

## London Councils' Transport and Environment Committee - 13 October 2016

Minutes of a meeting of London Councils' Transport and Environment Committee held on Thursday 13 October 2016 at 2:30pm in the Conference Suite, London Councils, 59½ Southwark Street, London SE1 0AL

### Present:

Council	Councillor
Barking and Dagenham	Cllr Lynda Rice
Barnet	Cllr Dean Cohen
Bexley	Cllr Alex Sawyer
Brent	Cllr Ellie Southwood
Bromley	<b>Apologies</b>
Camden	Cllr Meric Apak (Deputy)
Croydon	Cllr Stuart King
Ealing	Cllr Julian Bell (Chair)
Enfield	Cllr Daniel Anderson
Greenwich	Cllr Sizwe James
Hackney	Cllr Jonathan McShane (Deputy)
Hammersmith and Fulham	<b>Apologies</b>
Haringey	Cllr Peray Ahmet
Harrow	<b>Apologies</b>
Havering	<b>Apologies</b>
Hillingdon	
Hounslow	<b>Apologies</b>
Islington	Cllr Claudia Webbe
Kensington and Chelsea	Cllr Tim Coleridge
Kingston Upon Thames	Cllr Phil Doyle
Lambeth	Cllr Jenny Brathwaite
Lewisham	Cllr Rachel Onikosi (Deputy)
Merton	Cllr Martin Whelton
Newham	
Redbridge	
Richmond Upon Thames	Cllr Peter Buckwell
Southwark	Cllr Mark Williams (Deputy)
Sutton	Cllr Jill Whitehead
Tower Hamlets	
Waltham Forest	Cllr Clyde Loakes
Wandsworth	Cllr Caroline Usher
City of Westminster	Cllr Heather Acton
City of London	
Transport for London	Alex Williams

## **1. Apologies for Absence & Announcement of Deputies**

### Apologies:

Cllr Colin Smith (LB Bromley)  
Cllr Phil Jones (LB Camden)  
Cllr Feryal Demirci (LB Hackney)  
Cllr Wesley Harcourt (LB Hammersmith & Fulham)  
Cllr Graham Henson (LB Harrow)  
Cllr Jason Frost (LB Havering)  
Cllr Amrit Mann (LB Hounslow)  
Cllr Alan Smith (LB Lewisham)  
Cllr Ian Wingfield (LB Southwark)

### Deputies:

Cllr Meric Apak (LB Camden)  
Cllr Jonathan McShane (LB Hackney)  
Cllr Rachel Onikosi (LB Lewisham)  
Cllr Mark Williams (LB Southwark)

## **2. Declaration of Interests**

### Freedom Pass Holders/60+ Oyster Cards

Cllr Phil Doyle (RB Kingston), Cllr Peter Buckwell (LB Richmond), Cllr Jill Whitehead (LB Sutton), and Cllr Caroline Usher (LB Wandsworth).

### North London Waste Authority

Cllr Dean Cohen (LB Barnet), Cllr Meric Apak (LB Camden), Cllr Daniel Anderson (LB Enfield), Cllr Peray Ahmet (LB Haringey), Cllr Claudia Webbe (LB Islington) and Cllr Clyde Loakes (LB Waltham Forest).

### Western Riverside Waste Authority

Cllr Jenny Brathwaite (LB Lambeth).

### South London Waste Partnership

Cllr Stuart King (LB Croydon), Cllr Martin Whelton (LB Merton), Cllr Phil Doyle (RB Kingston) and Cllr Jill Whitehead (LB Sutton).

### London Waste & Recycling Board

Cllr Clyde Loakes (LB Waltham Forest)

### Car Club

Cllr Julian Bell (LB Ealing – Chair) and Cllr Claudia Webbe (LB Islington)

### Thames Regional Flood & Coastal Committee (RFCC)

Cllr Lynda Rice (LB Barking & Dagenham)  
Cllr Dean Cohen (LB Barnet)  
Cllr Tim Coleridge (RB Kensington & Chelsea)

Cllr Daniel Anderson (LB Enfield)

### London Cycling Campaign

Cllr Julian Bell (LB Ealing - Chair) and Cllr Feryal Demirci (LB Hackney)

### **3. Urban Design London (UDL) Update by Esther Kurland, Director of UDL & Councillor Daniel Moylan and Councillor Nigel Haselden, TEC Representatives on UDL**

Councillor Moylan informed members that Urban Design London (UDL) had been in operation for 14 years now and was represented by TfL, London Councils and the GLA. Esther Kurland had been UDL's Director for 10 years. UDL provided shared support to member organisations, including housing associations, neighbouring members (Slough, Watford Borough Council) and professional partners (Mott MacDonald, Tibbalds). Councillor Moylan said that all the London boroughs were now signed up to UDL and voluntarily contributed £4,000 a year. TfL was the main funders of UDL and was the host organisation.

