

London Councils' Transport and Environment Committee – 12 October 2017

Minutes of a meeting of London Councils' Transport and Environment Committee held on Thursday 12 October 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 | Apologies |
| Bexley | Cllr Colin Tandy (Deputy) |
| Brent | |
| Bromley | Cllr Tim Stevens (Deputy) |
| Camden | |
| Croydon | Cllr Stuart King |
| Ealing | Cllr Julian Bell (Chair) |
| Enfield | Cllr Vicki Pite (Deputy) |
| Greenwich | Cllr Sizwe James |
| Hackney | Cllr Feryal Demirci |
| Hammersmith and Fulham | Cllr Larry Culhane (Deputy) |
| Haringey | |
| Harrow | Cllr Graham Henson |
| Havering | Cllr Jason Frost |
| Hillingdon | Cllr Douglas Mills (Deputy) |
| Hounslow | Apologies |
| Islington | Cllr Claudia Webbe |
| Kensington and Chelsea | Cllr Will Pascall |
| Kingston Upon Thames | Cllr Phil Doyle |
| Lambeth | Cllr Jennifer Brathwaite |
| Lewisham | |
| Merton | Cllr Nick Draper (Deputy) |
| Newham | Cllr Pat Murphy |
| Redbridge | Cllr John Howard |
| Richmond Upon Thames | Cllr Peter Buckwell |
| Southwark | |
| Sutton | Cllr Jill Whitehead |
| Tower Hamlets | |
| Waltham Forest | Cllr Clyde Loakes |
| Wandsworth | Cllr Caroline Usher |
| City of Westminster | |
| City of London | |
| Transport for London | Alex Williams |

1. Apologies for Absence & Announcement of Deputies

Apologies:

Cllr Dean Cohen (LB Barnet)
Cllr Alex Sawyer (LB Bexley)
Cllr Colin Smith (LB Bromley)
Cllr Daniel Anderson (LB Enfield)
Cllr Wesley Harcourt (LB Hammersmith & Fulham)
Cllr Keith Burrows (LB Hillingdon)
Cllr Amrit Mann (LB Hounslow)
Cllr Martin Whelton (LB Merton)

Deputies:

Cllr Colin Tandy (LB Bexley)
Cllr Tim Stevens (LB Bromley)
Cllr Vicki Pite (LB Enfield)
Cllr Larry Culhane (LB Hammersmith & Fulham)
Cllr Douglas Mills (LB Hillingdon)
Cllr Nick Draper (LB Merton)

2. Declaration of Interests

Freedom Pass Holders/60+ Oyster Cards

Cllr Phil Doyle (RB Kingston), Cllr Pat Murphy (LB Newham), Cllr Peter Buckwell (LB Richmond), Cllr Jill Whitehead (LB Sutton), Cllr Caroline Usher (LB Wandsworth), Cllr Colin Tandy (LB Bexley), Cllr Vicki Pite (LB Enfield), and Cllr Nick Draper (LB Merton).

North London Waste Authority

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

East London Waste Authority

Cllr Lynda Rice (LB Barking & Dagenham), Cllr Pat Murphy (LB Newham) and Cllr John Howard (LB Redbridge)

West London Waste Authority

Cllr Peter Buckwell (RB Richmond upon Thames) and Cllr Graham Henson (LB Harrow)

Western Riverside Waste Authority

Cllr Wesley Harcourt (LB Hammersmith & Fulham) and Cllr Jenny Brathwaite (LB Lambeth)

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)

Car Club

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

Thames Regional Flood & Coastal Committee (Thames RFCC)

Cllr Lynda Rice (LB Barking & Dagenham)

Cllr Jenny Brathwaite (LB Lambeth)

Cllr Nick Draper (LB Merton)

London Cycling Campaign

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

Wandle Valley Regional Park

Cllr Jill Whitehead (LB Sutton)

3. Mayor's Environment Strategy – Introduction by Shirley Rodrigues, Deputy Mayor for Environment and Energy, GLA

Shirley Rodrigues introduced the Mayor's draft London Environment Strategy and made the following comments:

