

LONDON COUNCILS' TRANSPORT AND ENVIRONMENT EXECUTIVE SUB COMMITTEE

Minutes of a meeting of the London Councils' Transport and Environment Executive Sub Committee held on **15 September 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 Lynda Rice	LB Barking & Dagenham
Councillor Stuart King	LB Croydon
Councillor Feryal Demirci	LB Hackney
Councillor Phil Doyle	RB Kingston-upon-Thames
Councillor Caroline Usher	LB Wandsworth

1. Apologies for Absence & Announcement of Deputies

Apologies for absence had been received from Councillor Daniel Anderson (LB Enfield), Councillor Peter Buckwell (LB Richmond) and Councillor Jill Whitehead (LB Sutton). No deputies were present.

2. Declarations of Interest

There were no additional declarations of interest other than what was on the sheet provided at Item 2 on the agenda.

3. Air Pollution & Smart Mobility – Presentation by Laurie Laybourn-Langton, Institute for Public Policy Research (IPPR)

Laurie Laybourn-Langton, Institute for Public Policy Research (IPPR) introduced the report and made the following comments:

- There were a number of transport related problems in London, including air pollution, road safety, carbon emissions and congestion.
- The current policy approach was to seek to achieve a reduction in the number of vehicles, greater efficiency of the available space and vehicles themselves, as well as phasing out unsustainable fuels (mainly diesel) and increasing public transport accessibility. Accelerating modal shift was also well underway (eg increase cycling, walking etc).
- New transport technologies were also emerging, like journey planner platforms, car clubs and on-demand hire. It is already possible to plan all journeys on an app on your mobile phone including peer-to-peer rentals (cars are unlocked with your phone as opposed to a key).
- There are positive and negative network effects: Positives included lower car ownership and therefore reduced use of private vehicles, car club fleets have generally cleaner vehicles, which leads to a reduction in air pollution/carbon emissions. Negative effects – Big corporations, such as Google could offer incentives to book with Uber and make it so cheap, that it could result in more vehicles on the road. Efforts could be undermined to realise more sustainable travelling behaviours.

- Crossroads makes some key recommendations for the Mayor: Whilst the report is supportive of the key policies and ambitions in the Mayor's Transport Strategy (MTS), it should include measures for how car clubs could help achieve key transport objectives and also needs to respond to new technologies.
The Mayor should develop a Framework to include an audit of new mobility markets and their potential effects on key transport objectives and TfL should be a central body for assessing the potential for mobility as a service (MaaS) platform market in London and to develop recommendations for its implementation.
- There needed to be rules to prevent monopolies. TfL should assess the potential for a smart charging system (eg to pay monthly for all journeys taken in a month, which can include an integrated road pricing scheme by making journeys taken by car more expensive, for example).
Laurie concluded that London was now at a crossroads and needed to decide which way it wanted to turn. New mobility development needs to be embraced with a comprehensive policy framework as the cost of inaction was too high.

Q & As

Councillor Demirci said that although smart mobility was more efficient, this in itself did not tackle the issue of congestion and/or air quality (ie more cars were not being removed from the roads). Laurie Laybourn-Langton said that there was potential to remove more cars off the roads through smart mobility. He said that car sharing was performing very well in cities like Berlin and Munich and was reducing the number of private cars on the roads, resulting in less congestion and better air quality. Councillor Demirci felt that congestion could increase when Uber vehicles were taken into consideration.

Councillor Usher said that paying a monthly fee for all journeys was a good way forward. She said that an extra fee could be charged for people that drove their vehicles in to congested areas, and reward points given for driving in to less congested areas. Laurie Laybourn-Langton said that TfL could use a version of Google maps to depict differential charging on different roads at different times of day. This technology does exist.

Councillor Doyle said that approximately 10,000 people died as a consequence of air pollution and improvements on this were needed through changes in transport policy in particular. Laurie Laybourn-Langton agreed and mentioned that there were positives to be found with car clubs and warnings to be had with the likes of Uber, especially with regards to the potentially large increase in car usage and congestion. There was also a very large increase in the number of parcels now being delivered by road (eg Amazon), which is a public attitude that requires changing.

