

London Councils' Transport & Environment Committee

Chair's Report

Item no: 07

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Summary This report updates Members on transport and environment policy since the last TEC meeting on 11 December 2014 and provides a forward look until the next TEC meeting on 11 June 2015.

Recommendations Members to note this report.

Update included in this report:

Portfolio holder meeting with Chair of London Councils

Transport

Meeting between TEC and TfL Commissioner

A new freight strategy for London

Office of Low Emission Vehicles 'Go Ultra Low City scheme' joint bid with GLA and TfL

Crossrail 2

Source London Update

Ultra Low Emission Zone consultation response

Environment

Bellwin scheme consultation response

Spitting byelaw

Thames Regional Flood and Coastal Committee (TRFCC)

Green Infrastructure Task Force

Forward Look

Introduction

1. This report updates Members on London Councils' work on transport and environment policy since the last TEC meeting on 11 December 2014 and provides a forward look until 18 June 2015.

Portfolio holder briefing with Chair of London Councils

2. I met with Mayor Jules Pipe and London Councils officers to discuss the priorities for the year 2015/16. We agreed to focus our efforts on two areas;
 - Work with Government and TfL to ensure that current funding levels remain or are improved
 - Explore ways in which the borough contribution can be strengthened and improved through further collaboration

With the key aims being;

- Achieving a better deal on utility bills for both residents and boroughs to reduce fuel poverty in the Capital and achieve much needed savings.
- Securing London's resilience against flood events, through continuing work with the Thames RFCC but also exploring ways in which boroughs could share much needed resources and expertise.
- Continuing to provide excellent waste collection and street cleaning services whilst securing efficiencies.
- Achieving better air quality in London in collaboration with TfL and the Mayor as well as exploring ways in which boroughs can continue to undertake projects that will make a significant difference locally.
- Achieving more sustainable travel modes across London, working with TfL on walking and cycling initiatives and road safety, which is a key deterrent for many residents to adopt different travel modes, whilst supporting the boroughs to undertake local projects.
- Ensuring that the objectives of the car club strategy are met, so that the full potential of car clubs within London can be realised.
- Ensuring an improved tube and rail service in London without increasing the cost to boroughs (through Freedom Pass costs or costs dealing with anti-social behaviour potentially resulting from a 24 hour tube for example).

Transport

Meeting between TEC and TfL Commissioner

3. TfL presented the work they are doing on Freight Strategy that TfL is developing to help reduce congestion and pollution caused by freight movements. This will look at opportunities to re-time deliveries away from peak periods and reduce the number of delivery vehicles on London's roads. It is expected to be published in May/June 2015 and will be presented to TEC. TfL is working with London Councils, some boroughs and the industry on a pilot to see how existing delivery patterns can be changed to reduce congestion. It was felt that this works best at a very local level and so TfL is proposing to undertake similar engagement with all boroughs (see also paragraph from TfL below 'a new freight strategy for London').
4. Collaboration between the boroughs and TfL was discussed and TfL has committed to host the Sharepoint site to make job shares / secondments, etc much easier to implement.

5. We discussed the ULEZ and the Commissioner will write to London Councils in due course to state how he intends to deal with the issue of presenting a business case for extending the zone into boroughs that are interested in this.

A new Freight Strategy for London

6. As suggested by the Roads Task Force, TfL are developing a longer term strategy for delivery and servicing in London. Much of the feedback received from industry and business has asked for a more consistent approach between TfL and the boroughs on a range of issues including:
 - consistent loading regulations and enforcement across the boroughs to reduce the impacts of non-compliant loading across London
 - whether the London Lorry Control Scheme (LLCS) and other regulations such as planning and traffic orders interact sensibly and consistently for the benefit of a growing London
7. The strategy will seek to identify how to balance the approach and the types of solutions to minimise the impacts of freight on London. These solutions will be either voluntary, incentivised, better regulation or new regulation and working with the boroughs will be key. To agree how we work with London's boroughs and make best use of our collective resource, TfL would like to hold a joint workshop. This will allow a discussion of existing regulations, how they are perceived to affect delivery and service activity across London and how they could be improved for everyone's benefit.

Office of Low Emission Vehicles 'Go Ultra Low City scheme' joint bid with GLA and TfL

8. The Office for Low Emissions Vehicles (OLEV) announced a Go Ultra Low City scheme in late 2014. Through it, cities were invited to bid to be one of 2-4 cities selected to share £35m to significantly increase the uptake of Ultra Low Emissions Vehicles, improve air quality and develop national and international exemplars. London Councils, TfL and GLA submitted a joint expression of interest at the end of 2014, following expressions of interest from 18 boroughs or their sub-regional transport partnership leads.
9. Officers have subsequently worked together to submit a scoping bid before the deadline of 20 February 2015. This has involved consulting borough officers on ideas for how the money could be spent. The number of boroughs interested in being part of the bid has now increased to 23. The types of schemes that the scoping bid suggests that London could develop for its full bid (if successful through the scoping bid) are at least 8 low emission 'Neighbourhoods of the Future', a fund to deliver innovative solutions to tackle the challenges of providing residential charging infrastructure, the retrofitting of car club bays and a network of rapid charging points for freight vehicles.
10. In mid-March the Government will select approximately 10 cities to go on to develop full bids by 31 August 2014. If London is chosen then London Councils officers will work with both borough officers and members, TfL and the GLA on a full bid. All boroughs, regardless of whether they have expressed an interest in the scheme to date, will be invited to contribute towards the development of the full bid.

