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| London Councils’ Transport & Environment Committee | | | | | | | |
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| Chair’s Report | | | | | | Item no: | 04 |
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| Report by: | Katharina Winbeck | | Job title: | | Head of Transport, Environment and Infrastructure, London Councils | | |
| Date: | 23 March 2016 | | | | | | |
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| **Summary** | This report updates Members on transport and environment policy since the last TEC meeting on 10 December 2015 and provides a forward look until the next TEC meeting on 16 June 2016. |
| **Recommendations** | Members to note this report. |

**Updates included in this report:**

**Transport**

* “Living on the Edge” Research Report
* TEC Executive
* Response to TfL’s Private Hire Regulations Review
* Meeting with Terry Morgan
* Road Safety Steering Group
* OLEV bid update
* Freight update
* National Infrastructure Commission / Crossrail 2
* Meeting between TEC Chair, vice-chairs and TfL Commissioner
* Social Needs Transport Review

**Environment**

* Defra’s Air Quality Plan
* Update to London Councils’ Leaders Committee on Environmental Policy
* Response to Port of London Authority consultation on Vision for the River Thames

**Forward Look**

Forthcoming meetings and consultations

**Introduction**

1. This report updates Members on London Councils’ work on transport and environment policy since the last TEC meeting on 10 December 2015 and provides a forward look until 16 June 2016.

**Transport**

**“Living on the Edge” Research Report**

1. Together with London TravelWatch and Trust for London, London Councils commissioned survey and focus group research into the impact of travel costs on low paid workers who live in outer London.
2. The research revealed that there is evidence that lower paid Londoners do sacrifice speed and convenience in their travel routes to reduce the cost. Approximately 9 per cent of Londoners (70,000 people) are taking slower routes to work due to cost. Low income earners are more likely to commute by bus, although this may not be solely due to cost, and could be explained by bus availability near homes and workplaces. The focus group interviews highlighted that travel costs had an impact on the financial benefit of working. Travel costs impact on the number of hours a Londoner has to work to pay for the travel. Londoners earning less than £200 per month have to work for 1 hour and 56 minutes each day to pay for travel costs; compared to 20 minutes for residents earning over £600 per month. For manual workers, costs of travel can account for one tenth of average earnings.
3. The research also asked Londoners to identify potential improvements to address transport affordability. Suggestions included improving awareness of the Jobcentre Plus Travel Discount; incentives to travel off-peak, including the reinstatement of the off-peak travelcard; more bus and train services in the early morning, late evening, at night and at weekends to support Londoners who work outside ‘usual’ business hours.
4. The launch of the research report was covered by The Londonist (<http://londonist.com/2015/12/low-paid-in-outer-london-hit-hardest-by-rising-travel-costs-report>), Transport Xtra (<https://www.transportxtra.com/publications/local-transport-today/news/47438/travel-costs-weigh-most-heavily-on-london-s-low-paid>) and OnRec (The Online Recruitment Resource) (<http://www.onrec.com/news/news-archive/travel-costs-hitting-outer-london%E2%80%99s-low-paid-workers>).

**TEC Executive**

1. The Executive has met once since the last TEC Main meeting, on 11 February 2016. As well as reviewing the performance data and budget forecast, it received an update on the OLEV Go Ultra Low joint bid between London Councils, TfL and the GLA. A further update is given in this report below.

**Response to TfL’s Private Hire Regulations Review**

1. London Councils responded to TfL’s Private Hire Regulations Review at the end of December 2015. Our response was informed by TEC Executive in November 2015 and an update was given in the Chair’s report at December TEC. The final response can be viewed on our website: <http://www.londoncouncils.gov.uk/our-key-themes/transport/roads/taxis-and-private-hire-vehicles>.

**Meeting with Terry Morgan**

1. I recently met with Terry Moran, who is the Chair of Crossrail and has been appointed by the Government to lead the development and implementation of the recently published Transport Skills Strategy.
2. Terry was pleased to hear about the work we are doing in London via the Sharing Skilled Transport Staff group and wants London Councils and the group to play an active role in delivering the national skills strategy. An update on the Sharing Skills working group progress and programme is included on the main agenda.