- The Environment Strategy would cover areas like air quality, climate change and waste, and would be aligned with the Transport Strategy being undertaken by Val Shawcross, Deputy Mayor for Transport, GLA.
- It was an ambitious strategy to 2050 and aims to provide certainty in the long-term.
- The Mayor's aim was to improve the environment now through implementing policies for air quality, green infrastructure, energy efficiencies and fuel poverty.
- A new "T-Charge" (Toxicity Charge) would come in to force on 23 October 2017 and would have wide reaching implications for health. The introduction of the Ultra Low Emission Zone (ULEZ) would improve air quality further.
- Part of plans for increasing green infrastructure was to make London a "National Park City" by 2050. Green belt land would continue to be protected. A "Green Spaces Commission" would be set-up to look at parks and open spaces.
- The Environment Strategy included targets for waste and recycling (65% recycling rate by 2030).
- There would be a new Thames Flood Barrier in the future.
- There were health issues regarding ambient noise, especially with regards to aircraft noise due to aviation expansion. The Environment Strategy contained proposals to have areas of respite to get away from ambient noise.
- The Mayor's draft Environment Strategy consultation would end on 17 November 2017.

Q and As

Councillor Brathwaite asked whether the Mayor would have an influence on manufacturers and retail organisations with regards to waste. She felt that TfL needed to be more accountable when it came to its tree funding programme. Councillor Loakes asked whether the Mayor would call for the devolution of landfill tax. Councillor Whitehead said that the South London Waste Partnership already had a recycling rate of 55%. She asked how the Mayor's 65% recycling target would affect this rate. Councillor Whitehead said that the borough of Sutton had a problem with helicopter noise, especially in the summer months.

Shirley Rodrigues said that the Mayor had strong convening powers when it came to influencing manufacturers on waste. The GLA was working with organisations to help reduce waste. The London Waste and Recycling Board (LWARB) would be leading and supporting small businesses on this. Shirley Rodrigues informed members that part of the Healthy Streets approach in the draft Transport Strategy included planting more trees and ensuring environmental integration – TfL would be looking further into this. With regards to the devolution of landfill tax, Shirley Rodrigues said that there was uncertainty over this while the UK was leaving the EU, but this would be flagged-up post Brexit. Shirley Rodrigues said that the waste targets were not borough targets, but Londonwide targets. She confirmed that the Mayor had no powers over helicopter noise.

Councillor Webbe asked if any dovetailing with regards to the Environment Strategy and tackling air pollution from diesel vehicles was being carried out. Shirley Rodrigues said that more work was being undertaken on air pollution from non-transport areas, like indoor air quality and wood burners, along with emissions from river transport. She said that these areas had been cross referenced with other Mayoral strategies. Councillor Webbe felt that the strategies should be made clearer to the public. Shirley Rodrigues said that major policies like the ULEZ and T-Charge were being communicated to the public. She said that details of a scrappage fund for diesel vehicles would also be released soon. Residents should no longer be using coal on open fires as well. Val Shawcross said that the next stage after ULEZ/Euro 6 would be to have zero emissions from exhausts, through the take-up of hydrogen and electric vehicles.

The Chair introduced Councillor Will Pascall, the new TEC member from RB Kensington and Chelsea and Councillor Phil Doyle (RB Kingston), the new Conservative TEC Vice Chair.

Councillor Pascall asked whether the Mayor would be trying to influence consumer decision making, when it came to purchasing new vehicles. Shirley Rodrigues said that a "cleaner vehicle checker" had been introduced, where a person could go to a website and check how clean their vehicle was. She said this information was being made available for consumers through communication including social media.

The Chair said that the process now was for London Councils' officers to continue to develop the response to the Environment Strategy consultation. Katharina Winbeck said that the draft response would be presented to the TEC Executive Sub Committee on 16 November 2016, and submitted on 17 November 2017. She said that all TEC members would be invited to attend the TEC Executive meeting. The Chair thanked Shirley Rodrigues for her presentation to TEC.

4. Response to Mayor's Draft Transport Strategy – Val Shawcross, Deputy Mayor for Transport, GLA, was available to answer questions.

The Committee received a report that summarised the development process of the London Councils' draft response to the draft Mayor's Transport Strategy and sought member approval for its contents.

