

LONDON COUNCILS' TRANSPORT AND ENVIRONMENT EXECUTIVE SUB COMMITTEE

Minutes of a meeting of the London Councils' Transport and Environment Executive Sub Committee held on **9 February 2017** at 10:00am, at London Councils, Meeting Room 4, 1st Floor, 59½ Southwark Street, London, SE1 0AL

Present:

Councillor Julian Bell	LB Ealing (Chair)
Councillor Daniel Anderson	LB Enfield
Councillor Feryal Demirci	LB Hackney
Councillor Claudia Webbe	LB Islington
Councillor Tim Coleridge	RB Kensington & Chelsea
Councillor Phil Doyle	RB Kingston-upon-Thames
Councillor Alan Smith	LB Lewisham
Councillor Jill Whitehead	LB Sutton
Councillor Caroline Usher	LB Wandsworth
Councillor Heather Acton	City of Westminster

1. Apologies for Absence & Announcement of Deputies

An apology for absence had been received from Christopher Hayward (City of London). No deputies were present.

2. Declarations of Interest

The Declarations of Interest sheet had since been updated to include the previously declared interests: London Cycling Campaign - Councillor Julian Bell, (LB Ealing – Chair), Board of Trustees for Groundwork London - Councillor Alan Smith (LB Lewisham), and a trustee for the Wandle Valley Regional Park - Councillor Jill Whitehead (LB Sutton).

3. Green Infrastructure Paper

The TEC Executive Sub Committee received a paper that provided members with an update on progress on the recommendations for boroughs and London Councils made as part of the Green Infrastructure Taskforce, since July 2016, as well as an update on current work on green infrastructure.

Councillor Coleridge said that the recommendations in the report were correct. He said that it was not the right time for new partnerships to be created. Councillor Usher asked for the boroughs that responded to the green infrastructure in placemaking questions that were anonymised, to be named. Jennifer Sibley, Principal Policy Officer, London Councils, said that she would get this information and put it on record. *(Post meeting note: The following boroughs responded to the green infrastructure in placemaking questions – Barking & Dagenham, Barnet, Brent, Camden, City of London, Ealing, Enfield, Hackney, Hammersmith & Fulham, Harrow, Havering, Hounslow, Kensington & Chelsea, Kingston, Lambeth, Merton, Lewisham, Newham and Redbridge).*

Councillor Whitehead said that Wandle Valley was an existing park and not a future one, and did not benefit from any savings from the reduction in the Lee Valley Regional Park Authority precept. The Chair said that any boroughs that wanted to allocate savings realised from the Lee Valley precept to green infrastructure or other regional parks, were welcome to do so. However, most boroughs would probably want any savings to be returned to them.

Councillor Usher voiced concern that the map of central London's green roofs was outdated (paragraph 22 in the report) and should be removed from the GLA website.

Decision: The TEC Executive Sub Committee:

- Agreed that London Councils officers would report members' request that the map of central London's green roofs was outdated and should be removed from the GLA website; and
- Discussed and noted the report.

4. Damage to Highways Update

The TEC Executive Sub Committee considered a report that provided members with an update on work undertaken on damage to highways, since the TEC Main meeting in June 2015.

Jennifer Sibley introduced the report. She informed members that further case studies would be put on London Councils' website. She asked boroughs to inform her of any other case studies they had. The Chair thanked the Royal Borough of Kensington and Chelsea for providing TEC with details of their case study.

Councillor Anderson said that boroughs needed to have a mechanism to claim money back from companies that had damaged highways. He felt that this was a weakness in the existing legislation. The Chair said that this should be looked into.

Decision: The TEC Executive Sub Committee:

- Agreed that further case studies would be placed on the London Councils' website (boroughs to let Jennifer Sibley know of any other case studies they had);
- Agreed to lobby Government as opportunities arose, with a view to changing existing legislation with regards to claiming back costs for any damages to highways; and
- Discussed and noted the report.

5. Transport & Mobility Services Performance Information – Quarters 2 and 3 in 2016/17

The TEC Executive Sub Committee received a report that detailed the London Councils' Transport and Mobility Services performance information in Q2 and Q3 in 2016/17.

Spencer Palmer, Director of Transport and Mobility, London Councils, introduced the report. He informed members that there were the usual areas in "red" that did not meet the targets, owing to way that the chief adjudicators scheduled appointments

for appeals. The remainder of the performances were good and improving in most areas.

Councillor Coleridge queried why the adjudicators did not look to see how many postal appeals they had before they allocated them. Spencer Palmer said that that there were two chief adjudicators – one for traffic appeals and one for environment appeals. All work for the road charging appeals took place at the appeals centre and adjudicators had to be present for the personal appeals and then process the postal appeals. Councillor Usher suggested just changing the performance indicator targets in order to reflect the actual situation. Frank Smith, Director of Corporate Services, London Councils, said that the judicial process should not be interfered with as London Tribunals was independent from the boroughs and needed to remain autonomous. Spencer Palmer said that the best way forward was to look at reviewing the performance targets.

