

London Councils' Transport and Environment Committee - 8 December 2016

Minutes of a meeting of London Councils' Transport and Environment Committee held on Thursday 8 December 2016 at 2:30pm in the Conference Suite, London Councils, 59½ Southwark Street, London SE1 0AL

Present:

Council	Councillor
Barking and Dagenham	Apologies
Barnet	Cllr Dean Cohen
Bexley	Cllr Colin Tandy (Deputy)
Brent	Cllr Ellie Southwood
Bromley	Cllr Colin Smith
Camden	Apologies
Croydon	Cllr Stuart King
Ealing	Cllr Julian Bell (Chair)
Enfield	Cllr Daniel Anderson
Greenwich	Cllr Sizwe James
Hackney	Cllr Feryal Demirci
Hammersmith and Fulham	Cllr Wesley Harcourt
Haringey	Cllr Peray Ahmet
Harrow	
Havering	Apologies
Hillingdon	
Hounslow	Apologies
Islington	Cllr Claudia Webbe
Kensington and Chelsea	Cllr Tim Coleridge
Kingston Upon Thames	Cllr Phil Doyle
Lambeth	
Lewisham	Cllr Alan Smith
Merton	Cllr Nick Draper (Deputy)
Newham	
Redbridge	
Richmond Upon Thames	Cllr Peter Buckwell
Southwark	Cllr Ian Wingfield
Sutton	Cllr Jill Whitehead
Tower Hamlets	
Waltham Forest	Cllr Clyde Loakes
Wandsworth	Cllr Caroline Usher
City of Westminster	Cllr Heather Acton
City of London	Apologies
Transport for London	Alex Williams

1. Apologies for Absence & Announcement of Deputies

Apologies:

Cllr Lynda Rice (LB Barking & Dagenham)
Cllr Alex Sawyer (LB Bexley)
Cllr Phil Jones (LB Camden)
Cllr Amrit Mann (LB Hounslow)
Cllr Martin Whelton (LB Merton)
Christopher Hayward (City of London)

Deputies:

Cllr Colin Tandy (LB Bexley)
Cllr Nick Draper (LB Merton)

2. Declaration of Interests

Freedom Pass Holders/60+ Oyster Cards

Cllr Colin Tandy (LB Bexley), Cllr Phil Doyle (RB Kingston), Cllr Peter Buckwell (LB Richmond), Cllr Jill Whitehead (LB Sutton), and Cllr Caroline Usher (LB Wandsworth).

North London Waste Authority

Cllr Dean Cohen (LB Barnet), Cllr Daniel Anderson (LB Enfield), Cllr Peray Ahmet (LB Haringey), Cllr Claudia Webbe (LB Islington), and Cllr Clyde Loakes (LB Waltham Forest).

South London Waste Partnership

Cllr Stuart King (LB Croydon), Cllr Phil Doyle (RB Kingston) and Cllr Jill Whitehead (LB Sutton).

London Waste & Recycling Board

Cllr Feryal Demirci (LB Hackney)
Cllr Ian Wingfield (LB Southwark)

Car Club

Cllr Julian Bell (LB Ealing – Chair) and Cllr Claudia Webbe (LB Islington)

Southern Regional Flood & Coastal Committee

Cllr Colin Tandy (LB Bexley)

South East London Flood Risk Partnership (Chair)

Cllr Colin Tandy (LB Bexley)

Thames Regional Flood & Coastal Committee (RFCC)

Cllr Lynda Rice (LB Barking & Dagenham)
Cllr Dean Cohen (LB Barnet)
Cllr Tim Coleridge (RB Kensington & Chelsea)

Cllr Daniel Anderson (LB Enfield)

London Cycling Campaign

Cllr Julian Bell (LB Ealing - Chair) and Cllr Feryal Demirci (LB Hackney)

Cllr Stuart King thanked all of the emergency services that were involved in the Croydon tram crash and the offers of support sent from boroughs across London. He said this was very much appreciated.

