

London Councils' Transport and Environment Committee – 23 March 2017

Minutes of a meeting of London Councils' Transport and Environment Committee held on Thursday 23 March 2017 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 Colin Tandy (Deputy)
Brent	
Bromley	Apologies
Camden	Cllr Phil Jones
Croydon	Cllr Stuart King
Ealing	Cllr Julian Bell (Chair)
Enfield	Cllr Daniel Anderson
Greenwich	Cllr Sizwe James
Hackney	Cllr Feryal Demirci
Hammersmith and Fulham	Cllr Wesley Harcourt
Haringey	
Harrow	Cllr Graham Henson
Havering	Cllr Jason Frost
Hillingdon	
Hounslow	
Islington	Cllr Claudia Webbe
Kensington and Chelsea	Cllr Tim Coleridge
Kingston Upon Thames	Cllr Phil Doyle
Lambeth	
Lewisham	Cllr Alan Smith
Merton	Cllr Nick Draper (Deputy)
Newham	Apologies
Redbridge	Cllr John Howard
Richmond Upon Thames	Cllr Peter Buckwell
Southwark	Cllr Ian Wingfield
Sutton	Cllr Jill Whitehead
Tower Hamlets	
Waltham Forest	Cllr Clyde Loakes
Wandsworth	Cllr Caroline Usher
City of Westminster	Apologies
City of London	
Transport for London	Alex Williams

1. Apologies for Absence & Announcement of Deputies

Apologies:

Cllr Alex Sawyer (LB Bexley)
Cllr Colin Smith (LB Bromley)
Cllr Martin Whelton (LB Merton)
Cllr Ian Corbett (LB Newham)
Cllr Danny Chalkley (City of Westminster)

Deputies:

Cllr Colin Tandy (LB Bexley)
Cllr Nick Draper (LB Merton)

2. Declaration of Interests

Freedom Pass Holders/60+ Oyster Cards

Cllr Colin Tandy (LB Bexley), 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 Daniel Anderson (LB Enfield), Cllr Claudia Webbe (LB Islington), and Cllr Clyde Loakes (LB Waltham Forest).

South London Waste Partnership

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

London Waste & Recycling Board

Cllr Feryal Demirci (LB Hackney) and Cllr Ian Wingfield (LB Southwark)

Car Club

Cllr Julian Bell (LB Ealing – Chair), Cllr Feryal Demirci (LB Hackney) and Cllr Claudia Webbe (LB Islington)

Southern Regional Flood & Coastal Committee

Cllr Colin Tandy (LB Bexley)

South East London Flood Risk Partnership (Chair)

Cllr Colin Tandy (LB Bexley)

Thames Regional Flood & Coastal Committee (RFCC)

Cllr Lynda Rice (LB Barking & Dagenham)
Cllr Dean Cohen (LB Barnet)
Cllr Tim Coleridge (RB Kensington & Chelsea)
Cllr Brathwaite (LB Lambeth)
Cllr Alan Smith (LB Lewisham)
Cllr Daniel Anderson (LB Enfield)

London Cycling Campaign

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

Board of Trustees for Groundwork London

Cllr Alan Smith (LB Lewisham)

Wandle Valley Regional Park

Cllr Jill Whitehead (LB Sutton)

Councillor Usher informed TEC that she was at Portcullis House on the afternoon of the terrorist attack in Westminster. She said that lessons needed to be learned from the incident. Portcullis House staff were not dealt with in a sensitive and timely manner. Councillor Usher urged members to go back to their town halls and ensure that appropriate measures for staff were also in place when dealing with a serious incident such as a terrorist attack. The Chair thanked Councillor Usher for updating TEC on this issue.

The Chair said that TEC would now hold a minutes silence for the victims of the terrorist incident on Wednesday 22 March 2017. There would also be a candlelight vigil taking place at Westminster this evening.

3. Presentation by Will Norman, Walking & Cycling Commissioner, GLA

Will Norman, Walking and Cycling Commissioner, GLA, introduced himself and informed members that he had already met with some local authorities and cycling groups. The following comments were made:

- A new approach to health was needed in London. Only 34% of people were physically active, and lack of exercise was having an adverse effect on health.
- The NHS would save a considerable amount of money if people walked or cycled at least 20 minutes every day. There was also a 20% reduction in mortality rates for people that were physically active and there was a need to increase activity.
- The Mayor was now putting out a "Healthy Streets" agenda which would look at how to increase levels of walking and cycling, along with the take-up of public transport.
- People to be put at the heart of the transport system.
- The GLA and TfL were looking at how to integrate walking and cycling into the public transport network. Need to build in the infrastructure and look at London's future planning and growth.
- Need to meet and work in partnership with local authorities in order to promote walking and cycling. Mayor has protected the borough LIPs programme for 2017/18.
- Mayor's Transport Strategy (MTS) would be published in May 2017, along with draft LIPs guidance.

