

London Councils' Transport and Environment Committee

Annual General Meeting

Thursday 9 June 2022

2.30pm in the Conference Suite, London Councils, 59½ Southwark Street, London, SE1 0AL

Party Group Meetings

Labour Group: 1.30pm in Meeting Room 2

Conservative Group: 1.45pm in Meeting Room 6

Liberal Democrat Group: 1.30pm in Meeting Room 8

Contact Officer: Alan Edwards **Telephone:** 020 7934 9911
Email: alan.e@londoncouncils.gov.uk

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1	Apologies for Absence and Announcement of Deputies	-
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5	Membership of London Councils' Transport & Environment Committee 2022/23	
6	Appointment of the TEC Executive Sub Committee for 2022/23	
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Part Two: Items of Business		
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11	Ultra Low Emission Zone (ULEZ) Expansion & Road User Charging Consultation – Discussion by Shirley Rodrigues (Deputy Mayor for Environment) and Alex Williams (Transport for London)	-
12	Flooding Investment in London - Thames RFCC – Robert Van de Noort (Chair of Thames RFCC) and Claire Bell (Environment Agency)	
13	TEC Priorities for 2022/23	
14	Response to DEFRA’s Environmental Targets Consultation	
15	E-Scooters Update – Elizabeth Gaden from TfL will be present to answer questions	
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18	Minutes of the TEC Main Meeting held on 24 March 2022	

Declarations of Interest

* If you are present at a meeting of London Councils’ or any of its associated joint committees or their sub-committees and you have a disclosable pecuniary interest* relating to any business that is or will be considered at the meeting you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting, participate further in any discussion of the business, or
- participate in any vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

It is a matter for each member to decide whether they should leave the room while an item that they have an interest in is being discussed. In arriving at a decision as to whether to leave the room they may wish to have regard to their home authority’s code of conduct and/or the Seven (Nolan) Principles of Public Life.

*as defined by the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012

If you have any queries regarding this agenda or are unable to attend this meeting, please contact:

Alan Edwards

Governance Manager

Tel: 020 7934 9911

Email: alan.e@londoncouncils.gov.uk

TEC Declarations of Interest as at 9 June 2022

North London Waste Authority

Cllr Adam Harrison (LB Camden), and Cllr Rowena Champion (LB Islington).

East London Waste Authority

Cllr Syed Ghani (LB Barking & Dagenham), and Cllr James Asser (LB Newham).

West London Waste Authority

Cllr Krupa Sheth (LB Brent)

Directors of London Energy Ltd

Cllr Clyde Loakes (LB Waltham Forest)

London Waste & Recycling Board (LWARB)

Cllr Krupa Sheth (LB Brent)

Thames Regional Flood & Coastal Committee (RFCC)

Cllr Syed Ghani (LB Barking & Dagenham), and Cllr James Asser (LB Newham),

London Cycling Campaign

Cllr Rowena Champion (LB Islington).

London Road Safety Council (LRSC)

Cllr Krupa Sheth (LB Brent), and Cllr Rowena Champion (LB Islington)

LGA Board Member of Environment, Economy, Housing and Transport Board

Mayor Phil Glanville (LB Hackney)

Member of SERA

Mayor Phil Glanville (LB Hackney)

Labour Cycles

Mayor Phil Glanville (LB Hackney)

London Sustainable Development Commission

Cllr Rowena Champion (LB Islington)

London Councils' Transport and Environment Committee

Election of TEC Vice Chairs for 2022/23

Item
No: 04

Report by:	Alan Edwards	Job title:	Governance Manager
Date:	9 June 2022		
Contact Officer:	Alan Edwards		
Telephone:	020 7934 9911	Email:	Alan.e@londoncouncils.gov.uk

Summary: This report sets out the process for electing three Vice Chairs for the 2022/23 municipal year.

Recommendation: Members are asked to discuss and agree the following recommendation.:

- To elect three Vice Chairs for London Councils' Transport & Environment Committee for 2022/23.

Election of Vice-Chairs on TEC

1. The Standing Orders of London Councils state that the Committee will, at its AGM, elect the Chair, the Deputy Chair and up to three Vice Chairs of TEC. The elections should take into account the political balance on the Committee.
2. The make-up of the TEC for 2022/23 is as follows: 21 Labour members, 6 Conservative members, 3 Liberal Democrat members, the City of London, Transport for London and 2 Independents.
3. It was agreed in 2010/11 that a Deputy Chair would no longer be elected to TEC. In line with that decision, therefore it is proposed that three Vice Chairs would be nominated – one Vice Chair from the Labour Group, one Vice Chair from the Conservative Group and one Vice Chair from the Liberal Democrat Group with one of the Vice Chairs acting as Deputy Chair on the Committee.

Recommendation:

4. The Committee is recommended to elect three Vice Chairs on TEC (one Labour, one Conservative and one Liberal Democrat)

Legal Implications for London Councils

5. There are no legal implications for London Councils.

Equalities Implications for London Councils

6. There are no specific equalities implications for London Councils.

Financial Implications for London Councils

7. There are no specific financial implications to London Councils.

Background Papers

London Councils Standing Orders, June 2015

Election of Vice Chairs, Item 6, 10/06/10, File: TEC Final 2010/11

London Councils' Transport and Environment Committee

Membership of London Councils' TEC 2022/23

Item
No:05

Report by:	Alan Edwards	Job title:	Governance Manager
Date:	9 June 2022		
Contact Officer:	Alan Edwards		
Telephone:	020 7934 9911	Email:	Alan.e@londoncouncils.gov.uk

Summary: This report sets out the latest details of the Committee's Membership for 2022/23. It was agreed that the TEC membership would be reported at the AGM.

Recommendation: The Committee is recommended:

- to note the membership as at 31 May 2022, of London Councils' TEC for 2022/23.

Borough Representation for the Municipal Year 2022/23

Barking & Dagenham	Main Rep: Cllr Syed Ghani Deputy: Cllr Cameron Geddes
Barnet	Main Rep: Deputies:
Bexley	Main Rep: Cllr Peter Craske Deputies: Cllr Cafer Munur Cllr Cheryl Bacon
Brent	Main Rep: Cllr Krupa Sheth Deputies: Cllr Shama Tatler Cllr Promise Knight Cllr Neil Nerva Cllr Thomas Stephens
Bromley	Main Rep: Cllr Nicholas Bennett Deputies: Cllr Will Rowlands Cllr Colin Hitchins
Camden	Main Rep: Cllr Adam Harrison Deputies: Cllr Danny Beales Cllr Meric Apak Cllr Richard Olszewski
City of London Corporation	Main Rep: Deputies:
Croydon	Main Rep: Cllr Scott Roche Deputy: Cllr Robert Ward
Ealing	Main Rep: Cllr Deidre Costigan Deputies: None Given
Enfield	Main Rep: Cllr Rick Jewell Deputies: Cllr Ergin Erbil Cllr Chinelo Anyanwu
Greenwich	Main Rep: Cllr Sarah Merrill

	Deputies: Cllr Denise Scott-McDonald
Hackney	Main Rep: Mayor Phil Glanville (Chair) Deputies: Cllr Jon Burke
Hammersmith & Fulham	Main Rep: Cllr Sharon Holder Deputy: Cllr Wesley Harcourt
Haringey	Main Rep: Cllr Mike Hakata Deputies: Cllr Ruth Gordon Cllr Sara Williams
Harrow	Main Rep: Cllr Anjana Patel Deputy: Cllr Paul Osborn Cllr David Ashton Cllr Manilyn Ashton
Havering	Main Rep: Cllr Barry Mugglestone Deputies: TBA
Hillingdon	Main Rep: Cllr Jonathan Bianco Deputy: Cllr Eddie Lavery
Hounslow	Main Rep: Cllr Hanif Khan Deputy: Cllr Katherine Dunne
Islington	Main Rep: Cllr Rowena Champion Deputies: Cllr Phil Graham Cllr Dave Poyser
Kensington & Chelsea	Main Rep: Cllr Cem Kemahli Deputies: Cllr Tom Bennett Cllr Roberto Weeden-Sanz Cllr Arrien Areti Cllr Hamish Adourian
Kingston	Main Rep: Cllr Ian Manders Deputies: TBC

Lambeth	Main Rep: Cllr Rezina Chowdhury <i>Deputies: Cllr Malcolm Clark</i>
Lewisham	Main Rep: Cllr Louise Krupski <i>Deputies: Cllr Brenda Dacres</i>
Merton	Main Rep: Cllr Martin Whelton Deputies: Cllr Natasha Irons
Newham	Main Rep: Cllr James Asser <i>Deputies: Cllr John Whitworth Cllr Ken Penton Cllr Rachel Tripp Cllr Salim Patel</i>
Redbridge	Main Rep: Cllr Jo Blackman Deputies: Cllr Sheila Bain Cllr Kam Rai Cllr Jas Athwal Cllr Linda Huggett
Richmond	Main Rep: Cllr Alexander Ehmann Deputies: TBC
Southwark	Main Rep: Cllr Catherine Rose <i>Deputies: None Given</i>
Sutton	Main Rep: Cllr Barry Lewis <i>Deputies: Cllr Christopher Woolmer</i>
Tower Hamlets	Main Rep: Cllr Dan Tomlinson Deputies: Cllr Asma Islam
Waltham Forest	Main Rep: Cllr Clyde Loakes <i>Deputies: Cllr Naheed Asghar Cllr Khevyn Limbajee</i>
Wandsworth	Main Rep: Cllr Judi Gasser <i>Deputies: Cllr Clare Fraser Cllr Claire Gilbert</i>

<i>Westminster</i>	<i>Main Rep: Cllr Paul Dimoldenberg</i> <i>Deputies: Cllr Geoff Barraclough Cllr Matt Noble</i>
<i>Transport for London</i>	<i>Main Rep: Alex Williams</i> <i>Deputy: Heather Preen</i>

Red *italics* indicates a new lead TEC representative for 2022/23.

Black *italics* indicates nomination received, but same TEC representative as in 2022/23

Legal Implications for London Councils

1. There are no legal implications for London Councils.

Equalities Implications for London Councils

2. There are no specific equalities implications for London Councils.

Financial Implications for London Councils

3. There are no specific financial implications to London Councils.

Background Papers

None.

London Councils' Transport and Environment Committee

Appointment of the TEC Executive Sub Committee for 2022/23 Item No: 06

Report by: Alan Edwards **Job title:** Governance Manager
Date: 9 June 2022
Contact Officer: Alan Edwards
Telephone: 020 7934 9911 **Email:** Alan.e@londoncouncils.gov.uk

Summary: This report sets out the arrangements for the TEC Executive Sub Committee.

Recommendations: Members are discuss and agree the following recommendations.

- To elect eleven members to serve on the TEC Executive Sub Committee for the municipal year for 2022/23 on the basis set out in the report, including the Independent from the City of London Corporation; and
- To note the procedure for taking urgent decisions as set out in paragraphs 7 to 9.

Background

1. This Committee on 13 October 2000 considered a report which set out the relationship between itself and the Executive Sub Committee.
2. The Committee agreed that all the executive functions of TEC should be delegated to the Executive Sub Committee with the exception of the following:
 - election of committee officers;
 - election of members of the sub committee;
 - agreement of budget;
 - agreement of work programme;
 - agreement of annual report;
 - appointment of adjudicators;
 - agreement of parking penalties;
 - agreement to major changes in policy for the lorry ban;
 - agreement to the annual concessionary fares scheme;

- agreement of the draft annual policy statement for agreement with the London Councils' Leaders' Committee; and
 - consideration and agreement of major transport and environmental policy issues.
3. This delegation was agreed on the basis that a committee of 34 members would find it difficult to meet sufficiently frequently to take decisions on the more executive and detailed issues that require member level decisions. The arrangement has worked well over the years and members are recommended to continue this arrangement.
 4. The TEC Main Committee as a whole, will continue the role of considering and, where necessary, confirming the actions of the Sub Committee through consideration of the minutes of the Sub Committee and calling for other actions and reports as members. All members of the Main Committee will receive the Sub Committee's agenda and will be welcome to attend the Sub Committee's meetings.

Composition of the TEC Executive Sub Committee

5. Under statute the composition of the Sub Committee must reflect the political balance of members of the Main Committee. The TEC Executive Sub Committee has hitherto been made up eleven members with the representative of the City of London specifically invited to attend meetings.
6. On the basis of the London Councils' approach to proportionality (the d'Hondt formula), after the 2022 local elections, this would give the Labour Group 7 members (8 members, but one place offered to the City of London Corporation) and the Conservative Group 2 members, and 1 Liberal Democrat member. A representative from the City of London Corporation is also invited to attend the TEC Executive Sub Committee meetings, making up the 11 members.

Procedure for Taking Urgent Decisions

7. The London Councils' Standing Orders allow for urgent matters that cannot wait until the next full TEC meeting to be decided by the Committee's Elected Officers. The Chair of the Committee and Group Leaders are the Committee's Elected Officers.
8. If at least two of the Elected Officers agree with the London Councils' Director of Transport and Mobility, that the matter in question is urgent and agree on the Director of Transport and Mobility's recommendation, then the decision shall be taken by the Director of Transport and Mobility in accordance with such recommendation, subject to the decision being recorded in writing, and signed by the Elected Officers agreeing the recommendation and the Director of Transport and Mobility.
9. The Elected Officers and the Director of Transport and Mobility may nominate persons to act in their absence for the purpose of this Standing Order. Any urgent decisions taken under this procedure will be reported to the next meeting of the Committee.

Equalities Considerations

10. There are no specific implications for equalities arising from this report.

Legal Implications

11. There are no specific legal implications arising from this report.

Financial Considerations

12. There are no specific financial considerations arising from this report.

Background Papers

Short Title of Document	Date	File Location	Contact Officer	Exempt Info Para under Schedule 12A
London Councils' Standing Orders	June 2015	London Councils' Offices, Southwark St	Alan Edwards	N/A

London Councils' Transport and Environment Committee

TEC Nominations to Outside Bodies and TEC Funding Sub-Group 2022/23

Item
No: 07

Report by:	Alan Edwards	Job title:	Governance Manager
Date:	9 June 2022		
Contact Officer:	Alan Edwards		
Telephone:	020 7934 9911	Email:	Alan.e@londoncouncils.gov.uk

Summary:

This report seeks the Committee's nominations to various outside bodies which relate to the work of the Committee for 2022/23. All nominations to outside bodies are made by the London Councils' Leaders Committee which has delegated this function to an Appointments Panel comprising of the Executive Officers. The Appointments Panel further delegated the task to the Chief Executive of London Councils, within agreed guidelines including consultation with the chair of the relevant London Councils member body, in this case the Chairman of London Councils' Transport & Environment Committee. The list of approved nominations will then go before London Councils Executive Officers sitting as the Appointments Panel for ratification. The committee also has the power to set up sub-groups to address specific matters of concern.

Recommendations

Members are asked:

- To agree names to be passed on to the Chief Executive of London Councils, for appointment to outside bodies.
- To decide whether to re-constitute the TEC funding sub-group in 2022/23
- To agree the membership of the TEC funding sub-group (dependent on the decision above). The group previously comprised of the three vice chairs of TEC (with the Labour Vice Chair chairing the meetings), along with two additional Labour TEC members and a Conservative TEC member.

1. Member Level Appointments to Outside Bodies

There are several outside bodies which have member-level representation from London Councils. All nominations to outside bodies are made by the London Councils Leaders' Committee which has delegated this function to an Appointments Panel comprising the Executive Officers of London Councils. The Appointments Panel further delegated the task to the Chief Executive of London Councils, within agreed guidelines including consultation with the chair of the relevant London Councils member body, in this case the Chair of London Councils' TEC. The list of approved nominations will then go before London Councils' Executive Officers, sitting as the Appointments Panel for ratification. This report seeks the guidance of London Councils' TEC in agreeing which names are to be passed on to the Chief Executive for appointment to the bodies listed below.

2. Bodies Seeking Nominations

The following bodies have sought member nominations from London Councils in the field of transport and the environment:

(a) **Heathrow Airport Consultative Committee (HACC)**

The HACC is a statutory "watchdog" for Heathrow Airport which reviews all matters of interest to stakeholders in London relating to Heathrow Airport, including surface access, employment and safety and operational issues. Meetings are held at Heathrow every two months. London Councils is asked to make one nomination per year, plus one deputy.

The TEC member for 2021/22 was Councillor Steve Curran (LB Hounslow). Councillor Peter Craske (LB Bexley) was the Conservative Deputy for 2021/22.

The HACC have requested that TEC select a representative from a borough that is not in the general vicinity of Heathrow Airport, for 2022/23, as these boroughs are already represented on the HACC in their own right.

(b) **Thames Regional Flood & Coastal Committee (Thames RFCC)**

The Thames Regional Flood & Coastal Committee (Thames RFCC) was established by the Environment Agency (EA) under the Flood and Water Management Act 2010. It brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience to ensure there are coherent plans for identifying and managing flood risks, to ensure investment is value for money and efficient, and provide links between the EA and LLFAs

Borough membership of the Committee (7 borough members) is made through London Councils' TEC. Nominations are made on a yearly basis, and deputies for each region are required. The Thames RFCC meets quarterly. The 7 areas are listed below.

Group	Boroughs	Rationale and characteristics
West	Hillingdon, Hounslow, Ealing, Brent, Harrow, Barnet (Conservative)	Virtually all of the Brent, Crane and Pinn catchments are contained within these boroughs
South West	Richmond upon Thames, Kingston upon Thames, Sutton, Merton, Wandsworth, Croydon (Party to be confirmed at the	All of the Hogsmill, Beverley Brook, Wandle and Graveney catchments are contained within these boroughs

	<i>TEC meeting)</i>	
South East	Bromley, Lewisham, Greenwich, Bexley (Labour)	Virtually all of the Ravensbourne catchment is within these boroughs
North East	Havering, Barking and Dagenham, Redbridge (Labour)	These boroughs comprise the parts of the Roding, Beam and Ingrebourne catchments that flow through London
Central North	Hammersmith and Fulham, Kensington and Chelsea, City of Westminster, City, Camden, Islington (Party to be confirmed at the TEC meeting)	Most of the risks within these boroughs are from surface water flooding (or from Thames tidal flooding managed by the Environment Agency).
Central South	Lambeth, Southwark (Labour)	Most of the risks within these boroughs are from surface water flooding (or from Thames tidal flooding managed by the Environment Agency).
North	Hackney, Tower Hamlets, Haringey, Enfield, Waltham Forest, Newham (Labour)	The River Lee and its tributaries are largely within these boroughs

The representatives to the Thames RFCC for last year (2021/22) for each of the seven groups are listed below:

- North West: Cllr Peter Zinkin – LB Barnet (Conservative)
- South West: Cllr Julia Neaden-Watts – LB Richmond (Liberal Democrat)
- South East: Cllr Sizwe James - RB Greenwich (Labour)
- North East: Cllr Syed Ghani – LB Barking & Dagenham (Labour)
- Central North: Cllr Johnny Thalassites - RB Kensington & Chelsea (Conservative)
- Central South: Cllr Johnson Situ - LB Southwark (Labour), and
- North: Cllr James Asser – LB Newham (Labour)

Nominations were now being sought for the Thames RFCC for 2022/23

(c) The London Sustainable Development Commission (LSDC)

The LSDC works to develop a coherent approach to sustainable development throughout London, not only to improve the quality of life of Londoners today and for generations to come but also to reduce London's footprint on the rest of the UK and the world. Nomination is sought to ensure the views of London boroughs are represented on the Commission and the work they are undertaking, including the setting of performance indicators. Meetings take place every quarter and nominations are made on an annual basis

Councillor Rowena Champion (LB Islington) was the TEC representative on the LSDC for 2020/21. A nomination for 2022/23 is now required.

(d) Urban Design London (UDL)

The UDL aims to help practitioners create and maintain well-designed, good quality places. It does this through events, training, networking and online advice. Nominations take place on an annual basis. The UDL meets 3 to 4 times per year.

Councillor Nigel Haselden (LB Lambeth) and Councillor Johnny Thalassites (RB Kensington & Chelsea) were previously nominated to this body in 2021/22. Nominations are now sought for the UDL for 2022/23.

(e) London City Airport Consultative Committee (LCACC)

The London City Airport Consultative Committee (LCACC) was set up by London City Airport in 1986 as a consultative body whose membership represents users of the airport, local authorities in whose area the airport is situated or whose area is in the neighbourhood of the airport and other organisations representing local communities. Its primary function is to serve as an organised forum in which the Airport can inform its stakeholders of current issues and seek their feedback. It meets four times a year.

The membership includes representatives from the boroughs most directly affected by the Airport's operations namely Newham (three members as required by the Airport's S106 planning agreement), Tower Hamlets, Greenwich, Bexley and Barking and Dagenham. Changes by National Air Traffic Services to flight paths in the Terminal Control North area mean that residents of other boroughs are also affected by the Airport's operations, particularly those in Waltham Forest, Redbridge and Havering. In January 2010, the LCACC invited London Councils to nominate a representative from one of these boroughs to represent all three of them on the Committee. The LCACC meets four times a year and nominations are on an annual basis.

The position was vacant. The Committee may wish to nominate the TEC member from LB Havering, who's turn it is to represent TEC at the LCACC for 2022/23.

(f) ReLondon (formerly the London Waste & Recycling Board/LWARB)

The Greater London Authority (GLA) Act 2007 provided the legal framework for the establishment of a statutory Board to facilitate waste management across London – ReLondon (formerly the London Waste and Recycling Board (LWARB)). The objective of the Board is to promote and encourage the production of less waste, an increase in the proportion of waste that is re-used or recycled, and the use of methods which are more beneficial to the environment.

Appointments to the Board are for 4 years (renewable once). Current London Councils' appointments are:

Councillor Nesil Caliskan (LB Enfield)
Councillor Claire Holland (LB Lambeth)
Councillor Krupa Sheth (LB Brent)
*Councillor Guy Senior (LB Wandsworth)
Chantelle Nicolson (Independent)
Joe Murphy (Independent)

*No nominations are required until 2024, except for Councillor Guy Senior (LB Wandsworth) whose first term ends on 13 August 2022. *A new Conservative nomination will be required from 13 August 2022, for a period of four years.*

(g) London Cycling Campaign (LCC) Policy Forum

On the request of TEC, the LCC policy Forum has included a representative from TEC since September 2012.

