

London Councils' Transport and Environment Committee

Thursday 8 December 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 4

Conservative Group: 1.45pm in Meeting Room 5

Liberal Democrat Group: 1.30pm in Meeting Room 8

Contact Officer: Alan Edwards **Telephone:** 020 7934 9911
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Part One		
1	Apologies for Absence and Announcement of Deputies	-
2	Declarations of Interests*	
3	Re-Appointment of Environment & Traffic Adjudicators	
4	Ultra Low Emission Zone (ULEZ) Update by Alex Williams & Heather Preen, TfL	
5	Direct Vision Standard (DVS) Phase 2 and HGV Safety Permit Scheme by Alex Williams, TfL	
6	Concessionary Fares Apportionment & Settlement 2022/23	
7	Chair's Report	
8	Electric Vehicle (EV) Infrastructure Co-ordination Update	
9	Flood Partnerships Update Report	

10	Climate Programmes Update	
11	Draft Taxicard Budgets 2023/24	<i>To Follow</i>
12	Proposed Revenue Budget & Borough Charges 2023/24	
13	Minutes of the TEC Executive Sub Committee Meeting held on 17 November 2022 (for noting)	
14	Minutes of the TEC Main Meeting held on 14 October 2022 (for agreeing)	

Declarations of Interests*

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

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TEC Declarations of Interest as at 8 December 2022

Freedom Pass Holders/60+ Oyster Cards/Taxicard/Blue Badge Scheme

Cllr Geof Cooke (LB Barnet)
Cllr Nicholas Bennett (LB Bromley)
Cllr Anjana Patel (LB Harrow)
Cllr Rowena Champion (LB Islington)
Cllr Ian Manders (RB Kingston)
Cllr Barry Lewis (B Sutton)

North London Waste Authority

Cllr Geof Cooke (L Barnet), Cllr Adam Harrison (LB Camden), Cllr Mike Hakata (LB Haringey), and Cllr Rowena Champion (LB Islington).

East London Waste Authority

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

West London Waste Authority

Cllr Krupa Sheth (LB Brent), and Cllr Deidre Costigan (LB Ealing)

Western Riverside Waste Management

Cllr Rezina Choudhury (LB Lambeth) & Cllr Judi Gasser (LB Wandsworth)

Non-Executive Director 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 Mike Hakata (LB Haringey)

London Cycling Campaign

Cllr Katherine Dunne (LB Hounslow), Cllr Rowena Champion (LB Islington), Cllr Ian Manders (RB Kingston) and Cllr Barry Lewis (LB Sutton).

London Road Safety Council (LRSC)

Cllr Krupa Sheth (LB Brent), Cllr Nicholas Bennett (LB Bromley), Cllr Mike Hakata (LB Haringey), Cllr Katherine Dunne (LB Hounslow), and Cllr Rowena Champion (LB Islington)

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

Mayor Philip Glanville (LB Hackney)

Friend of the London Transport Museum

Cllr Nicholas Bennett (LB Bromley)

London Underground Railway Society

Cllr Nicholas Bennett (LB Bromley)

Member of SERA

Cllr Deidre Costigan (LB Ealing)

Mayor Philip Glanville (LB Hackney)

Cllr Rezina Choudhury (LB Lambeth)

Cllr James Asser (LB Newham)

Cllr Jo Blackman (LB Redbridge)

Labour Cycles

Mayor Philip Glanville (LB Hackney)

London Sustainable Development Commission

Cllr Jo Blackman (LB Redbridge)

London Councils' Transport and Environment Committee

Environment & Traffic Adjudicator Re-appointment

Item No: 03

Report by: Anthony Chan **Job title:** Interim Chief Adjudicator

Date: 8 December 2022

Contact Officer: Anthony Chan

Telephone: 020 7520 7200 **Email:** Anthony.chan@londontribunals.gov.uk

Summary:

This report proposes the reappointment of 4 environment and traffic adjudicators and the appointment of 4 environment and traffic adjudicators under the terms of the Traffic Management Act 2004.

Recommendations: Members are asked:

1. That the following serving adjudicators are re- appointed for a period of five years from 5 December 2022:

Hamilton, Caroline
Parekh, Mamta
Teper, Carl
Thorne, Timothy

2. That the following former adjudicators are re- appointed as follows:

Aslangul, Michel	until 26 July 2025
Houghton, Edward	until 15 April 2026
Lane, John	until 12 August 2024
Lawrence, Michael	until 13 March 2026
Styles, Gerald	until 7 May 2027

Background

1. Under Section 81 of the Traffic Management Act 2004 and the accompanying regulations, adjudicators are appointed for a term not exceeding five years, remaining eligible for reappointment on expiry of that term.
2. Adjudicators may be removed from office only for misconduct or on the ground that they are unable or unfit to discharge their function, but otherwise hold and vacate office in accordance with the terms of employment.
3. A result of a change in policy regarding retirement age, four former adjudicators between the age of 70 and 75 have asked to be reappointed until their 75th birthday. The current workload can accommodate their re-appointment.
4. The regulations provide that the relevant enforcement authorities shall upon such number of adjudicators for the purpose of the 2004 Act on such terms as they may decide. Any decision by the authorities not to re-appoint shall not have effect without the consent of the Lord Chancellor at the Lord Chief Justice.
5. Under the terms and conditions of appointment issued by the committee. Comment. There are five grounds for nonrenewal:
 - i. Misconduct.
 - ii. Being unable or unfit to discharge, the function of indicators.
 - iii. Persistent failure to comply with the sitting commitment without good reasons.
 - iv. Failure to comply with training requirements.
 - v. Part of a reduction in numbers because of changes in operational requirements.
6. A decision not to renew on the fifth ground and the extent to which it will be used is taken after consultation with the chief adjudicator, with the concurrence of the Lord Chief Justice.

Financial Implications for London Councils

There are no financial implications for London councils directly from this report.

Legal Implications for London Councils

There are no legal implications for London councils.

Equalities Implications for London Councils

There are no equalities implications from this report.

Recommendations

Members are asked:

1. That the following serving adjudicators are re- appointed for a period of five years from 5 December 2022:

Hamilton, Caroline
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Thorne, Timothy

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Styles, Gerald	until 7 May 2027

Background Papers

- Environment and Traffic Adjudicators Policy Change, 14 October 2022, Item no: 05

London Councils' Transport & Environment Committee

Direct Vision Standard (DVS) Phase 2 and HGV Safety Permit Scheme: Seeking Approval for Proposed Consultation

Item
no: 5

Report by: Alex Williams **Job title:** Chief Customer and Strategy Officer

Date: 8th December 2022

Contact Officer: Dr Polyvios Polyviou

Telephone: 020 7934 9951 **Email:** polyviospolyviou@tfl.gov.uk

Summary

This paper seeks approval for TfL to undertake a stakeholder consultation on the proposed Heavy Goods Vehicle (HGV) Safety Permit Scheme's Progressive Safe System (PSS) planned to come into effect from October 2024 when the Direct Vision Standard (DVS) for HGVs tightens from one star to three stars. The PSS aims to further improve indirect vision through HGV cab windows with the goal of reducing collisions where sight is a contributing factor.

TfL proposes to run the consultation process for 8 weeks from early February 2023 until early April 2023.

Recommendations

The Committee is asked to:

1. Note this report;
2. Approve TfL's request to consult on the PSS in February 2023 and to report back to this Committee in summer 2023 with the outcomes of that consultation and details of the proposed PSS;
3. Note that TfL will return to this Committee with the outcomes of the consultation in summer 2023

Background

1. In September 2016, the Mayor announced plans to introduce the world's first Direct Vision Standard (DVS) for all Heavy Goods Vehicles (HGVs) over 12 tonnes operating in London. This scheme is designed to reduce the danger posed by HGVs to cyclists and pedestrians and was launched in October 2019 with enforcement commencing on 1st March 2021. Enforcement of the scheme was delayed from October 2020 to allow the industry sufficient time to overcome supply chain issues and additional demands placed on the industry, caused by the coronavirus pandemic.
2. The Mayor, through the Mayor's Transport Strategy (MTS) published in 2018, Proposal 10, is committed to Vision Zero where no one is killed or seriously injured on London's roads. More specifically, as part of that aim, Proposal 9(c) of the MTS requires TfL to implement DVS.
3. The 2019 Freight and Servicing Action Plan also commits TfL to increasing the minimum DVS standard to enter Greater London from the existing requirement of one star to three stars from October 2024.
4. DVS is designed to minimise the risk to Vulnerable Road Users (VRUs) from limited driver vision within HGVs. Restrictions in the HGV driver's field of vision, or 'blind spots', are a significant contributory factor in collisions between HGVs and VRUs.
5. The level of vision from the cab is associated with a star rating from zero to five, with 'zero star' being the lowest and 'five stars' the highest. Figure 1 shows a picture of a zero-star rated vehicle and a five-star rated vehicle.