Councillor Haselden informed members that he had been co-chair of UDL for 10 years and had previously been the TEC representative for the borough of Lambeth. He said that UDL had carried out approximately 73 separate events in 2015/16 and members were encouraged to attend these events, where various issues and problems could be raised. Councillor Haselden handed out to TEC members the UDL's Professional Training and Networking Programme for 2016/17.

Esther Kurland thanked Councillors Moylan and Haselden for their invaluable input to UDL over the years. She informed members that the Department for Communities and Local Government (DCLG) came to the sessions. The UDL had CPD training and was practical and skills based to help people do their job. UDL covered topics that responded to member requests, including housing, planning, street design, transport planning and highway engineering. One of the most recent debates and discussions were around tall buildings. Esther Kurland said that UDL was set-up to support borough officers and councillors, and this remained the primary purpose.

### Q and As

Councillor Coleridge asked whether the UDL was trying to influence what London looked like and whether the UDL was attempting to make London more interesting. Councillor Moylan said that UDL carried out a great deal of network training, with a view as to what good design would look like. He said that UDL acted as a vessel/forum as opposed to being a lobbying organisation. Esther Kurland said that UDL did need to have a degree of influence and the forums/sessions were a way that people could share ideas.

Esther Kurland said that comments were being requested on the next London Plan by the Mayor, and views on this would be published by UDL for debate. Councillor Haselden said that "takeaways" were published straight after the sessions. Councillor Acton said that she had attended a couple of the sessions, which were not an imposed format and issues could be learned from case studies.

Councillor Moylan said that it would be beneficial if boroughs could provide a single point of contact for the UDL. He said that UDL had a lot of output for a small team and offered very good value for money to the boroughs. Councillor Moylan informed

members that Esther Kurland did not carry out the training herself. He said that the trainers were experts who carried out the training on behalf of UDL for practically nothing more than the cost of a lunch.

#### **4. Talk by Val Shawcross, Deputy Mayor for Transport (taken after agenda item 6)**

Val Shawcross, Deputy Mayor for Transport, made the following comments to members:

- Mayor's Transport Strategy (MTS) has a broad mandate
- A "Towards" document would be published in October 2016. This would outline key issues and principles from a transport perspective
- A 5-year Business Plan from TfL (end of November), which would shape achievements over the next 4-years and the challenges faced
- A 30-year document to be produced in 2017
- Big announcements to be made in the TfL Business Plan, although there would be no surprises for boroughs
- A good TfL Board was now in place, made up of people from sound financial backgrounds
- Air Quality work was progressing (over 14,000 responses to the consultation)
- Cycle infrastructure project – will be recruiting a "Cycle and Walking Commissioner" and making big changes to delivery
- Healthy Streets agenda naturally prioritises walking, cycling and public transport
- Rail devolution – revised business case. Southern franchise ends in 2021. Lots of cross-party support
- Black Taxis action plan (electrification of the fleet)
- River crossings (Canary Wharf, DLR etc)
- Direct vision for HGVs – improvement of HGV fleet and higher safety standards

#### Q and As

The Chair said that he was pleased that borough LIP funding would continue, along with TfL funding for next year's Taxicard scheme. He informed members that there were still some opportunities for boroughs to receive funding via LEPT.

Councillor Coleridge asked what effect the freeze to TfL fares would have on the 5-year programme. Val Shawcross said that there were a great deal of budget pressures on TfL, and TfL would have lost all of its Government revenue funding by 2018. She said that TfL was looking at increasing bus passenger volumes, and to speed up bus routes. The new night tube was doing very well and the Elizabeth Line would increase passenger numbers. TfL also had stock (land holdings) above stations that could be sold to help cover the fares freeze and other savings (up to 10%) could be made by reducing the use of external contractors.

Councillor Whelton asked for an update on the proposals published regarding Crossrail 2, the Bakerloo line upgrade, the DLR Tramlink and the roll-out of more electric and hybrid buses. He also asked about TfL's approach to priority on the road network and the situation regarding the river crossing and the detrimental effect this would have on Rotherhithe Tunnel.

