

London Councils' Transport & Environment Committee

Thursday 15 November 2018

Supplementary Agenda

10:00am in Meeting Room 1, London Councils, 59½ Southwark Street, London SE1 0AL

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Supplementary Agenda Papers	
4	TfL Bus Consultation
5	Future Mobility: Recognising and Seizing Opportunities in London
6	Cycling Action Plan presentation
8	Month 6 Revenue Forecast – Appendices A and B

London Councils' Transport & Environment Committee

Draft consultation response to Transport for London's Central London Bus Service Review

Item no: 04

Report by: Katharina Winbeck **Job title:** Head of Transport, Environment and Infrastructure
Date: 15 November 2018
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Summary Transport for London is conducting a review into the Central London Bus Service. London Councils plans on providing a submission on the proposals made as part of this review and members are asked to discuss and agree the draft consultation response, at Appendix A.

Recommendations

- Discuss and agree the proposed London Councils response to TfL's Central London Bus Review at Appendix A.

Overview

1. In October 2018 Transport for London (TfL) launched a consultation into central London Bus Services.
2. TfL state that there has been a reduction in demand for buses in central London and that there is a need to re-shape the bus network to ensure resources are being used effectively, that bus capacity matches demand, and to limit the bus network's impact on congestion.
3. The review makes a number of proposals to 34 routes:

	Bus route changes
Frequency reduction	53*, 59*, 149**, 205*, N205*, 242*, 388*, 476*
Frequency increase	26, 35, 46, 149**, 242**
Curtailment (shortening of a route)	3, 11, 14, 19, 45, 53*, 59*, 67, 134, 171, 172, 388*, 476*
Route restructuring	4, 9, N9, 22, 40, 55, 76, 100, 205*, N205*, 242**, 341, 343
Withdrawal of service	48, 271 (night service), RV1
New route	311 (new route)
Total	Note some routes appear twice above – there are 34 individual routes affected

* Some routes appear in multiple categories

** Routes 149 & 242 have reductions and increases in frequency

London Councils' draft consultation response to TfL's review of central London bus services

4. In the response we highlight a number of points, including:
 - i) The need for better engagement with boroughs on bus service planning;
 - ii) Needing more of the data and information that lies behind the proposals to make informed decisions;
 - iii) More clarity required on how this review affects some of the MTS outcomes, such as air quality and the 80 per cent mode share target;
 - iv) Some journeys are being re-routed and/or cut-short to avoid congestion in central London – but there is not enough clarity over the impact this will have on the need for new and improved infrastructure, e.g. improved walking links between different bus stops (and the length between them) and also more shelters etc;
 - v) The proposals could increase the dislocation of south and south east London from central London. A number of routes are being shortened, now ending before central London. This will mean that there is an increased need to interchange from south London routes to get into the centre.
5. The attached Appendix (A) outlines the response to the TfL consultation into central London Bus Services in detail. The deadline for submission is 9 November 2018, but TfL has granted London Councils an extension to enable discussion at this meeting.

Recommendations

Discuss and agree the proposed London Councils' response to TfL's review of central London bus services at Appendix A.

Financial Implications

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

Legal Implications

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

Equalities Implications

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

► Central London Bus Service Review

► London Councils' draft response

London Councils represents London's 32 borough councils and the City of London. It is a cross-party organisation that works on behalf of all of its member authorities regardless of political persuasion.

Introduction

London Councils has asked for a strategic bus review for a number of years and welcomes the opportunity to comment on TfL's proposals to central London bus services. The London boroughs have a key interest in the development of bus services and understand their importance to a large proportion of their residents. We acknowledge the importance of reviewing bus networks to ensure they remain effective and efficient. We do however have a series of concerns about the approach TfL has taken to its review, which we outline in this response.

Key principles

Evidence

London Councils is disappointed with the information and detail provided as part of this consultation. The boroughs are key delivery partners for TfL's plans, and if TfL were to share more of the data available, it would allow a fully informed discussion on the changes. London Councils requests the following additional material;

- i. More data on the impact of the proposed changes per route, for example how many more interchanges will be required, and how does this translate to added journey times?
- ii. More detail regarding the provision of infrastructure such as shelters and improving walking links between routes to mitigate the changes to the central London bus network.
- iii. Details on how TfL will mitigate the acknowledged 'High' adverse impacts on equalities groups.
- iv. Environmental Impact Assessment, particularly regarding air quality implications.
- v. Links to the key aims of the MTS, particularly around environmental benefits and helping to achieve the 80 per cent mode share target.
- vi. The cost implications for changing the bus network. Are there financial implications related to changing contracts with the bus operators?

Engagement

Meaningful engagement with boroughs on the development of bus services is crucial. We support the co-designing of services which would make them more effective and representative and would welcome further engagement along these lines now and in the future. Although we accept that there will be situations where TfL and the borough will not be able to agree, the reasons for any decisions need to be clear and well understood so that boroughs can communicate this to their wider stakeholders.

Reshaping the wider bus network

It is hard to fully assess the benefits of the changes to central London services proposed without sight of wider outer London bus service changes. TfL have stated that they will be focusing on different areas of outer London and will discuss proposed changes with the affected boroughs. The stated aim of removing unnecessary services from central and inner London to better serve outer London areas is a positive approach, however, we would need to see the detail of proposals for the wider bus network before fully supporting these changes. London is well served by buses, but it serves different purposes in different areas. In Outer London, not everyone wants to travel into central London, with demand for travel to different town centres crossing borough boundaries. Many people in outer London (more so than inner London) choose buses to save costs on public transport and to access the rail and underground network. This reflects the growing trend of people being 'priced out' of central and inner London. Routes in outer London may have lower demand due to lower densities of population. However, when this is found to be the case, early and honest engagement with the borough will be appreciated to find a mutually agreeable way forward.