- A “Liveable Neighbourhoods” programme was being rolled out and would include public realm and road safety. Details of this would be shared with the boroughs as soon as it was released.

Will Norman thanked Members for the invite to speak at TEC. He said that he was looking forward to borough support and working closely with local authorities and to address any of their concerns.

Q and As

Councillor Usher thanked Will Norman for his presentation. She said that walking was imperative to the health of the elderly and mildly disabled. A device to measure the number of steps they took could also be beneficial to them.

Councillor Whitehead said that there was a need to look at the levels of physical activity undertaken by the very young and the very old. She said that most children were taken to and from school by car, which was not helpful. Councillor Whitehead said that LB Sutton was undertaking a scheme where children would be encouraged to walk a mile a day. She said that there was also more private car usage in the borough owing, in part, to the poor service provided by Southern Rail. There was a need for adequate public transport in the borough. Councillor Whitehead informed members that Age UK was also launching a public transport campaign. Councillor Winfield congratulated Will Norman on his appointment. He said that the issue of air quality needed to be considered in conjunction with walking and cycling.

Will Norman said that technology had a role to play and infrastructure needed to be improved. He said that he had talked to elderly residents who said that, as their mobility reduced, they became more afraid to cross busy roads. Will Norman said that the streets needed to be designed so they were safe to use by the very young and elderly.

Will Norman said that ways needed to be found to promote walking (eg better signposts, step counters etc). He said that there was currently a whole generation of young people who were inactive and there needed to be a change in behaviour to address this. Liaison needed to take place with schools to encourage pupils to walk to school. The use of playgrounds also needed to be looked at, along with PE and after school activities. Will Norman said that it was imperative to get children active by the age of 11.

Will Norman said that one of the biggest issues facing London was air quality. There was concern that the public would avoid walking and cycling in polluted areas. Will Norman said that the Ultra Low Emission Zone (ULEZ) was being implemented soon, along with a pollution charge. He said that the benefits of being active outweighed the risks from poor air.

Councillor Loakes said that there would be costs involved in delivering the healthy streets agenda. He asked how local authorities would be included in the governance of delivering Healthy Streets. Councillor Loakes said that GPs and hospitals needed to be at the forefront of this agenda, and they needed to outline the benefits of walking and cycling and maintaining an active lifestyle in general.

Councillor Coleridge asked what would be tangible in infrastructure terms across London over the next five years, with regards to increasing levels of walking and cycling. Councillor Doyle said that the Royal Borough of Kingston had a big walking and cycling project. He said that encouraging this was not always an “easy sell”.

Also, a balance needed to be struck between fitness and air quality. Councillor Doyle said that the demand for cycling in the borough was increasing and residents in Kingston appeared very willing to take-up cycling and walking.

Councillor Anderson said that the agenda changed as you went up the scale from the very young to the elderly. The elderly seemed more critical with regards to cycling, whereas younger people were very keen on cycling. He asked how it was proposed to deal with these differences in alignment. Councillor Anderson said that the borough of Enfield had had more success with GPs when it came to encouraging physically active lifestyles, although this had not been without difficulties. He said that more emphasis needed to be placed on transport infrastructure.

Councillor Alan Smith informed members that he had recently visited a “playstreet”, where there was reduced traffic and the children could play out, along with their parents. He felt that it would be beneficial if there could be a permanently designated playstreet at least once a month.

Councillor Demirci asked whether there would be a plan to tackle safety issues on major TfL routes (especially Red Routes). She asked whether the Mayor would be developing any proposals to deal with this. Councillor Webbe asked whether walking, cycling or public transport (for Healthy Streets) would be prioritised on an individual basis, or whether it would all be carried out at once. She said that other issues needed to be considered, like social cohesion, road safety and the street environment. Councillor Webbe asked where the funding would come from to develop walking and cycling.

Will Norman said that the benefits of having Healthy Streets went beyond physical activity/health. He said that playstreets were a good example of other benefits of Healthy Streets. There was a charity called “Playing Out” and members could be sent information on this if they wished. Will Norman said that there was also an issue of fairness as Healthy Streets needed to be accessible to all Londoners. A funding stream would be made available through LIPs.