Val Shawcross added the following comments:

- London Councils' draft response to the Mayor's Transport Strategy was very substantial and was very welcomed.
- 350 detailed submissions had been received from stakeholders, along with 6000 individual submissions.
- A large number of seminars, workshops and public focus groups had convened and this had helped to develop a stronger transport strategy. There might also be an Annual Conference Programme, something that would continue to be explored with the Chair and officers at London Councils.
- A lot more work would be carried out on freight which included the "Vision Zero" road safety policies.
- A change to modal shift in outer London needed to take place, facilitated by more public transport.
- On the draft LIP 3 Guidance, it was recognised that this needed to be more policy led and TfL and London Councils' officers were starting to work on this jointly.

The Chair said that this agenda item, and agenda item 5 ("Response to the Mayor's Draft LIP Guidance") would be taken together.

Q and As

Councillor Tandy said that it was hoped that the extension from Barking Riverside to Abbey Wood would extend to Bexleyheath in due course. Councillor Tandy said that it was very difficult to get to places like Croydon from Bexley, without experiencing a great deal of traffic and pollution. He said that there also used to be an upper station at Brockley and consideration needed to be given to re-establishing this link.

Councillor Whitehead said that it would be very beneficial if the tramlink could be extended to the borough of Sutton. She said that there was poor public transport in Sutton and some areas had no bus services at all. Councillor Whitehead said that a large number of new development sites were being built and therefore the need for better public transport was increasing. She said that the issue of school runs did not appear to be in the document. Councillor Whitehead said that the majority of parents dropped their children off by car, owing to the poor public transport in the borough. Councillor Frost said that he acknowledged the variations in outer London. He said that population growth in the borough of Havering was expected to increase rapidly over the coming years and infrastructure needed to be in place to support this. Reference to this was not in the current MTS.

Val Shawcross said that TfL was moving forward with a river crossing section on the Gospel Oak line. Network Rail was looking at integrating freight and increasing network links for outer London. Val Shawcross said it was hoped that tram extensions would link into the Crossrail 2 project, although there were only a certain amount of resources available. She said funding being made available was reliant on boroughs putting together a planning framework to support the scheme. Val Shawcross said that the "STARS" programme could encourage better access to schools. A review had also taken place which looked at providing better bus services to hospitals in London.

Councillor Stevens said that it would be beneficial if the tram could be extended to Crystal Palace. Councillor Loakes said that the police did not have the resources to enforce speeding and boroughs should have the powers to carry this out. Councillor Rice said that she appreciated what TfL were doing with regards to buses and the school run, although more capacity was needed on these routes. Councillor King said that more journeys were now taking place on trams and the tram networks in Nottingham and Manchester were being extended. He felt that the tram network now needed to be extended in London.

Councillor Webbe said that she had hoped that the MTS would be looking at a 20mph limit for all London roads and for London to be diesel free by 2025. She said that the electrification of the Barking to Gospel Oak line was a good thing and these benefits should be spread across London. Councillor Usher said that she would like to see some of the targets in the MTS brought forward. The Chair voiced concern at the loss of the Local Transport Funding element of £100,000 per borough that was being taken away from LIP funding annually.

Val Shawcross said that it would be useful to visit Bromley to look at how the borough was connected via transport links. She said that the LGA supported local authorities to have increased powers for speed enforcement and more lawfulness was needed on the roads. Val Shawcross said that the issue of road space allocation and looking at the next generation of technology were in the MTS. She said that proposals to extend the tramlink were being looked at more closely. Val Shawcross said southern boroughs were getting more efficiency out of the National Rail network. She confirmed that the DLR was set to be extended and an extension across the river was currently being discussed.

Val Shawcross said that the issue of road safety around schools was being looked into. She said that the GLA also supported a 20mph limit on London roads where appropriate. Val Shawcross informed members that the MTS document was a 25-year vision document. It was hoped to be more ambitious, but resources had to be balanced. Discussions were taking place with regards to autonomous vehicles. With regards to phasing out diesel vehicles, Val Shawcross said that TfL could only do what was realistic. She informed the Committee that the trials that had been carried out on electric double decker buses had not been going very well, but single decker buses were successful.

Val Shawcross confirmed that TfL and the Mayor were keen to drive-up transport investment, but resources were limited and prioritisation was key. She said that TfL no longer received a grant from the Government and decisions needed to be made on what could be delivered with the resources available.

The Chair said that he would like both references to emission standards in the draft MTS response to highlight that London should be aiming for the more stringent World Health Organisation ones.

