

MONTHLY MONITOR



October 2018

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APM research shows project management emerging to become a first career choice:

- As students across the country received their A level results, the outstanding grades were not just a sign of dedication and knowledge – they also showed effective project management skills as students' planning and scheduling produced an impressive set of outcomes. APM's [latest student research](#) *Making It Happen*, conducted by Opinium, showed project management becoming increasingly popular as a first-career choice with 16–21 year olds. It was the top career choice for 21-year olds (20 per cent at this age) as students at the end of their degree focus on what their next career step will be.

More universities now offer project management degrees and/or courses as institutions respond to more companies working in a project-based way.

- For those not going to university, the Associate Project Manager apprenticeship is one of the most popular standards. The new project manager degree apprenticeship gives a no-cost route to a degree – as well as a built-in professional qualification.
- APM's research also showed that nearly 60 per cent of careers professionals and teachers see Chartered as an important driver for recommending a career to their students. APM's new Chartered Project Professional (**ChPP**) designation puts the project profession on an equal footing with more traditional areas such as engineering, accountancy and surveying.
- Unsurprisingly, access to information and opportunity is key – three-quarters of careers professionals and teachers stated that more students would consider project management as a career if there were more available. And nearly 80 per cent thought that access to more work experience opportunities would increase interest in the profession.
- **John McGlynn, APM's Chairman** said:
"As the project profession becomes a recognised discipline in its own right, I look forward to seeing the professional body promote the opportunities for those at the start of their career, as well as those who already have several years' experience or another career."
- **Caspar Bartington, APM's Education Manager** said:
"APM's new education outreach programme is already addressing the key issues contained within the report. With new apprentice and graduate ambassador networks delivering more events and content for young people (only nine per cent of students had spoken with a current apprentice) and their parents (69 per cent of students see their parents as the most valuable source of careers advice), across a range of media, the future is bright for the project profession, which cuts across every sector of the economy both in the UK and beyond."

Joint Rail Data Action Plan:

- The **Department for Transport (DfT)** and the [Rail Delivery Group](#) – representing the rail industry – together published the [Joint Rail Data Action Plan \(JRDAAP\)](#) setting out the obligations and deadlines for delivering on these ambitions, overseen by an industry-led taskforce.

Building on data that the industry has already made available, data will be released over the coming months to “provide *more consistent* and timely information about train services, delays and disruption.” Information will also be made available on the carriages that make up each train, enabling operators to more accurately communicate on board facilities, and to help passengers to plan ahead and to board in the most convenient place.

The JRDAP outlines how the DfT and the rail industry – including the Rail Delivery Group (RDG), the **Office of Rail and Road (ORR)** and the Rail Safety and Standards Board (RSSB) – will work together to improve the quality and openness of rail data and to increase collaboration between the rail and tech sectors, for the benefit of passengers, the railway, and the UK economy. The plan aims to “create opportunities to exchange ideas, to devise new solutions to improve the running of the railways, to predict and fix problems before they arise, and to develop new tools and products for passengers such as better journey planning apps.” The DfT says that the plan will also enable the rail industry to learn new skills and expertise.

The revised National Planning Policy Framework (NPPF):

- The **Ministry of Housing, Communities & Local Government** published its revised *National Planning Policy Framework (NPPF)* with a new emphasis on the delivery of new homes, and for the design community to put design quality at the heart of the system.

This is the first revision of the National Planning Policy Framework since 2012. It implements around 85 reforms announced previously through the housing white paper, the planning for the right homes in the right places consultation and the draft revised National Planning Policy Framework consultation.

Government says that the revised NPPW “will be a vital tool in ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment.”

CBI report *Open and Controlled: A New Approach To Immigration After Brexit:*

- To inform the post-Brexit immigration debate, the **Confederation of British Industry (CBI)** put forward evidence based on extensive consultation with businesses of all sizes, in every sector and all parts of the UK. The CBI’s report identifies makes 17 broad recommendations around four main themes:
 - build public trust in the UK’s immigration system by shifting away from controlling numbers to assessing contribution and by investing in local public services where demand has been increased by migration;
 - reform the UK’s non-EU immigration system so that firms can better access people and skills from around the world, not just the EU;
 - recognise the strong links between people and trade as the UK forges new economic relationships on the world stage; and

- replace free movement with a new open and controlled immigration system for EU citizens. Ensure that the transition to any new migration system is done with respect for people and in an orderly manner.