The changes proposed make it more difficult to get from south of the river to central London (such as the changes to routes 48, 53 and 171, 343). Whilst the overall logic of removing duplication and under-utilised buses is recognised, this area is not as well served with public transport options (especially south east London) as areas north of the river and making this more difficult through removing some of the bus link will have a negative effect on reaching the 80 per cent mode share target in this area.

Something we are keen to avoid is for these changes to create a 2-tier bus network, where central and inner London are served by the cleanest, newest buses, and the older buses are repurposed in outer London. This cannot happen and TfL need to manage and coordinate the upgrading of the bus fleet and the restructuring of the bus network in an appropriate way.

London Councils has responded to previous consultations on changes to the bus network, including to the consultation to changes to central London bus services as a result of the Elizabeth Line held in January 2017. In this response we highlighted what we felt was a lack of strategic approach to changes to the bus network. As in the past response, we want to highlight the lack of focus on air quality impacts these changes will have, and the lack of mention of Clean Bus Zones. We also feel that opportunities to promote greater cycling and walking have been missed.

Accessibility

London's bus network provides a vital service for millions of Londoners every day. Our travel affordability research, commissioned with London TravelWatch and Trust for London in 2015, means we know how important the bus network is for lower income Londoners, and given its accessibility compared with rail and tube modes, its importance for elderly and disabled Londoners in getting around their city. The Equalities Impact Assessment

(EIA) that accompanied the proposals indicates that the changes would have a 'High' level of adverse impact on equalities groups on 7 of the 34 routes (271, 48, 388, RV1, 45, 341 & 19) that will change. This is due to the number of interchanges and the accessibility criteria of these interchanges. TfL need to set out how they are going to mitigate these adverse impacts on equalities groups in detail. This might include redeveloping areas to make road crossings easier, and the provision of appropriate levels of shelters and seating.

The recent changes to the Hopper Fare that allow unlimited number of journeys on bus or tram within the hour will limit the financial impact of increased interchanges. However, cost is only one inconvenience of increased interchanges; others include additional waiting time and increased walking in between stops, and may also present challenges to those with physical disabilities as well as others, such as carrying shopping, travelling with small children, etc. In a climate of reducing bus passenger numbers, making it less convenient to take the bus might risk losing further customers.

Before the Hopper fare is used as a reason to truncate routes earlier than previously run, TfL needs to understand whether the routes that many passengers will be moving onto as part of their second bus journey will have the capacity to take these on. Additionally, the first journey may have taken close to or over an hour already, and then taking additional waiting time into account, the hopper fare may not in fact work for many of these journeys. TfL should ensure that passengers are not financially penalised or inconvenienced. Even unlimited journeys within one hour using the Hopper fare does not address this, and the Mayor may wish to consider extending the one hour time period, particularly for journeys originating in outer London.

A number of the routes begin in and serve areas with high levels of deprivation, and the bus is a much more inclusive form of transport given the lower cost and ease of access. This needs to be a major consideration when planning the network, and making sure that those who are vulnerable and on lower incomes are not adversely impacted disproportionately.

Specific route concerns

We have included below comments on a number of specific route concerns that boroughs have shared with us. This should not be interpreted as London Councils agreeing with all other changes, not highlighted here and boroughs will make specific route comments in their individual responses.

19

Route 19 provides a useful link from central London through Holborn, Sadler's Wells and Islington to Finsbury Park. Terminating the service at Holborn could reduce travel opportunities for many of its users as the proposals show a gap between the new termination point of route 19 and the other routes which travel south west across central London. This could impact on theatres and the night time economy as well as impact on a number of low paid workers who rely on the service to get to and from work. We would ask TfL to show the walking distance to interchange onto these other routes (22 & new 311 routes) in order to assess the impact on users.

45

The loss of route 45 from King's Cross to south London (and vice versa) is part of a wider trend borne out in this review which increases the dislocation of south London from the centre. It is proposed that route 45 will terminate at Elephant and Castle. While routes 46 and 63 can help fill the gap in the link between Elephant and King's Cross, in reality only route 63 provides this connection completely (as Route 46 does not go all the way to

Elephant & Castle). Route 40 will move to Blackfriars bridge/Farringdon Road and provide some increased connectivity from/to Elephant & Castle on this corridor (Blackfriars Bridge Road/Farringdon Road) but it will not go all the way to King's Cross. This could result in a significant increase in demand for route 63, which will be the only connection between Elephant and Castle and King's Cross, without an increase in frequency currently planned. The other issue with route 63 is that it may be extended into the King's Cross development site (as part of a S106 agreement), further increasing demand early on in the southbound journey. We would therefore ask for an increase in frequency on this route to counter the shortening of route 45. The only other option to travel all the way to Kings Cross from south of the river is to change twice.

48

Currently, Routes 48 and 55 jointly provide a good level of service between Mare Street Hackney and Leyton on the Lea Bridge Road corridor. The drop in passenger numbers has without doubt been partly related to the works to implement the Mini Hollands scheme (in Waltham Forest) together with congestion as a result of construction activity in the city which has resulted in reduced bus speeds and longer journey times. These types of temporary issues could see ridership increase again once works are complete. It is unclear if TfL has taken factors such as long-term construction into account. It could be argued that if numbers have dropped for whatever reason, the public have found an alternative route so the withdrawal of the route may not be an issue, but we would value this reasoning being shared.

The withdrawal of route 48 would mean that Hackney residents travelling south of Shoreditch would need to change buses at Shoreditch Church. In the north-bound direction this involves a 400m walk. This will also impact on passengers travelling to Guy's Hospital. If this route is withdrawn then it is suggested that the London Bridge section is replaced by Route 388.