Members of this Forum are voted in, which is why the TEC representative is a non-voting member. The Policy Forum meets quarterly and reviews and develops LCC's policy positions and priority issues. Nominations are on an annual basis

Councillor Clyde Loakes (LB Waltham Forest) was the TEC representative for 2022/23. *A Nomination to the LCC Policy Forum is now sought for 2022/23.*

(h) London Fuel Poverty Partnership

In May 2018 the Mayor established the London Fuel Poverty Partnership to deliver his Fuel Poverty Action Plan. The partnership brings together stakeholders from sectors including local suppliers and the energy efficiency industry. The group aims to not only assist the Mayor in delivering fuel poverty support but also works across support services to identify households living in fuel poverty, so they can get the support they need. The Partnership encourages all sectors and organisations to play their part and its members act as advocates for improvements in policy and delivery.

Alongside London Councils the Association of Local Energy Officers (ALEO) London and the London Association of Directors of Adult Social Services (London ADASS) are represented. The Partnership meets three times a year.

The Partnership is co-chaired by Shirley Rodrigues, Deputy Mayor for Environment & Energy, and Debbie Weekes-Bernard, Deputy Mayor for Social Integration, Social Mobility and Community Engagement.

A Labour nomination to the London Fuel Poverty Partnership is now sought for 2022/23.

3. TEC Funding Sub Group

In 2021/22, the committee decided to set up a funding sub-group reflecting the political make-up of the committee. The group previously comprised of the three vice chairs of TEC (with the Labour Vice Chair chairing the meetings), along with two additional Labour TEC members and a Conservative TEC member.

The group's aims were to:

- a. Better understand the current funding arrangements in London
- b. identify key challenges London boroughs are facing
- c. identify possible solutions to the challenges and to coordinate a strategic, pan-London, cross-party approach.

The committee is asked to decide whether it wishes to re-establish this group and if so, decide on its membership.

4. Financial Implications

There are no financial implications.

5. Legal Implications

There are no legal implications.

6. Equalities Implications

There are no equalities implications from this report.

Background Papers:

Short Title of Document	Date	File Location	Contact Officer	Exempt Info Para under Schedule 12A
TEC AGM Mins	June 2013	London Councils/ K-Drive/ Committees/TEC /June 2013	Alan Edwards	N/A

Informal London Councils' Transport and Environment Committee AGM (Virtual) – 10 June 2021

Minutes of a virtual informal meeting of London Councils' Transport and Environment Committee AGM held on Thursday 10 June 2021 at 2:30pm

Present:

Council	Councillor
Barking and Dagenham	Cllr Syed Ghani
Barnet	Cllr Peter Zinkin
Bexley	Cllr Peter Craske
Brent	Cllr Krupa Sheth
Bromley	Cllr William Huntington-Thresher
Camden	Apologies
Croydon	Cllr Muhammad Ali
Ealing	Cllr Deidre Costigan
Enfield	Cllr Ian Barnes
Greenwich	Cllr Sarah Merrill
Hackney	Mayor Phil Glanville (Chair)
Hammersmith and Fulham	Cllr Wesley Harcourt
Haringey	Cllr Mike Hakata
Harrow	Cllr Varsha Parmar
Havering	Cllr Osman Dervish
Hillingdon	Cllr John Riley
Hounslow	Cllr Hanif Khan
Islington	Apologies
Kensington and Chelsea	Cllr Johnny Thalassites
Kingston Upon Thames	Cllr John Sweeney
Lambeth	Cllr Claire Holland
Lewisham	Apologies
Merton	Cllr Martin Whelton
Newham	Cllr James Asser
Redbridge	Cllr Jo Blackman
Richmond Upon Thames	Cllr Alexander Ehmann
Southwark	Cllr Catherine Rose
Sutton	Cllr Manuel Abellan
Tower Hamlets	Apologies
Waltham Forest	Cllr Clyde Loakes
Wandsworth	Cllr Sarah McDermott
City of Westminster	Cllr Melvyn Caplan
City of London Corporation	Oliver Sells QC (Deputy)
Transport for London	Alex Williams

1. Apologies for Absence & Announcement of Deputies

Apologies:

Cllr Adam Harrison (LB Camden)
Cllr Rowena Champion (LB Islington)
Cllr Sophie McGeevor (LB Lewisham)
Cllr Dan Tomlinson (LB Tower Hamlets)
Alastair Moss (City of London Corporation)

Deputies:

Oliver Sells QC (City of London Corporation)

2. Declaration of Interests (additional to those not on the supplied sheet)

Freedom Pass/60+ Oyster/Taxicard

Cllr Melvyn Caplan (City of Westminster)

London City Airport Consultative Committee (LCACC)

Cllr James Asser (LB Newham)

East London Waste Authority

Cllr Jo Blackman (LB Redbridge)

West London Waste Authority

Cllr Deidre Costigan (LB Ealing)

British Cycling

Mayor Phil Glanville (LB Hackney)

Trustee Wandle Valley Regional Park

Cllr Sarah McDermott (LB Wandsworth)

Member of SERA

Cllr Jo Blackman (LB Redbridge)

North London Waste Authority

Cllr Clyde Loakes (LB Waltham Forest)
Cllr Mike Hakata (LB Haringey)

London Energy

Cllr Clyde Loakes (LB Waltham Forest)

Thames Regional Flood & Coastal Committee

Cllr Peter Zinkin (LB Barnet)

It was noted that Cllr Clyde Loakes had not been invited to attend the London Cycling Campaign Policy Forum, so any previous Declarations of Interest for Cllr Loakes under the London Cycling Campaign should be removed. He was also not a member of the Dockless

Bike Scheme.

The Chair welcomed all new members to TEC, and thanked past Members, including former TEC Chair Councillor Julian Bell and Vice Chair Councillor Tim Mitchell, who were no longer on TEC, for all their work.

3. Election of Chair of TEC for 2021/22

Councillor Peter Zinkin nominated Mayor Phil Glanville (LB Hackney) to be the new Chair of TEC. This was seconded by Councillor Manuel Abellan. Mayor Phil Glanville was elected as the new Chair of TEC for 2021/22. The nomination would be agreed via the TEC Urgency Procedure.

4. Election of Vice Chairs of TEC for 2021/22

The Committee received a report that set out the process for electing three Vice Chairs for the 2021/22 municipal year.

The Chair nominated Councillor Claire Holland to be the Labour Vice Chair, Councillor Peter Zinkin to be the Conservative Vice Chair and Councillor Manuel Abellan to the Liberal Democrat Vice Chair. Councillor Loakes seconded these nominations.

The Committee appointed the following TEC vice chairs, which would be agreed by the TEC Urgency Procedure after the informal meeting:

Councillor Claire Holland (Labour Vice Chair)
Councillor Peter Zinkin (Conservative Vice Chair), and
Councillor Manuel Abellan (Liberal Democrat Vice Chair)

5. Membership of London Councils' TEC for 2021/22

The Committee considered a report that set out the latest details of the Committee's Membership for 2021/22. It was agreed that the TEC membership would be reported at the AGM.

The Committee noted the membership of TEC for 2021/22 and noted that Alan Edwards would send TEC members an updated membership once all the TEC nominations had been received.

6. Appointment of the TEC Executive Sub Committee for 2021/22

The Committee received a report that set out the arrangements for the appointment of the TEC Executive Sub Committee for 2021/22.

The Committee elected the following members to the TEC Executive Sub Committee for 2020/21, which would be agreed by the TEC Urgency Procedure following the informal meeting:

Labour

Mayor Phil Glanville (LB Hackney – Chair)

Cllr Krupa Sheth (LB Brent)
Cllr Muhammad Ali (LB Croydon)
Cllr Hanif Khan (LB Hounslow)
Cllr Claire Holland (LB Lambeth)
Cllr Sophie McGeevor (LB Lewisham)
Cllr Martin Whelton (LB Merton)

Conservative

Cllr Peter Zinkin (City of Westminster)
Cllr William Huntington-Thresher (LB Bromley)
Cllr Johnny Thalassites (RB Kensington & Chelsea)

Liberal Democrat

Cllr Manuel Abellan (LB Sutton)

City of London

Alastair Moss

7. TEC Nominations to Outside Bodies 2021/22

The following nominations were made to the TEC Outside Bodies for 2021/22:

Heathrow Airport Consultative Committee

Cllr Steve Curran (LB Hounslow)
Cllr Peter Craske (LB Bexley)

London City Airport Consultative Committee

Cllr Clyde Loakes (LB Waltham Forest)

Thames Regional Flood & Coastal Committee

North West – Cllr Peter Zinkin (LB Barnet)
South West – Cllr Julia Neden-Watts (LB Richmond)
South East – Cllr Sarah Merrill (RB Greenwich)
North East – Cllr Syed Ghani (LB Barking & Dagenham)
Central North – Cllr Johnny Thalassites (RB Kensington & Chelsea)
Central South – Cllr Catherine Rose (LB Southwark)
North – Cllr James Asser (LB Newham)

London Sustainable Development Commission

Cllr Rowena Champion (LB Islington)

Urban Design London

Cllr Johnny Thalassites (RB Kensington & Chelsea)
Cllr Nigel Haselden (LB Lambeth)

London Cycling Campaign Policy Forum

Cllr Mike Hakata (LB Haringey)

London Fuel Poverty Partnership

Cllr William Huntington-Thresher (LB Bromley)

8. TEC AGM Minutes of 15 October 2020 (already agreed – for noting)

The Committee noted the TEC AGM minutes from 15 October 2020.

9. TEC Constitutional Matters

The Committee received a report that proposed an amendment to London Councils Standing Orders to reflect the expiry of the emergency Regulations (SI 2020/392), made under section 78 of the Coronavirus Act 2020, which came into force on 4 April 2020, which allowed for Virtual Meetings.

The report also provided, for information, the most recent version of London Councils Scheme of Delegations.

The Committee:

- Noted the proposed amendment to London Councils Standing Orders to disregard the Virtual Meetings Protocol, as detailed in this report and at Appendices One and Two; and
- Noted the London Councils Scheme of Delegations to officers at Appendix Three.

London Councils' Transport and Environment Committee

Constitutional Matters - Amendments to Item London Councils Standing Orders, and No: 09 annual presentation of Scheme of Delegations to Officers

Report by: Christiane Jenkins **Job title:** Director, Corporate Governance
Date: 9 June 2022
Contact Officer: David Dent
Telephone: 020 7934 9753 **Email:** david.dent@londoncouncils.gov.uk

Summary: This report proposes amendments to London Councils Standing Orders.

This report also provides, for information, the most recent version of London Councils Scheme of Delegations, which encompasses amendments to reflect the current officer structure of London Councils.

Recommendation: The Committee is recommended to:

- Note the proposed amendments to London Councils Standing Orders, as detailed in this report and at **Appendix One**;
- Note the proposed amendments to London Councils Scheme of Delegations to officers at **Appendix Two**, including the relevant amendments to sections 7, 8, 12 and Part A of Appendix A

Background

Standing Orders:

1. London Councils Standing Orders (SOs) are contained in Schedule 6 of the Leaders' Committee Governing Agreement. In accordance with section 27.2 of the SOs, they can be amended by a decision of London Councils Leaders' Committee. The SOs have been amended a number of times since 2001. The current version was last amended following Leaders' Committee on 8 June 2021.

A couple of changes are proposed as follows:

2. Section 5 – Chair of Meeting. Section 5.1 has been amended to clarify the process for the election of a person to preside over a meeting in the event that the elected Chair is absent.
3. Section 22 - Delegations of Functions. Section 22.1 has been amended to remove reference to London Councils Forums which do not exercise functions.

Scheme of Delegations:

4. In line with London Councils Standing Orders, London Councils Scheme of Delegations to Officers is approved annually at Leaders' Committee's AGM, although additional delegations may be made during the year. The current Scheme was approved at Leaders' Committee AGM on 8 June 2021. No changes have been made since that time. A small number of changes are proposed to the Scheme of Delegation since the last AGM, to recognise the revised officer structure within London Councils.

The proposed changes are:

- Sections 7 and 8: these sections, relating to the nomination of a Deputy to assume authority in the absence of the Chief Executive, have been revised following the deletion of the post of Deputy Chief Executive

- Paragraph 12: all references to Corporate Management Board (CMB) now replaced with Corporate Management Team (CMT)
 - Appendix A Part A: Renumbering; duplicate change as in paragraph 12 referred to above also made to the opening text and function 26 (as renumbered); function 2 replaced to reflect the current statutory provisions; function 28 (as renumbered): change of job role from Corporate Governance Manager to Head of Governance and Data Protection.
5. London Councils' joint committees have retained the authority to make decisions on policy and service provision and have delegated to officers the administrative functions relating to the running of London Councils.
 6. The Scheme of Delegations to Officers reflects the current structure of London Councils and enables effective and transparent decision-making processes. It does not seek to repeat the delegations contained within the Governing Agreements in full, only repeating them if it enhances the usefulness and clarity of the relevant delegation. The Scheme also does not repeat the specific delegations granted to the Director, Corporate Resources, where the responsibilities are included within the financial regulations. The Scheme of Delegations to Officers refers largely to administrative functions such as staffing, which are delegated in the first instance to the Chief Executive.

7. Recommendation

The Committee is recommended to:

- Note the proposed amendments to London Councils Standing Orders, as detailed in this report and at **Appendix One**;
- Note the proposed changes to London Councils Scheme of Delegations to officers at **Appendix Two**.

Legal Implications for London Councils

8. Part 5A of the Local Government Act 1972 governs public access to meetings, agendas and reports, the inspection of minutes and background papers, etc. and applies to London Councils as a Joint Committee. From 7 June 2022,

meetings will now be held in person, with a virtual (but non-voting) offer for members who are unable to attend in person.

9. It is important that London Councils' joint committees properly delegate the exercise of functions to Officers in a manner which is consistent with the relevant Governing Agreements, and any legal restrictions on delegable functions, to ensure that the work of London Councils (through Leaders' Committee, Grants Committee and LCTEC) is delivered efficiently and effectively, and to avoid giving rise to any possible grounds for challenge to decisions made pursuant to those delegations.

Equalities Implications for London Councils

10. There are no specific equalities implications for London Councils.

Financial Implications for London Councils

11. There are no financial implications for London Councils.

Appendices:

Appendix One: London Councils Standing Orders June 2022 with the proposed changes

Appendix Two: London Councils Scheme of Delegations to Officers June 2022 with the proposed changes

London Councils' Transport & Environment Committee

Flooding Investment in London – Thames RFCC

Item no: 12

Report by:	Claire Bell	Job title:	Area Flood and Coastal Risk Manager for London, Environment Agency
Date:	9 June 2022		
Contact Officer:	Claire Bell		
Telephone:	020 302 58996	Email:	claire.bell@environment-agency.gov.uk

Summary

This paper presents a business case on behalf of Thames Regional Flood and Coastal Committee (RFCC) for an increase in locally raised levy (1.99 per cent) to invest in flood risk management schemes across the Thames catchment. It notes that increasing challenges in costs, resources and skills mean that levy is vital to ensure schemes are being delivered. The increase in levy funding between boroughs is between £390 and £7,000 at 1.99 per cent.

Recommendation

Members are asked to:

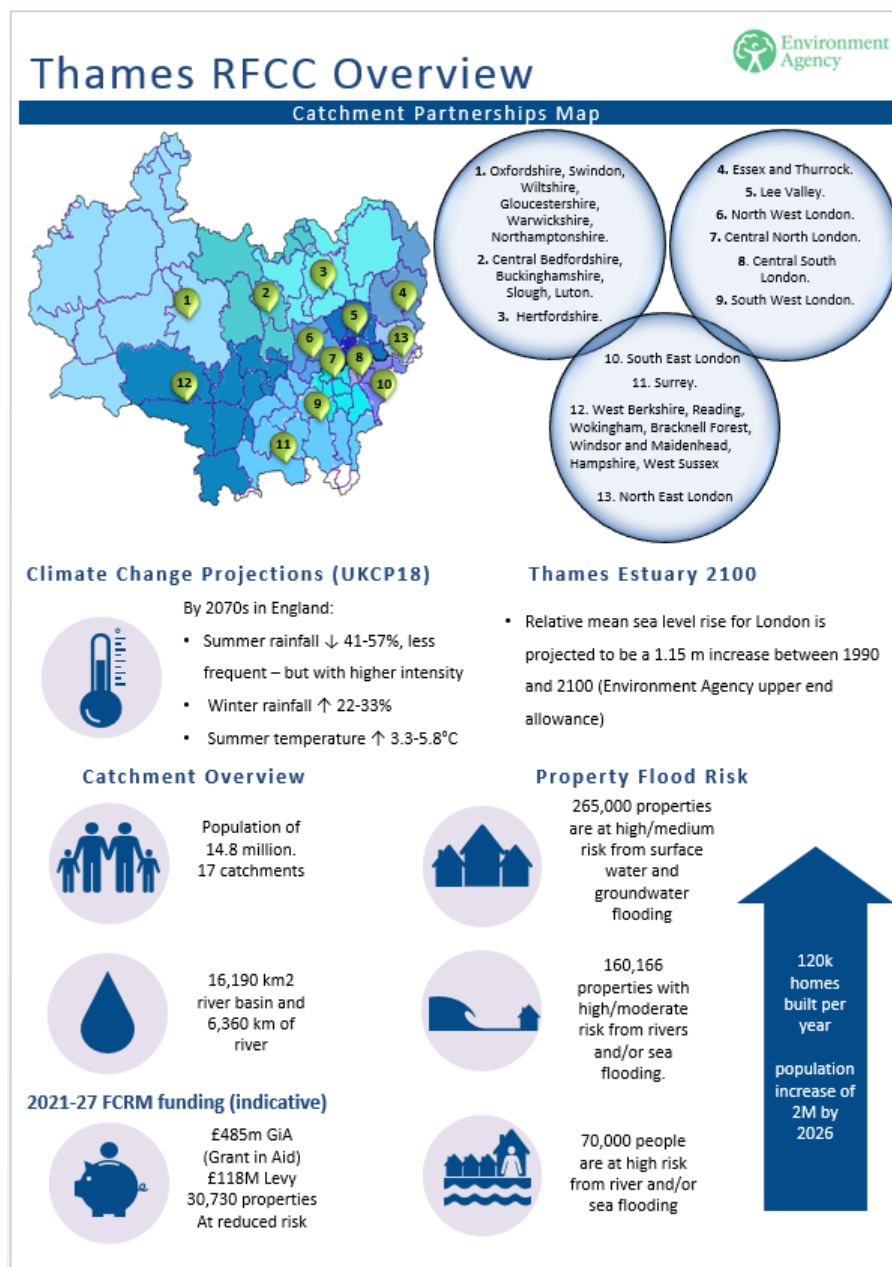
- Note the report.
- Provide a steer to the TEC members who sit on the Thames RFCC regarding a levy increase of 1.99 per cent for 2023/24.

Introduction

1. The Regional Flood and Coastal Committee was established by the Environment Agency under the Flood and Water Management Act 2010. It brings together members appointed by Lead Local Flood Authorities and independent members with relevant experience for 3 purposes:
 - to ensure there are coherent plans for identifying, communicating and managing flood and coastal erosion risks across catchments and shorelines
 - to encourage efficient, targeted and risk-based investment in flood and coastal erosion risk management that represents value for money and benefits local communities
 - to provide a link between the Environment Agency, Lead Local Flood Authorities, other risk management authorities, and other relevant bodies to build understanding of flood and coastal erosion risks in its area
2. The committee comprises of a chair appointed by the minister (Prof. Robert van der Noort, Vice Chancellor of the University of Reading), 11 persons appointed by the Environment Agency and 13 members from constituent authorities including seven from London.
3. The RFCC area stretches from west to east from Oxfordshire and Swindon to London and Essex and from north to south from Buckinghamshire and Hertfordshire to Surrey and Hampshire. The area is particularly vulnerable to the risks of flooding from multiple sources including rivers, tidal Thames, surface water, reservoirs and ground water. London's main flooding risk is from surface water flooding due to its drainage system being old, poorly maintained and designed for a population considerably smaller than the current.
4. In 2021 Thames RFCC adopted a new 25-year strategy, agreed new levy funding principles and agreed in principle a longer term levy agreement of an annual 1.99 per cent increase for 6 years from April 2022.
5. This paper provides: an update on the Thames RFCC Strategy, and strategic planning context for London; provides the business case for the longer-term levy agreement and the annual 1.99 per cent increase; and covers challenges for the programme in rising costs and how levy can ensure projects remain on the programme despite volatile markets. The paper also covers some of the successes from the previous 6-year programme.

6. Members are asked to provide a steer to the TEC members who sit on the Thames RFCC regarding a levy increase of 1.99 per cent for 2023/24 which will be discussed at the October 2022 Thames RFCC meeting.
7. The infographic in Figure 1 gives an overview of the situation in the Thames RFCC Area, highlighting the problems faced due to climate change and the increasing pace of development in London and the greater Southeast area.