Government technical notes and guidance documents on “how to prepare for Brexit if there is no deal”:

- The government is publishing technical notes and guidance documents on “how to prepare for Brexit if there is no deal.” The **Department for Exiting the European Union** published [a document](#) giving the context for the government’s technical notices, explaining the current progress in negotiations and the unlikely circumstances in which a no-deal scenario might materialise. It also explains the government’s overarching approach to preparing the UK for this outcome in order to minimise disruption and ensure a smooth and orderly exit in all scenarios. [Read Secretary of State Dominic Raab’s [speech](#) on no-deal planning.]

To view a full complement of the government’s technical notes and guidance documents, see [here](#)

Chair of the **Exiting the European Union Committee**, Hilary Benn MP commented that “Ministers have left their no-deal planning very late in the day. A lot of questions remain to be answered, and they seem to be relying on continued co-operation with the EU without any indication of what would happen if this was not forthcoming. A failure to reach agreement with the EU will also mean no transition period so all this uncertainty could be just seven months away. These papers tell us three things: First, they confirm that no deal – far from being better than a bad deal – would be very damaging economically. Businesses that export to the EU would face the cost and bureaucracy of customs, safety and security and rules of origin declarations for the first time, and in certain sectors, tariffs; Secondly, there is no guarantee for British citizens living in other EU countries about the future of their pension payments; and thirdly, there is still no clarity on how the return of a hard border in Northern Ireland will be avoided, and ministers have simply told businesses to seek advice from the Irish government. This is an extraordinary abdication of responsibility. Having wasted two years, these papers show exactly why no deal is unacceptable and why ministers must now ensure that an agreement is reached with the EU which provides a transition period and protects jobs, trade and investment.”

Reports, publications, and events across Westminster and Whitehall:

- **Transport Secretary** Chris Grayling announced a review to transform Britain’s railways considering “ambitious recommendations for reform” to ensure the rail system continues to benefit passengers and support the economy. The review will be led by independent chair Keith Williams – former British Airways chief executive and deputy chairman of John Lewis Partnership — and will build on the government’s franchising strategy. Keith Williams will be supported by an external panel and will report next year. The government will

publish a **white paper** on the review's recommendations, with the **implementation of reforms planned to start from 2020**.

- The **Office of Rail and Road (ORR)**, chaired by Stephen Glaister, published its [interim Inquiry report](#) into what caused the May 2018 timetable disruption, which led to passengers enduring delays and cancellations as they could not predict how long a journey may take, or even if it was possible to travel. The three-month inquiry found that Network Rail, Govia Thameslink Railway (GTR), Northern, the Department for Transport (DfT), and the Office of Rail and Road (ORR) all made mistakes, which contributed to the collapse of services, particularly on the GTR and Northern routes.
- The **House of Commons home affairs committee** published its report [Policy options for future migration from the European Economic Area: Interim report](#).
- Joint minister for higher education at the Department for Business, Energy and Industrial Strategy (BEIS) and the Department for Education (DfE) **Sam Gyimah** announced a series of joint UK-India research projects during a visit to India by UK. The projects will be managed by **UK Research and Innovation (UKRI)** and collaborators.

The projects include:

