

## ADEPT: Parliamentary monitoring June 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

2 July: New European Parliament meets  
 22 July: Conservative party leader due to be announced  
 14 Sept - 2 Oct: Party conferences  
 31 October: Date UK due to leave the EU  
 No further recess dates announced

### Planning – Housing

Date	Type	Organisation	Notes
			No updates

### Industrial Strategy & Local Industrial Strategies

Date	Type	Organisation	Notes
03/06/19	Papers	HoC	<p><b>Regional Industrial Strategy</b>            A debate will take place in Westminster Hall on " Industrial Strategy in the North East of England " on Wednesday 5th June at 9:30am. The debate was initiated by Mary Glendon MP.</p> <p>Summary            The government's industrial strategy was launched in November 2017. Local Industrial Strategies are plans designed by local public and private sector organisations that identify the local strengths, challenges, future opportunities and action needed to boost productivity, earning power and competitiveness."            The role of LEPs in the development of Local Industrial Strategies will vary depending on local government arrangements:</p> <ul style="list-style-type: none"> <li>• In areas not covered by a Mayoral Combined Authority, the local LEP will lead on strategy development</li> <li>• Areas covered by a Mayoral Combined Authority will have</li> </ul>

			<p>a single strategy, supported by combined local LEPs.</p> <p>All Strategies will coordinate local economic planning, and national funding streams. They will involve close cooperation between the public and private sector in local areas, ensuring that the needs of the private sector are met in the context of the overall aims of the public sector. The Strategies will also work to ensure that the relevant layers of government will coordinate their activity (for example, Mayoral Authorities, local authorities and central government will they coordinate planning and policy development)</p> <p>The government aims to have Local Industrial Strategies agreed with all areas of England by early 2020. Single page summaries of local industrial plans for all LEP areas (as well as Scotland, Wales and Northern Ireland) were published by the Department for Business, Energy &amp; Industrial Strategy in December 2018; a page detailing progress on the development of Local Industrial Strategies by individual LEPs is published by the LEP Network. Full briefing can be accessed here: <a href="https://bit.ly/2WaPSP4">https://bit.ly/2WaPSP4</a></p>
06/06/19	Press Release	BEIS	<p><b>Business Secretary chairs British Steel Support Group and visits company in the steel supply chain.</b>  <a href="#">Read here.</a></p>
05/06/19	Press Release	BEIS	<p><b>Leading the new space age: government backs ambitious plans for the UK in space.</b> <a href="#">Read here.</a></p>
05/06/19	Debate	HoC	<p><b>Industrial Strategy: North-East of England.</b> <a href="#">Read here.</a></p>
10/06/19	Press Release	Environmental Audit Committee	<p><b>MPs call for end of taxpayer support for fossil fuel projects from 2021.</b>  <a href="#">Read here.</a></p>
11/06/19	Written Q&A	BEIS	<p><b>Renewable Energy: Job Creation:</b>  Written question - <a href="#">259056</a></p> <p>Asked by <a href="#">Paul Farrelly</a></p>

			<p>To ask the Secretary of State for Business, Energy and Industrial Strategy, what steps his Department is taking to create more jobs in the renewable energy sector.</p> <p>Answered by: <a href="#">Chris Skidmore</a>  Clean Growth is at the heart of this Government's modern Industrial Strategy. There are currently 400,000 jobs in the low carbon economy, with the ambition to have 2 million by 2030.  We've injected £2.5 billion into low-carbon innovation and earlier this year struck a deal with the offshore wind industry, which will see up to £40 billion worth of infrastructure investment in the UK, creating clean, green electricity, good jobs and sustained growth across the UK. Under the Offshore Wind Sector Deal, industry aims to more than triple the number of 'green collar' jobs in the sector to 27,000 by 2030, up from the current figure of 7,200.</p>
11/06/19	Correspondence	Public Accounts Committee	<p><b>Letter from Melanie Dawes to Chair, regarding Local Enterprise Partnerships</b></p> <p>The Public Accounts Select Committee has published a letter from Melanie Dawes to Chair, regarding Local Enterprise Partnerships - dated 6 June 2019.</p> <p>The full letter can be viewed here: <a href="https://bit.ly/31rOiD6">https://bit.ly/31rOiD6</a></p>
12/06/19	Press Release	Business in the Community	<p><b>New UK Net Zero Carbon Taskforce launched as Government commits to achieving net zero carbon by 2050. <a href="#">Read here.</a></b></p>
12/06/19	Written Q&A	DEFRA	<p><b>Agriculture: Biotechnology: Written question - <a href="#">261181</a></b></p> <p>Asked by <a href="#">Adam Afriyie</a>  To ask the Secretary of State for Environment, Food and Rural Affairs, whether he has made an assessment of the potential effect of</p>

