

## Jericho Chambers

# Infrastructure, Transport & The Built Environment

Creating a unified dialogue to address critical challenges on housing supply and affordability, congestion and air quality, sustainability and the need for new legislative and regulatory frameworks.



The Built Environment – from urban regeneration and housing to smart cities and transport – is a key focus and policy area for Jericho and its partners. The consultancy includes several urban think tank contributors; at least four members with published works in this space; and a fifth who is currently leading the UK's most innovative project around plastic fishing and the circular economy.

As with all clients and programmes, Jericho is working with vanguards for change. We have developed fresh policy ideas and strategies to address critical challenges on issues including: housing supply and affordability, congestion and air quality, sustainability and the need for new legislative and regulatory frameworks. All our work leads towards a better and healthier society – a commitment to the common good is at the heart of what Jericho does.

Jericho clients include/ have included:

- Capital and Counties Properties (Capco), whom Jericho advises on both the Earls Court Masterplan (central London's largest re-generation project) and the Covent Garden estate.
- RICS, where Jericho work focused on using "wise crowds" of stakeholders to help re-define Public Interest for the surveying profession and for membership organisations more widely, 150 years since the Institute's formation.
- Go-Ahead Group and the Moving the City for Good programme, including roundtables and events curated by Jericho and an associated content and podcast series
- Work with Building Research Establishment (BRE), whose stated mission is "building a better world together" (a roundtable series on this launches summer 2018).
- Jericho's coalition movements on Responsible Tax, the Digital Economy and the Future of Work is Human also have aspects which touch upon issues of housing, infrastructure and the wider built environment.

## A new community

Collectively, over **2,000** stakeholders have been and continue to be involved in Jericho built environment programmes, including: government ministers and their shadows; local and regional Council and administration leaders & officers; policy makers and regulators; academics, think tanks and sector experts; property developers, surveyors, valuers, planners; analysts & investors; CEOs and Chairs of major UK businesses. This is one of the largest active communities curated by Jericho.

### Outputs and publications from the various programmes include:

#### THE LONDON RECIPE

*The London Recipe: Systems & Empathy*, authored by Charles Leadbeater

#### LONDON ESSAYS

The conception and creation of [London Essays](#), in partnership with Capco and Centre for London. Nine editions published on subjects including Technology, Green, Work, Play and Night - and now transitioning into London Ideas (launching Spring 2018)

#### IDEAS ABOVE OUR STATION

*Ideas Above Our Station* – a report commissioned on behalf of Capco from Centre for London, examining potential for over-station development in the capital

#### MOVING THE CITY FOR GOOD

Public Interest roundtable series for RICS and *Moving The City for Good* roundtable and events series for Go-Ahead Group, both with content extensions (articles, podcasts, films, on subjects as diverse as [air quality](#), [smart cities](#) and [regulation](#)).

#### FUTURE CITIES CONFERENCE

*Future Cities* conference, in partnership with the University of Cambridge, now in its third year.

## Observations & learnings

Jericho has convened dedicated communities around challenges and issues specific to each client, challenge and aligned clients and stakeholders with bigger causes and thinking in the cities space. Jericho observations and learnings, distilled from the above, include:

### THE UK'S ACUTE HOUSING CRISIS IS AS MUCH A FAILURE OF POLITICS AND COURAGEOUS LEADERSHIP AS IT IS OF PLANNING AND CONSENT

A fundamental re-set is required, to cover new funding systems; new asset classes and ownership models; wider access to capital, at scale; a determination to address the skills shortage. The binary debate between public and private sectors is increasingly sterile and rather pointless: new/ better partnerships are needed, combining the best of the private and public within new financial models, with common good as shared ambition.

### AFFORDABILITY ISSUES ARE NOT RESTRICTED TO HOUSING

In London in particular, there is a severe cost of living crisis that afflicts many beyond just those on low household incomes. Significant interventions are needed on, inter alia, inter-generational living; travel pricing; access to superfast broadband, public amenities and new urban spaces. Loneliness and mental health crises are just two unhappy by-products of the affordability crisis.

## **REGULATORY PROCESS IS INCREASINGLY OUT-DATED AND FLAWED**

Twentieth or even nineteenth century systems are being imposed on 21st-century conditions and are unsurprisingly not fit for purpose. Regulating transport “platforms” such as Uber based on the 1835 Hackney Carriage Act makes little sense. Regulation can and should be viewed through an innovation lens.

## **AN EVISCERATED PUBLIC SECTOR AND POORLY THOUGHT-THROUGH POST-PRIVATISATION INITIATIVES NO LONGER SERVE THE PUBLIC INTEREST**

Imaginative leaps are required to re-model systems for future challenges and to help avoid systemic failures (of which the Grenfell fire may be the most extreme). This is especially true of the patchwork planning process but applies equally to (research) funding on challenges of safety, security and sustainability and the relationship between what is de facto controlled by the state but operated at arms-length by the private sector.

## **ORIGINAL THINKING AROUND FOUNDATION ECONOMICS CAN AND SHOULD HELP DRIVE LOCALISM**

Local empowerment and the devolution agenda should be supported and expanded. Voice and represented at a local level is vital – it cannot/ should not be drowned out by those not acting in the public interest. Developing foundation economics within local healthcare, education, transport and skills systems support local economies and means that not every city or region has to chase the stereotypical tech unicorn - often at high cost and relatively low return.

## **CONNECTIVITY IS NOT JUST A TECH. OR INFRASTRUCTURE ISSUE**

It is also about joined-up thinking – from Treasury to local Councils, for example – and connectivity of policy-making at national, regional and local level. Politicians too often look in the wrong places – both geographically (North vs. South; East vs. West) and metaphorically (eg. on issues of freight and its impact on road congestion/ air quality). Choices need to be made through the prism of the common good, not political expediency. Tax reform – locally and nationally, with incentives for housing, skills and employment - could be a unifying force.

## **THE CIRCULAR ECONOMY IS A VITAL PIECE IN UNDERSTANDING/ DELIVERING A SUSTAINABLE FUTURE**

Much of what is written about the potential of the circular economy is dry, technical, intangible, quasi-academic – and therefore widely misunderstood. The opportunity is to embrace the benefits and principles of circular as a central tenant of the UK’s economy and to capitalise on established expertise in design and innovation. This can create circumstances in which business can actually benefit from the environmental challenges faced globally (rather than just mitigate risk).

## **CONVERSATIONS BETWEEN REPRESENTATIVES OF VERY DIFFERENT GROUPS HAVE SHOWN DEFENDING THE PUBLIC INTEREST/ COMMON GOOD IS IN EVERYONE’S INTERESTS AND MAKES COMMERCIAL SENSE**

This touches every aspect of Jericho’s work: mixed-use/ mixed-tenure regeneration schemes; understanding roads and public realm as a public good/ utility and not a public or private monopoly; re-thinking historic concepts around land value and “common” land/ weal... and tax. Uncomfortable conversations may be needed but are as important as they are urgent.

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