53

The 53 route is a very busy route. Additionally, it serves an area that will see large growth in the next decade, given plans to extend the Bakerloo line south and the associated housing growth in the area.

242

Route 242 provides a vital (24 hour) link between the city and some of the most deprived areas in Hackney where many low paid (or unemployed) people rely on the bus as their only means of travel. The route was cut back in 2017 as part of the changes to the Oxford Street area and at the time suffered from severe traffic congestion in the Tottenham Court Road area associated with Crossrail works. When the service was cut back to St Paul's a number of passengers were inconvenienced. Diverting the service to Aldgate will remove the direct link to the City completely for users and will no longer provide a link to a tube station until Aldgate, its ultimate destination. Interchanging between buses early in the morning or late at night is not an attractive proposition (long waiting times and safety concerns). In order to interchange for St Paul's passengers would need to alight at Shoreditch High Street and walk to Bethnal Green Road 230m away. There would be no direct interchange with a tube station until the end of the route at Aldgate. This is not acceptable and satisfactory mitigation measures need to be put in place.

271

The withdrawal of the night service to the Whittington Hospital could negatively impact on low income users and night workers. These changes will clearly make it more difficult to access the Whittington Hospital, and while

another route does stop 300m from the hospital, it is not clear if there has been an assessment of the accessibility of this route or if mitigation action is needed. TfL's Equalities Impact Assessment shows that the withdrawal of this service will likely cause a high adverse impact on equalities groups.

388

The proposed changes reduce the number of cross river links making travel between north and south less attractive for passengers using the bus. Hackney residents travelling south of Liverpool Street would need to change twice to get across the river and frequency of the route is reduced by 10%. One interchange includes a 150m walk. The proposed terminus at Finsbury Circus is a temporary and circuitous one necessitated by the temporary closure of the bus station at Liverpool Street. A more useful terminus would be London Bridge station which would maintain links to Guys Hospital.

RV1

The termination of the RV1 will remove one of the cleanest services from London's streets and replace parts of the route with diesel buses in an area that suffers from poor air quality. This is contradictory to the Mayor's stated aim of developing Healthy Streets and objectives in the Mayor's Transport Strategy. TfL should disclose the air quality impact of removing the RV1 and replacing a part of the bus route with extra diesel capacity.

The route has been beset by a number of routes closures and diversions over the last few years:

- April 2016 – 2018. Tooley Street closed eastbound till 2018 for London Bridge works. Eastbound RV1 buses cross London Bridge instead of Tower Bridge
- September 2016 – Feb 2018. RV1 operating to a 'temporary' timetable – with buses every 12 minutes – due to the long-term diversions at both Waterloo and London Bridge
- October 2016. City of London Corporation's shut Tower Bridge for over 3 months to road traffic. RV1 travel via London Bridge.
- June 2017. London Bridge terror attack.
- February 2018. RV1 frequency reduced to one every 20 minutes.

It could be argued that these changes have hampered the service's ability to operate effectively and as a result have suppressed demand. The consultation should be robust in its modelling and either give the RV1 an opportunity to run at full frequency over a full route or work under the assumption that the RV1 is carrying passengers at levels similar to those prior to the 2016 route disruptions, or at least take into account the significant disruptions to the route.

Withdrawal of the RV1 would also remove the only direct step-free link between Bankside and Covent Garden. People requiring a step-free route between the aforementioned destinations must take route 381 to Waterloo and interchange onto route 76/4/26/172 to Aldwych, decreasing comfort and increasing journey time significantly. Similarly, the diesel 343 route would also have to be extended to provide links to Aldgate that would no longer be possible on the withdrawn RV1, which is currently subject to changes itself, so it leaves a gap in provision.

London Councils' TEC Executive Sub Committee

Future Mobility: Recognising and Seizing Opportunities in London

Item no: 05

Report by: Paulius Mackela **Job Title:** Principal Policy & Project Officer
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Summary: Technology is constantly developing and has a major impact on London's transport sector. New innovations and digitisation of transport in the capital could contribute in responding to environmental and population growth challenges, economic and social problems. 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 set up temporary Task & Finish Groups with political oversight through London Councils TEC Executive Committee meetings
- Agree for car-sharing schemes to be the first focus area of the proposed Future Mobility Agenda

Future Mobility: Recognising and seizing opportunities in London

Introduction / Overview

1. Technological innovations are changing the way we live, communicate, work and commute. It should come as no surprise therefore, that technological evolution has a significant impact on London's mobility and its transport sector.
2. The sharing economy has already brought changes to the way we travel by introducing dockless bicycles and car sharing schemes across London. Smart mobility and the innovative use of open data¹ has made London's transport network more efficient and accessible. But setting aside the discussion on potential benefits and challenges that come with these innovations, one lesson seems to be clear – changes in transport sector require swift and practical policy responses from all layers of government.
3. Technology will continue to improve and develop. Autonomous cars are expected to be on roads more quickly than anticipated, improvements in drone technology resulted in a number of programmes testing the unmanned aircraft systems in urban areas², and smart city initiatives are changing the way cities are using artificial intelligence and big data to revolutionise transport links.
4. London needs to be prepared for the emergence of new disruptive technologies and business models that will continue to change the way people travel. The London boroughs play a crucial role in managing the transport network, and should therefore play a key role in analysing these issues and developing appropriate and timely policy frameworks to adequately prepare for the upcoming changes.
5. With the London mayoral election in 2020 only 18 months away and fast approaching, this could be a good opportunity to collaborate on this issue and develop positions for successful lobbying on behalf of London boroughs. Furthermore, other key stakeholders including but not limited to TfL, the GLA and the Department for Transport have been increasingly more active on transport innovations in the capital.
6. It is not to say that we have not been active in this area. At the London Councils Transport and Environment Committee (TEC) on 7 December 2017, members received a presentation from Laurie Laybourn-Langton, Institute for Public Policy Research (IPPR), on the future of London's transport in the Digital Age. Members noted the 'Transport in the Digital Age'³ presentation and felt that this provided a useful discussion.
7. Following Laurie Laybourn-Langton's presentation, TEC members received a 'Smart Mobility and the Role of the Car Clubs'⁴ report on 7 December 2017, which suggested a more active role for London Councils TEC in contributing to policy development for smart mobility, Mobility as a Service (MaaS) and car clubs to assist in tackling the air pollution