			<p>cellular agriculture on reducing greenhouse gas emissions.</p> <p>Answered by: <b>Mr Robert Goodwill</b>  Cellular agriculture has the potential to transform how we produce some foods. Advances in science may allow us to create traditional animal products away from traditional farm settings, from gelatine and egg whites to milk and even meat. Such methods of production also have the potential to reduce climate emissions, especially when harnessing renewable energy supplies. Whilst Defra has not yet assessed the potential of this technology on reducing greenhouse gas emissions, through the £90 million Industrial Strategy Challenge Fund Transforming Food Production challenge we will focus on innovation and research around agriculture, productivity and sustainability.</p> <p>The environmental impacts of food are complex and span the whole supply chain. Defra undertakes and coordinates research across the whole food system to enhance productivity, enhance food quality, increase efficiency, and reduce waste, from primary production through to manufacturing, retail, distribution and the consumer. The Government is committed to publishing a National Food Strategy when we leave the European Union. This will help ensure that our food system delivers healthy and affordable food for all people, and is built upon a resilient and sustainable agriculture sector which considers its climate impact.</p>
13/06/19	Debate	HoC	<b>Net Zero Emissions Target.</b> <a href="#">Read here.</a>
13/06/19	Written Ministerial Statement	BEIS	<b>BEIS: Industrial Strategy Update</b> The Department for Business, Energy and Industrial Strategy has published a written ministerial

			statement on an Industrial Strategy Update: <a href="http://bit.ly/2KeSfpx">http://bit.ly/2KeSfpx</a>
13/06/19	Press Release	BEIS	Bio-tech gets boost with new Local Industrial Strategy for Greater Manchester. <a href="#">Read here.</a>
26/06/19	Written Q&A	BEIS	<p><b>Answered on: Wednesday 26 June 2019</b></p> <p><b>Department for Business, Energy and Industrial Strategy</b></p> <p><b>Layla Moran (Oxford West and Abingdon) :</b> To ask the Secretary of State for Business, Energy and Industrial Strategy, what level of public consultation his Department expects to conduct as part of the development of local industrial strategies.</p> <p><b>Kelly Tolhurst (Rochester and Strood) :</b>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. 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.</p>

			Places have taken different approaches to public consultation; the West Midlands and Greater Manchester Local Industrial Strategies, published recently, demonstrate this.
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## NPPF – Land value capture

Date	Type	Organisation	Notes
31/05/19	Statistics	MHCLG	<p><b>Land use change statistics 2017 to 2018</b></p> <p>Ministry of Housing, Communities and Local Government has published statistics on Land use change statistics 2017 to 2018</p> <p>Full statistics can be accessed here: <a href="https://bit.ly/2W5z6Yy">https://bit.ly/2W5z6Yy</a></p> <p>Statistics showing the amounts and location of land changing use in England</p>
11/06/19	Correspondence	Public Accounts Committee	<p><b>Correspondence from the Ministry of Housing, Communities and Local Government relating to Local Government Business Rates guidance error</b></p> <p>The Public Accounts Select Committee has published a letter from the Ministry of Housing, Communities and Local Government relating to Local Government Business Rates guidance error - dated 31 May 2019.</p> <p>The full letter can be viewed here: <a href="https://bit.ly/2laca5U">https://bit.ly/2laca5U</a></p>
14/06/19	Papers	HoC	<p><b>Non-Domestic Rating (Lists) Bill 2017-19</b></p> <p>A briefing on the Non-Domestic Rating (Lists) Bill 2017-19</p> <p>The Non-Domestic Rating (Lists) Bill 2017-19 was introduced into the House of Commons on Wednesday 12 June 2019. Second Reading is scheduled for Monday 17 June. The Bill, and associated documents, can be found on the Parliamentary website.</p>

