

London Councils' Transport & Environment Committee

Thursday 7 December 2017

Supplementary Agenda

3.00pm in the Conference Suite, London Councils, 59½ Southwark Street, London SE1 0AL

Labour Group: Meeting Room 4 at 1.15pm

Conservative Group: Meeting Room 1 at 1.15pm

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Supplementary Agenda Papers	
4	Smart Mobility and the Role of Car Clubs
5	Addendum to Chair's Report
6	Expanding the Ultra Low Emission Zone
7	Go Ultra Low City Scheme (GULCS) Update

London Councils' Transport & Environment Committee

The Role of Smart Mobility and Car Clubs in London

Item no:04

Report by: Katharina Winbeck **Job Title:** Head of Transport, Environment and Infrastructure

Date: 07 December 2017

Contact Officer: Katharina Winbeck

Telephone: 020 7934 9945 **Email:** Katharina.winbeck@londoncouncils.gov.uk

Summary: The Draft Mayors Transport Strategy (MTS) has a very ambitious target of increasing the mode share of walking, cycling and public transport to 80 per cent in 2041. Both the draft MTS and London Environment Strategies acknowledge the air pollution problem of London and commit to a number of actions to tackle this issue. The contribution smart mobility, Mobility as a Service (MaaS) and car clubs could make to this agenda are not currently adequately represented. The report therefore suggests a more active role for London Councils TEC to drive this policy agenda forward in London.

Recommendations: The Committee is asked to:

- Note and comment on the report
- Agree to the set up a car club working group with political oversight through London Councils TEC

The Role of Smart Mobility and Car Clubs in London

Overview

1. The TEC Executive in July received a presentation from Laurie Laybourn-Langton on the research that the Institute for Public Policy Research (IPPR) has undertaken on some transport related solutions to the air quality problem London faces. Members felt that this provided a useful discussion that would benefit all TEC Members.
2. Since July, the Independent Commission on the Future of London's Roads and Streets, which was convened by Centre for Cities, published its report "Street Smarts" and the Mayor published his draft Transport Strategy to which London Councils submitted a detailed and comprehensive response.
3. In the draft Mayors Transport Strategy, the focus is on how a mode shift to 80 per cent of trips being undertaken by walking, cycling and public transport can be achieved. London Councils is supportive of this aim and believes that smart mobility and car clubs have a role to play to achieve this aim.

Air Pollution

4. London Councils has presented a number of papers on the topic of air pollution to TEC, so the issues have been well documented. Research suggests that more than 9,400 people die prematurely due to poor air quality in London. Furthermore, there are significant health effects from short and long-term exposure. This has been estimated to cost the health system for London alone between £1.4 and £3.7bn per year.
5. Road transport is the one most significant contributor to the two main pollutants (particulate matter [PM10 & 2.5] and nitrogen dioxide (NO2)) and changes to the way we travel therefore forms a big part of the solution to dealing with poor air quality in London.

Street Smarts: Report of the Commission on the Future of London's Roads and Streets

6. The Centre for London set up the Commission on the Future of London's Roads and Streets, recognising the pressure faced by London with regards to congestion, air pollution, quality of place and population growth. The results of the Commissions' deliberations have been published in their report 'Street Smarts' in October 2017.
7. The Commission identifies five main developments that represent both challenges and opportunities for London's roads and streets – population growth, equity and deprivation, quality of place, health and wellbeing and new technologies – and a vision and range of objectives to help address these.
8. The objectives can be summarised as;
 - Reducing the impact of congestion
 - Improving journey times and reliability
 - Improving accessibility to different users
 - Reducing air & noise pollution and CO2 emissions
 - Reducing private car ownership and encouraging shared and active modes of travel
 - Improving road safety
 - Improving the public realm and quality of place.
9. The report also makes a number of policy recommendations to achieve these objectives and identifies the stakeholder who, in their view, is best placed to implement these (TfL, the

Mayor and boroughs). Boroughs feature as one of these stakeholders within 12 of the 23 recommendations (all the recommendations are replicated at Appendix 1).

Smart Mobility and Mobility as a Service (MaaS)

10. Smart Mobility has at its core the transport system within a geographic location and using technology and data to plan the most effective and efficient way to manage this transport system and to travel on it, whilst at the same time reducing its negative effects, such as congestion and air pollution. Flexibility, convenience, communication technology and the availability of many different modes - such as walking, cycling, public transport, car clubs - are crucial elements for a successful transition to a smart mobility system.
11. An example of using technology to better manage the transport system is installing smart sensors at traffic lights that are able to distinguish between cars, Lorries and buses, and therefore enable priority to be given to buses.
12. An example of using technology to make the way we travel more efficient, are the now widely available and used journey planners.
13. London has long been a leader in the area of smart mobility, given the numerous developments seen with the 'Oyster' smart ticketing, congestion charging and the release of real time travel information for buses. The London Data Store is another example of London using and sharing data to try and create solutions to challenges in a number of areas.
14. MaaS is centred on the needs of the user and relies on the data that enables smart mobility. Again, it aims to provide alternatives to the private car and therefore relies on the availability of a number of different transport modes. MaaS integrates these different forms of transport services into a single mobility service, which is accessible on demand by the user. The user pays through a single payment system and should be offered the best value option – helping the user to meet their mobility needs and solve inconvenient parts of individual journeys within the entire, available transport modes.
15. MaaS offers a number of opportunities to shape the way in which people travel. Financial incentives and penalties could encourage more sustainable modes of travel over the use of a private car for example. Much improved consumer travel data will also enable transport planners to design the transport network in a way that addresses current and future consumer demand in the most sustainable way.

Car Clubs

16. Car Clubs can offer a number of benefits to London and Londoners. They provide a key part for Londoners urban mobility needs by offering a realistic alternative to private car ownership and therefore reducing habitual car use for non-essential journeys. It needs to be recognised that car journeys are still a mode of transport that people want to use and London needs to find a way of reducing this use to essential journeys only. This was recognised by the Roads Task Force, and in its report in 2013, car clubs were identified as a way of reducing overall car dependence by making access to cars more flexible and thereby also reducing pressure on road space.
17. The 2013/14 Carplus Annual Survey calculated that for each round-trip car club vehicle in London, 5.8 cars were removed from the road as a result of car club members selling a car¹. This has steadily increased over the years, so that in the 2016/17 survey, each car club car resulted in members selling or disposing of 10.5 private cars for the roundtrip model and

¹ Carplus (2014), Annual Survey: London, p25. As only round-trip car clubs operated at the time of the survey, these findings apply to round-trip car clubs.