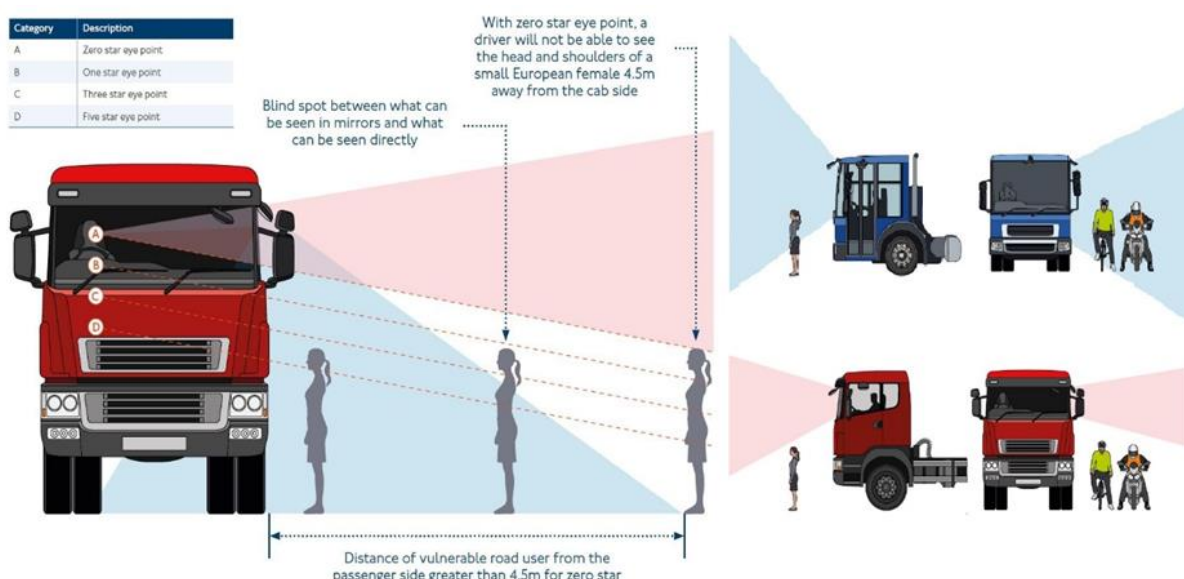


Figure 1: Sight lines from a zero-star rated HGV cab and a five-star HGV cab

6. To operate HGVs over 12 tonnes in Greater London, operators must apply for and obtain a Safety Permit by demonstrating the star rating of the vehicle, which can be obtained from the manufacturer.
7. Those HGVs which do not meet the minimum DVS rating (currently one star) must provide evidence that they have met the Safe System requirements, which is a condition of the Safety Permit.

8. Where HGVs do not meet the minimum DVS rating, they must retrofit a Safe System to be allowed to operate in Greater London. This includes fitting safety interventions such as side cameras, audible warning systems and side-underrun protection to improve indirect vision, warn other road users and minimise the impact of a hazard.
9. Operating an HGV without a valid Safety Permit or in breach of its conditions may result in a penalty charge notice of up to £550 (reduced to £275 if paid within 14 days).
10. During the first phase of DVS implementation, TfL worked closely with the freight industry, vehicle manufacturers and cycling and pedestrian groups to develop an effective Safe System.
11. In 2017 TfL undertook a consultation as part of the Traffic Regulation Order (TRO) process on how DVS could be implemented. As part of that undertaking TfL made a commitment to further raise DVS safety standards from October 2024, including improving the existing Safe System which is referred to as the Progressive Safe System (PSS). This Committee has already given approval for the minimum DVS star rating to rise from one star to three stars from October 2024.
12. As technology has improved in the past few years, TfL commissioned a review into the existing Safe System which began in January 2022 and is being undertaken by Loughborough University. Any new equipment or technology proposed for the PSS must be able to be retrofitted to HGVs, industry recognised and readily available on the market.
13. The outcome of this review will inform the development of PSS proposals for consultation, due to take place in early 2023. TfL will also take account of feedback from consultation in drawing up the PSS requirements.

DVS and results of the first operational year 2021-2022

14. Since enforcement commenced (1st March 2021), a total of 191,769 permits has been issued. The majority of these, 112,259, were to zero-star rated and 4,768 to five-star rated vehicles.
15. Average daily compliance rates are extremely high, with more than 94 per cent of HGVs in London now operating with a Safety Permit and hauliers reporting that they are building DVS requirements into future purchasing decisions.
16. The number of fatal collisions involving an HGV where vision was cited as a contributory factor has fallen compared to previous years (six in 2021, compared to eight in 2020 and nine in 2019). The overall number of serious injuries involving HGVs has also fallen from 48 in 2017 to 17 in 2021.
17. Zero-star rated vehicles accounted for four of the six fatal collisions in 2021 where vision was cited as a contributory factor, demonstrating the value of direct vision over other Safe System equipment.

Developing and consulting on the Progressive Safe System

18. Loughborough University undertook rigorous modelling, lab and real-world testing of various components that could form the PSS. Throughout this process TfL has held five industry focused workshops which aimed to collaborate with freight operators in

developing future proposals. We are also holding an update with Vulnerable Road User (VRU) stakeholder groups in December and plan another workshop in January.

19. The proposed PSS requirements are currently being finalised. Once complete, TfL will undertake a stakeholder consultation. This is expected to run from early February until early April 2023.
20. The technical nature of the topic makes it unsuitable for full public consultation. We plan to run a targeted stakeholder consultation with the freight industry (manufacturers/operators), key businesses and construction clients, trade bodies and other key bodies (such as DfT) along with VRU representative groups.
21. When the consultation responses have been analysed, TfL will return to this Committee to report on findings and the final PSS recommendations for approval.
22. TfL is asking this Committee for approval to undertake a stakeholder consultation as any changes made in respect to this scheme are subject to the same statutory requirements that apply for the London Lorry Control Scheme (LLCS) enforced by London Councils.
23. TfL's aim for the proposed PSS is to keep much of the existing Safe System to minimise disruption to the industry but will seek to improve and mitigate indirect vision through greater use of improved sensor technology and enhanced camera identification systems.

Summary

24. Since its launch, DVS has seen an extremely high (94 per cent) compliance rate. However, there is a clear link between those vehicles with the lowest zero-star rating and fatal collisions where sight was identified as contributing factor. It is also suggested that the existing Safe System measures applied to those vehicles with the lowest star rating could be improved to reflect advances in technology.
25. If the Committee agrees, TfL will consult on a proposed PSS from February to April 2023. TfL will then prepare a report to this Committee on the consultation responses and report back for the Committee's approval of the final measures which will make up the PSS.
26. If approved by this Committee, the PSS will be applied to those vehicles which, from October 2024, do not meet the (then) minimum three-star DVS requirement i.e., zero-star, one-star and two-stars rated vehicles.
27. The responses to that consultation and a further update on the DVS process are planned to be presented to this Committee in summer 2023.

Financial Implications

28. There are no financial implications for London Councils. All costs are being met by TfL budgets.

Legal implications

29. TfL and the Committee have powers to enter into arrangements for the joint discharge functions under (for the Committee) section 101(5) (a) of the Local Government Act 1972 and (for TfL) paragraph 9 of Schedule 10 to the Greater London Authority Act 1999.
30. The Committee operates the Greater London (Restriction of Goods Vehicles) Traffic Order 1985 ("1985 Order") which was amended in August 2019 to incorporate the requirements of the HGV Safety Permit Scheme (i.e. DVS). TfL has been delegated authority to operate and enforce the Scheme on the Committee's behalf. The Scheme requires HGVs that do not meet current minimum DVS rating standards to fit additional safety measures to the vehicle. These are enforced through conditions to the HGV Safety Permit issued for the vehicle. Currently this is the Safe System measures which will become the Progressive Safe System if the Committee approves the outcome of the proposed consultation. If approved these changes will be reflected in the Policy Statement and terms and conditions of the Permit issued to vehicles not meeting the minimum required DVS rating standard.

Equalities implications

31. There are currently no equalities implications arising from the recommendations. A full Integrated Impact Assessment (IIA), including an equalities impact assessment (EqIA), was published as part of the various public and stakeholder consultations on proposals for the Scheme Phase undertaken by TfL and London Councils in 2019.
32. An additional IIA will be carried out between December 2022 and January 2023 to evaluate the impact on proposed changes to the Safe System with a tender having already been issued for this purpose.

Recommendations

The Committee is recommended to:

1. Note this report
2. Approve TfL's request to consult on the PSS in February 2023 and to report back to this Committee in summer 2023 with the outcomes of that consultation and details of the proposed PSS;
3. Note that TfL will return to this Committee with the outcomes of the consultation in summer 2023

Appendices

None

Background papers

Transport & Environment Committee:

20th March 2020: HGV Safety Permit Scheme – Approval of Arrangements for Administration and Enforcement by Transport for London

TfL 20th June 2021: DVS One Year on Report

London Councils' Transport & Environment Committee

Concessionary Fares 2022/23 Settlement and Apportionment

Item
No:06

Report by: Stephen Boon **Job title:** Director of Transport & Mobility
Date: 8 December 2022
Contact Officer: Stephen Boon – Director of Transport & Mobility
Telephone: 020 7934 9951 **Email:** stephen.boon@londoncouncils.gov.uk

Summary

This report informs the Committee of the outcome of negotiations with transport operators (Transport for London (TfL), the Rail Delivery Group (RDG) and independent bus operators) regarding compensation for carrying concessionary passengers in 2023/24. It also seeks members' approval to the proposed settlement and apportionment of £236.868 million.