			<p>The Bill would implement the Government's commitment to alter the length of time between revaluations of rateable values in the non-domestic rating (business rates) system. The Bill would bring forward the date of the next revaluation to 2021 (from 2022) in both England and Wales ; and, in England, it would replace the existing five-year cycle with a three-year cycle (with subsequent revaluations in 2024, 2027 and so on). This gives effect to commitments originating in the 2017 Budget and 2018 Spring Statement.</p> <p>Business rates are devolved to Scotland, Wales and Northern Ireland . The Bill extends to, and has effect in, both England and Wales . The full report can be found here: <a href="https://bit.ly/2F435dR">https://bit.ly/2F435dR</a></p>
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### Energy – Local authority projects

Date	Type	Organisation	Notes
03/06/19	Press Release	West of England Combined Authority	New funding to help improve energy efficiency across the West of England. <a href="#">Read here.</a>
10/06/19	Press Release	BEIS	Consultation outcome: The future for small-scale low-carbon generation: part A. <a href="#">Read here.</a>
10/06/19	Written Ministerial Statement	BEIS	BEIS: Energy Update. <a href="#">Read here.</a>
11/06/19	Written Q&A	BEIS	<p>Renewable Energy: Written question - <a href="#">260088</a></p> <p>Asked by <a href="#">Jim McMahon</a> To ask the Secretary of State for Business, Energy and Industrial Strategy, what steps his Department has taken to support communities that wish to invest in renewable community energy.</p> <p>Answered by: <a href="#">Chris Skidmore</a></p>

			<p>Holding answer received on 10 June 2019</p> <p>BEIS supports communities that wish to invest in renewable community energy. At the end of May, the Rural Community Energy Fund re-opened to support communities seeking to develop a wide range of low carbon activities. The £10m fund provides grants to communities for feasibility studies to scope out ideas, and where projects are viable, another grant to help develop the project to investment readiness.</p> <p>The Rural Community Energy Fund will be delivered through the Local Energy Hubs which were created as part of the BEIS Local Energy Programme. There are five Hubs across England, including one in the North West which is managed by Liverpool City Region Combined Authority. The Hubs also provide wider commercial, technical and project management support to enable communities and Local Authorities to develop low carbon energy projects. BEIS acknowledge the importance of a route to market for small-scale low-carbon generation for communities. On 10 June we launched the Smart Export Guarantee, which will ensure that small-scale low-carbon generators are paid for the power they export to the grid. The SEG provides space for innovative market solutions to come forward, and supports the uptake of flexible technologies such as batteries - reinforcing our smart energy agenda. Eligible community projects will be able to benefit from the SEG, however we recognise that it may be more suitable for some projects than others. We are continuing to consider what measures we could take to support the efforts of communities that wish to invest in low-carbon community energy.</p>
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11/06/19	Written Q&A	BEIS	<p>Carbon Emissions: Environment Protection: Written question - <a href="#">258956</a></p> <p>Asked by <a href="#">Dr David Drew</a> To ask the Secretary of State for Business, Energy and Industrial Strategy, what funding is available for communities that wish to become carbon neutral.</p> <p>Answered by: <a href="#">Chris Skidmore</a> Community and local energy projects are an important element of carbon reduction and government continues to support communities who wish to become carbon neutral or reduce their carbon footprint. At the end of May, the Rural Community Energy Fund reopened to support communities seeking to develop a wide range of low carbon activities. The £10m fund provides grants to communities for the feasibility studies into their ideas for action and where viable another grant to help develop the project to investment readiness. The Rural Community Energy Fund will be delivered through the local energy hubs, created as part of the BEIS Local Energy Programme. The 5 hubs cover all the Local Enterprise Partnerships and the South West hub is managed by the West of England Combined Authority. The hubs provide wider commercial, technical and project management support to Local Authorities on their low carbon energy projects.</p>
12/06/19	Oral Answers	BEIS	<p><a href="#">Derek Thomas (St Ives) (Con)</a></p> <p>T1. If he will make a statement on his departmental responsibilities. [911268]</p> <p>Since our previous questions, we have launched the west midlands local industrial strategy in Coventry, building on the region's reputation for excellence in low-emissions vehicles, with further funding for the UK Battery</p>

