



To: londonevidence@Infrastructure-Commission.gsi.gov.uk

From: Thames Valley Berkshire LEP

8 January 2016

National Infrastructure Commission – Call for Evidence

Response from Thames Valley Berkshire LEP

[contact redacted]

We give consent for this response to be published, and for TVB LEP to be identified as the author.

Question	TVB LEP response
1. What are the major economic and social challenges facing London and its commuter hinterland over the next two to three decades?	<p>Thames Valley Berkshire Local Enterprise Partnership published its Strategic Economic Planⁱ in 2014. We are home to a strong, productive and vibrant economy producing over £34bn GVA. We are among the strongest LEP economies in the UK. We do not find the description “commuter hinterland” helpful or useful in planning for our own economic growth. We are in discussion with neighbouring LEPs and we know that this view is shared.</p> <p>Our key locational advantage is proximity to Heathrow Airport and to central London, but our economy has its own dynamism and its own investment needs.</p> <p>Our analysis shows that labour supply issues are the single biggest threat to the continued growth of our economy. This is evidenced by high house costs both for rent and purchase, and by long commuting journeys to work. Our recent SHMAA (Strategic Housing Market Area Assessment) shows an objectively assessed need (OAN) for major housebuilding in our area (20% increase over 20 years) and that calculation does not include accommodating London’s growth needs.</p> <p>The major economic challenges we see are:</p> <ol style="list-style-type: none">1) Achieving certainty over expansion plans for Heathrow Airport2) Being able to deliver a very large expansion in the supply of housing

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	3) Being able to deliver a transport system that promotes orbital journeys around London as well as radial journeys in and out of London.
2. What are the strategic options for future investment in large-scale transport infrastructure improvements in London - on road, rail and underground - including, but not limited to Crossrail 2?	We have jointly commissioned an economic impact study that addresses exactly this question for four LEPs to the South and West of London. They are Coast to Capital, Solent, Enterprise M3 and Thames Valley Berkshire. This study is due to report early in 2016.
How should they be prioritised, taking account of their response to London's strategic transport challenges, including their impact on capacity, reliability, journey times and connectivity to jobs?	The above mentioned study has developed a methodology that attempts to prioritise strategic transport investments by overall economic impact.
What might their potential impact be on employment, productivity and housing supply in London and the southeast?	We will publish our study early in 2016.
3. What opportunities are there to increase the benefits and reduce the costs of the proposed Crossrail 2 scheme?	We suggest that consideration be given to extending the south-western route by building new track-miles to serve Heathrow Airport. We are not convinced that a new Southern Rail Access to Heathrow scheme can be devised by utilising the existing congested tracks in South West London without having a detrimental effect on existing rail users.
4. What are the options for the funding, financing and delivery of large-scale transport infrastructure improvements in London, including Crossrail 2?	-
What is an appropriate local and regional contribution - given the potential distribution of benefits to business, residents, transport users and the wider economy - and how could this be achieved?	-
What innovative funding mechanisms could be considered to support delivery of key schemes?	-
5. How have major metropolitan areas in other countries responded to similar challenges and priorities? Are there any lessons to be learned and applied in London?	-

ⁱ http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan