support large scale and accelerated housing delivery. Historic delivery rates have been poor in South Essex, with underinvestment in both infrastructure and employment. South Essex want to support the delivery of new homes, with a strong sense of place and community, through growing existing urban settlements or delivering new ones, including Garden Towns.

Across South Essex, a number of new, mixed use, communities will be required to meet long term needs. South Essex intends to build on its heritage to pioneer the next generation of settlements and create a new concept to sustainable living for South Essex. All proposals for housing, including new settlements will be subject to existing planning controls and local decision making. Where a plan for a new settlement is brought forward, it is envisaged that they would be designed around garden village principles offering high quality and inclusive places with a mix of homes, jobs in all sectors, open spaces, community infrastructure, digital connectivity, retail and leisure space that meet need and build cohesive communities.

To enable this, the ambition in South Essex is to:

- Put in place a complete suite of up to date local plans, supported by the South Essex Plan, a strategic plan that establishes the strategic planning ambition, and policies to address sub-regional cumulative impacts that local plans cannot fully address.

- Completely transform housing delivery in the region – there is a recognised need for, and commitment to, a programme of strategic and tactical interventions that would significantly increase delivery rates;

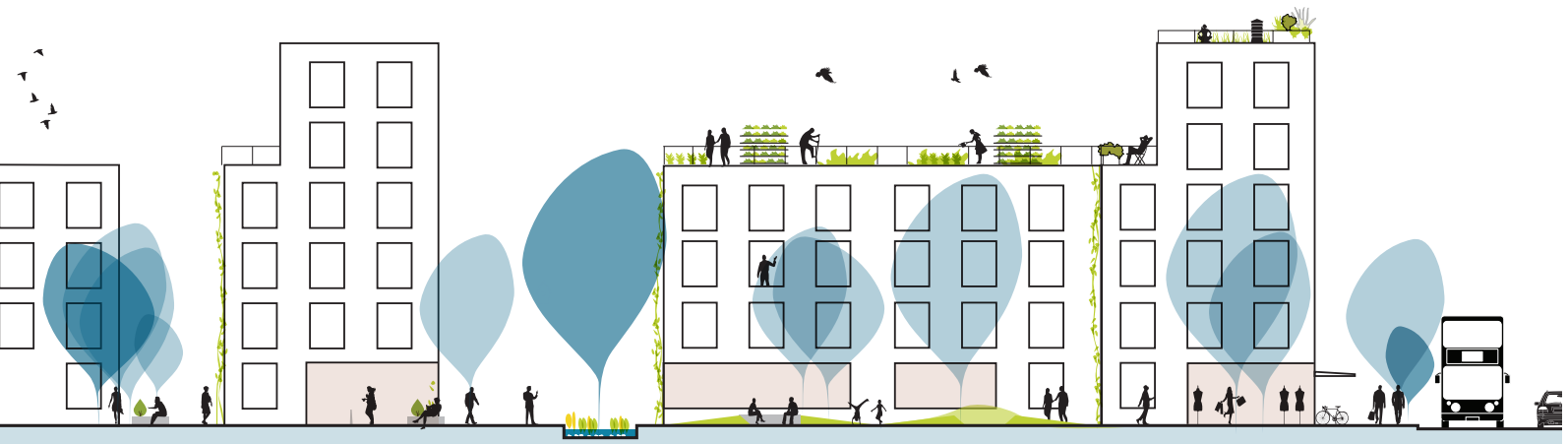
- Co-ordinate strategic land-use with strategic transport planning and provide an ambitious framework to achieve net zero and tackle the climate emergency with urgency and strong leadership

- Be a pathfinder for the Thames Estuary and set about rapid implementation of the Governments objectives for this area;

- Work collaboratively with Homes England, Housing Providers, Developers and Builders (large and small), to deliver a joint plan; and

- Establish a new delivery team – utilising expertise from the public and private sectors.

Over the past six months, South Essex have been working with Homes England on a joint delivery plan. Together they have identified the requirement for 96,000 homes in just under twenty years which equates to 4,500 homes per annum. The area is not delivering this volume of housing and is only achieving around half the requirement. To accelerate housing delivery to the level required will need substantial additional management, and technical capability, to help delivery transport and infrastructure, unlock stalled sites, remediation issues and other factors that prohibit faster delivery.



Visualisation of active travel network

The vision for South Essex is to:

- Unlock up to 43,000 of the 96,000 homes included in the strategic assessment of housing needs.

- Unlock up to 39,000 more construction jobs.

- Generate additional income for the Council of up to £450m one-off payments and £31m gross recurring annual income through Council Tax, Business Rate, Community Infrastructure Levy & New Homes Bonus.

- Increase wider economic benefits for the community by up to £2.2bn

South Essex wants to ensure its housing delivery is a result of strong economic development, new jobs and inclusive growth across the region. This means that the area will invest in its town centres, high streets and new settlements. The ambition is to embed outstanding place making principles in every project so local communities can thrive and see a step change in employment and skills, life chances and health and wellbeing.

Regeneration plans are already underway across the area, for example at Basildon, Brentwood, Grays and Southend, to develop a design blueprint that can be tailored and applied at a local level in towns across South Essex. The programme will determine the locations where delivery can be accelerated and develop up-date strategies and action plans, this will include facilitating economic recovery and resilience responding to the impact of COVID-19.

To support new modes of living and quality of life, South Essex also wants to invest in its green and blue infrastructure and not see them as a 'nice to have' but rather core to all project work moving forwards. The emerging green blue infrastructure (GBI) framework, along with the mapping and design guidance being developed by Defra and Natural England, will help South Essex and the Thames Estuary to become an exemplar of good green infrastructure delivery, benefitting the economy, people and the environment of the region, and helping to deliver biodiversity net gain and net zero carbon.

The long-term vision is the creation of one single park system that encompasses all of South Essex. A South Essex Estuary Park will be framed by five large-scale landscapes and an improved network of blue and green connectors. These five sites include flood zones, habitats, existing parkland, riverfront, former industrial sites, agriculture land, and special historical features and landmarks:

- Island Wetlands
- Central Thames Marshlands
- Central Woodland Arc
- Mardyke Valley
- Brentwood Parklands

The Proposition

A TRANSFORMED VISION FOR SOUTH ESSEX

The South Essex Authorities have a strong 'can do' attitude and want to see lifelong improvements for its communities and businesses.

The area knows it can do better and is working hard to achieve a step change in productivity, skills, employment and place making.

It can only do this with both support and long term investment, not just from the public sector but by leveraging its assets and opportunity to drive private investment too.

South Essex is placing strong emphasis on joined up leadership and governance, knowing it can achieve greater than the sum of its parts by working proactively together. South Essex authorities recognise that delivery of these proposals will require appropriate governance arrangements to be in place and has already undertaken a preliminary review of governance in the area to assess future options. If the area is going to build back better then it needs a long term strategy with some short term interventions to recover quickly from Covid-19 and create economically and socially resilient communities. At the heart of the work being undertaken by the South Essex Authorities is an ambition to deliver a series of priorities which the leadership know will deliver long lasting and wider benefits for both people and place.

These priorities need support both locally and centrally and includes:

- Providing excellent and contemporary **digital infrastructure** including 5G and connectivity that will see businesses want to invest in the area and start successful and productive enterprises.

- Delivering significant improvements in **connectivity and public transport**, underpinned by investment in active travel projects which benefit people's health and wellbeing and could see major environmental benefits.

- Unlocking **housing** sites to deliver accelerated development seeing new **quality homes**, neighbourhoods and communities brought to South Essex, and enhancing amenity and place for existing local residents.

- Investment in **green and blue infrastructure** to enable new parks and river walks, supporting active use of environmental assets, adding to biodiversity, health and wellbeing outcomes, whilst supporting active and thriving communities.

- Improving **skills** across the region from school aged children through to adult training and education, ensuring that the current and future workforce can access productive and highly skilled jobs.

- A strategy to secure more **commercial development** from employers who can provide productive and well-paid employment, locally.

- Supporting **young people** to achieve their best and build their futures in South Essex.