13.4 cars for the flexible model. This resulted in around 26,400 cars being sold or disposed of in London in 2016/17. This steady increase may be attributed to increased consumer confidence that a car club will be available in a convenient location at the required time, as car clubs steadily expand.

18. Car club cars tend to be newer and therefore cleaner vehicles, which is good for reducing the impact on air quality. Currently, about 80 percent of car club cars are in the lowest three emission bands and 99 per cent meet the anticipated Ultra Low Emission Zone (ULEZ) standards. There are plans to increase the electric vehicle numbers in the car club fleets (currently at 18 per cent), which will improve this even further and will give many Londoners easy access to an electric car, which will help normalise these within the London urban landscape.
19. After joining a car club, members reduce their car use overall. In the 2016/17 survey, round-trip members reported an average reduction in miles driven of 570 a year and flexible members of 239 miles a year. Instead, users choose more sustainable modes of transport for other, non-essential car journeys.
20. For Car Clubs to be a part of any MaaS approach they need to be integrated effectively with the rest of London's transport network. Improving the availability of and access to data, such as nearby parking bays, has been suggested by the industry as a good first step.

Conclusion

21. Smart Mobility, Mobility as a Service and car clubs have a role to play in London's journey to 80 per cent of trips to be undertaken by walking, cycling and public transport. This is currently not adequately recognised within the draft Mayor's Transport Strategy and London Councils TEC may usefully play a stronger role in driving this policy agenda forward.
22. The Car Club Coalition was instrumental in getting the car club strategy published in 2015. However, there has been no clear ownership in implementing any of the recommendations of it, many of which are still pertinent today. There is increasing appetite from the car club operators and LC TEC members to establish a new group with political oversight to address this current shortfall in London.

Recommendations

The Committee is asked to:

- Note and comment on the report
- Agree to the set up a car club working group with political oversight through London Councils TEC

Financial Implications

There are no financial implications to London Councils arising from this report.

Legal Implications

There are no legal implications to London Councils arising from this report.

Equalities Implications

There are no equalities implications to London Councils arising from this report.

Appendix 1 – further information from the ‘Street Smarts’ report

Full list of recommendations

Recommendation		TfL	Mayor	Borough	Timescale
1	TfL and the boroughs should continue to reallocate space in line with a clear road space hierarchy, using intelligent street design to prioritise the most efficient and appropriate modes by providing a combination of: adequate pedestrian space, new segregated cycling lanes and Quietways, priority bus lanes and rapid bus transit services, and consideration of where emerging shared mobility services sit in this hierarchy.	X		X	Short-term and medium-term
2	The Mayor and TfL should commit to developing a pan London, pre-pay smart road user pricing scheme by 2020. The scheme needs to reflect the internal and external costs and environmental impacts of journeys, while being fair, and easy to understand and administer.	X	X		Short-term and medium-term
3	TfL should investigate short term changes to the existing scheme, including removing the exemption from PHVs, incrementally reducing the resident discount, introducing variable charging periods to better match demand, and exploring the introduction of additional zones in areas with high congestion.	X	X		Short-term
4	TfL should seek to develop its road network control systems to maximise the benefits of real-time data exchange with external partners, and review its strategic road network management objectives, to improve journey time reliability and manage air quality hotspots.	X			Short-term
5	The Mayor and TfL should develop a new London Movement Code and an accompanying public awareness and training campaign to guide interaction between different road users, with both existing and new traffic rules enforced by a dedicated enforcement body.	X	X		Short-term and medium-term
6	Boroughs and TfL should continue to roll out different traffic management and restriction measures – such as filtered permeability, road closures, school streets and encounter zones – using local trial interventions to fine tune final designs, to meet the objectives of improving safety and encourage modal shift.	X		X	Short-term and medium-term

Recommendation					TfL	Mayor	Borough	Timescale
7	TfL and the boroughs should agree new kerb space hierarchies to govern parking and kerb space allocation and undertake regular local reviews.	X			X		X	Short-term
8	Boroughs should adopt residential parking policies as part of their Traffic Reduction Plans. These should include a charging regime that limits residential parking permits at sustainable levels; limits on the number of permits per household, with escalating charges for additional and more polluting vehicles; removing automatic parking permit rights when properties are sold; incentives that encourage households to give up their parking permits, such as Oyster card credit, discounted car club memberships or credits for mobility services; minimal residential parking provision on new developments.						X	Short-term and medium-term
9	Boroughs should consider introducing variable charges for non-residential short-stay parking with the aim of achieving 85-90 per cent occupancy.						X	Short-term
10	Using the kerb space hierarchies, boroughs should develop a robust cycle parking strategy including the reallocation of kerb space to cycle parking. TfL must ensure that the cycle parking strategy is a condition of eligibility for boroughs' LIP funding and actively monitor delivery.	X			X		X	Short-term
11	Boroughs should encourage off-site consolidation by utilising assets such as underused car parks to provide micro-consolidation and last-mile delivery capacity for SMEs, establishing zero-emission delivery zones around certain business districts, and leading by example by consolidating procurement practices. BIDs and business estates should also coordinate on- and off-site consolidation.						X	Short-term and medium-term

Recommendation		TfL	Mayor	Borough	Timescale
12	Alternative commercial models, including a TfL-led scheme, should be thoroughly investigated for a freight consolidation network, with a view to developing a trial on a strategic corridor.	X			Short-term
13	Boroughs should encourage the take-up of cleaner fleets by considering exempting vehicles with higher FORS accreditation, low noise and emissions from the London Lorry Control scheme and allowing them access to TfL and borough-managed EV charging facilities in the daytime.			X	Short-term and medium-term
14	The Mayor should introduce a cashback scrappage scheme as part of the ULEZ to target the scrappage of the most polluting vehicles and encourage the use of alternative modes of transport.		X		Medium-term
15	London's traffic authorities should plan for the rollout of intelligent vehicle charging infrastructure as part of their kerb space strategies, and should develop financial mechanisms to spread grid infrastructure costs fairly across each additional charging point.	X		X	Medium-term
16	The Mayor and central government should place more focus on particulate matter (PM) emissions in their anti-pollution strategies, and expand research and development activities to include non-tailpipe emissions.		X		Short-term and medium-term
17	Spatial planning and urban design policies for densifying places, and especially Opportunity Areas, should apply a set of strategic principles to actively promote non-car-dependent and healthy lifestyles from the outset.			X	Short-term and medium-term