Figure 1 Thames RFCC Strategy Summary Infographic



Data Correct as of April 2021¹

¹<https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/index>
<https://www.planningresource.co.uk/article/1692395/implications-proposed-new-standard-housing-need-method>

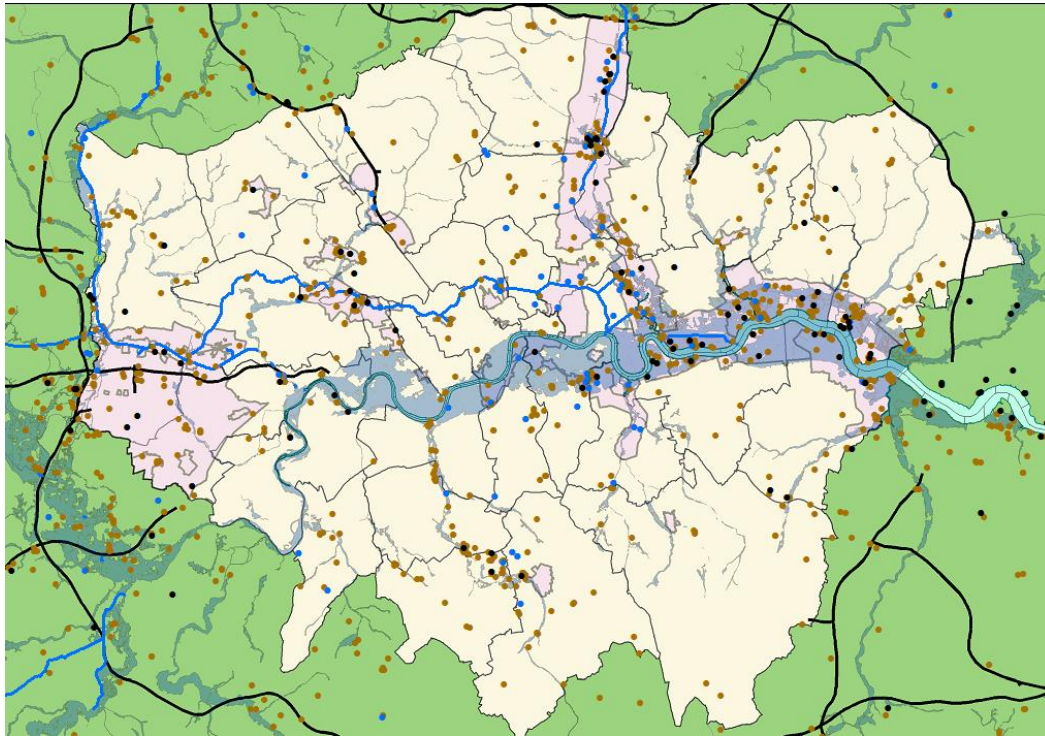
The 25 Year Thames RFCC Strategy

8. The Thames RFCC 25 year strategy was updated to incorporate changes to national strategic objectives set out in the National Flood and Coastal Erosion Risk Management Strategy, the Government's 25 Year Environment Plan, and changes in priorities arising from the climate emergency and the impact of development on the Thames RFCC area over the plan period. A range of stakeholders contributed to the development of this strategy during a series of workshops and drop-in sessions.
9. The key differences between this strategy and previous version are:
 - More emphasis is placed on the need for climate change adaptation as a consequence of the climate emergency
 - The principle of environmental net gain is incorporated into the document
 - There is greater emphasis on pan-catchment benefits, Natural Flood Management and Sustainable Urban Drainage Schemes
 - A greater role for communities in establishing flood measures
 - Greater emphasis on infrastructure related proposals
10. Overall, the document allows the Environment Agency and the Risk Management Authorities (RMA) to look beyond their statutory roles and to develop an approach that encompasses wider aspirational goals related to communities, wildlife and a full range of added benefits that can arise from a more integrated and strategic approach to flood management and which can influence and inform national approaches.

The Strategic Planning Context

11. Updating the strategy was particularly important as we face the climate emergency at the same time as we try to meet the housing crisis, particularly as London and the South East have extremely ambitious targets set. The recently published London Plan indicates that the London Boroughs will be building 52,000 homes per year over the next 10 years: If achieved this would equate to a similar number of homes being built as are currently in Birmingham, at around half a million.
12. The rest of the Southeast has similarly ambitious targets, and in the Thames RFCC area it is estimated that together with the forecast for London this could equate to

around 125,000 homes built per year. Most of these will be built in key areas identified for intensification of development.



(Source: Environment Agency)

13. The mapping shows that a lot of the housing that will be delivered in London will be in low-lying industrial areas of the land that are in flood zone 3 and which may also be susceptible to surface water flooding.
14. This scale of development has many issues, but it may also provide solutions, as the principle of 'environmental net gain' has been enshrined in planning law. This means that there may be opportunities for the funding of flood measures in partnership with developers and other bodies.
15. Natural Flood Management (NFM) and Sustainable Urban Drainage schemes (SuDS) are likely to be key to this, along with more catchment wide approaches further upstream which may arise due to changes in agricultural policies such as Environmental Land Management

Thames RFCC Vision

16. The Thames RFCC Strategy's vision sets out the overall goals it hopes to achieve, which whilst focussed on flood adaptation, and resilience also considers place making, tackling the climate emergency, and delivering wider benefits. These include:

- Communities, businesses, and infrastructure within the Thames catchment are flood resilient and adapting to the impacts of climate change across the next 25 years and for future generations.
 - The Thames RFCC's programme of investment will seek to address the challenges arising from climate change such as more frequent and extreme weather events, while working with partners to address the challenges arising from increasing population and development, by encouraging more resilient development that can be adapted for climate change
 - The activities of the Thames RFCC contribute to and enhance the natural, local and historic environment, including by protecting and enhancing valued landscapes, minimising impacts, and providing net gains for biodiversity.
 - The Thames RFCC will wherever possible seek to provide wider benefits to the community, better access to green space, and benefits to the wider catchment when investing in flood risk measures.
17. The strategy also has some cross-cutting principles, such as striving to achieve net zero carbon impact, adapting to current and future impacts of climate change, etc. Each project within the Thames RFCC will consider how they are fulfilling each of these principles and evidence this to the RFCC.
18. The Thames RFCC Strategy sits alongside the Local Flood Risk Management Plans. Its purpose is to set out the ambitions that the Thames RFCC membership has for the delivery of its funding programme. It enables the RFCC to deliver a bespoke approach to the investment in flood risk measures aligning with national policies, but also giving it the flexibility to go above and beyond this and the statutory elements of the local strategies.

Longer term levy agreement and business case for the 1.99 per cent increase for 2023/2024

19. Section 17 of the Flood and Water Management Act 2010 ("the 2010 Act") allows the Environment Agency (EA) to issue levies to the Lead Local Flood Authorities (LLFAs) as defined in section 6 of that Act to pay for flood and coastal erosion risk management. The amount of levy is based on the number of Band D properties within the LLFA.
20. Funding through the levy allows the RFCC to support local priority and innovative projects that may not otherwise have been able to be developed or may not qualify for central government funding.

Grant in Aid Funding

21. Grant in aid funding is a sum of money provided by government through a “sponsor department” where the government has decided, subject to Parliamentary controls, that the recipient body should operate at arm's length. The sponsor department does not therefore seek to impose the same detailed controls over day-to-day expenditure as it would over a grant. The EA administers flood and coastal risk management (FCRM) grant-in-aid on behalf of Defra. The EA allocate capital and revenue funding to risk management authorities (RMAs) to manage and reduce flood and coastal erosion risk.
22. RMAs must submit their projects to the EA for inclusion in their programme of schemes. Flood and coastal erosion risk management (FCERM) projects and strategies must have technical and financial approval from EA before RMAs can claim and spend FCERM Grant in Aid (GiA).

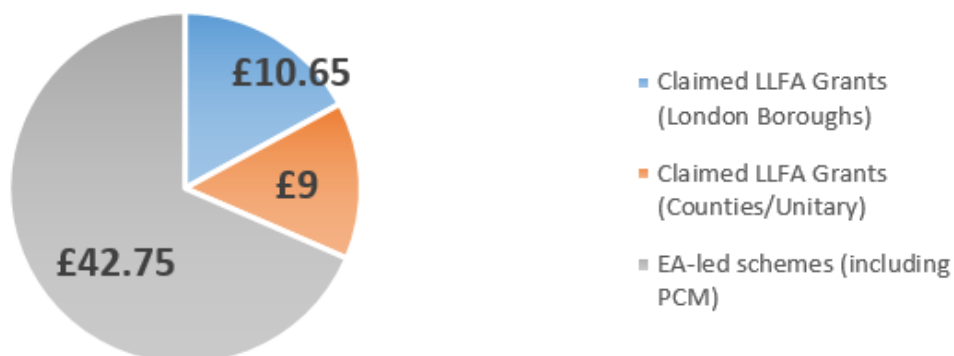
How the money is used

23. Levy money is used to attract other forms of funding in addition to GiA in the form of partnership funding, from other stakeholders such as businesses and Water Companies. As GiA funding can only be sourced through the EA, levy money invested in flood measures has considerable leverage associated with it and can deliver considerably more on a pound for pound basis than other conventional forms of funding such as through a direct investment by a Local Authority for example.
24. In this 6-year programme we are seeing significant changes to how levy is being used. We now have a lot more GiA available but the rules on its use are in line with the Treasury guidance and monies need to be spent in the relevant year, which makes it less flexible to changes. Costs have been increasing due to Brexit, Covid-19, staff, materials, and a move towards net zero and low carbon construction methods. These impacts on cost have led to more late project requests for additional levy funding to keep projects going and reduce wasted costs if projects are delayed. Levy has become very important in ensuring continuity of the programme and avoiding wasted cost.

How London and Outside London Compares

25. Figure 2 below shows how levy money was spent over the 2015-2021 6-year programme of investment and shows that London projects attracted over £1.65m more in levy money than the LLFAs in the rest of the Thames RFCC area.

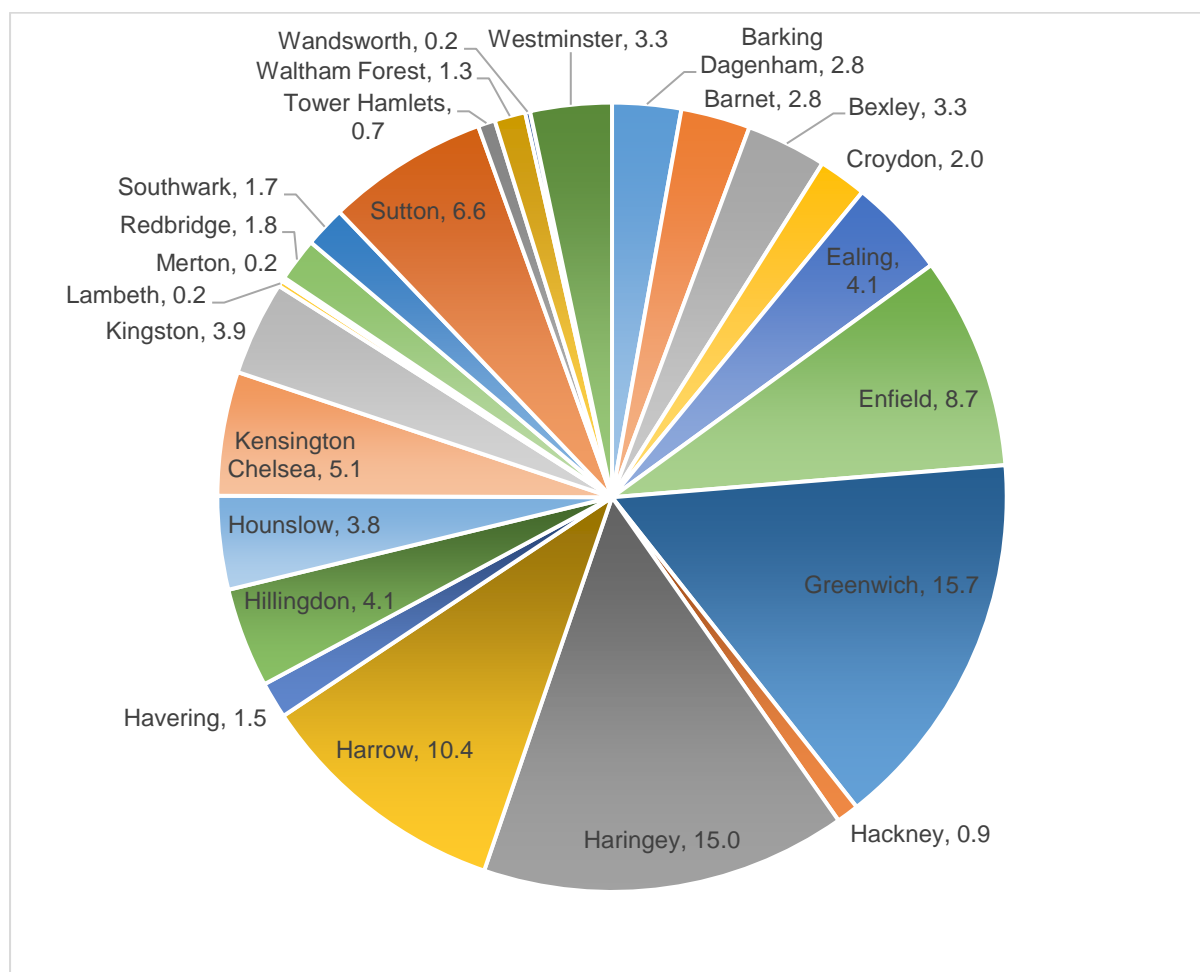
Figure 2 Levy Actual Spend (£millions) 2015-2021



Levy Spending Across the London Boroughs

26. Figure 3 below shows how levy funding was used across the London Boroughs in the 2015-2021 programme. Until everyone has claimed their funding, we can't provide more detail on exact levy spend from the first year of the new 6-year programme.

Figure 3 Percentage of Levy Spend Across the London Boroughs (2015-2021)



Value for money

27. The way that levy money is utilised means that it can realise a greater outturn than the headline figures associated with it. By leveraging investment from other sources, the outturn arising from the levy is considerably greater than the headline amount invested. If sufficient additional funding to enable full project funding can be found in addition to the levy contribution proposed for a particular project, the initial levy amount can be recycled and invested in further projects, resulting in the programme outturn being greater than the programme value.
28. The wider benefits to the community and wildlife can be difficult to monetise, but the Green Recovery agenda is aiming to connect communities to their green spaces and there is good evidence of the benefits of green spaces on mental health. These benefits will help reduce the wider burden on other Local Authority funding streams.
29. The multi-year agreement is important for underpinning confidence in the delivery of the 6-year programme. It allows Thames RFCC to over-programme with more confidence, which is one of the key lessons learnt from the previous 6-year programme (see below). It also provides additional benefits when GiA is underspent as it provides a level of certainty which can enable investment in a number of key areas of the Thames RFCC Strategy.

Finances

30. At the January 2022 Committee meeting, the Thames RFCC's capital programme of work over the remainder of the 6-year spending period 2022/23 to 2027/28 was £71.5m in allocated Levy (see table 1) to support £497.1m in Grant in Aid (GiA). The Committee also agreed £1.5m for Natural Flood Management pilots and £1m for SuDS pilots. A new engagement post funded by levy is not yet included in these figures but £110k to £140k has been allocated by the Committee for this role. The total current levy need (excluding the engagement post) is therefore £74m. The programme is 'refreshed' annually to take account of any changes to the programme (e.g., as a result of any project accelerations or delays, or where schemes are determined to be unviable) and to add new schemes into the programme. The levy allocation will change as the programme evolves.

Table 1 – Projected 6-year Programme Levy Commitments 2022/2023 to 2027/2028

Levy for Capital Programme	£71.5m
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Including Thames Flood Advisors	£3.3m
Additional commitments for NFM pilots	£1.5m
Additional commitments for SuDS pilots	£1m
Total	£74.0m

Wider Benefits

31. So far, the programme has been able to realise a number of wider benefits to the community through its investment programme. Further uplift in the levy will enable this trend to be increased by increasing the amount that can be invested in identifying projects that have the potential to benefit the community through wildlife, leisure, and transport related initiatives.
32. This aspect of delivering flood projects has become of increasing importance due to the COVID pandemic and the recovery from this. Communities have a heightened awareness of, and a need for access to green spaces, so NFM and SuDS projects will come more and more to the fore in the next spending round.

Stability

33. Levy investment enables the programme's spending profile to be stable but flexible and can be used to 'smooth' the profile of schemes when GiA may not be available. This means that schemes can continue to progress rather than stopping and then re-starting schemes, which would incur additional costs.
34. The profile of the next spending round shows that the remainder of the 6-year levy programme will reflect the overall GiA allocation and movement of schemes behind that. In the indicative allocation returns, the levy allocation to schemes in year 2 remains stable.
35. Our Local choices have further re-profiled the levy use bringing back levy into year 3 when some scheme construction starts but GiA isn't available to keep schemes progressing in the programme.
36. In October 2021 the Thames RFCC, supported by the London Councils TEC, agreed in principle to a longer-term agreement for the 6-year programme of 1.99% per year, however this still requires a vote to approve each year.

Lessons Learnt from the Previous 6-Year Programme

37. A number of lessons were identified in the 6-year programme 2015-2021.
38. An early lesson learned was to put much more emphasis on identifying risks and opportunities within the programme, and take actions to share and manage programme risk, particularly through over-programming. The development and

sharing of a risk register to make these risks visible to partners and undertake mitigating actions. We now have a Red, Amber, Green (RAG) confidence rating on schemes to further communicate challenges at a project level.

39. Having well attended and supported sub-groups with member support is a key success factor in the mitigation of risks.
40. It is essential to ensure early and continuous planning for the future. This means the development of a strong pipeline of schemes to support the programme. Early investment and support across all risk themes from surface water to the understanding of asset maintenance within our programme.
41. Developing a sound understanding of the way the entire Thames catchment works and how its assets interlink enables us to quickly progress from problem to idea, to potential solution with sufficient evidence to put a scheme on the programme. We need to ensure that we have not left areas at continued risk revisiting our assumptions to ensure communities are not left out of investment plans.
42. Our knowledge of groundwater and surface water flooding has improved considerably over the last few years, but the evidence base is not of a uniform quality. We need to consider what steps to improve the understanding of local flood risk from all sources would be most beneficial in the development of future programmes and apply this as a more holistic approach to catchment planning.

Why We Think the Annual Uplift is Needed

43. As described flood risk management faces a number of challenges in the future, arising from climate change, development pressures and other external factors, that are placing additional pressures on funding over time. The pressures of Brexit, the pandemic, and commitments to net zero mean that costs are rising rapidly throughout the lifetime of a project and often it is through levy funding that we can ensure stability in the programme despite numerous challenges.
44. In addition to this there are a number of positive moves to address flood management needs arising from increasing funding from other sources that have not been available in the previous funding round.
45. These include the potential for investment from other government departments, business investments particularly considering green finance options, and also from changes to land management and agricultural policies that could release other sources of partnership funding potentially

Impact of Raising the Levy and Comparison with other RFCCs

46. The overall projected contribution per London Borough including uplift is shown in Appendix 1. In terms of the overall contribution the uplift varies from £7,071 for Barnet and £390 per annum for the City of London, with London Boroughs typically paying an extra £4,200 per annum (see Appendix 2)
47. In comparison to the other RFCCs, the proposed uplift of 1.99% is consistent with the approach taken across the other English RFCC Areas. Of the RFCCs that have an adopted figure, all are between 1.99% and 3.00% per annum. (see Appendix 3).

Gaps in the programme that could be addressed

48. Increasing the levy will allow increased investment in and identify opportunities to fill any gaps that may be perceived in the programme, such as any areas or communities that are vulnerable that haven't yet benefitted from levy funding, Additional funding would also help to address issues of 'balance' within the programme in terms of the type of projects funded.
49. Additional funding would also provide the funding for studies to identify gaps in the programme and identify communities that may benefit from increased investment.

Emerging Funding Areas

50. There are emerging areas that could be targeted for levy investment. Innovation Resilience Fund Projects that may not have been successful in securing funds, but which the Committee may decide are viable is an example. Piloting Infrastructure projects and other new ways of working that don't fit into the traditional flood risk funding routes may also need funding, surface water work in London following the flooding in July 2021, and TE2100 related projects may also require future investment. In addition, the surface water flood risk management transition group is currently actively investigating potential new funding areas.

Other sources of partnership funding

51. The approach to the management of agricultural land is currently undergoing a major shift post-Brexit. The system that will replacing the common agricultural policy – Environmental Land Management (ELM) - will place a greater emphasis on land stewardship and could present opportunities for natural flood management via the new ELM system.
52. In addition to the existing sources of partnership funding, such as from other government departments, other funding streams, such as from the private sector, may be sought. There may also be some other funding sources available for smaller

community-based initiatives, particularly those that may have wider community benefits.

Challenges

- 53. There are a number of external factors that increasing the levy can help to mitigate against. Some of these are environmental and some of them are economic. They all point towards the costs of implementing flood projects increasing in real terms over time.
- 54. Sourcing low carbon or no carbon materials are difficult and will continue to be until these are standard options on the market, driving up costs.

Climate change adaptation

- 55. The effects of climate change are already being felt, with more extreme weather events becoming more common, and the severity of events such as high rainfall events increasing.
- 56. It is estimated that for London a further 2250 properties per year for the next 25 years, will move from not currently being at flood risk to a 1:30 flood risk.
- 57. One of the effects that is being observed due to climate change is the increased need for maintenance to existing assets, the committee may in future decide to increase the funding allocated for this.

Capacity and Capability pressures

- 58. LLFA resource is one of the biggest concerns, particularly for smaller teams who do not have enough officers to allocate to projects and have competing priorities. There is a skills shortage as LLFA officers are required to be an expert in many fields. Some lack experience or expertise in flood risk and project specific areas such as modelling, especially where their role covers other non-flood requirements. In these cases consultants are often used, though a degree of project management is still required and some delays have been caused by a lack of available senior consultants. The RFCC-funded Thames Flood Advisors help provide support to LLFAs where possible (see also paragraphs 69&70).
- 59. Demand for other statutory work has a great effect on some LLFAs abilities to progress projects, particularly where several large developments are occurring, with planning applications having risen sharply during the pandemic, putting pressure on LLFAs. Also, the demand for other non-statutory work and engagement has an impact.

60. Tender processes take considerable time, and this can be impacted by the legal terms of the Local Authority. Some authorities have also been unable to access EA frameworks or find that the companies within are too large and expensive for smaller scale surface water schemes.

Conclusions

The importance of a multi-year agreement

61. A multi-year agreement is important for underpinning confidence in the delivery of the 6-year programme. It provides a level of certainty and facilitates investment in a number of areas that are part of the Thames RFCC Strategy. These include engagement, NFM projects, SuDS projects and the development of Infrastructure related projects.
62. In addition to this removing uncertainty, the levy also allows Thames RFCC to over-programme with more confidence, one of the key lessons learnt from the previous 6-year programme. It also provides additional benefits when GiA is underspent.

