

London Manifesto 2016

Building teams:
boosting productivity



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Contents

- Foreword..... 5
- Introduction 6
- Transport..... 8**
- Utilities 10**
- Housing..... 12**
- Finance 14**
- Sustainability 16**
- Skills..... 18**
- Endnotes..... 20
- ACE economic and policy papers 21
- About ACE 22





Foreword

This year's Mayoral and Assembly elections are being held in the most exciting time of London's post-war period as the city continues to grow economically and socially. Although this growth provides prosperity and dynamism it also creates challenges that London needs to meet. The next four years will be the most crucial in the city's history and will determine if we can continue to grow and prosper or if London will hit the economic buffers.

By 2020, when the next Mayor and Assembly reach the end of their terms, London will have changed dramatically from the city of today. It will have grown to 9 million residents that will need to be housed, employed, transported to work and leisure, fed, watered and warmed.

This will require the development of and investment in new infrastructure that will enable developers to build the new homes that will be required. At the heart of this will be better transport connections and utility provision combined with more effective use of our resources to unlock the potential this growth will bring.

Environmental considerations will also be important to any future development in the capital as London's air quality continues to be a significant issue for Londoners. Our city must change to ensure that it is able to meet the issues that will be raised by a changing global climate.

The Association for Consultancy and Engineering's (ACE) *London Manifesto 2016 Building Teams: Boosting Productivity* sets out what the next Mayor will need to do to meet these challenges and how we as an industry can help confront the challenge of meeting London's future.

As the voice of the infrastructure industry, ACE London has and continues to represent London's infrastructure companies' views and seeks to work collaboratively with the GLA on infrastructure issues. ACE London provides advice and support on transport, energy, water, housing and waste, harnessing the knowledge of the world's best engineering companies to meet the needs of London's residents.

This Manifesto focuses on the eight key areas that will require investment and development if London is to meet the challenges of its growth. Focusing specifically on the Mayor and London Assembly, our recommendations are not an exhaustive list of requests but form a guide for the GLA to help them ensure that London remains a globally competitive city.

We look forward to working with the new Mayor, London Assembly, all London's policy makers and stakeholders to realise our vision for a world class city for all its residents that continues to propel the UK economy in the twenty-first century.

Dr Nelson Ogunshakin,
Chief Executive of The Association
for Consultancy and Engineering

Mathew Riley
ACE London Chair

Introduction

There are now 8.6 million Londoners, more than at any time in our history and the population is still growing. If the current rate of growth continues then London will have 10 million people by 2030 and 11.3 million people by 2050.

On average, the city is growing by nine new residents every hour. By 2020 there will be a further 315,567 Londoners alone which is equivalent to London absorbing Reading.

This places huge pressures on the city and presents us with a challenge that we can and must meet.

The city will need an additional 1.5 million homes to house its population in the next thirty years. This equates to around 49,000 new homes a year or one new home every ten minutes.

The reason for this significant population surge is the economic growth of the capital that is propelling the UK economy as a whole. London is and will remain the most productive economy in Europe consistently outperforming the UK and EU in terms of economic growth.

Housing and jobs are linked, however, by the third issue of transport. To meet the needs of the growing population, transport capacity will have to increase by 50% by 2050.

London faces the challenge of upgrading the world's oldest rapid transport system while experiencing increased demand for services. New integrated transport plans have the potential to unlock both the economic and housing growth that we need.

On top of this, London also faces pressures on other infrastructure services such as the need for a 5% increase in energy supply capacity by 2020 rising to 20% by 2050. London is also running a water deficit of 3% growing to 26% by 2050. More people will need more water but London has not invested in new reservoirs and so cannot meet demand from existing supply.

By 2022 there will be 100,000 more school children in the city requiring 600 more schools and colleges for their education.

All of these challenges and more can be met by London but not under the current system. The new Mayor will need to campaign for greater devolution to the city to put London on a par with its global rivals.

Barely 7% of all taxes paid by London's residents and businesses are retained by the Mayor and boroughs compared to 50% for New York. Almost three quarters of local government income is from the central block grant compared to 31% for New York, 25% for Berlin and 17% for Paris.





While the Mayor wields varying degrees of power in most areas of economic infrastructure and housing, on health and education the office is restricted. We have seen recently, however, that Whitehall is increasingly considering devolving control of some matters in these areas and we would hope to see that continue and include London.