¹ For instance, TfL's open data sources: <https://tfl.gov.uk/info-for/open-data-users/our-open-data?intcmp=3671>

² Such as the UAS Integration Pilot Program in the U.S.

https://www.faa.gov/uas/programs_partnerships/uas_integration_pilot_program/

³ https://www.ippr.org/files/publications/pdf/crossroads-choosing-a-future-for-Londons-transport_summary_March2017.pdf

⁴ <https://www.londoncouncils.gov.uk/download/file/fid/21717>

problem in London. Members agreed to the report's recommendation to set up a car club working group with political oversight through London Councils TEC. Members felt that there was a need for a more detailed description of the working group.

8. In order to create the right regulatory environment for technological innovations in London's transport sector, we need to fully comprehend the benefits and risks of the potential changes; we have to identify key categories of future transportation and take into account a number of issues ranging from health and safety to sustainability and accessibility; and, finally, we have to establish a well-structured and detailed methodology to produce truly robust analysis on these issues.

Other Activity in the Area

9. In August 2017, the London Assembly Transport Committee launched an investigation to consider how technological advances in the transport sector will affect the travel of Londoners over the next decade to which London Councils responded⁵. The response included a look at 'mobility as a service', regulatory powers, horizon scanning, adoption of new technology, autonomous vehicles, dockless bicycles, droids and drones.
10. In February 2018, the London Assembly Transport Committee published a report, 'Future Transport – How is London Responding to Technological Innovation?'⁶. The report focused on the impacts of technological change on London's transport sector, and made a number of recommendations to improve how to plan, monitor and respond to challenges and opportunities of technological change in the capital. In May 2018, Transport for London (TfL) responded to London Assembly Transport Committee Report on Future Transport⁷.
11. In late July 2018, the Department for Transport launched a two-part consultation, 'Future of mobility call for evidence'. The first part of the consultation focused on the future of Urban Mobility Strategy, and the second one on the future of Mobility Grand Challenge.
12. TfL's Transport Innovation Directorate is leading work to monitor and plan for technological change in the capital, and London Councils' officers have been working closely with them on topics ranging from dockless bicycles to airborne drones.
13. It should be pointed out that the Mayor's Transport Strategy 2018⁸ has been relatively silent on the innovations and technological change in the transport sector in London.
14. London Councils, together with the boroughs, TfL, the GLA and other stakeholders, has been working for over a decade to support the increase in electric vehicle (EV) use in London. Likewise, we have been and will continue to be engaged with key partners to help increase infrastructure for electric vehicles in the capital. The London Go Ultra Low City Scheme (GULCS) project is an example of key stakeholders working together to improve the environment for electric vehicle development⁹. Given the vast amount of

⁵ <https://www.londoncouncils.gov.uk/node/32705>

⁶ https://www.london.gov.uk/sites/default/files/future_transport_report_-_final.pdf

⁷ https://www.london.gov.uk/sites/default/files/tfl_response_to_gla_future_transport_report_updated.pdf

⁸ <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018>

⁹ <https://www.londoncouncils.gov.uk/our-key-themes/transport/roads/gulcs>

work already being done by London Councils and it having its own separate governance arrangements that provide political oversight, Electric Vehicles will not be included into the Future Mobility Agenda but rather left as a separate work stream.

Key Focus Areas

15. This section presents the proposed focus of the project in alphabetical order. Please note that further additions are possible at any stage of the project cycle – subject to consultations with members.

Autonomous transport

16. There is a noticeable interest in the future of autonomous transportation both in London and across the globe with fully automated vehicles being presently tested in Singapore, Dubai, Boston and numerous other cities. Driverless vehicles have also received widespread support within the EU¹⁰, with tests being held in cities such as Mechelen and Paris, and others lined up for trials including Geneva, Copenhagen and Luxembourg¹¹. Here in London, the GATEway project¹² tested driverless pods providing a shuttle service around the Greenwich Peninsula, and a number of other boroughs have been actively preparing for further tests with expectations to hold supervised trials of driverless cars on London's roads in 2019. There also seems to be an academic consensus that driverless vehicles will be commonplace in the not too distant future. On the one hand, such change could make our roads safer, cleaner and more accessible. On the other one, if unsuccessfully managed, it could be unsustainable and have negative impacts on roads, parking infrastructure, social equality, etc.
17. Although driverless cars is the most often discussed category of autonomous transport, we would also like to include unmanned shuttle buses (autonomous mass-transit services), aerial vehicles (airborne drones), and droids (ground-based drones) into our Future Mobility Agenda. We believe that all of these categories are important to London's transport sector, and noticed that a number of private companies, TfL, the GLA and government departments are increasingly more interested in these technologies.

