

London Councils' Transport & Environment Committee

Chair's Report

Item no: 11

Report by: Katharina Winbeck **Job title:** Head of Transport and Environment
Date: 18 June 2015
Contact Officer: Katharina Winbeck
Telephone: 020 7934 9945 **Email:** Katharina.winbeck@londoncouncils.gov.uk

Summary This report updates Members on transport and environment policy since the last TEC meeting on 19 March 2015 and provides a forward look until the next TEC meeting on 15 October 2015.

Recommendations Members to note this report.

Update included in this report:

Transport

Meeting between TEC and TfL Commissioner
Office of Low Emission Vehicles 'Go Ultra Low City scheme' joint bid with GLA and TfL
Crossrail 2
London Assembly Investigation on Rail Devolution
TfL consultation on changes to night bus services
TfL statement on taxi and private hire matters
Consultation on builders skips PCNs

Environment

Meeting with CELC lead for the Environment
Meeting with Dan Rogerson, then Parliamentary Under-Secretary of State for Water, Forestry, Resource Management and Rural Affairs
Article in Cllr magazine on Green Infrastructure and Parks
Green Infrastructure Task Force
Recycling Guarantee
National Park City

Forward Look

Introduction

1. This report updates Members on London Councils' work on transport and environment policy since the last TEC meeting on 19 March 2015 and provides a forward look until 15 October 2015.

Transport

Meeting between TEC and TfL Commissioner

2. Items discussed at the meeting included the results of TfL's borough engagement survey, which had improved on last year but had still raised some points of improvement for TfL.
3. TfL confirmed their Freight Strategy could only be achieved in collaboration with boroughs and that re-timing deliveries in particular would only work in some areas, with certain types of business. The operation of the London Safer Lorry Scheme was also discussed.
4. We noted the general election result and new government and that TfL's budget was likely to be affected by Department for Transport spending cuts.
5. London's taxi industry, Door to Door services and Source London were also discussed.
6. Sir Peter Hendy will be writing to all borough Leaders and Chief Executives to highlight that the night bus consultation has been launched and that the introduction of the night tube necessitates a review of the placement of taxi ranks. Boroughs will be asked to consider how they can facilitate taxi ranks provision close to stations which will have the night tube that may not currently have taxi ranks. Members expressed that doing this by September 2015 would be challenging.

Office for Low Emission Vehicles 'Go Ultra Low City scheme' joint bid between London Councils, GLA and TfL

7. At the TEC meeting in March 2015, I reported that London Councils officers had been working with officers from 22 interested boroughs, TfL and the GLA to submit a screening bid for the Office for Low Emission Vehicles (OLEV) Go Ultra Low City Scheme. On 11 March 2015, London was announced as one of 12 cities invited to prepare full bids, from which 2-4 cities will be chosen to share £35,000,000 to significantly increase the uptake of Ultra Low Emissions Vehicles.
8. The screening bid proposed that London's full bid would include at least 8 low emission 'Neighbourhoods of the Future', a fund to deliver innovative solutions to tackle the challenges of providing residential charging infrastructure in areas with on-street parking, the retrofitting of car club bays and a network of rapid charging points for fleet and/or freight vehicles.
9. A working group of borough officers, along with TfL and the GLA has been established to help develop the full bid. It is considering how the proposed elements of the bid may be delivered.
10. The deadline for submitting the full bid is 31 August 2015, although OLEV has indicated that it may choose to extend this by around 2 weeks. It is proposed that the emerging bid will be discussed in more detail at the TEC Executive meeting on 16 July 2015 and then should be considered for sign off on behalf of London Councils by the chair and vice-chairs of TEC in August.
11. More detail on the process, currently participating authorities and potential content of the bid can be found at Appendix I, which is a briefing note for the working group of borough officers.

Crossrail 2

12. Whilst Crossrail 2 is part of the Infrastructure portfolio, members of TEC will be interested in its progress.
13. On 12 May 2015 the Executive received a report which set out modelling for a series of financial mechanisms that could be used to fund Crossrail 2. These are based on international experience and include a payroll tax, employer sponsored transit, and a hotel or tourism tax. This comes at a time when ever-tightened public finances mean London could be asked by government to contribute a higher proportion than half of the cost of Crossrail 2. By way of comparison, London is contributing approximately 60 per cent of the cost of Crossrail.
14. Support for Crossrail 2 was set out in the Conservative Party manifesto, and so it is anticipated that the project will continue.
15. TfL is currently working on the business case to Treasury to make the case for funding the necessary legal and parliamentary steps to gain the powers to build the new railway.

