

LONDON COUNCILS' TRANSPORT AND ENVIRONMENT EXECUTIVE SUB COMMITTEE

Minutes of a meeting of the London Councils' Transport and Environment Executive Sub Committee held on **21 July 2016** 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 Daniel Anderson	LB Enfield
Councillor Feryal Demirci	LB Hackney
Councillor Tim Coleridge	RB Kensington & Chelsea
Councillor Alan Smith	LB Lewisham
Councillor Jill Whitehead	LB Sutton
Councillor Caroline Usher	LB Wandsworth
Councillor Heather Acton	City of Westminster
Christopher Hayward	City of London

Others Present:

Councillor Ian Wingfield	LB Southwark
Val Shawcross	Deputy Mayor for Transport

1. Declarations of Interests

The Chair declared an interest in being a member of the London Cycling Campaign and Councillor Alan Smith declared an interest in being on the Board of Trustees for Groundwork London (agenda item 7). Councillor Jill Whitehead declared an interest in being a trustee for the Wandle Valley Regional Park (agenda item 7). There were no further declarations of interest, other than the declarations previously supplied.

2. Apologies for Absence & Deputies

An apology for absence was received from Councillor Phil Doyle (RB Kingston), who had replaced Councillor Alex Sawyer (LB Bexley) as a Conservative member on the TEC Executive Sub Committee.

3. Talk by Val Shawcross, Deputy Mayor for Transport

Val Shawcross, Deputy Mayor for Transport, made the following comments in her presentation:

- The Mayor was looking forward to working closely with London Councils
- Mayor's Transport Strategy (MTS) was being developed and would start in 2017
- There were three key themes to the Mayor's vision for transport:
 - (i) Delivering a good public transport system
There would be a 4-year fares freeze and efforts would be made to reduce transport delays and invest more in the tube and rail network to reduce crowding

(ii) Delivering pleasant places

Encourage more cycling and walking and investing in public realm. Also a more holistic approach would be taken to funding schemes, and a more unified approach and more design time with projects. Keen to pedestrianise Oxford Street and have a more radical approach (eg the removal of buses in Central London).

(iii) Supporting the economy, homes and jobs

Supporting growth and transport schemes, like Crossrail 2, progressing with river crossings, Silvertown and getting more technical work carried out on air quality. Also supporting better travel options across London

- It had been agreed that Local Implementation Plan (LIP) funding scheme would be rolled over for the coming year. The TfL Business Plan coming out in November 2016 would state that LIP funding would continue at broadly the current level. Partnership working with the boroughs was very important and TfL was looking at protecting LIPs.
- TfL was also continuing with funding for cycling and wanted to work in partnership with London Councils and attend future TEC meetings. There was also a LIP working group.
- The devolution of rail, especially the Southern franchise, was also a very high priority. It was important to realise what was important for Londoners (better trains/reliability/more capacity), and TfL hoped there would be cross-party support on this.
- Southern Rail was in a deep crisis and a “special measures” team was being put together to help stabilise Southern.

Q and As

The Chair said that TEC had already written a cross-party letter to the Government supporting rail devolution. Councillor Usher said that residents in Wandsworth were suffering from the problems with Southern Rail. She said that there was also no desire to have Crossrail 2 in Balham, and it would be better if it went to Tooting.

Councillor Usher said that she hoped that there would be more consultation (on paper and online) in the autumn, as there had not been enough consultation on Crossrail 2 previously. Val Shawcross said that the previous administration was responsible for that consultation exercise and she assured members that the consultation taking place in the autumn would be better publicised. Boroughs should contact Val Shawcross in the event of any crisis, as she was the political contact. Val Shawcross said that TfL was keen to progress with Crossrail 2 and was currently looking at the Tooting option. A clear set of proposals would be ready by September 2016. The regeneration impact of the scheme would be looked into as well as what the real benefits and costs were. Any decisions that were made would be rational and clearly thought out.