Recommendation					TfL	Mayor	Borough	Timescale
18	TfL and the boroughs should ring-fence budgets and coordinate public realm investment through a design-led implementation programme, while LIP funding is allocated on condition of consistent street design manuals that set out long-term plans to restructure the streetscape, and using annual design review audits of major public realm schemes and maintenance activities.	X		X				Short-term and medium-term
19	Good growth and design principles need to be championed at borough leadership level, with better integration between local authorities' planning, architecture, engineering and design functions. As part of the good growth agenda, the Mayor's Design Advocates should champion a series of exemplar public realm schemes to showcase good design filtering down to everyday streets and spaces.		X				X	Short-term
20	TfL should progress with Smart Ticketing and create a form of mobility credits for MaaS to be available on existing payment platforms (Oyster and contactless) that enables users to purchase mobility services across London on a subscription and Pay-As-You-Go basis.	X						Short-term and medium-term
21	TfL should trial the provision of a mobility services subscription as an extension of the Travelcard, initially targeting lower income key workers travelling at night.	X						Short-term
22	TfL should identify a low density test area to trial the replacement of a scheduled bus route with a demand-responsive transport service, and evaluate the impacts on operational costs, service quality and social inclusion		X					Short-term and medium-term
23	The Mayor and TfL should develop an appropriate framework for governance of connected and autonomous vehicles, and in doing so develop a full automation strategy for transport in London.	X	X					Short-term and medium-term

Suggested high street kerb space hierarchy

Safety and access	Provision of a safe layout for vehicle and pedestrians; safe pedestrian crossings and dropped kerbs to be kept clear at all times; emergency services access at all times; access to property entrances
Public transport stops	Stops that are accessible to all users without obstructing pedestrian flows, provide a secure waiting area, and minimise vehicle dwell times
Cycle parking	Parking for individual and cycle hire bikes that is safe to access, provided at regular intervals, and minimises disruptions to pedestrians
Deliveries	Access for loading and servicing that provides safe access to premises and minimises disruptions to pedestrians
Pick up and drop off	Locations where private vehicles, taxis and PHVs can safely pick up and drop off with minimum disruption to other road users
Parking for disabled users	Parking reserved for blue badge (or equivalent scheme) holders
Short-stay car parking	Short-stay car parking (generally charged)

Suggested residential street kerb space hierarchy

Safety and access	Provision of a safe layout for vehicle and pedestrians, safe pedestrian crossings and dropped kerbs to be kept clear at all times; emergency services access at all times; access to property entrances; layout that facilitates access while restricting vehicle speeds
Parking for disabled users	Parking reserved for disabled residents
Cycle parking	Secure cycle parking and open visitor parking
Car clubs	Bays reserved for car club vehicles
Short stay bays	Short stay bays that can be used for deliveries to residential addresses and for pick up and drop off by taxis/PHVs
EV charging bays	Electric vehicle charging bays for residents (with potential short stay use by other vehicles)
Residential car parking	General parking for residents

London Councils' Transport & Environment Committee

Chair's Report – Addendum

Item no: 05

Report by: Katharina Winbeck **Job title:** Head of Transport, Environment and Infrastructure, London Councils

Date: 7 December 2017

Contact Officer: Katharina Winbeck

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This addendum to the Chair's Report is provided as details were not known in time to brief members as part of the Chair's Report before the dispatch of reports.

Cuts to Local Implementation Plan (LIP) Funding

1. TfL published its revised Business Plan for the years 2018/19 to 2022/23 on 24 November 2017. This no longer commits to protecting borough LIP funding, as was guaranteed in the previous Business Plan, published in December 2016. The current Business Plan commits only to maintaining "significant levels" of LIP funding.
2. The main reasons for TfL reviewing its financial position is due to the loss of its revenue grant from government from April 2018, which effectively means that road maintenance costs will have to be cross-subsidised from other income streams, mainly fares. This needs to take place within the context of lower than forecast passenger numbers, due to the current economic uncertainty, lower consumer confidence and the multiple serious incidents London experienced in 2017.
3. The formal announcement that the government grant would be phased out was made in the autumn statement in November 2015, a year before the preparation and publication of the last Business Plan in 2016, when LIPs funding was protected for the duration of that plan. Added to the pressure, however, is the so far unsuccessful lobbying government to devolve London's share of the Vehicle Excise Duty (VED), which will be ring-fenced into a major roads fund administered by the Highways Agency from 2020/21. It is estimated that Londoners pay between £400m and 500m each year in VED. London Councils TEC and TfL will increase efforts on making the case that this money should be spent on London roads.
4. TfL have now shared comparable funding information to that published in the draft LIPs guidance in June 2017. This is replicated in the table below.

Funding Programme	2017/18 £m	2018/19 £m	2019/20 £m	2020/21 £m	2021/22 £m	Five year totals £m
Corridors						
2016 Business Plan	78	75	75	75	75	378
2017 Business Plan	74	63	63	63	63	326
Percentage Change	-5.1	-16.0	-16.0	-16.0	-16.0	-13.7
Local Transport Funding						
2016 Business Plan	0	0	0	0	0	0
2017 Business Plan	4	4	4	4	4	4
Major Schemes / Liveable Neighbourhoods						
2016 Business Plan	24	30	35	31	31	151
2017 Business Plan	19	23	34	38	32	146
Percentage Change	-20.8	-23.3	-2.9	+22.6	+3.2	-3.3
Borough assets						
2016 Business Plan	40	38	38	38	37	191
2017 Business Plan	37	11	11	27	50	136
Percentage Change	-7.5	-71.1	-71.1	-28.9	+35.1	-28.8
Bus priority						
2016 Business Plan	15	24	18	17	18	92
2017 Business Plan	13	15	16	19	19	82
Percentage Change	-13.3	-37.5	-11.1	+11.8	+5.6	-10.9
Borough cycling						
2016 Business Plan	33	41	46	43	32	195
2017 Business Plan	38	44	67	64	37	250
Percentage Change	+15.2	+7.3	+45.7	+48.8	+15.6	+28.2
Oxford Street						
2016 Business Plan	0	0	0	0	0	0
2017 Business Plan	5	51	26	0	0	82
Other healthy streets						
2016 Business Plan	18	15	6	2	2	43
2017 Business Plan	14	14	8	2	2	40
Percentage Change	-22.2	-6.7	+33.3	0.0	0.0	-7.0
Total 2016 Business Plan	208	223	218	206	195	1050
Total 2017 Business Plan without Oxford Street	199	174	203	217	207	1000
Percentage Change	-4.3	-22.0	-6.9	+5.3	+6.2	-4.8
Total 2017 Business Plan with Oxford Street	204	225	229	217	207	1082