Car-sharing schemes

18. Car clubs in London provide access to shared vehicles on a pay-as-you-drive basis. Approximately 200,000 members across London¹³ can use three main types of services: i) round-trips, ii) fixed one-way rides, and iii) floating journeys. Car clubs provide a real alternative to private car ownership in this way reducing habitual car use. Other potential benefits include freeing up parking spaces, environmental benefits, increased use of electric vehicles, reduced costs of travelling.
19. In September 2014 the Car Club Coalition was formed in the capital and represented car club operators, London Councils, GLA, TfL and key stakeholders. It aimed to form evidence based strategies by analysing various aspects of this new model of urban

¹⁰ https://ec.europa.eu/transport/sites/transport/files/3rd-mobility-pack/com20180283_en.pdf

¹¹ <https://navya.tech/en/press/navya-announces-a-new-milestone-in-its-development-four-years-after-it-was-created/>

¹² <https://gateway-project.org.uk/>

¹³ <https://como.org.uk/wp-content/uploads/2018/06/Carplus-Annual-Survey-of-Car-Clubs-2016-17-London.pdf>

mobility, and drive the growth of car club members in London. Facilitated by TfL, the Coalition has developed a Car Club Strategy for London¹⁴. However, there has been no clear ownership in implementing any of the recommendations outlined in the Strategy, and the group has not continued to meet.

20. A number of London boroughs and car club providers have contacted London Councils and expressed their disappointment with such situation. The car club sector could become a mainstream mode of sustainable transport in London but there are significant challenges to achieving this goal such as varying policy approaches across boroughs, lack of engagement and support from key stakeholders, low awareness and visibility, lack of integration with other means of travel, lack of clear research on potential benefits, etc. London Councils TEC is well-placed to play a stronger role in understanding the complexities of the situation and helping to shape this policy agenda forward.

Demand-response schemes and services

21. A 'demand responsive' system is a flexible, shared and user-oriented form of public transport. It is designed to provide transportation services in low-demand-areas and is based on the needs of customers (pick up locations, times, destinations, etc.). TfL has announced potential trials for demand-response bus service to enhance London's public transport network¹⁵. These trial services, for nine passengers or more, would not replace any existing TfL services but rather work as a test for innovations in ride-booking technology that can be used to create new TfL bus schemes.
22. A recent study¹⁶ by Community Transport Association and Institution of Mechanical Engineers identified a number of benefits of such scheme. It could potentially make the transport system more accessible and inclusive by making it more localised and user-oriented; optimise the number of vehicles used on the roads; improve resilience and sustainability by reducing the use of private vehicles; and increase overall connectedness of the network. That being said, there are significant challenges to be taken into account such as cost-effectiveness, data-related risks, effective structure of services, successful cooperation between local residents and service providers, and inter-connection with already existing services. London boroughs should play a key role in analysing these challenges and ensuring that they are properly addressed by TfL and other stakeholders.

Smart mobility and 'Mobility as a Service' (MaaS) platforms

23. Smart technologies and the better use of data could allow us to make significant positive impacts on the efficiency, environmental performance and safety of our transport networks. In fact, London has been a leader in the area of smart mobility for a long time as seen with the development and use of the Oyster smart ticketing, congestion charging, the release of real time travel information for buses, and the launch of the London Data Store.

¹⁴ <http://content.tfl.gov.uk/tfl-car-club-strategy.pdf>

¹⁵ <https://tfl.gov.uk/info-for/media/press-releases/2018/march/tfl-exploring-whether-a-new-demand-responsive-tfl-bus-service-could-complement-existing-bus-network>

¹⁶ <https://cta.uk.org/wp-content/uploads/2018/05/The-Future-of-Demand-Responsive-Transport-1.pdf>

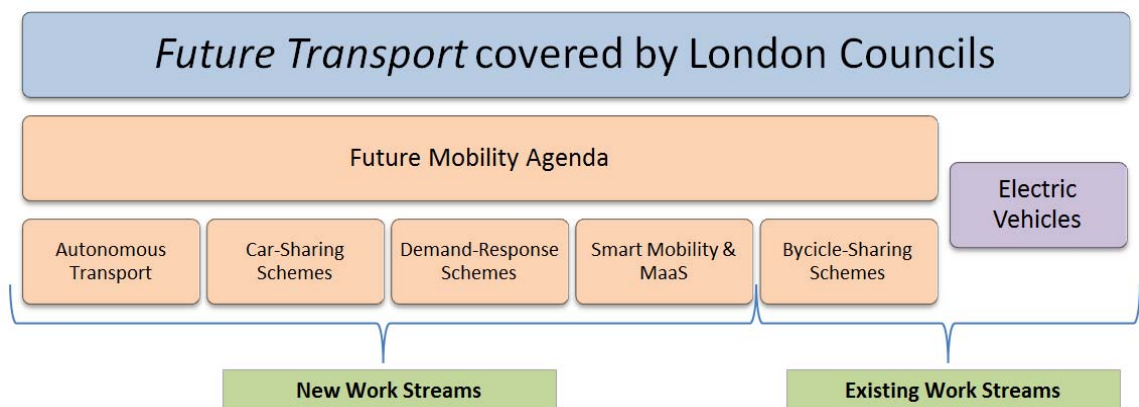
24. Smart Mobility helps to create a more efficient transport system in London by using technology and data to plan the most effective ways to commute, whilst at the same time reducing its negative effects, such as congestion and air pollution.
25. Mobility as a Service (MaaS) is an innovative approach to transport and is powered by smart use of data. It aims to establish a single platform connecting separate transport methods across London, and is built on transport system integration. UCL Energy Institute's study (2015) outlined a number of benefits of such systems including travel cost and time reduction, better service experience and more effective and cheaper transport system. It also concluded that MaaS is a potentially feasible product for London and "can well serve London transport market and contribute to Londoner's quality of life"¹⁷.