Is 1.99 per cent an Appropriate Amount?

63. Setting the level of uplift at 1.99 per cent would provide a counter to the impact of general inflation (retail price index) but may fall short in countering the additional costs due to inflation in the construction industry (Appendix 4). There is a need overall to factor in an annual increase to counter these effects in order to maintain the effective value of the levy over the programme period.
64. At the proposed level it provides a good balance between increasing the ability to 'do more' versus the need to manage the financial demands placed upon the Local Authorities. At this level the value of the levy can be maintained in real terms, while optimising the amount of GiA that can be obtained.
65. This level of increase is also consistent with the approach taken by most of the RFCCs in England.

Overall

66. Overall there are a number of factors that indicate that the increase in the levy payments of 1.99 per cent for the remaining 6 years would be desirable for the RFCC and RMAs; it would enable the committee and RMAs to benefit from the lessons learnt from the previous 6 year programme, including the need to ensure early and continuous planning and identification of risks and opportunities by maintaining its

level in real terms. It would act substantially as a hedge against inflation and other costs related pressures and may also help to enable other smaller and non-traditional projects.

Successes

67. Overall, the committee has performed well in the previous 6 year programme, indicatively spending £305m of GiA to put in place schemes to reduce flood risk to communities in the Thames RFCC, supported by £61m of levy spend, almost £15m of contributions and saving £47m through efficiencies. The financial investment in the region amounts to over £60m per year in the creation of new or improvement of existing flood defences, reducing risk to 29,884 properties.
68. Appendix 5 show examples of projects successfully delivered during the last 6 year programme in London using a combination of funding streams including partnership funding, GiA and levy funding.

The Thames Flood advisors

69. The Thames Flood Advisors team was created and funded by the Thames RFCC using levy. The team support Local Authorities to develop and deliver flood risk schemes and they aim to upskill Local Authorities as they do so. Over the last programme, the team supported approximately 100 projects at different stages of their development and delivered more than 15 different training sessions for Local Authorities.
70. The team are currently providing ongoing support to 30 projects across the catchment, 20 located in London. Once delivered, the London projects are aiming to reduce flood risk to over 750 properties as well as delivering other benefits, such as educational features, amenity space and biodiversity improvements.

Natural Flood Management and SuDS

71. In December 2020 Thames RFCC were asked to agree to set aside £1.4m in levy for NFM projects and 2 pilot studies and £1m in levy for SuDS
72. These projects and pilots would aim to simplify the application process which was seen as too cumbersome for smaller scale projects.
73. Some NFM projects delivered recently were funded by additional DEFRA funding, either as stand-alone or as part of wider schemes. Such schemes were catchment-wide, in both semi-urban and rural locations – examples in London being, Oxleas Wood (Greenwich), Salmons Brook (Enfield). A number of NFM projects were

developed in the Thames RFCC funding programme either stand-alone projects as a part of larger projects including Ching Brook, and Queens Wood (Haringey)

74. Defra Funded 'Open competition' Small-Scale Schemes in London included; Bishops Wood (Rickmansworth), Lower River Crane (Twickenham), Pymmes Brook (Lea Valley), Rise Park Stream (Havering), River Pinn Park Woods (Ruislip), Salmons Brook (Enfield).
75. In 2017, the Thames Regional Flood and Coastal Committee (RFCC) approved the development of the London Strategic SuDS Pilot Study (LSSPS). The intention was to evaluate the benefits of small retrofit sustainable drainage systems (SuDS) features dispersed across a catchment, referred to in this report as 'Distributed SuDS'.
76. The funding mechanisms available at the time made it difficult for small-scale surface water projects like SuDS to attract funding. The proposed pilot aimed to maximise the wider health and social benefits associated with retrofit SuDS by prioritising Green Infrastructure (GI) measures such as rain gardens, green roofs and SuDS tree pits.
77. The long-term intention was to develop a strategy for retrofitting SuDS delivery that could be rolled out in surface water catchments, aligning them with existing public work programmes where possible to improve efficiency. This has the potential to provide cumulative flood risk protection that meet the standards required to release Flood and Coastal Erosion Risk Management (FCERM) Grant in Aid (GiA) and Levy funding. The inclusion of the multiple benefits can further strengthen the business case and attract partnership funding.
78. The Thames RFCC allocated £750,000 Levy to the pilot, which was due to be matched by Thames Water Utilities Limited (TWUL). The pilot commenced in 2017 and ran until April 2021, at the end of the FCERM capital programme (2015-2021).
79. The LSSPS has supported the successful delivery of retrofit SuDS in 3 boroughs in London (LBs Camden, Enfield and Hillingdon). For 3 of the boroughs involved in the pilot (LBs Camden and Hillingdon and RB Kingston), this pilot was their first foray into retrofit SuDS. Due to delays including Coronavirus, construction is still to be completed in the remaining 3 boroughs (RB Kingston, LB Southwark and City of Westminster). These works are due to be complete later in 2021.
80. It is hoped that the new approach to the application process will encourage more NFM and SuDS projects to apply for funding in the remainder of the 2021/27 programme.

Recommendations:

81. Members are asked to:

- Note the report.
- Provide a steer to the TEC members who sit on the Thames RFCC regarding a levy increase of 1.99 per cent for 2023/24.

Financial Implications

82. There are no financial implications for London Councils arising from this report. If the Thames RFCC does vote for a levy increase, then all London Boroughs will need to budget for this increase in April 2023.

Legal Implications

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

Equalities Implications

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

Appendix 1 London Boroughs Projected TOTAL Levy Contributions 2022-27 Including 1.99 per cent Uplift

	Council Tax base	FD levy per band D	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
London Borough of Barking & Dagenham	52,079	£2.36	£122,687	£125,128	£127,619	£130,158	£132,748	£135,390
London Borough of Barnet	150,834	£2.36	£355,330	£362,401	£369,613	£376,968	£384,470	£392,121
London Borough of Bexley	34,584	£2.36	£81,472	£83,093	£84,747	£86,433	£88,153	£89,907
London Borough of Brent	98,730	£2.36	£232,585	£237,214	£241,934	£246,749	£251,659	£256,667
London Borough of Bromley	99,879	£2.36	£235,292	£239,974	£244,750	£249,620	£254,588	£259,654
London Borough Of Camden	90,219	£2.36	£212,535	£216,765	£221,078	£225,478	£229,965	£234,541
London Borough of Croydon	136,371	£2.36	£321,259	£327,652	£334,172	£340,822	£347,604	£354,522
London Borough of Ealing	118,649	£2.36	£279,509	£285,071	£290,744	£296,530	£302,430	£308,449
London Borough of Enfield	96,369	£2.36	£227,023	£231,541	£236,149	£240,848	£245,641	£250,529
London Borough of Greenwich	75,380	£2.36	£177,579	£181,113	£184,717	£188,393	£192,142	£195,965
London Borough of Hackney	73,981	£2.36	£174,282	£177,750	£181,288	£184,895	£188,575	£192,327
London Borough of Hammersmith & Fulham	82,263	£2.36	£193,793	£197,649	£201,582	£205,594	£209,685	£213,858
London Borough of Haringey	79,303	£2.36	£186,820	£190,537	£194,329	£198,196	£202,140	£206,163
London Borough of Harrow	88,785	£2.36	£209,157	£213,319	£217,564	£221,894	£226,310	£230,813
London Borough of Havering	83,070	£2.36	£195,694	£199,588	£203,560	£207,611	£211,742	£215,956
London Borough of Hillingdon	103,840	£2.36	£244,623	£249,491	£254,456	£259,520	£264,684	£269,951
London Borough of Hounslow	86,769	£2.36	£204,409	£208,476	£212,625	£216,856	£221,172	£225,573
London Borough of Islington	80,178	£2.36	£188,881	£192,639	£196,473	£200,383	£204,370	£208,437
The Royal Borough of Kensington and Chelsea	97,280	£2.36	£229,169	£233,730	£238,381	£243,125	£247,963	£252,897
The Royal Borough of Kingston upon Thames	63,200	£2.36	£148,885	£151,848	£154,870	£157,952	£161,095	£164,301
London Borough of Lambeth	111,161	£2.36	£261,870	£267,081	£272,396	£277,817	£283,345	£288,984
London Borough of Lewisham	88,905	£2.36	£209,439	£213,607	£217,858	£222,194	£226,615	£231,125
London Borough of Merton	75,755	£2.36	£178,460	£182,012	£185,634	£189,328	£193,096	£196,938
London Borough of Newham	81,872	£2.36	£192,873	£196,711	£200,625	£204,618	£208,690	£212,843
London Borough of Redbridge	90,865	£2.36	£214,057	£218,317	£222,661	£227,092	£231,611	£236,220
London Borough of Richmond upon Thames	88,703	£2.36	£208,964	£213,122	£217,363	£221,689	£226,101	£230,600
London Borough of Southwark	107,267	£2.36	£252,696	£257,725	£262,854	£268,085	£273,419	£278,860
London Borough of Sutton	73,468	£2.36	£173,074	£176,519	£180,031	£183,614	£187,268	£190,994
London Borough of Tower Hamlets	108,213	£2.36	£254,925	£259,998	£265,172	£270,449	£275,831	£281,320
London Borough of Waltham Forest	78,615	£2.36	£185,199	£188,884	£192,643	£196,477	£200,387	£204,374
London Borough of Wandsworth	138,028	£2.36	£325,162	£331,633	£338,232	£344,963	£351,828	£358,829
Westminster City Council	135,056	£2.36	£318,162	£324,493	£330,950	£337,536	£344,253	£351,104
City of London	8,317	£2.36	£19,594	£19,984	£20,381	£20,787	£21,200	£21,622
London Total	2,977,989		£7,015,458	£7,155,065	£7,297,451	£7,442,670	£7,590,780	£7,741,836

Appendix 2 – London Borough Levy Increases Per Annum at 1.99 per cent Uplift (showing the 1.99 per cent Levy increase only for comparison)

Status	2022/23 Levy	Increase in Levy at 1.99% per annum			
		23/24	24/25	25/26	27/28
London Borough of Barking & Dagenham	£122,687	£2,441	£4,932	£7,471	£10,112.82
London Borough of Barnet	£355,330	£7,071	£14,283	£21,638	£29,289.11
London Borough of Bexley	£81,472	£1,621	£3,275	£4,961	£6,715.54
London Borough of Brent	£232,585	£4,628	£9,349	£14,163	£19,171.50
London Borough of Bromley	£235,292	£4,682	£9,458	£14,328	£19,394.61
London Borough Of Camden	£212,535	£4,229	£8,543	£12,943	£17,518.82
London Borough of Croydon	£321,259	£6,393	£12,913	£19,563	£26,480.67
London Borough of Ealing	£279,509	£5,562	£11,235	£17,021	£23,039.30
London Borough of Enfield	£227,023	£4,518	£9,125	£13,825	£18,713.04
London Borough of Greenwich	£177,579	£3,534	£7,138	£10,814	£14,637.44
London Borough of Hackney	£174,282	£3,468	£7,005	£10,613	£14,365.71
London Borough of Hammersmith & Fulham	£193,793	£3,856	£7,790	£11,801	£15,973.92
London Borough of Haringey	£186,820	£3,718	£7,509	£11,377	£15,399.14
London Borough of Harrow	£209,157	£4,162	£8,407	£12,737	£17,240.37
London Borough of Havering	£195,694	£3,894	£7,866	£11,917	£16,130.62
London Borough of Hillingdon	£244,623	£4,868	£9,833	£14,897	£20,163.76
London Borough of Hounslow	£204,409	£4,068	£8,216	£12,448	£16,848.98
London Borough of Islington	£188,881	£3,759	£7,592	£11,502	£15,569.03
The Royal Borough of Kensington and Chelsea	£229,169	£4,560	£9,212	£13,955	£18,889.94
The Royal Borough of Kingston upon Thames	£148,885	£2,963	£5,985	£9,066	£12,272.28
London Borough of Lambeth	£261,870	£5,211	£10,526	£15,947	£21,585.36
London Borough of Lewisham	£209,439	£4,168	£8,419	£12,754	£17,263.65
London Borough of Merton	£178,460	£3,551	£7,173	£10,868	£14,710.11
London Borough of Newham	£192,873	£3,838	£7,753	£11,745	£15,898.07
London Borough of Redbridge	£214,057	£4,260	£8,604	£13,035	£17,644.26
London Borough of Richmond upon Thames	£208,964	£4,158	£8,400	£12,725	£17,224.45
London Borough of Southwark	£252,696	£5,029	£10,157	£15,388	£20,829.22
London Borough of Sutton	£173,074	£3,444	£6,957	£10,540	£14,266.15
London Borough of Tower Hamlets	£254,925	£5,073	£10,247	£15,524	£21,012.92
London Borough of Waltham Forest	£185,199	£3,685	£7,444	£11,278	£15,265.55
London Borough of Wandsworth	£325,162	£6,471	£13,070	£19,801	£26,802.43
Westminster City Council	£318,162	£6,331	£12,789	£19,375	£26,225.38
City of London	£19,594	£390	£788	£1,193	£1,615.06
London Total	£7,015,458	£139,608	£281,993	£427,213	£578,269.20

Appendix 3: Comparison of RFCC Levy Increases – Proposed and Approved

RFCC	2022/23 Local Levy income (£m)	Date of vote	Proposed 2022/23 Local Levy increases (%)	Previous % increases				
				2017/18	2018/19	2019/20	2020/21	2021/22
Anglian Great Ouse	1.2	Oct-21	TBC	1.5%	2%	5%	2.5%	1.5%
Anglian Eastern	3.4	Oct-21	3% approved	5%	4%	3%	3%	2%
Anglian Northern	1.7	Jan-22	TBC	0%	1%	0%	1%	1%
English Severn and Wye	1.19	Dec-21	TBC	2%	2%	2%	2%	2%
North West	4.3	Oct-21	2.5% approved	2%	2%	2%	2%	2%
Northumbria	2.44	Nov-21	TBC	2%	2%	2%	2%	2%
South West	1.3	Oct-21	TBC	10%	10%	10%	2%	2%
Southern	1.5	Oct-21	TBC	2%	5%	5%	5%	2%
Thames	12	Dec-21	1.99% proposed	1.99%	1.99%	1.99%	1.99%	1.99%
Trent	2.1	Oct-21	2% approved	1.99%	2%	2%	2%	2%
Wessex	3.9	Dec-21	2% approved	2%	2%	2%	3%	2%
Yorkshire	2.6	Oct-21	TBC	7%	2.5%	2.5%	2.5%	2%

(Source: Environment Agency)

Appendix 4: - Construction Price Data 2018 – 2022 (ONS)

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Table 1: All construction output prices (not seasonally adjusted)

	New work			Repair & maintenance			All construction (new work and repair & maintenance)		
	Index (2015=100)	percentage change over		Index (2015=100)	percentage change over		Index (2015=100)	percentage change over	
		1 mth	12 mths		1 mth	12 mths		1 mth	12 mths
2018 Jan	107.8	0.6	3.4	104.2	0.3	1.6	106.5	0.5	2.8
Feb	107.5	-0.2	3.1	104.3	0.2	1.5	106.4	-0.1	2.6
Mar	108.4	0.9	4.0	104.7	0.3	1.6	107.1	0.7	3.1
Apr	108.8	0.3	4.4	104.9	0.2	1.7	107.4	0.3	3.5
May	109.1	0.3	4.2	105.0	0.2	1.7	107.6	0.2	3.3
Jun	109.4	0.4	4.2	105.2	0.1	1.7	107.9	0.3	3.3
Jul	109.4	0.0	3.4	105.1	0.0	1.6	107.9	0.0	2.8
Aug	109.2	-0.2	3.1	105.2	0.0	1.5	107.8	-0.1	2.5
Sep	109.4	0.2	2.6	105.3	0.1	1.6	108.0	0.2	2.3
Oct	109.5	0.0	2.8	105.4	0.1	1.6	108.0	0.0	2.4
Nov	110.7	1.2	3.7	105.5	0.1	1.6	108.9	0.8	3.0
Dec	110.7	0.0	3.3	105.6	0.1	1.7	108.9	0.0	2.8
2019 Jan	111.0	0.2	3.0	105.8	0.2	1.6	109.1	0.2	2.5
Feb	111.5	0.5	3.7	106.0	0.2	1.6	109.6	0.4	3.0
Mar	111.8	0.3	3.1	106.2	0.2	1.5	109.8	0.2	2.6
Apr	112.6	0.7	3.6	106.4	0.2	1.4	110.4	0.5	2.8
May	113.3	0.6	3.9	106.6	0.2	1.5	110.9	0.5	3.1
Jun	113.9	0.5	4.1	106.8	0.2	1.6	111.4	0.4	3.2
Jul	114.3	0.3	4.5	107.0	0.2	1.8	111.7	0.3	3.5
Aug	114.0	-0.2	4.4	107.0	0.0	1.8	111.5	-0.1	3.5
Sep	113.8	-0.1	4.0	106.9	-0.1	1.5	111.4	-0.1	3.2
Oct	113.3	-0.4	3.5	106.9	0.0	1.4	111.1	-0.3	2.8
Nov	113.4	0.1	2.4	106.9	0.0	1.4	111.1	0.0	2.1
Dec	112.8	-0.5	1.9	107.0	0.1	1.3	110.7	-0.3	1.7
2020 Jan	113.3	0.4	2.1	107.1	0.1	1.3	111.1	0.3	1.8
Feb	113.2	-0.1	1.5	107.3	0.2	1.2	111.1	0.0	1.4
Mar	113.3	0.0	1.3	107.4	0.1	1.1	111.2	0.0	1.2
Apr	113.4	0.1	0.7	107.2	-0.1	0.8	111.2	0.0	0.7
May	113.5	0.1	0.2	107.6	0.3	0.9	111.4	0.1	0.4
Jun	113.7	0.1	-0.2	107.6	0.0	0.7	111.5	0.1	0.1
Jul	114.0	0.3	-0.3	107.6	0.0	0.5	111.7	0.2	0.0
Aug	113.9	-0.1	-0.1	107.8	0.2	0.7	111.7	0.0	0.2
Sep	114.2	0.3	0.3	107.8	0.0	0.8	111.9	0.2	0.5
Oct	114.3	0.1	0.9	107.8	0.1	0.9	112.1	0.1	0.9
Nov	114.9	0.5	1.3	108.0	0.1	1.0	112.5	0.4	1.2
Dec	115.2	0.2	2.1	108.1	0.1	1.1	112.7	0.2	1.8
2021 Jan	115.6	0.4	2.0	108.4	0.3	1.2	113.1	0.3	1.8
Feb	115.8	0.2	2.3	108.6	0.2	1.2	113.3	0.2	1.9
Mar	115.9	0.1	2.3	108.6	0.0	1.1	113.3	0.0	1.9
Apr	116.5	0.5	2.7	108.9	0.3	1.5	113.8	0.4	2.3
May	117.6	0.9	3.6	109.6	0.6	1.9	114.8	0.8	3.0
Jun	118.3	0.6	4.1	110.2	0.6	2.5	115.5	0.6	3.6
Jul	119.0	0.6	4.4	111.0	0.7	3.2	116.2	0.6	4.0
Aug	120.0	0.8	5.3	111.7	0.6	3.6	117.1	0.8	4.8
Sep	120.1	0.1	5.2	112.3	0.5	4.2	117.4	0.3	4.9
Oct	121.8	1.4	6.5	113.1	0.8	4.9	118.7	1.2	6.0
Nov	122.2	0.4	6.4	113.5	0.3	5.1	119.1	0.4	5.9
Dec	121.8	-0.3	5.8	113.9	0.4	5.3	119.0	-0.1	5.6
2022 Jan	124.3	2.1	7.6	114.0	0.1	5.1	120.7	1.4	6.7
Feb	124.3	0.0	7.3	114.4	0.4	5.4	120.8	0.1	6.7
Mar	125.2	0.7	8.0	115.0	0.5	5.9	121.6	0.6	7.3

Source: Office for National Statistics

Appendix 5 – Examples of Successful Projects from the previous six-year programme

Coleman Road, Southwark

The last 6 year programme has had a number of important successes in London. All of the proposed projects seeking levy funding were successful in attracting levy funds. These included; Coleman Road, Southwark; The total Project Cost is £744,500 – 923 properties were better protected. (see Figure 4)

The scheme involved the construction of a stormwater storage tank beneath St. George's Primary School playground to attenuate a significant volume of water from the school and surrounding carriageways for slower release into the sewer system.

Figure 4 Coleman Road funding streams

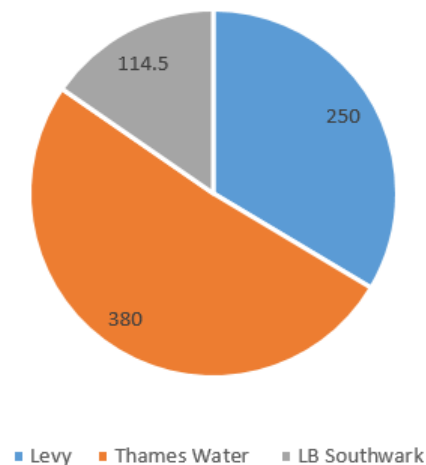


Figure 5 Coleman Road images



Moore Brook

Moore Brook Scheme (Part of Firs Farm Wetland), by the London Borough of Enfield has better protected 124 properties. The works were funded by a number of different

organisations including Enfield Council, the EA, Thames RFCC, Defra, Thames Water and the Greater London Authority. Levy makes up £200k of £1.3m total. (see Figure 6)

The scheme enhances the site for both people and wildlife. Several amenity features have been included as part of the works including a cycleway and network of footpaths, an outdoor classroom, dipping platform and several seating areas. The scheme also involved restoring 500m of the Moore Brook, a 'lost' tributary of Pymmes Brook which is itself a tributary of the River Lee. The spoil from the newly excavated channel was used to create a 200m long flood defence that forms the eastern boundary of the site. Prior to the works, this area of Firs Farm Playing Fields was an underused open space that offered little value to the local area.