Visualisation of future Basildon Living Station

South Essex
2050

castlepoint
benfleet | canvey | hadleigh | thundersley

BasildonCouncil

southend
onsea
BOROUGH COUNCIL

BRENTWOOD
BOROUGH COUNCIL

thurrock.gov.uk

Rochford
District Council

Shared Intelligence

A governance review of South Essex

Shared Intelligence

June 2020

Executive Summary

This report concludes that a Mayoral Combined Authority is the most appropriate governance arrangement to deliver the ambitions set out for South Essex in Prospectus 2020 produced by the Association of South Essex Authorities (ASELA). The conclusion is based on an assessment of the existing arrangements for collaboration across South Essex and a review of possible future governance arrangements.

The existing arrangements we considered included: ASELA, the Greater Essex Leaders' Group, Transport East and the South East Local Enterprise Partnership and its federated body.

We concluded that the current arrangements for collaboration across South Essex and beyond are not capable of delivering the ambitious vision for the area.

South Essex is not benefiting from the arrangements which cover a wider area because of the absence of a single coherent voice for South Essex.

Many of the arrangements cover slightly different geographies creating a fragmented approach.

There is no organisation with an unambiguous focus of South Essex and which is capable of delivering a long term strategy for the area with the support or devolved powers and resources from government.

We considered whether strengthening the existing governance arrangements, including replacing ASELA with a statutory joint committee, would enable the delivery of the ambitions for South Essex. We concluded that simply seeking to strengthen ASELA will not enable the delvery of the prospectus and vision for South Essex. We also concluded that replacing ASELA with a joint committee would not overcome the fundamental weaknesses with the current arrangements but would be an important and potentially useful step on the way to putting more robust arrangements in place.

We have reviewed the case for establishing a South Essex Combined Authority and have concuded that it meets the stautory test for doing so. We are confident that it would:

- Improve the delivery of functions relating to the economy, infrastructure, skills and strategic planning in South Essex;
- Help to secure effectvre and convenieny local government;
- Reflect local identity and the interests of local communities.

Finally we have concluded that Mayoral Combined Authority would have two significant advantages (compared with a non-mayoral one). They are that:

- It would be more likely than a non-mayoral authority to negotiate an ambitious devolution agreement with government;
- A mayor with a four year term of office would provide a degree of stability and certainty that would strengthen governance in the area.

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Purpose of the review

The Association of South Essex Local Authorities (ASELA) has commissioned a review of the current and potential future governance arrangements in order to determine how to strengthen existing arrangements to deliver economic and inclusive growth. This review also provides an opportunity for some longer-term strategic thinking about what future arrangements may include to support public service reform for South Essex. The review has been conducted independently by Shared Intelligence to set out the options for future governance arrangements.

This review represents one against a backdrop of the Covid-19 pandemic and gives rise to a new conversation with partners and stakeholders about the future of South Essex. It presents an opportunity to consider how a new model of local government could make a strategic move to deliver economic, social and public service transformation in a post-Covid-19 setting.

This report considers the economic profile of the six local authority areas, looks at the current governance arrangements as well as the proposed devolution agreement as set out in the prospectus and considers a range of options, assessing their contribution to economic growth. These options include:

- Option 1: Strengthening the current arrangements;
- Option 2: Establishing a Joint Committee;
- Option 3: Establishing a Local Development Corporation;
- Option 4: Establishing a Combined Authority;
- Option 5: Establishing a Combined Authority with a directly elected Mayor.

To ensure compliance with the relevant legislation contained in Section 111 of the Local Democracy Economic Development and Construction Act of 2009, this Governance Review considers which model is the best in order to:

- Improve the exercise of statutory functions in the area of South Essex;
- Secure more effective and convenient local government for the area; and
- Have a positive or neutral impact on the identities and interests of our local communities.

The ambition for South Essex

Accompanying this governance review is a Prospectus 2020 developed by the Association of South Essex Local Authorities and Opportunity South Essex. This document sets out that:

"South Essex has a key role in the local economy and is of great importance to UK PLC:

- It is home to nearly 1 million people and generated £17.9bn of economic value in 2019.
- There is a rich culture of entrepreneurialism and is home to leading brands including Ford, Amazon, National Westminster Bank and Olympus among others.
- Industry sectors and clusters are firmly established around Advanced Manufacturing, Logistics, Creative industries and Health.
- It has some key infrastructure crucial to the UK, including:
    - four major ports that are recognised as the UK's fastest growing terminals and vital to the UK fuel and energy economy;
    - an international airport;
    - a Crossrail terminus; and
    - the proposed the Lower Thames Crossing.

There are significant opportunities to create greater prosperity and quality of life in South Essex and by 2050 it plans to grow its contribution to the UK economy by £15bn, through:

- 50,000 businesses growing and increasing productivity;
- Physical and social infrastructure, including education and health services;
- £0.5bn combined benefits to the Exchequer;
- Creating 100,000 new jobs;
- Delivering 96,000 new homes, including 29,000 affordable homes for key workers by 2039;
- Bringing forward £5bn of private sector investment;
- Enabling the economy with the strongest digital network;
- Creating an integrated public transport system that puts active travel and decarbonised transport at its heart;
- Delivering Carbon Zero by 2040; and
- Developing over 5,000 work opportunities for young people per annum, and 5,000 apprenticeships per annum by 2030.

Introduction and context

The Association of South Essex Local Authorities (ASELA) is formed of the seven councils of Basildon, Brentwood, Castle Point, Essex County, Rochford, Thurrock and Southend-on-Sea. Its core focus is to work across borders on strategic issues such as infrastructure, planning and growth, skills and economy, housing and transport connectivity. In February 2020, Leaders agreed to develop a set of proposals to submit to Government by July 2020 and to review the current governance arrangements.

The area is adjacent to London in the West, fuelling workforce, goods and service markets across the South East. It is well connected with a national and international gateway, with an airport – London Southend Airport and four major ports on the Thames Estuary to the South with the rest of Essex to the North. The Port of London is the second largest UK port by freight traffic. This strategic location is a considerable factor in the growth of the area and sets the scene for significant future growth potential.

The area is served by good east-west movement with the A13 and A127 providing strategic highway connections carrying large volumes of passenger and freight traffic within South Essex and westward towards London. The c2c/Greater Anglia main lines carry significant passengers to the capital. East-west roads and rail corridors are one of the key factors underpinning the sub-regional economy and housing market area. However, until connectivity on a north-south level between major employment sites and residential conurbations is addressed, there remains a barrier to workforce flow, housing and commercial growth.

Growth plans for the area however have been recently accelerated by Cross Rail, the Lower Thames Crossing and technology change on the C2C Network. The area benefits from direct road and rail links to the capital and, via the M25, to the rest of the south east and UK markets. Investment in the transport networks, both local and national, is pivotal for enabling site development, alleviating pinch points and other congestion issues, and increasing use of sustainable modes of transport. Activity and investment to date has addressed some of these priorities but does not go far enough to ensure growth can be delivered comprehensively. This is also significant for two reasons. There remains capacity at the ports locally which, with investment, could further open up this area as a gateway allowing more growth and if a trade deal with the EU is achieved, this will improve access to the rest of the country.

There are strong economic links with London providing local prosperity and supporting the capital's economy through close commuting links, with a high share of working residents regularly travelling there for work, making a significant contribution to the capital's economy. With a total of 66,584 South Essex residents commuting to London, the sub-region contributed around £4.3bn in GVA to the London economy overall.[1]

The Association of South Essex Local Authorities has a short history of collaboration but during that time, it has worked to build a core vision and set of principles and developed a suite of documents. Since the summer of 2017, it has:

[1] The average GVA per filled job in London in 2011 was £64,551 – source: ONS (2015) Nominal (smoothed) GVA per filled job (£); NUTS 2 and NUTS 3 sub regions, 2002 - 2012

- Developed a Memorandum of Understanding which was signed in January 2018;
- Committed to a Joint Strategic Plan and published its Statement of Common Ground in March 2018;
- Published Terms of Reference for its Joint Strategic Plan Members Steering Group and Delivery Board in March 2018;
- Pushed ahead with a strategic and statutory spatial plan – the aim is to have this complete by 2022;
- Created a housing delivery plan in conjunction with Homes England – to transform housing delivery in the region;
- Brought forward a framework and plan to re-design local connectivity and public transport – so that residents and businesses can go easily about their daily lives;
- Implemented a new economic and productivity strategy for the region that will locally deliver a significant uplift in economic value over the next ten years – it will form part of the local industrial strategy for South East Local Enterprise Partnership;
- Enabled digital infrastructure and connectivity through the Full Fibre network programme with DCMS, and exploring with Strathclyde University and DCMS, the potential to be leaders in 5G technology for an urban and rural area;
- Focused on re-energising the town centres – so that they become a blend of commercial, residential and retail space; and
- Developed an "impact' investment fund to attract private sector finance to commercial schemes.