London Assembly Investigation on Rail Devolution

16. London Councils and interested boroughs have been invited to participate in a London Assembly investigation into London's rail services. The Assembly plans to primarily focus on the Mayor and TfL's proposals for devolution of rail services and how rail governance could be reformed. This will include asking how and whether TfL is going to renew its proposal for devolving the South Eastern franchise ahead of its expiration in 2018.
17. London Councils will be participating in the investigation and will be attending a meeting with London Assembly Transport Committee members on 26 June 2015 to present London Councils' position and concerns. In particular, I will focus on the impact of devolution to TfL on Freedom Pass usage and costs. At present the GLA Act 1999 requires the Freedom Pass to operate on services provided by TfL and so devolution to TfL of services to stations outside of London would increase journey options for passengers and also the potential cost.
18. I will also be making the case for boroughs to be offered the chance to get much more involved in the franchising process. This follows research on the views of boroughs on rail services in their areas in 2014, which indicated that they felt a lack of any real commitment from DfT to involve boroughs in decision making. If the Assembly agrees then this could become part of its recommendations for devolution and reform of rail governance in London.

TfL Consultation on Changes to Night Bus Services

19. From the early hours of 12 September 2015, the following sections of the Tube will be open throughout Friday and Saturday nights:
 - The Central line between Ealing Broadway and Hainault / Loughton.
 - The entire Jubilee line.
 - The Northern line, except the Bank and Mill Hill East branches.
 - The Piccadilly line, between Cockfosters and Heathrow Terminal 5 but with no service on the Terminal 4 loop, or between Acton Town and Uxbridge via Rayners Lane.
 - The entire Victoria line.
20. TfL is proposing to continue all Night Bus services, and introduce up to 20 new services and one extended service, in order to help customers travel to and from Night Tube

stations. 17 of these new services would only run on Friday and Saturday nights and the remaining 3 would run seven nights a week. All of these services would operate every 30 minutes

21. On 17 of the existing 117 Night Bus routes, TfL has forecast that it will no longer be necessary to run as many buses at weekends because passengers will use the Night Tube (operating at one train every 10 minutes, on average) instead. Five of these services will go from operating every 10 to 20 minutes to every 30 minutes. Some areas will experience a small reduction in the frequency of Night Bus services despite not benefiting from the Night Tube or benefitting only indirectly because they would be served by the half-hourly 'feeder' services that connect with the Night Tube (operating every 30 minutes). TfL has not published any information on average journey time changes from these stations to show how the Night Tube and new Night Bus journeys compare with existing Night Bus journeys.
22. More detail on the changes to Night Bus services can be found here: <https://consultations.tfl.gov.uk/buses/night-bus-review>.
23. A Member Briefing is being prepared on the potential implications of the introduction of the Night Tube, including these changes to Night Buses. A response to this consultation will also be prepared before the deadline of 1 July 2015.

TfL statement to TEC on taxi and private hire matters

24. In December 2014 the Greater London Assembly published its report, 'Futureproof,' concerning TfL's performance as the regulator of the taxi and private hire trade in the Capital. Of the 19 recommendations made by the GLA, TfL planned to implement or was already in the process of implementing 13 of the recommendations before the report was published. The remainder are now being delivered against specific implementation dates, with the exception of one that is a matter for Government.
25. Items TfL is working on that the TEC may find of interest includes its continuing enforcement work to combat touting, unlawful plying for hire and other illegal cab activity. TfL has put additional measures in place and substantially increased the levels of visible enforcement to deter and disrupt illegal minicab activity in hotspot locations in central London. Launched in May, Operation Neon is a high visibility, multi-agency operation involving TfL enforcement and compliance officers, TfL funded officers in the Metropolitan Police Roads and Transport Policing Command and Westminster City Council parking attendants. This is proving to be effective in dealing with the issues identified through the trade, keeping roads and ranks clear so that the legitimate, law abiding trades can operate.
26. TfL's experience has shown that much of the perceived illegal cab activity can be tackled through robust parking enforcement alongside taxi and private hire enforcement and compliance activity. The joint working with Westminster Council parking attendants has been critical to the success of Operation Neon seen so far. Joint working with other London Boroughs is essential to tackle these issues in other hotspot locations across London such as Cornhill, King's Cross St Pancras, Shoreditch, Clapham to name but a few. TfL is urging other Councils to support this enforcement activity in the late evenings when touting and unlawful plying for hire is more prevalent and poses a greater risk to the public.
27. In addition to enforcement, TfL would welcome TEC's support on implementing greater taxi rank provision in the Capital. In February TfL published its Ranks Action Plan which lays out plans for increasing the number of ranks in London from 500 to 600 by 2020, to ensure taxi facilities meet the needs of London's growing population. The plan is available at www.tfl.gov.uk/modes/taxis-and-minicabs/.
28. At the same time TfL is finalising delivery of Night Tube services in September. To maximise this opportunity TfL believe it is essential we encourage taxis to rank at Tube stations served by the Night Tube providing for the final leg of people's journey home. In

May the Commissioner of TfL, wrote to all borough Chief Executives seeking their support for implementing more rank space.

29. Other work underway with a greater focus on the private hire industry, but which overlaps with the taxi trade, is a public consultation on the regulations relating to private hire and plans for a new signage trial for private hire vehicles which will be designed to reduce touting and make enforcement quicker and easier.
30. TfL is happy to provide further details on these matters if the TEC would find it useful.