We would also expect the next Mayor to argue strongly for this to be the case as well, be ready to receive these responsibilities, and to have plans to utilise them effectively from day one. Industry stands ready to work closely with the next Mayor of London to ensure successful delivery when this happens.

London has the resources to meet its needs but now it needs the powers to be able to harness those resources to address the problems that we face. ACE calls on all candidates for the Mayoralty and GLA to embrace these challenges and campaign for a Greater London that meets the needs of its people and the UK.

We would propose first of all, therefore, that all candidates commit to calling a London-wide conference of all boroughs and stakeholders to discuss the best way to go about this to bring ideas forward and secure London's future.

TRANSPORT

Moving to a better London

The data suggests that London will continue to be a success in the years to the middle of the century, with a rising population, increasing tourism, and more jobs. This will have implications for the transport network, however, with demand for public transport likely to rise by 50 per cent, while Underground and rail demand is set to rise by 60 and 80 per cent, respectively. ¹

Heathrow and Gatwick Airports are also running at or near capacity for much, if not the whole year. This means Britain could already be losing out to the tune of £14bn per year in global trade and investment because of insufficient capacity at our south-east airports. ²

The next Mayor of London must continue where their predecessors left off and ensure that work to resolve these issues continues. The London Infrastructure Plan 2050 identifies a variety of projects and investments designed to meet the challenges of moving goods and people around the capital. Work on these must continue if London is to compete with its global challengers and not become a victim of its own recent success.

THE CHALLENGE

Over

£973bn

of transport investment identified in the London Infrastructure Plan.

Equates to roughly

£7,000

investment per year per household to 2050.

To deliver transport for a growing economy, the next mayor should:

Continue work on Crossrail 2 – All the party candidates should align themselves with Transport for London's plans for this new south-east to north-west rail corridor and seek to begin construction during their term as Mayor. Cross-party consensus was a key factor that delivered Crossrail 1 and the future Mayor will need to capitalise on this once again if central government is to agree.

Deliver further crossings in the Lower Thames area - The need for extra crossings east of Tower Bridge has long been identified, and it is good that plans are in place for new bridges and tunnels. These will stimulate growth on both sides of the river, as well as alleviate pressure on the existing crossings at Dartford. The next Mayor must ensure the plans are delivered.

Support recommendations on aviation expansion – One of the first decisions that will be taken will be on where a new runway is to be built in the South East. The UK needs this additional hub capacity if it is to compete with other world cities for inward investment, jobs, and prosperity. Further delay and uncertainty will only undermine London's position.

Take the lead on closer engagement – Part of the role of the Mayor's Office should be to bring together key infrastructure bodies in the capital, from TfL, the GLA, the boroughs, contractors, and users. Closer collaboration through a formal group and earlier engagement on projects will deliver better innovation, decrease disruptive changes at late stages, and reduce cost.

Encourage further cycling and pedestrian measures – The growth in cycling and walking has been a success in recent years and must be continued. Promoting recognition schemes such as CLOCS or FORS, as well as introducing designated rest areas where repairs could be conducted safely would greatly assist cyclists. Employers should also be encouraged to provide facilities for those who choose to walk or ride to work.