Councillor Whitehead said that the situation with Southern Rail was particularly bad in Sutton. She said that there were sometimes no rail services at all, and Sutton could not wait until the franchise was up in 2022. Councillor Whitehead said that bus services in Sutton were also limited and people were now taking to their cars as a result of the lack of decent public transport. She said that a campaign was needed to try and get something done about the lack of services. Val Shawcross said that she supported what Councillor Whitehead was saying. The Mayor/TfL had offered to take over the senior management at Southern Rail. However, the franchise document did not have the usual penalties and controls written in it. She said that train drivers and

conductors had also been prosecuted for fatalities that had occurred. It also took up to 18 months to take over a franchise properly.

Val Shawcross confirmed that Mike Brown (Transport Commissioner, TfL) and herself would be making a visit to Sutton to discuss the transport problems in the borough. She said that if the borough wanted the tramlink to extend to Sutton, TfL would need to look at the developmental aspect. Councillor Whitehead voiced concern that a great deal of land in Sutton was being given to schools, and there was not much spare land left. She said that the borough had the need/problem now.

Val Shawcross said that the takeover of Southern Rail would be good for passengers, especially by increasing the flow of trains by up to 30 to 40%. Councillor Whitehead said that she also in support of Crossrail 2 going to Tooting, especially as St George's Hospital was in Tooting. Val Shawcross confirmed that there was a specific reference in the manifesto around bus services and hospitals.

Councillor Coleridge thanked Val Shawcross for the talk on the MTS. He said that this issue of poor air quality was very high on the agenda for London. Councillor Coleridge said that RB Kensington and Chelsea also supported the issue of Crossrail 2 (King's Road) and hospitals. He said that there was also a big opportunity to get a station at West Chelsea. He felt that the Mayor was not divisive and would govern for all Londoners. Val Shawcross said that the Mayor had a pro-London agenda and that there was a great deal that could be agreed on cross-party. She said that the decision made needed to be the best for London.

Councillor Demirci said that she was hoping for Crossrail 2 to go to Hackney, as well as Dalston to provide an eastern spur to Essex. She said that she would like this to be on the agenda as a case had been made regarding the jobs, homes and growth that this would provide. Val Shawcross said that the Business Plan would show what could be delivered within a 5-year time span. She said that savings could be made and that it was important to keep the scheme current.

Councillor Smith felt that the first crossing should not go through the Silvertown Tunnel, but further east before the Tunnel. He said that LIP funding should be kept going, but with the opportunity to roll funding over for longer than a year, in order to accommodate projects that took longer than a year to complete. Val Shawcross said that she would look into this. She confirmed that the development of the Bakerloo Line was also in the manifesto.

Val Shawcross informed members that the Silvertown Tunnel was in the review. River crossings were being looked at along with demand management, air quality, local public realm schemes and public transport (there was currently only one bus service that went through Tower Bridge). Val Shawcross said that progress needed to be made on Silvertown and TfL was looking at a bridge from Rotherhithe to Canary Wharf.

Christopher Hayward said that there were concerns over the safety of cyclists and pedestrians on Cycling Superhighway. Val Shawcross confirmed that all the boroughs would be written to and asked about the last wave of cycling (i.e. a "lessons learned" review). She said that the segregation of cyclists and pedestrians was important, as people needed to cross roads safely. Boroughs would have an important role in the future pro-cycling and pro-walking agenda. The Chair said that joggers also presented safety issues to cyclists.

Councillor Acton said that the City of Westminster had brought out a draft walking strategy. She informed members that residents had voiced concern over the reduction in road space and the increase in traffic going through residential areas caused by the Cycle Superhighway. Val Shawcross said that the displacement of traffic was a major objection. She asked members to notify her of any areas of displaced traffic.

4. Borough Transport Funding

The TEC Executive Sub Committee considered a report that provided members with background information on Local Implementation Plan (LIP) funding and engagement London Councils had undertaken with TfL on the development of a new Mayor's Transport Strategy and LIP implementation funding.