Explanatory Notes:

- The Corridors programme is calculated based on a formula using six indicators (for example road safety and air quality). This funds the majority of interventions boroughs do to deliver their LIP.
- Local Transport Funding is a guaranteed £100k per borough to spend on local transport priorities.
- Major Schemes / Liveable Neighbourhoods is a biddable fund. Seven boroughs have secured funding in 2018/19.

- The borough assets programme is funding provided on a needs-based approach for road maintenance and bridge strengthening.
 - Bus priority funding is for schemes that improve the reliability of buses, for example bus lanes, traffic light prioritisation or allowing left or right turns.
 - Borough cycling funding is funding for specific boroughs to increase cycling in an area. This has previously funded mini-Holland projects in three boroughs.
 - Oxford Street funding is for the transformation of the pedestrian experience at Oxford Street.
 - Other healthy streets funding is for other projects to deliver the Mayor's ambitions for more walking, cycling and use of public transport.
5. The overall LIP budget has been reduced by 4.8 per cent from £1.05bn to £1bn. This excludes the funding for Oxford Street as this is an important, transformational project but should not be used to obscure significant funding cuts to boroughs.
 6. The overall Corridors budget, which is the main and most consistent source of borough transport funding, has been reduced across all five years by 13.7 per cent. This includes a reduction of 5.1 per cent for the current financial year and we will be seeking further information from TfL about the anticipated impacts this will cause. From next year, boroughs will experience an average reduction of 16 per cent in Corridors funding. This is particularly frustrating as officers have just submitted plans for spending in 2018/19. This time has been wasted, and boroughs had no notice whatsoever that the settlement would be changed. Borough officers were previously preparing for a reduction in funding before LIP funding was protected in December 2016 so to now have this reversed is particularly unhelpful. We expect TfL to provide significant amounts of resource to enable boroughs to renegotiate their plans.
 7. There will be an effective pause for two years on all proactive TLRN and borough principal road major maintenance works. Funding for borough roads has been cut across the five years by 28.8 per cent. Only safety critical works will be undertaken, which "will mean a slight dip in asset condition from current levels" (TfL Business Plan). Our view is that this will lead to asset deterioration that may cost significantly more in reactive repairs in the long run. The increase in the final year will not be sufficient to remedy the lack of maintenance for four years of reduced budgets. TfL's Business Plan states there is no long-term funding for major structural restoration to bridges and tunnels.
 8. The reduction of in-year and future funding for the 'Major Schemes' aspect of LIP funding will lead to the construction of some existing projects being delayed. Again, we are seeking further information and assessment of impacts this will have to London overall and boroughs individually.
 9. The only good news for boroughs is that the 'Local Transport Funding' aspect of LIP funding, which boroughs can spend on their own priorities, has been reinstated. This has historically been £100k per borough. However, the wider context is still a funding cut.
 10. Although not detailed in the business plan itself, TfL have advised us of significant change to Taxicard funding including a 13% reduction in 2018/19 (on current level of £10.1M). Bearing in mind inflation and fares increases, next year's cut is around 16-17% in real terms. TfL have indicated a 1%, 0% and 3% increase in the level of Taxicard funding in subsequent years but this too represents real terms cuts to services. This will have a significant direct impact on service users, some of the most vulnerable and disadvantaged people in London. It will mean fewer journeys or a lower level of subsidy for disabled people using Taxicard. Despite being responsible for the Taxicard service on behalf of the boroughs and having regular liaison with TfL, London Councils' officers have not been consulted on any aspect of the Taxicard budget proposals. To our knowledge, there has been no equalities impact assessment or any engagement with

service users either. After raising our initial concerns with TfL, the Commissioner has committed to speak with us about reviewing the Taxicard budget proposals.

11. More widely, Dial-a-Ride trips are forecast to remain steady, which may not be realistic with an ageing population. Plans to purchase new trains for the Jubilee and Northern lines are “temporarily paused” (TfL Business Plan). The explanation for this is the success of the tube modernisation programme and opening of the Elizabeth line bringing new capacity. The Bakerloo and Central lines were due to start upgrades in 2020 in the draft Mayor’s Transport Strategy. The Business Plan indicates they will “follow” from 2023.

Engagement with the GLA and TfL

12. We are extremely disappointed that despite numerous opportunities at a range of levels, the GLA and TfL have not engaged with London Councils at all to discuss the cuts to LIP funding.
13. We understand that TfL is seeking to arrange meetings or briefings with every borough to outline the impact on each borough.
14. This comes at a time when TfL and GLA have started to engage more openly on the LIP Guidance. We will continue to press even more strongly that the LIP process must be streamlined and give maximum flexibility to boroughs.

London Councils' Transport and Environment Committee

Consultation on Expanding Ultra Low Emission Zone

Item
No:06

Report by: Alex Williams **Job titles:** Director of City Planning, TfL
Date: 07 December 2017
Contact Officer: Alex Williams
Telephone: 020 3054 7023 **Email:** alexwilliams@tfl.gov.uk

Summary: This report summarises the Mayor's 4th air quality consultation, which is a statutory consultation on proposals for tightening emissions standards for heavy vehicles London-wide and expanding the area of the ULEZ up to the North and South Circular roads, so that all vehicles are subject to emissions standards in this inner London area.