Bicycle-sharing schemes

26. Dockless cycle hire schemes have been active in London since July 2017 and we continue to work with TfL and the London boroughs to make sure that these schemes work for the boroughs and help them reach their transport objectives. Other vehicle sharing schemes are likely to come to London in the short term, such as electric bikes and scooters. Given that there has been a lot of engagement on this topic between TfL, London Councils and the London boroughs¹⁸, we are not proposing to change the current set-up and have already presented two reports on this to full TEC. However, to bring it in line with this process, we will endeavour to present reports to the TEC Executive for consultation and input going forward.

Summary

27. All of these different categories of future transport are important and London Councils will be engaging with them in the future. However, as it was outlined above, in the new agenda we would like to place a particular focus on some of the areas. This is to allow us to avoid duplicating the work of other groups and focusing on an area where there is little public policy at this stage. Below is a chart providing a brief summary of the categories that fall into our proposed Future Mobility Agenda and the ones that do not. It also highlights new and existing work streams.



¹⁷ <https://www.ucl.ac.uk/bartlett/energy/sites/bartlett/files/fs-maas-compress-final.pdf>

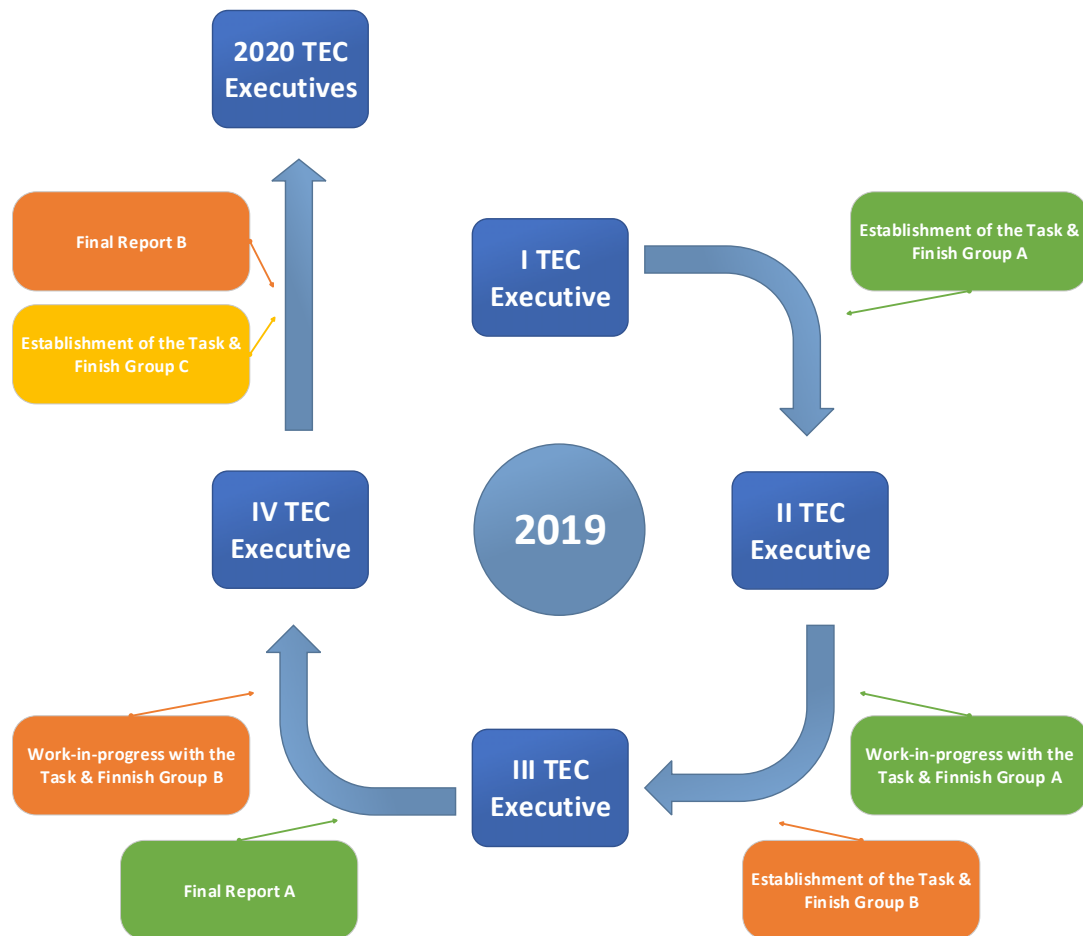
¹⁸ There is already an established and active group looking into this issue, TfL's Dockless Bikes Working Group

Proposals and Methods

28. Given the complex nature of the subject, there would be a large number of discussion areas taken into account when analysing each of the above-mentioned topics, including but not limited to the following: accessibility, affordability, automation in jobs, car ownership, data safety, environmental concerns, equal distribution of benefits across the society, health & safety risks, monopolisation of markets, parking concerns, population growth in the capital, public opinions/expectations, preparation for transport innovations amongst Councils in London, sustainability, traffic congestions and others.
29. In order to successfully navigate such a complex area of study, we would need i) high-level input from London Councils Members and we suggest using the existing TEC Executive Committee, and ii) knowledge and insights from borough officers and other key expert stakeholders (TfL, GLA, government departments, businesses, etc.).
30. We would give regular updates to Members at LC TEC Executive meetings and ask for their views and support in: a) identifying key priorities for London boroughs from the list of topics included in the Future Mobility Agenda; b) noting and commenting on the progress of work we have done so far.
31. We would also establish temporary topic-focused Task & Finish groups to provide a truly robust discussion and analysis. These groups would be made up of borough officers, experts, partners and key stakeholders.
32. Finally, we would produce a report about the topic area, informed by the Task and Finish groups work and present it to TEC Executive and, depending on the nature of the discussions, full TEC. Potential outcomes could include:
 - Drafted policy positions for boroughs to consider
 - Broader policy recommendations
 - Action plans
 - Research documents

Full Project Cycle.