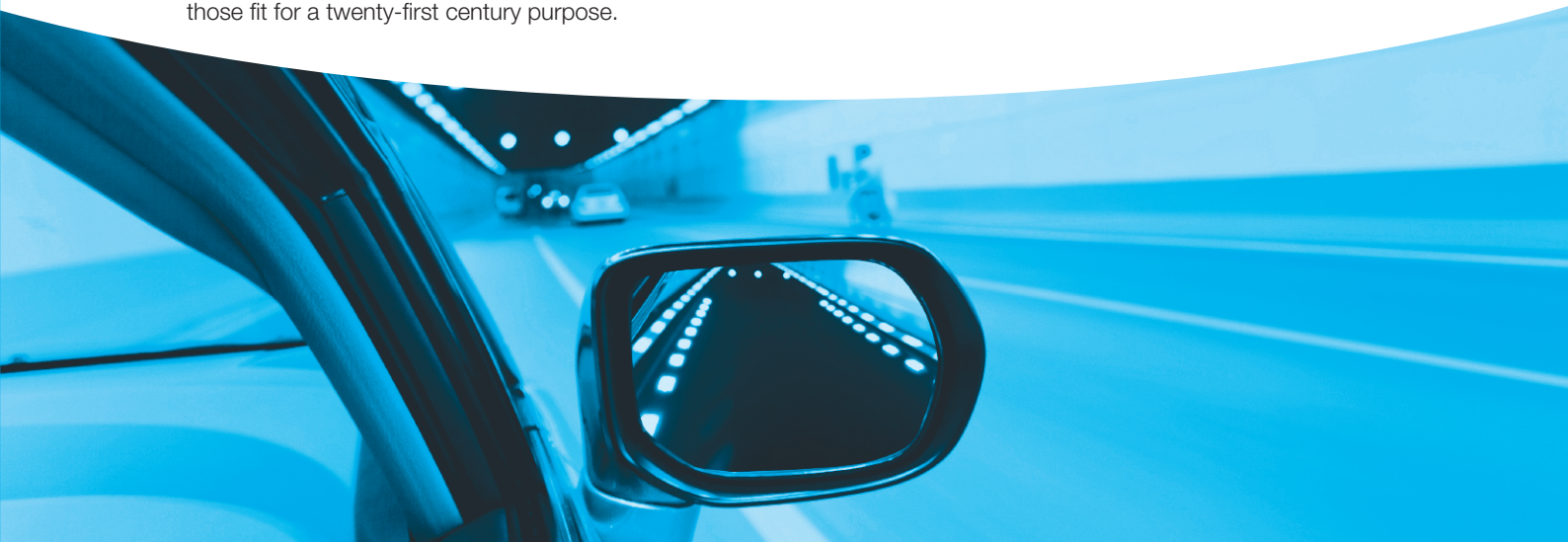
Take a targeted approach to road improvements – The size, scale, and importance of London's road network makes large scale projects problematic. A more targeted approach that focusses on the small number of key pinch points around the network will have a bigger positive impact on traffic flow.

Aiming towards a better London

The next mayoral election represents a fundamental opportunity to ensure London has the transport connectivity it needs to compete in the emerging global economy. Businesses need to know they can move people and goods around quickly, efficiently, and affordably, while strong commitments from the Mayor will ensure confidence and certainty for the construction sector.

This connectivity cannot be limited to just large-scale, strategic level, however. Focus and investment must also be given to small, targeted interventions that reduce congestion, promote sustainability, and improve the travelling experience. This will all contribute to a city that is more pleasant to live in and improves the wellbeing of its citizens.

Transport has rightly been firmly recognised by the first two holders of the Mayoral office as a key economic driver in the capital. We must make sure we build on this foundation and ensure London's transport networks develop into those fit for a twenty-first century purpose.



UTILITIES

The backbone of a better London

London's utilities networks are under increasing strain as the population increases, businesses grow, and demand therefore rises. According to the London Infrastructure Plan 2050, 40 per cent of London's electricity substations are already under stress, while there is a requirement for a 20 per cent increase in electricity supply capacity. ³

The capital is also seeing the construction of a new 'super-sewer', the Thames Tideway Tunnel, to relieve pressure on the existing nineteenth century system constructed by Sir Joseph Bazalgette. The supply of clean water, however, will be an ever-increasing challenge in the years ahead, as demand increases due to population growth.

Utilities, however, extend beyond water and energy, with telecoms and broadband increasingly vital for businesses and consumers. Recent figures suggest London is one of the worst capitals in Europe for broadband access, with one in six residents in Zones 1-2 struggling without high speed internet. ⁴

Without these vital networks, London's ability to compete globally will be hampered. The next Mayor must work to bring in investment to improve capacity to keep up with future demand and to replace assets that are reaching the end of their lifespan.

THE CHALLENGE

Over

£345bn

of utility investment identified in the London Infrastructure Plan 2050.

Equates to roughly

£2,500

investment per year per household to 2050.



To deliver utilities for a growing economy, the next mayor should:

Champion Thames Tideway – Although proceeding out of the planning phase, there is still much to be done to ensure successful delivery of this much needed waste project. The future Mayor will have to work in tandem with local authorities, the client, and construction firms to ensure issues are minimised and the scheme comes online on time and on budget.