Will Norman said that making roads safe was a crucial aspect of Healthy Streets – a “vision zero” approach was being adopted, with a view to eventually having no deaths on roads. He said that dangerous lorries/HGVs would be reduced on our streets by 2020, cabs would be retrofitted and there would be further speeding restrictions. With regards to health, Will Norman said that physical activity was now key to the management of chronic illnesses. Some GPs were championing the benefits of physical activity, but not enough was being done. Will Norman said that some meetings had been scheduled with the NHS and GPs shortly and these issues would be discussed. He said that GPs should be asking how much physical activity a person did as standard when they attended a GP appointment. The GLA was also working with businesses and health insurers on these health issues.

Will Norman informed members that more needed to be delivered with regards to infrastructure, and discussions on this would take place with individual boroughs. The GLA had a new model for potential future cycle routes. There was also a need to look at what the network needed to look like to reduce the dependency on private car usage. Will Norman confirmed that details of all of this would be in the MTS. Discussions had also taken place with the Chair of TEC regarding the governance for Healthy Streets.

The Chair said that TEC Elected Officers had met with Mick Brown at the TfL/TEC Commissioner meetings and had requested that TEC had a seat on the Healthy

Streets Board. He said that TEC Elected Officers would also like to have regular meetings on this with Will Norman directly after the TfL Commissioner meetings. Councillor Loakes said that he also supported both meetings taking place, including a TEC seat on the Healthy Streets Board, and suggested a member of the TEC Executive Sub Committee. Will Norman suggested convening a meeting after the TfL/TEC Commissioner quarterly meeting in the first instance. He said that he would go back to the Healthy Streets Board and put the proposal of TEC membership to the Board. Alex Williams said he would also look into these proposals.

Councillor Webbe asked who was on the Board. Will Norman confirmed that it was an internal TfL board. Councillor Rice said that the physical activity of gardening also linked in with Healthy Streets. Councillor Demirci felt that there should be borough representation on the Board, as boroughs controlled most of the roads.

The Chair thanked Will Norman for coming to TEC and giving his presentation.

Decision: It was agreed that Will Norman would take back the proposal of having TEC member representation on the TfL Healthy Streets Board.

4. Chair's Report

The Committee considered a report that updated members on transport and environment policy since the last TEC meeting on 8 December 2016, and provided a forward look until the next meeting on 15 June 2017.

Councillor Doyle asked whether TEC had debated the "Recommendation 1" (Item 13, 3rd paragraph, page 4) to replace the Congestion Charge "with a new citywide road pricing scheme". The Chair said that this was part of a London Assembly Transport Committee report. Councillor Doyle asked whether a paper had gone to Committee to discuss TEC's position on road pricing. He said that the report appeared to suggest that London Councils had already submitted a written response, and that this was a recommendation that London Councils had made. Owain Mortimer confirmed that a London Councils' response had been submitted to the Transport Select Committee, and that the steer was that London Councils supported the development of this and not road pricing. Councillor Doyle said that it did not say that in the report. The Chair said that this issue would be revisited.

Councillor Coleridge said that the submission also said that "road pricing could also replace Vehicle Excise Duty" (item 13, 3rd paragraph, page 4). Councillor Draper asked whether the proposal for replacing the Congestion Charge (Item 13, page 4) would be happening at the same time as introduction of the Emissions Surcharge (item 24, page 6) or separately. The Chair confirmed that the Emissions Surcharge (or T-Charge) was being introduced on 23 October 2017. Alex Williams said that the MTS would address these issues. He informed members that he would be happy to give a presentation on the MTS at a future TEC meeting.

Councillor Whitehead said that all boroughs needed to be consulted on the issue of road pricing. She asked where TfL was with regard to rail devolution, especially taking over the franchise for Southern Rail. The Chair said that the Secretary of State had firmly rejected rail devolution in London to TfL. He said that a letter from TEC would still be sent to Secretary of State, but London Councils had now asked TfL to look into supplying more buses to the boroughs that were most affected by the current rail disruption. Alex Williams said that TfL had not given up on the devolution of future rail franchises. Councillor Whitehead said that the strike had now been going on for well over a year and something needed to be done. The Chair said that

London Councils would do as much as it could, although it only had limited leverage on this.

