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| London Councils’ Transport & Environment Committee | | | | | | | |
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| Chair’s Report | | | | | | Item no: | 05 |
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| Report by: | Katharina Winbeck | | Job title: | | Head of Transport and Environment | | |
| Date: | 11 December 2014 | | | | | | |
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| **Summary** | This report updates Members on transport and environment policy since the last TEC meeting on 16 October 2014 and provides a forward look until the next TEC meeting on 12 March 2015. |
| **Recommendations** | Members to note this report. |

**Update included in this report:**

**Transport**

Buses

Meeting with CELC leads for Transport and Environment

Crossrail 2

ULEZ

**Environment**

Air quality

Flooding

Energy

Green Infrastructure

LWARB

**Forward Look**

**Introduction**

1. This report updates Members on London Councils’ work on transport and environment policy since the last TEC meeting on 16 October 2014 and provides a forward look until 12 March 2015.

**Transport**

**Buses**

1. 8 October saw a Bus Seminar hosted by TfL with speakers from TfL, London Councils (Nick Lester) and London Travel Watch. The slides are attached as Appendix I for your information.
2. TfL is keen to work with boroughs to
   1. target the sources of bus delay in central London;
   2. help London grow in new opportunity areas;
   3. tackle congestions across London.
3. TfL has put aside £200m until 2023/24 for bus priority measures and is keen to work with boroughs on schemes. TfL will visit all London boroughs in the near future to discuss any potential locations for schemes.
4. TfL has pledged to;
   1. Consult and engage in all bus service changes
   2. Hold regular Passenger Transport Liaison meetings
   3. Communicate through the London borough’s sub-regional forums
   4. Engage regularly with borough officers and Councillors over specific issues
   5. Send regular letters to Local Authorities and other stakeholders detailing the tendering programme and inviting comments on any bus service/issue.
   6. Provide an annual overview for each London borough

**Meeting between Chair and Chief Executive Leads for Transport and Environment**

1. On 27 October 2014, I met with the two Chief Executive leads for Transport and Environment to discuss current issues and priorities.
2. We covered issues on road safety, walking & cycling initiatives, buses, rail, waste, flooding, air quality, energy and Local Environment Quality.
3. I have found this a useful exchange and will continue to meet with these officers on a regular basis.

**Crossrail 2**

1. DfT have started the [consultation](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/375199/safeguarding-consultation.pdf) on updating the safeguarding direction of 2008 on 20 November 2014. The consultation runs until 29 January 2015.
2. Parts of the proposed Crossrail 2 route have been subject to safeguarding since 1991, known as the ‘Chelsea – Hackney Line’ (CHL). TfL has carried out a number of planning and design studies and run two consultations, which have led to a proposed new Direction to safeguard the route alignment.
3. Safeguarding is a formal process, undertaken by the Department for Transport (DfT), to protect land required for major new infrastructure projects from future development.
4. Depending on the outcome of the consultation, the Secretary of State for Transport will give a ‘Safeguarding Direction’, that will instruct local planning authorities to consult TfL on planning applications for land within the safeguarded area. The Direction also requires the local planning authority to follow TfL’s recommendation when determining an application for planning consent. If it does not follow TfL’s recommendation it must give the Secretary of State 21 days’ notice of its intentions and forward the information listed in the Direction to the Secretary of State.
5. The revised safeguarded area includes the possible route of the tunnels as well as land at ground level that may be used for the construction of the tunnels, stations and ventilation and emergency access shafts.
6. Safeguarding does not necessarily prevent developments taking place: it ensures that when they take place the design can accommodate the addition of railway infrastructure.
7. The Secretary of State for Transport is committed to review this safeguarding Direction by 2021.
8. The major changes are:

Wimbledon – Victoria

The CHL route from Wimbledon to Victoria using the District line between Wimbledon and Fulham Broadway is abandoned in favour of one via Tooting Broadway to relieve the Northern line and Clapham Junction. The route continues to Victoria via either World’s End, Chelsea, or Kings Road, Chelsea. The CHL alignment is joined on the west side of Victoria station.

Victoria –Angel

The only significant change in central London is a deviation between Tottenham Court Road and Angel to an alignment north of the Euston Road which would serve the redevelopment of Euston station to accommodate HS2 and the new St Pancras station entrance. North of Angel the line approaches Dalston on a north – south axis rather than the previous east – west one.

Angel – New Southgate and Tottenham Hale

The CHL route from Dalston Junction to Leytonstone and connection with the Central line has been abandoned in favour of a route to Alexandra Palace and New Southgate which relieves the Piccadilly and Victoria lines. Between Angel and Dalston Junction the safeguarding provides for a possible branch to Hackney Central. The routes to New Southgate and Tottenham Hale diverge at a second junction at South Tottenham.

Network Rail works South of Wimbledon

Strategic planning studies by NR suggest that additional capacity will be required on routes from Waterloo through Wimbledon towards New Malden. The proposed safeguarding direction allows for this development by providing surface connections at Wimbledon.

Network Rail works North of Tottenham Hale

Strategic planning studies by NR suggest that provision should be made for the widening of all or part of the line between Tottenham Hale and Cheshunt to accommodate increasing demand for local services on this route. The proposed safeguarding direction includes provision to connect into the NR lines at Tottenham Hale.