However, this vast potential is not fully being realised and more needs to be done to bring forward full economic prospects in the sub-region. It must individually and collectively tackle variations in skills and qualifications levels among residents, falling output in higher productivity sectors like Accommodation and Food Services and Agriculture, and there are significant infrastructure for growth demands including transport and housing infrastructure. These barriers must be addressed to raise GVA per head, labour productivity and encourage greater economic prosperity with infrastructure for growth and transport investment coming forward as a result.

An emerging vision and scope for greater collaboration has been identified as a priority along the South Essex growth corridor. The collaboration has been built up over the past 3-years and focuses on:

- Tackling problems individual councils can't solve individually;
- Creating collective scale and impact; and
- Providing the place leadership to promote and sell the 'South Essex' proposition.

Delivering this vision will provide businesses with the skilled workforce they need and require action by all councils, at a South Essex level and across the Thames Gateway.

A review of the South Essex Functional Economic Market Area (FEMA)

Economic spatial profile

With a total population of close to 800,000 residents, its working age population is 487,522 and the area represents the largest of the Greater Essex economies with 36% of GVA (£12bn of the Greater Essex £33bn) coming from the area. The area has particularly high employment in sectors such as Logistics, Wholesale and Retail, Health and Care and Advanced Manufacturing. While the area is dominated micro and small companies dominate the landscape with around 90.7% of enterprises employing less than nine people, there are some significant employers and globally known brands such as Amazon, Ford, and MK Electric. It faces a long-term skills challenge with 11% of the population with no qualifications and in some places only 23% with NVQ4+ (Higher Education equivalent).

The latest figures for employment show that there are some 385,300 employed residents living in one of the six authorities in South Essex, while the total number of those who work there is comparatively lower, at 296,000. This reflects commuting patterns and suggests that at least 23 per cent of South Essex residents commute out of the area. (Considering that excess South Essex commuters are replaced by those commuting in, the true number of residents commuting out of South Essex is likely to be higher.) There has been an increase in the minimum number of residents who commute out of South Essex, with the figure at the time of the 2011 census being 18.5 per cent. However, this still represents a substantial amount of self-containment within this market area.

Growth in the working age population is higher than the average for a number of similar areas. South Essex is expected to see a growth in population of 2.41 per cent by 2020, 3.95 per cent by 2030 and 6.21 per cent by 2040 compared to the current figures, an increase in population from 490,620 to 502,430 in 2025, 510,011 in 2030 and 521,090 in 2040. This growth is expected to be faster than a number of comparable areas, in particular Essex. The growth will also be faster, proportionally, than surrounding areas of London, Essex and Hertfordshire.

Skills in South Essex are, however, comparatively poor. The geography has a comparatively lower skill level than all surrounding areas with the exception of Maldon, with 30.7 per cent of residents having NVQ4+ skills. Within South Essex, generally skill levels are consistently low, although Brentwood has a comparatively higher proportion of residents with NVQ4+ level qualifications, at 42 per cent. Over 10 per cent of residents in South Essex have no qualifications, suggesting that the employment specialisms generally require lower skills.

Looking more widely, estimated GVA for the South Essex area demonstrates that, comparative to the other 'quadrants' of Greater Essex, West Essex, Haven Gateway and Heart of Essex[2], South Essex has the highest GVA, with a GVA of £18,493 million in 2018. accounting for around 43 per cent of the total GVA of the Greater Essex area.

The labour market of South Essex has a particular bias towards Basildon, which is the largest employment area within Essex, with 68,309, or approximately 28 per cent, of all workers in South Essex working in Basildon. This is followed by Southend-On-Sea at 24 per cent and Thurrock at 21

[2] https://www.rochford.gov.uk/sites/default/files/GrowonSpaceFeasibilityStudy.pdf

per cent. Brentwood, Castle Point and Rochford make up far smaller proportions, suggesting that there are three primary economic centres within the South Essex area FEMA, with considerable crossover between them.

This South Essex FEMA is made up of a number of specific sector strengths, in addition to clusters of businesses. The Transportation and Storage sector is a particular strength in South Essex, comparable to Suffolk, with both the Port of Tilbury and the London Gateway Port both making up a substantial amount of the UK's shipping market share. This demonstrates significantly higher comparable employment in Logistics, in addition to transportation and storage in South Essex. In addition, South Essex specifically has a specialisation in human health and social work, construction and wholesale and retail. These sectors all have higher than average employment compared to the average for Essex, the East of England and Great Britain, therefore representing particular specialisms for the South Essex market.

Travel to work

A travel to work area (TTWA) is defined as an area in which has a degree of self-containment, where most live and work within a travel to work area. According to the latest commuting data produced by the ONS from the 2011 Census, South Essex has its own TTWA, the Southend TTWA. This roughly comprises the whole of Basildon, Rochford, Castle Point and Southend-On-Sea, however, only includes parts of Thurrock, the remainder of which is in the London TTWA and Brentwood, which is mostly in the Chelmsford TTWA.

When looking at the commuting patterns for all six authorities in South Essex, it is clear that there is a degree of self-containment, with substantial amounts of cross commuting between the different authorities. Of those who work in South Essex, 79 per cent reside and commute from within South Essex, and for those who are a resident of one of the six South Essex local authorities, 65 per cent work within South Essex. These high levels of self-containment suggest that South Essex is market area, although there is an element of commuting out of the area by the residential population however, it also shows that, as an economic area in terms of employment, the area is self-contained.

Brentwood has highest proportion of residents commuting out of South Essex for employment of the six South Essex authorities, with the borough seeing 58 per cent of its residents commute out of South Essex. Similarly, although to a far lower degree, Thurrock also has 42 per cent of its residents commuting out of South Essex, again a comparatively high level. The remainder of the authorities within South Essex are far more contained, with Castle Point and Rochford both seeing very low levels of commuting to areas outside of South Essex.

Commuter flows out of and into the area differ in their origin, although there are some areas of cross commuting. Residential commuting out of South Essex is largely to Central London boroughs, in addition to nearby authorities. The largest commuting destination for South Essex residents is Westminster and the City of London, followed by Tower Hamlets, likely for Canary Wharf. In addition, there is also substantial amounts of commuting to other Inner London Boroughs such Camden, Islington, Southwark and Hackney. The other significant commuting destination is nearby authorities. This includes areas of Essex such as Chelmsford, in addition to Epping Forest and Braintree, as well as outer London Boroughs such as Havering, Barking and Dagenham, Newham and Redbridge.

Commuters from outside South Essex are predominantly from Chelmsford and Havering, which demonstrates some of the cross commuting between South Essex and nearby market areas. In addition, there are substantial commuter flows from areas such as Maldon, Braintree, Epping Forest

and Colchester in Essex and Barking and Dagenham, Redbridge and Newham, Outer London Boroughs which border or are in proximity to South Essex.

The commuting data suggests that South Essex is a self-contained market area, although with some cross commuting between neighbouring areas, particularly to the West. In addition to this, there is also a substantial unreciprocated number of commuters who commute to inner London Boroughs for employment.

Housing Market Area

A housing market area is an area for planning new housing developments and is an acknowledgement that housing markets do not precisely follow administrative boundaries. The South Essex Strategic Housing Market Assessment[3] (SHMA) published in 2016 identifies that five of the authorities in South Essex, Basildon, Castle Point, Rochford, Southend-On-Sea and Thurrock, are part of the same housing market area. This is based on factors including household migration and search patterns, house prices and the rate of change in house prices, and other contextual data. Research conducted by the Ministry of Communities and Local Government in 2010 backs this finding, categorising the five authorities in a housing market area called the "Thames Gateway".[4] Separately, Brentwood is considered to be part of the "London Commuter Belt Housing Market Area" by this piece of work, which includes authorities such as Chelmsford and stretches to Dacorum and St Albans in the West. Brentwood has since developed its own SHMA[5] but in the future will be considered part of the South Essex SHMA.