Secure new sources of water – In light of future population growth, the next Mayor should commission research into the future water needs of London and produce recommendations to ensure supply is available to meet demand. This should result in a clear set of decisions and the Mayor should then use the bully pulpit of City Hall to force central government, local authorities, and the industry to drive delivery.

Speak up for London's energy security – Although the Mayoralty has no control over energy policy, the city will not continue to flourish without a generation and distribution grid that can meet the demands of residents and business. The next occupant of City Hall must work closely with Whitehall to push the need for certainty of supply to be maintained in London.

Grow access to high speed broadband – This is increasingly the backbone of most businesses and their ability to be a success depends heavily on its availability to them. The next Mayor should work collaboratively with the engineering sector, developers, and owners to upgrade London's building stock's access to high-speed connections.

Aiming towards a better London

London has one opportunity to transform the provision of its utilities to meet forthcoming demand. The decisions we make today will determine the sustainability, connectivity, and operability from which future generations will benefit. London will need a balance of new technologies and reliable, well-understood infrastructure to ensure it delivers cost-effective solutions for the future.

In addition, it should never be forgotten that there is a significant cost to taking no action. If energy, water, or communication services were to go down, businesses would fail, economic activity would slow and future growth potential would be limited.

For this reason it is important that the next Mayor of London work to secure the core economic infrastructure of the capital, delivering networks that are suitable for the demand and requirements of the coming challenges.

HOUSING

Addressing London's 'housing gap'

London's population has grown by approximately one million people over the last 10 years, but we have built only 202,400 new homes over the same period. The capital's population will grow by a further 1 million by 2036. Clearly, there is a major housing shortage in London and the following recommendations will help to alleviate what could turn into a crisis.

Currently, London is failing to rise to this challenge. Approximately 50,000 new homes are needed every year to keep up with demand over the next 20 years, but in 2013/14, just 23,986 homes were built in the city and between 2003 and 2013, less than half of London Boroughs met or exceeded their average housebuilding target.

Measures like 'Help to Buy' aimed at improving the situation are only proving partially successful and recent estimates suggest the 'housing gap' could be widening. Only a plan to radically increase the number of houses being built will ensure enough supply for future generations.

THE CHALLENGE

London needs

50,000

new homes every year.

The shortage cost to London economy

£2.7bn

in 2015 as rent and mortgage spending could have been spent on goods and services that would boost the economy

To avoid an extreme housing shortage in London, the next mayor should:

Adopt the ACE's LOVE model – The 'Land Optimisation Value Extraction' model will ensure all parties involved in developing land for housing are able to share in the uplift, thus incentivising development. It will also enable more forward planning of vital infrastructure as more capital is released to fund economic and social infrastructure scheme.

Continuing to prioritise brownfield land – There are a great deal of brownfield sites in possession of the GLA, TfL, and the London Boroughs around the capital that could be used housing developments, especially smaller scale ones. The next Mayor should do all he or she can to make these available and to encourage SME developers and self-builders to make use of this land, and thus increasing the numbers of houses.

Review existing greenfield land – The next Mayor should commit to undertake a review of all the land currently classified as greenfield to ascertain its quality. That deemed to be poor could then be released and brought forward for development after a period of consultation with relevant authorities and communities.

Work with Local Authorities to implement housing plans – Local Authorities are now required to produce strategic plans for housing provision required in their areas in the medium and long-term. A collaborative approach will ensure certainty for developers and investors and proper consideration of the needs of local communities, while also allowing the various parties involved to plan the necessary infrastructure with confidence.

Make it easier for small developers – The next Mayor should confidently use the expertise of large developers to clear and prepare small scale sites. This can then be utilised by smaller housebuilders who will be assured that site preparation risks have been accounted for.

Create stability in social housing – It is important that reasonable levels of social housing are met, with Mayors and Local Authorities able to enhance this offering if areas are under particular strain. ACE's Revolutionising Housing models suggest a flat 15% provision of social housing within a development with an option to purchase up to 15% extra would be appropriate.

Aiming towards a better London in 2025

Successive mayors have been notoriously bad at delivering on the house-building targets they have set during their times in office. Rather than making announcements that they will build a certain number of homes, City Hall should focus on providing an environment conducive to new development coming forward.

Ensuring a greater degree of local engagement and accountability in the form of local strategic plans will make local communities feel consulted on plans for their neighbourhoods, while guaranteeing a share of the uplift will encourage landowners to come forward early in the process.