The Chair said that this item had already been discussed in the talk with Val Shawcross previously (agenda item 3). Val Shawcross said that TfL would find ways to protect LIP funding. The Chair said that he welcomed this commitment from TfL.

Decision: The TEC Executive Sub Committee noted the report.

5. Reducing Air Pollution in London

The TEC Executive Sub Committee received a report that informed members of the large scale public consultation that the Mayor of London had launched, on measures to tackle air pollution in London, and the associated public health and inequality impacts. The consultation had been split into three stages, with the first stage launched on 5th July and running to the 29th July 2016.

Val Shawcross said that there was a great deal of public support to tackle air quality, especially from people who live in inner London. She informed members that improving air quality was the Mayor's number one priority and there was a pressing need to get this right. The coach industry also needed to adapt to reduce air pollution. Val Shawcross said that the cleaning-up of the bus fleet was within TfL's control, as well as ULEZ. Polluting buses would be replaced with more hybrids and electric buses on single decker's (300).

Councillor Usher said that there needed to be a definition on where the boundary would be on the South Circular going through Wandsworth, as some residents faced up to four charges relating to air quality. She said that she would be keen to have that information as soon as possible. Val Shawcross said that determining an appropriate boundary was already on the radar. She said that the T-charge was a transitional arrangement only, and would be superseded by the ULEZ.

Councillor Coleridge said that the T-charge did not appear to differentiate much between petrol and diesel cars. Val Shawcross this was due to a problem with data availability- the age of the vehicle was used as a proxy to pollution levels. There was a need to get the Government's emissions database aligned with the DVLA. This was discussed with the Government before the reshuffle and Government help on this was now required. Councillor Smith said that the data was already available. Councillor Acton said that this data could not be accessed.

Councillor Anderson felt that the North/South circulars should be made wider. He also felt that fines on older cars was a tax on the poor, as only wealthier people could

afford newer, less polluting vehicles. Councillor Anderson said that outer London boroughs tended not to have as much public transport infrastructure. He felt that one of the problems with air pollution was that the transport infrastructure was not growing sufficiently to keep up. Councillor Demirci said that she welcomed the quick response from the Mayor with regards to air quality. She said that the transport infrastructure was already there and she had suggested that TfL undertook some modelling on this.

Val Shawcross said that it was recognised that the outer London boroughs were more reliant on cars, and that there were problems with the North/South circulars. She said that technology (for detection purposes) had now moved on – the Congestion Charge used old technology (ie fixed pole technology). Mobile detection could be used and TfL would be looking at what technology was now available.

Councillor Acton voiced concern that private hire vehicles were being left out of air pollution reduction measures until 2023. Val Shawcross said that entry standards were being raised for mini cab from autumn 2016. She said the sheer volume of mini cabs were now blocking up the streets in London, which was unsustainable.

Decision: The TEC Executive Sub Committee:

- Agreed that the Chair and vice chairs of TEC would sign off the first phase of the consultation on air quality at Appendix 1 of the report; and
- Agreed that officers would email boroughs to encourage them to make their submissions

6. Social Needs Transport - Update

The TEC Executive Sub Committee received a report that provided members with an update on the progress with TfL's Social Needs Transport Review and implications for the Taxicard scheme.

Spencer Palmer, Director of Transport and Mobility, London Councils, said that the report was for noting/commenting on before reporting to the full TEC meeting on 13 October 2016. He informed members that the proposal was to integrate the TfL run Dial-a-Ride (DAR) scheme and Taxicard (both contracts were held by CityFleet). It was hoped to jointly procure Taxicard and DAR and join together the booking process for both of them. Spencer Palmer said that Taxicard was only funded for the current year and the contract needed to be extended for a further year, in order to proceed with the integration with DAR.