Laurie Laybourn-Langton said that a change was required at a national level, especially with regards to an air quality strategy and scrappage funds for diesel vehicles. The Chair said that a Government "cap" on Uber licences could be beneficial and both the Mayor of London and London Councils have previously lobbied along these lines. Councillor Rice said that caution needed to be taken when it came to presenting statistics on the effects of poor air quality. She said that not all the deaths were a direct result of air pollution.

Councillor Demirci felt that lobbying for more transport powers should take place. She said that there were, however, areas that the boroughs could have a direct

influence on, like car clubs and a reduction in private car use. Councillor Demirci voiced concern that a number of local authorities were not making any space for car clubs, and there was a great deal that boroughs could do to meet these various challenges.

The Chair noted that “floating” car clubs could lead to a larger number of drivers giving up their cars. He said that a representative from Zipcar (Kate Hinton) and Drive Now (James Taylor) were present to get their perspective of where we were at. Zipcar flex currently operates in four boroughs in south west London and Drive Now in four boroughs in north east London. James Taylor mentioned that car sharing in Germany was now taken up by 1.7 million members, increasing from about 150k members within six years. He felt that London had the opportunity for such growth, but the boroughs needed to work more closely together to achieve this. It was not beneficial for a driver to have to get out of a car and potentially into a new one when they crossed borough boundaries. A target of 1 million car club members had been set a number of years ago in London by the Car Club Coalition and there was a now a need to look into how this target might be achieved. Incorporating different operating models needed to be looked at more widely as well. There was also the need to meet the MTS targets and to change behaviours.

Kate Hinton said that orbital trips were used more by drivers (east to west), rather than radial journeys. James Taylor said that none of their cars were diesel and they are looking to increase their electric car offer. Kate Hinton said that 16per cent of Zipcar’s fleet were now electric (EVs) and the aim was to have 80per cent EVs by 2025, although a significant increase in infrastructure was needed. Oliver Lord said that half of all car journeys were made in outer London and there was high car ownership in these boroughs. A more cohesive use of car clubs was needed. The Chair thanked Laurie Laybourn-Langton for his presentation.

Decision: The TEC Executive Sub Committee:

- Agreed that Alan Edwards would send round to TEC Executive members the slides from the presentation and a link to the report that was published earlier in the year; and
- Noted and commented on the report.

4. Cleaner Vehicle Checker

The TEC Executive Sub Committee considered a report that informed members of a “Cleaner Vehicle Checker” that the GLA would be introducing. The checker would tell those who wanted to buy a new car, the emission performance of that car in real world driving conditions. The aim would be to influence purchasing decisions towards those cars that created less pollution.

Oliver Lord, Deputy Air Quality Manager, GLA, introduced the report and made the following comments:

- Diesel cars do not currently perform to set emissions standards and the UK will be phasing them out. Other countries are planning to ban diesel cars much earlier.
- The Cleaner Vehicle Checker was a web-based tool that would rate how well your car was performing from A+ (best) to H (worst).

- Findings from Emissions Analytic showed that some diesel vehicles did perform just as well as some petrol vehicles and the public should be made aware of this.
- TEC Executive endorsement was now sought to agree that the Cleaner Vehicle Checker was a worthwhile project.
- There would also be a service for fleets of cars (a “fleet checker”). This would let organisations know the rating their fleets would get if all their vehicles were replaced with Euro 6 compliant vehicles.
- The aim of the Cleaner Vehicle Checker was to influence procurement decisions. This could, in turn, affect parking tariff ratings (eg an A+ rated vehicle might not have to pay a tariff or a lower tariff.)

Q & As

The Chair said that TEC welcomed the Cleaner Vehicle Checker and would be very supportive of it. Councillor King asked how the success of the vehicle checker would be measured. Oliver Lord said that it was a web-based tool and success could be measured on how much the checker was used. Surveys could also be carried out to ascertain its popularity. Councillor King felt that this could become expensive, unless the tool was meaningful. Oliver Lord said that the checker was a consumer friendly web-based tool and was free of charge.