Figure 6: Moore Brook funding streams

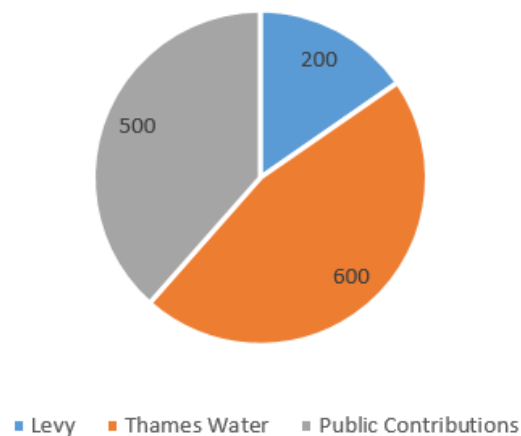


Figure 7: Moore Brook images



Salmons Brook

Salmons Brook Flood Alleviation Scheme (FAS) is an urban, multi-site scheme in the London Borough of Enfield. The scheme was completed in March 2016 and better protected

1,387 homes. This includes industrial estates, and contributes to growth in the area by protecting homes and businesses. (see figure 8)

Figure 8 Salmons Brook funding streams

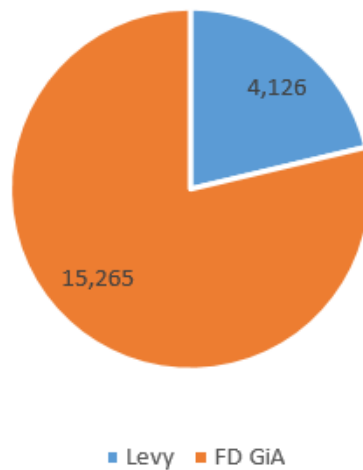


Figure 9 Salmons Brook images



London Councils' Transport & Environment Committee

TEC Priorities for 2022/23

Item
No: 13

Report by:	Stephen Boon Katharina Winbeck	Job title:	Director, Transport and Mobility Strategic Lead, Transport and Environment Policy
Date:	9 June 2022		
Contact Officer:	Katharina Winbeck Stephen Boon		
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Summary

This report provides Members with a look back at what has been achieved in 2021/22 and look forward to the priorities for 2022/23, linking them to London Councils' shared ambitions as agreed by London Councils Leaders.

Recommendation

- To note and comment on the achievements of the last year.
- To agree the priorities for 2022/23.

Introduction

1. We help improve the lives of millions of Londoners every day, through the London-wide services we run, such as the Freedom Pass, Taxicard and London Lorry Control schemes and through the highly valued support to London boroughs on a range of traffic, parking, transport and environment policy matters.
2. This report presents the strategic priorities for the Transport and Mobility services and related policy areas, headed by Stephen Boon; and also the Transport and Environment policy function, which is headed by Katharina Winbeck. The report looks back at what has been achieved in 2021/22 under each of the main headings of activity and then presents the priorities for the 2022/23 period under the headings of the shared ambitions agreed by London Councils leaders.
3. The high-level priorities have been considered and agreed by London Councils Leaders Committee as part of the wider London Councils' business planning process. And while the priorities contained within this report represent officers' focus on for the rest of 2022/23, London Councils respond to changing or emerging priorities.

Review of 2021/22

4. The following paragraphs set out what has been delivered on behalf of the committee in 2021/22 in the areas of transport and environment policy and transport and mobility services.

Transport and Environment Policy

5. The Committee's core policy priorities for the past year have been:
 - i. Deliver the climate change programme, working closely with the lead boroughs and the Climate Oversight Group to establish robust action plans and delivery mechanisms for these in each of the seven work strands.
 - ii. Develop an advocacy strategy for climate change that makes the case for London to be a leading engine for the green and just recovery that supports and works alongside other cities and regions in the run up to, during and after COP26.
 - iii. Make the case for London local government to have access to sustainable funding sources for transport investment, given the upheaval caused by Covid 19 to TfL and borough finances.
6. The following has been achieved against these:

Climate Change Programmes

- The seven climate change programmes are now well established, with suitable and representative governance arrangements in place both at borough level and at programme-wide level through the Climate Oversight Group (COG).
- A number of external partners are represented at the climate programmes, including the GLA, TfL, ReLondon, Laser and others.
- Six of the seven programmes have published action plans:
 - Retrofit London Housing Action Plan was launched at an online event in October 2021, attended by 200 people and opened by Mayor Phil Glanville,

- with contributions from Shirley Rodrigues and senior government officials from both BEIS and DLUHC
 - The seventh action plan is due to be published imminently
- Retrofit London has also agreed an implementation plan for its first year of delivery.
- Working with London Higher, London Councils facilitated the creation of knowledge partnerships between the seven climate change programmes and London's universities.
- Developed a better understanding of London's food footprint, jointly with ReLondon, resulting in a food action plan, as a sub-section of the One World Living Climate Change Programme.
- Commissioned a survey of London boroughs to understand their current activities in developing green skills and their local green economy, informing the Green Economy action plan.
- Agreed four key priority economic areas of focus for London local government: low-carbon transport, homes and buildings, green finance and power.
- Held a Greener and Warmer Buildings Summit hosted by the Chair of London Councils and the Mayor of London, with contributions from a number of other leaders, Avison Young, the London Tenants Federation and Inside Housing.

Climate Change Advocacy

- Delivered the second year of climate change polling.
- Developed and agreed climate change narrative, which was then utilised to influence key policies, such as the Net Zero Strategy, Spending Review and others as appropriate.
- Participated in several climate related conferences, workshops and roundtables, such as the LGC Climate Conference, Delivering Net Zero Conference, Climate Innovation Forum, the UK100 Net Zero Local Leadership Summit, the LCCI Green Skills roundtable and others.
- Gave evidence at the Environmental Audit Committee on Net Zero.
- Organised and delivered a number of large events in the run up to COP26:
 - Borough Climate Conference, showcasing the seven climate programmes and other activities undertaken by London Councils
 - Launched the polling on Londoners' attitudes to climate change
 - London Climate Summit with the Chair of London Councils and the Mayor of London giving key note addresses
- Launched jointly with policy colleagues working on economy and skills, the fifth Business 1000 survey, this year with a focus on net zero.
- Delivered four events jointly with Core Cities and Connected Places Catapult at COP26, launching the UK CCIC, including in the Blue Zone with Helen Whately MP
- Successfully obtained funding from BEIS to undertake the next phase of the UK CCIC work.

Transport Investment

- Set up a sub-group of TEC to discuss and action detailed and targeted advocacy with regards to transport funding for boroughs. London Councils facilitated high-level ministerial and deputy-mayoral meetings.
- Advocated on boroughs behalf at all levels of TfL, DfT and the GLA for a better funding outcome for boroughs through the government's deal with TfL.
- Secured £20m through the Government's Active Travel Fund directly to the boroughs.

- Continued delivery of Electric Vehicle charging infrastructure through GULCS - over 4,000 have been delivered to date.
 - Supported boroughs submitting bids to the On-Street Residential Charge-point Scheme, securing over £13 million to deliver charge-points to 2023.
 - Set up LIP working group of officers to ensure that the funding allocated to boroughs is administered as efficiently as possible.
7. In addition to the key priority's achievements above, the following has been delivered:
- Established an Emissions Accounting Task and Finish Group, comprising a representative sample of borough officers, to develop an agreed methodology for Scope 1, 2 and 3 emissions.
 - Agreed methodology for emissions accounting for both Scope 1 and 2 as well as consumption emissions. The data continues to be improved through an Emissions Accounting Working Group, which looks at specific data questions.
 - Commissioned first of its type, borough-level consumption emissions data from the University of Leeds, who is the lead academic institution in this field. This methodology is now scaled up across England and Wales.
 - Took part in Circular Economy Week in 2021, launching the borough consumption emission profiles.
 - Participated in the jobs and skills project board convened by ReLondon to understand the role of the circular economy in job creation in London.
 - Jointly lead on the delivery of the Green New Deal mission, with a focus on retrofit, green finance and green skills and jobs.
 - Advised on the set up of the green spaces centre for excellence, which has been established as a recommendation following the Green Space Commission.
 - Set up the Surface Water Flooding Task and Finish Group, which delivered its recommendations to TEC in March 2022.
 - GULCS utilised as a case study for partnership delivery of EV charge-points in the UK EV Infrastructure Strategy
 - Worked with the London Office for Technology and Innovation to develop a London EV data sharing standard.
 - Reformatted the London Car Club Forum - reducing the number of meetings in the year to two, and establishing Task and Finish Groups to focus on, and deliver key outputs, including the development of a pan-London car club procurement standard.
 - Collated all published borough Climate Action Plans into a single database for analysis, highlighting consistencies and potential gaps of activity.
 - Co-ordinated and delivered a detailed response to the Extended Producer Responsibilities, Deposit Return Scheme, and consistency consultations.
 - Ran a joint procurement exercise with TfL for the biggest e-scooter trial to take place in London, with an emphasis on safety and high operating standards.
 - Selected three e-scooter operators to take part in the trial in London and set up governance structure to oversee the trial jointly with TfL and participating boroughs.
 - Jointly with Core Cities and Connected Places Catapult, set up the UK Cities Climate Investment Commission and launched the Stage 1 findings in July and at COP26 in Glasgow.

Transport and Mobility Services

Freedom Pass

8. The Freedom Pass concessionary travel scheme provides free journeys on public transport in London for 1.2 million older and disabled persons. In 2021/22, London Councils:
- Agreed the 2022/23 Freedom Pass settlement of £207,516 million with TfL and other transport operators.
 - Renewed Freedom Passes expiring in 2022, ensuring eligible pass holders can continue to benefit from the scheme.
 - Met SLAs for card production, despatch and customer satisfaction
 - Completed a mid-term review of passes expiring in 2025, including address checks to remove non-eligible pass holders from the scheme.
 - Completed two National Fraud Initiative mortality screening exercises.
 - Initiated of Project Elevate, which will deliver:
 - Enhanced online experience for all pass holders; and
 - A new case management system for boroughs and back-office team.
 - Was awarded green rated internal audit, reflecting improved contract monitoring.
 - Held four Freedom Pass borough officer liaison (BOLG) meetings, keeping borough officers up to date with developments on the scheme.

Taxicard

9. Taxicard provides subsidised taxi journeys for c. 60,000 disabled Londoners. In 2021/22, London Councils:
- Managed costs within budget at the scheme level for 2021/22.
 - Secured TfL budget of £8m was secured 2022/23, providing a sustainable basis for the scheme.
 - Maintained vehicle good vehicle arrival performance throughout the year, despite challenges such as the fuel shortage and overall reduction in driver numbers throughout the industry.
 - Began work towards Customer Service Excellence (CSE) accreditation
 - Retained the Taxicard collection and delivery service¹ which allows members to nominate/request a carer, family member friend or taxi driver to collect essential items on their behalf.
 - Improved contract management processes have been introduced, with monthly meetings introduced with the ComCab London contact centre to review performance.
 - Kept application processing times within the 15-day target despite an increase in applications for the scheme
 - Held four Taxicard BOLG meetings held during the year and introduced guest speakers e.g., RNIB and Age UK, leading to greater engagement from borough officers.

¹ In participating boroughs

Traffic and Parking (T&P) Policy and Advice

10. London Councils' traffic and parking policy and advice helps to deliver effective and consistent traffic and parking policies and operations in London. In 2021/22, London Councils:

- Continued to work with key stakeholders and Central Government on advice for authorities on parking and traffic enforcement in light of the COVID-19 emergency – keeping it up to date and issuing 14 versions to date.
- Improved engagement with the London Environment Directors Network (LEDNet) with regular liaison and meetings.
- Held regular meetings with DfT on traffic and parking policy and legislative matters.
- Agreed the apportionment of traffic signal and control equipment maintenance costs to boroughs.
- Hosted borough forums, including the Parking Managers Seminar.
- Represented borough interests at relevant events, groups and forums, including:
 - London Technical Advisors Group (LoTAG)
 - LoTAG Parking and Healthy Streets Sub-Group
 - TfL's Lane Rental Governance Committee
 - TfL's Vision Zero working groups
 - British Parking Association (BPA) as Council and Local Authority Special Interest Group member
 - Transport Technology Forum (TTF) on enhanced use of data and delivering future technological developments in road traffic.
 - Regular DfT and MHCLG liaison
- Reviewed and updated the national parking contravention codes list.
- Provided debt registration services with the Traffic Enforcement Centre for London boroughs.
- Collated, analysed and published London-wide traffic and parking enforcement and appeals statistics.
- Worked closely with DfT on the introduction of national moving traffic powers and updated traffic regulations in England.
- Continued to lobby government for enhanced parking and traffic enforcement powers including the reintroduction of CCTV, vehicle idling and roads policing.
- Progressed work to review the enforcement of speed limits in London, building the case to lobby for partial decriminalisation of speed enforcement in London as agreed by TEC.

London Lorry Control Scheme (LLCS)

11. The London Lorry control scheme minimises the disruption to London's residents caused by the movement of heavy goods vehicles at night. In 2021/22, London Councils:

- Continued to successfully manage, administer and enforce the LLCS on behalf of London Boroughs.
- Refined home working and remote procedures to keep service running in line with existing KPI's.
- Commenced external document handling and postage of written communications with a new contractor.
- Made further progress with outstanding scheme review recommendations, including:
 - website review and update

- CMS enhancements,
- the development of a new vehicle operator routing tool that is currently in test phase,
- draft proposed changes to the ERN that have been discussed with boroughs and TfL,
- continued work with TfL on an amendment to the hours of operation of the scheme and supporting data and traffic forecasting requirements,
- progress on future ANPR and camera sharing plans with TfL and boroughs,
- specification for signs review finalised.
- Facilitated Hillingdon and Redbridge re-joining the scheme
- Enforcement contract extended for further year pending implementation of review recommendations.

Health Emergency Badge (HEB)

12. The Health Emergency Badge helps medical professionals attend emergencies quickly by managing by offering a parking waiver. In 2021/22, London Councils:

- Operated the London Health Emergency Badge scheme, issuing parking waivers to eligible health workers to use in emergency situations.
- Extended the expiry date of passes earlier in the year when printing of new passes was suspended and asked boroughs not to enforce against expired passes.
- Secured a new contractor and new processing and postage arrangements from 1 July 2021.
- Secured agreement from TEC to progress the delivery of the recommendations from the review of practices and processes to ensure the service is as effective and efficient as possible.

TRACE

13. The TRACE service helps people who have their vehicle towed away in London can find where it has been taken to quickly and easily. In 2021/22, London Councils:

- Continued to manage and operate TRACE and increased in take up of the online service.
- Removed the text SMS service to keep up with borough practice regarding street-to-street relocations
- Worked with boroughs to enhance use of electronic notifications of vehicle removals and reducing hard copy data transfers.
- Worked with stakeholders to manage vehicle removals for special events such as the London Marathon.

London European Partnership for Transport (LEPT)

14. London European Partnership for Transport (LEPT) helps boroughs to maximise funding, networking and knowledge opportunities in Europe and beyond. In 2021/22, London Councils:

- Monitored European and other funding and knowledge exchange opportunities, and briefing boroughs accordingly.

- Attended EU Working Group meetings on issues key to boroughs and the Mayor's Transport Strategy, feeding back good practice and knowledge sharing opportunities.
- Attended Sub -Regional partnership meetings
- Disseminated and discussed changing transport dynamics and best practice with European cities and boroughs.
- Continued to be a project partner for communications and dissemination on two EU funded projects, EX-TRA and GeoSense.
- Helped borough access European opportunities such as reference groups from existing projects and workshops.
- Continued to discuss the LEPT schedule of activity and s.159 funding agreement for 2021/22 in light of Covid-19 and TfL funding implications.
- Continued to make the case for s159 funding of LEPT through LIP funding which has been difficult due to the financial constraints on TfL. This has meant that we could not recruit for the officer post which has limited activity.
- Discussed the future of LEPT and how we can continue to operate on behalf of boroughs

London Tribunals

15. Efficiently supporting the provision of independent appeals services via London Tribunals, including the Environment and Traffic Adjudicators (ETA) and the Road User Charging Adjudicators (RUCA). In 2021/22, London Councils:

- Reopened the hearing centre to the public
- Continued to provide the administrative support and infrastructure to the Environment and Traffic Adjudicators and Road User Charging Adjudicators.
- Delivered year-on-year savings to boroughs reducing the costs of running ETA.
- Continued work on the development of integrated electronic transfer and communication of all appeals with enforcement authorities.
- Effectively implemented changes for the expanded ULEZ scheme and commenced related appeal hearings.
- Undertook a series of assessments and reviews and implemented effective measures to mitigate against the impact of Covid-19.

Priorities 2022/23 – Delivering Our Shared Ambitions

16. The following paragraphs set out the proposed priorities for the committee in 2022/23. In a change from the previous format of these reports, officers have grouped the priorities under the headings of London Councils' shared ambitions. The following shared ambitions have been agreed by London Councils' leaders:

- London's Future
- Climate Adaptation and Net Zero
- Wellbeing and the Borough Role in Prevention
- London's Voice
- Value Proposition for Boroughs
- Organisational Development and Design

London's Future

17. In 2022, the capital, its businesses and communities continue to deal with the consequences of the covid 19 pandemic. This is particularly true in the areas that give name to this committee. TfL's financial difficulties have had a significant impact on borough transport funding, which has been reduced and narrowed in scope.

18. For London to continue to compete as a global city, investment in transport infrastructure and a green recovery is essential. Therefore, in 2022/23 London Councils will:

- Support the TEC funding sub-group to unblock transport infrastructure funding
- Aim to secure a new multi-year funding deal for boroughs using a LIP funding model, giving boroughs greater scope to deliver locally defined transport priorities for their communities and businesses.
- Build on the successes of London Councils' electric vehicle co-ordination function to ensure more Londoners have access to charging infrastructure.
- Ensuring TfL's work on the next Road User Charging Scheme is undertaken with sufficient borough input.
- Ensure that boroughs have appropriate access to and input into bus planning for London.

19. The London Councils transport and mobility team will also play a small role in providing opportunities for Londoners by creating two new apprenticeship places.

Climate Adaption and Net Zero

20. London is ambitious in tackling the climate emergency and poor air quality. The impacts of climate change and high levels of air pollution are clear, and London Councils has developed a programme of activity, led by London boroughs to deal with these challenges comprehensively and find ways in which they may be financed.

21. Additionally, London Councils and the Mayor of London have come together through the Green New Deal and other Recovery missions to ensure London is united in its approach to a green economy, which presents many opportunities.

22. London Councils has a significant role to play in setting the ambition and leading collaboration across London's boroughs as well as ensuring that our own services, contracts, and operations are enabling net zero.

23. Priorities over the next year are:

- Delivering the seven London Councils' Climate Programmes:
 - Retrofit London
 - Low Carbon Development,
 - Low Carbon Transport,
 - Renewable Power for London,
 - One World Living,
 - Building the Green Economy,
 - Creating a Resilient and Green London
- Supporting the programme through the appointment of a new Programme Director who will make sure that this activity is communicated across the partners and stakeholders and advocacy for the programmes is taking place.
- Working with the UK Cities Climate Investment Commission (UK CCIC) and the GLA on climate finance, making the case for net zero investment in our localities, attracting private finance and moving to deliver demonstrator projects in 2023.
- Creating Green jobs and skills in construction, transport, green finance, and power.
- Beginning London Councils journey to become net zero by 2030 and using our contracting power to do this.
- Reviewing the London Lorry Control scheme to improve accessibility and routing to reduce instances of longer journeys and reducing the scheme's impact on air quality where possible
- Providing the haulage industry with a routing tool to improve compliant routing and reduce journey distance
- Deliver on the recommendations from the Surface Water Task and Finish Group

Wellbeing and Borough Role in Prevention

24. The health, wellbeing and safety of Londoners is of huge importance and the boroughs are well placed to understand and meet the needs of their communities through the services they deliver to adults & children, and their influence on broader determinants of health.
25. The boroughs and City of London Corporation have chosen to delegate to London Councils the management of several complementary services that help the health and wellbeing of Londoners directly and indirectly. In 2022/23, London Councils will:
 - Work in partnership with our contractors and transport partners (TfL and the Rail Delivery Group) to provide the Freedom Pass and Taxicard schemes to:
 - Ensure transport is not a barrier to older and disabled Londoners' participation in essential and non-essential activities
 - Support and encourage independent. travel.
 - Provide more accessible routes into the schemes, enabling qualifying Londoners to apply.
 - Make improvements to the Health Emergency Badge scheme facilitating the provision of urgent care.
 - Improve enforcement of the London Lorry Control scheme to ensure more Londoners get a good night's sleep and are not disturbed by HGV movements.
 - Identify and map overlap between wellbeing and environmental policy and undertake more joint work with health colleagues on for example air quality and active travel.

London's Voice

26. London must speak with a bold, credible, and confident voice to ensure that it can meet the needs of its citizens, communities, and businesses so they can meet their full potential. London Councils will work with partners in London, in government and across the UK to show that our city wants to play its role in delivering a better Britain. During 2022/23, London councils will:

- Deepen our relationship with DfT ministers and officials to show that London can play its part in delivering national transport priorities.
- Undertake a robust review and refresh of our climate change advocacy strategy in light of national policy developments.
- Make the case for environmental and transport investment
- Work with partners in TfL and the Metropolitan Police to enhance the enforcement of 20 mph speed limits
- Make common cause with national partners to give local authorities the powers to enforce speeding contraventions
- Engage with the voluntary and community sector to ensure the voice of the user is heard in the delivery of our transport and mobility services
- Continue to share traffic and parking knowledge and expertise at a national level with partners such as:
 - The Local Government Association
 - The British Parking Association
 - The Transport Technology Forum
- Use LEPT to participate in European working groups, seminars, policy discussions and imparting (and absorbing) knowledge

Value Proposition for Boroughs

27. London Councils represents London's 32 boroughs and the City of London. It is a cross-party organisation that works on behalf of all its member authorities regardless of political persuasion. Our ambition is to promote collaborative working, focussing pan-London efforts where they will really add value and to champion innovation and leading practice in the boroughs.

