

# London Councils' TEC Executive Sub Committee

## Future Mobility Agenda: Task & Finish Group on Smart Mobility & Mobility as a Service (MaaS) Update

Item no: 04

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**Summary:** Smart technologies and the better use of data and Mobility as a Service platforms could make significant positive impacts on the efficiency, environmental performance and safety of London's transport networks. There are, however, many unanswered questions about the role of local government in the future of integrated multi-model journey planning and payment solutions in London. These questions are being discussed in an intensive, but time limited work by the Task & Finish Group on Smart Mobility & MaaS, with oversight from the London Councils' TEC Executive. This paper provides an update on the first two meetings of the Group and outlines next steps.

**Recommendations:** The Committee is asked to:

- Note and comment on the report

## **Future Mobility Agenda: Task & Finish Group on Car Clubs**

### **Introduction / Overview**

1. London Councils' Transport and Environment Executive Sub Committee (TEC Executive) received a 'Future Mobility: Recognising and seizing opportunities in London'<sup>1</sup> report on 15 November 2018, which suggested a more active role for London Councils TEC Executive Committee in contributing to policy development for autonomous transport, bicycle and car sharing schemes, demand-response services and developments in smart mobility platforms. Members agreed to the report's recommendation to set up temporary Task & Finish Groups with political oversight through London Councils TEC Executive Committee meetings.
2. At the TEC Executive meeting on 18 July 2019, members agreed for Smart Mobility & Mobility as a Service (MaaS) to be the second focus area of the Future Mobility Agenda. Following this, at TEC Executive meeting on 12 September 2019, members approved the proposed composition, purpose, scope, size and timeline for the work of the Group, and noted other relevant information about the Group.
3. TEC members also received a report<sup>2</sup> on smart mobility and MaaS on 7 December 2017, which suggested a more active role for London Councils TEC in contributing to policy development in this policy area to assist in tackling air pollution and congestion challenges in London.

### **Membership**

4. Regular Members of the Group include officers from London Councils, London boroughs, the GLA and TfL. Out of a total number of 13 borough officers that volunteered to join the Group, the following seven boroughs were chosen based on inner and outer London groupings and political control:
  - Camden
  - Greenwich
  - Hillingdon
  - Islington
  - Kingston & Sutton
  - Redbridge
  - Westminster
5. Guest members invited to attend the meetings so far include the following stakeholders (the list includes MaaS platform providers, universities, consultancies, civil service and 3<sup>rd</sup> sector representatives actively working in this policy area): Bristol University, BVRLA, CityMapper, CoMoUK, Department for Transport, Mott MacDonald, Uber, University College London, University of Hertfordshire, Whim. These stakeholders were identified by doing further research on MaaS in London and utilising existing contacts with universities and the industry.

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<sup>1</sup> Full report can be accessed here: <https://www.londoncouncils.gov.uk/node/34772>

<sup>2</sup> <https://www.londoncouncils.gov.uk/download/file/fid/21717>

## First two meetings

6. The first meeting of the Group was held at London Councils on 3 October 2019. At the meeting London Councils' officers provided a project overview and together with all members agreed on the dates of the following meetings and approved a final version of the Terms of Reference document. The Group then discussed MaaS definitions and agreed on key themes that will be explored going forward.
7. It was agreed that MaaS will be defined as a platform (i.e. an app) where users can access, plan, book and pay for a range of mobility services through a single interface. This definition is closely aligned with the one used by TfL<sup>3</sup>. Berlin provides a good example of such platform as it has recently launched a new app, *Jelbi*, which offers multimodal transport solution by incorporating public transport, active travel, car sharing, and taxis into one app.
8. Members agreed that the following meetings will be split into the following themes:
  - Understanding the future of MaaS development on a national level (meeting no. 2)
  - Exploring MaaS platforms together with leading academics and researchers (meeting no.3)
  - Giving MaaS operators an opportunity to provide their vision of MaaS in the capital (meeting no.4)
  - Drawing conclusions and formulating a shared vision for MaaS development in London (meeting no.5)
9. The second meeting of the Group was held on 29 October 2019 and mainly focused on government's views on the future of MaaS in the UK. An officer from DfT's Centre for Connected and Autonomous Vehicles attended the discussion and outlined their upcoming work.

## Next steps

10. The Group will hold the final three meetings on the dates provided below. The sessions will explore views of leading academics and researchers on MaaS development and give an opportunity for industry representatives to provide their own vision for MaaS in London going forward.
  - 15 November 2019
  - 5 December 2019
  - 9 January 2020
11. It is planned that the Task & Finish Group on Smart Mobility & MaaS concludes its work in early 2020 and produce a final report to TEC Executive in February 2020 for their comments and approval.

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<sup>3</sup> <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/mobility-as-a-service/written/77598.pdf>

**Recommendations**

The Committee is asked to:

- Note and comment on the report

**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.