Recommendations

The Committee is recommended to:

1. Agree the TfL settlement of £217.012 million for 2023/24.
2. Agree to the RDG settlement of £17.238 million for 2023/24
3. Agree a budget for non-TfL bus services of £1.1 million.
4. Agree the reissue budget for 2023/24 of £1.518 million
5. Agree the borough payments for 2023/24 of £236.868 million.
6. Agree the payment profile and dates on which boroughs' contributions are paid as 1 June 2023, 7 September 2023, 7 December 2023 and 7 March 2024.
7. Agree the 2021/2022 London Service Permit (LSP) bus operators (non-TfL buses) Concessionary Scheme.

Background

1. London Councils administers the Freedom Pass scheme on behalf of the 32 boroughs and the City of London Corporation. In line with London Councils' shared ambitions, it is an example of where operating at the pan-London level adds real value to London and Londoners. Freedom Pass is largely funded by boroughs with a limited amount of grant support from Government.
2. The past 12-months have seen demand begin to recover from the lows of the coronavirus pandemic. Freedom pass journeys are up on last year, but some of the effects of the pandemic can still be seen in the settlement figures. As a result, next year's settlement will cost almost 14% more than this year's, with demand expected to increase in years to come.
3. Ordinarily, the Freedom Pass gives free travel concessions 24 hours a day to eligible older and disabled residents on Transport for London (TfL) services, independently operated bus services in Greater London and after 9.30am on most National Rail services. However, it is anticipated that removal of free travel for older persons pass holders, which was introduced during the pandemic, will soon be made permanent.

Negotiations with Transport Operators

4. Each year, negotiations take place between London Councils Transport and Environment Committee (on behalf of boroughs) and TfL for buses, tubes, DLR, Tram, London Overground and TfL Rail to determine the cost of the scheme, which works on the basis that neither party is better or worse off because of journeys generated by the scheme. Therefore, the settlement includes:
 - The revenue foregone by the operators i.e., the revenue which if the concessionary fares scheme did not exist would be collected from Freedom Pass holders. This excludes fares income from generated travel; and
 - The additional costs to the operator i.e., generated travel by permit holders for which operators receive no fares revenue but do receive the cost of increasing the service to allow for the extra trips made.
5. The resulting settlement with TfL is based on:
 - a) The estimated average number of journeys made by Freedom Pass holders over the previous two years (where two years' worth of data is available). In estimating these journey volumes, Oyster data, passenger surveys and automated passenger count information are used.
 - b) Previous work to calculate expected average fares per trip, which are the actual adult fares paid in the absence of the scheme taking into account fares increases and decreases within a 'basket of fares'. This basket of fares is modelled to be an accurate reflection of typical fares paid across TfL ticket types.
6. If the overall cost of the TfL elements of the scheme (regardless of whether there has been a change to any part of the scheme) is not agreed by the 31 December the reserve free scheme described in the GLA Act 1999 comes into effect in relation to TfL services. This scheme would be significantly more expensive than the proposals contained within this paper.

7. Negotiations are also carried out with RDG for the cost of the Freedom Pass usage on national rail services excluding the London Overground and Crossrail network which is managed by TfL. This year was the fourth year of the journey-based model, which unlike the TfL settlement uses a year's worth of journey data to calculate the amounts owed to train operating companies, which explains the significant year-on-year increase in rail costs in this settlement.
8. Concessions are also offered on local bus services in Greater London outside the TfL bus network. The statutory entitlement is provided under the Transport Act 2000 as amended by the Concessionary Bus Travel Act 2007. The draft Scheme was published on London Councils' website before the 1st of December 2022 to meet the statutory notice required to the bus operators¹. Special payment arrangements are being phased out in 2022/23.
9. This year, the bus and tube negotiations (91% of the value of the settlement with TfL) used the full models used prior to the fares freezes that had been previously introduced by the mayor, with other modes (the remaining 9% of the value of the TfL settlement) building on the simplified model agreed during the past four years. Officers checked the continued validity of this approach and found it to be appropriate for these smaller modes.
10. Overall, the 2023/24 settlement value is £236.868 million (a 14% increase compared with 2022/23) 1 - see
11. Table 1. Settlement Overview (below). This is made up by a £19.662 million increase (+10%) for TfL, which accounts 92% of the total cost, an increase of £9.690 million (+128%) for the RDG, no change in respect of LSPs, and no change in respect of support services and issue costs. A further explanation of each element is provided below.

Table 1. Settlement Overview

Operator	2022/23 (£million)	2023/24 (£million)	2022/23 weight	2023/24 weight
TfL	197.350	217.012	93.5%	91.62%
RDG	7.548	17.238	5.61%	7.28%
LSP	1.1	1.1	0.37%	0.46%
Reissue	1.518	1.518	0.51%	0.64%
Total	207.516	236.868	100%	100%

Settlement with Transport for London for 2023/24

12. The TfL settlement is £217.012 million, which is a 10% increase on 2022/23. The model used for the 2023/24 settlement of bus and underground is consistent with last year's. Instead of using the simplified model that had been in use in previous settlements, London Councils and TfL agreed again to undertake a more fundamental review of these modes, which make up 91% of the settlement with TfL. The primary reason for this was to better reflect the impact of COVID-19 on the scheme. As secondary reason was the anticipation of possible, but so far unconfirmed, fares rises next year.
13. The elements that were reviewed include:
 - a. Inflation

¹ LSPs have the right to challenge this scheme until April 2022.

- b. Fare levels²
 - c. Demand effects – which include price elasticities to understand how many journeys are generated by the scheme
 - d. The number of trips and average fare per trip – to understand how many journeys would have happened in the absence of the scheme i.e. those that should be paid for in this settlement, and finally;
 - e. Payment calculations including any additional costs that are incurred by TfL in the provision of the scheme.
14. For the remaining TfL modes (except the Elizabeth Line), the approach taken was similar to last year's and includes two years' worth of data for the additional service, TfL Rail West (Paddington to Heathrow), which TfL took over from Great Western Railways in preparation for the completion of Crossrail. This simplified model has two main elements.
 15. First, this element of the model considers the change in journey volumes from year to year. Second, the model calculates changes in real fares demand based on the forecast rate of inflation and the assumed price elasticities for each mode used in the 2017/18 settlement.
 16. Officers have sense checked both the full and simplified models against the models used in previous years and are confident that they provide a robust basis upon which to make the settlement. The sections below set out at a high level first, the inputs of the full models for bus and underground, and then, the inputs for the simplified models.

Bus and Underground

Inflation, Fares Increases and Journey Numbers

17. For the purposes of the settlement, RPI inflation of 5.2% has been used to estimate the demand for the period of Apr 23-Mar 24. This is consistent with TfL's planning assumptions for its wider business and is broadly in line with the range of Treasury estimates for next year.
18. The nominal fares increase at 1st March 2022 is RPI+1%, where the RPI reference point is the July 2021 ONS CHAW inflation figure, at 12.3%. The nominal fares increase from 1st March 2022 is therefore 13.3%. The increase in fares is expected to have a slight dampening effect on demand, which offsets fares increases to a small extent in the settlement.
19. Year on year decreases in two-year average journey volumes for bus (-3%) and underground (-11%) reflect the Covid-19 demand reduction effect of year one of the two years. So, while last year's journeys have recovered significantly, the fact that the prior year's journeys are included, depresses the two-year average.
20. In total, the 2023/24 settlement includes 7.918 million fewer journeys on bus and underground than in 2022/23. Officers anticipate that as the two-year averaging works its way through subsequent years' settlements, journey volumes will increase significantly from next year. Due to a combination of increased demand, fares increases and a larger Freedom Pass population, officers anticipate that next year's settlement could exceed pre-pandemic levels.

² Officers have assumed fare increases at July 2022 RPI + 1% (13.3%), pending Mayoral and DfT announcements on fare increases next year, as these are the likely maximum rises. Should actual fares increases be lower, London Councils will reissue the final settlement and apportionment tables before the end of the financial year.

Table 2. Bus and Underground Journeys (to be read alongside table 3)

Journeys in million	2022/23	2023/24	% change
Bus	156.827	151.629	-3%
London Underground	24.951	22.231	-11%

Average fare per trip and additional costs

21. The inflation estimate outlined above feeds directly through to average fare calculations for bus and underground, taking average fares paid by the scheme for these modes to £1.345 and £2.963 respectively (up from £1.162 and £2.570). These fares factor in not only price rises expected in 2023, but also those anticipated in the period January-March 2024. Nevertheless, as noted in footnote² (above).

Other TfL Modes (Simplified Model)

Journey numbers

22. Overall, year-on-year journey volumes on other TfL modes were up by 0.857million trips (8.9%) in comparison to the previous year. The distribution of the increase of journey numbers is not consistent across the various TfL modes where the simplified model has been used. This is set out in table 3 below, which reflect the levels of increase after two-year averaging has been applied:

Table 3. Journeys on other TfL Modes (to be read alongside Table 2)

Journeys in million	2022/23	2023/24	% change
DLR	2.921	3.165	8.4%
London Overground	2.297	2.187	-4.8%
Tramlink	2.771	2.666	-3.8%
TfL Rail East	0.634	1.196	88.6%
Greater Anglia	0.795	0.859	8.1%
TfL Rail West	0.232	0.434	87.1%

23. Significant increases were seen on TfL Rail West (88.6%) and East (87.1%). These are attributable to better availability (frequency and capacity) of these services as work on the first phase of Elizabeth line reached its conclusion. Over the coming year, these branches will be fully integrated within the Elizabeth Line. Levels of increase on the DLR and Greater Anglia services were lower at 8.4% and 8.1% respectively.