**Road Safety Steering Group**

1. The Road Safety Steering Group met on 18 January 2016 to discuss 2015 figures and the new approach on ‘Addressing the Sources of Danger’.
2. There was a slight increase in fatalities on London’s road in 2015 compared to 2014 (11 additional deaths) and 15 per cent of these occurred in January. This represents the highest proportion on record for January.
3. The additional fatalities were motorcyclists, pedestrians and car occupants. There was a slight reduction in cyclist fatalities (4). The main cause for motorcyclists deaths is loss of control of the vehicle, often without involving another vehicles. For pedestrians, the main cause was walking in the path of a moving vehicle away from a formal crossing.
4. TfL is keeping a London Collision Map with locations of accidents up to date as much as possible; <https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision>

**OLEV bid update**

1. Together with the GLA and TfL, we have secured £13m of capital funding and £240k of revenue funding to deliver a series of schemes to boost uptake of electric vehicles in the capital between now and 2020, following a bid to the Office for Low Emission Vehicles for £20m through its Go Ultra Low City Scheme competition.
2. A London-wide delivery partnership will be established to increase electric vehicle charging infrastructure in residential areas by deploying, managing and maintaining this infrastructure. This same partnership will also oversee car club bay charging infrastructure. More work with boroughs will be needed to design this delivery model.
3. The number of rapid electric vehicle charging points will increase from TfL’s planned 150 by 2018 to 300 by 2020.
4. Local schemes will promote the uptake of ultra-low emission vehicles. These eight “Neighbourhoods of the Future” were identified through a mini-competition prior to the bid’s submission.
5. A three-tier governance structure has been established with TfL and the GLA, including TEC members and borough officers at appropriate levels.
6. TEC Executive considered the proposals for the governance arrangements at its meeting on 11 February 2016 and recommended that a steering group should be established that includes the TEC Chair and Labour and Conservative vice-chairs. It recognised that the final decision rests with TfL as the body receiving the funding and is ultimately responsible to OLEV.
7. The steering group has met for the first time and debated how the £13m should be split between the four elements of the £20m bid. It recommended that each scheme should be allocated 65% of the total in the original bid, that opportunities for match funding should be sought and that there needs to be flexibility from OLEV to vary how its grant is spent depending on how much match funding can be secured for each project. No decisions have been made about how funding will be allocated between boroughs, which would require further consideration by the steering group.

**Freight Update**

1. The London Safer Lorry Scheme was launched jointly by London councils and TfL on the 1 September 2015, requiring vehicles over 3.5 tonnes to have the correct side-guards and extended view mirrors fitted. On 22 January, TfL launched a consultation on the next steps for lorry safety.
2. The consultation explained how lorries in London could be required to have additional windows in the lower part of passenger-side doors. The consultation, which ended on 4th March, sought views on whether fitting these windows should be a requirement for lorries operating in London and how this could best be achieved. The options were:
   1. Changes to the central London Congestion Charge zone or the London-wide Low Emission Zone to vary the charge lorries depending on the presence of a low window in the passenger-side door.
   2. Restricting lorries without additional windows in the lower part of the passenger-side door with bans. These would be either a total ban or specific time or route restrictions. Route restrictions would require lorries without additional windows to use only ‘safer routes’, such as those where cyclists are physically segregated from other vehicles.
3. London Councils’ officers responded to the consultation stating their concerns about the lack of prior borough engagement from TfL and that some boroughs have concerns about the justification for the proposed further restrictions and their impact (including costs) on businesses and boroughs own vehicle fleets. TfL should consider other options including the fitting of electronic cyclist and pedestrian detection devices similar to the ones already fitted to council vehicles in Ealing.
4. The response explained that London Councils does not support option a) i.e. using differential road charging to improve lorry safety. If we want to set higher safety standards, they need to apply to all. Allowing less safe lorries to continue to travel on our streets, as long as they are prepared to pay, is not an acceptable position or message to promote.
5. With regard to option b), the response suggested that any future increase in safety requirements should form part of an enhanced Safer Lorry Scheme traffic order. This would require consultation and borough approval through TEC.

**National Infrastructure Commission / Crossrail 2**

1. London Councils responded to the National Infrastructure Commission’s call for evidence on London’s strategic transport needs in January 2016, outlining the importance of a commitment to Crossrail 2. The response also highlighted a series of London’s other strategic transport needs, including improved orbital rail services, the Brighton Mainline upgrade, and tube upgrades and extensions. The response can be read on our website: <http://www.londoncouncils.gov.uk/our-key-themes/infrastructure/national-infrastructure-commission>.
2. On 9 February London Councils’ Infrastructure Portfolio Holder Cllr Claire Kober hosted a stakeholder event with Lord Adonis, Chair of the National Infrastructure Commission. The session provided an opportunity for London boroughs to further highlight London’s transport needs and to demonstrate London’s support for Crossrail 2.
3. Cllr Kober has written to the Chair of the National Infrastructure Commission in a joint letter with the Chairmen of the East of England LGA and South East England Councils to express our joint support for Crossrail 2. The letter can be read here: <http://www.londoncouncils.gov.uk/our-key-themes/infrastructure/national-infrastructure-commission>.
4. London Councils also responded to the latest Crossrail 2 consultation in January 2016, setting out a joint position on Crossrail 2 and a series of parameters for its delivery. The response also set out borough concerns about the proposals to date, with encouragement to TfL to continue to work with affected boroughs to overcome these.
5. Our response can be viewed on our website here: <http://www.londoncouncils.gov.uk/node/4281/crossrail-2>.
6. Katharina Winbeck, Head of Transport, Environment and Infrastructure attended an oral evidence session with the Crossrail 2 Growth Commissioners on 28 January. Cllr Claire Kober, London Councils’ Portfolio Holder attended a session with the Commissioners as well.