3. Talk by Shirley Rodrigues, Deputy Mayor for Environment and Energy, GLA

Shirley Rodrigues introduced herself to TEC. She said that she had started her career at the City of Westminster, had previously worked at London Councils and now worked for the Mayor of London. Shirley Rodrigues made the following comments:

- The Mayor will produce various strategies, including a “Spatial Development Strategy” known as the London Plan and an environment strategy (this will combine 6 or 7 strategies that have previously been standalone). Boroughs would be consulted on these in spring 2017.
- Air quality would be included in transport policies – the Mayor had made clear that the environment would be included in all the other strategies.
- The TfL Business Plan was released today and included £800 million towards air quality and £700 million for cycling and walking.
- The government had ratified the Paris Agreement on climate change. This aims for net zero carbon emissions by 2050 and to keep any temperature rises below 2 degrees.
- The Mayor will introduce “Energy for Londoners” - a group of projects to promote energy efficiency and a look at programmes already existing to see if they could be made more efficient. The Mayor is also looking at the current RE:NEW and RE:FIT programmes.
- The Mayor was looking at setting up an energy company scheme – maybe a hybrid model that would work in London. A number of boroughs were already doing a white label scheme, and talks had taken place with London Councils’ officers.
- There would be a “Fuel Poverty Action Plan” to look at what could be done to tackle fuel poverty, including looking at the affordability of fuel tariffs (end of Spring 2017).
- A “Solar Action Plan” would look at roof top solar panels.
- All these new workstreams and strategies required input from the boroughs to help make them successful.

Air Quality

Shirley Rodrigues said that a number of measures and consultations had taken place about tackling air quality. More could be done between the GLA and boroughs to tackle air quality at a local level (eg frameworks and tools). Boroughs should let Shirley Rodrigues know what they needed to help deal with pollution “hotspots”.

Shirley Rodrigues informed members that TfL had written back to Defra setting out what the GLA was doing with regards to air quality in London and what some

local authorities had been doing. Boroughs were encouraged to ask the Government to help tackle the air quality gap. Almost half of all emissions now did not come from transport related sources and boroughs should remind Defra about this.

Waste

Shirley Rodrigues said that the London Waste and Recycling Board (LWARB) was a good organisation that was carrying out some very beneficial work. The Mayor would be advertising for a Chair of LWARB soon. London Councils had nominated its representatives..

Shirley Rodrigues said that there was an issue with waste management in London. She said that the Mayor would like to see a borough recycling rate of 65% by 2030 (commercial and household waste). There was also some funding available, through LWARB, to go towards the development of services to collect commercial waste.

Green Infrastructure

Shirley Rodrigues said that the Mayor was opposed to the building on green belt land. Funding would be provided for a tree planting programme, with a view to developing a co-ordinated approach to this.

Q and As

The Chair asked about the split in work between Val Shawcross (Deputy Mayor for Transport) and herself. Shirley Rodrigues said that Val Shawcross would liaise with her regarding any areas where there was environment in Val's role and vice versa.

Councillor Alan Smith said that energy that was being lost needed to be looked into, as well as looking at waste as a means of fuel. He said that electric vehicles (EVs) should not be referred to as zero emission vehicles, as they were not. Councillor Webbe said that an energy company called "Angel Energy" had been set up in the borough of Islington to help reduce costs for residents (30% of residents had pre-paid meters, and 50% of these were from social housing). She said that she welcomed the Mayoral focus on energy commitment and she hoped Islington council could be part of the new Mayor's energy company.

Councillor Doyle said that the South London boroughs had agreed to work together to help increase recycling levels. He asked if there was a contact in the Mayor's office to ensure that nothing was missed regarding this.

Shirley Rodrigues said that the GLA was looking at what could be done in London to reduce energy consumption. The Decentralised Energy Project Delivery Unit (DEPDU) could help local authorities to develop heat networks and solar action plans. There was also a policy framework to increase renewable energy at a local level. Shirley Rodrigues said that the GLA would be working with LWARB to publish "route maps" to the circular economy and to help reduce carbon emissions in spring 2017. She said that this would help create around 12,000 net new jobs. Boroughs could write to DEPDU through the Chair of TEC. Shirley Rodrigues said that she was due to visit Bunhill plant soon and congratulated Islington on creating the Angel Energy company.

Shirley Rodrigues said that the GLA was trying to advocate for more resources and funding in London and for demonstration projects, for green funding and to support the green agenda. She said that developers had not objected to boroughs offsetting funds to help achieve zero carbon homes, and funding was

being provided to support this. Any boroughs that could not do this because of capacity issues should contact the GLA. She welcomed joint working on waste, which was more efficient. The officers that led on waste issues at the GLA were Andy Richmond and Wayne Hubbard for LWARB. .