- four new joint research projects worth £4.8m under the 4th Phase Civil Nuclear Energy Programme, led by UKRI's Engineering and Physical Sciences Research Council (EPSRC) and India's Department of Atomic Energy (DAE);
 - seven new projects worth £10m under Phase 2 of the Global Research Programme on Health between UKRI (Medical Research Council and Economic and Social Research Council), the UK Department for International Development (DfID) and India's Department of Biotechnology (DBT) under the Newton-Bhabha Fund;
 - the renewal of a Memorandum of Understanding between the Natural Environment Research Council (NERC) and India's Ministry of Earth Sciences (MoES);
 - the renewal of a Memorandum of Understanding between the Arts and Humanities Research Council (AHRC) and the Indian Council of Historical Research (ICHR);
 - the launch of the Together for Impact report commissioned by UKRI-India which details the high-quality and high-impact research conducted in partnership between researchers from both countries in that period.
- Sam Gyimah also announced a new publication which highlights the UK government's ambition for public and private sector investment in R&D to reach **2.4 per cent of GDP by 2027**. The newly published [Allocations Booklet](#) highlights the biggest increase in public research and development (R&D) funding for 40 years, "allowing scientists and researchers to continue pushing the boundaries of knowledge through the modern industrial strategy."

The *Booklet* also includes details of how increases in public R&D funding have been allocated to: UK Research and Innovation

(UKRI); the UK Space Agency; National Academies; Public Sector Research Establishments; and other programmes. It also includes details of year-on-year increases in R&D across a wide range of areas, including the National Productivity Investment Fund, Official Development Assistance and science infrastructure across the UK.

- On his first visit to the site of a future UK spaceport in Sutherland, **Business Secretary Greg Clark MP** stated that the spaceport "could be worth 400 jobs to local Scottish economy" and that the UK could compete in a high value market to launch an estimated 2,000 satellites by 2030. The Business Secretary commented that thanks to the UK's location, planned regulatory framework, private sector strategy and space ecosystem, Britain has a competitive advantage to compete for a substantial share of a market for launching an estimated 2,000 small satellites by 2030.
- The **Home Office** launched a new [toolkit](#) for employers, industry groups, and community groups to give EU citizens practical advice on how to apply for settled status.
- The **Treasury** confirmed that UK businesses, universities and local organisations that secure funding through EU programmes, from now until the end of 2020, will be guaranteed by the UK government "even in a no-deal scenario." The implementation period agreed in March would see the UK continue to participate in all EU programmes until the end of 2020 – providing certainty for British organisations and their European counterparts. The guarantee will reflect this by "underwriting the UK's full allocation for structural and investment fund projects, such as funding secured through the European Regional Development Fund, until the end of 2020." Additionally, the Treasury will guarantee funding for UK organisations which successfully bid directly to the European Commission – through projects like Horizon 2020 – until the end of this EU budget period if no deal is agreed.
- The **Department for Transport (DfT)** set out its [Inclusive Transport Strategy](#) aiming to improve accessibility across all types of travel for those with both visible and less visible disabilities. The strategy includes investment in rail accessibility infrastructure, commitments to produce league tables which highlight operators that are delivering the best service for disabled people, and funding for Changing Places accessible toilets at motorway service stations.

The government will put up to £300m of funding into extending the [Access for All](#) programme, making railway stations more accessible, including through step-free access. Train operators will be held to account for delivering on this service, ensuring they compensate passengers if the booked assistance is not provided

- The **DfT** also set out plans to "level the playing field for small businesses bidding for government contracts" publishing its [SME Action Plan](#). The plan contains a commitment by DfT to direct a third of its procurement spending towards small and medium-sized enterprises by 2022.

As part of this pledge, the department awarded £700,000 in Transport Technology Research Innovation Grants (T-TRIG) to support innovative transport projects, including a universal train access ramp that would help disabled people board trains more easily across the network.

■ Additionally, the DfT published the **Science Advisory Committee's (SAC)** [position statement on artificial intelligence in transport](#). The SAC explored the following:

- the current capabilities of AI;
- the current and future impact AI will have on transport;
- the potential barriers to adoption for this technology; and
- the impact this technology could have on the transport labour market and the public perception of the technology.