This will also allow Local Authorities to plan and deliver vital infrastructure ahead of completion of development, a major factor in much of the opposition this kind of development encounters. Overcoming these challenges is the key to unlocking the housing growth we need and helping the upcoming generations reach their potential.



FINANCE

A better London needs to be able to make its own decisions

Two of the pillars that this government has built its platform on since 2010 are around the devolution agenda and the need to get the UK's finances back in balance with a view to being able to begin paying down the national debt by the end of this parliament. These two policies are not unrelated, however, with local and regional authorities receiving greater powers while also experiencing cuts to the central grants they gets from Whitehall.

While this is a welcome transfer of power, the opportunity for city-regions such as London to raise its own money through tax-raising powers, access to the financial markets, and seeking external investment is still limited. With the scale of the investment London requires, this situation is clearly sub-optimal.

There is money available through various sources to which a future Mayor of London has unparalleled access, they merely need to be given the relevant authority to do so by the government. Infrastructure makes for an attractive investment for city funds, with reliable returns and powerful multiplier effects on economic activity, both in the long and short term.

THE CHALLENGE

\$24.6trn

value of funded pensions market.

£2.1trn

of infrastructure spending required by 2050 according to the London Infrastructure Plan



To get more private finance into UK infrastructure, the next Mayor should:

Improve policy certainty and stability – The new mayor needs to commit to creating the conditions to invest as the main priority. The investment community needs long term certainty in plans, which will make projects fundable. He or she must work with regulators, financial investment advisors, and others to create a long term prioritised plan that gives some degree of certainty. This is the prerequisite for investment.

Continue to make the case for greater fiscal devolution – With government still seeking to reduce spending and pay down the national debt, expenditure will continue to be constrained. It will be vital for the next Mayor of London to continue to make the case, therefore, that the capital should have greater control over its own finances, to ensure it can build the infrastructure it needs.

Provide a matching service between pension funds and infrastructure investment opportunities

The scale of investment that London requires means that the next Mayor should seek to more effectively match long term investment in infrastructure with pension and sovereign wealth funds. With more reliable rates of return once constructed, we have already seen other global funds purchase UK infrastructure assets and London should seek to continue this to finance further projects.

Develop new ways of financing infrastructure – The next Mayor of London should seek to initiate a series of ‘infrastructure bonds’ and make more use of ‘tax increment financing’, hypothecated to particular investments repayable from the income stream they generate over their lifetime. Care must be taken, however, to take factors such as cost of financing, effects of taxes needed to finance the investment, and risks of downturns into account.

Create an ‘asset register’ – This will enable the next Mayor to develop a balance sheet approach to debt finance, like a Regulatory Asset Base, and leverage the assets to create much greater value. In addition, this can be used across infrastructure types so could be deployed to develop more housing, for instance.

Mitigate financial uncertainty by simplifying the initial phases of infrastructure investment – Scoping, planning, winning consents are where the risks are concentrated, and they are at the beginning of what should be very steady, safe, investment vehicles.

Improve policy certainty and stability – The recent upset caused by changes to feed in tariffs and the renewable energy portfolio highlight the damage that swift policy changes can make to private investor balance sheets and investment appetite. Government policies should operate over longer periods, with clearly defined review periods and automatic stabilisers to ensure budgetary control.

Aiming towards a better London

To ensure that London remains able to compete with its global competitors, the message needs to be heard loud and clear that the city is investing in critical infrastructure as an enabler of economic growth. To optimise this process, the next Mayor of London needs to ensure that investment opportunities are available and easily accessible.

Greater consistency, certainty, and stability are therefore key and this must be reflected in the policy and regulatory decisions taken in the ensuing five years. This means that whilst the GLA might not always hold the cheque book in years to come, its actions can make or break an investment case.

SUSTAINABILITY

Managing the environmental impacts London's infrastructure boom

As London continues to push on from the recession and reassert its international powerhouse status, evermore pressure will be put on our environment and resources. We need to meet challenging carbon targets, make better use of waste as a resource, and improve the quality of our air.

On climate, the UK emits 467.5 million tonnes of CO₂ per annum, with London responsible for 40.19 million tonnes of the total. The latest Mayor's Climate Change Mitigation and Energy Annual Report commits London to reducing CO₂ emissions back to 1990 levels by 2025.