Consultation on builders skips PCNs

31. At the last TEC meeting on 19 March 2015, members approved running a public consultation on setting a PCN level for builders skips contraventions under the LLAA & TfL Act 2013. London Councils ran a six-week public consultation from 24 April 2015 to 22 May 2015 inviting responses from skip companies, highways authorities and members of the public. The responses received indicate that a penalty level of £130, reduced to £65 if paid within 14 days, is not supported. Alternative penalty levels were not conclusive, so officers will now undertake further research and consultation work to establish a more appropriate level. It is hoped that the TEC meeting in October will receive these results with clear recommendations.

Environment

Meeting with CELC Lead

32. I met with Niall Bolger who is the Chief Executive lead for the Environment on CELC. We discussed:
 - Devolution of landfill tax
 - Recycling guarantee for London idea
 - Thames RFCC
 - London air quality management system
 - RE:NEW
 - Solar Panels for Schools
 - Local Environmental Quality

Meeting with Dan Rogerson, then Parliamentary Under-Secretary of State for Water, Forestry, Resource Management and Rural Affairs

33. On 19 March 2015 I jointly with Matthew Pencharz, met with the then Parliamentary Under-Secretary of State for Water, Forestry, Resource Management and Rural Affairs, Dan Rogerson, to discuss air quality issues in London.
34. Matthew introduced the idea and background for a potential London Local Air Quality Management System, of which Dan was supportive.
35. Within the context of the Ultra Low Emission Zone, we covered the issues of diesel Euro VI, the importance of them delivering the expected emission reductions and the potential for a scrappage scheme for older diesel vehicles given previous incentives to buy diesel.
36. We made the point that passing on any potential EU fines to local authority level would be unfair and unproductive and we pressed the need for further funding to be made available to London to tackle air quality issues.

Article in Cllr magazine on Green Infrastructure and Parks

37. In April 2015 I wrote an article for Cllr magazine, which is published every two months by the Local Government Information Unit (LGIU), entitled "Protecting the Parks" it focused on how we can continue to maintain parks by coming up with creative ideas for funding. It also discussed the work of the Green Infrastructure Taskforce, which I sit on as Chair of TEC, and that encouraging greater uptake of green infrastructure and sustainable drainage measures such as green walls and roofs is an important part of borough work to prevent flooding in cities. The article is included as Appendix II.

Green Infrastructure Task Force

38. The most recent meeting of the Green Infrastructure Taskforce was held on 15 May 2015. The focus of this meeting was governance and funding structures, and we heard presentations about joint working by boroughs in delivering their parks services; how the Wandle Valley Regional Park Trust intends to manage that site; and the Land Trust model of managing green spaces.
39. The Taskforce then discussed possible ways of managing green spaces strategically in London, as well as providing comments on the first draft of the Taskforce's report, which is anticipated to be published in Autumn 2015.

Recycling Guarantee

40. London Councils has met with LWARB to consider how the Recycling Guarantee can be taken forward. This initiative is delivered by Resource London with support from London Councils, and over the summer we will be seeking members' views on what the Recycling Guarantee will look like. At the next meeting in October it is hoped that the findings will be presented for discussion and approval by TEC.

National Park City

41. I met with Daniel Raven-Ellison who is championing the concept of making London a National Park City. Such a national park designation for London would not have planning powers or seek to limit growth, but would aim to improve opportunities and participation for all people, and particularly children, to reap the benefits of green spaces through health and recreation and celebrating nature. Another aim is to better manage the environment and offer opportunities for growth through promoting tourism and recreation, especially in outer London boroughs.
42. The group behind the National Park City welcomes comments on its proposals which it has published as a "Greater London National Park City Green Paper". Individuals and councils are invited to submit comments until 15 June. More information can be found here: <http://www.greaterlondonnationalpark.org.uk/get-involved/consultation/>.

Forward Look

June 2015

- 17 – Connectivity Summit, GLA
- 26 – Green Infrastructure Taskforce meeting
- 26 – London Assembly Investigation into rail devolution meeting
- 30 – Base London conference

July 2015

- 1 – Deadline for written evidence to the London Assembly Investigation into rail devolution, London Councils will submit evidence
- 1 – Deadline for consultation on night bus configuration, London Councils will respond
- 16 – TEC Executive
- 22 – TRFCC meeting

August 2015

- 31 – Current deadline for the final OLEV joint bid

September 2015

- 10 – TEC / TfL Commissioner meeting
- 11 – Green Infrastructure Taskforce meeting
- 15 – TEC Executive
- 19-23 – Liberal Democrats Party Conference, Bournemouth
- 27-30 – Labour Party Conference, Brighton

October 2015

- 4-7 – Conservative Party Conference, Manchester
- 14 – London Councils event on Opportunity Areas
- 15 – TEC Main