■ The **Department for International Trade (DIT)** published its [Export Strategy](#) – based around “four ways the UK government can make a difference in partnership with other providers of export support in the public and private sector.” The four ways are identified as:

- To [encourage](#) by:
 - investing in a digital platform, [great.gov.uk](#);
 - testing how it can use targeted messages to motivate SMEs to consider exporting at key points in their business life cycle or when new trade agreements are introduced; and
 - creating a network of *Export Champions* across the UK.
- To [inform](#) by:
 - developing [great.gov.uk](#) into a single digital platform for all of government’s business growth and export support;
 - ensuring trade support networks and International Trade Advisers in the UK and overseas are optimised to help businesses build their exporting knowledge and capability; and
 - encouraging SMEs to access the specialist advice and support from the private sector.
- To [connect](#), including by:
 - developing a digital service to enable business and trade associations to report non-tariff barriers from around the world;
 - improving commercially-minded relationship support for strategically important UK exporters and investors; and
 - working with industry to make it easier to access e-commerce markets.
- Through [finance](#), including by:
 - raising awareness of how UKEF’s trade and export finance and insurance products can increase the global competitiveness of exporters; and
 - analysing the full range of UKEF’s statutory powers to identify where government can consider creating new products and enhancing existing ones.

Within the strategy DIT notes that the **National Infrastructure Commission** has undertaken work to assess the issues faced by freight, and will recommend solutions to support its continued success in the UK. An interim 'Freight fit for the Future' report will be published in autumn 2018, **with a final report by spring 2019**. It also notes the DIT has launched a new FDI strategy that will deliver new ways to target support for the FDI projects.

- The **House of Commons international trade committee** [launched an inquiry](#) to investigate the impact that future arrangements between the UK and EU could have on wider UK trade policy.
- The **House of Commons public administration and constitutional affairs committee** published its report [Devolution and exiting the EU: reconciling differences and building strong relationships](#).
- The **House of Commons business, energy and industrial strategy committee** published its [report](#) for the *National Policy Statement for the Geological Disposal Infrastructure Inquiry*. The report focuses on the four issues:
 - National Parks and Areas of Outstanding Natural Beauty;
 - using the GDI to dispose of waste from new nuclear build;
 - the place of local community consent in the NPS; and
 - how the NPS is linked with the industrial strategy to deliver socioeconomic benefits to host communities.

The report welcomes the fact that the NPS and the separate (but relevant) [Working With Communities](#) policy incorporate *some* of the key lessons from previous unsuccessful attempts to “find a suitable location for a Geological Disposal Infrastructure ('GDI').” The committee makes several recommendations aimed at improving the engagement of and benefits to prospective host communities and, subject to these caveats, supports the case for the final NPS to be brought before parliament for approval.

- The **Expert Finance Working Group on Small Reactors** – created by Parliamentary Under Secretary of State at BEIS Richard Harrington – published its report [Marketing Framework for Financing Small Nuclear](#) report in which guidance was given in order to help attract private financing to small nuclear projects.

Key Recommendations:

- **General:**
 - HMG should enable the small nuclear sector through a clear Policy and a market framework, rather than down-selecting technologies;
 - HMG should work with stakeholders from the energy, nuclear and finance sectors to develop a common understanding of the risks associated with small nuclear projects; thereby removing perceptions of risks which have previously acted as barriers to investment to enable a level playing field with other low carbon energy projects.

□ Development of Technology:

- For technologies capable of being commercially deployed by 2030, HMG should focus its resources on bringing first of a kind projects to market. HMG should only provide support and grants to enhance the UK's existing capability and/or in exchange for Intellectual Property (IP) and other rights investors would expect.

□ Manufacturing Capability:

- HMG should establish an advanced manufacturing supply chain initiative (as it did with offshore wind) to bring forward existing and new manufacturing capability in the UK and to challenge the market on the requirement for nuclear specific items, particularly Balance of Plant (BOP), thereby reducing the costs of nuclear and the perceived risks associated with it.

□ Nuclear Power Project:

- HMG should work with the Office for Nuclear Regulation (ONR) and the Environment Agency (EA) to review regulatory processes to develop an optimised and flexible approach and through the Generic Design Assessment (GDA) process allow the market to down-select technologies;
- HMG should make sites available to FOAK small nuclear projects and should consider maintaining the UK's existing nuclear Site Licensee capability to de-risk the licensee role for small nuclear projects;
- For technologies capable of being commercially deployed by 2030, HMG should focus its resources on bringing FOAK projects to market by reducing the cost of capital and sharing risks through assisting with the financing of small nuclear through a new infrastructure fund (seed funded by HMG) and/or direct equity and/or HMG guarantees; and assisting with the financing of small nuclear projects through funding support mechanisms such as a Contract for Difference (CfD)/ Power Purchase Agreement (PPA) or potentially a Regulated Asset Base (RAB) model while maintaining the supply chain plans required for larger low carbon projects;
- For nth-of-a-kind projects the market should be self-sustaining having learnt the lessons of the large nuclear plant and the small nuclear projects that will have gone before.