Councillor Webbe said that the need for more opportunities for groups of boroughs to work on issues with a lot of commonality had been discussed at the TEC Labour Group meeting. The Chair said that the submission mentioned the role of sub-regional partnerships. Val Shawcross said that south west London was a good example of this. She said that TfL now had a Stakeholder Manager for each of the boroughs, and London Councils was welcome to approach them with regards to sub-regional meetings. The Chair thanked Val Shawcross for her discussion at TEC on the MTS.

Decision: The Committee:

- Noted and discussed the report and draft response to the draft Mayor's Transport Strategy; and
- Agreed that further re-drafting of the draft response, as outlined at Appendix 1, including the comments made at the meeting, would take place, and the Chair and vice chairs would sign this off for submission.

5. Local Implementation Plan Guidance Response – Val Shawcross available to answer any questions.

The Committee received a report that summarised the development process of London Councils' draft Local Implementation Plan (LIP) Guidance and sought member approval for its contents.

This item had already been discussed in conjunction with agenda item 4.

Decision: The Committee:

- Noted and discussed the report and draft response to the draft LIP Guidance at Appendix 1; and
- Agreed to submit the draft response to the draft LIP Guidance as outlined at Appendix 1.

6. Flooding Investment in London and Introduction of the new Chair of the Thames Regional Flood & Coastal Committee

The Committee considered a report that provided members with the annual update from the Thames Regional Flood and Coastal Committee (Thames RFCC) on its work and progress on the six-year capital programme to improve flood defence. The report included a business case presented by the Environment Agency on behalf of the Thames RFCC for an increase in local levy.

Robert Van de Noort, the new Chair of the Thames Regional Flood and Coastal Committee (Thames RFCC), introduced the report and the following comments were made:

- Robert Van de Noort was new to the role and had been Chair of the Thames RFCC for only three weeks. He works at the University of Reading. He had previously chaired the South West RFCC for four years.
- One million people were currently at risk from flooding in London.
- A 25-year approach to flooding had been agreed this year by the Thames RFCC.
- The Thames RFCC was working on a number of "themes", including:
 - (1) Slowing the flow – keeping water further upstream to help prevent flooding. A grant of £500k had been received for this;
 - (2) Reducing surface flooding and sewage flooding – work was taking place with Thames Water on this;
 - (3) Promoting the value of flood plains;
 - (4) Reducing the tidal flow risk in the Thames Estuary – this was ongoing;
 - (5) Empowering communities to become more resilient to flooding;

- (6) Delivering forward-looking, integrated schemes, including major projects; and
- (7) Promoting maintenance and the need for contingency plans.
- TEC supported, in principle, a levy increase in 2014 of 1.99% per annum for a six-year programme. Members were now being asked to provide a steer to the TEC members who sat on the Thames RFCC recommending a levy increase of 1.99% for 2018/19.
- The national six-year programme would benefit the whole country. There was still much more to do to reduce flood risks.

Q and As

Councillor Whitehead confirmed that the “Worcester Park Surface Water Flood Alleviation Scheme” was in the borough of Merton and not Sutton (page 35, Appendix B). She said that there was concern over residents concreting over their gardens, which was contributing to flooding. Councillor Tandy said that there was currently a skills shortage within boroughs with regards to flooding experts and this was making the delivery of schemes, within deadlines, very difficult. He felt that more work needed to be undertaken between London Councils and the Thames RFCC to help break through this skills shortage.

Councillor Draper said that the issue of flooding tended to get pushed down the list of priorities due to the fact it happened so rarely. He said that there were a number of borough officers in south west London that had experience in flooding matters and closer relations were needed between them. The Thames RFCC could help in that respect.

Robert Van de Noort said that concreting over drives and gardens accelerated rain water run-off. He said that people needed to be made aware of the effects that concreting over their drives had on flooding. Robert Van de Noort said that it was recognised that there was a skills shortage. He informed members that the Thames RFCC had a group of advisers that were agreeing a programme to help develop more flood engineers. There would also be opportunities to develop scheme using the apprenticeship levy and discussions were already taking place on this.

Decision: The Committee:

- Agreed that the steer to the TEC members who sit on the Thames RFCC would be to increase the levy by 1.99% for 2018/19;
- Noted the new Chair of the Thames RFCC was Robert Van de Noort; and
- Noted that Worcester Park (Surface Water Flood Alleviation Scheme – page 35 of the report) was in the borough of Merton and not Sutton.