Decision: The TEC Executive Sub Committee:

- Agreed to look at reviewing the performance indicator targets at the end of the financial year, especially the areas in “red” that consistently failed to meet the agreed targets (ie Road User Charging - the “number of days to decide appeals – postal, personal and combined); and
- Noted the report.

6. Month 9 TEC Revenue Forecast 2016/17

The TEC Executive Sub Committee received a report that outlined actual income and expenditure against the approved budget to the end of December 2016 for TEC and provided a forecast of the outturn position for 2016/17. A surplus of £868,000 was forecast over the budget figure. In addition, total expenditure in respect of Taxicard trips taken by scheme members was forecast to underspend by a net figure of £621,000, if current trip volumes continued for the remainder of the year. The net borough proportion of this underspend was projected to be £424,000 with £197,000 accruing to TfL. However, as reported separately on the agenda, some boroughs were forecast to overspend their Taxicard budget and were required to action accordingly.

Frank Smith introduced the report. He informed members that the underspend was due to the usual volatility in trading services and the lower number of environmental and traffic appeals that had been made (10,966 less than the budgeted figure of 52,885). Frank Smith said that there were two new areas to note (a) a projected underspend of £20,000 in respect of the TEC research budget, and (b) a projected further underspend of £50,000 (out of £100,000) in respect of the IT systems development budget.

Frank Smith informed members that TEC reserves were marginally on the upper end of the benchmark of 10 to 15% for reserves (Table 2). Councillor Coleridge asked why there was such a large projected underspend of almost a third on the Freedom Pass. Spencer Palmer said that there was a smaller Freedom Pass renewal for the current year, although the budget had been kept at the same amount. There had also been a reduced number of calls to the call centre, as more people were using the online paying portal.

Councillor Coleridge asked whether the Freedom Pass budget would be reduced next year. It was pointed out that the budget for 2017/18 had already been approved by TEC, and that this specific budget would remain at the same level. Spencer Palmer said that a number of the outsourced contracts that provided a range of services to this area would be up for retender over the next 12 months, and indicators were that prices would increase for the next contract period. A report would be going to the next meeting of TEC regarding the retendering. Spencer Palmer also said that any underspends on this particular budget would be transferred to the specific reserve and put towards the cost of the next bulk pass renewal.

Frank Smith said that London Councils would be duty bound to reduce budgets and offer a reduction to borough contributions, should trends continue to show a reduction in the need to spend.

Decision: The TEC Executive Sub Committee:

- Noted that the variances against the TEC reserve benchmark of between 10 to 15% would be reported back to Committee on a quarterly basis;
- Agreed to wait and see what the year-end outturn was for the current year before considering the impact of the underspends on the overall level of reserves;
- Noted the projected surplus of £868,000 for the year, and the forecast net underspend of £621,000 for overall Taxicard trips, as detailed in the report; and
- Noted the projected level of Committee reserves, as detailed in paragraph 5 of the report and the commentary on the financial position of the Committee included in paragraphs 6-8.

7. Minutes of the TEC Executive Sub Committee held on 21 July 2016 (for agreeing)

The Minutes of the TEC Executive Sub Committee held on 21 July 2016 were agreed as an accurate record.

8. Minutes of the TEC Main Meeting held on 8 December 2016

The minutes of the TEC Main meeting held on 8 December 2016 were noted.

The exempt minutes of the meeting held on 21 July 2016 were agreed as an accurate record.

9. Any Other Business

The Chair gave thanks to Councillor Heather Acton (City of Westminster) for all her work on TEC. This was Councillor Acton's last TEC Executive meeting, owing to portfolio holder changes at Westminster.

It was noted that the costs to insure electric vehicles (EVs) was high, owing to the lack of qualified engineers available to repair them.

It was noted that the London Assembly Environment Committee had a list of the 8 most critical incidents that had been listed by Thames Water.

Councillor Usher asked whether there was a role for TEC with regards to the third runway being built at Heathrow and air pollution around the area. The Chair informed members that extensive talks had taken place on this at Leaders' Committee, although no common view could be found as positions were so diverse. The issues regarding air and noise pollution were challenging, especially in west London.

Councillor Whitehead asked whether there had been any progress on the situation regarding Southern trains. It was agreed to take the ongoing problems with Southern Rail and the problems and delays on the Gospel Oak/Barking line to the meeting with the Transport Commissioner on 16 February 2017, before any further action was taken by TEC on these issues.

The meeting finished at 10.44am