

ADEPT: Parliamentary monitoring August 2019

This document is tailored to provide a monthly overview of key activity, debates, questions, reports, PMQs, speeches and bills relevant to the Association of Directors of Environment, Economy, Planning and Transport.

Key dates

25 July – 3 Sept: Summer recess
 4 Sept – Spending round
 11 Sept – 14 Oct – Parliament prorogued
 14 Sept - 2 Oct: Party conferences
 14 Oct – Queens Speech
 31 October: Date UK due to leave the EU

Planning – Housing

Date	Type	Organisation	Notes
26/07/19	Press Release	Construction Products Association	New Government's Commitment to Infrastructure Delivery Will Be Vital to Construction Industry Fortunes. Read here.

Industrial Strategy & Local Industrial Strategies

Date	Type	Organisation	Notes
25/07/19	Debate summary	BEIS	British Steel 24 July 2019 Anna Turley (Redcar) (Lab/Co-op) (<i>Urgent Question</i>): To ask the Secretary of State for Business, Energy and Industrial Strategy if he will make a statement on the sale of British Steel. Read here.
29/07/19	Press Release	IPPR	Revealed: a plan for the North to take control of its own economy. Read here.
02/08/19	Written Q&A	BEIS	Industry: Local Enterprise Partnerships: Written question - 281079 Department for Business, Energy and Industrial Strategy Industry: Local Enterprise Partnerships To ask the Secretary of State for Business, Energy and Industrial Strategy, what guidance his Department will give to Local Enterprise Partnerships on the

			<p>development of local industrial strategies.</p> <p>Answered by: Kelly Tolhurst Local Industrial Strategies are developed locally and agreed with government. In the policy prospectus published in October 2018, we set out that Local Industrial Strategies should be the product of consultation with businesses, a broad range of public partners and civil society. In addition to this, the 'Strengthened Local Enterprise Partnerships' Review published in July 2018 made clear that Local Enterprise Partnerships should operate to the highest standards of accountability and transparency and ensure the communities they represent can influence the economic plans for the area.</p> <p>To be successful, Local Industrial Strategies must be developed from the bottom up and led by those who best know the needs of local economies. This locally led approach means Local Enterprise Partnerships and Mayoral Combined Authorities should choose how they work in partnership with both public and private stakeholders and determine the best way to consult the public. Places have taken different approaches to public consultation; the West Midlands, Greater Manchester, Oxford-Cambridge Arc and West of England Local Industrial Strategies, published recently, demonstrate this.</p>
02/08/19	Written Q&A	BEIS	<p>Renewable Energy: Written question - 279033</p> <p>Asked by Seema Malhotra To ask the Secretary of State for Business, Energy and Industrial Strategy, what steps his Department has taken to support the (a) use and (b) production of renewable (i) energy and (ii) infrastructure in each nation and region of the UK.</p>

			<p>Answered by: Kwasi Kwarteng</p> <p>The Government has supported a number of measures and programmes to support the production and use of renewable energy and infrastructure. The Government has committed to making up to £557 million available for further Contracts for Difference auctions to bring forward large-scale renewable projects and introduced the Smart Export Guarantee in June, to ensure that generators are paid for excess energy they export back to the grid from 2020.</p> <p>On 7 March, the Government announced the Offshore Wind Sector Deal, which will build on the UK's global leadership in offshore wind and support the delivery of up to 30GW of offshore wind by 2030 in Great Britain; enhancing growth in the regions while continuing to reduce costs. We are also investing over £3 billion to support low-carbon innovation in the UK up to 2021, to ensure that the UK continues to reap the benefits from the transition to a low carbon economy. Previous schemes for renewable electricity include the Renewable Obligation and the Feed-in Tariff Scheme. Energy policy is devolved matter in Northern Ireland.</p> <p>The Government continues to support the production and use of renewable heat with the current Great Britain Renewable Heat Incentive. There is a separate Northern Ireland Renewable Heat Incentive scheme. The GB Renewable Heat Incentive supports the installation of renewable heat equipment in every region of Great Britain. To the end of June 2019, the RHI had supported 70,642 domestic, and 19,455 non-domestic installations. The Government has also launched the Heat Networks Investment project (HNIP) - a major Government project which will invest up to £320m of capital funding in heat network</p>
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			<p>projects in England and Wales. HNIP funds are specifically offered as 'gap funding' through a combination of grants and loans and the scheme will be open for applications for a period of up to three years.</p> <p>Previous schemes for renewable heat include Clear Skies, the Low Carbon Building Programme, the Green Deal, and the Renewable Heat Premium Payment scheme.</p>
22/08/19	Press Release	Commons Science and Technology Committee	<p>Government's target for 'net-zero' by 2050 undeliverable unless clean growth policies introduced. Read here.</p>