Councillor Coleridge felt that a 65% recycling target by 2030 was somewhat ambitious. He asked whether any plans to build new flats would incorporate proposals to help with this. Councillor Coleridge said that reducing excessive packaging needed to be addressed. Councillor Demirci said that she welcomed the funding for local authorities for air quality. She asked whether more options would be forthcoming with regards to where the ULEZ boundaries stretched (ie North/South Circular). Councillor Demirci said that any new energy plan also needed to look at the impact of Combined Heat and Power (CHP) emissions and how to reduce them.

Councillor Whitehead said that the borough of Sutton was decentralising the energy network in local authority housing and civic buildings. She felt sources of funding were limited in the UK and more green funding was needed. The circular economy was needed to generate this green finance.

Shirley Rodrigues said that the GLA was looking at revisions to Supplementary Planning Guidance to improve waste and energy efficiencies and to look at the performance of flats (options would be set out in the consultation). She said that the waste recycling target of 65% was challenging, but could be achieved. The issue of packaging was not under Mayoral control – the Government needed to consult with businesses on this. However, LWARB could also be consulted on how to redesign products and packaging.

Shirley Rodrigues said that the issue of the ULEZ boundaries and the North/South Circular would be the responsibility of Val Shawcross, although all options would be considered in the next ULEZ consultation. Alex Williams said that TfL was committed to look at the ULEZ boundaries again. Shirley Rodrigues said that the GLA was trying to look at the issues regarding CHP emissions in the same way as diesel vehicles. She said that the GLA was looking at how to mobilise more funding for London.

Councillor Loakes said that the 65% waste recycling target for 2030 was “doable”, as long as England had the same recycling definition as Scotland and Wales. He said that local authorities should be part of the Courtauld Commitment which was a voluntary agreement by business on reducing waste which should expand to look at packaging, as there was currently no reference to local authorities who generally picked up most of the costs for this.

Councillor Colin Smith congratulated Shirley Rodrigues on her new role. He said that greener buses should be made available to the outer London boroughs as well. Councillor Colin Smith felt that the GLA had got its previous tree programme badly wrong – it was very restrictive and efforts needed to be made to make it easier for boroughs to plant trees. Councillor Webbe asked when a Chair of the London Sustainable Development Committee (LSDC) would be appointed, as this committee had not met in the past year.

Shirley Rodrigues confirmed that the definition of waste recycling for the 65% in 2030 was being looked at and would be proposed in the strategy, along with commercial waste. With regards to the packaging issue, she said that LWARB and the GLA would speak to Defra about getting a place at the Courtauld

Agreement table. Shirley Rodrigues said that she would talk to the officers at LB Bromley about why the previous GLA tree planting programme was so prescriptive. She said that there was now a "tree mapping" service that would tell boroughs where the trees were going. Shirley Rodrigues said that the previous Chair of the LSDC, Greg Barker, had stepped down, and an advertisement for a new Chair would be going out in the early 2017.

The Chair thanked Shirley Rodrigues for coming to talk to TEC. Shirley Rodrigues said that she would be happy to come back to talk at a future TEC meeting if members required.

4. Proposed TEC Revenue and Borough Charges 2017/18

The Committee considered a report that detailed the outline revenue budget proposals and the proposed indicative borough subscription and charges for 2017/18. These proposals were considered by the Executive Sub Committee under the Urgency Procedure. The Executive Sub Committee agreed to recommend that Committee approved these proposals.

Frank Smith informed TEC that this report had been sent out to TEC Elected Officers via the Urgency Procedure, due to the cancellation of the TEC Executive Sub Committee in November 2016. The TEC Revenue and borough charges had also been agreed by London Councils' Leaders Committee on 6 December 2016.

Frank Smith said that there had been a slight increase in the number PCN issued. He said that there were no charges to boroughs for the Freedom Pass Administration. The Taxicard Administration charge amounted to £338,182.