**Meeting between TEC Chair and Vice-Chairs and TfL Commissioner**

1. The Vice Chairs and I met with Mike Brown on 25 February 2016. We discussed Local Implementation Plan (LIP) funding and the interim period between now and when the new Mayor publishes their Transport Strategy. The newly launched DfT and TfL rail prospectus was on the agenda, as were a freight update and a discussion about the sharing skills transport staff initiative, which plans to create a new London-wide transport and highways apprenticeship scheme.

**Social Needs Transport Review**

1. In October 2015, TEC received a report from TfL on its proposals to integrate and improve social needs transport for elderly and/or mobility impaired Londoners. We noted TfL’s Social Needs Transport Roadmap and supported the principle of delivering greater passenger benefits and economic efficiencies through the greater integration of Taxicard, Dial-a-Ride and Community Transport services.
2. We also supported boroughs and London Councils working with TfL to develop detailed proposals for change including greater integration, financial and governance arrangements and the development of a detailed work programme to take this work forward.
3. We were to receive a further report today, however, the report will now be presented to TEC’s next meeting in June. Although some further work has been carried out by TfL, including some consultations with boroughs, further work and consultation is needed before detailed proposals are ready for consideration by the Committee.

**Environment**

**Defra’s Air Quality Plan**

1. We responded to Defra’s consultation in November 2015 on its draft plans to improve air quality in the UK. This was in response to the Supreme Court ruling that the government needed to deliver a new plan on how to address breaches in EU air quality standards. A summary of London Councils’ response was set out in the Chair’s report for the December 2015 TEC meeting.
2. Our full response can be read here: <http://www.londoncouncils.gov.uk/our-key-themes/environment/air-quality>.
3. Government published the final plan in late December 2015. This continues to plan for London achieving EU limits for NO2 by 2025 rather than 2020 and leaves the decision on further vehicle restrictions in London to the Mayor rather than requiring a specific form of Clean Air Zone, as it does in other cities. The final Plan also highlights the agreement reached in October 2015 between Member States and the EC to implement new procedures for real world emissions tests for cars and vans from September 2017. It highlights the government’s continuing support for ultra low emission vehicles, as confirmed through the Spending Review, and suggests that dedicated funding to help local authorities improve air quality or reduce exposure will be increased in future years from the £500,000 to be shared by all local authorities in 2015/16.

**Update to London Councils’ Leaders Committee on Environmental Policy**

1. In February, I presented an update to Leaders on TEC activities within transport and environmental policy, highlighting issues surrounding air quality, electric vehicles, road safety, green infrastructure and rail devolution.
2. The air quality section gave an update on the potential for fines under the EU Directive and focused on the London Councils response to Defra’s Air Quality Plan (see below), the London Go Ultra Low City Scheme bid (see above) and the Ultra Low Emission Zone (which TEC received a presentation on at its last meeting). The road safety section focused on the launch of the Safer Lorry Scheme. The green infrastructure section focused on the Green Infrastructure Task Force recommendations (see separate item on the agenda for this meeting). The rail devolution section focused on the launch of the Rail Prospectus (see seperate item on the agenda for this meeting).

**Response to Port of London Authority consultation on Vision for the River Thames**

1. The Port of London Authority is developing a 20 year vision for the tidal Thames and has recently consulted on the goals and priority actions. Through the Thames Vision 2035 the aim is to see greater use of the River than ever before in all aspects from trade to passenger travel, sport and recreation to cultural enjoyment.
2. In the response London Councils was supportive of the development of the Thames Vision 2035 and welcomed the engagement between the Port of London Authority and stakeholders as the Vision continues to be developed. The response also supported integrating the River Thames into the sustainable development of London as well as the emphasis on conserving the environment. However there should be further consultation with boroughs and further work to ensure that conflict between the various uses and local strategies is minimised.

**Forward Look**

**March 2016**

* 24 – Purdah begins

**April 2016**

**May 2016**

* 5 – Mayoral elections
* 25 – Queens Speech
* 26 – TEC/TfL Commissioner meeting

**June 2016**

* 8 onwards – potential Government announcement on airport expansion
* 16 – Greening your borough: half-day morning member event
* 16 – TEC Main meeting