Councillor Alan Smith said that a letter from his borough had been sent to the Rt. Hon. Chris Grayling MP regarding the need for TfL to take over the worst performing rail franchises. He said that the Secretary of State had responded stating that TfL did not have sufficient experience to take over Southern Rail.

Decision: The Committee noted the Chair's report and the offer of a presentation from TfL, at a future TEC meeting, on the Mayor's Transport Strategy.

5. Flood Partnerships Update

The Committee received a report that informed TEC of the annual update on the work of the seven London sub-regional flood partnerships, the Thames Regional Flood and Coastal Committee (RFCC) and the Environment Agency. This was part of the Thames RFCC Joint Working Arrangements.

Councillor Alan Smith introduced the report. He informed members that the sub-regional flood partnerships were progressing well, although some partnerships were not fully engaged with the process. There were also issues around the future maintenance of Sustainable Urban Drainage Systems (SUDS) schemes. The new officers to support local authorities, funded by the Thames Regional Flood and Coastal Committee were in place, which was working well. Councillor Alan Smith said that the significant increase in engagement from Thames Water had been welcomed.

Councillor Usher asked whether there was enough flexibility for boroughs to adopt higher standards when it came to SUDS systems. Councillor Alan Smith said that he hoped the new London Plan would strengthen requirements (eg ongoing maintenance and discouraging underground tanks).

Councillor Coleridge asked who the two boroughs were that had not completed their Local Flood Risk Management Strategy. Councillor Webbe informed members that the borough of Islington would approve its flood management strategy today. She said that Islington was not at risk from flooding, but did have a risk from burst pipes. Councillor Rice said that the borough of Barking and Dagenham was still working on its flood risk strategy. Councillor Alan Smith said that the lack of experienced staff to carry out the flood risk work had caused delays to this work.

Councillor Tandy said that the borough of Bexley was involved with the southern flood committee and had a project with them. Councillor Draper said that the main problem with SUDS was maintaining what already existed, as there was no money available for this. Councillor Alan Smith agreed and emphasised the need to find ways to deal with this.

Decision: The Committee noted and commented on the report.

6. Fixed Penalty Levels for GLC Parks Byelaws

This report was deferred.

7. Go Ultra Low City Scheme (GULCS) – Phase 1 for Delivering Residential and Car Club Electric Charge Points

The Committee considered a report that updated members on the work that had been undertaken by officers in investigating the legal, constitutional and financial implications arising from the ambition for London Councils' TEC to take the strategic oversight and operational management roles for a London-wide delivery "partnership", for electric charge points.

Spencer Palmer, Director of Transport and Mobility, introduced the report. He informed members that legal advice had been sought on this, and the TEC agreement would have to be amended in respect of the operational role. This could take up to six months and there were also limitations for TEC as a body for procurement of charge points, as TEC was unable to own such assets. Spencer Palmer said that the grant received was almost entirely capital with little revenue to cover future and ongoing TEC costs. The financial risks could not be covered by TEC, although officers were still looking into these issues.

Spencer Palmer informed members that an interim solution (Phase 1) proposed that TfL set up the procurement mechanism, using a jointly drawn-up specification (by TfL, GLA, London Councils and the boroughs) through the existing Crown Commercial Services Framework. There would also be the opportunity to pilot some new technology.

Councillor Coleridge said that the Phase 1 proposal was the right way forward. He said that every borough needed to think about how they would use this grant and where they wanted to put these charge points. Councillor Webbe said that Islington was going to install 100 charge points in the borough within a year and this would also include charge points on lamp posts and taxi bays (Islington was liaising with the taxi industry on this).

Councillor Webbe asked if some "mapping" could be undertaken to see what was happening with regards to charge points across London. The Chair said that doing some mapping would be a very sensible idea. Spencer Palmer said that the project was looking at mapping to ascertain what charge points were already available and where the demand for charge points was. He said that information about where charge points were needed was required from each local authority. Councillor Harcourt said that the borough of Hammersmith and Fulham had entered into a deal with "Source London". He said that the borough was receiving enquiries about charge points from residents on a weekly basis.

The Chair said that a segment of the £13 million to fund residential charge points/car clubs needed to be spent on rapid charge points. TfL was working with the boroughs on where to put these. The Chair informed members that a joint letter with the Mayor was being sent to the boroughs asking them to identify locations to install rapid charging points. Councillor Alan Smith raised his concern that rapid charging should not be used regularly or it would wear down the life of the battery.

Decision: The Committee:

- Noted and commented on the report, and
- Noted and commented on the detail for Phase 1 as outlined at Appendix 1 of the report.