Decision: The Committee approved the changes in individual levies and charges for 2017/18 as follows:

- The Parking Core Administration Charge of £1,500 per borough and for TfL (2016/17 - £1,500; paragraph 37);
- The total Parking Enforcement Service Charge of £0.4915 which would be distributed to boroughs and TfL in accordance with PCNs issued in 2015/16 (2016/17 - £0.4681 per PCN; paragraphs 35-36);
- No charge to boroughs in respect of the Freedom Pass Administration Charge, which was covered by replacement Freedom Pass income (2016/17 – nil charge; paragraph 16);
- The Taxicard Administration Charge to boroughs of £338,182 in total (2016/17 - £338,182; paragraphs 17-19);
- No charge to boroughs in respect of the Lorry Control Administration Charge, which was fully covered by estimated PCN income (2016/17 – nil charge; paragraphs 20-21);
- The Parking and Traffic Appeals Charge of £32.00 per appeal or £28.50 per appeal where electronic evidence was provided by the enforcing authority (2016/17 - £33.32/£29.90 per appeal). For hearing Statutory Declarations, a charge of £26.74 for hard copy submissions and £26.06 for electronic submissions (2016/17 - £28.17/£27.49 per SD) (paragraph 28);
- Congestion Charging Appeals – to be recovered on a full cost recovery basis under the new contract arrangements with the GLA (paragraph 29);

- The TRACE (Electronic) Charge of £7.31 per transaction (2016/17 - £7.31; paragraphs 30-34);
- The TRACE (Fax) Charge of £7.48 per transaction (2016/17 - £7.48; paragraphs 30-34); and
- The TEC¹ Charge of £0.17 per transaction (2016/17 - £0.17; paragraphs 30-34);
- The provisional gross revenue expenditure of £369.075 million for 2017/18, as detailed in Appendix A;
- On the basis of the agreement of the above proposed charges, the provisional gross revenue income budget of £368.447 million for 2017/18, with a recommended transfer of £628,000 from uncommitted Committee reserves to produce a balanced budget, as shown in Appendix B;
- From proposed reserves of £628,000, a provisional sum of £10,000 be repatriated to each borough (and TfL) from TEC uncommitted reserves, amounting to £340,000 in total, in the form of a repayment, as per paragraph 52.

The Committee was also asked to note:

- the reduction of £9.407 million or 2.64% in the Freedom Pass settlement for 2017/18; the first time an annual budget reduction had been delivered;
- the current position on reserves, as set out in paragraphs 51-55 and Table 9 of this report and agree on the preferred option(s) for reducing uncommitted reserves towards the agreed benchmark level of between 10%-15% of operating and trading expenditure, as specifically highlighted in paragraphs 54-55; and
- the estimated total charges to individual boroughs for 2017/18, as set out in Appendix C.1.

5. Concessionary Fares Settlement and Apportionment 2017/18

The Committee received a report that informed members of the outcome of negotiations with transport operators (Transport for London (TfL), the Association of Train Operating Companies (ATOC) and independent bus operators) regarding compensation for carrying concessionary passengers in 2017/18. The report also sought member approval to the proposed settlement and apportionment.

Frank Smith said that there had been a reduction in concessionary fares trips/take-up for the first time. He reminded members that the TEC reserves benchmark had been set at a maximum of 15%. Frank Smith confirmed that a sum of £10,000 would be returned to each borough and TfL. Councillor Coleridge said that this was a very detailed report and welcomed the paper. He said that the 15% benchmark for reserves could be reviewed on a yearly basis.

Councillor Whitehead said that the take-up of concessionary fares (Taxicard and Freedom Pass) had decreased. She said that there should be a campaign to encourage people to take-up the concessionary fares they were entitled to. The Chair said that Taxicard usage had actually gone up, although concessionary fares up-take had gone down across the board. Stephen Boon, Chief Contracts Officer, London

¹ The system that allows boroughs to register any unpaid parking tickets with the Traffic Enforcement Centre and apply for bailiff's warrants.

Councils, said that there had been a £9 million reduction in concessionary fares trips (2.64%), which was due to less journeys being taken, especially on buses. He said that another contributory factor to the reduction was changes to some of the fares (eg “hopper” fares).

Decision: The Committee:

- Agreed the TfL settlement of £324.181million for 2017/18;
- Agreed to the ATOC settlement of £18.872 million for 2017/18;
- Agreed a budget for non-TfL bus services of £1.7 million;
- Agreed the reissue budget for 2017/18 of £1.518 million;
- Agreed the borough payments for 2017/18 of £346.271 million;
- Agreed the payment profile and dates on which boroughs’ contributions are paid as 8 June 2017, 7 September 2017, 7 December 2017 and 8 March 2018; and
- Agreed the 2017-2018 London Service Permit (LSP) bus operators (non-TfL buses) Concessionary Scheme.

