

# Leaders' Committee

## Pledges to Londoners - Update on Progress in Transport and Environment

Item no: 6

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**Summary:** This paper provides an update on the Transport and Environment pledges agreed by Leaders' Committee as part of its wider Pledges to Londoners.

**Recommendations:** Leaders' Committee is asked to note and comment on this report.

## Introduction

1. As London grows, pan-London transport infrastructure improvements are essential to ensure growth without environmental damage or harm to health. Yet it is local interventions, service design and urban planning that creates a liveable city that, for instance, makes walking and cycling accessible to all.
2. The following pledges were adopted by Leaders in the Transport and Environment policy areas:
  - i. Support the promotion of a new Clean Air Act and the introduction of ULEZ across much of London to protect Londoners from harmful polluted air.
  - ii. Deliver at least 2500 charging points for electric vehicles by 2022, including the option for 20 rapid charge points in each borough.
  - iii. Work towards including a target of one tree for every Londoner in our local plans.
  - iv. Hold TfL to account for improving the bus route network in every London borough.
  - v. Lobby for improved certainty and levels of local road funding through TfL's LIP process.
  - vi. Press for London borough representation on the TfL Board.
  - vii. Create, cost and lobby for a programme of local transport infrastructure delivery; addressing enhanced connectivity, platform extensions and related responses to growing demand.
  - viii. Lobby for the delivery of major transport investment including CR2, HS2, Euston redevelopment, Bakerloo Line extension, West London Orbital and Tram network.
  - ix. Work to agree new forms of London borough influence on the specification, management and award of rail franchises so that the borough voice is at the heart of commissioning; and argue for further devolution to London.
  - x. Lobby for fiscal devolution of transport taxes including a proportion of VED to help fund highway maintenance, and new fiscal levers to unlock home building.
3. The delivery of these pledges is being overseen by the Transport and Environment Committee (TEC). They reflect shared pan-London priorities for Leaders over the next three years but the list does not reflect the entirety of TEC's workplan for this period. TEC has also a wide range of policy, project and service delivery responsibilities described in detail in its annual business plan.

## Progress Update

### Air quality

- i. Support the promotion of a new Clean Air Act and the introduction of ULEZ across much of London to protect Londoners from harmful polluted air.
  - ii. Deliver at least 2500 charging points for electric vehicles by 2022, including the option for 20 rapid charge points in each borough.
  - iii. Work towards including a target of one tree for every Londoner in our local plans.
4. London Councils is working with the City of London Corporation on an “Emissions Reduction Bill” as well as with the GLA and Defra on the content of the wider Environment Bill, which will include a section on air quality.
5. A draft “Emissions Reduction Bill” has been agreed at London Councils TEC and the City of London Corporation will shortly be undertaking a period of wider consultation on the proposals before finalising the drafting of the Bill. The City of London Corporation hope to gain the support of the House of Lords to submit the proposal to the House in the next Parliamentary session (which has now been delayed due to the delay of the Queen’s Speech).
6. London Councils and GLA are both part of the Department for Environment, Food and Rural Affairs (Defra) Clean Air Legislation Contact Group, which was set up as a sounding board on specific areas that will be addressed within the upcoming Environment Bill. This has been an excellent opportunity to engage with and lobby central government on London local authorities’ behalf.
7. TfL and GLA have committed to working with London Councils and boroughs on the details of implementing the extended ULEZ in 2021, with a particular focus on communication, which will need a much longer lead in time than the current, central ULEZ.
8. London’s Go Ultra Low City Scheme (GULCS), a joint initiative between London Councils, TfL and the GLA, aims to make London the Ultra-Low Emission Vehicle (ULEV) capital of Europe. The project aims to encourage the uptake of electric vehicles (EVs) by installing charging infrastructure across London. By the end of August 2019, over 1,700 EV charging points will have been installed for the use of residents without off-street parking in London. It is anticipated that there will be a second round of funding later in 2019 that would take this figure to over 2000 charge points before the end of 2020.
9. Currently, approximately 170 rapid charging points have been installed in London, with the vast majority on the Transport for London Road Network (TLRN). So far 26 boroughs have submitted lists of 20 potential sites for the installation of more rapid charging points on

borough roads and approximately 2-3 of these will be progressed with TfL in each borough. TfL and the Mayor are keen to have at least 2-3 sites within every London borough.

10. The GLA, through its London i-tree report, estimate that there are around 8,400,000 trees in London. Given the current London population is around 8,900,000, an additional 500,000 trees are currently needed to achieve this goal. The Mayor has funded the planting of 175,000 trees since 2016 and officers loosely estimate a total yearly planting rate of about 100,000 trees across London (this number does not take the number of trees that have been felled into account).
11. There are several challenges in tracking actual tree numbers. Boroughs have a number of different approaches for recording trees in their area and many trees planted are done so by private individuals, developers or land owners. Officers will look to establish a borough baseline and work with borough colleagues to ascertain how the commitment to have this feature in local plans is being progressed.