- The **House of Commons transport committee** published its report on the [Intercity East Coast Franchise](#) considering: what went wrong with the franchise; the interim operating arrangements; the East Coast Partnership; and wider franchising issues.

Based on the current financial and regulatory framework, the committee concludes that the East Coast Partnership is unlikely to provide scope for the step-change in performance that the Secretary of State might be anticipating. Before experimenting with this partnership, the committee recommends that the Secretary of State lay out in detail how the new partnership will work and conduct a proper assessment of its feasibility.

- Sir John Armitt, chair of the **National Infrastructure Commission** gave a [keynote speech](#) to the *London Infrastructure Summit* at the QEII Centre in London.

- The metro mayors **Andy Burnham** and **Steve Rotheram** called on the Secretary of State for Transport to ensure that northern passengers are not hit by any proposed fare rises on Northern and TransPennine services in 2019. The demand is the latest in a series of interventions by the mayors which has seen them call for compensation for passengers affected by disruption and back TFNs call last week for the government to appoint a trouble-shooter to get to grips with the ongoing crisis.

In a letter to Chris Grayling, mayors Burnham and Rotheram said: *"Over the past few months travelling by train in the North has become a lottery, where passengers turn up at stations with no idea if there will be a train or whether they will arrive at their destination on time. This crisis has caused real damage to the North – the current estimate is that at least £38m has been lost from the economy – and has led to many commuters turning their backs on using trains and seeking other means of getting around."*

The mayors argue that a 2019 fares freeze is proportionate given the disruption on both networks over the past few months and the delays in planned service upgrades. They also believe a freeze could help attract back passengers to the railways who have been put off by recent disruption.

Reports and publications – professional bodies/think-tanks/other:

- The **Institute for Government (IfG)** published its report [Negotiating Brexit: policing and criminal justice](#) in addition to its report on [Government Spending and Brexit](#).
- Consumer group **Which?** published research showing that the majority of broadband providers have cut the speeds they offer in their marketing, following changes to advertising rules. The study by **Which?** finds that since the introduction of new rules by the Committee of Advertising Practices (in May 2018), 11 suppliers have cut the advertised speeds of some of their broadband deals, with the cheapest deals dropping by an average 41 per cent. Previously, broadband providers could advertise deals offering "up to" speeds, which as few as one in 10 customers would reach – but new advertising rules mean that at least half of customers must be able to reach the average broadband speeds even during peak times, for them to be advertised.

A spokesperson for the National Infrastructure Commission (**NIC**) responded to the findings: "Today's findings demonstrate the slower broadband speeds that households and businesses are actually working with. But if we are to make a lasting difference, as well as tackling the immediate issues, we need to invest properly for the future. Our National Infrastructure Assessment, the first of its kind for the UK, endorses a move to full fibre broadband which could help guarantee that customers get the speeds they pay for – as much as 1,000mbps."

- The **Chartered Management Institute (CMI)** produced a survey showing that support from parents for *degree apprenticeships* is increasing rapidly, with many advising their children to choose the cost-effective alternative to university.

In a survey of 1,000 parents of 11–18 year olds, CMI found half (49 per cent) of respondents said they would encourage their child to start a degree apprenticeship rather than an academic-only university course. More than 52 per cent said they are put off by substantial university costs. Additionally, 71 per cent of those surveyed believed degree apprenticeships "provide a better chance of getting a job than a traditional university degree."

Take a look [here](#) at the key features of the **Level 6 (Project Management) Integrated Degree Apprenticeship** which APM helped to develop alongside major employers as part of the Trailblazer group.