			<p>Industrialisation Centre. Shortly after the recommendation by the Committee on Climate Change that we legislate to reach net zero emissions by 2050, Britain enjoyed its first ever coal-free fortnight since the industrial revolution. We will make our response to the committee's report shortly to reaffirm our commitment to leadership in this important endeavour.</p> <p>Most of us have hospitals, schools, council buildings and police stations in our constituencies. What more can the Government do to encourage the use of renewable energy in those buildings?</p> <p>My hon. Friend makes an excellent point on behalf of one of the sunnier parts of the country. The public sector energy efficiency loans scheme is open to public bodies so that they are able to invest in just that technology. I will ensure that he has the full details of that scheme, which might also interest the hon. Member for Ynys Môn (Albert Owen), given his question.</p>
12/06/19	Written Q&A	BEIS	<p>Solar Power: Feed-in Tariffs: Written question - <a href="#">260691</a></p> <p>Asked by <a href="#">Antoinette Sandbach</a> To ask the Secretary of State for Business, Energy and Industrial Strategy, what progress has been made on (a) finalising the Smart Export Guarantee and (b) providing support for community energy as referred to in the consultation on that guarantee.</p> <p>Answered by: <a href="#">Chris Skidmore</a> On 10 June we launched the Smart Export Guarantee, which will ensure that small-scale low-carbon generators are paid for the power they export to the grid. The SEG provides space for innovative market</p>

			<p>solutions to come forward, and supports the uptake of flexible technologies such as batteries - reinforcing our smart energy agenda. BEIS also supports communities through the Rural Community Energy Fund. This re-opened at the end of May to support communities seeking to develop a wide range of low carbon activities. The £10m fund provides grants to communities for feasibility studies to scope out ideas, and where projects are viable, another grant to help develop the project to investment readiness. Eligible community projects will be able to benefit from the SEG, however we recognise that it may be more suitable for some projects than others. We are continuing to consider what measures we could take to support the efforts of communities that wish to invest in low-carbon community energy.</p>
17/06/19	Written Q&A	BEIS	<p><b>Energy: Cooperatives</b>  <b>Answered on: Monday 17 June 2019</b>  <b>Business, Energy and Industrial Strategy</b> <a href="#">263202</a></p> <p><b>Catherine West</b> : To ask the Secretary of State for Business, Energy and Industrial Strategy, what steps his Department is taking to encourage the development of local energy co-operatives; and if he will make a statement. [263202]</p> <p><b>Chris Skidmore</b> :  Community Energy is an important part of the energy system, generating clean energy and delivering energy efficiency, demand management and emissions reductions while engaging the wider community on the energy transition and climate change.  Energy co-operatives are one of the business models that we support. For example, they are eligible for the Rural Community Energy Fund (RCEF) which re-opened at the end of</p>

			May. The RCEF is a £10m programme which supports rural communities who are looking to develop renewable energy projects. Grants are available for feasibility studies to test out ideas, and if viable, grants are also available to assist with pre-development of projects.
26/06/19	Statutory Instruments	UK Parliament	<b>The Renewable Heat Incentive Scheme and Domestic Renewable Heat Incentive Scheme (Amendment) Regulations 2019</b> The Renewable Heat Incentive Scheme and Domestic Renewable Heat Incentive Scheme (Amendment) Regulations 2019 <a href="https://bit.ly/2J9UaZn">https://bit.ly/2J9UaZn</a>

#### Digital – Broadband & mobile

Date	Type	Organisation	Notes
			No updates

#### Economy – Fair funding review

Date	Type	Organisation	Notes
05/06/19	Committee Summary	Treasury	<b>Impact of Business Rates on Business. Oral evidence.</b> <a href="#">Read here.</a>
05/06/19	Committee Summary	Select Committee	<b>The Spending Review</b> – Summary. <a href="#">Read here.</a>
05/06/19	Committee Summary	Select Committee	Local Government Finance and the 2019 Spending Review - Committee Summary. <a href="#">Oral Evidence.</a>
18/06/19	Oral Answer	MHCLG	<b>Local Authorities: Government Funding</b>  Faisal Rashid (Warrington South) (Lab)  3. What recent assessment he has made of the effect of changes in the level of Government funding for local authorities on the adequacy of the services that they provide. <a href="#">[911353]</a>
16/06/19	Written Q&A	MHCLG	Local Government Finance: Rural Areas: Written question - <a href="#">264312</a>  Asked by <a href="#">Dr David Drew</a> To ask the Secretary of State for Housing, Communities and Local Government, what plans he has to