Councillor Loakes voiced concern at the rubbish that was being left in small parts of TfL owned land, normally around stations. He asked whether there was a contact number available to report this. Councillor Loakes also said that police and British Transport Police shift patterns had not changed to take account of people returning home from the new night time tube.

Val Shawcross said that most of the major projects (eg Bakerloo Line upgrade) could be found in the TfL Business Plan. There would also be a flexible amount of money made available for projects of a medium priority. Val Shawcross informed members that TfL had not yet received "sign off" from the DfT to proceed with the next stage (design) of Crossrail 2. She said that the whole of the London bus fleet would be at Euro 6 emissions standard by 2020. Electric double decker buses were already being trialled and the retrofitting of vehicles was well underway.

Val Shawcross said that TfL would set out policy priorities very early on, one of which would be a policy framework for "healthy streets". TfL would want early consultation about the design on this, and the design would need to reflect the nature of the borough concerned. Val Shawcross said that the Silvertown Tunnel would only take place if there was a proper tolling strategy to pay for it. She informed members that London was around 10 years behind when it came to the construction of river crossings. Val Shawcross asked Councillor Loakes to send her two separate emails regarding his concerns about rubbish being left on small parts of TfL owned land and police/BTP shift patterns during the night tube.

Councillor Whitehead emphasised the need for the tramlink to be extended to south west London (Sutton).. She said that Sutton appeared last in line to get cleaner emission buses. Councillor Buckwell asked if there was anything in the MTS on 20mph speed limits. He voiced concern that a number of projects appeared to have been dropped. Councillor Usher asked whether there would be further consultations on the impact of Crossrail 2 on Wandsworth and/or Tooting. Councillor Rice asked if more cells in hydrogen buses would be ordered, as they were more environmentally friendly. Councillor Webbe said that residents in Islington had been complaining about the disruption caused by TfL work in Holloway area.

Val Shawcross informed members that the rail devolution bid from TfL was being put to Government on 14 October 2016. She said that there was a sound business case for this, although the Secretary of State seemed sceptical about rail devolution. The TfL Business Plan made provisions for the three franchises and rail devolution was considered a high priority.

Val Shawcross said that TfL would come out with a proposal from the choices for Crossrail 2 at the end of October 2016, although DfT sign off would still be required before TfL could proceed. She said that TfL continued to support 20mph speed limits in London. The Walking and Cycling Commissioner post had been "long listed" and would be moving to the interview stage soon. Val Shawcross asked members to let her know of any projects/schemes that had been pulled and would cause problems to boroughs as a result of this. The work to modernise Gossell Oak, near the Holloway Road had overrun. She apologised for the disruption this had caused to residents in Islington.

The Chair thanked Val Shawcross for her update. He said that members should email Val with any further queries they might have.

## **5. Chair's Update Report**

The Committee received a report that updated members on the transport and environment policy since the last TEC meeting on 16 June 2016 and provided a forward look until the next TEC meeting on 8 December 2016

The Chair informed TEC that the two new Labour members nominated to the London Waste and Recycling Board (LWARB) from 2016 to 2020 were Councillor Ian Wingfield (LB Southwark) and Councillor Feryal Demirci (LB Hackney). He informed members that Shirley Rodrigues was the new Deputy Mayor for Environment and she would be coming to speak at TEC meeting on 8 December 2016.

**Decision:** The Committee noted the Chair's report update.

## **6. Flooding Investment in London**

The Committee received a report that provided TEC with an update on progress of the Thames Regional Flood and Coastal Committee's (Thames RFCC) six year capital programme. It also provided an update on the work to increase local authority capacity to put forward capital projects for funding, and provided the business case presented by the Environment Agency for an increase in local levy.

Amanda Nobbs, Chair of the Thames RFCC, introduced the flooding investment in London report. She said that there was significant flood risk to London and that, if the same level of flooding that occurred in Cumbria this year, happened in London, approximately 500,000 homes would have been flooded. Fluvial flooding has become more frequent, as well as potential flooding from rainfall. Flood resistance relies on partnerships, which was where the Thames RFCC came in.

Amanda Nobbs said that it was agreed to take a different approach to address flooding three years' ago. A longer-term programme of 6 years was agreed, backed up by a six year investment programme (in principle), which had benefitted London greatly and had been a real game changer for flood risk management. This had enabled the Thames RFCC to develop schemes and make progress. Amanda Nobbs said the increase in Grant in Aid from the government had helped to increase the number of people that could be protected from flooding. Also, 40 new schemes had been added to the programme and 70% of boroughs now had sewage water programmes. River flooding schemes were also coming to fruition.