7. Chair’s Report

The Committee received a report that updated members on transport and environment policy since the last TEC meeting on 15 June 2017 and provided a forward look until the next TEC meeting on 7 December 2017.

The Chair said that agreement was now being sought from TEC for the Healthy Streets Board to become an official advisory board. He also asked boroughs that had not already done so, to return the delegated authority forms that allowed London Councils’ TEC to have operational management over the Go Ultra Low City Scheme

(GULCS). An email would be sent to those boroughs to remind them to send back the form. Councillor Doyle said that a TfL communications plan regarding Healthy Streets had been discussed. He said that more momentum was needed on this as this helped the boroughs.

Decision: The Committee:

- Agreed that the Healthy Streets Board would become an official advisory board to which London Councils' TEC would nominate members annually at its June AGM; and
- Agreed that an email would be circulated to the boroughs that had not yet returned their delegated authority forms for GULCS (ie to give authority for London Councils to potentially undertake the operational management of the Go Ultra Low City Scheme).

8. GLC Parks Byelaws – Setting Penalty Levels

The Committee considered a report that provided members with the results of the GLC Parks Byelaws consultation which was run over the summer on behalf of TEC.

The Chair asked whether the old byelaws would be brought up-to-date. Jennifer Sibley, Principal Policy Officer, London Councils, said that it was a complex process to try and update the byelaws, although the consultation was part of efforts by the London borough of Wandsworth to modernise its Parks Byelaws.

Decision: The Committee:

- Noted the consultation outcome;
- Agreed to set a fixed penalty level of £80 for breaches to the GLC Parks Byelaws; and
- Agreed to set the level of reduced payment at £50 if the fixed penalty was paid within 14 days from the date of the notice.

9. Proposed Freedom Pass Settlement Adjustment for Rail Network Disruption

This report was withdrawn.

10. Direct Vision Standard for Heavy Goods Vehicles

The Committee received a report that gave members an update on Transport for London's (TfL) work on using a Direct Vision Standard (DVS) for Heavy Goods Vehicles (HGVs) to deliver the Mayoral commitment to ban or restrict the most unsafe (zero star) HGVs from London by 2020, and ensure that only HGVs suitable for urban environments (three star and above) were used in London from 2024.

Alex Williams said that there had been 19 pedestrian and cyclist fatalities so far this year, and 25 the previous year involving HGVs. He said that two of the main issues that needed looking at were: (a) how to define the standard and (b) how to apply the standard by 2020. A phased delivery would take place and the preferred regulatory option was currently through TEC's London Lorry Control Scheme (LLCS). The

emerging scheme proposals were due out for consultation in November 2017. He urged members to consider the standard in relation to their own fleets and contracts.

Councillor Frost said that the borough of Havering did not operate the LLCS. Spencer Palmer confirmed that although Havering currently opts out of enforcement of the Scheme, it was in the Traffic Order. He said that the borough of Barnet, however, was not in the Traffic Order and changes would have to be made if Barnet was to become part of the LLCS or the DVS if the LLCS Order was used to implement it.

Councillor Usher asked TfL about collision avoidance systems for HGVs. She said that many new cars were now fitted with these systems. Alex Williams said that TfL had looked at such systems for HGVs. They found that they did not always work so well in a busy urban environment, as the sensors around the vehicle would make the alarm go off all the time. Councillor Usher asked how long ago these tests had been carried out. Alex Williams said that the tests were carried out approximately two years ago. Councillor Usher asked if she could be sent details of the TfL tests on this. Councillor Bell mentioned that his own authority had successfully fitted sensors that used missile detection technology to some of their own fleet.

Decision: The Committee:

- Noted the progress made in developing the Direct Vision Standard and proposals to ban or restrict the most unsafe HGVs from London's roads;
- Noted and supported TfL's intention to carry out a policy consultation on a HGV Safety Standard Permit scheme proposal in autumn 2017;
- Noted TfL's work with London Councils to explore the existing London Lorry Control Scheme as the implementation mechanism for any permit scheme; and
- Noted that Alex Williams would let Councillor Usher have the information regarding the tests carried out on HGVs and poor visibility.

11. Assisted Transport Allowances

The Committee received a report that informed the Committee of the outcome of a recent Assembly investigation into improving door-to-door transport services in London and the recommendations made by the Assembly in their subsequent report "Door-to-Door Transport in London – Delivering a User-Led Service".