NPPF – Land value capture

Date	Type	Organisation	Notes
			No updates

Energy – Local authority projects

Date	Type	Organisation	Notes
			No updates

Digital – Broadband & mobile

Date	Type	Organisation	Notes
			No updates

Economy – Fair funding review

Date	Type	Organisation	Notes
			No updates

Transport – Investment strategy

Date	Type	Organisation	Notes
			No updates

Transport – Major road network

Date	Type	Organisation	Notes
29/07/19	Press Release	Highways England	<p>Huge stride forward in upgrade of M6 junction. Read here. A £78 million upgrade of junction 10 of the M6 which will ease congestion and speed up journeys for thousands of drivers has taken a big step forward.</p>

06/08/19	Written Q&A	DfT	<p>Roads: Plastics: Written question - HL17536</p> <p>Asked by Baroness Randerson To ask Her Majesty's Government what assessment they have made of the suitability and durability of waste or recycled plastic for use as a material in roads.</p> <p>Answered by: Baroness Vere of Norbiton The Government is committed to exploring innovative ideas and processes for more environmentally friendly ways of constructing, repairing and maintaining road surfaces. The Department for Transport is aware of a number of initiatives, both here in England and overseas, in which recycled plastic and other waste product materials are added as a binding mix to asphalt.</p> <p>As part of the Live Labs research programme, in conjunction with the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) and private partners, the Department for Transport announced in January 2019 funding of £1.6 million to Cumbria County Council to extend a trial for the selection and testing of recycled plastic in surfacing and structural treatments on the local road network. This trial will assess the suitability and durability of the plastics additives from minor patching work and pothole repairs through to major resurfacing. Technological innovation in road maintenance processes can also improve efficiency and reduce waste by recycling existing road material. Highways England is taking such an approach in reconstructing a 10-mile stretch of the A1(M) southbound carriageway between Leeming and the Ripon interchange. Information on road surface materials can be found in the Design Manual</p>
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			for Roads and Bridges: volume 2, part of a suite of documents published by Highways England.
06/08/19	Written Q&A	DfT	<p>Roads: Materials: Written question - HL17537</p> <p>Asked by Baroness Randerson To ask Her Majesty's Government, with regards to the British and European standards that relate to the materials that can be used in road surfaces, what substances are appropriate additives for use in the binding mixture used for such surfaces; and what steps they are taking to support innovation in the range of additives that can be used.</p> <p>Answered by: Baroness Vere of Norbiton The Government is committed to exploring innovative ideas and processes for more environmentally friendly ways of constructing, repairing and maintaining road surfaces. The Department for Transport is aware of a number of initiatives, both here in England and overseas, in which recycled plastic and other waste product materials are added as a binding mix to asphalt.</p> <p>As part of the Live Labs research programme, in conjunction with the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) and private partners, the Department for Transport announced in January 2019 funding of £1.6 million to Cumbria County Council to extend a trial for the selection and testing of recycled plastic in surfacing and structural treatments on the local road network. This trial will assess the suitability and durability of the plastics additives from minor patching work and pothole repairs through to major resurfacing. Technological innovation in road maintenance processes can also improve efficiency and reduce waste</p>

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06/08/19	Written Q&A	DfT	<p>Roads: Plastics: Written question - HL17538</p> <p>Asked by Baroness Randerson To ask Her Majesty's Government what assessment they have made of the levels of virgin plastic used in the construction of the road network; and what steps they are taking to replace it with recycled plastic.</p> <p>Answered by: Baroness Vere of Norbiton The Government is committed to exploring innovative ideas and processes for more environmentally friendly ways of constructing, repairing and maintaining road surfaces. The Department for Transport is aware of a number of initiatives, both here in England and overseas, in which recycled plastic and other waste product materials are added as a binding mix to asphalt.</p> <p>As part of the Live Labs research programme, in conjunction with the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) and private partners, the Department for Transport announced in January 2019 funding of £1.6 million to Cumbria County Council to extend a trial for the selection and testing of recycled plastic in surfacing and structural treatments on the local road network. This trial will assess the suitability and durability of the plastics additives from</p>

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13/08/19	Press Release	Highways England	Multi-million pound investment for Yorkshire coastal route. Read here.

Transport – Sub-national Transport Boards (STBs) – (TfN, TfSE)

Date	Type	Organisation	Notes
15/08/19	Press Release	HM Treasury	Treasury renews support for Northern Powerhouse. Read here.