The consultation launched on the 30th November and closes on the 25th February 2018. Detailed information about the proposals and their impacts can be found at: www.tfl.gov.uk/airquality-consultation.

Recommendations: Members are asked to:

- Note and comment on the report

Introduction

1. Air pollution is one of the biggest challenges facing London, affecting the health of all Londoners. It contributes to thousands of early deaths each year and impacts our health over the course of our lives – leading to decreased lung function in our children and greater risk of dementia and strokes as we get older.
2. Soon after his election the Mayor of London, Sadiq Khan, called for new proposals to urgently help tackle London's lethal air pollution. The Mayor has already introduced the T-Charge in central London and brought forward the start date of the Ultra Low Emission Zone (ULEZ) for central London to 8 April 2019.
3. We are now consulting on detailed proposals to improve London's air quality. These involve:
 - a) Introducing a Euro VI requirement London-wide for heavy vehicles (HGVs, buses, coaches and other specialist vehicles) from 26 October 2020 ('tightening LEZ');
 - b) Extending the area to which ULEZ emission requirements apply from central London to inner London (up to the North and South Circular roads) for light vehicles (cars, vans, minibuses, motorcycles and similar vehicles) from 25 October 2021 so that all vehicles entering inner London are subject to emissions controls from this date forward;
 - c) Altering the levels of penalty charges for non-payment of ULEZ charges;
 - d) Minor amendments to the ULEZ discounts and exemptions to ensure consistency between ULEZ and LEZ; and
 - e) Shortening the 'sunset' period for residents in central London (confirmed by the Mayor's decision on Stage 3a consultation as ending April 2022) so that it ends October 2021 to align with the expansion to inner London.

Current and approved emissions based charging schemes

4. London currently operates a London-wide Low Emission Zone (LEZ) which affects heavy vehicles. Currently the LEZ requires all heavy vehicles to meet a Euro IV Particulate Matter (PM) standard or pay a daily charge of £200. TfL buses also currently need to meet the Euro IV Nitrogen Oxides (NOx) standard.
5. The Mayor has now confirmed the introduction of an ULEZ in central London from 8 April 2019. The ULEZ will apply 24 hours a day, every day of the year. All vehicles that do not meet emission standards will be liable to pay a daily charge to drive within the zone. The ULEZ will replace the current T-Charge.

Consultation communications and marketing

6. The consultation will be backed by a large communications and marketing campaign, including radio, press and digital adverts, a letter drop to approximately 2 million residents within and adjacent to the proposed extended ULEZ area (up to the North and South Circular roads), emails to customers registered with our congestion charging, cycling and freight databases, press activity, social media and a public notice in the London Gazette.

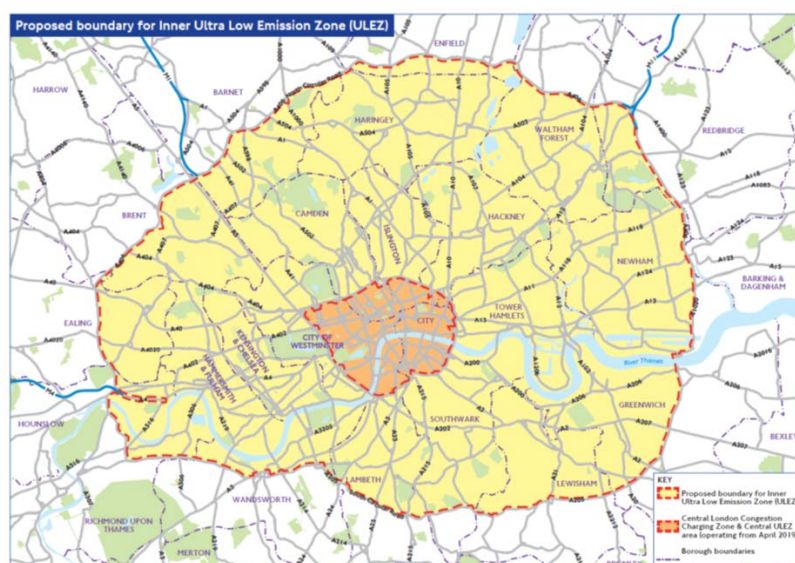
Proposals

Proposal to introduce tougher standards for heavy vehicles in the Low Emission Zone in 2020

7. We are proposing to introduce a London-wide Euro 6 standard for heavy vehicles (lorries, coaches, buses and other heavy specialist vehicles) from 26 October 2020. This will be introduced through a change to the emissions standards for the existing London-wide LEZ.
8. We are proposing that all heavy vehicles driving in the London-wide LEZ will need to meet a Euro 6 standard for both PM and additionally for Nitrogen Oxides (NOx) or pay an extra daily charge of £100. Vehicles that do not meet the Euro 4 PM standard would now need to pay a total £300 daily charge.
9. From 26 October 2020, there would be no additional emissions charge for heavy vehicles to drive in the ULEZ area.
10. The current LEZ requires vans, minibuses and similar vehicles to meet a Euro 3 PM standard if pay a daily charge of £100. These vehicles would need to meet the ULEZ Euro 6 standard or pay an additional emissions charge of £12.50.

Proposal to expand the ULEZ up to the North and South Circulars in 2021

11. The central London ULEZ scheme will come into operation in April 2019 and we are proposing that from 25 October 2021 this will cover an expanded area roughly up to, but not including, the North and South Circular roads as indicated on the map below.
12. The emissions standards for light vehicles will be:
 - Diesel cars, vans, minibuses and similar vehicles – Euro 6 NOx and PM
 - Petrol cars, vans and similar vehicles – Euro 4 NOx
 - Motorcycles, scooters, mopeds and similar vehicles – Euro 3 NOx
13. Light vehicles which do not meet these standards would need to pay a daily charge of £12.50 in order to drive in the ULEZ. This would be in addition to any applicable daily Congestion Charge in central London.
14. Because of the proposed changes to LEZ, this will mean that all vehicles (light and heavy) are subject to emissions standards in the proposed inner London area.