			<p>review the rural sparsity factor in the calculation of Government support for rural areas; and if he will ensure that changes can be incorporated within the delivery of the Rural Services Delivery Grant.</p> <p>Answered by: <a href="#">Rishi Sunak</a></p> <p>The Government's aim is to increase local government's retention of business rates from 50 per cent to 75 per cent. To ensure the increase in business rates retention is fiscally neutral, some existing grants (including the Rural Services Delivery Grant) will be devolved to local authorities so that these responsibilities are funded through retained business rates. We recognise that some redistribution of business rates between authorities will continue to be necessary to ensure that no council loses out if it is unable to collect enough business rates locally to meet its needs. We are therefore undertaking a review of local authorities' relative needs and resources to determine the basis on which redistribution will take place in the new system.</p> <p>The review of relative needs and resources will set fresh baseline funding levels for councils in England, and we are working closely with local government representatives and others to examine all of the available evidence for the costs faced by authorities, including how geographical features such as rurality and density affect the cost of delivering services across the country, and how to account for these in a robust manner. In December 2018 we published a consultation paper that set out a proposed 'Area Cost Adjustment' methodology to account for these factors. This included consideration of how levels of 'accessibility' and 'remoteness' - the impact of journey times on labour and procurement costs - might</p>
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			<p>account for the additional costs associated with sparsity, isolation or market size. For example, local authorities with longer journey times from service points to households may have to pay their staff (e.g. on domiciliary care visits) for more hours in order to deliver an equivalent level of service.</p> <p>In developing this innovative new approach, we have worked closely with both local government and other government departments, including the Department for Transport and DEFRA as champions for rural proofing. Our most recent consultation closed on 21 February and we are considering the many representations made in response, before taking further decisions on the shape of the review.</p>
18/06/19	Committee Summary	MCHLG	<b>Local government finance and the 2019 spending review.</b> <a href="#">Read here.</a>

### Transport – Investment strategy

Date	Type	Organisation	Notes
19/06/19	Press Release	WECA	<b>£56.9m funding boost for metrobus.</b> <a href="#">Read here.</a>

### Transport – Major road network

Date	Type	Organisation	Notes
18/06/19	Written Q&A	DfT	<p>Roads: Construction: Written question - <a href="#">HL16089</a></p> <p>Asked by <a href="#">Baroness Deech</a> To ask Her Majesty's Government whether a cost-benefit analysis has been carried out for the planned Oxford to Cambridge expressway; and if so, what were the results of that analysis.</p> <p>Answered by: <a href="#">Baroness Vere of Norbiton</a> The Government published a strategic outline business case for the construction of the 'missing link' between Oxford and Milton Keynes in September 2018 (available on the</p>

			Department for Transport website). This showed a benefit cost ratio of 1.2 or 1.3 for the preferred corridor B. Highways England is in the process of identifying potential routes within the preferred corridor which will enable a more thorough assessment of benefits and costs.
19/06/19	Debate	HoC	A38 Improvements. <a href="#">Read here.</a>

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

Date	Type	Organisation	Notes
14/06/19	Oral Answers	DfT	Transport Connectivity: North of England. <a href="#">Read here.</a>
14/06/19	Oral Answers	DfT	<p>Topical Questions. <a href="#">Vol 661.</a></p> <p>John Grogan (Keighley) (Lab)</p> <p>Is it time that Transport for the North got the same powers as Transport for London—namely the ability to determine spending priorities in the region without all final decisions being made in Whitehall?</p> <p>Chris Grayling</p> <p>The hon. Gentleman is arguing for the abolition of Transport for Greater Manchester, Nexus, and all the rest. Transport for London oversees the buses, and runs metro rail systems and its local Overground rail system. Those powers already exist in the cities of the north, and the hon. Gentleman appears to argue that those cities should lose those powers, which should be moved to Transport for the North. I do not think that is the right thing to do.</p>

### Transport – Automated electric vehicle bill

Date	Type	Organisation	Notes
24/06/19	Debate	HoC	Climate Change Session 2019-2020. <a href="#">Read here.</a>