The evidence presented in the South Essex SMHA is still valid for demonstrating that South Essex is a self-contained housing market area. In terms of household migration, South Essex demonstrates a particularly strong self-containment. The latest available evidence is again based on Census 2011 data, but as presented in the SHMA around 73 per cent of those who moved houses in the year before the census moved within South Essex. Similarly, and importantly, the self-containment within South Essex is higher than that of any authority within South Essex, demonstrating that the area is not made up of a number of housing market areas. The same measure for those moving to South Essex shows similar results, with 74 per cent of those who moved to South Essex in the year prior to the Census moving from a South Essex.

In terms of house prices, the distinction of South Essex is slightly less clear, but still exists. While house prices generally are not particularly comparable in terms of growth, with Thurrock in particular having experienced high levels of growth in the price of housing. However, actual house prices are now even more comparable than at the time of the SMHA, with the September 2019 data showing house prices across Basildon, Castle Point, Southend-On-Sea and Thurrock all being just below or on £300,000, with prices in Rochford being slightly higher, at £335,000. This demonstrates that South Essex continues to have house prices which are below the average in much of the surrounding area.

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3 https://www.housingessex.org/assets/uploads/2018/06/South_Essex_Strategic_Housing_Market_Assessment.pdf

4 https://www.gov.uk/government/publications/housing-market-areas

5 http://www.brentwood.gov.uk/pdf/25102018093817000000.pdf

Commercial Property Market Area

South Essex, including Brentwood, has a commercial floorspace breakdown which is comparatively similar to Essex. Both areas have sizable industrial areas by square metre, at a higher proportion than England and Wales, in addition, both areas have a higher proportion of retail space, and a lower proportion of office space. Looking specifically at the differences between South Essex and Essex to determine the differences between the areas, there is essentially no difference in the proportion of industrial space between the two, with both areas having about 57 per cent of commercial space being industrial. However, there are comparative differences between South Essex and Essex in the proportion of both retail and office space, where South Essex has a higher proportion of retail space, at around 22 per cent of total compared to 19 per cent of the total for Essex and a lower proportion of office space, at 10 per cent of the total compared to 12 per cent for Essex.

Looking specifically at the six authorities in South Essex shows that there are comparative similarities. Brentwood has a far higher proportion of office space, and Southend has a higher proportion of retail space. Thurrock and Basildon have a high percentage of industrial space. The table below shows the relative proportions for each of the authorities.

	Retail	Office	Industrial	Other
Southend-on-Sea UA	34%	17%	35%	13%
Thurrock UA	20%	4%	67%	8%
Basildon	18%	9%	66%	8%
Brentwood	17%	28%	40%	14%
Castle Point	31%	5%	49%	15%
Rochford	16%	7%	59%	17%
South Essex	22%	10%	57%	11%

However, separately, the London Industrial Land Report identifies Basildon, Brentwood and Thurrock, along with Chelmsford and the Medway towns, as part of the Thames Gateway/Eastern Quadrant Industrial Property Market Area[6].

In terms of commercial property prices, there is a similar theme. The rateable value of retail space per square metre in South Essex is considerably higher than that of Essex, and of England and Wales, reflecting the speciality in this area. In contrast, the South Essex retail rateable value per square metre is £168, compared to £149 for Essex, and £151 for England and Wales. Conversely, South Essex has a lower rateable value per square metre for Office space than both areas, at £109 compared to £122 for Essex. In both cases, the price for Brentwood pulls the price of space up, considerably so for office space, where per square metre, office space in Brentwood costs nearly £45 more than any other authority in the area. Industrial space is more similarly priced, although South Essex is slightly higher than Essex and England and Wales. These differences in cost reflect how it is a different market area to Essex, with different specialisms.

[6] https://www.london.gov.uk/sites/default/files/ilds_revised_final_report_october_2017.pdf

Transport and infrastructure

There are substantial transportation opportunities in South Essex, both by rail and by road. It is important to note that the infrastructure predominantly serves an east west direction, with all railway lines and two of the three major A roads in South Essex running roughly East to West. This provides a natural barrier between South Essex and the remainder of Essex and demonstrates why it operates as such a self-sufficient and functional market area.

The London, Tilbury and Southend Railway provides an east-west connection as the main railway line through South Essex, serving the centres of Basildon and Southend, in addition to Lakeside, the main retail centre. The line extends through to London Fenchurch Street, providing opportunities for business partnerships with businesses in London.

The Great Eastern Main Line also runs through the west of South Essex serving Brentwood. North of Brentwood is the start of the Shenfield to Southend Branch line, which provides another east-west connection through South Essex, serving Brentwood, Basildon, Castle Point Rochford, and Southend. Through the connection to the Great Eastern Main Line, the line terminates at London Liverpool street, again opening opportunities for the South Essex area to take advantage of the rapid and close connection.

The South Essex Joint Strategic Plan Statement of Common Ground[7] outlines a number of rail improvements, including improving capacity and the potential for an Eastern section of Cross Rail 2 from Stratford to Shenfield in Basildon, to serve Essex.

There are also major roads serving the area, with the A127 serving the north of South Essex and the A13 serving the south, with both connecting to the M25, providing east to west road connections across South Essex. The A130 also provides a connection from South Essex to Chelmsford. In addition, the A12 provides a connection for Brentwood to London, and to Chelmsford and Ipswich.

The South Essex Joint Strategic Plan Statement of Common Ground outlines some of the agreed infrastructure improvements needed in South Essex to ensure that the goals for South Essex can be achieved. In addition to road capacity improvement, some of the points include the potential for a new Lower Thames Road crossing which will connect South Essex to Kent.

In addition to road and rail, South Essex is also connected by air and sea. South Essex has an airport, London Southend Airport. This airport is served by both road and rail and provides flights to a number of European destinations. In addition, shipping is particularly significant in Thurrock, with commercial ports in the area connecting South Essex to much of the world through shipping.

The infrastructure of South Essex is a particularly significant part of the economy and provides substantial opportunity to the market for internal connections and for connections to the wider region and London.

[7] https://www.basildon.gov.uk/media/8838/South-Essex-Joint-Strategic-Plan-Statement-of-Common-Ground-June-2018/pdf/South_Essex_Joint_Strategic_Plan_-_Statement_of_Common_Ground_-_June_2018.pdf?m=636809127016470000

Review of current governance arrangements – effectiveness and efficiency

The councils and their partners in South Essex have an ambitious long-term vision for the future of the area. Delivering that vision will require a long-term strategic approach and an ability to take and influence significant investment decisions in relation to, for example, infrastructure and skills. It will also require a new relationship with government, including devolved powers and resources. In this section we explore whether the current arrangements for collaborative working across South Essex and a wider geography are capable of supporting the delivery of these ambitions.

Transport East

Transport East was established in early 2018 as the sub-national transport body for the East of England. The councils in its area include three county councils (Essex, Norfolk and Suffolk) and two unitary councils in South Essex (Southend and Thurrock). It aims to provides a strategic voice on the transport investment needed across its geography and has input from business leaders, Network Rail and Highways England.

The sub-national transport bodies are playing an increasingly important role in identifying and pursuing strategic transport priorities. Transport investment is key to delivering the ambitions for South Essex, but the fragmented nature of local government in the area is impeding its ability to influence or benefit from the work of Transport East. The two unitary councils and Essex county council are involved, but there is no direct input from the four districts in South Essex.

This in effect means that there are three transport bodies presiding over the area, each competing with individual priorities and not providing a coherent narrative of transport needs and opportunities. In order to satisfy the transport ambitions across South Essex, a coordinated decision-making effort is required.

A more coherent voice for South Essex in Transport East would enable it to play a bigger role in meeting the needs of this important part of its area.

South East Local Enterprise Partnership

Local Enterprise Partnerships (LEPs) were established in 2011 with a remit to drive local growth, job creation and to oversee all economic activity. Strong business involvement combined with public sector leaders ensure that local economic priorities and activities to drive economic growth and job creation, improve infrastructure and raise workforce skills within the local area are delivered.