Summary of the proposals

2017



T-Charge and LEZ

Vehicle class*	Min emission standard**	or	Daily Charge
	Euro 4		£10
	Euro IV		(CC Hours Only)
	Euro IV PM		£200
	Euro 3 PM		£100

2019 - Confirmed



ULEZ replaces T-Charge. Introduction of Euro 6/VI diesel standard and change in charge and hours

Vehicle class*	Min emission standard**	or	Daily Charge
	Euro 3		£12.50
	Euro 4 petrol or Euro 6 diesel		£12.50
	Euro VI		£100
	Euro IV PM		£200
	Euro 3 PM		£100

2020 Proposal



Euro VI standard applies London-wide for heavy vehicles

Vehicle class*	Min emission standard**	or	Daily Charge
	Euro 3		£12.50
	Euro 4 petrol or Euro 6 diesel		£12.50
	Euro VI Euro IV PM		£100 £300
	Euro 3 PM		£100

2021 Proposal



ULEZ expands to inner London

Vehicle class*	Min emission standard**	or	Daily Charge
	Euro 3		£12.50
	Euro 4 petrol or Euro 6 diesel		£12.50
	Euro VI Euro IV PM		£100 £300
	Euro 3 PM		£100

Note: In the hatched areas, standards indicated by both colours apply.

*Vehicle class is indicative only, additional vehicles are affected

**Minimum emissions standard is for NO_x and PM unless otherwise stated

Changes to central London ULEZ 'sunset' period for residents

15. We are proposing to make a change to the 'sunset period' or 'grace period' for Congestion Charging Zone residents' vehicles that do not meet the ULEZ emission standards in central London.
16. During this sunset period, residents who register are entitled to a 100 per cent discount on the ULEZ daily charge, but would continue to pay the daily Congestion Charge and T-Charge (at the 90 per cent discounted rate). At the end of this period residents will be liable for the full daily charge if they use a vehicle that does not meet the ULEZ standards.
17. In order to ensure all residents living in the ULEZ area are treated the same we propose the sunset period ends 25 October 2021 instead of April 2022. The grace period for residents in the central London ULEZ would be the same as the start date for the expanded ULEZ (up to the North and South Circular roads) if confirmed. This means all residents within the expanded ULEZ would need to meet the ULEZ emissions standards or pay the daily charge at the same time.
18. We are not proposing any sunset period for residents living in the expanded ULEZ area of central and inner London. All residents living in the ULEZ, up to the North and South Circular roads (including central London), would need to comply with emissions standards or pay the daily charge from 25 October 2021.

Penalty charges for non-payment of LEZ and ULEZ charges

19. We have recently consulted on raising the Penalty Charge Notice (PCN) for non-payment of the Congestion Charge and moving traffic violations on the Transport for London Road Network from £130 to £160.
20. We are consulting on a similar increase in the PCN level for non-payment of the ULEZ charge for non-compliant cars, vans and motorcycles from £130 to £160.
21. From October 2020, the PCN for non-payment of the LEZ charge for Euro 4 and 5 heavy vehicles will be £1,000. The PCN for non-payment of the LEZ charge for vehicles that do not meet the Euro IV PM standard (and therefore do not meet the Euro VI either) will be £2,000.

Discounts and exemptions

22. The discounts and exemptions are proposed to remain largely the same as the confirmed central London ULEZ, although minor changes are proposed to the exemptions for historic vehicles to ensure consistency between LEZ and ULEZ. This will mean that:
 - London licensed taxis are exempt from ULEZ, although are subject to TfL Zero Emission Capable licencing requirements from next year.
 - Vehicles that have a 'disabled' or 'disabled passenger vehicles' tax class and are exempt from vehicle tax, except those operated by or on behalf of Transport for London, will be granted a 'disabled vehicles sunset period' and will be exempt from ULEZ until 10 September 2023. Blue Badge holders will be required to meet the new ULEZ emission standards or pay the ULEZ charge unless their vehicle has a 'disabled' or 'disabled passenger vehicle' tax class.
 - All vehicles that have a 'historic' vehicle tax class or are registered prior to 1 January 1973 will be exempt.
 - A small number of specialist vehicle types which are currently exempt from the LEZ would also be exempt from the ULEZ charge. These include agricultural vehicles, military

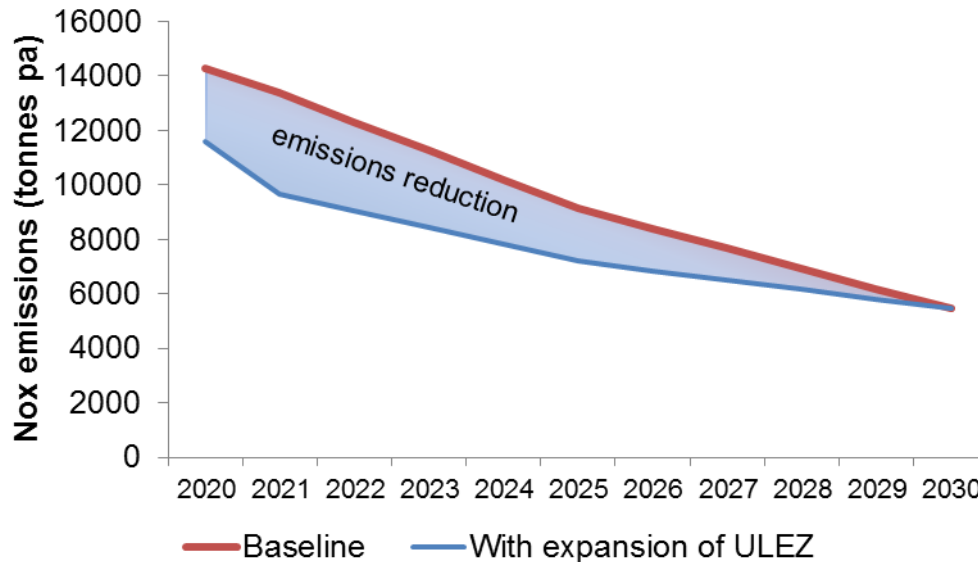
vehicles, non-road going vehicles which are allowed to drive on the highway (for example, excavators) and certain types of mobile cranes.

- Some showman's vehicles, which have been custom built and are permanently fitted with a rigid body forming part of the equipment for the show, are eligible for a 100 per cent discount from the ULEZ daily charge if they are registered to a person following the business of a travelling showman and have been modified or specially constructed. Trailers and semi-trailers which have been modified or specially constructed are not eligible for the 100 per cent discount.