28. In an election year, and a time of considerable managerial change at senior levels in London, our role supporting leadership in the boroughs is a priority to ensure resilience and continuity. London Councils can also be a source of support and advice in times of challenge. And always, our services to Londoners on behalf of the boroughs are an essential part of our offer. In 2022/23 London Councils will:

- Continue to provide value for money through the delivery and effective performance management of:
 - Freedom Pass
 - Taxicard
 - London Tribunals
 - London Lorry Control Scheme
 - Health Emergency Badge
 - TRACE
 - Parking debt and warrant registrations
 - London European Partnership for Transport

- Negotiate the Freedom Pass appointment and settlement report delivered to TEC to ensure that boroughs are “no better or worse off” as a result of the scheme
- Renew Freedom Passes expiring in 2023
- Complete mid-term eligibility review of pass holders whose Freedom Passes expire in 2025, ensuring only those that are eligible for passes retain them
- Complete NFI mortality screening for Freedom Pass and Taxicards
- Join the NFI London Fraud Hub, making Freedom Pass and Taxicard data more readily available for borough fraud prevention teams
- Continue to support and/or host professional networks, including
 - London Environment Directors network (LEDNet)
 - London Technical Advisors Group (LoTAG)
 - The Parking Managers network
 - The Freedom Pass and Taxicard borough officer liaison groups (BOLG)
- Explore closer working with the national parking tribunal to drive national consistency and value for money
- Build on existing work to agree a joint approach with TfL on shared mobility, ensuring that boroughs have the necessary powers and resources to deliver on this effectively.
- Aim to secure an extension for the e-scooter trial and to shape government policy regarding rental e-scooters and e-bikes

Organisational Development and Design

29. London Councils is changing to deliver the shared ambitions and enable everyone to do their best work on behalf of London and Londoners. In 2022/23, we will:
- Review the TEC constitution and powers, suggesting to Leaders’ Committee and TEC changes required to support delivery of the shared ambitions
 - Develop a strategy for London Councils premises to provide value for money, accessibility and sustainability
 - Pilot outcomes-based methodologies – working in a digitally enabled way; sharing data and using data insight to shape policy positions; sharing and learning from good practice
 - Collaborative working – test and learn new approaches to internal collaboration/matrix-like working and information sharing, learning from other organisations
 - Achieve Cabinet Office approved Customer Service Accreditation for our mobility services with a view to rolling it out to all of our services in the future
 - Enhance our digital offering to service users across all of our services.
 - Adopt target to become net zero by 2030 and develop a strategy and plan to get there.

Recommendation:

- To note and comment on the achievements of the last year.
- To agree the priorities for 2022/23.

Financial Implications

1. There are no financial implications to London Councils arising from this report. The priorities and projects described in this report will be delivered within approved budgets and resource allocations and/or will be subject to separate TEC reports and decisions as necessary.

Legal Implications

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

Equalities Implications

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

London Councils' Transport & Environment Committee

Response to DEFRA's Environmental Targets Consultation

Item
No: 14

Report by: Zak Bond
Job title: Principal Policy and Projects Officer

Simon Gilby
Principal Policy and Projects Officer

Date: 09 June 2022

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Summary: This report provides an overview of London Councils' draft submission to the Department for Environment, Food and Rural Affairs' consultation on new environmental targets. The full draft response can be found in appendix 1.

Recommendations: Members are asked to:

- Comment on and agree the consultation response for submission to the Department for Environment, Food and Rural Affairs.

Background

1. The Environment Act 2021 requires that at least one target is set by the Secretary of State for air quality, water, biodiversity, and resource efficiency and waste reduction. It also requires targets to be set for fine particulate matter (PM_{2.5}) and species abundance. These targets must be laid as Statutory Instruments by 31 October 2022.
2. The Department for Environment, Food and Rural Affairs (DEFRA) is currently consulting on these targets, as well as additional proposals in biodiversity, water, marine and tree planting. The consultation closes on 27 June 2022.
3. London Councils officers have produced a draft response in consultation with borough officers for members to review, which can be found in appendix 1. The air quality section has been informed by discussions at LEDNet and those on waste from discussions with waste officers.
4. London Councils response focuses on air quality and waste, given our engagement on these previously. Additionally, when examining the questions, the ones relating to biodiversity in the sea nor water quality with a focus on abandoned mines and agricultural run-off were particularly relevant to London. Similarly, whilst targets for biodiversity on land and woodland cover could potentially be relevant to London, discussions with borough colleagues revealed that they would not be making submissions, given there is not a particular London angle.
5. This report outlines the key points of the submission.

Air Quality

6. DEFRA are proposing two new air quality targets for fine particulate matter (PM_{2.5}):
 - a. An annual mean concentration target of 10 micrograms per cubic metre (10 µg/m³) to be met across England by 2040.
 - b. A population exposure reduction target of a 35 per cent reduction in population exposure by 2040 (compared to a base year of 2018).
7. London Councils has long held the view that government should be aiming to reach an annual mean concentration target of 10 µg/m³ by 2030, in line with the WHO's interim

recommendation and with what evidence shows is achievable with central government ambition and the required resources and powers for local authorities. This response continues that position.

Waste

8. DEFRA are proposing two targets relating to waste.
 - a. Reduce residual waste (excluding major mineral wastes) kg per capita by 50 per cent by 2042 from 2019 levels. It is proposed that this will be measured as a reduction from the 2019 level, which is estimated to be approximately 560 kg per capita.
 - b. In the Resources and Waste Strategy (RWS), DEFRA sets a strategic ambition to at least double resource productivity by 2050. Resource productivity measures the economic value per unit of raw material use. Given the complexity of the resource productivity target, more time is needed to develop the evidence base and assess policies. DEFRA is seeking views to inform future work on developing this target.
9. London Councils broadly agrees with the targets proposed, with the caveat that Government needs to consider the additional burdens that will be placed on boroughs as a result and to ensure that responsibilities do not just fall on the boroughs but also other relevant areas such as commercial and industrial waste should be subject to the same requirements.

Financial Implications

10. There are no financial implications arising from this report.

Legal Implications

11. There are no legal implications arising from this report.

Equalities Implications

12. There are no equalities implications arising from this report.

Appendix 1: Draft response to the Department for Environment, Food & Rural Affairs' consultation on new environmental targets

Introduction

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. We are responding to the consultation's questions on air quality and waste.

Target proposals for air quality

Q: Do you agree or disagree with the level of ambition proposed for a PM_{2.5} concentration target?

Q: What reasons can you provide for why the government should consider a different level of ambition

1. PM_{2.5} concentration target

1.1. As DEFRA acknowledge, fine particulate matter (PM_{2.5}) is the air pollutant which causes the most harm to human health. Therefore, we welcome the setting of a new PM_{2.5} target.

1.2. We also welcome that this is in line with the World Health Organization's interim recommendation¹ of 10µg/m³.

1.3. However, given the deadly impacts of PM_{2.5}, and the evidence around achievability outlined below, London Councils believes that DEFRA should be more ambitious in setting the timeline for reaching the WHO interim PM_{2.5} concentration target of 10µg/m³. Therefore, we argue that this target should be set to be achieved by 2030 at

¹ World Health Organization. (2021). WHO global air quality guidelines: particulate matter (PM_{2.5} and PM₁₀), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide. <https://apps.who.int/iris/handle/10665/345329>

the latest.

- 1.4. This timeframe is possible under the legislation, as the PM_{2.5} target does not need to be a “long-term” target under the Environment Act.
- 1.5. This has shown to be achievable by various pieces of academic work, including in DEFRA’s own report. For example, the Greater London Authority has published evidence from Imperial College London showing that an annual mean concentration of 10 µg/m³ of PM_{2.5} can be achieved in London by 2030.²
- 1.6. By setting this level of ambition, DEFRA would be achieving significant health and economic benefits. The Clean Air Fund finds that reaching 10 µg/m³ by 2030 could lead to an increase in average life expectancy and “an average of 3,100 fewer new coronary heart disease cases, and 388,000 fewer reported asthma symptom days in children each year”.³ This would significantly reduce costs on the NHS, and costs to the economy due to sick days.
- 1.7. We welcome the commitment to setting five-yearly interim targets to ensure suitable progress is made towards the targets in the medium term. It would have been helpful if these were published, at least in draft, as part of this consultation, instead of in January 2023 as part of the Environmental Improvement Plan.
- 1.8. We believe that DEFRA should, as is possible under the Act, also set a longer term PM_{2.5} target in line with the WHO’s guideline level of 5 µg/m³ to be met as soon as possible. We note that the Committee on the Medical Effects of Air Pollution wrote that they “would strongly support a reduction of PM_{2.5} concentrations, ideally to (or below) the WHO guideline value of 5µg/m³”.⁴

² Greater London Authority (2019) PM_{2.5} in London: Roadmap to meeting World Health Organization guidelines by 2030 https://www.london.gov.uk/sites/default/files/pm2.5_in_london_october19.pdf

³ <https://s40026.pcdn.co/wp-content/uploads/The-Pathway-to-Healthy-Air-in-the-UK.pdf>

⁴ Committee on the Medical Effects of Air Pollutants (2022) Advice on health evidence relevant to setting PM_{2.5} targets – update https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1060744/COMEAP_WHO_AQG_-_Defra_PM2.5_targets_advice_2_.pdf

2. Empowering local government to reduce PM_{2.5}

- 2.1. We note that the consultation documents state that “The role of LAs in delivering the new PM_{2.5} targets is being considered as part of the ongoing review of the national Air Quality Strategy and will be consulted on in due course.”
- 2.2. Local authorities will have a critical role to play in the delivery of local air quality improvements, so it is essential that they are equipped with the relevant levers, powers and resources to deliver meaningful improvements.
- 2.3. As an example, the government should introduce additional regulatory powers for local authorities to control emissions from appliances, such as gas and solid fuel boilers, combined heat and power plants, construction machinery and standby diesel generators. There are various areas where changes and resources are required, and we look forward to discussing these with DEFRA as part of the consultation process around the update to the national Air Quality Strategy.

3. Other concentration targets

- 3.1. We note that DEFRA’s detailed evidence report outlines that “existing air quality standards for other air pollutants will remain and will not be substantively affected by the new targets”. However, we believe that this would have been a good opportunity to explore a new NO₂ target aligned with WHO guidelines.
- 3.2. Further, DEFRA should also have explored a broader suite of new targets to ensure that up to date targets are in place for all harmful pollutants, especially given the complex atmospheric chemistry which produces secondary PM_{2.5}.

4. Exposure reduction target

Q: Do you agree or disagree with the level of ambition proposed for a population exposure reduction target?

Q: What reasons can you provide for why the government should consider a different level of ambition?

- 4.1. London Councils welcomes the thought that has gone into developing an exposure reduction approach alongside the concentration target and agrees that an effective approach that drives continuous improvement is essential alongside a minimum standard.
- 4.2. However, we do not feel that it is clear that a national average of population exposure would successfully drive that continuous improvement in all areas, as a national average could mask large air pollution rises in some areas due to reductions in others.
- 4.3. Further, it is not clear that the level of the exposure reduction target currently set is suitably ambitious to drive action to protect public health.
- 4.4. We would therefore welcome a more geographically granular approach to exposure reduction to ensure that we see continuous improvement in all locales in England.

5. Proposed target assessment approach & accountability

- 5.1. The Consultation document states that enforcement of targets would be based on meeting the targets three years out of every four. We believe that this is an unacceptably weak assessment criterion, which could lead to communities being exposed to levels of PM_{2.5} above the target level on a semi-regular basis.
- 5.2. It is not clear from the consultation documents who will be held accountable for performance against the new targets. It is key that, as targets are fixed and implementation plans developed, the framework is clear which actors are ultimately accountable for performance against the targets.

Target proposals for waste

6. Reducing residual waste

- 6.1. Reduce residual waste (excluding major mineral wastes) kg per capita by 50 per cent by 2042 from 2019 levels. It is proposed that this will be measured as a reduction from the 2019 level, which is estimated to be approximately 560 kg per capita.

Q: Do you agree or disagree with the proposed scope of the residual waste target being 'all residual waste excluding major mineral wastes'?

- 6.2. London Councils agrees that harmless mineral waste should be excluded from the target as London boroughs do not handle significant amounts of mineral waste. Excluding non-harmful mineral waste from the target allows for a focus on dealing with waste which has a greater environmental impact.

- 6.3. However, we would ask that Government consider what is being done to reduce all types of mineral waste (inert or not) and to consider whether the above target alone will drive the right behaviours in big business. From our understanding, the majority of waste produced by big construction companies/developers is mineral waste, and some of this may be harmful. Not having a target set to reduce it means the amounts sent to landfill will stay the same, which will not mitigate the environmental impact.

Q: Do you agree or disagree that our proposed method of measuring the target metric is appropriate?

- 6.4. London Councils agrees that kg per person (by population) is a better method of measuring the target metric than on a per household basis. We believe this will allow for better benchmarking between local authorities.

Q: Do you agree or disagree that local authorities should have a legal requirement to report this waste data, similar to the previous legal requirement they had until 2020?

6.5. London local authorities are able to report good quality data, but this should be considered alongside additional burdens currently coming into force, which will increase pressures on local authorities. This includes consistent collections, and the proposals for mandatory digital waste tracking to be applied to local authorities following on from other reforms to waste and recycling services, such as the reform of Extended Producer Responsibility for packaging (EPR). The government needs to be clear about whether and when additional resources/ funds will be provided to support these new burdens.

6.6. Commercial and industrial waste also makes up for a significant proportion of overall waste. Local Authorities should not be the only bodies required to report waste data, and business waste (where a business employs above a certain number of people) should be subject to the same requirements. Government should introduce a system to capture commercial and industrial waste, and the responsibility for reporting this should sit with waste collection and disposal companies. However, such a system for capturing commercial and industrial waste data will need to be sufficiently straight forward so that reporting will be accurate and timely.

Q: Do you agree or disagree with the level of ambition proposed for a waste reduction target?

6.7. London Councils feels that it is important to have a waste reduction target. Nevertheless, the consultation paper states that changes set out are only expected to help achieve halfway towards the target. It states that meeting the 50 per cent reduction target will require progress beyond the current commitment to achieve a 65 per cent municipal recycling rate by 2035 and would represent a municipal recycling rate of around 70-75 per cent by 2042.

6.8. The Government must be clear about what additional responsibilities are likely to be placed on councils as a result, and what powers they will give councils to help achieve this. For example, giving local authorities the necessary funding and powers to make recycling compulsory would help. This would prevent valuable recyclables items being put into the residual waste stream and boost resources for the circular economy.

6.9. There also need to be a recognition that the 65 per cent rate is an overall UK wide target, and different local authorities will contribute differently to this target depending on their demographics.

6.10. Ultimately, we suggest that Government's approach should focus on the avoidance of waste in the first place, concentrating on producers and the measures they are taking to reduce waste at the source as well as addressing unsustainable consumption habits. Government needs to focus on the establishment of a circular economy and a broader enabling environment that gives the public the opportunity to pursue sustainable ways of living. Sweden's recent establishment of a consumption-based emissions target and its sustainable consumption strategy show examples of leading thinking in this area.

7. Resource productivity

7.1. In the Resources and Waste Strategy (RWS)²⁷, we set a strategic ambition to at least double resource productivity by 2050. Resource productivity measures the economic value per unit of raw material use. Given the complexity of the resource productivity target, more time is needed to develop the evidence base and assess policies. We seek views now to inform future work on developing this target.

Q: Do you agree or disagree with our proposed metric for considering resource productivity?

7.2. Whilst London Councils agrees with the proposed target we have concerns that factors in the GDP measure could improve performance with no change in the consumption of resources. Improved productivity through reduced staff absence or increased robotisation will increase the numerator value whilst the denominator could stay the same. This would suggest that improved resource efficiency was the result; but in fact improved process efficiency would be the real reason. Moreover, it is not clear whether the level of resource efficiency being aimed for is a sustainable level of resource use. Government should work to establish what a sustainable material footprint might be, building on research that has been undertaken in this area.

Q: Of the possible policy interventions described, which do you think will be most effective to meet a resource productivity target? Please specify whether these policies would be most

effective if implemented nationally or regionally, and whether measures should be product or sector-specific.

- 7.3. The Government has already reduced the scope of the EPR reforms by excluding business waste (UK wide) and on the ground litter (England and N Ireland) so the effectiveness of this intervention policy will be less. The requirement to follow eco-design principles to maximise recyclability of products should be a high priority as well as greater support for the circular economy.



London Councils' Transport & Environment Committee

London E-scooter Trial Update

Item no: 15

Report by: Agathe de Canson **Job Title:** Principal Policy and Project Officer,
London Councils
Helen Sharp London E-Scooter Trial Lead, Transport
for London

Date: 9 June 2022

Contact Officer: Agathe de Canson

Telephone: 0207 934 9714 **Email:** agathe.decanson@londoncouncils.gov.uk

Summary: This report is to update London Councils' TEC on London Councils' and TfL's activities on the future mobility agenda:

- The progress of the London e-scooter rental trial
- The provision of rental e-bikes in London
- The Government's announcements regarding private e-scooters, rental e-scooters and rental e-bikes

Recommendations: The Committee is asked to:

- Note and comment on the report

E-Scooter Rental Trial

Background

1. On 7 June 2021, the London E-Scooter Rental Trial launched as a collaborative effort from Transport for London (TfL), London Councils, London boroughs and the three selected operators Dott, Lime and TIER. The rental trial implemented consistent standards with an emphasis on safety that were developed jointly by London boroughs, London Councils and TfL and were informed by extensive engagement with key stakeholder groups.
2. The trial has expanded significantly over the first year of operation, with the number of participating local authorities doubling from 5 to 10 and the number of vehicles available to hire increasing from 600 to 4,100.



Fig 1. Map of the current trial area

3. London's trial is one of 32 around the UK authorised by the Department for Transport (DfT). The trials are gathering data to inform any changes to the legal status of e-scooters that Government may choose to introduce. The trial is also exploring whether e-scooters contribute to London's transport mix, reduce carbon emissions and enable a sustainable recovery from the pandemic.
4. Private e-scooters remain illegal for use on public land, including cycle lanes.

Current Operation

5. **Vehicles:** The rental vehicles in London have high safety standards which go beyond the national requirements set by the DfT. For example, they have a speed limit of 12.5mph, large wheels, lights that are always on throughout any rental and riders must be aged 18 or above. Additional safety mechanisms include mandatory in-app safety education for first-time riders and lower speed limits that are automatically applied. Such features highlight the difference between the robust vehicle specifications of trial e-scooters against private e-scooters that are currently unregulated and therefore not built to any minimum safety standards.
6. **Safety:** TfL hosts a monthly Safety Board for the trial where London Councils, London boroughs, operators and the Metropolitan Police Service (MPS) attend to review incident trends and share lessons learned. Each operator also holds their own safety boards with varied stakeholder representation. Where reports are



Fig 2. Current vehicle models in London

received of illegal use of the rental vehicles, such as pavement riding, operators will investigate and take any necessary action. Such action can include issuing a warning to the user or banning them from their service altogether, and where applicable sharing details for further safety training in-app or in-person. All reports of poor rider behaviour are taken seriously and investigated thoroughly, with just over 200 people warned or banned from the operators' services to date for such behaviour.

7. **Operations:** Service Level Agreements are in place with the operators which set high standards for their maintenance, operations and safety regimes. Vehicles must be maintained to a high level and they must be parked in designated parking bays of which there are over 500 across the trial area. These robust operations ensure the safety of both riders and pedestrians as well as avoiding street clutter. To minimise the impact on the environment, the operators use an entirely zero-emission fleet powered by 100 per cent renewable energy.



Fig 3. Example e-scooter parking bay

8. **Stakeholder Engagement:** TfL, London Councils, London boroughs, the operators and the MPS have continually engaged with different stakeholder groups throughout the duration of the trial, including the Royal National Institute of Blind People, Guide Dogs UK, London Vision, Alzheimer's UK, Transport for All and TfL's Independent Disability Advisory Group. The details of this engagement are listed in the trials' [Equality Impact Assessment](#). Through engagement, one key piece of feedback from the visually impaired community is the importance of having audible alerts on the rental vehicles so that those who are blind or partially sighted are made aware of their presence. In response to this feedback, the three operators are working in partnership with University College London's world-leading research facility PEARL to research and develop a sound for rental e-scooters which could be tested in London this year.
9. **Private E-Scooters:** TfL, London Councils, the operators and the MPS have worked together to speak at stakeholder events to educate the public on illegal use of e-scooters outside of the trials, namely the difference between rental and private vehicles and the fact that the private vehicles are illegal for use on public roads and highways. All parties have implemented publicity campaigns to advise on the illegal nature of private e-scooters and some operators offer schemes to exchange private e-scooters for rental riding credits.