As for air quality, new plans for the Ultra-Low Emission Zone and to tackle fumes emitted from machinery on construction sites are some of the measures to tackle the worst air in the country, but more must be done.

Finally, on waste and the circular economy, big steps in behaviour change and innovation must be made if London is to reach the Mayor's target to see half of London's local authority collected waste recycled by 2020.

THE CHALLENGE

Nearly

9,500

people die each year in London as a result of poor air quality.

9 of 20

worst-performing local authorities by recycling rate are in London, with Newham at the bottom of the pile on just 17.7%.

To ensure future growth is sustainable as well as economically beneficial, a future Mayor of London should:

Ensure that any new runway capacity aligns with long term emission obligations – The next Mayor's role in any decision on additional runway capacity in the South East must be compatible with achieving UK obligations under the Climate Change Act, as the Davies Commission itself has acknowledged.

Reduce construction site emissions – Emissions from Non-Road Mobile Machinery (NRMM) on construction sites, which make up 19% of emissions in central London, must be tackled. There needs to be proper enforcement of the GLA scheme which requires such machinery to meet tough standards.

Brownfield land remains an under-utilised resource – New housing and non-domestic development should be on brownfield sites where possible. ACE's 'Revolutionising Housing' paper proposed that the cost of preparing such land for development could be met by capturing the land value uplift that occurs as development takes place.

Aiming towards a better Britain in 2025

London's massive investment in public transport infrastructure will make for a city less dependent on car travel, thereby cleansing the city's air, certainly a step in the right direction. These giant projects, however, do not come without their own environmental challenges from the concept, through to procurement, construction and operation phases.

Furthermore, it is key to London's success to view new green priorities not as a burden on business but as an opportunity to develop expertise in a globally growing market. London's ability to attract highly skilled professionals in other sectors can and should be extended to environmental consulting. London should aim to become not just a hub of financial services, but an environmental services node as well. The two are not mutually exclusive.



SKILLS

Ensuring London has a capable workforce

A major issue that will hamper London's efforts to deliver the infrastructure required in the twenty-first century is a shortage of engineering skills at all levels. This is acting as a brake on growth and constraining the capital's ability to compete in the global marketplace.

In addition, many consulting and engineering employers have been forced to import workers with the experience and expertise needed to sustain their businesses and this will continue to be an important source of engineering skills for some time to come.

Demand for engineering skills will only increase in the coming years, especially as the capital's total construction output is forecast to grow by an annual average of 3.5 per cent over the next five years. This will require around 3,650 extra employees per year over the same period, however many employers will find this difficult and might need to resort to hiring foreign professionals to fill roles. ⁵

As nationally, this is in the context of high levels of unemployment among 16-24 year olds, who need to be equipped with the skills, including engineering skills, which industry and economy need now and will need in the future, and which can offer them rewarding and satisfying long term careers.

THE CHALLENGE


10.7%

of London's 16-24 year olds are unemployed. ⁶

The UK faces a shortfall of

36,800

qualified engineers by 2050.



To ensure London has the engineering skills it needs the next Mayor should:

Act on Transport Infrastructure Skills Strategy recommendations – This 2016 document makes a series of recommendations that will help deliver the 30,000 apprentices that the government has targeted. Whomever occupies City Hall later this year should commit to analysing its findings and implement its recommendations to ensure London does its part.

Use of public procurement – A great deal of the work to London's infrastructure that will take place over the next four years will be carried out by organisations from the GLA family. The next Mayor should ensure that these bodies, as part of the procurement process for all its works, stipulate that the supply chain train a realistic number of apprentices.

Promote apprenticeships across the industry – In collaboration with employers, the future Mayor of London must ensure that funding and other kinds of support for engineering apprenticeships is channelled in the right areas to ensure the delivery of high quality programmes that meet the requirements of the industry.

Improve careers advice – The next Mayor should bring in measures to ensure that the careers advice given to young people is appropriate, well-informed and widely available, setting out the various career paths open to them including apprenticeships and the opportunities to work in an exciting and important sector of the economy.