Decision: The TEC Executive Sub Committee:

- Agreed that officers would ask TfL to agree to extend the Taxicard contract by one more year and to agree to this funding;
- Noted the update on the progress with TfL Social Needs Transport Roadmap to integrate and improve social needs transport for elderly and/or mobility impaired Londoners; and
- Agreed that a further report would go to the full TEC meeting on 13 October 2016, once proposals had been developed further.

7. Green Infrastructure Partnerships

The TEC Executive Sub Committee considered a report that provided members with the recommendation made as part of the Mayor's Green Infrastructure Taskforce that affected boroughs and TEC, and set out suggestions on how they could be achieved.

Katharina Winbeck, Head of Transport, Environment and Infrastructure, London Councils, introduced the report and said that a report had already gone to full TEC, outlining four recommendations that directly related to the boroughs. She said that TEC members had given a steer that they did not think that green infrastructure should be added to the responsibility of the sub-regional flood partnerships. Other partnerships were therefore being looked into, such as the Lee Valley Regional Park Authority and the Wandle Valley Partnership.

Katharina Winbeck asked whether annual updates should be requested on how green infrastructure was put in place. Councillor Whitehead felt that funds that had been saved by the Lee Valley Regional Park Authority could be invested to get Wandle Valley off the ground. Councillor Coleridge said that he agreed that sub-regional flood partnerships should not be responsible for green partnerships. He felt that the partnerships would work better at a borough level.

Katharina Winbeck said that lobbying would be taking place to set planning fees, although there were concerns if there would be enough money. Councillor Smith said that there was also concern over who was responsible for the long-term maintenance of sustainable urban drainage systems (SUDS). Councillor Usher asked how far the lobbying had progressed with regards to planning fees. Katharina Winbeck said that discussions were taking place about doing some combined lobbying with the wider South East. Councillor Usher suggested increasing fees and then ask for an annual report from boroughs. The Chair said that TEC should aspire to have an annual report.

Decision: The TEC Executive Sub Committee:

- Agreed to lobby for locally set planning fees; and
- Agreed to survey boroughs and ask the GLA for an annual assessment of green infrastructure

8. Defra Litter Strategy Update

Katharina Winbeck gave a verbal update on the Defra Litter Strategy. She said that a number of TEC members had asked if they could be represented on steering group for the Litter Strategy. Defra had responded and said that only one member from London Councils could be on the steering group, and this would be Councillor Clyde Loakes from LB Waltham Forest. Katharina Winbeck said that Councillor Jennifer Brathwaite (LB Lambeth) would act as a substitute if Councillor Loakes was unable to attend. The Chair suggested that officers have a think about best practice and sharing.

Decision: The TEC Executive Sub Committee:

- Noted Councillor Clyde Loakes had agreed to represent London Councils on this litter steering group (an appropriate officer or Councillor Jennifer Brathwaite to provide back-up); and

- Officers to look into the possibility of sharing and best practice.

9. Transport and Mobility Services Performance Information

The TEC Executive Sub Committee received a report that provided members with the London Councils' Transport and Mobility Services performance information for Quarter 4 2015/16 and Quarter 1 2016/17.

Spencer Palmer said that an explanation for any missed targets (the "red" sections) had been set-out in the report. Councillor Usher asked why there had been a spike in the Taxicard overspend (journey increases by 4.88% in Q1). Spencer Palmer said that this was being monitored closely, and, as of yet, there was no clear explanation for this. Boroughs would be notified of any projected increases during the year.

Councillor Anderson said that there was no breakdown of London Lorry Control Scheme data across all boroughs. Spencer Palmer said that it will be possible to provide more detailed data in future reports, following a change of contractor and reporting systems in October.

Decision: The TEC Executive Sub Committee:

- Noted that the spike in Taxicard overspend would continue to be monitored;
- Noted that a more detailed breaking down of the data on the London Lorry Control Scheme would be available from October 2016. Officers would look at how to represent this data to TEC in the future; and
- Noted the performance information report

10. Road User Charging Appeals (RUCA) – Potential Continuation of Service

The TEC Executive Sub Committee received a report that explained to members the re-tender process for the Road User Charging Appeals (RUCA) service that London Councils operated under contract with the GLA. The current contract will end on 31 December 2016 and the GLA has commenced a competitive re-tender exercise. The report sought agreement for London Councils to submit a bid proposal to continue to provide the service on a full cost recovery basis.