The South East LEP in the largest LEP. It covers East Sussex, Essex, Kent, Medway, Southend and Thurrock and has a federated structure with four parts to its geography (see below). The LEP has a strategic board with clear leadership and a shared set of growth priories which consider required investment in its significant asset base and future investment required across the wider geography.

At the present time, it is in the process of drafting its Local Industrial Strategy, working with its four federated areas to develop ambition and priorities. The draft LIS articulates a strong ambition for SELEP as below:

- The South East is the UK's global gateway; powering trade and prosperity throughout the UK, generating £90billion a year for the economy.

- To accelerate its role as a global region to drive sustainable and innovative growth. Through targeted investment in people and places and progressing our partnership with London, it will enhance the economic vitality of UK plc by increasing productivity across the SELEP area, delivering £28 billion additional Gross Value Added by 2030.

It also sets out how the ambition and distinctive strategic opportunities, will be supported by a specific focus on:

- Increasing the region's innovation activity and R&D performance, working in partnership with industry and the further and higher education sectors;
- Sustaining a workforce and business base that is fully equipped to respond to new technologies and a changing economy and skills needs; and
- Embedding clean growth principles to secure the shift to a net zero carbon economy, and investing to help the region address and mitigate the impacts of climate change.

South Essex Federated Board – Opportunity South Essex

South Essex makes up one of these federated areas which allows for decision-making and project prioritisation at a local level. Opportunity South Essex is the private-public board whose vision is for South Essex to have "one of the fastest growing and the most sustainable economies in the UK which provides opportunities for businesses, is attractive to inward investors and benefits local communities".

Despite multiple layers of decision-making, funding and accountability with a Strategic Board, Accountability Board and Investment Board offering scrutiny and prioritisation of investment over the federated areas, it does enable collective engagement with all local authority leaders and allows decisions to be taken at the practical level closest to the communities and businesses affected by those decisions.

In summary the way in which the LEP geography plays out in South Essex adds to the overall story of fragmentation and the absence of a strong, single voice for the area. Opportunity South Essex has demonstrated the value a business-led partnership could add to the area, but it is not capable of enabling the delivery of the economic ambitions for South Essex. its ability to fulfil its potential is constrained by its status as one of four federated boards within a very large LEP and the fragmented nature of local government in the area. There is a need for a mechanism which can provide more alignment between businesses, local government and education institutions to secure economic growth with an unambiguous focus South Essex.

Further and Higher Education

There is a limited offer when it comes to Higher Education. This has long been considered a barrier to growth of the economy and one of the reasons behind the area's long-term skills challenge. This has caused inequality across the South Essex geography as in some parts, only 23% of residents have NVQ4+ (Higher Education equivalent). In comparison to the rest of the UK, nearly 36% have higher skills (30.5% in Essex)[8].

[8] Essex Skills Board 2019

In relation to Further Education, South Essex College has sites in Basildon, Southend and Grays. There is capacity for more technical skills to be built up in response to the industry profile of South Essex.

Action to raise skill levels in South Essex is critically important. There is currently not an effective mechanism for local government, business and education providers to collaborate to deliver this.

Thames Estuary Commission

Stretching 40 miles along the River Thames from Canary Wharf in East London to Southend in Essex and Sittingbourne in Kent, the Thames Gateway hosts significant pieces of UK infrastructure and is a major gateway between the UK, Europe and the rest of the world. It is one of the UK's priority areas for growth and has the committed support of the government as well as a large number of private investors such as Ford, Kimberley Clark, Lafarge, BaE Systems, HSBC and DP World. In Lord Heseltine's words the Thames Gateway is "crucial to UK competitiveness".

The Thames Estuary Commission supports the National Infrastructure Commission's aim to reduce congestion and lower carbon emissions. Its focus on nationally significant assets has placed a spotlight on the Thames Estuary. It has a strong vision for quality housing, inclusion of communities through skills and economic resilience and from a South Essex perspective, the Port of Tilbury and London Gateway feature at the heart of plans.

The commission is potentially important for South Essex. However, there are no decision-making powers or substantial routes to inform future plans and allow significant influence for South Essex Authorities. In the "Thames Estuary 2050 Growth Commission" vision published in June 20189, the South Essex geography is fragmented with 4 of the South Essex councils listed under South Essex Foreshore, and Thurrock as Inner Estuary (two of the "5 productive places").

The ability of South Essex to contribute to and benefit from the work of the Thames Estuary Commission is constrained by the absence of a single voice the area, in the same way as was described above in relation to Transport East.

Greater Essex Leaders

It is clearly important that the leaders and chief executives of the councils in Greater Essex meet regularly. In terms of delivering significant benefits for South Essex, however, these meetings have two weaknesses. First, the group does not have a specific focus on the needs of South Essex. Second, the meetings are informal with no precise terms of reference, resources or decision-making powers.

This is a useful liaison body but does not have the role or capacity to pursue the ambitions for growth in South Essex.

Association of South Essex Local Authorities

In the summer of 2017, the leaders and chief executives of the seven councils (Basildon, Brentwood, Castle Point, Rochford, Southend-on-Sea, Thurrock and Essex County Council) began to explore a joint place vision and to develop a programme of work through which greater strategic collaboration

9 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718805/2050_Vision.pdf

could take place across the South Essex Growth corridor. The Association of South Essex Local Authorities was established as a result.

The authorities have worked closely together to provide place leadership which can deliver their collective vision for 2050. The core aims of ASELA are to:

- Provide place leadership;
- Open up spaces for housing, business and leisure development by developing a spatial strategy;
- Transform transport connectivity;
- Support the seven sectors of industrial opportunity;
- Shape local labour and skills markets;
- Create a fully digitally-enable place;
- Secure a sustainable energy supply;
- Influence and secure funding for necessary strategic infrastructure;
- Enhance health and social care through coordinated planning; and
- Work with and provide a voice for South Essex to the Thames Estuary 2050 Growth Commission and Commissioners.

Furthermore, work has begun work on South Essex Joint Strategic Plan and the association developed a productivity strategy as a lead into the preparation of the Local Industrial Strategy at a SELEP level.

The association is governed by a Memorandum of Understanding. This sets out the role of ASELA and the fact that it shall “expire if ASELA dissolves”. Also, that the MOU “cannot override the statutory duties and powers of the parties and is not enforceable by law”.

In summary our conclusion is that, given its status ASELA has made significant progress. It has developed an ambitious vision for the area, has begun to build the relationships that more robust governance arrangements will require, and it has demonstrated an appetite for collaboration. It is, however, not an appropriate body to develop or deliver the strategy and action required to realise that ambition. In particular:

- **It is not sufficiently robust to adopt the long-term approach that is required;**
- **It does not have the necessary powers or resources;**
- **Government would not be prepared to devolve powers or resources to it.**

Invest Essex

At present, there is no resource within the South Essex councils or ASELA itself to direct inward investment opportunities. Formerly managed through Invest Essex, an investment promotion agency and business support provider covering Essex, this organisation disbanded in 2019.

A new arrangement would need to put resource and focus into attracting the level of investment that would successfully promote growth in the area.

Strategic Housing Market Assessment Areas

Historically, the South Essex Strategic Housing Market Assessment[10] (SHMA published in 2016) identifies that five of the authorities in South Essex, Basildon, Castle Point, Rochford, Southend-On-Sea and Thurrock, are part of the same Housing market area. This is based on factors including household migration and search patterns, house prices and the rate of change in house prices, and other contextual data. In recent years, Brentwood has become a part of the SHMA for South Essex and helpfully reviewed housing plans and policies will start to contain a single assessment on housing demand going forward.

While it is a positive move for the six councils to feature under one SHMA, the ability to deliver these housing targets and consider strategic housing decisions would be more robustly done through a formal structure. This could enable strategic site master planning and encourage developers and investors to come forward with private sector investment.

Health governance and policing

Health governance

The health governance in South Essex is fragmented and complicated with almost as many Clinical Care Groups (CCGs) in South Essex as there are councils (Thurrock, Basildon and Brentwood, Southend, Rochford and Castle Point) and an STP that includes South and Mid Essex (Mid Essex CCG includes Braintree, Chelmsford and Maldon). Therefore, it can be summarised that there is no strategic health focus on South Essex as a single geography.