33. We would follow the direction shown by LC TEC Executive Committee Members and, as shown in the graph below, start a three-stage project cycle. During the first stage, we would establish a new Task & Finish group. We would invite borough officers, experts, partners and key stakeholders to join the group in order to facilitate an in-depth discussion and analysis of a particular matter (for instance, car clubs in London). During the second stage, we would work closely with the Task & Finish group by facilitating regular conversations and analysing key issues of the chosen topic. During the third stage of the project, we would produce a final report on the issues discussed. This report would outline the work we have done, show an analysis of risks and benefits, and provide a number of policy recommendations for London.



Next focus area – Proposal

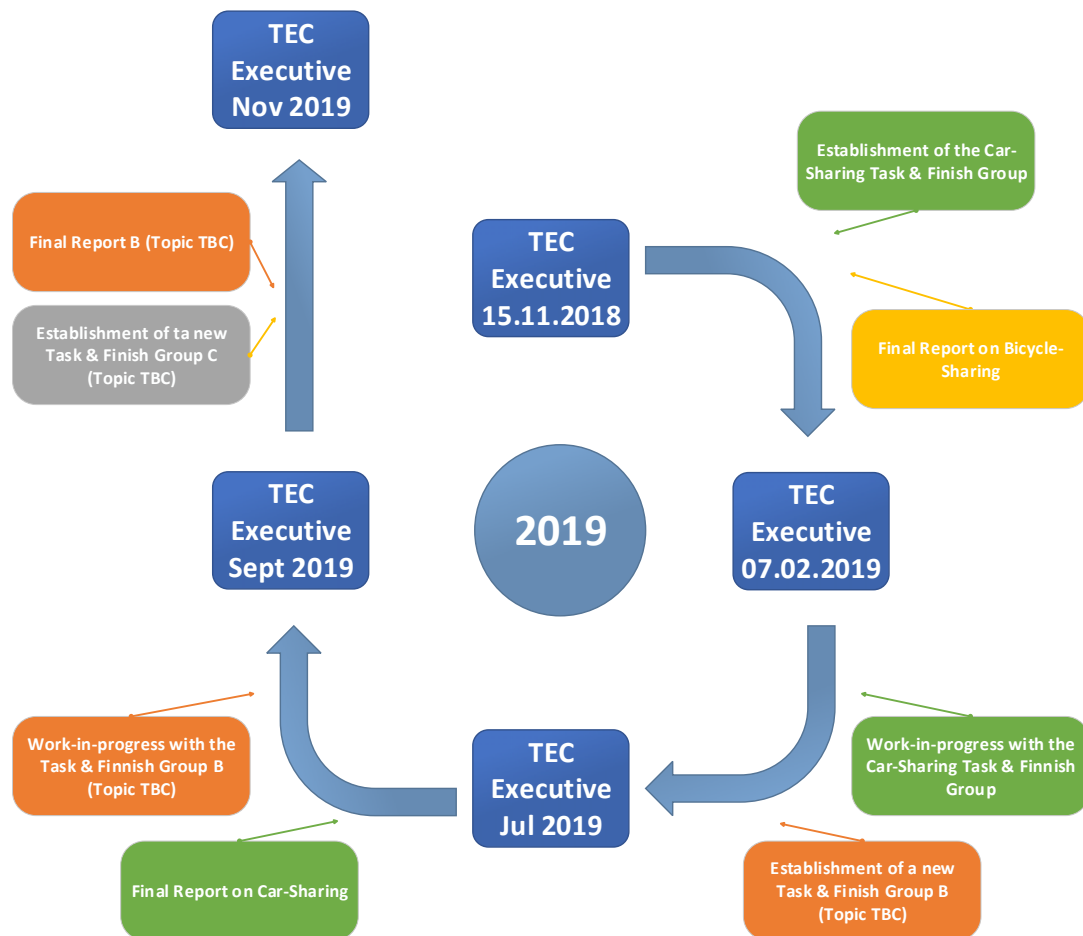
34. The first new topic area we propose to analyse is the car-sharing schemes. As it was outlined above, London Councils has been approached by a number of stakeholders, including the boroughs, TfL and car clubs, with concerns that London boroughs are not responding successfully to the challenges car clubs are facing. Therefore, there is a clear need of an urgent analysis of the current situation and a united response from the London boroughs.
35. Further to this, given that we have already been working on the issue of dockless bikes¹⁹, we propose to continue to work on this and produce a report for the next TEC Executive Committee held on 7 February 2019.

Full Project Cycle – Example

36. If the TEC Executive Members support the new Future Mobility Agenda and the proposed topic areas, London Councils' officers will start working in accordance with the following timeline. As shown in the graph below, between TEC Executive Meetings on 15 November 2018 and 7 February 2019, we would establish a new Task & Finish Group focusing on the car-sharing schemes, and produce a report on the progress on dockless bicycles in London.