Real Fares Demand Change

24. The next element of the simplified model used to calculate the settlement is real fares demand change. This is derived from two elements. First, fare increase forecasts (13.3%) and second, price elasticity by mode. The fares increase rate is multiplied by the assumed price elasticities for each mode used in the 2023/24 settlement to provide real fares demand change ratio.
25. Real fares demand change accounts for the relationship between price changes in the wider economy and the cost of travel on TfL modes and their impact on assumed passenger behaviour. In short, as the settlement model assumes if TfL fares rise faster than prices in the wider economy, transport on TfL modes will become relatively more expensive, and therefore, demand will be slightly suppressed.

The effect of this factor on next year's settlement is to flatten journeys on modes by the real fares demand change ratios for each mode, as shown in

26. Table 4. Real Fares Demand Change (below). In 2023/24 fares are assumed to rise at faster than inflation, as a result, it is assumed this will dampen demand. However, as noted in previous sections, should actual fares increases be below 13.3% and prevailing rates of inflation, this picture would be reversed and there would be a slight amplification of demand.

Table 4. Real Fares Demand Change

Mode	Fares increase forecast	Elasticity by Mode (as used in 17/18)	Real Fares Demand Change in 2023/24 (Ratio Change)	Gross Revenue Change
DLR	13.3%	0.37	0.968	1.133
London Overground	13.3%	0.35	0.970	1.133
Tramlink	13.3%	0.28	0.976	1.133
TfL Rail East	13.3%	0.39	0.966	1.133
Greater Anglia	13.3%	0.39	0.966	1.133
TfL Rail West	13.3%	0.39	0.966	1.133

Elizabeth Line

27. Sections of the Elizabeth line opened in 2022/23, with further expansion planned for 2023/24. Therefore, TfL and London Councils have agreed once again to include forecast revenue for the Elizabeth Line in the 2023/24 settlement. The amount to be settled is based on an agreed estimate, which is likely to be subject to a retrospective adjustment in 2024/25 to account for observed demand and the actual timing of opening various sections of the line. This could mean boroughs either receive money back or have to pay more than outlined below.
28. This approach is consistent with previous treatment of new TfL lines. It allows TfL to receive cashflow in respect of Freedom Pass passengers carried until two years' worth of journey data is available, after which, the methodology for settling with TfL will fall in line with other modes.

29. No retrospection in relation to the 2022/23 settlement with TfL was carried out as officers are confident in the revenue forecasts used for the year. However, retrospective adjustments have been made to the apportionment between boroughs in respect of 2022/23 and this is detailed the apportionment section (below).
30. London Councils officers have worked closely with TfL to ensure that the revenue estimates for Freedom Pass are realistic and based on sound assumptions. Officers can confirm that the following factors have been addressed:
- impact of COVID-19,
 - fare adjustments for journeys outside of the London boundary,
 - A lower proportion of Freedom Pass passengers than within the London boundaries; and
 - removing journeys that would have taken place on other modes.
31. Therefore, officers are happy to recommend a settlement figure of £3.85 million in respect of the Elizabeth Line in 2023/24.

Settlement

32. The settlement with TfL of £217.012 million for 2023/24 is presented in Table 5 TfL Settlement (below). This represents an increase of almost £20 million compared to 2022/23. This is due in most part to increases in fares (particularly on bus, underground, tram and overground modes despite two-year average journeys are down) with increases in demand and revenue forecasts contributing on TfL rail and the Elizabeth Line. However, as previously stated, these figures could be revised down, should fares increases be lower than 13.3%.

Table 5 TfL Settlement

Mode	Settlement 2022/23 (£m)	Settlement 2023/24 (£m)	% change
Bus	140.342	153.864	10%
London Underground	42.886	43.995	3%
DLR	3.321	3.955	19%
Tramlink	2.808	2.991	7%
London Overground	3.478	3.646	5%
TfL Rail East	1.094	2.264	107%
Greater Anglia	1.371	1.625	19%
TfL Rail West	0.400	0.822	106%
Elizabeth Line	1.650	3.850	133%
Total	197.350	217.012	10%

Settlement with RDG for 2023/24

The Rail Delivery Group's (RDG) proposed settlement for 2023/24 is £17.238 million. This represents a £9.690 million (128%) increase on 2022/23. As previously reported to TEC, boroughs moved to a journey-based settlement model

three years ago, which uses a single year's worth of journey volumes (unlike TfL's which uses the average of the last two years).

Last year's settlement with the RDG was calculated using 5.412 million journeys. This gave a settlement value of £7.548 million. This year's settlement uses 10.818 million journeys, an increase of 5.406 million (+100%). The reason that the rate of increase in costs outstrips the rate of assumed fares increases is due to the distribution of journeys, which have recovered faster in the outer-London zones where average fares are higher.

Settlement with other bus operators for 2023/24

Bus companies operating eligible services outside the TfL bus network have to seek reimbursement under an agreed scheme. The proposed scheme for 2023/24 remains unchanged in principle from the 2022/23 scheme. Under the Transport Act 2000 provisions it is not possible to agree in advance with those bus operators the actual cash sums they will receive, and payments are normally made on the basis of invoiced journeys per quarter.

In this context, officers propose a budget of £1.1 million for payments to non-TfL bus operators for local journeys originating in London. This represents no change compared to last year is based on a review of the previous two years' actual costs and building in a buffer in case of price rises and/or a faster recovery.

Members are recommended to agree the budget of £1.1 million for 2023/24 in order to leave sufficient headroom for continued special payments, fluctuations in demand, or new operators and/or routes. This will be kept under review in the light of the level of actual claims being made by providers.

Administration and re-issue costs

The total cost of London Councils' administration of the Freedom Pass will be £516,000 in 2023/24 compared to the subsidised £521,000 in 2022/23. This equates to £15,636 per borough. However, after determining the overall financial position of the Committee through the range of charges proposed and taking account levels of replacement card income, for 2020/21 a nil charge is recommended (to be kept under review annually).

This amount covers London Councils' costs in negotiating the annual settlements and managing the relationships with transport operators and contractors. This is notionally billed separately as part of the subscriptions and does not form part of the settlement apportionment. The budget for the administration and pass issuing costs, which largely pays for contractor costs, has been maintained at £1.518 million.

Any annual surplus arising from both the Freedom Pass administration and issuing costs budget of £1.518 million and replacement Freedom Pass income budget of £900,000 (net of administration costs) will be transferred to a specific reserve to accumulate funds to offset the cost of future large-scale improvements or pass reissue exercises scheduled for 2024/25, pending the committee's approval of the budget proposals elsewhere on the agenda. This position will be reviewed annually to ensure forecast income streams continue to cover the in-house costs of administering the scheme

Summary of settlement to be apportioned

The 2023/24 Freedom Pass Scheme cost to be apportioned is as follows:

Table 6 Settlement to Be Apportioned

	2023/24 (£m)
TfL	217.012
RDG	17.238
Non TfL Bus	1.1
Administration and Reissue Cost	1.518
Total Cost	236.868

The total estimated cost payable by boroughs towards the scheme in 2023/24 of £236.868 million compared to the £207.516 million payable for 2022/23, represents an increase of £29.352 million (+14%).

Apportionment of 2023/24 costs between boroughs

In order to apportion costs between boroughs, London Councils has obtained usage data from Oyster clicks on the various transport modes; bus, underground, DLR, tram, London Overground and National Rail. The following paragraphs set out how this data is used when apportioning costs to boroughs. They also consider factors determining borough-level apportionment. Further detail is provided at Appendices 1 and 2.

Usage data – general principles

On the bus and underground, there is a very close match between total usage data derived from Oyster clicks and the total number of estimated journeys outlined in the paragraphs above. On these modes, which largely require customers to tap their passes on readers, 95% of the concessionary journeys are captured electronically. This gives officers a high level of confidence regarding the accuracy of apportionment of costs to boroughs for these two main modes, which account for 84% of the total concessionary fares costs.

On the other modes, the proportion of journeys captured electronically is lower, either because there is no requirement for Freedom Pass holders to touch in on the readers and/or because there are still ungated stations. On TfL rail, 81% of journeys are captured, on National Rail the figure is 74% and for the DLR and tram modes only about 11% of concessionary journeys are captured.

Nevertheless, officers closely scrutinise the profile of journeys shown by the usage data that is available alongside available survey data and are confident that it is sufficiently robust i.e. in line with expected observations, to be used for the purposes of apportionment. In simple terms, for example, the data shows that residents of boroughs nearest to tram and DLR services use these modes more than residents of boroughs who reside further away from these services.

However, it should be noted that for the Elizabeth line, which is an entirely new service with no historical journey information, borough apportionment in 2022/23 was made in line with underground and rail weightings. London Councils and TfL collected journey data from May 2022–September 2022 to establish the actual apportionment to be used in 2023/24 and also to make retrospective adjustments to last year's apportionment.

Distribution of transport modes – impact on individual borough settlements

The fact that the individual modes of transport included in the Freedom Pass settlement are not evenly geographically distributed means that while the overall settlement is up by 14%, some boroughs will see a larger, and some a smaller level of increase.