Aiming towards a better Britain in 2025

Getting the issues around skills in the engineering sector is a vital part of ensuring the capital will have the infrastructure to enable it to grow and thrive. Providing young people with a good grounding in vital STEM subjects, inspiring them to take up careers in engineering, and giving them an understanding of the variety of routes to a career as a professional engineer will provide the pipeline of talent we need. In addition, the diversity of the engineering community will have improved so making better use of the whole talent pool.

Ensuring education and training programmes are well-funded, rigorous, valued, and up to date will provide the confidence employers need that they are delivering the knowledge and skills required. Companies will then have the staff they need to deliver projects to quality, time and budget requirements.

Endnotes

1. GLA, The London Infrastructure Plan 2050, July 2014
2. Frontier Economics Bulletin, Missing Trade Opportunities, November 2012
3. GLA, London Infrastructure Plan 2050 (2014)
4. Evening Standard, London one of worst cities in Europe for slow broadband speed (2015)
5. CITB, Industry Insights (2016)
6. New Policy Institute, Unemployment by age data

ACE economic and policy papers

This paper forms part of a growing portfolio of research by ACE into the effects of infrastructure on the wider economy.

Electricity Market Reform: Generating Results

This paper explores the role of the current energy companies in the retail and generation sectors, and suggests reforms to EMR.

Funding Roads

This paper explores inefficiency within the road network and possible funding and financing solutions for the future.

Revolutionising Housing

This paper is the second in ACE's housing paper series and explores in detail a new model to rebalance the incentives for development.

The Housing Gap

This paper is the first in ACE's housing paper series and explores in detail the conditions within the UK housing market.

State Investment Bank

This paper is the final paper in ACE's infrastructure investment series and explores in more detail the rationale and practicalities of establishing a State Investment Bank.

Green Investment Bank

This paper is the fifth in ACE's infrastructure investment series and explores in more detail the rationale behind the Green Investment Bank and the challenges it faces going forward given market conditions in 2012.

Pensions and Infrastructure

This paper is the fourth in ACE's infrastructure investment series and explores in more detail the current conditions within the market, and the implications they have on pension funds' investment potential into infrastructure.

Performance of PFI

This paper is the third in ACE's infrastructure series and examines how to improve procurement in Public Private Finance Models (PPFM).

Public Private Finance Models

This is the second in ACE's infrastructure series and explores in more detail the rationale, performance and conditions that surround Public Private Finance Models (PPFM).

Performance of PFI

This paper is the first in ACE's latest infrastructure series and reviews the performance of historical PFI data to learn lessons for the development of new financing models.

The 2014 Budget

ACE's analysis – A comprehensive analysis of the 2014 budget, the economic and fiscal outlook from the Office for Budget Responsibility and the Infrastructure Delivery Update.

Budget Submission 2014

Budget submission to HM Treasury for 2014.

ACE reports on detail of Autumn Statement

A full analysis of the Chancellor of the Exchequer's Autumn Statement, the updated National Infrastructure Plan and the Office of Budget Responsibility report on the economy.

Barriers to Investment

Explores a wide variety of aspects that act as barriers, or significantly change the risk profile of an investment project. These processes are important within the investment cycle and should be understood by all parties involved.

Infrastructure: A case for Funding

This report reviews and analyses a range of material that is openly available to ascertain what effect infrastructure investment has on the economy.

About ACE

As the leading business association in the sector, ACE represents the interests of professional consultancy and engineering companies large and small in the UK. Many of our member companies have gained international recognition and acclaim and collectively employ over 250,000 staff worldwide.

ACE members are at the heart of delivering, maintaining and upgrading our buildings, structures and infrastructure. They provide specialist services to a diverse range of sectors including water, transportation, housing and energy.

The ACE membership acts as the bridge between consultants, engineers and the wider construction sector who make an estimated contribution of £15bn to the nation's economy with the wider construction market contributing a further £90bn.

ACE's powerful representation and lobbying to government, major clients, the media and other key stakeholders, enables it to promote the critical contribution that engineers and consultants make to the nation's developing infrastructure.

Through our publications, market intelligence, events and networking, business guidance and personal contact, we provide a cohesive approach and direction for our members and the wider industry. In recognising the dynamics of our industry, we support and encourage our members in all aspects of their business, helping them to optimise performance and embrace opportunity.

Our fundamental purposes are to promote the worth of our industry and to give voice to our members. We do so with passion and vision, support and commitment, integrity and professionalism.

Further information

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