Impacts of the proposals

23. The proposed changes to LEZ and ULEZ would bring significant emissions reductions to a wider area of London. There would be a 20 per cent reduction in NO_x emissions London-wide in 2020. In inner London, there would be a 30 per cent reduction in NO_x in 2021. See Figure 1.
24. Fifty per cent fewer people in London would be living in areas exceeding the legal limits for NO₂ concentrations in 2020 and 77 per cent fewer in 2021.
25. By 2021 there would be 71 per cent fewer schools located in areas exceeding air quality limits as a result of the proposals.
26. The Integrated Impact Assessment (IIA) report, which forms part of the consultation material and will be available on the consultation website, www.tfl.gov.uk/airquality-consultation, from 11 December, sets out the full range of wider anticipated impacts from the proposals.

Figure 1: Emissions reduction as a result of the proposal



27. Borough level data on emissions is provided in Appendix A. More detailed information is provided in consultation material and we will shortly be sending borough fact sheets to each borough providing tailored information.

Next Steps

28. This consultation closes on 25 February 2018. We will consider all of the feedback received and we will prepare a report to the Mayor to inform his decision. The Mayor will then decide whether to proceed with the proposals, with or without modifications.

29. We expect to publicise this decision, along with the reasons behind it in the Spring 2018. If the Mayor decides to go ahead with the changes, the Euro VI standard for heavy vehicles would be introduced London-wide on 26 October 2020 and the area of the ULEZ would be expanded to inner London on 25 October 2021 (provided the Mayor confirms these implementation dates and they are not amended as part of his decision).
30. A borough officer briefing session is being arranged for January and invites will be going out soon. TfL would also welcome meeting any borough that wishes to have more detailed discussions.

Recommendations: The Committee is asked to:

- Note and comment on the report

Appendix A – Borough level data showing change in road transport emissions in 2021 with all proposals implemented ('tpa' = tonnes per annum)

Borough	NOx Emissions (tpa)			PM10 Emissions (tpa)			PM2.5 Emissions (tpa)			CO2 Emissions (tpa)		
	Baseline 2021	Full Proposals 2021	% Change	Baseline 2021	Full Proposals 2021	% Change	Baseline 2021	Full Proposals 2021	% Change	Baseline 2021	Full Proposals 2021	% Change
Barking and Dagenham	310	200	-34%	43	41	-3%	22	20	-6%	128,500	127,000	-1.2%
Barnet	840	590	-29%	117	112	-4%	59	55	-7%	373,600	365,800	-2.1%
Bexley	420	290	-31%	59	57	-3%	30	28	-6%	176,200	173,600	-1.5%
Brent	480	310	-36%	67	64	-4%	34	31	-8%	194,900	190,500	-2.3%
Bromley	550	410	-26%	88	86	-3%	44	42	-5%	239,000	235,400	-1.5%
Camden	250	210	-18%	39	38	-3%	19	18	-5%	135,300	132,700	-1.9%
City of London	80	70	-1%	12	12	0%	6	6	0%	44,300	44,300	0.0%
Croydon	510	360	-29%	79	77	-3%	40	38	-5%	218,300	215,400	-1.3%
Ealing	660	420	-37%	89	85	-4%	45	42	-7%	264,200	258,600	-2.1%
Enfield	690	540	-22%	108	105	-2%	54	52	-4%	343,700	339,700	-1.2%
Greenwich	480	320	-34%	70	67	-4%	35	32	-8%	205,100	199,500	-2.7%
Hackney	230	170	-28%	35	33	-4%	17	16	-6%	111,000	108,400	-2.3%
Hammersmith & Fulham	240	150	-37%	32	31	-5%	16	15	-7%	100,500	98,000	-2.5%
Haringey	300	190	-37%	41	39	-5%	20	19	-8%	122,900	119,500	-2.8%
Harrow	300	230	-25%	47	45	-2%	23	22	-4%	130,700	129,100	-1.2%
Havering	680	530	-22%	82	80	-3%	43	41	-5%	336,900	334,200	-0.8%
Hillingdon	870	660	-24%	123	120	-2%	62	60	-5%	395,000	390,800	-1.1%
Hounslow	610	430	-29%	86	83	-4%	44	41	-6%	262,800	257,400	-2.0%
Islington	180	140	-24%	28	27	-3%	14	13	-5%	87,500	85,800	-1.9%
Kensington and Chelsea	220	170	-24%	30	29	-4%	15	14	-6%	101,100	99,100	-2.0%
Kingston Upon Thames	330	250	-25%	49	48	-2%	25	24	-5%	147,200	145,500	-1.1%
Lambeth	290	230	-22%	47	45	-3%	23	22	-4%	145,200	143,100	-1.4%
Lewisham	300	210	-28%	46	45	-3%	23	21	-5%	136,800	134,400	-1.8%
Merton	290	210	-27%	42	41	-2%	21	20	-5%	122,000	120,800	-1.0%
Newham	380	260	-32%	55	53	-4%	27	26	-7%	172,300	168,400	-2.2%
Redbridge	550	380	-31%	77	74	-4%	39	37	-7%	236,200	231,200	-2.1%

Borough	NOx Emissions (tpa)			PM10 Emissions (tpa)			PM2.5 Emissions (tpa)			CO2 Emissions (tpa)		
	Baseline 2021	Full Proposals 2021	% Change	Baseline 2021	Full Proposals 2021	% Change	Baseline 2021	Full Proposals 2021	% Change	Baseline 2021	Full Proposals 2021	% Change
Richmond Upon Thames	370	250	-33%	54	52	-3%	27	25	-6%	152,800	150,000	-1.8%
Southwark	280	220	-21%	45	44	-3%	22	21	-5%	140,600	138,000	-1.9%
Sutton	250	180	-27%	39	38	-2%	20	19	-5%	102,800	101,600	-1.1%
Tower Hamlets	330	240	-27%	49	47	-4%	24	23	-6%	147,500	144,000	-2.4%
Waltham Forest	390	260	-34%	53	51	-5%	27	25	-9%	161,700	156,500	-3.2%
Wandsworth	330	240	-27%	51	49	-2%	25	24	-4%	152,400	150,800	-1.1%
Westminster	400	350	-13%	61	59	-2%	30	29	-3%	209,100	206,700	-1.1%
Note: Emissions in tonnes have been rounded, but not percentage differences												

London Councils' Transport and Environment Committee

Go Ultra Low City Scheme (GULCS) - Update

Item No: 07

Report by: Katharina Winbeck **Job titles:** Head of Transport, Environment & Infrastructure

Date: 07 December 2017

Contact Officer: Katharina Winbeck

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Summary: This report updates TEC on delivery of Phase 1 for the residential and car club element of the GULCS, including the development of the funding agreement and procurement plan and the Phase 2 work.