## Transport – rail

Date	Type	Organisation	Notes
04/06/19	Press Release	DfT	<p><b>Consultation Outcome: HS2 property price support scheme technical consultation</b></p> <p>The government published its response to the HS2 property price support scheme technical consultation in November 2018. The full outcome can be accessed here: <a href="http://bit.ly/2Z6GhBA">http://bit.ly/2Z6GhBA</a></p>
04/06/19	Written Q&A	DfT	<p><b>Railways: Timetables:</b> Written question - <a href="#">257749</a></p> <p>Asked by <a href="#">Andy McDonald</a>  <b>Department for Transport</b>  <b>Railways: Timetables</b></p> <p>To ask the Secretary of State for Transport, what his policy is on devolution of railway timetabling to the newly established Network Rail regions.</p> <p>Answered by: <a href="#">Andrew Jones</a></p> <p>On a national rail network many rail services will go beyond an individual rail region. Decisions over how far to devolve specific activities as part of their Putting Passengers First programme are a matter for Network Rail. The Department for Transport is supportive of the proposals in the programme and is continuing to engage with Network Rail as they implement the programme.</p>
05/06/19	Correspondence	Public Accounts Select Committee	<p><b>Correspondence with the Department for Transport, regarding a follow on HS2</b></p> <p>The Public Accounts Select Committee has published a correspondence with the Department for Transport, regarding a follow up from 15 May session on HS2, dated 30 May 2019, Published 05 June 2019. The full letter can be viewed here: <a href="https://bit.ly/2MFhT8K">https://bit.ly/2MFhT8K</a></p>
05/06/19	Correspondence	Public Accounts Select Committee	<p><b>Letter from Chairman of Crossrail Ltd, regarding a follow-up to the evidence session on 15 May, dated 28 May 2019</b></p> <p>The Public Accounts Select Committee has published a letter from Chairman of Crossrail Ltd, regarding a follow-up to the evidence session on 15 May, dated 28 May 2019.</p>



			The full letter can be viewed here: <a href="https://bit.ly/2Za2xL8">https://bit.ly/2Za2xL8</a>
06/06/19	Witten Q&A	DfT	<b>DfT: High Speed 2 Phase 2b update</b>  The Department for Transport has published a written ministerial statement on High Speed 2 Phase 2b update: <a href="http://bit.ly/2XoRXiN">http://bit.ly/2XoRXiN</a>
10/06/19	Press Release	Railway Industry Association	Next Prime Minister must commit to HS2, says former Transport Secretary. <a href="#">Read here.</a>
11/06/19	Written Q&A	DfT	Railways: Procurement: Written question - <a href="#">259075</a>  Asked by <a href="#">Mr Kevan Jones</a> To ask the Secretary of State for Transport, with reference to page 17 of the Government's Industrial Strategy: Rail Sector Deal, published in 2018, what steps his Department is taking through the Rail Sector Deal to address the lack of innovation opportunity in contracts due to current procurement methodology and to outcome-focused whole life supply contracts to increase system reliability and avoid risk averse behaviours.  Answered by: <a href="#">Andrew Jones</a> Strategic procurement of infrastructure which supports UK supply chains, skills and exports is a key part of the Government's modern Industrial Strategy, and through the Rail Sector Deal we are working with industry to promote procurement practices that support an innovative, highly-skilled, and productive British rail supply chain. These improved practices may include more effective use by both public and private sector organisations of early contractor engagement, simplified tendering processes, and procurement balanced scorecards examining whole-life costs and benefits. The Railway Industry Association (RIA) is currently taking forward work on this element of the sector deal on behalf of the rail industry. Rail companies that would like to contribute should contact either RIA or the Rail Supply Group.

13/06/19	Press Release	DfT	£7.8 million to drive forward innovative ideas to transform railways. <a href="#">Read here.</a>
14/06/19	Oral Answers	DfT	<p><b><a href="#">Rail Connectivity: North-West</a></b>  13 June 2019  <a href="#">Damien Moore (Southport) (Con)</a>  15. What steps he has taken to increase rail connectivity between coastal communities and cities in the north-west. [911333]</p> <p><b><a href="#">The Parliamentary Under-Secretary of State for Transport (Andrew Jones)</a></b>  Northern is now running an extra 2,000 services per week compared with two years ago and is introducing major improvements for its customers, including 101 brand new trains, which will be operating on the network from this summer. This is part of a major programme of rail investment across the north, which will see room for more than 40,000 passengers at the busiest times and will help transform the rail experience for coastal communities travelling into the cities.</p> <p><b><a href="#">Damien Moore</a></b>  The hourly service from Southport to Manchester Piccadilly is absolutely vital for residents and businesses in Southport. Will my hon. Friend and the Department for Transport join Network Rail in supporting my bid to restore the hourly service from Southport to Manchester Piccadilly in the December 2019 timetable?</p> <p><b><a href="#">Andrew Jones</a></b>  My hon. Friend is a great champion of rail services in his area, just as he was of the Access for All bid for Hillside station. I appreciate how vital it is to have regular and reliable train services. I am aware that an additional service was added in the May '19 timetable, and we are working on an extra service for December. Obviously, I am very happy to keep the pressure up and will keep him posted as we make progress.</p>