6. Delivery “Partnership” for Residential and Car Club Electric Charge Points

The Committee received a report on the delivery “Partnership” for residential and car club electric charge points.

Katharina Winbeck introduced the report and informed members that London Councils was consulting with the legal team at the City on how to proceed with the Go Ultra Low City Scheme (GULCS). She said that Louise Clancy had been seconded to London Councils to work on this project and would be consulting with boroughs individually.

Councillor Coleridge said that boroughs could decide where electric vehicle (EV) charging points were positioned. £13 million would be made available to help with this. Councillor Anderson said that he would like to have the option of limiting the number of EV charging points. He asked what the impact would be on existing charging point arrangements. Katharina Winbeck said that these issues are currently worked through and will be covered in the business plan. The Chair said that another report on this would come back to the next full TEC meeting in March 2017.

Decision: The Committee:

- Noted the on the Go Ultra Low City Scheme – Delivery “Partnership” for Residential and Car Club Electric Charge Points; and
- Agreed to engage with relevant officers in their appointing authorities to seek prompt, constructive local authority engagement with the consultation which was planned (see paragraph 12).

7. Chair's Report

The Committee considered a report that updated members on transport and environment policy since the last TEC meeting on 13 October 2016, and provided a forward look until the next meeting on 23 March 2017.

The Chair said that the night tube had so far worked very well. There were also low levels of crime at the stations. The Chair said that there were concerns on the Piccadilly line, however, caused by leaves and rolling stock problems. Alex Williams said that the aim was to go live week commencing 19 December 2017. Councillor Usher said that there had been a number of drink related problems at Tooting tube station, which was currently being monitored. She asked whether the Northern Line would be part of the 24-hour tube. Alex Williams said that he would confirm to members whether the Northern Line would be part of the 24-hour tube.

Decision: The Committee:

- Noted that Alex Williams to let Cllr Usher know whether the Northern Line extension will be part of the 24 hour Tube; and
- Noted the Chair's report.

8. Mayor's Second Air Quality Consultation Report

The Committee received a report that provided members with a draft of London Councils' response to the second phase of the Mayor's air consultation and asked for members' comments and sign off, so that London Councils could submit it to the Mayor by 18 December 2016.

Katharina Winbeck introduced the report and informed members that boroughs still had a chance to make changes to the consultation up until 18 December 2016. She said that the consultation focused on an emissions surcharge (February 2017) and the ULEZ. Katharina Winbeck said that the Mayor's emissions surcharge was supported, although it would be preferable to have a 24-hour scheme, rather than the same time as the Congestion Charge, and to include Euro 5 diesel vehicles rather than Euro 5 as suggested in the response. Regarding the expanded ULEZ, boroughs were generally not happy with the boundaries proposed ((i.e. up to the North/South Circular) and would like to see a longer term vision, which resulted in all of London having clean air.

Councillor Colin Smith said that the borough of Bromley did not want to be included in the ULEZ and he wanted this noted in the minutes. Councillor Cohen felt that more clarity was needed with regards to whether the North and South circulars were included or excluded. Katharina Winbeck said that this would be made clearer in the response and that they should be included. Councillor Coleridge said that most people supported the Mayor on addressing air quality, but he was concerned that the issue of agreeing the ULEZ boundary could delay the process.

Councillor Demirci said that a number of boroughs would not benefit from the North/South Circular boundary. She said that the report was a good first step, although it did not go far enough. Councillor Anderson said that the ULEZ was not supported by the borough of Enfield, as it did not go far enough and would have negligible impact on the outer London boroughs. He felt that it was unworkable in its current form. Councillor Anderson also said that there needed to be some type of

scrappage scheme for older polluting vehicles, especially as a large number of older vehicles were owned by people on lower incomes.

Councillor Loakes said that the ULEZ needed to incorporate the A406. He said that he would like to see the boundary go up to the M25. Councillor Doyle said that more details were required on how old the vehicles should be, and whether they included commercial and private vehicles. He said that the paper dealt with these issues only in the very last paragraph of the report. Katharina Winbeck agreed that this should be made more explicit. Councillor Buckwell said that the South Circular needed to be included, and the M4 corridor which also suffered from very bad pollution.