Transport – Automated electric vehicle bill

Date	Type	Organisation	Notes
			No updates

Transport – rail

Date	Type	Organisation	Notes
29/08/19	Press Release	PMs Office	PM pledges new Manchester-Leeds Rail Route to unleash regional growth. Read here.
01/08/19	Press Release	Transport for the North	'Passenger first' plan backed by the North's leaders. Read here.
05/08/19	Written Q&A	DfT	<p>Bus Services: Railways: Written question - 278508</p> <p>Asked by Ian Lavery</p> <p>To ask the Secretary of State for Transport, what steps his Department is taking to improve the integration and cooperation of bus and train services.</p> <p>Answered by: Ms Nusrat Ghani</p>

			<p>Decisions on how best to co-ordinate bus and rail services are best tackled locally. The needs of all public transport users must be taken into account when considering how to manage the different public transport networks. Changes at one station or location may benefit passengers there but may be a disadvantage to passengers further along the route. The Department is currently in the process of building the Bus Open Data Digital Service which will serve as a platform for bus operators to provide their route, timetable, location, and fares data. This data can then be used by application developers to build products and services to help passengers plan their journeys, including onward journeys from railway stations.</p> <p>The Williams Rail Review is looking at how strategic planning can be improved, including at the local level, so train services and stations can be integrated with local bus services and cycling routes.</p>
16/08/19	Papers	HoL Library	<p>High Speed Rail (West Midlands–Crewe) Bill: Briefing for Lords Stages.</p> <p>This House of Lords Library Briefing has been prepared in advance of the second reading in the House of Lords of the High Speed Rail (West Midlands–Crewe) Bill on 4 September 2019.</p> <p>Read here.</p>
16/08/19	Press Release	IPPR North	<p>Revealed: North set to receive £2,389 less per person than London on transport Read here.</p>
21/08/19	Press Release	DfT	<p>Government announces independent review into HS2 programme. Read here.</p>

Devolution deals

Date	Type	Organisation	Notes
01/08/19	Press Release	Tees Valley Combined Authority	£29.5million Adult Education Budget Officially Devolved To The Region. Read here.

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Environment – 25 year environment plan

Date	Type	Organisation	Notes
			No updates

Environment – Waste

Date	Type	Organisation	Notes
30/07/19	Written Q&A	DEFRA	<p>Waste Management: Finance: Written question - 278601</p> <p>Asked by Sandy Martin Department for Environment, Food and Rural Affairs Waste Management: Finance</p> <p>To ask the Secretary of State for Environment, Food and Rural Affairs, what financial support his Department provides to local authorities for investment in waste and recycling facilities.</p> <p>Answered by: Dr Thérèse Coffey</p> <p>The Government has provided local government with over £200 billion for this spending period and while councils make their own spending decisions, we would expect councils to prioritise what they do to deliver what their residents want to see and to invest in waste and recycling facilities as necessary to ensure good waste management practice.</p> <p>The Government is also investing around £3 billion of grant funding in 24 Private Finance Initiative (PFI) waste infrastructure projects. These grants support infrastructure including material recovery, mechanical biological treatment and anaerobic digestion facilities, as well as implementing and expanding kerbside recycling services.</p>

Environment – Air Quality

Date	Type	Organisation	Notes
			No updates

Brexit – BEIS, Defra, HCLG, DExEU & committees

Date	Type	Organisation	Notes
02/08/19	Written Q&A	BEIS	<p>Electricity Generation: Written question - 279474</p> <p>Asked by Chuka Umunna To ask the Secretary of State for Business, Energy and Industrial Strategy, with reference to his Department's Guidance on how to prepare for Brexit if there's no deal, what parts of the Government's plan for generating low-carbon electricity in the event of the UK leaving the EU without a deal have been implemented.</p> <p>Answered by: Kwasi Kwarteng The Government has passed legislation which will enable the continued operability of the Feed-in Tariffs scheme, Contracts for Difference scheme, and the Renewables Obligation in the event of a no deal exit from the EU. In the Clean Growth Strategy, government confirmed it would be making up to £557 million (2011/12 prices) of annual support available for further Contracts for Difference, providing industry with the certainty they need to invest in new projects. The Department's guidance states that in a no deal scenario, the government has legislated to ensure that Renewable Energy Guarantees of Origin issued in EU countries, including for combined heat and power will continue to be recognised. This will allow electricity suppliers to continue to use EU Renewable Energy Guarantees of Origin and will ensure that existing supply contracts are not compromised, in so far as these contracts depend upon Renewable Energy Guarantees of Origin. This position will be kept under review.</p>
06/08/19	Written Q&A	DfT	<p>High Speed 2 Railway Line: EU Law: Written question - HL17470</p> <p>Asked by Baroness Jones of Moulsecoomb To ask Her Majesty's Government what communications they have had with HS2 Ltd as to whether derogations under EU law would be needed for any of their works.</p>

			<p>Answered by: <u>Baroness Vere of Norbiton</u></p> <p>The Government is committed to leaving the European Union on 31 October 2019. Regular discussions have been held between the Government and HS2 Ltd on whether derogations could be needed under EU law. We have assessed that the only matter of non-compliance which would require derogation under current EU law relates to the issue of platform heights. We will ensure that HS2 platform heights comply with the applicable legal framework in place when the platforms are placed into service in 2026.</p>
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