14/06/19	Statistics	DfT	<p><b>Cycle rail fund: awards</b> List of schemes awarded money as part of the cycle rail fund to improve cycle facilities at railway stations. Full list available here: <a href="https://www.gov.uk/government/publications/cycle-rail-fund-awards">https://www.gov.uk/government/publications/cycle-rail-fund-awards</a></p>
19/06/19	Press Release	Centre for Policy Studies	<p><b>Britain's Railways - Reform or Renationalise?</b> <a href="#">Read here.</a></p>
20/06/19	Written Q&A	DfT	<p><b>Department for Transport</b> <b>Mr Tanmanjeet</b></p> <p><b>Singh Dhesi (Slough) :</b> To ask the Secretary of State for Transport, what estimate he has made of the projected cost to the public purse of the proposed Western Rail Link to Heathrow Airport .</p> <p><b>Andrew Jones</b> (Harrogate and Knaresborough) : Government policy is for developers to pay the costs of upgrading or enhancing road, rail or other transport networks or services where there is a need to cope with additional passengers travelling to and from expanded or growing airports. Where the scheme has a wider range of beneficiaries, the Government will consider, along with other relevant stakeholders, the need for additional public funding on a case-by-case basis.</p> <p>The Western Rail Link to Heathrow is being promoted by Network Rail and is expected to benefit both airport and non- airport users. The scheme must demonstrate a satisfactory business case; with the cost to the public purse being a factor. The Department and Network Rail are engaged with Heathrow Airport Limited, the Civil Aviation Authority and Her Majesty's Treasury on this issue and to comment further would prejudice the department's commercial position.</p>
21/06/19	Speeches	DfT	<p><b>DfT: Speech by DfT Permanent Secretary Bernadette Kelly to Rail Live setting out her ambitions for the Rail Review and industry diversity</b> (19 June 2019). <a href="#">Read here.</a></p>

21/06/19	Papers	HoC	<p><b>High Speed 2: the business case, costs and spending</b></p> <p>This paper shows that while HS2 will deliver significant capacity and connectivity improvements, there are alternatives available that deal with the capacity constraints on the West Coast Main Line at a much lower cost. This paper also reveals that concerns remain around the costs of HS2 . The estimates at the time of the 2015 Spending Review put the cost at around £65 billion (in 2015 prices). The ambitions of HS2 Ltd are to reduce the costs of the infrastructure for Phase 2b by around 40% from the 2015 Spending Review estimate. The paper can be read here: <a href="http://bit.ly/2RsFPei">http://bit.ly/2RsFPei</a></p>
21/06/19	Written Q&A	DfT	<p><b>Mr Kevan Jones (North Durham)</b> : To ask the Secretary of State for Transport, whether he plans to assess socio-economic weighting in future rolling stock procurement.</p> <p><b>Andrew Jones (Harrogate and Knaresborough)</b> :The Government welcomes the investment in the UK through the awarding of rolling stock contracts by franchised train operators to UK based manufacturers. Through the Rail Sector Deal government is working with industry to promote procurement practices that support an innovative, highly-skilled, and productive British rail supply chain. The William 's Rail Review will, however, consider rail franchising as part of the root and branch review of the railway to ensure that rail delivers benefits for passengers and taxpayers.</p>
24/06/19	Ministerial Statement	DfT	<p><b>DfT: High Speed Rail (West Midlands to Crewe) Bill, Statement of Reasons</b></p> <p>The Department for Transport has published a written ministerial statement on High Speed Rail (West Midlands to Crewe) Bill, Statement of Reasons: <a href="http://bit.ly/2X2vVkJ">http://bit.ly/2X2vVkJ</a></p> <p><b>Made by: Ms Nusrat Ghani</b> (Parliamentary Under Secretary of State for Transport)</p> <p>I am today publishing the Statement of Reasons Command Paper for the High Speed Rail (West Midlands to Crewe) Bill. The</p>