Councillor Alan Smith said that details on polluting vehicles could be obtained from the DVLA, but they had refused to release this information. Councillor Webbe said that the aim should be to have a diesel-free London. She said that there were also concerns over vehicle exemptions, including Blue Badge holders, taxis and MOD vehicles. Councillor Acton said that a two tier approach would be the best way forward where the first phase would include the north and south circulars and the second phase all of London. She said that the Government and the DVLA had been approached in order to get this information on vehicles, but with no real success. Councillor Acton also felt that the “sunshine period”, a discount for resident living within the area affected by the Emissions Surcharge and subsequent central London ULEZ, of 6 to 7 years was too long.

Councillor Whitehead said that a two tier approach would be preferable. She said that diesel vehicles should be phased out and that the ULEZ should eventually go up to the M25. Suitable public transport was also needed, especially in LB Sutton, owing to the Southern rail dispute. Katharina Winbeck said that she would make the necessary changes to the consultation, including the North/South Circulars within boundary, suggesting a two-phased system, take another look at the vehicle exemptions, request access to DVLA data and strengthen the fact that the sunset period suggested is too long. Councillor Demirci said that modelling needed to be carried out for the wider expansion of the ULEZ. She said that TfL were going to look into this. Councillor Colin Smith said that the air quality in outer London boroughs would improve as a result of the ULEZ.

Alex Williams informed members that a decision to implement the emissions surcharge would be made by the Mayor in early 2017, before being introduced in October 2017. He said that TfL was currently working through a proposal to expand the ULEZ, in addition to the central London scheme being implemented from 2020 (or earlier). Alex Williams said that the ULEZ was a radical and complex scheme that required a great deal of modelling. Boroughs would be consulted on this again in early 2017.

Decision: The Committee:

- Noted that LB Bromley did not want to be part of an expanded ULEZ;
- Noted that the draft consultation response needed to be more explicit as to whether London Councils supported the inclusion of the north/south circular as part of the ULEZ boundary;
- Noted that some boroughs felt that some form of Government scrappage scheme was needed for older polluting vehicles;
- Noted that LB Waltham Forest could not support the consultation response unless the A406 was incorporated in the ULEZ;

- Agreed that London Councils should look more closely at the proposed exemptions for older vehicles and whether they were appropriate;
- Agreed that the consultation response should include a two-phase approach giving support for an expanded ULEZ to the north/south circular in the first phase and then an expanded zone beyond this in a second phase;
- Agree to look into accessing the data held on vehicles by the DVLA;
- Noted that the current sunset period (6-7 years) was too long; and
- Noted that members had until 18 December to contribute to the consultation.

9. A Direct Vision Standard for Heavy Goods Vehicles

The Committee considered a report that outlined Transport for London's (TfL) work on a Direct Vision Standard (DVS) for Heavy Goods Vehicles (HGVs) in London, which was launched by the Mayor of London on 30 September 2016. The Mayor set out how the DVS used a zero to five star rating system that rates HGVs based on how much a driver could actually see directly from the cab without using cameras or mirrors.

Ben Plowden, Director of Surface Strategy and Planning, TfL said that a large number of cycling deaths involved lorries. He said that TfL had now developed a DVS to measure how much a driver could see out HGVs

The Mayor's intention was to use the DVS to ban or restrict the most unsafe zero star rated HGVs in London's streets by 2020 (through the Traffic Order), and ensure that only HGVs suitable for urban environments (three star and above) are used in London from 2024. Councillor Demirci asked whether the ULEZ was going to be linked with the DVS. Ben Plowden confirmed that these links were being made. The Chair asked whether there would be a transitional period before full implementation. He said that there would also be a role for retrofitting. Ben Plowden confirmed that TfL was working with the construction industry and suppliers on the DVS. He said that drivers needed to be able to see directly out of their cabs, through a mirror.

Decision: The Committee:

- Members noted the creation of a Direct Vision Standard for HGVs and its contribution towards safer roads in London; and
- Endorsed the Mayor's general proposals to work towards a London-wide ban or restrictions on unsafe, "zero-star DVS rated" HGVs in 2020 (subject to the outcome of further research and consultation and further consideration of appropriate implementation measures).