- The **Office of Qualifications and Examinations Regulation (Ofqual)** published a [consultation outcome](#) on regulating apprenticeship end-point assessments (EPAs). In response to consultation feedback, Ofqual says it has:
 - amended its proposed end-point assessment specific guidance regarding how end-point assessment organisations manage arrangements with centres and centre based assessments;
 - expanded its guidance relating to specifications to ensure end-point assessment organisations have clarity around what they must contain and how they must be published;
 - amended its proposed condition and guidance relating to event notifications:
 - to clarify what should be reported and what actions should be taken;
 - to remove the requirement to notify Ofqual of the intention to offer qualifications substantially different in type or content from those an end-point assessment organisation is recognised for because this would already be required through our recognition process; and
 - provided additional clarity about the use of terminology in conditions where it relates to EPAs.
- The **Education Policy Institute (EPI)** published its [report on the state of the education system in England](#).
- The **Centre for Policy Studies (CPS)** published its report [Technically Gifted: How Selection Can Save Technical and Vocational Education](#).
- **Universities UK (UUK)** published its report [Solving Future Skills Challenges](#).
- **The Sutton Trust** published its [research](#) on attitudes to university showing that the proportion of young people who think it's important to go to university when they are old enough has fallen steadily over the past six years.

- The **Confederation of British Industry (CBI)** published a [report](#) warning that the government must build a coherent approach to improve infrastructure across the country and "avoid the risk of regions being left behind whilst others pull ahead in a two-speed England."

With record levels of public investment in the transport system, and a commitment to developing major projects – such as HS2, Crossrail and the new runway at Heathrow – the government has shown a strong will to improve infrastructure across the country. Transport has also become a key feature of the devolution agenda, and sub-national transport bodies (STBs, such as Transport for the North) have been established to enable areas to speak with one voice on their priorities. But the CBI's report *Driving Delivery: Turning plans into action on regional infrastructure* identifies concerns that the complexity of infrastructure decision-making and a lack of transparency around how investment decisions are made are putting the promise of greater connectivity at risk. To remedy this, the UK's largest business group is calling for:

- A commitment in the upcoming comprehensive spending review to increase local transport funding and to consolidate the number of funding pots for local transport investment;
 - greater emphasis on future economic potential in the government's infrastructure decision making to deliver investment across regions;
 - STBs for the South West and East of England, so all parts of the country are represented, alongside clearer expectations of their role;
 - a framework from the government enabling regions and local leaders to make the most of the opportunities of devolution; and
 - a cross-Whitehall infrastructure committee, to better coordinate infrastructure planning, decision-making and delivery across government departments.
- The **Institute of Economic Affairs (IEA)** published its report on sin taxes [IEA Current Controversies No.63: Of Course Sin Taxes are Regressive](#).

- The **Smith Institute** and the **Living Wage Foundation** have [published a report](#) on the living wage and its potential to boost UK cities. Using official data and economic modelling based on the Labour Force Survey, Annual Survey of Hours and Earnings and Family Resource Survey, and academic research, including studies for the Low Pay Commission, the report identifies the potential benefits a Living Wage can offer to cities and city regions.

Based on the assumption of a quarter of low-paid workers in 10 UK city regions moving up to the real Living Wage, the report finds that:

- over half a million workers would secure an average annual pay rise of over £1,700 which would not only "help create more inclusive local economies" but could also deliver additional annual economic growth worth £560m across the 10 city regions by boosting productivity and generate £350m in increased tax receipts and benefit savings for the Treasury;