Spencer Palmer informed members that the GLA had just advertised the tender for this work, and London Councils would now face competition. The report sought Committee approval for London Councils to submit a bid. Councillor Coleridge asked whether London Councils sub-contracted this work to Northgate. Spencer Palmer confirmed that Northgate provided off-site support, like the call centres. He said London Councils had in-house staff to manage the service.

Decision: The TEC Executive Sub Committee:

- Noted the re-tender process and programme for the RUCA service and agreed to submit a bid proposal to continue to provide the service on a full cost recovery basis under a new contract with the GLA; and
- Agreed to grant delegated authority to London Councils' Chief Executive, John O'Brien, to sign the contract to undertake these services, should London Councils win the tendering exercise.

11. Transport and Environment Committee Pre-Audited Financial Results 2015/16

The TEC Executive Sub Committee received a report that detailed the provisional pre-audited final accounts for the Transport and Environment Committee for 2015/16.

Frank Smith, Director of Corporate Resources, London Councils, informed members that KPMG LLP was now London Councils' new external auditor. A provisional surplus of £1.03 million had been posted for 2015/16, compared to £562,000 reported at the end of December 2015 (M9). Frank Smith explained that this variance was primarily due to extra Lorry Control PCNs being accrued, in part due to the IT back-up system registering debts more quickly, leading to a reduction in bad debt provision. All areas of underspend and overspend were explained fully in the report.

Frank Smith informed members that the balance going forward for the provisional general reserves now exceeded the 10% to 15% threshold that had previously been agreed by members. He said that there were two options: (a) to repatriate funds that exceeded the 15% threshold to the boroughs, or (b) transfer these funds into the specific reserve to fund the Freedom Pass reissue in 2020 (£1 million had already been transferred to the reserve to fund the 2020 Freedom Pass reissue). Frank Smith reminded members that a sum of £10,000 each was also being repatriated to boroughs shortly as part of the 2016/17 budget proposals agreed by TEC in December 2015. He said that another option could be to wait and see what the situation was with the reserves in the autumn.

Councillor Coleridge enquired whether the issue with the IT system recording appeals slowly had been resolved. Spencer Palmer said that improvements continued to be made. Councillor Coleridge suggested waiting until the autumn, and if funds still exceeded the 15% threshold, they could be returned to the boroughs. The Chair said that his preference would be to transfer into the reserve to fund the Freedom Pass reissue in 2020. Frank Smith said that the TEC budget was tighter this year and figures could vary depending on the volume of transactions relating to TEC Trading Services, which were volatile.

Decision: The TEC Executive Sub Committee:

- Agreed to defer a decision regarding the provisional general reserves that exceeded the 10% to 15% yardstick until the budget setting process for 2017/18 in November 2016. A decision could then be made on whether to repatriate funds to boroughs or to transfer further funds to the specific reserve to fund the 2020 Freedom Pass reissue; and
- Noted the provisional pre-audited final accounts for 2015/16, which showed an indicative surplus of £1.03 million for the year.

12. Minutes of the TEC AGM held on 16 June 2016 (for noting)

It was noted that Councillor Smith's name had been omitted from the list of apologies, and this should be rectified.

Subject to the above amendment, the minutes of the TEC AGM meeting held on 16 June 2016 were noted.

13. Minutes of the TEC Executive Sub Committee held on 11 February 2016

The minutes of the TEC Executive Sub Committee held on 11 February 2016 were agreed as being an accurate record.

The Chair asked any members of the public if they could leave the room in order for the Exempt part of the agenda to be considered.

The meeting finished at 11:55am