10. Taxicard Update

The Committee received a report that informed members of the final Taxicard spend for 2015/16 and the projected budget outturn for 2016/17. The report also updated members on proposals which were being explored for greater coordination between the Taxicard and Dial-a-Ride schemes, and requested authority to extend the existing service contract for a further 18 months (subject to the contractor's agreement) to allow sufficient time to undertake the new procurement.

Decision: The Committee

- Noted the final Taxicard spend for 2015/16 and the projected outturn for 2016/17;
- Noted the update on the work being undertaken to explore with TfL the potential for greater co-ordination in a future re-procurement and delivery of London Councils' Taxicard service and TfL's Dial-a-Ride service, such matters to be reported back in due course for decision;
- Commented on the approach and the indicative timetable outlined in the Report;
- Resolved to extend the Taxicard contract for a further year until March 2018 as permitted under clause 3.4 of the existing contract with the provider; and
- Resolved to delegate authority to officers to negotiate and agree an additional extension to the contract of six months beyond the maximum permitted in the existing contract.

11. Traffic Signals Budget 2017/18

The Committee received a report that set out the cost to boroughs of maintaining traffic signals in London in 2017/18.

Councillor Coleridge said that TEC had agreed that the boroughs would check the figures for the traffic signals. He asked whether this data could be sent out by the end of December 2016. Spencer Palmer said that he was aware of the queries regarding this matter. He asked for TEC to conditionally agree the report. Councillor Loakes said that it would be beneficial if some historical data on the traffic signals budget could be sent to members.

Decision: The Committee

- Noted that Councillor Coleridge would like to see a more detailed breakdown of the costs for traffic signals in London;
- Provisionally agreed the cost to boroughs for maintaining traffic signals in London in 2017/18, which was £11,377,024.49;
- Agreed that this cost was apportioned between boroughs, as shown in the attached table at Appendix 1; and
- Agreed that TfL officers that dealt with traffic signals would attend a future TEC meeting to discuss how the traffic signals budget was put together.

12. Additional Parking Charges

The Committee considered a report that detailed the proposals by the London Borough of Enfield to amend the penalty charge banding from Band B to Band A across the borough.

Decision: The Committee:

- Agreed to change the penalty banding in LB Enfield from Band B to Band A, and
- Noted the proposed implementation date for the change of 1 April 2017

13. Code of Practice on Civil Parking Enforcement (Part 1)

The Committee received a report that contained a revised Code of Practice and Civil Parking Enforcement (Part 1).

Councillor Acton informed Committee that a Private Members' Bill would be going to Parliament on 25 November 2017 to take away local authority ability to increase parking fees. Spencer Palmer confirmed that information would be sent round to TEC members on this issue.

Decision: The Committee:

- Agreed that Spencer Palmer would circulate to TEC members details of the Private Members' Bill, supported by the Government, to amend the Road Traffic Regulation Act (1984), that would mean local authorities would need to consult formally if they wanted to increase the cost of parking charges;
- Noted the contents of the revised Part 1 of the Code of Practice and agreed that it should replace Part 1 of the existing Code; and
- Recommended the adoption of Part 1 of the Code of Practice by all London authorities that carried out civil parking enforcement of parking regulations

14. London Lorry Control Scheme Review

The Committee received a report that provided members with an update on the progress of the review of the London Lorry Control Scheme (LLCS).

Councillor Acton voiced concern a lorries going through London 24 hours a day.

Decision: The Committee noted the report on the London Lorry Control Scheme Review.

15. Re-appointment of Environment and Traffic Adjudicators

The Committee considered a report that proposed the re-appointment of two environment and traffic adjudicators.

Decision: The Committee recommended that the following adjudicators be re-appointed for a period of 5 years from 6 December 2016:

Christopher Rayner
Belinda Pearce

16. Items Considered under the Urgency Procedure

The Committee received and noted the following report that was sent to TEC Elected Officers on 10 November 2016:

Appendix 1: Draft Revenue Budget and Borough Charges 2016 (including Appendices A, B, C1 and C2, D and E).

17. Minutes of the TEC Main meeting held on 13 October 2016

The minutes of the TEC Main meeting held on 13 October 2016 were agreed as an accurate record.

Members of the press and public were asked to leave the room while the Exempt part of the minutes were discussed

The meeting finished at 16:20pm