The range of increase varies from 1% in Harrow to 44% in the City of London Corporation. There are 16 boroughs that will see increases above the average. The reason for this is that they are predominantly served by modes where journey volumes are up e.g., National Rail, DLR and TfL Rail, or have access to new services on the Elizabeth Line.

The remaining 17 boroughs, where increases were less pronounced, are in most cases served more by the more established TfL services than national rail and in particular by TfL modes where reductions in passenger numbers were lower.

Payment dates and profiling

The payment dates and profile of payments are agreed as part of the apportionment. The proposed payment dates on which boroughs' contributions are paid are 1 June 2023, 7 September 2023, 7 December 2023 and 7 March 2024. The proposed profile for TfL takes into account the assumed fares increase in Jan-Mar 2024 of 6.2%. The RDG, the non-TfL operators and other charges e.g. re-issue, are in equal instalments of 25% each quarter. Appendix 2 shows the apportionment per borough by quarter.

Financial Implications

The financial implications arising from the Freedom Pass settlement negotiations for 2023/24 have been fully reflected in the proposed revenue budget report for 2023/24, which is a separate report to this Committee.

Legal implications

There is a legislative requirement as set out in this report for London boroughs to fund concessionary travel for eligible London residents on the TfL network and eligible residents of England on buses in Greater London. Failure to agree a settlement with TfL by 31 December in any year would enable TfL to invoke the free reserve scheme and to set the cost of this scheme for each borough itself.

Equalities implications

Concessionary fares schemes, as exemplified by London's Freedom Pass scheme, provide a major economic benefit to eligible older and disabled people by meeting the cost of their use of local bus services. In London this benefit is substantially enhanced as a consequence of the additional modes available in the scheme.

Recommendations

The Committee is recommended to:

1. Agree the TfL settlement of £217.012 million for 2023/24.
2. Agree to the RDG settlement of £17.238 million for 2023/24
3. Agree a budget for non-TfL bus services of £1.1 million.
4. Agree the reissue budget for 2023/24 of £1.518 million
5. Agree the borough payments for 2023/24 of £236.868 million.
6. Agree the payment profile and dates on which boroughs' contributions are paid as 1 June 2023, 7 September 2023, 7 December 2023 and 7 March 2024.
7. Agree the 2021/2022 London Service Permit (LSP) bus operators (non-TfL buses) Concessionary Scheme.

Appendices

Appendix 1: 2023/24 apportionment by mode and borough

Appendix 2: 2023/24 apportionment by quarter and borough

Background papers

Transport & Environment Committee: 10 December 2020 : Item 12 - Concessionary Fares Settlement Apportionment for 2021-22

Transport & Environment Committee: 9 December 2021 : Item 5 - Concessionary Fares Settlement Apportionment for 2022-23