Recommendations: Members are asked to:

1. Note and comment on the report

GULCS – Update

Overview

1. GULCS was last discussed at the TEC June meeting. Officers have been working on the procurement for Phase 1 for the residential charge points, the funding agreement terms and conditions, finding a solution to install car club charge points as well as scoping work for Phase 2. This report gives an update on progress on all of those.

Phase 1

Procurement

2. The Invitation to Tender (ITT) to the market will be published before the end of the calendar year and, as previously stated, will look to procure both free standing EVPCs and lamp post EVCPs. The project expects to have the preferred supplier(s) selected by the end of February 2018. In order to offer maximum flexibility for Boroughs and enable them to install electric vehicle charge points (EVCPs) in a way that suits them best, boroughs have three procurement options:
 - i. Boroughs utilise the service provider procured by the GULCS project. The lead authority for the procurement is TfL and once the preferred supplier has been selected, boroughs will need to sign a contract with this service provider and specify any unique requirements such as locations;
 - ii. The borough procures the service provider themselves. Boroughs would carry out a fair, transparent and competitive procurement process as per the EU procurement regulations and state aid rules. Boroughs would then select a service provider that meets the GULCS requirements for EVCPs;
 - iii. Boroughs procure the service provider using the GULCS Procurement Toolkit. Using the procurement toolkit the boroughs would carry out a fair, transparent and competitive procurement process as per the EU procurement regulations and state aid rules. Boroughs would then select a service provider that meets the GULCS requirements for EVCPs.
3. GULCS has also worked on the commercial approach, which covers the key features that GULCS is asking the market during the procurement. This has been agreed by the GULCS Project Board, and it includes details on a number of legal, policy and operational issues, such as state aid, contract length, innovation, revenue collection and payment, location and parking policy, performance management and implications for Phase 2.

Grant Award Letters

4. Boroughs received the funding grant award letters in August, confirming the final figure that each participating borough had been awarded for Phase 1 of the GULCS project. It was agreed by the GULCS Steering Group and previously discussed at TEC that each borough would receive their requested funds up to a maximum of £300,000. This was in order for there to be enough capital for a future round of funding in 2018/19.
5. The more detailed funding terms and conditions document has recently been sent to all of the boroughs who expressed an interest in taking part in the project. The document is split into three parts: legal terms and conditions, project specification and an example of the required quarterly reporting updates. They cover a number of topics in detail, such as eligible and non-eligible costs, charge point standards and data requirements, customer research, roles and responsibilities, costs, revenues and profit, branding and communications.
6. Boroughs will be required to know the locations for the EVCPs by the end of March 2018, place orders by 31 July 2018, with funding committed by 30 November 2018.

Car Clubs

7. The interest for funding EVCPs for car clubs was oversubscribed as the project is limited by state aid rules to a maximum €200k of funding per car club across the UK over three years. If the funding was split evenly across all of the boroughs, each borough would receive less than one. After discussion with the car clubs, they informed us that they would not be able to operationalise this approach, so it was agreed that the car clubs who are interested and have not received their state aid amounts can identify their preferred strategic locations for the charge points.
8. The project team will be meeting with car clubs this month in order to do this and once identified, the car club will need to liaise with the boroughs directly and ensure they get agreement for the desired locations (the GULCS team can help facilitate discussions if required).

Phase 2 development

Phase 2 Study

9. The GULCS project team has procured consultants to complete a study looking at the activities and costs of a 'Phase 2' delivery partnership, building on the work that was completed by Element Energy and the team previously. Many boroughs remain very keen that a London-wide partnership undertakes much of the administrative and management functions for the request, installation and maintenance of charge points. OLEV is also interested in this concept and it formed part of the original funding bid.
10. The study looks at the cost of the delivery partnership over 10 years and analyses three different options:
 - i) The 'do nothing' option – this would see the boroughs carry out the ongoing activities related to the installation and management of EVCPs in their local authority areas;
 - ii) The 'in-source' option which would see the activities taken on by an existing public organisation (for example London Councils, TfL or a lead local authority);
 - iii) The 'out-source' option – this would see the activities undertaken by a private sector organisation.

Amending the LCTEC Agreement

11. London Councils is continuing to seek agreement from the boroughs for the amendment to the London Councils Transport and Environment Committee (LCTEC) constitution that would delegate the exercise of additional functions to the LCTEC joint committee. This would enable London Councils to take on the 'delivery partnership' role, should the 'in-source' option be chosen for Phase 2 and London Councils TEC identified as the suitable body to deliver this. TEC will receive further reports before such a decision will be taken.
12. We gave the boroughs a deadline of 31 October to confirm their agreement of the amendments sought. We have at this time received 3 signed delegated authority forms, the rest of the boroughs are still outstanding. We have been engaging with officers from across the boroughs and are aware that a number of them are taking the proposal to full Council, which explains some of the delay. Officers have also recently provided a note of clarification, which will hopefully enable further boroughs to sign this request.
13. Please ensure that your officers are prioritising this work, if you have not done so already as these powers are required if TEC decides, depending on the outcome of the Phase 2 work, that London Councils TEC should undertake the delivery partnership role.

Recommendations: The Committee is asked to:

- Note and comment on the report
- Ensure boroughs sign and return the funding agreement by the end of January 2018.
- Begin identifying locations for installation of EVCPs in their boroughs to meet project deadlines for the end of March 2018.

Financial Implications

There are no financial implications of the recommendation to London Councils TEC.

Each participating borough will have to ensure that they have the required match funding available.

Legal Implications

There are no legal implications of the recommendations.

Equalities Implications

There are no equalities implications of the recommendations.