In relation to the sector as a whole, Health and Social Care make up 12.7 per cent of employment across the ASELA. This is significant when considering the potential for skills development and the economy, the commissioning power of councils with Children's and Adult's Social Care remits and the need to stimulate the market in the post Covid world.

Policing

South Essex is split between two of Essex Police's three "Local Policing Areas". These are divided as Basildon, Southend, Castle Point and Rochford and in relation not the second, Thurrock and Brentwood plus Harlow and Epping Forest.

Whilst the legislation does allow for combined authorities to adopt wider responsibilities for functions, there are no proposals for any governance arrangements at a South Essex level to take on responsibility for health and care or policing. **We are therefore concluding that the current collaborative arrangements across South Essex are adequate for the purpose of this assessment.**

10 https://www.housingessex.org/assets/uploads/2018/06/South_Essex_Strategic_Housing_Market_Assessment.pdf

Overall critique of the current arrangements

The current arrangements for collaboration across South Essex and beyond are not capable of delivering the ambitious vision for the area.

South Essex is not benefiting from the arrangements which cover a wider area because of the absence of a single coherent voice for South Essex.

Many of the arrangements cover slightly different geographies creating a fragmented approach.

There is no organisation with an unambiguous focus of South Essex, and which is capable of delivering a long-term programme with the support or devolved powers and resources from government.

Review of current governance arrangements – effectiveness and efficiency – by theme

Theme	Existing arrangement	Considerations for a new governance
Transport	Transport East Projects funded through SELEP Individual relationships with Network Rail, CtoC and Cross Rail Fragmented local government with three highways and transport authorities responsible for South Essex	There needs to be a vehicle to provide a single, coherent response to major, national infrastructure investments such as strategic road and rail projects as well as investment in Lower Thames Crossing
Economy and skills	South East Local Enterprise Partnership One of 4 federated areas of SELEP Limited capacity for economic and skills development Fragmented local government with one county, two unitary and four district councils with responsibility for different parts of the economy and skills agenda	A business board or equivalent could be established in order to take forward the growth needs of the area and improve levels of productivity
Housing and infrastructure	Housing growth has not been delivered to its full potential. Fragmented local government with one county, two unitary and four district councils with responsibility for different parts of the housing and infrastructure agenda.	Combined resources, strategic thinking and an ability to draw in investment across strategic sites would provide critical mass of new homes. Delivery at scale would improve relationship with Homes England and make a significant difference.
Planning	Duty to Cooperate is in place and due to produce a Joint Strategic Plan	Common priorities across South Essex and a delivery vehicle would bring forward new homes and commercial appetite.
Overall	The current decision-making process, accountability and fragmentation of organisations and agendas is not fit for the area's ambitions for the future	Decisions need to be co-ordinated in a way that secures maximum economic and social benefit as well as efficiency, transparency and accountability. There needs to be a single strategic constituted body with decision-making powers to drive forward growth and investment

Summary of prospectus

There are a number of challenges and opportunities facing South Essex which need to be addressed to ensure growth is healthy, inclusive and sustainable over the long term. The South Essex Councils of Basildon, Brentwood, Castle Point, Essex County Council, Rochford, Southend and Thurrock have produced a prospectus which sets out what new powers and funding is required to increase opportunities, living standards and tackle inclusive growth and further productivity in the area.

This has been built over time and is seen as a positive first stage in an on-going partnership to a comprehensive approach of economic growth and housing delivery. It will also continue to work together to explore opportunities arising from investment in the South Essex strategic growth corridors and other funding streams.

The overall ambitions set out in this prospectus, and which form the basis of a conversation with government include:

- Providing excellent and contemporary digital infrastructure including 5G and connectivity that will see businesses want to invest in the area and start successful and productive enterprises.
- Delivering significant improvements in connectivity and public transport, underpinned by investment in active travel projects which benefit people's health and wellbeing and could see major environmental benefits.
- Unlocking housing sites to deliver accelerated development seeing new quality homes, neighbourhoods and communities brought to South Essex, and enhancing amenity and place for existing local residents.
- Investment in green and blue infrastructure to enable new parks and river walks, supporting active use of environmental assets, adding to biodiversity, health and wellbeing outcomes, whilst supporting active and thriving communities.
- Improving skills across the region from school aged children through to adult training and education, ensuring that the current and future workforce can access productive and highly skilled jobs.
- A strategy to secure more commercial development from employers who can provide productive and well-paid employment, locally.
- Supporting young people to achieve their best and build their futures in South Essex.

The options appraisal in the next chapter set out the five options that have been considered as part of this review, to bring forward the ambitions set out above. These governance arrangements consider the most effective and efficient way to deliver this vision.

In addition to the overall growth ambition for housing, transport and the economy, there are four specific South Essex initiatives which leaders keen to promote. These include:

1. Developing a regional park infrastructure – this would involve working as a collective to join together all of the green and natural assets – marshes, Rochford trawlers, coastal pathway

and parkland area. By bringing a network of these assets together, a Regional Park could be created to deliver greater access to green space.

2. Sustainable energy – the area has ambitions to accelerate the creation and harnessing of clean growth and sustainable energy with an objective to be a generator of its own energy needs. This would reduce South Essex's reliance on the national grid.
3. Town Centres – each council is pursuing a regional programme with varying levels of place-shaping investment.
4. Garden settlements – there are three major opportunities across South Essex. These are sites at Rochford / Southend; East of Basildon; and a site at West Thorndon, Thurrock and Brentwood. Each could be progressed at pace by joining individual authorities to bring sites together, delivering scale, developing cross boundary masterplans and delivering greater impact across the corridor. It would enable greater capacity, investment and deliver required infrastructure. Strategic master planning across the corridor would also bring greater value and quality design while respecting sovereignty and the role of individual councils.

Options appraisal of future governance structures

South Essex is at an important decision point. It is clear that:

- It is a geography that makes sense (particularly economy, transport, planning, but also potentially for health and police);
- The area faces significant challenges and opportunities, reinforced by Covid-19, and it has an ambious long-term vision to address and respond to them.
- The current arrangements, most notably ASELA, have developed the vision and demonstrated an appetite for collaboration across South Essex. They are, however, not capable of delivering the vision. There is a fundametal choice between:
    - Putting more effort into making the current voluntary, partnership arrangements work;
    - Making the arrangements a bit more formal and robust through a statutory joint committee;
    - Creating a combined authority (with or without a Mayor).

This choice coincides with the anticipated publication by government of a devolution white paper. It is expected to herald a further round of devolution to mayoral combined authorities. This must be an important consideration because the delivery of the South Essex prospectus hinges on the agreement of a devolution deal with government including devolved powers and resources.

Options appraisal

There are five options which are being considered as part of this governance review. Each option will be taken in turn to assess their ability to deliver against the requirements set out in this report.

- Option 1: Strengthening the current arrangements
- Option 2: Establishing a Joint Committee
- Option 3: Establishing a Local Development Corporation
- Option 4: Establishing a Combined Authority
- Option 5: Establishing a Combined Authority with a directly elected Mayor

Option 1: Strengthening the current arrangements

It is important to note that the current statutory local government arrangements in South Essex are complicated involving: two unitary councils, four district councils and a county council (which has responsibility for the part of the area covered by the four districts). The coherence of South Essex in terms of economy, housing, transport and infrastructure means that it is essential that some form of collaborative governance arrangements for the area are put in place.

As we noted above the Association of South Essex Local Authorities has made the case for governance arrangements at this level and it has demonstrated the commitment of local political leaders to closer collaboration. It has also demonstrated the high level of ambition of the councils in the area and their partners. It is also clear, however, that the association is not an appropriate body to take the decisions or actions necessary to deliver the ambitions for South Essex or to mobilise devolved powers and resources from government.

The other arrangements that are in place share a number of significant weaknesses. Many cover a far wider geographical area and the lack of a single coherent voice for South Essex means that it does not get full benefit from them. Others cover slightly different areas making it difficult to maintain a concerted and integrated focus on South Essex. The overall picture is one of fragmentation.