#### Working with TfL

- iv. Hold TfL to account for improving the bus route network in every London borough.
  - v. Lobby for improved certainty and levels of local road funding through TfL's LIP process.
  - vi. Press for London borough representation on the TfL Board.
12. London Councils engaged extensively with TfL on its numerous bus reviews and submitted consultation responses signed off by London Councils TEC. This has resulted in TfL's commitment to address accessibility issues at interchanges and analyse and mitigate the impact interchanges could have on the use of the Hopper fare. TfL has confirmed that there will be refunds for customers on bus routes which are being significantly curtailed and where the Hopper fare is exceeded. TfL has also listened to comments on specific routes and has decided not to go through with the changes to routes 19 and N271 and has made changes to numerous others. London Councils will continue to engage with TfL on the wider bus network and argue for an increase in service provision in areas that need it.
13. TfL's business plan, including LIP funding, is a standing item on the agenda with TEC's quarterly meetings with the TfL Commissioner. In addition, an officer group made up of London Councils senior officers, borough finance and regeneration directors and senior TfL representatives meet regularly during the preparation of TfL's business plan with the view of being kept informed and also influencing the way in which TfL is making its funding decisions. The group was initiated last year and has already reflected a number of the

agreed principles. For example, TfL now understand that certainty of funding is very important to boroughs, hence any cuts of LIPs core funding hits harder than cuts in additional funding pots that need to be bid into. TfL has also responded to lobbying about enabling a year on year carry over of some funding, which provides boroughs with more flexibility in delivering their projects.

14. In November 2018, London Councils sent a letter, signed jointly by the chair of TEC and the London Councils Chair and vice-chairs, to the Deputy Mayor for Transport, Heidi Alexander, asking for a standing borough representative on the TfL Board. The Deputy Mayor has agreed to include the option of borough representation in the next governance review of the board, which is starting this summer and should be completed in the autumn of 2019.

#### Transport Infrastructure delivery and devolution

- vii. Create, cost and lobby for a programme of local transport infrastructure delivery; addressing enhanced connectivity, platform extensions and related responses to growing demand.
  - viii. Lobby for the delivery of major transport investment including CR2, HS2, Euston redevelopment, Bakerloo Line extension, West London Orbital and Tram network.
  - ix. Work to agree new forms of London borough influence on the specification, management and award of rail franchises so that the borough voice is at the heart of commissioning; and argue for further devolution to London.
  - x. Lobby for fiscal devolution of transport taxes including a proportion of VED to help fund highway maintenance, and new fiscal levers to unlock home building.
15. London Councils officers are working with borough colleagues to establish a baseline of both local and strategic transport infrastructure that is required to meet boroughs' ambitions for good growth. This baseline will be important to further the lobbying efforts and ensure it is targeted appropriately. Funding is a huge challenge in this arena, particularly now that Crossrail will take funds from the agreed mechanisms, such as Mayoral Community Infrastructure Levy (CIL) and Business rates supplements for another considerable time period.
16. Previously, both TfL and DfT officials were supportive of devolving some rail responsibilities to the Mayor of London and of looking at the franchising process for relevant lines, if the right governance arrangements could be put in place. These discussions have stalled over the past two years, but London Councils officers will

continue to explore ways in which relevant rail franchise decisions can be influenced in an effective way.

17. Funds available to London boroughs for highways maintenance continues to fall significantly short of what is needed. The accumulated highways maintenance backlog in London is currently estimated to be approximately £907 million<sup>1</sup>. As a result, London boroughs are forced to sacrifice funding from other vital services such as adult social care, child protection and care services to ensure that highways continue to be maintained to a good standard.
18. In late 2018, the Government announced an additional £420 million fund for local authority highway maintenance in 2018/19 but this was initially planned to exclude London authorities. Effective lobbying by London Councils, borough and TfL officers led to the allocation of £20 million of this fund for London authorities.
19. London Councils' officers continue to lobby with TfL, the Mayor, businesses and London MPS to devolve Vehicle Excise Duty (VED) back to the Capital. 90 per cent of Londoners' journeys are undertaken within London and the estimated £500m of VED paid by Londoners each year would almost cover annual expenditure on highway maintenance (although not deal with the backlog).

### **Next Steps**

20. London Councils officers and TEC will continue to work on supporting the implementation of the pledges as outlined in this report and will keep Leaders updated on a regular basis.

**Recommendations:** Leaders' Committee is asked to note and comment on this report

### **Financial implications for London Councils**

None

### **Legal implications for London Councils**

None

### **Equalities implications for London Councils**

None

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<sup>1</sup> State of the City report. Available here: <https://www.londoncouncils.gov.uk/node/34627>