			<p>Command Paper is titled the 'Government overview of the case for HS2 Phase 2a and its environmental impacts'. This is required by Parliamentary Standing Order 224A to assist the House during the third reading of the High Speed Rail (West Midlands to Crewe) Bill. This document summarises the work that has already been done to assess, control and mitigate the environmental impacts of HS2 Phase 2a, and explains why the government continues to take the view that the HS2 Phase 2a project is worthy of its support.</p> <p>Copies of the Statement of Reasons will be made available in the libraries of both Houses.</p>
24/06/19	Press Release	Network Rail	<p><b>Network Rail's drive to put passengers first gathers pace as new regions go live.</b> <a href="#">Read here.</a></p>
26/06/19	Press Release	Confederation of small businesses	<p><b>An open letter on HS2.</b> <a href="#">Read here.</a></p>
27/06/19	Press Release	DfT	<p><b>£53 million line upgrade to help make midlands railways fit for the future.</b> <a href="#">Read here.</a></p>
27/06/19	Press Release	Railway Industry Association	<p><b>Rail Industry publishes open letter to the Department for Transport supporting Digital Railway Plan</b></p> <p>Today, Network Rail has published its Long-Term Deployment Plan (LTDP) for Digital Railway .</p> <p>The Railway Industry Association (RIA), which represents more than 280 companies in the rail supply chain, has welcomed the LTDP and published an open letter to the Department for Transport supporting it.</p> <p>The letter can be read here: <a href="http://bit.ly/2NjyTSu">http://bit.ly/2NjyTSu</a></p>

## Devolution deals

Date	Type	Organisation	Notes
03/06/19	Papers	MoJ	<p><b>MOJ - GMCA Memorandum of Understanding for justice devolution</b></p> <p>Ministry of Justice has published Memorandum of Understanding</p>

			<p>between Greater Manchester and the Ministry of Justice .</p> <p>Full memorandum can be accessed here: <a href="https://bit.ly/2W69fzI">https://bit.ly/2W69fzI</a></p> <p>The commitment in the 2017 Conservative manifesto was to give 'greater devolution of criminal justice responsibility and budgets to local commissioners'.</p> <p>This Memorandum of Understanding recognises the delivery of justice outcomes as integral to the Greater Manchester Combined Authority mission of unifying public services for the benefit of the people of Greater Manchester.</p>
04/06/19	Written Ministerial Statement	MoJ	MoJ: Refreshed Memorandum of Understanding for justice devolution with Greater Manchester. <a href="#">Read here.</a>
06/06/19	Witten Q&A	MHCLG	<p><b>Local Government: Devolution:</b> Written question - <a href="#">259374</a></p> <p>Asked by <a href="#">Jim McMahon</a> (Oldham West and Royton)</p> <p>To ask the Secretary of State for Housing, Communities and Local Government, with which councils and combined authorities is the Government currently consulting on devolution.</p> <p>Answered by: <a href="#">Jake Berry</a></p> <p>Whilst we are not formally consulting any councils or combined authorities at present, the Secretary of State has had conversations with the leaders of councils in Yorkshire, as well as the Mayor of the Sheffield City Region, about future devolution to Yorkshire.</p>
20/06/19	Papers	Hoc	<p><b>Introduction to devolution in the UK</b></p> <p>The full report can be found here: <a href="#">Read here.</a></p>

### Environment – 25 year environment plan

Date	Type	Organisation	Notes

## Environment – Waste

Date	Type	Organisation	Notes

## Environment – Air Quality

Date	Type	Organisation	Notes

## Brexit – BEIS, Defra, HCLG, DExEU & committees

Date	Type	Organisation	Notes
12/06/19	Reports	MCHLG	<b>Government response to the Housing, Communities and Local Government Select Committee report on Brexit and Local Government</b>  Housing, Communities and Local Government Committee has published the Government response to the Housing, Communities and Local Government Select Committee report on Brexit and Local Government.  The full report can be accessed here: <a href="https://bit.ly/2WcliM6">https://bit.ly/2WcliM6</a>
26/06/19	Debate	HoC	<b>EU Structural Funds: Least Developed Regions</b> <a href="#">Read here.</a>