Fig 4. TfL and MPS campaign over Christmas 2021

Monitoring & Evaluation

10. Every four weeks TfL publishes headline metrics for the trial on their [website](#):

Table 1: London e-scooter trial headline metrics

	Trial Period 1	Trial Period 2	Trial Period 3	Trial Period 4	Trial Period 5	Trial Period 6	Trial Period 7	Trial Period 8	Trial Period 9	Trial Period 10	Trial Period 11	Trial Period 12	Total / Average
Dates ¹	07 June – 04 July 2021	05 July – 01 August 2021	02 – 29 August 2021	30 August – 26 Sept 2021	27 Sept – 24 Oct 2021	25 Oct – 21 Nov 2021	22 Nov – 19 Dec 2021	20 Dec 2021 – 16 Jan 2022	17 Jan – 13 Feb 2022	14 Feb – 13 Mar 2022	14 Mar – 10 Apr 2022	11 Apr – 08 May 2022	
Permitted fleet size ²	600	1,200	2,700	2,835	3,480	3,585	3,585	3,585	3,585	3,885	4,010	4,010	
Total trips ³	35,000	50,000	80,000	95,000	100,000	90,000*	70,000*	60,000*	75,000	80,000	95,000	130,000	960,000
Average trip distance	2.9 km	2.7 km	2.8 km	2.8 km	2.5 km	2.5 km	2.4 km	2.5 km*	2.4 km	2.4 km	2.5 km	2.6 km	2.6 km
Average trip duration	24 mins	22 mins	21 mins	22 mins	18 mins	18 mins	17 mins	18 mins*	16 mins	16 mins	16 mins	17 mins	19 mins
Serious injuries reported by operators ⁴	1	2	2	1	3	0	4	1	1	0	1	0	16

*Corrections have been made to trip stats previously published for Trial Periods 6, 7 and 8 to account for a data quality issue which has been identified and fixed

11. **Trips:** there have been over 1 million journeys made during the first year of the trial, which has covered a distance of more than 2.5 million kilometres equivalent to over 60 times around the world. The busiest month to date has been May and the most popular hour is between 5-6pm.
12. **Safety:** there have been 16 serious injuries and 0 fatalities reported, 2 of these serious injuries involved pedestrians and the other 14 involved the riders. Serious injuries are defined in consistency with the DfT's STATS19 definition, which includes injuries such as fractures, severe cuts, concussion or an injury for which a person is detained in hospital. In the context of over 1 million trips, the small proportion of serious injuries (0.002%) demonstrates that implementing robust safety requirements has made rental e-scooters a safe mode of transport for Londoners.
13. **Environment:** the DfT has been collecting mode shift data from end of ride surveys from all UK e-scooter trial locations, including London. To feed into this national data collection TfL is working closely with the operators to examine the available data points on mode shift, ensuring findings are representative and robust, and these will be included in the trial's evaluation report which will be published after the trial ends.
14. **Demographics:** the DfT has been collecting demographic data directly via user surveys. These are anticipated to be shared when the DfT publish their final evaluation report on the trials in spring 2022.
15. **Customer feedback:** the most common categories of feedback reported to operators are around parking (unable to end ride or find a nearby parking bay) and geofencing (interference with the ride due to GPS from the implementation of no-go and go-slow zones). This highlights the importance of providing customers with enough parking bays and only using geofencing zones where necessary.

E-Bike Services in London

16. E-bikes have a potential to increase active travel journeys across London including in areas that are less well served by public transport. Because they are electric, e-bikes can be used for longer journeys than non-electric bikes. E-bikes also have the potential to attract people to cycling who may not own a bike, for example some people may find the help generated by the battery appealing or may require a powered vehicle due to mobility impairments.
17. Four operators currently have rental e-bikes deployed in London: Dott, Lime, TIER and HumanForest.

18. While e-scooter rental is currently subject to trial arrangements authorised by the DfT, e-bike and pedal bike rental is unregulated in the UK. Operators and boroughs are encouraged to have contracts or agreements in place which detail deployment, parking and service levels.
19. However, there is no consistent approach amongst operators: they operate in different geographies, often on a borough-by-borough basis, and have different views on parking principles and use of technology to restrict where bikes may be ridden.
- *Users*: do not benefit from a uniform experience across boroughs and across modes. For example, a user starting a journey in Kensington & Chelsea can ride a Dott e-scooter into the City of London, but not a Dott e-bike. A user starting a journey in Camden can ride a Lime e-bike into Islington, but not a Lime e-scooter. A user starting a journey in Islington can ride a Lime e-bike into Westminster, but not a TIER e-bike.
 - *Boroughs*: have to juggle different contracts with different operators. For example, conditions on the retrieval of faulty or abandoned bikes may vary across operator. Boroughs with no e-bike agreements often find e-bikes left in their borough.
 - *Operators*: have to approach and negotiate with several boroughs to gain access to a coherent operating area. Borough boundaries are not known to users and this often results in poor customer experience and feedback. Operators feel limited by the lack of parking availability for e-bikes. As above, operators must juggle different contract conditions across boroughs.
20. Efforts have been made by TfL, London Councils and individual London boroughs to influence how this market operates but irresponsible parking and inconsistencies remain an issue. This ongoing situation is sub-optimal both for boroughs and operators, impacts customers, and hinders the opportunity to generate more active travel journeys across the capital.
21. TfL and London Councils have been advocating to the DfT of the need to improve conditions and increase consistency in the rental e-bike market through legislation.

Government's Recent Announcements

22. The DfT has extended e-scooter rental trials across the UK to the end of November 2022, including in London where the trial has been extended until 20th November.
23. The DfT has not yet announced whether it will enable trial operations to continue beyond November 2022. As long as the trial is operational, TfL will continue to collect further data and insights and will publish an evaluation report after the trial ends.
24. In May 2022 the Government announced that the forthcoming Transport Bill would introduce a new category of low-speed, zero-emission vehicles which is likely to include e-scooters and would be independent from the cycle and motor vehicle categories, with a view to legalising the use of e-scooters on public land following a public consultation.
25. The Government has also stated its plans to introduce controls to enable the rental market to be regulated in cities. This would extend to rental bikes and e-bikes as well as e-scooters. London Councils currently anticipates that these controls would be introduced via secondary legislation after the Transport Bill has received Royal Assent following a public consultation.

26. No timetable has yet been confirmed for the legislative process, but it is expected that new regulations governing the whole micromobility rental market in London could come into force during 2024 or 2025.
27. While London Councils and TEC previously considered introducing a byelaw to regulate parking in the rental e-bike market, we would expect this to be superseded by any new regulatory controls introduced by Parliament. As any byelaw would require agreement from all London boroughs, ministerial approval and a public consultation, and given that central government is expected to put in place regulation in the next few years, London Councils and TfL's emerging view is that the byelaw may no longer be the right solution for improving the rental e-bike market in London.

Next Steps

28. London Councils and TfL will continue to support boroughs and operators taking part in the e-scooter trial. London Councils and TfL will also work with non-participating boroughs to seek opportunities to expand the trial which would enable more data collection and help to learn even more about the proposed new category of low speed, zero emission vehicles before any new legislation comes into force.
29. London Councils and TfL will advocate for rental e-scooters to keep being available in London beyond November 2022 and until new regulation is in place.
30. London Councils and TfL will seek to improve conditions and increase consistency in the rental e-bike market in London until new regulation is in place, including by working with boroughs and operators on parking provision for rental e-bikes and sharing best practice on drawing up agreements.
31. London Councils will support boroughs in understanding and preparing for forthcoming changes to legislation which will legalise and regulate the use of private e-scooters.
32. London Councils and TfL will feed into the legislative and consultation processes around e-scooters and e-bikes to secure a good outcome for boroughs and for the micro-mobility agenda in London.

Recommendations

The Committee is asked to:

- Note and comment on the report

Financial Implications

Boroughs participating in the e-scooter trial and TfL continue to receive per vehicle payments from operators to contribute to cost recovery involved in taking part in the trial (for example to cover the cost of staff time and parking bay painting).

Legal Implications

TfL will continue to be the Administrator of the e-scooter trial contracts with the operators and the agreements with the participating boroughs.

Equalities Implications

A detailed [Equality Impact Assessment](#) has been produced for the London e-scooter trial.

London Councils' Transport and Environment Committee AGM

Item Considered Under the TEC Urgency Procedure

Item
No: 16

Report by:	Alan Edwards	Job title:	Governance Manager
Date:	9 June 2022		
Contact Officer:	Alan Edwards		
Telephone:	020 7934 9911	Email:	Ala.e@londoncouncils.gov.uk

Summary:

A TEC Urgency Procedure was sent to TEC Elected Officers following the TEC meetings listed below:

- TEC Main Meeting held on 24 March 2022 (the Urgency Procedure containing the items sent to TEC Elected Officers for approval is attached).

As there had been no changes in legislation from the Government to accommodate virtual Committee meetings after 6 May 2021, London Councils' lead Members had agreed that until the legislation was changed or all social distancing restrictions were lifted, formal committee business was to be dealt with by holding an informal virtual meeting in the first instance to ascertain the general view of a committee or sub-committee with a formal decision to be then taken by way of London Council's Urgency Procedure.

Recommendations: TEC Members are asked to note the attached Urgency Procedures that were sent to TEC Elected Officers:

- *Appendix 1:* TEC Main Meeting held on 24 March 2022 (Urgency Procedure was sent to TEC Elected Officers on 25 March 2022)

Consultation with TEC Elected Officers under the Urgency Procedure

Decisions to be taken following the Meeting of TEC Members on 24 March 2022

Contact officer: Alan Edwards **Date:** 25 March 2022
Telephone: 020 7934 9911 **Email:** Alan.e@londoncouncils.gov.uk

London Councils' Elected Officers are requested to deal with the details set out below under the Urgency Procedure.

- 19.1 Paragraph 19 of London Councils' Standing Orders deals with urgency: If at any time the Director of Transport and Mobility of London Councils considers that any matter is urgent and should be decided on prior to the next meeting of London Councils, then he shall consult the TEC Elected Officers of London Councils. If at least two of the TEC Elected Officers, of whom one will be the Chair, if available, and the other will be from another political party or no party, agree that the matter is urgent and agree on the Director of Transport and Mobility recommendation, then the decision shall be taken by the Director of Transport and Mobility in accordance with such recommendation, subject to the decision being recorded in writing and signed by the TEC Elected Officers agreeing the recommendation of the Director of Transport and Mobility.

Item under Urgency Procedure*

Items listed below

Reason for Urgency

Part 5A of the Local Government Act 1972 covers public access to meetings, agendas and reports and applies to London Councils as a Joint Committee. Now that the modifications introduced by the Emergency Regulations, made under section 78 of the Coronavirus Act 2020, 2020 Regulations have expired, the legislation prohibits formal meetings taking place virtually. This means that in order to participate in discussions and vote on decisions or recommendations, Members must be present physically at the meeting at which the matter is considered.

In considering the implication of this in the current circumstances, London Councils' Executive Members have agreed on 11 May 2021 that until the legislation is changed formal committee business is to be dealt with by holding an informal virtual meeting in the first instance to ascertain the general view of a committee or sub-committee with a formal decision to be then taken under delegated authority by way of London Councils' Urgency Procedure.

Items to be agreed following the meeting of TEC on 24 March 2022:

Item 3: Re-Appointment of Environment & Traffic Adjudicator

TEC Elected Officers to agree that the following adjudicators are re-appointed for a period of 5 years from 19th April 2022:

Alderson, Philippa
Fantinic, Cordelia
Harris, Richard
Iqbal, Samina
Patel, Dharmesh
Udom, Ini
Walsh, Jack

Item 12: Moving Traffic Enforcement Changes & Contravention Codes Update

TEC Elected Officers to:

- Agree the revisions to the contravention code list as outlined in this report.
- Agree that the existing penalty levels will remain the same for contravention codes where additional suffixes are now relevant for London.

Item 13: London Lorry Control Scheme (LLCS) – LB Redbridge

TEC Elected Officers to accept the delegation from LB Redbridge to TEC to exercise LB Redbridge's functions of implementing and enforcing the LLCS on its behalf.

Item 17: Minutes of the TEC Main Meeting held on 9 December 2021

TEC Elected Officers to agree the minutes of the TEC Main Meeting held on 9 December 2021.

If you are content, please could you complete and email the slip below by **midday on Friday 1 April 2022**

I hereby agree that resolution of the above matter to be approved under the Urgency Procedure and I agree to the Acting Director of Transport and Mobility's recommendations as set out above.

Name _____

Signature _____

Date_____

If content, please sign and return to Alan Edwards – alan.e@londoncouncils.gov.uk

London Councils' Transport & Environment Committee

TEC & TEC Executive Sub Committee Dates 2022/23

Item
No: 17

Report by: Alan Edwards

Job title: Governance Manager

Date: 9 June 2022

Contact Officer: Alan Edwards

Telephone: 0207 934 9911

Email: Alan.e@londoncouncils.gov.uk

Summary: This report notifies members of the proposed TEC and TEC Executive Sub Committee dates for the year 2022/23

Recommendations: It is recommended that Members:

- Agree the proposed dates for TEC and TEC Executive Sub Committee meetings for the year 2022/23.

TEC (Main) Committee Proposed Dates

- Thursday 13 October 2022
- Thursday 8 December 2022
- Thursday 23 March 2023

All the above meetings start at 2.30pm, with a pre-meeting for political groups at 1.30pm (1.45pm for the Conservative Group). All TEC (Main) Committee meetings will be held on a "hybrid" basis.

TEC Executive Sub Committee Proposed Dates

- Thursday 14 July 2022
- Thursday 8 September 2022
- Thursday 17 November 2022
- Thursday 9 February 2023

TEC Executive Sub Committee meetings start at 10:00am and will be held on a “hybrid” basis.

Recommendations

It is recommended that Members:

- To note the proposed dates for the TEC and TEC Executive Sub Committee meetings for the year 2022/23, which will be ratified at the full TEC meeting in March 2022.

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.

Informal London Councils' Transport and Environment Committee (Virtual) – 24 March 2022

Minutes of a virtual informal meeting of London Councils' Transport and Environment Committee held on Thursday 24 March 2022 at 2:30pm

Present:

Council	Councillor
Barking and Dagenham	Cllr Syed Ghani
Barnet	Cllr Peter Zinkin
Bexley	Cllr Peter Craske
Brent	Cllr Krupa Sheth
Bromley	Cllr William Huntington-Thresher
Camden	
Croydon	Apologies
Ealing	Cllr Deidre Costigan
Enfield	Cllr Ian Barnes
Greenwich	
Hackney	Mayor Phil Glanville (Chair)
Hammersmith and Fulham	Cllr Wesley Harcourt
Haringey	Apologies
Harrow	Cllr Varsha Parmar
Havering	
Hillingdon	Cllr John Riley
Hounslow	
Islington	Cllr Rowena Champion
Kensington and Chelsea	
Kingston Upon Thames	Cllr John Sweeney
Lambeth	Cllr Claire Holland
Lewisham	Cllr Sophie McGeevor
Merton	Cllr Martin Whelton
Newham	Cllr James Asser
Redbridge	Cllr Jo Blackman
Richmond Upon Thames	Cllr Alexander Ehmann
Southwark	Cllr Catherine Rose
Sutton	Cllr Manuel Abellan
Tower Hamlets	
Waltham Forest	Cllr Clyde Loakes
Wandsworth	Apologies
City of Westminster	Apologies
City of London Corporation	Apologies
Transport for London	Alex Williams
TEC TfL Board Member	Cllr Julian Bell (LB Newham)

1. Apologies for Absence & Announcement of Deputies

Apologies:

Cllr Muhammad Ali (LB Croydon)
Cllr Mike Hakata (LB Haringey)
Cllr Sarah McDermott (LB Wandsworth)
Cllr James Spencer (City of Westminster)
Alastair Moss (City of London Corporation)

Deputies:

None given

2. Declaration of Interests (additional to those not on the supplied sheet)

Freedom Pass

Cllr Jill Whitehead (LB Sutton)

It was noted that Cllr Jill Whitehead (LB Sutton) needed to be removed from the following Declarations of Interest:

South London Waste Partnership

Trustee Wandle Valley Park Regional Authority

3. Re-Appointment of Environment & Traffic Adjudicator

The Committee received a report that proposed the re-appointment of seven environment and traffic adjudicators under the terms of the Traffic Management Act 2004.

Caroline Hamilton, Chief Adjudicator, London Tribunals, said that the report was seeking the re-appointment of seven adjudicators for a further 5-years. The Chair said that he had nothing to add and thanked Caroline Hamilton and the adjudicators for all their work over the past challenging couple of years.

The Committee noted that the following adjudicators were due to be re-appointed for a period of 5 years from 19th April 2022:

Alderson, Philippa
Fantinic, Cordelia
Harris, Richard
Iqbal, Samina
Patel, Dharmesh
Udom, Ini
Walsh, Jack

The above re-appointments would be confirmed by the TEC Urgency Procedure following the meeting.

4. Vision Zero – Presentation by Lilli Matson, Transport for London

Lilli Matson, Chief Safety, Health & Environment Officer, TfL, introduced the item and said that she would talk about Vision Zero and an overview of London. Siwan Hayward, Director of Compliance, Policing, Operations and Security, TfL, was also present. The following comments were made by Lilli Matson and Siwan Hayward:

- The launch of Vision Zero was crucial in addressing the deaths and injuries on our roads. Progress on carrying this forward was being made.
- Enforcement was a key strand to the delivery of safer roads.
- There were positive issues to draw out. In 2021, the lowest number of deaths on roads in London were recorded, although there were less vehicles on the roads due to lockdown.
- There was also a reduction in the number of people being killed on motorcycles, along with a reduction in serious injuries.
- London was seeing an increase in deaths and serious injuries on roads as people began returning to normal life after the pandemic.
- The Direct Vision Standard (DVS) was being implemented, the roll-out of more cycle routes and the Bus Safety Programme, along with a number of schemes through Healthy Streets.
- There was a need to focus more and look at what more could be done moving forward, and to re-invest more.
- There was a range of different actions to tackle speeding, including 20mph speed limits, especially around areas like schools and junctions.
- The most effective way to change behaviour around speeding was through criminal enforcement. The Vision Zero Action Plan included uplifting the capacity of the Met Police and making a commitment to the public to reduce speeding (action had been taken against over 455,000 speeding drivers, and over 50% of these were against drivers speeding in 20mph limits).
- Most speeding offences were captured through speed cameras. There was a new launch in key areas of mobile safety cameras – camera units were deployed and utilised by Police Community Support Officers (PCSOs), who would now play a more active role in speeding enforcement.
- Mobile safety cameras were now fully functionable and could be deployed in areas that boroughs requested. 4,300 drivers had been caught speeding and the cameras were proving to be an effective tool against speeding.
- Visible signs of enforcement signalled how serious the police were taking speeding. Having a wider network was therefore amplifying the deterrent effect and changing drivers' behaviour and increasing compliance throughout London.

Q and As

The Chair thanked Lilli Matson and Siwan Hayward for the presentation. He said that he wanted to emphasise borough wishes for lower grade speeding offences. The Chair said that it was the first time he had heard about PCSOs being responsible for camera speeding enforcement. He said that boroughs needed to be more engaged in these decisions in order to become more involved and to give their input. The Chair said that he offered his sincere condolences to the family of Shakir Ali, the cyclist who had been killed at a junction in Holborn. Councillor Zinkin said that there were some serious issues when it came to speeding enforcement. He said that although all boroughs were trying to achieve these aims, this was about aspects of the process. Councillor Zinkin said that the removal of borough funding for safety schemes was having a direct effect on improving safety at junctions.

Councillor Zinkin felt that the objectives set out in Vision Zero would simply not happen if there were not adequate resources. He said that the boroughs needed reassurances that TfL would lobby for these resources in order for boroughs to implement these schemes. Councillor Zinkin said that the boroughs had not been consulted or knew anything about the use of PCSOs and speed enforcement cameras, prior to this presentation. He said that this would have a direct effect on borough roads and asked why TfL had not discussed such an important issue with the boroughs beforehand.

Councillor Whitehead said that she was happy for 20mph speed restrictions to be extended to all roads. However, she said that no money was available for this and LIP funding needed to be provided. Councillor Whitehead said that the local police could not afford speed cameras and more funding needed to be provided.

Lilli Matson said that she understood borough concerns when it came to resources, and recognised the difficult financial situation that the boroughs were in. However, she said that TfL was now trying to deal with a “managed decline” in resources. She said that the work that the boroughs and TfL had done on roads had worked. Lilli Matson said that there was now £50 million available in funding to June 2022 through Healthy Streets, and part of this funding was allocated to the boroughs. She said that boroughs could still make safety requirements themselves in the absence of specific funding.

The Chair asked if boroughs could purchase the new safety cameras themselves. TfL supplied transport teams with mobile speed cameras. He said that he had also not heard about the mobile speed cameras and asked whether this was being conducted on a trial basis. Siwan Hayward said that the boroughs were hearing about this prior to the public launch. She said that boroughs were asked to submit a list of roads where there were known problems with speeding. Boroughs should email the police or stakeholder team mailboxes. Siwan Hayward said that this was being input into the DfT Speed Review – an increase to 6 points on licenses for speeding and fines of over £200, although this would require changes to Government legislation. The Chair asked when this legislation would change. Siwan Hayward said that she had no insight into this. The Chair said that the boroughs could help in the lobbying for this.

Councillor McGeevor thanked TfL for the presentation, which highlighted some good news with regards to speeding. She asked whether there was any progress on 20mph roads and asked how TfL would prioritise the locations in which mobile cameras were used. Councillor McGeevor said that there was also an issue of low-level stress that residents experienced when living in cities where dangerous driving regularly occurred. She asked how TfL would respond to those fears. Councillor Asser said that the borough of Newham had a number of problems with road safety. He said that there was a need to have police support in place and for the police to deliver on this. Councillor Asser said that obtaining and keeping resources was difficult. Councillor Asser asked whether traffic policing would work.

Councillor Huntington-Thresher said that a large number of deaths on the roads in Bromley normally occurred at junctions. He said that 45% of deaths were on the Transport for London Road Network’s (TLRN) arterial roads, and therefore, questioned the list on slide 5 of the presentation. Councillor Huntington-Thresher said that the other issue with the enforcement of speeding was the lack of tickets issued, points and fines. Most offenders were just given a “talking to”. Councillor Huntington-Thresher asked how many of the 4,300 drivers that had been caught offending were going through the criminal process of being issued with fines and/or points.

Lilli Matson said that TfL was committed to safer speeds on the TLRN. She said that TfL was currently looking at reducing speed limits from 40mph to 30mph on roads like the A10, A503 and A23. With regards to the comments made by Councillor Huntington-Thresher, Lilli Matson said that the next steps were for TfL to map out high risk areas within the TLRN and reduce speed limits in these areas. She confirmed that eight out of ten collisions did occur at junctions, but most of these were also connected to speeding. Most collisions also occurred on TLRN's arterial roads.