Appendix 1: 2023/24 Apportionment by mode and borough

	BOROUGH	Proportions											Charges																	
		% Bus	% LU	% DLR	% Tram	% LO	% CR East	% LO/GA	% CR West	% EL 2021	% EL 2022	% RDG	Formula Funding %	Bus Charge	LU Charge	DLR Charge	Tram Charge	LO Charge	CR East Charge	LO/GA Charge	CR West Charge	2021 EL Charge	2021 EL Charge using 2022 %	2022 EL Charge	2022 EL Charge including 2021 Reconciliation	Total TFL charges	NR Charge	Non TFL buses and Reissue charges	Non TFL service charges	Total overall
	Barking & Dagenham	1.60%	1.87%	1.07%	0.04%	0.39%	8.68%	0.57%	0.21%	2.02%	1.68%	0.67%	1.71%	£2,602,440	£821,037	£42,258	£1,141	£14,105	£196,473	£9,331	£1,715	£33,309	£27,713	£84,664	£59,067	£3,747,567	£114,718	£44,813	£159,530,227	£3,907,997
	Barnet	4.04%	5.94%	0.38%	0.13%	2.28%	0.40%	0.91%	1.13%	5.97%	2.90%	1.46%	4.64%	£6,212,492	£2,612,425	£14,887	£3,992	£82,999	£8,993	£14,730	£9,269	£98,519	£47,777	£111,481	£80,740	£9,020,528	£251,918	£121,528	£373,445,660	£9,393,973
	Bexley	1.95%	0.53%	2.71%	0.12%	0.38%	0.18%	0.21%	0.42%	0.56%	6.14%	4.59%	2.02%	£3,004,536	£235,309	£107,116	£3,636	£13,739	£4,000	£3,339	£3,424	£9,158	£101,260	£296,272	£328,374	£3,703,472	£790,748	£52,782	£843,530,246	£4,547,002
	Brent	4.80%	6.27%	0.54%	0.33%	9.73%	0.48%	0.52%	3.05%	5.92%	2.42%	1.60%	4.68%	£7,379,960	£2,759,845	£21,186	£9,959	£354,665	£10,825	£8,526	£25,051	£97,753	£39,949	£93,213	£35,409	£10,605,506	£276,350	£122,483	£398,832,743	£11,004,338
	Bromley	2.93%	1.20%	1.49%	7.97%	1.51%	0.20%	0.32%	0.51%	1.24%	1.50%	10.23%	2.93%	£4,515,181	£528,332	£58,787	£238,311	£55,076	£4,629	£5,201	£4,169	£20,421	£24,728	£57,698	£92,005	£5,471,692	£1,763,693	£76,649	£1,840,341,463	£7,312,033
	Camden	3.44%	5.01%	0.48%	0.17%	14.52%	0.71%	1.08%	1.88%	4.72%	3.13%	1.52%	3.79%	£5,286,489	£2,202,124	£19,133	£5,048	£529,451	£16,140	£17,500	£15,414	£77,901	£51,618	£120,441	£94,157	£8,185,457	£262,210	£99,225	£361,434,862	£8,546,892
	City of London	0.08%	0.35%	0.18%	0.01%	0.03%	0.24%	0.29%	0.18%	0.36%	2.05%	0.12%	0.13%	£115,851	£152,450	£7,082	£307	£1,071	£5,378	£4,739	£1,444	£5,939	£33,883	£79,060	£107,004	£395,325	£20,399	£3,389	£23,787,879	£419,113
	Croydon	4.01%	1.39%	0.52%	61.13%	2.60%	0.31%	0.39%	0.56%	1.42%	1.41%	11.71%	3.87%	£6,165,769	£610,581	£20,678	£1,828,395	£94,967	£7,012	£6,274	£4,582	£23,403	£23,338	£54,455	£54,390	£8,792,647	£2,019,326	£101,301	£2,120,626,536	£10,913,274
	Ealing	4.57%	4.97%	0.27%	0.21%	2.95%	0.57%	0.46%	45.28%	5.18%	4.51%	0.99%	4.42%	£7,038,917	£2,186,030	£10,683	£6,338	£107,652	£12,998	£7,453	£372,162	£85,537	£74,398	£173,596	£162,458	£9,904,670	£170,330	£115,732	£286,062,173	£10,190,732
	Enfield	3.50%	3.12%	0.52%	0.15%	0.94%	1.18%	22.82%	0.55%	3.08%	2.70%	2.14%	3.40%	£5,381,212	£1,374,729	£20,516	£4,381	£34,351	£26,718	£372,528	£4,542	£50,760	£44,583	£104,028	£97,851	£7,316,837	£369,714	£88,883	£458,596,268	£7,775,433
	Greenwich	2.99%	1.34%	13.36%	0.30%	0.91%	0.62%	0.34%	1.06%	1.37%	11.25%	4.99%	2.82%	£4,595,745	£590,801	£528,423	£8,852	£33,060	£13,939	£5,474	£8,696	£22,615	£185,643	£433,166	£596,193	£6,381,183	£860,091	£73,727	£933,817,370	£7,315,001
	Hackney	4.18%	2.26%	1.88%	0.14%	12.84%	2.76%	15.13%	0.81%	2.23%	3.32%	0.80%	3.77%	£6,434,234	£996,329	£74,214	£4,084	£468,324	£82,507	£245,914	£6,692	£36,766	£54,812	£127,894	£145,940	£8,438,238	£137,545	£98,568	£236,112,950	£8,674,350
	Hammersmith & Fulham	2.65%	4.19%	0.29%	0.55%	3.05%	0.31%	0.34%	1.30%	3.96%	1.86%	0.80%	2.71%	£7,080,693	£1,841,607	£11,657	£16,435	£111,206	£7,016	£5,552	£10,700	£65,314	£30,746	£71,740	£37,172	£6,122,038	£138,480	£71,059	£209,539,045	£6,331,577
	Haringey	4.61%	4.89%	0.58%	0.19%	3.13%	0.80%	8.71%	0.93%	4.60%	2.35%	1.69%	4.31%	£7,086,835	£2,150,726	£23,065	£5,754	£114,270	£18,133	£141,617	£7,632	£75,852	£38,765	£90,451	£53,363	£9,601,397	£291,744	£112,759	£404,502,045	£10,005,899
	Harrow	2.34%	3.93%	0.28%	0.07%	3.51%	0.30%	0.32%	0.78%	3.95%	1.42%	0.47%	2.71%	£3,606,374	£1,730,154	£11,057	£1,972	£127,810	£6,852	£5,212	£6,436	£65,247	£23,373	£54,536	£12,662	£5,508,529	£80,792	£70,849	£151,641,451	£5,660,171
	Havingthorpe	2.07%	1.43%	1.92%	0.08%	0.45%	27.59%	3.08%	0.30%	2.39%	3.58%	1.56%	2.50%	£3,181,775	£629,724	£75,759	£2,520	£16,530	£624,593	£50,062	£2,481	£39,490	£59,142	£137,999	£157,652	£4,741,096	£269,330	£65,456	£334,786,057	£5,075,882
	Hillingdon	2.26%	3.25%	0.19%	0.06%	0.53%	2.20%	0.25%	20.99%	3.47%	2.50%	0.28%	2.52%	£3,472,639	£1,430,339	£7,508	£1,844	£19,471	£49,714	£4,140	£172,570	£57,191	£41,266	£96,286	£80,361	£5,238,585	£48,757	£65,029	£114,685,989	£5,353,271
	Hounslow	2.72%	2.11%	0.21%	0.18%	0.71%	0.22%	0.17%	3.54%	2.13%	0.91%	2.40%	2.68%	£4,188,964	£927,562	£8,146	£5,389	£25,736	£5,011	£2,786	£29,096	£35,213	£14,974	£34,939	£14,700	£5,207,390	£413,489	£70,242	£483,731,085	£5,691,121
	Islington	3.80%	4.10%	0.70%	0.17%	5.88%	1.24%	2.00%	1.13%	3.87%	2.89%	1.13%	3.27%	£5,846,425	£1,802,372	£27,630	£5,173	£214,256	£28,034	£32,525	£9,266	£63,790	£47,698	£111,296	£95,204	£8,060,885	£194,354	£85,573	£279,927,656	£8,840,812
	Kensington & Chelsea	2.44%	3.91%	0.24%	0.18%	1.52%	0.29%	0.42%	1.36%	3.83%	2.47%	0.64%	2.61%	£3,756,115	£1,721,539	£9,674	£5,432	£55,345	£6,550	£6,813	£11,200	£63,224	£40,775	£95,141	£72,692	£5,645,361	£111,000	£68,382	£179,382,573	£5,824,744
	Kingston	1.45%	0.74%	0.11%	0.87%	0.33%	0.08%	0.08%	0.23%	0.75%	0.40%	4.68%	1.53%	£2,231,698	£327,480	£4,510	£26,093	£12,047	£1,740	£1,264	£1,874	£12,302	£6,626	£15,460	£9,784	£2,616,501	£806,067	£40,179	£846,246,037	£3,462,747
	Lambeth	4.47%	3.91%	0.54%	2.31%	1.64%	0.60%	0.68%	0.91%	3.64%	1.81%	5.39%	4.26%	£6,875,763	£1,719,915	£21,375	£69,180	£59,630	£13,476	£11,024	£7,497	£60,130	£29,802	£69,539	£39,211	£8,817,071	£929,237	£111,549	£1,040,785,735	£9,857,857
	Lewisham	3.59%	1.44%	6.58%	1.49%	8.02%	0.38%	0.42%	0.69%	1.36%	2.18%	6.32%	3.49%	£5,517,036	£631,844	£260,228	£44,709	£292,433	£8,552	£6,898	£5,666	£22,425	£35,903	£83,773	£97,251	£6,864,616	£1,089,468	£91,322	£1,180,790,569	£8,045,407
	Merton	2.26%	2.48%	0.17%	13.28%	0.47%	0.19%	0.22%	0.42%	2.41%	0.75%	5.24%	2.40%	£3,473,088	£1,090,880	£6,736	£397,345	£17,225	£4,199	£3,523	£3,423	£39,780	£12,369	£28,860	£1,449	£4,997,869	£902,904	£62,825	£965,729,486	£5,963,598
	Newham	3.67%	4.07%	18.85%	0.14%	3.70%	17.41%	1.49%	0.90%	4.30%	6.47%	0.71%	3.21%	£5,644,477	£1,791,617	£745,534	£4,275	£134,725	£394,232	£24,144	£7,360	£70,969	£106,743	£249,066	£284,840	£9,031,204	£122,601	£83,914	£206,514,679	£9,237,719
	Redbridge	2.24%	3.58%	1.65%	0.07%	0.71%	22.11%	1.67%	0.65%	4.22%	4.78%	0.48%	2.61%	£3,443,350	£1,575,981	£65,231	£1,969	£26,025	£500,498	£27,213	£5,352	£69,598	£78,913	£184,129	£193,444	£5,839,064	£83,402	£68,329	£151,730,998	£5,990,795
	Richmond	2.03%	1.61%	0.19%	0.35%	0.73%	0.09%	0.15%	0.33%	1.73%	0.80%	6.49%	2.21%	£3,121,864	£707,495	£7,400	£10,401	£26,542	£2,088	£2,373	£2,677	£28,495	£13,211	£30,825	£15,541	£3,896,382	£1,119,357	£57,867	£1,177,223,324	£5,073,605
	Southwark	4.32%	3.09%	2.13%	0.83%	6.09%	0.95%	1.11%	1.29%	2.97%	2.57%	4.68%	3.89%	£6,647,966	£1,360,814	£84,099	£24,730	£218,860	£21,467	£18,032	£10,590	£49,013	£42,336	£98,783	£92,105	£8,478,666	£806,670	£99,611	£906,281,367	£9,384,946
	Sutton	1.73%	0.84%	0.14%	5.03%	0.37%	0.07%	0.13%	0.40%	0.86%	0.58%	4.79%	1.77%	£2,666,884	£369,488	£5,591	£150,399	£13,546	£1,578	£2,135	£3,290	£14,201	£9,548	£22,278	£17,625	£3,230,535	£825,303	£46,412	£871,714,516	£4,102,250
	Tower Hamlets	2.26%	3.59%	38.85%	0.10%	3.91%	3.94%	2.66%	0.78%	3.31%	8.39%	0.84%	2.25%	£3,473,789	£1,578,099	£1,536,415	£2,985	£142,585	£89,128	£43,272	£6,383	£54,628	£138,356	£322,830	£406,558	£7,279,224	£144,804	£58,784	£203,587,839	£7,482,812
	Waltham Forest	3.05%	3.33%	2.18%	0.14%	3.03%	3.92%	31.67%	0.62%	3.19%	3.61%	0.73%	2.66%	£4,687,205	£1,464,288	£86,147	£4,330	£110,522	£88,811	£514,564	£5,108	£52,681	£59,551	£138,952	£145,822	£7,106,797	£126,512	£196,736	£196,248,467	£7,303,046
	Wandsworth	4.15%	3.96%	0.33%	2.74%	1.64%	0.27%	0.41%	0.69%	3.85%	1.59%	8.19%	4.23%	£6,383,670	£1,743,547	£12,997	£82,088	£59,820	£8,161	£6,649	£5,691	£63,495	£26,197	£61,125	£23,827	£8,324,450	£1,410,996	£110,704	£1,521,700,146	£9,846,151
	Westminster	3.73%	5.29%	0.49%	0.45%	1.59%	0.73%	0.87%	6.15%	5.14%	5.09%	1.66%	4.10%	£5,744,57																

NOTE

1. TFL settlement does not include the cost of the am journeys
2. Bus, Tram, Underground, DLR, TFL rail and NR costs are apportioned by respective usage.
3. Elizabeth Line cost is apportioned using the available journey data for the period of May-Sep 2022. The amount includes the reconciliation of the last year apportionment
4. Non TFL buses and