Amanda Nobbs informed members that the Thames RFCC was now looking at taking a 25 year approach to flood risk management in London, and was working with the water/transport companies to have a more integrated approach. She said that she was keen for the boroughs to work more closely with Thames Water, and to link this in with planning and flood risk management.

Amanda Nobbs said it was now proposed that for TEC to provide a steer to the Thames RFCC to recommend a 1.99% increase to the levy for 2017/18. The Chair said that TEC had recommended a steer, two years' ago, for having a 6-year rolling programme, with a 1.99% levy increase each year. He confirmed that the 1.99% increase was a steer and not a mandate.

### Q and As

Councillor Usher said that she supported the 1.99% levy increase. She asked whether the Clapham Junction Flood Alleviation Scheme, which was currently at the

“exploratory” stage, could be moved along. Councillor Usher asked whether the Thames RFCC had any influence over Thames Water, as they appeared to be quite difficult for boroughs to work with.

Councillor Coleridge said that he welcomed the report and Business Plan and supported the levy increase. He said that the relationship between TEC and the Thames RFCC was now much better than it was 3 years’ ago, when TEC had voted against a levy increase. Councillor Whelton asked whether the schemes could be broken down by local authorities, as opposed to just “London” (Appendix B). He also asked what lobbying had been carried out with regards to planning.

Amanda Nobbs said that national aid and funding could now be attracted and investment could be put into the Clapham Junction scheme. She said that the Thames RFCC now had a healthier relationship with Thames Water, and more engagement was now taking place. Amanda Nobbs said that more logistical patterns (between Thames Water and the boroughs) for flood risk were being developed, and priority projects were being discussed up to 2025. The Thames RFCC also wanted to get the integration to manage flood risk with adjoining communities.

Amanda Nobbs informed members that a large number of planning issues had been developed by the Thames RFCC. Councillor Loakes said that there were problems with the accessibility of Thames Water. He felt that they needed to be more accountable. Residents were currently blaming the boroughs for problems that had been caused by Thames Water. Councillor Loakes said that he also supported the 1.99% levy increase.

Councillor Whitehead felt that lessons were still not being learned when it came to planning issues and building on flood plains. She said that a large development was being built right up to the borders of the River Wandle. She suggested that Urban Design London could carry out training sessions to inform boroughs on flooding events. Councillor Sawyer said that he supported the 1.99% levy increase, but would like to see a positive approach presented to members, with regards to efficiency savings from the Thames RFCC.

Amanda Nobbs said that Thames Water had now changed the staff in the organisation that worked with each local authority. There was now a contact person for each partnership in Thames Water and this information could be circulated to members. She said that she noted the planning issues brought up by members. A third of the flood risks came from tributaries from the Thames. Risk in flood plains was also increasing and good interventions were required in planning policies. Amanda Nobbs said that another part of the strategy was slowing the flow of water in flood plains. Amanda Nobbs confirmed that part of the 6-year target was to achieve efficiency savings of 15%. This would be delivered by partnerships all working together.

The Chair thanked Amanda Nobbs for the update on flooding investment in London and the work of the Thames RFCC.

**Decision:** The Committee:

- Noted that Thames Water now had a separate contact for each partnership, which would be circulated to members, and
- Provided a steer to the TEC members who sit on the Thames RFCC to recommend a levy increase of 1.99% for 2017/18.

## **7. Electric Vehicles and Car Clubs Update Report**

The Committee considered a report that updated members on progress on electric vehicles and on car clubs.

Nick Lester-Davis, Corporate Director of Services, introduced the report on electric vehicles and car clubs. With respect to the development of the residential charging network, he informed members that several options had been considered for the implementation and delivery for the partnership and governance arrangement (table, bottom of page 3). The model recommended by the steering group was that TEC should take responsibility for the strategic oversight of the project. A further report would be presented to TEC in December as to the possibility of London Councils being responsible for the delivery. Nick Lester-Davis said that there was also the proposal for a charter for London's EV charging network which would set out the public interest in charging and inform the procurement process.

Nick Lester-Davis said that there are three car club models currently operating in London: (i) round trip or base to base, where the car was returned after customer use, (ii) flexible car clubs, which did not require the vehicle to be returned to a dedicated bay, but permitted the parking of vehicles across the borough, and (iii) station-station or "point-to-point" car clubs, where the cars were based at fixed locations but users would be able to start and finish at any of their fixed locations, and would not need to take the car back to where it originated from. Flexible car clubs are still in the trialling stage and less data is available on station-to-station car clubs.