Crossrail 2

11. Whilst Crossrail 2 is part of the Infrastructure portfolio, members of TEC will be interested in its progress.
12. On 20 January 2015 the Executive received a paper which gave an update on the position of Crossrail 2. The Department for Transport has consulted regarding

safeguarding the route, and there has been consideration of funding mechanisms for Crossrail 2.

13. TfL has now commissioned four consultant groups to develop more detailed proposals and the business case. London Councils continues to support Crossrail 2 in principle, and we will work closely to build links with the new Crossrail 2 team at TfL which is now in place. We will also consider funding mechanisms for the scheme drawing on international experience.

Source London Update

14. Following discussions that took place at TEC in October 2014 (and following direct approaches from some London boroughs) it was agreed that London Councils would co-ordinate negotiations and attempt to find solutions to the Electric Vehicle charging scheme across London with the new provider, Bellare.
15. The main reason for London Councils involvement was to speed up the process, enable authorities to sign the agreement, and to ensure that there was a broadly consistent framework agreement for all authorities.
16. We contacted all London boroughs on the first draft of the variation agreement, asking for comments on areas of concern where there was either confusion, or the proposal was flawed.
17. London Councils received responses from Ealing, Hillingdon, Wandsworth, Westminster and Camden.
18. We shared and discussed these concerns with Bellare, which resulted in the creation of version 2 and 3 of the variation agreement, which again were circulated to all boroughs for comment. Boroughs continued (and continue) to liaise with Bellare directly on local issues.
19. Issues with some aspects of the agreement remain, such as zonal fee levels, 'inconsistent profit share arrangements' and the interaction with car clubs and possible unfair competition (Bellare have consistently said that this will not be the case). Bellare have indicated much of these remaining issues are non-negotiable.
20. We will continue to work with Bellare and the boroughs if required, but believe that our initial objectives as outlined at the TEC meeting in October 2014 have been met.

Ultra Low Emission Zone (ULEZ) consultation response

21. Our response to TfL's consultation on introducing a ULEZ in central London was supportive of the concept and charge. We made the following, additional points;
 - Sought a longer exemption period for the residents living within the proposed zone
 - Sought a scrappage scheme for all drivers who wish to replace their vehicle with a new one that meets the Ultra Low Emission Zone criteria
 - Wanted TfL to consider now what the future strengthened requirements for the ULEZ might be, and to communicate them now, so that drivers do not have to purchase new vehicles again
 - Wanted to see the charges collected by TfL from the Ultra Low Emission Zone to be ring-fenced and used for measures that will improve air quality in London
 - Wanted TfL to work with those inner boroughs that were interested in extending the zone into their areas
22. The full response can be read here:
<http://www.londoncouncils.gov.uk/news/current/pressdetail.htm?pk=1875>

Environment

Bellwin scheme consultation response

23. In December 2014 DCLG consulted on changes to the Bellwin scheme, which provides financial assistance to local authorities during emergencies. The government proposed lower spending thresholds for triggering payments, excluding education funding from budgets when making assessments, widening the costs eligible for reimbursement and paying all costs above the threshold, which we welcomed.
24. However we were disappointed that the government sought for all works to be carried out within one month from when the emergency moves to the recovery phase, and that repairs to damaged roads were explicitly exempt.
25. The full response can be read here:
<http://www.londoncouncils.gov.uk/policylobbying/environment/water/default.htm>

Spitting byelaw

26. At the last meeting of TEC on 11 December 2014, members voted to approve the setting of fixed penalty notice levels for anti-social spitting. Officers wrote to the Secretary of State as required by legislation, and as no response has been received within the 28 days, the fixed penalty levels have come into force which enables LB Enfield to enforce its anti-social spitting byelaw.

Thames Regional Flood and Coastal Committee (TRFCC)

27. TEC members received a report from the TRFCC at its last meeting on 11 December 2014, setting out the business case for a 1.99% increase to the flooding levy paid by the boroughs and other local authorities that are members of the TRFCC. The TRFCC at its meeting on 21 January 2015 voted to approve a 1.99% increase in this flooding levy for 2015/16 to fund its six-year programme of investment works in flood defences, which boroughs put forward. The levy increase is voted on each year by the TRFCC.

Green Infrastructure Task Force

28. There have been two meetings of the Green Infrastructure Task Force since the last TEC meeting. The meeting in January discussed what should be included as primary, secondary and occasional/unintended functions and saw presentations about sustainable urban drainage, public health and public transport and their links to green infrastructure.
29. The meeting in February explored different ways of accounting for green infrastructure and presented the work of the Natural Capital Committee and PwC on this issue.
30. The Task Force aims to have a draft report in July 2015 and a final report in October 2015.

Forward Look

March 2015

- 29 - [Consultation](#) on further proposals for the East-West Cycle Superhighway will close (London Councils will not submit a response)
- 29 – [Consultation](#) on Cycle Superhighway 1 (City, Hackney, Islington, Haringey) will close (London Councils will not submit a response)

April 2015

- 10 – Green Infrastructure Taskforce meeting, Cllr Bell is London Councils representative.

May 2015

- 07 – General Election
- 15 – Green Infrastructure Taskforce meeting, Cllr Bell is London Councils representative.
- 21 – TEC / TfL Commissioner Meeting

June 2015

- 18 – TEC Main (AGM)