It is difficult to envisage any circumstances in which the current arrangements could be strengthened to the extent necessary to address the weaknesses identified in the previous section. They are simply not capable of:

- Delivering a long term strategy;
- Exercising the necessary powers and resources;
- Being trusted by government to receive devolved powers and resources.

As other parts of the country strengthen and align their decision-making process in relation to devolution deals involving transport, economic development and regeneration, South Essex is at risk of being left behind. To capitalise on this opportunity, South Essex would need a structure which would enable a single democratic and financially accountable body to deliver growth.

Option 2: Establishing a Joint Committee

The second option considered as part of this review is the establishment a Joint Committee. Section 102 of the Local Government Act 1972 enables two or more local authorities to set up a Joint Committee to discharge their functions jointly. In this case the joint committee could be established by the seven councils in South Essex or by a sub-set of them. Joint Committees, once established, may be decision-making or advisory and while an “accountable body” is generally appointed to manage the committee and its functions, it has no legal status. Furthermore, it has no borrowing powers, nor can it impose any tax-raising measures.

This would enhance some of the current perceived governance and transparency issues associated with ASELA and can be seen as a stepping stone towards more advanced governance structures such as a Combined Authority. However, it would not be sufficiently robust to deliver the ambitions for South Essex. There are five fundamental weaknesses with the joint committee model:

- It would not provide the governance and accountability necessary to manage the powers and resources that South Essex is seeking from government;
- It can only use powers devolved to it from the councils that create it, not powers devolved from government;
- It would be relatively easy for one or more councils to leave the committee, undermining its integrity;

- Links with business would be relatively week: the LEP for example could attend meetings of the committee but would not be a member of it;
- It would be susceptible to the impact of frequent changes in control of the councils in the area all of which have annual elections (apart from the county council).

In summary, replacing ASELA with a joint committee would not overcome the fundamental weaknesses identified in the previous section. It could, however, be a useful step on the way to more robust arrangements and a longer-term solution to deliver the ambition set out in the prospectus as opposed to a short-term, interim measure. It would in particular:

- Be seen by government as a serious statement of intent, paving the way to discussions about the creation of a combined authority and the negotiation of a devolution agreement;
- Provide a more robust basis for the next phase of collaborative work.

Option 3: Establishing a Local Development Corporation

Development Corporations have traditionally been established and led by central government and in 2011, mayoral development corporations became possible in consultation with a Combined Authority. In 2018, government considered that local authorities could oversee locally-led new town development corporations. This allows a new town to be initiated locally and then "approved" by the Secretary of State who in turn would agree the instruments needed to establish as new town development corporation.

LDC's are a well-recognised tool for their role in delivering major housing and regeneration projects as they have enhanced powers, an ability to attract investment and are "insulated" from local politics. They can also span multiple local authority boundaries so would be an appropriate delivery tool for key regeneration and housing sites in South Essex.

The changes in 2018 also saw a greater emphasis on involvement of the private sector at the heart of these corporations. This was in part due to their track record of leveraging high levels of private sector investment as well as delivering quality projects. The new model is intended to work with local communities in order to understand their specific needs in relation to required facilities, infrastructure and housing as well as a route to gaining additional investment in town centres and regeneration areas.

The value of local development corporations is questionable as while this body could address local priorities, it would not have any decision-making powers over wider investment in priorities outside its footprint. This option could be a tool a combined authority wants to set up, but not an alternative to it.

Establishing a Local Development Corporation would only lead to marginal improvements and does not match the scale of ambition required to fulfil growth for the area.

Option 4: Establishing and a Combined Authority and Option 5: Establishing a Mayoral CA.

Part 6 of the Local Democracy, Economic Development and Construction Act 2009, as amended by the Cities and Local Government Devolution Act 2016, provides for the establishment of combined authorities. A combined authority is a legal entity that enables a group of two or more councils to collaborate and take collective decisions across council boundaries. They can only be created by parliament, although the development and administration of a combined authority must be locally driven by the authorities involved.

The Cities and Local Government Devolution Act 2016 has removed a number of previous constraints on the area covered by a combined authority, which must include at least two councils and can now include:

- Councils which are not immediately adjacent to each other;
- Part of a county council area.

Where this flexibility is used the legislation contains a more stringent test of the likelihood that the CA will improve delivery. In these cases, the Government must consider the impact on the other councils in the area.

The legislation also:

- Prohibits councils from being a full member of more than one combined authority; and
- Prevents either a district council from blocking the creation of a combined authority in which a county council wished to participate or a county from blocking a proposal in which a district wishes to participate.

We have assessed these options against the three tests set out in legislation and guidance on the establishment of a combined authority:

- Will it improve the delivery of its functions in the area it covers?
- Will the CA help to secure effective and convenient local government?
- Does the proposed CA reflect local identity and the interests of local communities?

We have added a fourth test, which is whether the arrangements would be likely to secure an ambitious devolution agreement with government.

Will it improve the delivery of its functions in the area it covers?

As the previous sections of this review demonstrate, the geography of South Essex makes sense in terms of action to secure economic growth and improved productivity, raise skill levels, and improve physical and digital connectivity. Action in these areas currently suffers from the fragmentation and governance weaknesses of the current arrangements. Experience in other areas has shown that combined authorities are well-based to lead action on these areas through both a far higher degree of collaboration between the councils in the area and securing and exploiting devolved powers and

resources from government. It is clear from the analysis in this report that securing devolution of this type is essential if the ambitions for the area are to be delivered. A combined authority would have the powers and responsibilities needed to develop and deliver a long-term strategy for South Essex overcoming the fragmentation that currently exists.

Health and care and policing are also important to the future of South Essex. Our analysis has shown that the current arrangements do not provide a distinct focus on South Essex. In the future, if it was felt to be appropriate, this focus could be provided by a combined authority.

It is also clear from experience elsewhere that the government has been more willing to devolve a more ambitious set of powers and resources to mayoral CAs, than to non-mayoral CAs.

Will the CA help to secure effective and convenient local government?

Four factors currently have a significant influence on the effectiveness of local government in South Essex:

- The number of councils involved. At present, for example, three councils have responsibility for highways and transport in an area in which a single, integrated strategic approach is required;
- The existence of two small unitary councils which, in common with other councils of the same generation, face capacity issues in securing change at the scale required to address the economic opportunities and challenges in South Essex;
- Over a third of South Essex has a two-tier system of local government, with the county council being responsible for a far wider geographical area;
- The unitary and district councils in South Essex all have annual elections and many change control frequently and/or have periods of no overall control. This can make it difficult to provide the stable and sustained political leadership that is needed to deliver a programme of activity that is being promoted for South Essex.

A combined authority would address the weaknesses that can arise in these circumstances by providing:

- The powers necessary to make progress on the key strategic issues;
- Additional capacity for South Essex as a whole on those issues;
- An unambiguous focus on South Essex.

A mayor would add further value including:

- The stability of a four-year term of office;
- The personal mandate and soft power it enables;
- The ability to raise a precept and business rate supplement;
- The ability to set up a mayoral development corporation.

Does the proposed CA reflect local identity and the interests of local communities?

The key to delivering the ambitions for South Essex is a combination of strategic action on skills, the economy and connectivity with place shaping and community wealth creation at a local level. The creation of a combined authority, with devolved powers and resoirces would deliver the former. It would also free up the councils in the area to empower, enable and suppprt the communities and places they serve. The role of the councils as members of the CA, alongside a mayor, would ensure a real link between the two. The constituiton of the CA could also provide for the creation of a LEP or business board which would have non-constituent member status on the CA and esnure a business voice in the CA's decision-making.

Will it enable the negotiation of an ambitious devolution agreement with government?

At the time of writing the anticipated devolution white paper has not been published. The experience over the last few years, however, is that the election of a "metro Mayor" has been a pre-condition of an ambitious devolution agreement with government. There is no reason to think that this position will change.