Appendix 2: 2023/24 Apportionment by quarter and borough

Authority	First payment 01/06/2023 (£) Paid to TFL	First payment 01/06/2023 (£) Paid to London Councils	Second payment 07/09/2023 (£) Paid to TFL	Second payment 07/09/2023 (£) Paid to London Councils	Third payment 07/12/2023 (£) Paid to TFL	Third payment 07/12/2023 (£) Paid to London Councils	Fourth payment 07/03/2024 (£) Paid to TFL	Fourth payment 07/03/2024 (£) Paid to London Councils	Total per borough (£) Paid to TFL	Total per borough (£) Paid to London Councils	Total per borough (£)	Total per borough (£) 2022-23	Year-on-Year Difference per borough (£)	% Year- on-Year Change
Barking & Dagenham	922,593.00	39,883.00	922,593.00	39,883.00	922,593.00	39,883.00	979,787.74	39,881.23	3,747,566.74	159,530.23	3,907,096.97	3,426,664.67	480,432.30	14%
Barnet	2,220,714.00	93,361.00	2,220,714.00	93,361.00	2,220,714.00	93,361.00	2,358,385.57	93,362.66	9,020,527.57	373,445.66	9,393,973.23	8,943,738.93	450,234.30	5%
Bexley	911,738.00	210,883.00	911,738.00	210,883.00	911,738.00	210,883.00	968,258.04	210,881.25	3,703,472.04	843,530.25	4,547,002.28	3,562,428.16	984,574.13	28%
Brent	2,610,912.00	99,707.00	2,610,912.00	99,707.00	2,610,912.00	99,707.00	2,772,769.62	99,711.74	10,605,505.62	398,832.74	11,004,338.36	10,096,712.87	907,625.49	9%
Bromley	1,347,046.00	460,085.00	1,347,046.00	460,085.00	1,347,046.00	460,085.00	1,430,553.72	460,086.46	5,471,691.72	1,840,341.46	7,312,033.18	5,963,944.43	1,348,088.75	23%
Camden	2,015,133.00	90,358.00	2,015,133.00	90,358.00	2,015,133.00	90,358.00	2,140,057.68	90,360.86	8,185,456.68	361,434.86	8,546,891.54	7,565,534.59	981,356.95	13%
City of London	97,323.00	5,947.00	97,323.00	5,947.00	97,323.00	5,947.00	103,356.04	5,946.88	395,325.04	23,787.88	419,112.92	291,686.16	127,426.75	44%
Croydon	2,164,614.00	530,157.00	2,164,614.00	530,157.00	2,164,614.00	530,157.00	2,298,805.33	530,155.54	8,792,647.33	2,120,626.54	10,913,273.87	9,182,858.86	1,730,415.01	19%
Ealing	2,438,377.00	71,516.00	2,438,377.00	71,516.00	2,438,377.00	71,516.00	2,589,539.19	71,514.17	9,904,670.19	286,062.17	10,190,732.36	9,270,701.98	920,030.38	10%
Enfield	1,801,292.00	114,649.00	1,801,292.00	114,649.00	1,801,292.00	114,649.00	1,912,960.80	114,649.27	7,316,836.80	458,596.27	7,775,433.07	6,882,997.98	892,435.09	13%
Greenwich	1,570,949.00	233,454.00	1,570,949.00	233,454.00	1,570,949.00	233,454.00	1,668,336.36	233,455.37	6,381,183.36	933,817.37	7,315,000.73	5,767,181.43	1,547,819.29	27%
Hackney	2,077,364.00	59,028.00	2,077,364.00	59,028.00	2,077,364.00	59,028.00	2,206,145.50	59,028.95	8,438,237.50	236,112.95	8,674,350.45	7,641,450.48	1,032,899.97	14%
Hammersmith & Fulham	1,507,151.00	52,385.00	1,507,151.00	52,385.00	1,507,151.00	52,385.00	1,600,584.67	52,384.04	6,122,037.67	209,539.04	6,331,576.72	5,865,452.13	466,124.59	8%
Haringey	2,363,715.00	101,126.00	2,363,715.00	101,126.00	2,363,715.00	101,126.00	2,510,251.54	101,124.40	9,601,396.54	404,502.40	10,005,898.94	8,989,749.82	1,016,149.12	11%
Harrow	1,356,115.00	37,910.00	1,356,115.00	37,910.00	1,356,115.00	37,910.00	1,440,184.24	37,911.45	5,508,529.24	151,641.45	5,660,170.69	5,627,314.43	32,856.26	1%
Havering	1,167,185.00	83,697.00	1,167,185.00	83,697.00	1,167,185.00	83,697.00	1,239,540.96	83,695.06	4,741,095.96	334,786.06	5,075,882.01	4,385,892.47	689,989.55	16%
Hillingdon	1,289,659.00	28,671.00	1,289,659.00	28,671.00	1,289,659.00	28,671.00	1,369,608.45	28,672.99	5,238,585.45	114,685.99	5,353,271.44	4,964,282.83	388,988.61	8%
Hounslow	1,281,979.00	120,933.00	1,281,979.00	120,933.00	1,281,979.00	120,933.00	1,361,452.65	120,932.09	5,207,389.65	483,731.09	5,691,120.74	5,211,209.54	479,911.19	9%
Islington	1,984,465.00	69,982.00	1,984,465.00	69,982.00	1,984,465.00	69,982.00	2,107,489.69	69,981.66	8,060,884.69	279,927.66	8,340,812.35	7,470,616.77	870,195.57	12%
Kensington & Chelsea	1,389,801.00	44,846.00	1,389,801.00	44,846.00	1,389,801.00	44,846.00	1,475,957.93	44,844.57	5,645,360.93	179,382.57	5,824,743.51	5,377,086.13	447,657.38	8%
Kingston	644,142.00	211,562.00	644,142.00	211,562.00	644,142.00	211,562.00	684,074.90	211,560.04	2,616,500.90	846,246.04	3,462,746.94	2,871,141.91	591,605.03	21%
Lambeth	2,170,627.00	260,196.00	2,170,627.00	260,196.00	2,170,627.00	260,196.00	2,305,190.35	260,197.73	8,817,071.35	1,040,785.73	9,857,857.09	8,282,218.50	1,575,638.59	19%
Lewisham	1,689,962.00	295,198.00	1,689,962.00	295,198.00	1,689,962.00	295,198.00	1,794,730.41	295,196.57	6,864,616.41	1,180,790.57	8,045,406.98	6,787,264.78	1,258,142.20	19%
Merton	1,230,398.00	241,432.00	1,230,398.00	241,432.00	1,230,398.00	241,432.00	1,306,674.74	241,433.49	4,997,868.74	965,729.49	5,963,598.23	5,194,546.41	769,051.81	15%
Newham	2,223,343.00	51,629.00	2,223,343.00	51,629.00	2,223,343.00	51,629.00	2,361,175.21	51,627.68	9,031,204.21	206,514.68	9,237,718.89	7,945,863.98	1,291,854.92	16%
Redbridge	1,437,487.00	37,933.00	1,437,487.00	37,933.00	1,437,487.00	37,933.00	1,526,603.49	37,932.00	5,839,064.49	151,731.00	5,990,795.49	5,311,313.81	679,481.68	13%
Richmond	959,229.00	294,306.00	959,229.00	294,306.00	959,229.00	294,306.00	1,018,694.96	294,305.32	3,896,381.96	1,177,223.32	5,073,605.29	4,401,741.91	671,863.38	15%
Southwark	2,087,316.00	226,570.00	2,087,316.00	226,570.00	2,087,316.00	226,570.00	2,216,716.74	226,571.37	8,478,664.74	906,281.37	9,384,946.11	7,956,101.24	1,428,844.87	18%
Sutton	795,308.00	217,929.00	795,308.00	217,929.00	795,308.00	217,929.00	844,611.12	217,927.52	3,230,535.12	871,714.52	4,102,249.63	3,531,090.71	571,158.92	16%
Tower Hamlets	1,792,032.00	50,897.00	1,792,032.00	50,897.00	1,792,032.00	50,897.00	1,903,128.12	50,896.84	7,279,224.12	203,587.84	7,482,811.96	6,127,007.85	1,355,804.11	22%
Waltham Forest	1,749,584.00	49,062.00	1,749,584.00	49,062.00	1,749,584.00	49,062.00	1,858,045.48	49,062.47	7,106,797.48	196,248.47	7,303,045.95	6,325,432.19	977,613.76	15%
Wandsworth	2,049,350.00	380,425.00	2,049,350.00	380,425.00	2,049,350.00	380,425.00	2,176,400.36	380,425.15	8,324,450.36	1,521,700.15	9,846,150.51	8,549,740.99	1,296,409.52	15%
Westminster	2,078,097.00	98,313.00	2,078,097.00	98,313.00	2,078,097.00	98,313.00	2,206,928.38	98,312.20	8,441,219.38	393,251.20	8,834,470.58	7,745,068.05	1,089,402.52	14%
Overall Total	53,425,000.00	4,964,030.00	53,425,000.00	4,964,030.00	53,425,000.00	4,964,030.00	56,737,000.00	4,964,029.00	217,012,000.00	19,856,119.00	236,868,119.00	207,516,037.00	29,352,082.00	14%

TFL Instalments	Dates	Value mil
First	01/06/2023	£53,425,000
Second	07/09/2023	£53,425,000
Third	07/12/2023	£53,425,000
Fourth	07/03/2024	£56,737,000
Total for 2023/24 Scheme		£217,012,000

24.62%
24.62%
24.62%
26.14%

6.20%

London Councils Instalments		
First	01/06/2023	£4,964,030
Second	07/09/2023	£4,964,030
Third	07/12/2023	£4,964,030
Fourth	07/03/2024	£4,964,030
Total for 2023/24 Scheme		£19,856,119

London Councils' Transport & Environment Committee

Chair's Report

Item No: 07

Report by:	Mayor Philip Glanville	Job title:	Chair of London Councils' Transport and Environment Committee
Date:	8 December 2022		
Contact Officer:	Katharina Winbeck		
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Summary This report updates Members on transport and environment policy activity since the last TEC meeting on 14 October 2022.

Recommendations Members to note this report.

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Introduction

1. This report updates Members on London Councils' work on transport and environment policy since the last TEC meeting on 14 October 2022. Activities that have happened but are referred to within other agenda items will not be repeated here. In this period, this includes the climate change programmes, flooding and EV infrastructure roll out. As always it is very much a team effort across London Councils officers and TEC elected colleagues, which I hope captures the breadth and depth of our work..

Transport

Meeting with Deputy Mayor for Transport

2. On 28 October, I met with the Deputy Mayor for Transport, Seb Dance. We discussed TfL and borough funding, low-carbon transport, micromobility and the recent TfL bus consultation.
3. We agreed that London boroughs and TfL would continue engagement on LIP funding settlements for next year and (through the TEC funding sub-group) were keen to move discussions on to a more strategic footing. In the medium-term, London Councils asked for support to integrate into TfL business planning suitable projects identified by the pan-London infrastructure framework development, being led by Cllr Elizabeth Campbell.
4. We also discussed how TfL and London Councils might work together more closely on the low-carbon transport strand of the seven climate change programmes and attempts to control and shape the micromobility market in London (in particular dockless bikes).
5. Finally, we considered the engagement that had and should continue to take place in respect of the TfL consultation on bus services. An announcement on the proposed changes was subsequently made on 25 November 2022 and these were far less extensive than first announced. This suggests that stakeholder views, including those of the boroughs, had a positive impact on the final decisions but the principle of post-consultation engagement with the boroughs and London Councils remains a priority.