8. London Borough of Sutton Approval to Commence CCTV Bus Lane Enforcement

The Committee received a report that sought approval for the London Borough of Sutton to commence enforcement of bus lane contraventions using CCTV.

Decision: The Committee agreed that permission be given to the London Borough of Sutton to enforce bus lane contraventions using CCTV.

9. Taxicard Progress Report

The Committee considered a paper that informed members of the projected Taxicard spend for 2016/17, and the estimated budget requirement for 2017/18. The report also provided an update on the re-letting of the Taxicard taxi supply contract.

Stephen Boon, Chief Contracts Officer, London Councils, introduced the report. He informed members the Taxicard spend was currently within budget for 2016/17, although there had been an increase in the number of Taxicard trips taken. Also, eleven boroughs were projected to overspend totalling £247,625.

Councillor Loakes said that he welcomed the Taxicard progress report. He said that reassurances were sought in the Taxicard contract re-let that issues like air quality and behavioural change were teased out during the procurement. Stephen Boon confirmed that these areas would be covered in the consultation. The issue of Blue Badge and Taxicard misuse was also raised. Stephen Boon said that drivers were required to check the photo on the photocard.

Decision: The Committee:

- Noted the projected Taxicard spend for 2016/17 and the estimated budget for 2017/18.

10. Freedom Pass Progress Report

The Committee received a report that provided members with information on two recent developments on the Freedom Pass scheme, namely customer service improvements to the Freedom Pass scheme and discussions with the Rail Delivery Group (formerly ATOC), regarding financial adjustments to account for rail service disruption.

Spencer Palmer introduced the report. He said that the aim was to improve the uptake to 50% of passholders using the online replacement services. London Councils had also met with the Rail Delivery Group (RDG) on 21 March 2017, where the issue of compensation to the Freedom Pass scheme was proposed, because of the rail disruption caused by Southern Rail strikes. The RDG had agreed to consider appropriate compensation subject to the provision of further evidence.

Decision: The Committee noted the report.

11. Items Considered under the Urgency Procedure

The Committee received a report that was sent to TEC Elected Officers, under the Urgency Procedure. The report was sent to TEC Elected Officers in order for an adjudicator to be re-appointed in time, as the original re-appointed was omitted from the report that went to the full TEC meeting in December 2016..

Decision: The Committee noted that attached Urgency Procedure that was sent to TEC Elected Officers on 17 January 2017 to re-appoint an Environment and Traffic Adjudicator for a period of five years.

12. TEC Committee Dates 2017/18

The Committee considered a report that notified members of the proposed TEC and TEC Executive Sub Committee dates for 2017/18

The Chair asked if the TEC Main meeting date in March 2018 could be changed from 15 March to 22 March 2018, as he would be in France doing a charity bicycle ride in the week of 15 March 2018.

Decision: The Committee:

- Agreed to change the TEC Main meeting date in March 2018, from 15 March to 22 March 2018; and
- Noted and agreed the dates for TEC and TEC Executive Sub Committee meetings for 2017/18, subject to final confirmation at the Annual General Meeting in June 2017.

13. Minutes of the TEC Executive Sub Committee held on 9 February 2017

The minutes of the TEC Executive Sub Committee held on 9 February 2017 were noted.

14. Minutes of the TEC Main meeting held on 8 December 2017

Councillor Colin Smith gave the following amendments to the minutes of 8 December 2016 via email:

Item 3 "Talk by Shirley Rodrigues, Deputy Mayor for Environment & Energy", (paragraph 7. Page 5)

Agreed to replace the sentence "He said that greener buses should be made available to the outer London boroughs as well" with "he agreed that greener buses should be rolled out in the worst affected boroughs first"

Item 8 "Mayor's Second Air Quality Consultation Report", (paragraph 3, page 9)

Agreed to replace the sentence "Councillor Colin Smith said that the borough of Bromley did not want to be included in the ULEZ" with "Councillor Smith said that If a ULEZ was to be deemed necessary, it should be confined to the North and South circulars and not extended to include Bromley".

Councillor Graham Henson (LB Harrow) asked for his apologies to be recorded in the minutes of the TEC Main meeting held on 8 December 2016.

Subject to the above amendments being made, the minutes of the TEC Main meeting held on 8 December 2017 were agreed as an accurate record. .

Members of the press and public were asked to leave the room while the Exempt part of the minutes were discussed

The meeting finished at 16:30pm