¹⁹ Currently we are at the Stage 2 of the full project cycle (i.e. Work-in-progress with the TfL's Dockless Bikes Working Group)

37. Following this, between TEC Executive Meetings in February and July 2019, we would work with the Car-Sharing Task & Finish Group, and establish a new Task & Finish Group on a new topic (we would consult TEC Executive in February about the next topic).
38. Between TEC Executive Meetings in July and September 2019, we would produce a final report on car-sharing schemes and the work we have done on it, and start working with a new Task & Finish Group on the topic agreed with TEC back in February.
39. Finally, between TEC Executive Meetings in September and November 2019, we would finalise the report on the topic agreed with TEC Executive in February, and establish a new Task & Finish group to analyse the next topic area agreed with TEC Executive in September.
40. There is the opportunity to increase the time spent on topic areas if felt necessary, but the aim is to have a relatively swift and intensive look at each policy area in turn.



Conclusion

41. London is entering a time of rapid technological change in the transport sector. Autonomous transport, bicycle and car sharing schemes, demand-response services, EVs and developments in smart mobility platforms could bring enormous benefits and make London a cleaner, safer and better-connected place to live.

42. London boroughs and London Councils TEC should play a decisive role in driving this innovation agenda forward. In order to do so, we propose a new Future Mobility Agenda, which will aim to analyse key issues and forge a consensus amongst boroughs and key stakeholders.
43. The first new topic area to be analysed by London Councils' officers should be car-sharing schemes. LC officers should also finalise the bicycle-sharing work stream and produce a report for TEC Executive meeting on 7 February 2019.

Recommendations

The Committee is asked to:

- Note and comment on the report
- Agree to set up temporary Task & Finish Groups with political oversight through London Councils TEC Executive Committee meetings
- Agree for car-sharing schemes to be the first focus area of the proposed Future Mobility Agenda

Financial Implications

The main financial implication to London Councils arising from this report would be officer time spent on the project.

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.

London Councils TEC Executive Sub-Committee

Month 6 Revenue Forecast 2018/19 – Item no: 8 Appendices A and B

Report by:	Frank Smith	Job title:	Director of Corporate Resources
Date:	15 November 2018		
Contact Officer:	Frank Smith		
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	Revised 2018/19 £000	Month 6 ATD £000	Month 6 Forecast £000	Month 6 Variance £000
Payments in respect of Concessionary Fares				
TfL	322,924	161,462	322,924	0
RDG	19,552	11,285	19,552	0
Other Bus Operators	1,500	313	1,110	-390
Freedom Pass issue costs	1,518	559	1,514	-4
Freedom Pass Administration	479	242	483	4
City Fleet Taxicard contract	12,238	5,693	10,981	-1,257
Taxicard Administration	537	267	542	5
	358,748	179,821	357,106	-1,642
TEC Trading Account Expenditure				
Payments to Adjudicators- ETA	826	320	769	-57
Payments to Adjudicators - RUCA	286	107	257	-29
Northgate variable contract costs - ETA	298	143	289	-9
Northgate variable contract costs - RUCA	67	35	79	12
Northgate variable contract costs - Other	189	101	200	11
Payments to Northampton County Court	3,000	2,108	4,000	1,000
London Lorry Control Scheme Administration	793	314	797	4
ETA/RUCA Administration	2,664	1,221	2,632	-32
HEB Administration	45	22	45	0
	8,168	4,371	9,068	900
Sub-Total	366,916	184,192	366,174	-742
Operating Expenditure				
Contractual Commitments				
Northgate Fixed Costs	92	46	92	0
	92	46	92	0
Salary Commitments				
Non-operational staffing costs	639	311	645	6
Members Allowances	19	10	19	0
Maternity Provision	30	0	10	-20
	688	321	674	-14
Other Commitments				
Supplies and service	202	6	177	-25
Research	40	11	37	-3
	242	17	214	-28
Total Operating Expenditure	1,022	384	980	-42
Central Recharges	111	56	111	0
Total Expenditure	368,049	184,632	367,265	-784

TEC M6 Income Forecast 2018/19

Appendix B

	Revised 2018/19 £000	Month 6 ATD £000	Month 6 Forecast £000	Month 6 Variance £000
Borough contributions to TfL	322,924	161,462	322,924	0
Borough contributions to RDG	19,552	11,285	19,552	0
Borough contributions to other bus operators	1,500	0	1,500	0
Borough contributions to FP issue costs	1,518	324	1,518	0
Borough contributions to freedom pass administration	0	0	0	0
Income from replacing lost/faulty freedom passes	684	414	986	-302
Income from replacing lost/faulty taxicards	21	8	18	3
Borough contributions to Taxicard scheme	2,116	564	1,128	988
TfL contribution to Taxicard scheme	10,122	4,927	9,854	268
Borough contributions to taxicard administration	324	324	324	0
TfL Contribution to taxicard administration	124	28	112	12
	358,885	179,336	357,916	969
TEC trading account income				
Borough contributions to Lorry ban administration	0	0	0	0
London Lorry Control PCN income	800	478	1,000	-200
Borough ETA charges	930	534	1,077	-147
TfL Street Management ETA charges	234	78	157	77
TfL/GLA RUCA income	353	146	331	22
Borough ETA fixed costs	2,045	511	2,045	0
TfL Street Management ETA fixed costs	214	54	214	0
TfL/GLA RUCA fixed costs	497	124	497	0
Borough other parking services	500	291	583	-83
Northampton County Court Recharges	3,000	1,654	4,000	-1,000
	8,573	3,870	9,904	-1,331
Sub-Total	367,458	183,206	367,820	-362
Core borough subscriptions				
Joint Committee	46	51	46	0
TEC (inc TfL)	51	0	51	0
	97	51	97	0
Other Income				
TfL secretariat recharge	31	31	31	0
Investment income	0	10	20	-20
Other income	0	0	0	0
Sales of Health Emergency badges	44	31	62	-18
	75	72	113	-38
Transfer from Reserves	419	0	419	0
Central Recharges	0	0	0	0
Total Income Base Budget	368,049	183,329	368,449	-400