Summary of findings with recommendations

This report concludes that the future governance arrangement for South Essex is essentially one of four levels of ambition:

- Simply seeking to strengthen ASELA will not enable the delvery of the prospectus and vision for South Essex.
- Replacing ASELA with a joint committee would not overcome the fundamental weaknesses with the current arrangements but would be an important and potentially useful step on the way to putting more robust arrangements in place.
- The case for establishing a South Essex Combined Authority meets the statutory tests for doing so. A combined authority would have the powers needed to delivery a long term strategy for the area, but a mayoral combined authority would have two significant advantages:
    - It would be more likely than a non-mayoral authority to negotiate an ambitious devolution agreement with government;
    - A mayor with a four year term of office would provide a degree of stability and certainty that would strengthen governance in the area.

Committee: Extraordinary Council	**Date:** 22 July 2020
Subject: Revised Committee Calendar for 2020/2021	**Wards Affected:** All
Report of: Amanda Julian, Director of Law & Governance	**Public**
Report Author: Name: Claire Mayhew, Corporate and Democratic Services Manager Telephone: 01277 312741 E-mail: claire.mayhew@brentwood.gov.uk	**For Decision**

Summary

In light of the announcement by the Prime Minister on the 23rd March 2020, the Constitution has been reviewed to ensure that the Council is able to continue to operate and make the decisions needed.

The normal committee cycle was agreed at the Extra Ordinary Council Meeting held on 29th April 2020 with the proposal to start in October at the earliest.

Due to recent Government guidance this have been reviewed and a revised Calendar of Meetings has been prepared to replace the previous agreed at Council. With the proposal to hold an Ordinary Council together with a Policy, Resource and Economic Development meeting in September. The dates of this proposed meetings can be view in Appendix A.

Recommendation(s)

Members are asked to:

R1. That the revised Calendar of Meetings attached as Appendix A for 2020/21 be approved.

Main Report

Introduction and Background

1. Members agree the date, time and place of ordinary meetings of the Council and its committees for the 2020/2021.

Issue, Options and Analysis of Options

2. The Regulations change the Local Government Act 1972 to enable meetings to be held remotely and for notices of meetings to be placed on the Council's website. Further that publication of documents including agendas, minutes and supporting documents on the Council's website satisfy the requirements of accessibility and publication. The requirement that meetings are held in public is satisfied by enabling the press and public access to remote meetings.

3. Appendix A provides a revised schedule of meetings to deliver the Committee arrangements consequential.

4. The Council must abide by the legislative framework in force at the current time. Therefore, comply with social distancing recommended on medical and scientific advice from the Government.

Reasons for Recommendation

5. The Calendar of Meetings enables effective and efficient decision making throughout the Municipal Year.

Consultation

6. None.

References to Corporate Plan

7. The governance arrangements at the Council should be such as to enable the delivery of the Corporate Strategy 2020-2025.

Implications

Financial Implications

Name & Title: Jacqueline Van Mellaerts, Director of Corporate Resources
Tel & Email: 01277 312500/jacqueline.vanmellaerts@brentwood.gov.uk

8. The cost of the governance arrangements at the Council can be met from existing budgets within the Medium Term Financial Strategy 2020/2021. However, any increase in the number of meetings will have an impact on the officer support structure.

Legal Implications
Name & Title: Amanda Julian, Director of Law and Governance
Tel & Email: 01277 312500/amanda.julian@brentwood.gov.uk

9. The Council's Constitution provides that the Annual Meeting will consider and agree the timetable for ordinary meetings of Council for the current municipal year. However, under the current regulations in place the calendar agreed by the Extra Ordinary Council in April 2020 this can now be amended by Ordinary Council.

Economic Implications
Name/Title: Phil Drane, Director of Planning and Economy
Tel/Email: 01277 312500/philip.drane@brentwood.gov.uk

10. There are no economic implications.

Other Implications (where significant) – i.e. Health and Safety, Asset Management, Equality and Diversity, Risk Management, Section 17 – Crime & Disorder, Sustainability, ICT.

11. None

Background Papers (include their location and identify whether any are exempt or protected by copyright)

12. None

Appendices to this report

Appendix A: Revised Calendar of Meetings 2020/2021

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Notice of Meetings 2020/2021

LOCAL GOVERNMENT ACT 1972 (AS AMENDED)

NOTICE IS HEREBY GIVEN that the following meetings, open to the Public and Press, will be held remotely this will be reviewed on a monthly basis:

	Day	Time	April 2020	May 2020	June 2020	July 2020	August 2020	September 2020	October 2020	November 2020	December 2020	January 2021	February 2021	March 2021	April 2021	May 2021
Emergency Committee	TBC	19:00		**TBC**	**5th**	**TBC**	**TBC**	**TBC**	**TBC**	**TBC**	**TBC**	**TBC**	**TBC**	**TBC**	**TBC**	**TBC**
Annual Council	Wednesday	19:00														**19th**
Ordinary Council/Extra Ordinary Council (1st Wed of Month)	Wednesday	19:00	**29th (EOC)**			**22nd (EOC)**		**16th**	**7th (if required)**		**2nd**	**13th**	**24th (Budget)**	**10th**		
Audit and Scrutiny Committee (Last Tues in Month)	Tuesday	19:00				**28th**			**27th**			**26th**		**23rd**		

Environment, Enforcement and Housing Committee (2nd Tues in Month)	Tuesday	19:00							**13th**		**8th**			**9th**		
Community and Health Committee (3rd Tues in Month)	Tuesday	19:00							**20th**		**15th**			**16th**		
Planning and Licensing Committee (2nd Wed of Month)	Wednesday	19:00		**13th**	**10th**	**8th**		**2nd**	**14th**	**11th**	**9th**	**6th**	**10th**	**3rd**		
Policy, Resources and Economic Development Committee (3rd Wed in month)	Wednesday	19:00						**9th**	**21st**	**18th**	**16th**	**20th (Budget)**	**17th**	**17th**		

Dated this 22nd July 2020

J. STEPHENSON
CHIEF EXECUTIVE
(Proper Officer for the purposes of Part VA of the Act)

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Members Interests

Members of the Council must declare any pecuniary or non-pecuniary interests and the nature of the interest at the beginning of an agenda item and that, on declaring a pecuniary interest, they are required to leave the Chamber.

- **What are pecuniary interests?**

  A person's pecuniary interests are their business interests (for example their employment trade, profession, contracts, or any company with which they are associated) and wider financial interests they might have (for example trust funds, investments, and asset including land and property).

- **Do I have any disclosable pecuniary interests?**

  You have a disclosable pecuniary interest if you, your spouse or civil partner, or a person you are living with as a spouse or civil partner have a disclosable pecuniary interest set out in the Council's Members' Code of Conduct.

- **What does having a disclosable pecuniary interest stop me doing?**

  If you are present at a meeting of your council or authority, of its executive or any committee of the executive, or any committee, sub-committee, joint committee, or joint sub-committee of your authority, and you have a disclosable pecuniary interest relating to any business that is or will be considered at the meeting, you must not :

  - participate in any discussion of the business at the meeting, of if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business or,
  - participate in any vote or further vote taken on the matter at the meeting.

  These prohibitions apply to any form of participation, including speaking as a member of the public.

  - **Other Pecuniary Interests**

  Other Pecuniary Interests are also set out in the Members' Code of Conduct and apply only to you as a Member.

  If you have an Other Pecuniary Interest in an item of business on the agenda then you must disclose that interest and withdraw from the room while that business is being considered

- **Non-Pecuniary Interests**

Non –pecuniary interests are set out in the Council's Code of Conduct and apply to you as a Member and also to relevant persons where the decision might reasonably be regarded as affecting their wellbeing.

A ‘relevant person’ is your spouse or civil partner, or a person you are living with as a spouse or civil partner

If you have a non-pecuniary interest in any business of the Authority and you are present at a meeting of the Authority at which the business is considered, you must disclose to that meeting the existence and nature of that interest whether or not such interest is registered on your Register of Interests or for which you have made a pending notification.

Extraordinary Council
Terms of Reference

Business at extraordinary meetings of the Council shall be restricted to the following:

(a) to appoint a Member to preside at the meeting if neither the Mayor nor the Deputy Mayor are present and able to preside;

(b) to receive apologies for absence from Members;

(c) to receive any declarations of interest from Members and Officers;

(d) to consider any business set out in the notice convening the meeting;

(e) to consider any matter which, by reason of special circumstances to be specified in the minutes of the meeting, the Mayor considers should be considered at the meeting as a matter of urgency.

No other business will be transacted.

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