Councillor Usher asked what the car manufacturers thought of the Cleaner Vehicle Checker. Oliver Lord said that they had not challenged this yet and would soon have to produce similar tests themselves. The checker was simply a “nudge” tool. Councillor Demirci said that she welcomed the checker. She said that this would be particularly useful for local Councillors who sat on procurement committees who made the decisions as to which vehicles/fleets to purchase for their borough.

Councillor Doyle said that the checker was a great initiative. He asked whether any other data would be provided along with the rating. Oliver Lord said that the checker was based on NO_x emissions, although CO₂ emissions could also be highlighted. Owain Mortimer asked whether any other networks had been engaged with this. Oliver Lord confirmed that they had.

Decision: The TEC Executive Sub Committee noted and welcomed the report:

5. Month 3 Revenue Forecast 2017/18

The TEC Executive Sub Committee received a report that outlined actual income and expenditure against the approved budget to the end of June 2017 for TEC and provided a forecast of the outturn position for 2017/18

Frank Smith, Director of Corporate Resources, London Councils, introduced the report. He informed members that, as at the end of June 2017, there was a projected surplus of £786,000. Frank Smith said that general reserves to 31 March 2018 was forecast to be £2.272 million, which was slightly in excess of the 15 to 18% benchmark range previously agreed by TEC. He said that the treatment of general reserves in excess of the benchmark range would be discussed at the TEC Executive meeting in November 2017.

Frank Smith said that receipts for the London Lorry Control PCNs were forecast to break even against the budget of £800,000. The Chair said that boroughs previously

had to pay towards the Scheme and no longer had to. Frank Smith said that PCN receipts now far exceeded the cost of the Scheme. Spencer Palmer, Director of Transport and Mobility, London Councils, informed members that improvements were being proposed to the Scheme, including the use of more modern technologies.

Councillor Usher asked about the Taxicard underspend and whether this would pick-up by the end of year. Frank Smith said that the Taxicard scheme had been underspending for a number of years. Spencer Palmer said that there had been a decline on year-on-year Taxicard usage, although this now look set to be picking up again in the current year.

Decision: The TEC Executive Sub Committee:

- Noted the projected surplus of £786,000 for the year, plus the forecasted net underspend of £830,000 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.

6. Minutes of the TEC Executive Sub Committee held on 20 July 2017 (for agreeing)

The minutes of the TEC Executive Sub Committee meeting held on 20 July 2017 were agreed as an accurate record.

7. Any Other Business

Spencer Palmer TEC Executive that he had been approached by the Department for Transport about their proposed plans to grant Heathrow Airport Holdings Ltd (a private company) civil enforcement powers similar to those held by London boroughs. The proposal is to transfer responsibility for enforcement of traffic and parking rules on Heathrow's road network from the Police to the airport authority. The aim is to achieve better enforcement and therefore compliance for traffic management, safety and security reasons.

DfT and London Councils officers have been considering how TEC's functions in terms of setting penalty charge levels for London and operating the independent appeals service through London Tribunals to apply to Heathrow in the future. Mr Palmer explained that it would seem that if DfT make the necessary legislative changes to grant Heathrow the appropriate powers and responsibilities, including paying any apportioned costs in terms of appeals for Heathrow contraventions, there should be no negative implications for TEC and London Councils. He said that it was proposed to bring a detailed paper on this matter to TEC on 12 October 2017 meeting.

Jade Appleton, Conservative Political Adviser, London Councils, said that a discussion would need to take place with the borough of Hillingdon before any paper on this issue was brought before TEC. The Chair said that he would be happy to proceed on this basis.

Councillor Demirci voiced concern that the appeals process could be "clogged-up" with appeals from Heathrow. Spencer Palmer said he had asked for a forecast of enforcement and likely appeal volumes but was confident that any increase would be

relatively small. If the proposal were to go ahead, Heathrow would pay an appropriate proportion of the Tribunals fixed costs, as well as per appeal costs to cover any additional adjudicator and administrative costs. Frank Smith said that the experience gained from managing the POPLA contract would help mitigate any risks to London Councils when entering any potential formal agreement.

The meeting finished at 11:15am