Nick Lester-Davis informed members that Carplus had undertaken their own annual survey on the car club sector, including the size of car club, travel behaviour of car club members and emissions data. The report also proposed a charter for car clubs to outline the public interest, similarly to the electric charging infrastructure one.

Councillor Coleridge said that he thought the use of the word "charter" in the report ("charter to inform the procurement process") was too strong and that maybe best practice might be more appropriate. He said that he had concerns about flexible car clubs, as users could make very short trips, and more details were needed on this type of car club. Councillor Acton said that the City of Westminster currently had four EV charging providers. She said that she had concerns about "floating" car clubs.

Councillor Whitehead said that the borough of Sutton had trialled a flexible car club, but it did not work out, as people continued to use their own cars as well. Councillor Whelton said that he would like to see more data on the "point-to-point" car clubs. Councillor Loakes said that car ownership was in steep decline in Waltham Forest. He suggested a merger of both the main car club models. Councillor Anderson said that car clubs had not taken off as well in the outer London boroughs.

Councillor Webbe said that she welcomed the paper. She said that car clubs had been running for quite some time in Islington and the borough had one of the lowest car ownerships in London. Councillor Webbe said that she was initially sceptical of point-to-point car clubs, although the technology had greatly improved. She said that Zip Car had now come on board with point-to-point. Also, universal charging points were needed throughout London. Nick Lester-Davis said that the cost of car clubs was not cheap and were on par with a taxi trip level of pricing and that this would reduce the likelihood of people taking a car club journey for a short trip. He said that boroughs had control over where vehicles could be left on both models of car club.



**Decision:** The Committee:

- Noted the update on the Go Ultra Low City Scheme;
- Gave an “in principle” agreement to London Councils’ TEC taking on the Delivery Partner Strategy role as defined in paragraphs 12 to 16;
- Noted the findings of the “Carplus” survey on the use of car clubs;
- Agreed that charters for both EV charging networks and car clubs, setting out the public interest in their use, should be prepared, but agreed that the wording with regards to having “charters” be revisited.

## **8. Freedom Pass Progress Report**

The Committee received a report that provided members with a general progress update on the Freedom Pass scheme.

**Decision:** The Committee:

- Approved the recommendation to shut the renewal portal and phone line when new customer services enhancements to the Freedom Pass website were launched; and
- Noted the updated timescales for the Freedom Pass and Taxicard managed services contract re-let.

## **9. Environment and Traffic Adjudicator Recruitment**

The Committee considered a report that provided details of the proposed recruitment exercise for Environment and Traffic Adjudicators, as mentioned in the Chief Adjudicator’s report to the Committee on 16 October 2014.

Councillor Coleridge asked what would happen if an adjudicator was proving to be under achieving. Caroline Hamilton, Chief Adjudicator, London Tribunals, said that adjudicators were paid by the hour and would also have a new pay structure which allowed payments to be made by allocated lists (as at recommendation 3 of the report). She said that any bad/wrong decisions that were made by adjudicators would be a training issue.

Councillor Onikosi queried about adjudicators making excessive financial gains through their sittings. Caroline Hamilton said that the slots needed to be filled for the sittings. She confirmed that hours were allocated to adjudicators on the basis of their efficiency.

**Decision:** The Committee:

- Agreed to the implementation of the proposed recruitment exercise;
- Consented to the new terms and conditions for the appointment of Environment and Traffic Adjudicators (subject to the consent of the Lord Chancellor or nominated officer holder); and
- Consented to the introduction of the new pay structure, allowing payments to be made by allocated lists as well as by hourly rates.

**10. Environment and Traffic Adjudicators' Annual Report 2015/16**

The Committee received the joint Annual Report by the Environment and Traffic Adjudicators for the reporting year of 2015/16.

**Decision:** The Committee noted the joint Annual Report by the Environment and Traffic Adjudicators for 2015/16.

**11. Note of the TEC Executive Sub Committee on 15 September 2016 that was carried out via correspondence**

The Committee received a note of the TEC Executive Sub Committee that was scheduled for 15 September 2016 and was carried out via correspondence.

**Decision:** The Committee noted the report.

**12. Minutes of the TEC Main Meeting held on 16 June 2016**

The minutes of the TEC Main meeting held on 16 June 2016 were agreed as an accurate record.

**The meeting finished at 16:50pm**