1. There are 11 boroughs directly affected by this consultation; Westminster, Haringey, Islington, Barnet, Merton, Camden, Waltham Forest, Hackney, Wandsworth, Hammersmith & Fulham and Kensington & Chelsea.
2. More information can be found at <https://www.gov.uk/government/consultations/crossrail-2-safeguarding-directions> and a map is included as Appendix II

**ULEZ**

1. TfL has started [consultation](https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone) on ULEZ on 27 October and it closes on 9 January 2015.
2. Given that the next TEC Executive is on 12 February and the next full TEC on 12 March 2015, we will not be able to take our draft response to this consultation to the TEC Committee. However, there was an extensive discussion at the meeting on 16 October and the points raised then will be included in our response. We will ask the chair and vice chairs for any additional comments and sign off in late December 2014 / early January 2015.
3. The response will be shared with TEC within my Chair’s report in March 2015.

**Environment**

**Air Quality**

1. London Councils and the City of London hosted an air quality breakfast event on 4 November 2014, to discuss the activities being undertaken to improve air quality in London.
2. I spoke at the event, and raised, amongst others, the following points:

* Government should prioritise improving air quality in London and other big cities
* We need to clarify the role of all stakeholders, including government, in improving air quality
* Passing on EU fines to local councils or other organisations would be unfair, unreasonable, disproportionate and counter-productive
* Highlighted borough successes through specific examples
* Showed cross borough co-operation through examples

1. There were other interesting presentations, resulting in good discussions. The panel also included Dr Gary Fuller, Environment Research Group, King’s College London, Elliot Treharne, GLA, Dr Iarla Kilbane-Dawe, Par Hill Research, and was chaired by John Pienaar.
2. The Guardian‘s Dave Hill has written a [piece](http://www.theguardian.com/uk-news/davehillblog/2014/nov/22/london-must-move-faster-on-air-pollution) on the event.
3. I presented at the national air quality conference organised by air quality news along similar lines on 26 November 2014.

**Flood Management and Thames Regional Flood and Coastal Committee (RFCC)**

1. The TEC agenda includes a separate item on Flood management and the Thames RFCC. Here, I wanted to highlight that I met with Amanda Nobbs, Chair of Thames RFCC on 13 November 2014. We talked about the current working relationship and how it could be improved in the future. This has resulted in the document included in Appendix III. This will mean that TEC will get an update on flooding issues at its AGM in June each year in addition to the usual levy paper in October or December.

**Energy**

1. TEC Executive on 13 November received a [paper](http://www.londoncouncils.gov.uk/committees/agenda.htm?pk_agenda_items=5778) on the new phase of RE:NEW.
2. On 15 July 2014, RE:NEW was awarded just over £2.5m from the European Investment Bank (EIB) and has appointed Capita Symonds as the new RE:NEW support team until 14 July 2017.
3. The Support Team provides free, end-to-end project development support for carbon reducing retrofit projects. The initial focus will be on supporting the social housing sector, however supporting delivery to the private rented sector and owner occupied sector are also within the remit.
4. I spoke at the breakfast event on 14 November 2014 organised by the GLA to highlight the issue of fuel poverty, rising energy prices and poorly insulated homes. I also talked about some of the important projects that boroughs are currently undertaking to address retrofitting and fuel poverty more general.

**Green Infrastructure**

1. As part of the London Infrastructure Plan 2050, a Green Infrastructure Task Force has been set up. I will be the London Councils representative.
2. The purpose of the Green Infrastructure Task Force is to bring together a wide range of interests and expertise to identify how the sector can take a more strategic and long-term approach to investment.
3. This is to the background of ever decreasing local government finances, which are about to hit parks and open spaces in the not too distant future, if they haven’t done so already.
4. It is planned that the Task Force will look at the following broad themes;
   1. Functions of Green Infrastructure (including for example sustainable drainage, leisure and sports)
   2. Accounting for Green Infrastructure
   3. Governance for Green Infrastructure (looking at UK and international experience)
   4. Rethinking parks (innovation) and funding models

**LWARB**

1. LWARB and WRAP are looking to form a partnership in London to help London local authorities to deliver the Mayor’s 50 per cent household waste recycling target. The work of the partnership will be focussed on:

* delivering  consistent and efficient waste management services throughout London;
* increasing the recycling performance of London boroughs;
* ensuring boroughs can recover high quality recycling and maximise the income generated from that material;
* helping boroughs realise and generate more value from their waste management services; and,
* the promotion and encouragement of waste prevention and re-use.

1. LWARB has also recently announced its new investment framework for 2015-2020. Compared to previous calls, the new infrastructure fund offers a wider variety of investment opportunities suitable for projects at different development stages. Options include:

* A £6 million capital fund for new infrastructure projects in or around London;
* A £5 million corporate loan fund for existing waste companies in London seeking to expand or upgrade their equipment;
* A £1 million development loan fund to support prospective projects in their earlier stages;
* A new £1 million venture capital fund will be launched next year; and LWARB will also explore opportunities for a further £7 million investment in a new equity fund.

**Forward Look**

**December 2014**

04 - TEC / TfL Commissioner meeting.

London Councils offices close from 4pm 24/12/2014 until 02/01/2015.

**January 2015**

09 - [ULEZ Consultation](https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone) closes, London Councils will submit a response.

21 – Thames RFCC meeting with levy decision

**February 2015**

12 – TEC Exec

19 – TEC / TfL Commissioner Meeting

**March 2015**

12 – TEC Main to include presentations from Matthew Pencharz, Mayoral advisor for the Environment and LWARB representative