Joyce Mamode, Head of Passenger Services, TfL, introduced the report and made the following comments:

- There was a proposal for London Councils to work with TfL in scoping a pilot for the Assisted Transport Allowances concept.
- The concept of the small pilot would be to replace individual trips with a "virtual" budget.
- The risks and challenges would be looked at, along with the potential benefit to improve the choice of flexibility. The pilot was currently at the early stages of development.
- Members were being asked to endorse the draft and agree to London Councils participating in a joint steering group to develop the pilot.

Decision: The Committee:

- Endorsed the outline proposed objectives and scope for a pilot of Assisted Transport Allowances in two London boroughs;
- Proposed that one of the pilots would be an inner London and the other an outer London borough;
- Agreed to the participation of London Councils in a joint steering group with TfL, to develop the detailed scope of the proposed pilot during October and November 2017;
- Noted that TfL would provide the majority of resources required to undertake the analysis and modelling required to scope the pilot with subject matter expertise provided by London Councils' staff, and
- Noted that an update on the proposed pilot, together with a more detailed proposal, would be presented to members at the TEC meeting in December 2017.

12. Code of Practice for Parking Enforcement Part 2

The Committee considered a report that updated members on the Code of Practice for Parking Enforcement in London. The code was being updated in two parts. The revised Part 1 was agreed at TEC in December 2016. This report sought approval of Part 2 of the revised Code of Practice relating to back office functions.

Decision: The Committee:

- Noted the contents of the revised Part 2 of the Code of Practice and agree that it should replace of the existing part of the Code relating the back office functions; and
- Recommended the adoption of Part 2 of the Code of Practice by all London authorities that carried out civil parking enforcement of parking regulations.

13. TfL Consultation on Penalty Charge Levels

The Committee received a report that contained details of TfL's consultation on plans to increase Penalty Charge notices (PCNs) on their network and outlined the reasons why London Councils was not undertaking a similar consultation for PCN levels on borough roads at this time.

Decision: The Committee noted the contents of the report regarding TfL plans to increase PCN levels on their network.

14. Re-appointment of Environment and Traffic Adjudicators

The Committee considered a report that proposed the re-appointment of nine environment and traffic adjudicators under the terms of the Traffic Management Act 2004.

Councillor Tandy asked how many times the environment and traffic adjudicators could be re-appointed. Caroline Hamilton, Chief Adjudicator, London Tribunals, confirmed that the adjudicators could get re-appointed every five years, up to the age of 70 years old.

Decision: The Committee agreed that the following adjudicators be appointed for a period of 5 years from 10 December 2017:

Neeti Haria
Caroline Hamilton
John Hamilton
Mamta Parekh
Sean Stanton-Dunne
Carl Teper
Timothy Thorne.

Michel Aslangul to be appointed until 26th July 2020.
Francis Lloyd to be appointed until 13th March 2021.

15. Environment & Traffic Adjudicators' Annual Report 2016/17

The Committee received a joint Annual Report by the Environment and Traffic Adjudicators for the reporting year 2016/17.

Caroline Hamilton informed members that the report contained various statistics on appeals over the year and drew attention to a number of individual parking cases. The report could be found on the London Tribunals' website.

Decision: The Committee received and noted the report.

16. TEC Constitutional Matters

The Committee received a report that summarised the key changes to constitutional documents agreed by the Leaders' Committee AGM on 11 July 2017. Changes were being recommended for the following documents: (a) London Councils' Standing Orders, (b) London Councils' Scheme of Delegation to Officers, (c) Terms of Reference for Sub-Committees, and (d) Financial Regulations.

Decision: The Committee noted the changes to the London Councils' constitutional documents.

17. Minutes of the TEC Executive Sub Committee held on 15 September 2017 (for noting)

Item 3: Air Pollution & Smart Mobility, Q and As (page 2, end of para 4) – agreed to replace “car” pollution with “air” pollution, (re sentence by Councillor Rice).

Subject to the above minor amendment, the minutes of the TEC Executive Sub Committee held on 15 September 2017 were noted.

18. Minutes of the TEC Main Meeting held on 15 June 2017 (for agreeing)

The Minutes of the TEC Main Meeting held on 15 June were agreed as an accurate record.

The meeting finished at 16:25pm