- if half of this £350m boost to the Treasury was returned by central government to city regions, the annual local economic benefit could increase to £1.1bn, when taking into account multiplier effects such as increased local spending by low paid workers and investment from government driving further economic activity; and
- the evidence in this report demonstrates that valuing employees and investing in them, rather than seeing workers as a cost to be cut, creates wins for the individual and the local economy.
- EEF, The Manufacturer's Organisation published a [fact card](#) on boosting fourth industrial revolution technologies.
- Policy Exchange published its report [The Border Audit - Is the UK border now fit for purpose? A post-Windrush review.](#)
- The Resolution Foundation (RF) published its [report](#) on pay growth for job movers.
- The England's Economic Heartland Strategic Alliance published its [study](#), commissioned to identify opportunities to improve the delivery of utility infrastructure in the Oxford-Milton Keynes-Cambridge growth corridor. The five key recommendations from the study are as follows:
 - **lead in bringing organisations together:** A strategic infrastructure delivery board should be formally established, with the identification of named champions for each infrastructure sector to work across departments and parties.
 - **establish new approaches to infrastructure investment:** Innovative financing models should be assessed, such as tax incremental finance and land value capture to create the scope for the investment needed. Delivery models should also be examined.
 - **lead in streamlining the planning process:** EEH should make the case and provide strong evidence of infrastructure needs at pre-planning stage and continue to work with regulators and utility providers across sectors to refine assumptions and future growth scenarios.
 - **realise potential changes in regulatory frameworks:** Enhancements can be made in the short-term. EEH can take a lead in pulling together agencies into alignments to best serve the needs of the area; in particular by proposing revisions to regulatory frameworks.
 - **seek further policy support for the Heartland:** A national policy statement could potentially be used to encourage regulators to take account of the need for advance delivery of strategic infrastructure.
- HS2 Ltd published its [latest air quality reports](#) for phase one (London to West Midlands) – covering: Brent; Camden; Ealing; Hammersmith; Hillingdon; Kensington; Three Rivers; and Westminster.
- The Office for National Statistics (ONS) published a [summary](#) of the latest official long-term international migration statistics – for the UK for the year ending March 2018. [Data from the Home Office and the Department for Work and Pensions (DWP) are also included.]
- Additionally, the ONS published a [wide range of statistics](#) and analysis on the construction industry in Great Britain in 2017. Among the key findings:
 - Average weekly earnings in the construction industry recovered from a fall in 2016, increasing to £607 per week in December 2017, second only to the finance and business services sector.
 - The UK trade deficit in construction materials and components continued to widen in 2017, increasing to £9,909 million, with the value of imports more than double the value of exports.
 - The value of all new housing orders has now exceeded its pre-downturn peak in 2006, reaching £20,998m in 2017. This increase stemmed from the continued rise in the value of private housing new orders, which more than offset the 13.6 per cent fall in public housing new orders in 2017.
- Migration Watch UK published its report [Impact of immigration on UK population growth](#) based on ONS data.

Reports, publications, and activity from the world of project management: 2018

- London Southbank University is hosting a conference in November entitled [Professionalism and ethics in construction](#).
- An independent international study is underway about software development. The study is a state of the art exploration of contemporary practices in software engineering within industry and is being conducted by the independent research organisations Swiss Agile Research Network (CH), Agile Research Network (UK) and the Victoria University of Wellington (NZ). Take part [here](#).

APM events/research and policy outputs:

- APM published its [Member Review for 2017/18](#) outlining its key activities and financial results of the year. This year's review, APM's first as a chartered body, is packed full of information about how APM is progressing on its road to chartered and the implementation of the new corporate strategy – 'inspiring positive change'.
- APM has published three new titles as part of its research summary series: [Errors, lies and misunderstandings: Systematic review on behavioural decision making in projects](#); "The aura of capability": [Gender bias in selection for a project manager job](#); and [Do classics exist in megaproject management?](#)
- APM hosted its 25th anniversary Women in Project Management conference on 25 September 2018.
- APM published the latest title in its Research Fund series [Where are the women in major projects leadership?](#) The report examines the success of gender balance initiatives that are being adopted across the sector with the aim of bringing together different schools of thought on the topic of gender and leadership, applying it to the context of project management and megaproject leadership in the UK.
- Supported by APM's research fund, research is now underway to provide a new lens to improve project performance through measuring project professional's workplace well-being and identifying factors to enhance their well-being. Read about it here: [Measuring what works: workplace well-being of project professionals](#).

APM forthcoming:

- APM will be publishing a study on *Project leadership* by Cranfield University in October.
- APM will be publishing the 11th title in its [Road to Chartered](#)
- Research by Opinium, commissioned by APM on employer perceptions of chartered will be published at the end of October 2018.