Siwan Hayward said that the public perception was not just down to the level of speeding. She said that TfL was now moving to a risk-based approach. The existing camera safety network (900) would include a filtering software that was now being developed. This new software would let TfL know what locality speeding was taking place, and on what specific times and days of the week. This new software had not been given the go-ahead yet. Siwan Hayward said that each local authority had been equipped with speed cameras. She said that it was important to get local communities to capture speeding (Community Road Watch), and to understand the impact that their (speeding) behaviour was having. No penalties had been issued yet.

Siwan Hayward informed members that mobile cameras had a patrol capacity to cover different borough requirements (currently eight hours for every two weeks in boroughs, although TfL was looking to increase this and PCSO activity would be prioritised in order to accommodate this). Siwan Hayward said that TfL was negotiating with the Met Police in order to present a traffic policy into a single command. Funding had been preserved for traffic policy.

Councillor Ehmann said that he was concerned about this new speeding initiative. He said that this was the first time he had heard about it and something was going wrong if these initiatives were not getting reported back to political leaders. Councillor Ehmann said that the expectation of residents was that there would be speeding enforcement at certain sites and residents needed to be given explicit details about camera enforcement in their borough.

Councillor Riley said that it was the view of many residents that speeding had increased on the roads, especially residential roads. He said that most residents wanted 20mph speeding limits on their roads but this was not possible owing to costs and lack of enforcement. Councillor Riley said that discussions had taken place with the Automobile Association (AA), who had concerns that 20mph roads were enforceable. He said that local police could not dedicate officer time to enforce 20mph speed limits, and this made it difficult to bring residential safety, walking and cycling all together. Councillor Whelton informed Members that there had been two fatalities near the St Helier area in the borough of Merton, and he had called for a speed reduction on the A297 Road from 40mph to 30mph as a road safety measure. The speed cameras on this road were also not working.

Councillor Zinkin said that the boroughs were very knowledgeable and passionate about what was required with regards to speeding enforcement on their roads. He said, however, that the boroughs had not been informed about these new initiatives and this was a major failure in communications by TfL. Councillor Zinkin asked why TfL was deciding what residential roads the boroughs should be looking at. He asked whether the boroughs could purchase the speed cameras themselves and use them when they wanted. Councillor Zinkin voiced concern about the lack of TfL consultation with the boroughs and the state of confusion that TfL had got themselves into.

The Chair said that the boroughs were passing a lot of the communications on to TfL and then the boroughs no longer heard anything about it again. He said that his borough would

be interested in purchasing these cameras. The Chair said that a number of outer London roads were normally 40mph, although some boroughs had not got the right signage. He said that the boroughs could do more when it came to enforcement of roads and prosecution. However, the boroughs were not involved in this.

Lilli Matson thanked TEC Members for their feedback. She said that she would take the issue of reducing the 40mph speed limit on the A297 back to TfL for further discussion. Lilli Matson said that the boroughs had been informed about the new speeding camera initiative at this meeting today. She said that TfL was fostering dialogue on this. Siwan Hayward agreed and said that TfL was giving the boroughs an early insight into the trial to tackle speeding across London. However, she said that it was early in the trial and TfL needed to see if the cameras worked correctly, in the event of bad weather etc. Work was continuing to take place on this with Alex William's team.

Siwan Hayward said that she had come to TEC today in order to share this initiative with the boroughs. She said that feedback from the boroughs was welcomed, as was continued dialogue and the need to ensure what the right balance was to tackle speeding. Siwan Hayward said that TfL currently funded all speeding offences. She said that TfL did not receive any additional funding to do this, like through increases in council tax etc.

The Committee noted the report and noted that TEC would contact TfL about the issues mentioned and borough involvement in the camera speeding enforcement trials.

5. Discussion with Seb Dance, Deputy Mayor for Transport, GLA

This discussion was postponed. It was noted that Andy Byfield, the Transport Commissioner, would be invited to attend the TEC AGM meeting on 9 June 2022.

6. Chair's Report

The Committee received a report that updated Members on transport and environment policy activity since the last TEC meeting on 09 December 2021.

The Chair introduced the report, which was collective work from officers and Members. The report included an update of the work that had been carried out on areas like flooding, Active Travel and climate change. The Chair said that good relationships had been built with the Active Travel Group, the DfT and accessing resources. Other work that had/was taking place was on green finances, electric vehicles, Green New Deal, the green economy (eg Hounslow), circular economy and green skills. The Chair thanked all the officers for their work on this.

The Committee noted the Chair's report.

7. Surface Water Flood Risk Maintenance

The Committee considered a report that provided a summary of the work undertaken in London following the flooding events that happened in July 2021. It described the work of the Surface Water Flooding task and finish group and the set of recommendations presented to and supported by TEC Executive in February 2022 that created a pathway towards the development of a long-term strategic plan for surface water flood risk management in London.

Simon Gilby, Principal Policy & Projects Officer, London Councils, introduced the report, which gave a summary of the work that had been carried out following the flooding event that had taken place in July 2021. Simon Gilby made the following comments:

- A long-term strategic plan was being looked at into the flood risk in London.
- Surface water flooding was the hardest to manage in London. A lot of the problem could be put down to London's old Victorian drainage system that had not been replaced.
- Extensive flooding had occurred in London in July 2021, especially in the east and north of London. Properties had become flooded as a result of this. Approximately 76mm and above of rain had fallen in 90 minutes.
- The Mayor of London had led a round table to discuss these problems (the round table consisted of a multi-agent flood group, including the EA, Thames Regional Flood & Coastal Committee – Thames RFCC, Thames Water and TfL). Also, a task and finish group had been established to look into the issues that caused the flooding. A progress report by the GMA and London Resilience Partnership had also been produced.
- The task and finish group had set out to develop the recommendations and was co-chaired by Mayor Glanville. The group had identified the absence of a strategic plan and had recommended the implementation of a strategic plan to deal with this flooding.
- A number of actions that had been suggested were now underway. The task and finish group had recommended the establishment of a Strategic Group and to agree a vision to manage surface water flooding. Recommendations also included a design plan and to identify the climate change risk.
- Resources to deal with this work were needed from all the organisations involved, including London Councils, TfL, Thames Water and the London Resilience Partnership.
- The Strategic Group would come into effect on autumn 2022, which meant that the task and finish group was now in fact a "transition group".
- A number of additional recommendations included a focus on basements in people's properties, work on governance, identifying funding sources, evidence gaps and communications.
- A considerable amount of resources would be needed for the initial set up of the Strategic Group (five figure sums of funding and officer time had already been offered). The first quarter would deal with governance, the second quarter would look at resources and the third quarter would concentrate on the launch (this had been supported by the TEC Executive Sub Committee).
- Officers would present their initial findings after the local elections in May 2022.

The Chair thanked Councillor Zinkin for his contribution to this work and had acted as the deputy co-chair of the group, along with his experience he had brought by being a Member of the Thames RFCC. He said that the emphasis being put on flooding and people's basements was very important as this presented a huge problem to properties and life. Local authorities needed to discuss the issue of basements and flooding with their residents. The Chair said that the Environment Agency (EA) was not sure what the Government wanted from them. He asked whether the EA would act as the lead agent in this area.

Councillor Whitehead said that surface water flooding was a problem in the borough of Sutton. She said that the Scrutiny Committee in Sutton had asked Thames Water about the problem of surface flooding and they had stated that it was not their responsibility to deal with this. Councillor Whitehead said that this did not bode well for the new working group. Basements were also a big problem in the borough. Councillor Whitehead said that the task and finish group did not include any borough planner representatives on the group.

The Chair said that Thames Water had a number of high-level representatives on the group, who Katharina Winbeck (Strategic Lead – Transport & Environment) and himself had met. He said that he had urged Thames Water to come back to a future meeting of TEC and discuss any issues that the boroughs might have. Councillor Loakes said that he felt that Thames Water was not fit for purpose for the sphere of operations they needed to work in. He felt that Thames Water's ability to work with their sub-contractors was poor. Councillor Loakes also felt that the overall governance for flooding was not fit for purpose and needed an urgent response to flooding in the event of an emergency. He said that a number of key players were mainly focused on the old Victorian infrastructure that London still had and were less focused on resilience to flooding.

Councillor Loakes said that more residents would pave over their front gardens once the number of electric vehicles (EVs) increased. He said that more permeable surfaces were needed to alleviate flooding problems caused by surface water and paving over front gardens was not a good way forward. Councillor Loakes said that the boroughs needed to communicate with their neighbourhoods on how best to improve on this (eg by breaking up hard surfaces). Also, some lobbying work needed to take place with regards to how insurers responded to flooding to people's properties.

Simon Gilby thanked Members for their comments. He said that he was surprised that Thames Water had said that surface water flooding was not their responsibility. Simon Gilby said that his impression of Thames Water was that they had been very positive members on the group and actively took part in the conversations and discussions. He said that he would bring this issue up with officers at Thames Water and report back the outcome. Simon Gilby said that he would also take away the issue raised about not having a borough planner on the group.

Simon Gilby said that governance of flooding was one of the first areas that the group was trying to deal with. He said that he was mindful of the flooding problems caused by front gardens being paved over and also the issue of insurance companies not dealing with flooding adequately in people's properties. The Chair said that more was needed when it came to dealing with how to manage flooding in case anything happened again like it did in July 2021. There was also a representational risk involved if this emergency flooding was not dealt with properly again.

Katharina Winbeck said that officers were working with communications officers in boroughs with regards to flooding. She said that residents were being informed about how to protect themselves against flooding and what to do in a flooding emergency. Katharina Winbeck said that boroughs would now be better prepared if another flooding event happened. Better communications would also take place. Councillor Zinkin said that the task and finish group had carried out some good work on flooding. He said that, on the communications side, a close look had taken place on what had gone wrong and responses to future flooding events would be much better organised going forward. Councillor Zinkin said that it was important that these shortcomings were dealt with, and there was a need to ensure that the damage caused by flooding was stopped. Adequate governance and resources that were needed to help tackle this had not yet been received.

Councillor Zinkin said that flooding was a major issue for London and there was now a need to talk to colleagues in other places and share information about flooding. He said that it was important that these discussions took place. The Chair thanked Simon Gilby for the informative update on surface water flooding maintenance.

The Committee:

- Noted that a funding request had not been made at the moment but was likely at a later date once there was a clearer understanding of costs;
- Noted that discussions would take place with Thames Water officers to raise any issues the boroughs had with the organisation;
- Noted that a Strategic Group would be set-up in Autumn 2022. Noted that officers would present their initial findings after the local elections were held in May 2022; and
- Noted that the issue of having no borough planners on the Strategic Group would be looked into.

8. Climate Programme Action Plans

The Committee received a report that provided a summary of the action plans of the seven climate programmes. All published action plans were provided as links in appendix 1.

The Chair informed Members that seven joint-led climate action programmes had been made prior to the local elections taking place. Zak Bond, Principal Policy and Support Officer, London Councils, said that six out of the seven programmes had now completed their action plans, and a great deal of work that needed doing had come out of this (a press release on this had been published earlier today). The report summarised the focus of each of the action plans and a number of common themes, like advocacy, had been realised. Zak Bond said that developing advocacy actions at a local level was required. Funding needs was one of the focuses in the advocacy strategy.

Zak Bond said that resources were needed for boroughs to deliver on the climate change action plans. Tackling inequalities was also in the action plan and officers were discussing overlaps in environment and policy skills areas. Officers were also looking at synergy, especially around green skills.

The Chair said that the climate action plan work was a strong example of good collaboration. He said that the highly academic partnership would provide a foundation after the local elections in May 2022. Everyone was invited to take part, especially the take-up of Leaders. Zak Bond said that there had been a great deal of informal partnerships to build on this.

The Committee noted the report and thanked borough officers and all those involved in the production of the action plans for their work

9. Transport Funding Sub Group Update

The Committee received a report that provided an update on the activities of the London Councils' Transport Funding sub-group.

The Chair said that a great deal of detailed lobbying had been carried out by the Transport Funding sub group. Councillor Holland, Chair of the sub group, informed Members that the focus had been divided into the short, medium and long-term. She said that a number of letters had been written to Baroness Vere and Seb Dance, the Deputy Chair for Transport. Councillor Holland said that Councillor Loakes was also a member of the sub group and had been liaising directly with the Active Travel Oversight Group (ATOG). She said that boroughs would shortly be receiving letters outlining how Active Travel funding would be divided-up.

Councillor Holland said that in June 2022, the sub group would focus on the long-term deal that was due to be presented to TfL. She informed TEC that letters had been written to Chris Boardman (Active Travel England) and Trudy Harrison (Permanent Under Secretary, DfT) in order to broaden the discussion in all of the boroughs. Councillor Holland said that it was important that the sub group did not become a reactive group and the meetings would be reviewed after the local elections in May 2022. Stephen Boon said that Katharina Winbeck and himself were working with TfL in order to get an overview of borough allocation of funds, and this would be shared with Members once the information was received.

Councillor Loakes said that Brian Deegan (Active Travel England) was also a member of ATOG. He said that Active Travel England now had more of an influence on Active Travel going forward, and there was a need to ensure that London received its fair share in the post June TfL long-term settlement. The Chair said that he recognised the financial issues that boroughs were experiencing. He said that he appreciated all the good work of The Transport Funding sub group and recognised the strength of feeling for wider travel.

Councillor Riley said that he had heard that there were going to be restrictions for funding, as far as London Councils was concerned. He asked whether these funds had been ring-fenced for London Councils and the boroughs, as the boroughs received their funding from TfL. Councillor Loakes said that he had got the impression that a number of initiatives were being made “on the hoof”. He said that London Councils had not been told that Brian Deegan would have an oversight view for Active Travel in London. However, Active Travel England would now have a role in London, although it was not clear on whether they would control budgets. Councillor Loakes said that a case needed to be made to receive this money if that was the case.

Councillor Loakes said that there was no other place, other than London, that dealt with Active Travel so successfully, and Brian Deegan should be informed that London’s approach to Active Travel should be showcased and replicated elsewhere. Councillor Riley said that the boroughs did not have the money to influence this. Councillor Loakes said that there were concerns that London was being viewed as having a great deal of money to pay for Active Travel. He said that, although this was not the case, London could deliver on Active Travel with very limited funds.

The Chair said that a letter had been written to Trudy Harrison, who had the Active Travel brief and was the Minister responsible for Active Travel. He said that TEC would build up a relationship with these people (including Chris Boardman) and underpin the point about funding in London. The Chair said that every letter that had been written so far to these key players had the core funding dilemma at its heart. This needed to be cultivated and facilitated in the right way. Stephen Boon said that Trudy Harrison had made it clear that funding would go through TfL. Councillor Holland said that it was difficult to proceed with Active Travel if the roads were full of potholes. She said that a visit would be organised through the Transport Funding sub group in order to demonstrate what was being achieved in London with regards to Active Travel.

Councillor Zinkin felt that there was an element of ignorance about what was happening in London with regards to Active Travel. Councillor Huntington-Thresher said that Andrew Gilligan and Chris Boardman were more interested in cycling initiatives and there was a need to ensure that walking was promoted and encouraged, as walking presented more achievable aims than cycling.

The Committee noted the report and noted that a visit would be organised through the Transport Funding Group in late spring to showcase what was being achieved in London.

10. Taxicard Funding for 2022/23

The Committee received a report that provided members with an update on the financial situation of the Taxicard scheme and provided information on TfL funding for 2022-2023.

The Chair said that London Councils had lobbied TfL with regards to Taxicard funding, and that there was more work that needed to be carried out on this. He said that the boroughs had done well out of the Taxicard funding settlement over the past few years, although the outer London boroughs were different as they had fewer Taxicard trips being taken.

Andy Rollock, Mobility Services Manager, London Councils, said that the report discussed future TfL funding for the Taxicard scheme. He informed Members that TfL had now confirmed that the funding would be £8 million and not £8.85 million, which represented a shortfall in funding. TfL had only informed London Councils about this on 11 March 2022, and boroughs would now need to set their budgets around this figure (£8 million). Andy Rollock said that London Councils was working closely with TfL with regards to where this funding would go. Stephen Boon confirmed that a letter had been received from Seb Dance confirming that that Taxicard budget would be set at £8 million for the next financial year.

The Committee noted the report and that the TfL Taxicard funding for the next financial year would be set at £8 million.

11. Freedom Pass Update

The Committee received a report that updated Members on the agreement that TEC made on 10 June 2021, to allocate £235,000 from the special project reserve to redevelop the Freedom Pass website.

Stephen Boon informed Committee that the new Freedom Pass website would be launched on 9 May 2022

The Committee noted the Freedom Pass update report.

12. Moving Traffic Enforcement Changes & Contravention Codes Update

The Committee considered a report that sought to inform members of the introduction of moving traffic enforcement powers in England from midnight on 31 May 2022 and the associated impacts on London authorities. The report also sought member approval for the amendments to the standard list of parking, traffic and environmental contravention codes and descriptions, including the agreement on penalty levels.

Andy Luck, Transport Manager, London Councils, introduced the report on the amendments to moving traffic enforcement powers which would have a fairly minimal impact on the boroughs. He said that a number of the amendments were beneficial to London, especially around cycle lanes from 31 May 2022.

Andy Luck said that a number of the contravention codes had to be changed and this required the formal approval of TEC. Penalty levels would be in line with the new codes. Councillor Loakes voiced concern that a number of big businesses, like supermarket giants, were prepared to pay the penalty charge notices (PCNs) that they received, no matter how many times the parking offences were made. He said that lobbying needed to take place against these repeat offenders as this went against the boroughs' Active Travel agenda. The Chair said that there was also a lack of adequate signage and this needed to be

flagged-up. Andy Luck said that existing bands and fine levels would be reviewed and the issue of increasing fines for repeat offenders would be looked into.

The Committee:

- Note the details regarding the introduction of moving traffic powers in England and consequent impacts on London authorities
- Noted the revisions to the contravention code listed as outlined in this report.
- Noted that the existing penalty levels would remain the same for contravention codes where additional suffixes were now relevant for London; and
- Noted that the issue of increasing penalty fines for repeat offenders would be looked into.

The revisions to the contravention codes would be agreed via the TEC Urgency Procedure following the meeting.

13. LB Redbridge re-joining the London Lorry Control Scheme (LLCS)

The Committee received a report that provided Members with details about the London Borough of Redbridge's recent resolution to re-join the London Lorry Control Scheme (LLCS). The report also outlined the next steps to commence enforcement of the scheme in Redbridge, including TEC acceptance of their resolution.

Andy Luck said that the London Lorry Control Scheme was almost a pan-London scheme once again, and only one borough was left to join. He said that TEC now needed to accept LB Redbridge's application to re-join the LLCS. Councillor Blackman said that the borough of Redbridge was looking forward to re-joining the scheme.

The Committee noted the delegation from LB Redbridge to TEC to exercise LB Redbridge's functions of implementing and enforcing the LLCS on its behalf.

The decision for LB Redbridge to re-join the LLCS would be agreed via the TEC Urgency Procedure following the meeting.

Item 18 ("Speeding Enforcement") was taken next as it was the last substantive item in the agenda.

18. Speeding Enforcement Update

The Committee received a report that provided an update on London Councils' activity on the Safe Speeds Review for London and future actions in lobbying for changes in the way speed was enforced in London. The report also provided an update on LB Wandsworth's speeding enforcement pilot that was presented to TEC at the meeting on 21 October 2021.

Andy Luck said that report followed the view of Members to have more borough powers on speeding. He said that options were being explored which would be a benefit to London and people's safety. Andy Luck said that the pilot that was due to take place in the borough of Wandsworth had not yet started because the DVLA would not release the car recognition details that were required. Discussions on the pilot were currently taking place with the Met and TEC would be updated as soon as more details were known.

Councillor Zinkin said that, although TfL was responsible for paying for speeding enforcement across London and controlled the budget, they were not mentioned in this report. Stephen Boon said that this was also the first time that he was made aware that TfL funded all speeding enforcement in London. He suggested that this issue be followed up after the meeting. Councillor Zinkin said that this was very bad that officers and

Members alike were not made aware of this. He said that there was a need to know what the budget was for this and who needed to be lobbied. The Chair felt that TfL had gone backwards on this today. He said that the boroughs backed the pilot in Wandsworth, although it felt like attempts were being made behind the scenes to disrupt this going forward.

The Chair said that it was important that the boroughs knew what direction they were heading with regards to speeding and enforcement. Councillor Riley felt that it would be more beneficial to let the boroughs deal with the enforcement of 20mph speed limits and to collect the money from this, rather TfL doing this on behalf of the boroughs. The Chair agreed and said that the boroughs were better placed to carry this out and to reinvest. The Chair said that these issues should be revisited after the local elections in May 2022.

The Committee noted the report and noted that the issue of speeding enforcement would be revisited after the local elections.

14. Items Considered under the TEC Urgency Procedure

The Committee received a report on the items that were considered under the TEC Urgency Procedure that were sent to TEC Elected Officers following the TEC meetings listed below:

- TEC Meeting held on 9 December 2021 (the Urgency Procedure containing the items sent to TEC Elected Officers for approval was attached in the report).
- TEC Executive Sub Committee Meeting held on 10 February 2022 (the Urgency Procedure containing the items sent to TEC Elected Officers for approval was attached in the report).

The Committee noted the urgency procedures that were sent to TEC Elected Officers on the above dates.

15. Proposed Dates for the TEC & TEC Executive Sub Committee Meetings for 2022/2023

The Committee received a report that notified members of the proposed TEC and TEC Executive Sub Committee dates for the year 2022/23.

The Chair asked Members to let Alan Edwards know if there were any potential problems with the proposed TEC dates.

The Committee noted the proposed TEC & TEC Executive Sub Committee dates for 2022/23.

16. Minutes of the TEC Executive Sub Committee Meeting held on 10 February 2022

The Committee noted the minutes of the TEC Executive Sub Committee meeting held on 10 February 2022.

17. Minutes of the TEC Main Meeting held on 9 December 2021

The Committee noted the minutes of the TEC Main meeting held on 9 December 2021.

The minutes of this meeting would be agreed via the TEC Urgency Procedure following the meeting.

The meeting finished at 16:55pm