TEC Funding Sub-Group meeting

6. The first meeting of the re-established TEC funding sub-group was chaired by Cllr Deirdre Costigan (Lab, Ealing) on 7 November 2022 and attended by members of the sub-group (Cllrs Loakes (Lab, Waltham Forest), Chowdhury (Lab, Lambeth), Kamahli (Cons, Kensington and Chelsea), Bennett (Cons, Bromley) and 12Ehmann (Lib Dem, Richmond)), the Mayor's Walking and Cycling Commissioner, Will Norman and supported by London Councils, borough and TfL Officers.
7. The group considered flexibilities available to boroughs in respect of next year's LIP funding settlement as well as how TfL and boroughs could work together in developing a longer-term strategic view of London's transport funding needs. On the first point, officers took an action to meet with TfL colleagues to set out their position. These meetings are scheduled for 30 November and 1 December. Officers will report back to the funding sub-group at its next meeting, scheduled for 12 December.

Evening Standard ‘Plug it in’ Event

8. On Thursday 24th November, the Evening Standard held their ‘Plug it in’ summit, an event that was held as part of their campaign, launched in June, to support the growth of electric vehicle use in London.
9. The event was hosted by the journalist Luci Siegle and included panels, speeches, and time for networking between different stakeholder organisations including the car industry, the Green Finance Institute, providers, green organisations and the public sector.
10. Cllr Costigan participated in one of the panels - EV take up: motivating and driving change. During it, she highlighted the great progress London boroughs have made on installing a slow to fast charging network, mentioned a range of London Councils positions on the current state of EV provision, and the steps needed to support EV uptake.

Micro Mobility

E-scooter trial

11. The e-scooter trial has seen high levels of ridership this Autumn compared to last year and continues to have a strong safety record. The trial has now achieved a total of 2 million rides.
12. In November 2022, TfL and London Councils announced the e-scooter trial would be extended until at least May 2024, in line with Government guidance allowing trials nationwide to be extended until then.
13. As part of this, we are running a new round of procurement and have extended current contracts until the exercise is complete. We will select three operators and we expect new contracts to be in place by summer 2023. Contracts will have the possibility of running for three years until 2026.
14. All ten current participating boroughs have chosen to remain in the trial.
15. Now that we have greater visibility regarding the future of the scheme, London Councils, TfL, boroughs and operators are working together to identify priority workstreams for this next phase. Priorities include safety and achieving high ride numbers. For the latter we will be working with boroughs to encourage the creation of new parking bays. We are also inviting new boroughs to join the trial.
16. We are working with TfL on an interim report which will be published in the New Year. It will set out our findings on the trial to date including around usage, safety and sustainability.
17. We continue to work with the Metropolitan police to enforce more against illegal use of private e-scooters on public roads.

Rental dockless e-bikes

18. The rental dockless e-bike market continues to be unregulated. This means that companies are legally entitled to operate across local authorities without prior agreement from said local authority or from TfL.

19. More than ten boroughs now have agreements in place with dockless bike operators either through a formal procurement process or an MoU. This has enabled boroughs and operators to define requirements around parking, fleet size, service level agreements, and data sharing.
20. Usage of dockless bikes is generally very high across London and has continued to increase even in the Autumn.
21. This and other factors have led to an increase in badly parked bikes. I have written to all leaders informing them of the work we are doing to help mitigate the current situation.
22. The actions we are taking are;
 - We have arranged a meeting between the TEC Executive Sub Committee and operators on 15 December to have an open and frank discussion.
 - We are arranging a meeting for all TEC members, TfL and London Councils to discuss the way forward in the new year.
 - Officers at London Councils continue to work with borough officers to resolve specific issues and promote consistency across London, particularly regarding MoUs and contracts.
 - We continue to press the Government for legislation to be introduced as soon as possible.
23. Legislation to give powers to local transport authorities to regulate the rental e-bike market alongside the rental e-scooter market has been delayed. We continue to press the Government for legislation to be introduced as soon as possible.

LB Wandsworth Speed Pilot

24. LB Wandsworth have indicated that they intend to commence pilot decriminalised enforcement at two locations in the borough in early December. This utilises the powers afforded by the London Local Authorities and Transport for London Act 2003 (the Act which allows boroughs to enforce moving traffic offences in London). The pilot has been outlined in detail in previous TEC reports.
25. Reports of this have been published across media networks and most have stated that London Councils gave approval for this trial. Officers have sought to clarify this reported position by confirming that London Councils TEC agreed the level of penalty and the contravention description for the pilot but did not seek approval for the pilot itself. This and any associated legal risk are a matter for LB Wandsworth and not TEC. We know many boroughs are watching this trial with interest.
26. The articles appear to have led to confusion regarding speeding powers, with some interpreting this as a green light to start utilising the legislation. While the LB Wandsworth trial is of significant interest, London Councils officers have advised boroughs that they should wait to see the impact of it, and whether any legal challenge is made regarding the principle and methodology before considering a similar approach.
27. London Councils remain supportive of boroughs ambitions in improving speed management on their networks and how the pilot unfolds.

Bus Lane Camera Certification

28. Members were advised in the October Chairs' report that authorities that enforce bus lane offences under the Local Authorities Act 1996 (LLAA 1996) have been notified of a flaw in the legislation with respect to camera certification and the admissibility of evidence at appeal.
29. Various legal solutions to the issues of camera 'type approval' have been examined and we have worked jointly with the DfT and the Vehicle Certification Agency (VCA) on the most appropriate legal fix.
30. In light of this, boroughs will be encouraged to seek Secretary of State approval for all prescribed devices used to detect contraventions of bus lane restrictions under Part II of the LLAA 1996. This is required, in order for a record produced or measurement made by those devices to be admissible as evidence during adjudication proceedings.
31. Applications under the 1996 Act will be assessed against the same criteria as applications under the newly revised 2022 Regulations. Revised guidance incorporating the approvals mechanism under LLAA 1996 will be published within the next two weeks and boroughs will be able to send applications following this publication.

Press Work

32. Media coverage

- Micromobility Biz: *TfL and London Councils to extend capital's trial of rental e-scooters* (26.10.22)
- Transport Xtra: *London seeks operators for 'next phase' of e-scooter rollout* (27.10.22)

33. Press releases

- Press Release: [London Councils and TfL to extend London's trial of rental e-scooters following national trial extensions](#) (25.10.22)
- Statement: ["London's buses are a hugely important and affordable way to get around our capital" - London Councils responds to TfL's bus services announcement](#) (24.11.22)

Environment

3Ci – Cities Commission for Climate Investment

34. The project continues to progress and has prepared an Outline Business Case for private investment for net zero using a place-based approach. This document has been shared with officials from BEIS as we are seeking funding for the next phase (phase 3a) in which detailed business cases for a small number of demonstrator programmes will be developed. These will provide place-based bundles of projects that are ready for private and government investment. A summit was held for investors and senior local government leaders on 25 October, at which Cllr Georgia Gould, myself and Niall Bolger spoke and it was well attended by boroughs.
35. The recruitment of the Chair has now completed and professor Greg Clark CBE has been appointed. Work continues on 3Ci's five workstrands, including the net zero project pipeline, regional investor events, progressing the demonstrator programme, improved dissemination of innovation via a platform and creating a national technical assistance programme to help local authorities to bring projects forward for investment.

Green New Deal Recovery Expert Advisory Group meeting

36. The last meeting of the Green New Deal Expert Advisory Group on 22 November we spoke about the proposed changes to the London Recovery Board. Cllr Georgia Gould and the Mayor established the Board during the height of the pandemic, to help tackle the economic recovery from it. This board is now morphed into a strategy board to discuss key issues London faces and climate change and the Green New Deal will remain key priorities going forward.
37. The Advisory Group also received a presentation about the 3Ci Outline Business Case, and about the launch of the Mayor's new Energy Advise Line to provide Londoners web and phone support on energy efficiency.

London Councils Economy Board

38. The London Councils Economy Board met for the first time on 26 October. It's made up of London Councils portfolio holders for economy, business and culture, employment and skills, housing and planning and transport and environment as well as some boroughs CEOs and colleagues from the GLA. Its purpose is to ensure that London boroughs and sub-regional partnerships play their full role in supporting London's economic growth.
39. At the first meeting, the Board agreed its terms of reference, discussed a proposed refresh of the London Economic Framework and agreed to highlight the most recent initiatives and work as part of a green and fair recovery within this and discussed a presentation on the state of London's economy.
40. It also received a presentation on developing a pan-London infrastructure framework by Metro Dynamics who have been commissioned by London Councils to undertake this work. The framework will articulate a clear and shared view of infrastructure projects with strategic value for London, a clear vision and narrative for the role of infrastructure and new partnership approaches and financing solutions to deliver major projects. It will build

on the work of the Cities Commission for Climate Investment (3Ci). The Board will meet again in February 2023.

Meeting with Deputy Mayor for Environment and Energy

41. I met the Deputy Mayor, Shirley Rodrigues, as part of my regular series of meetings with her. We discussed the role of the London Recovery Board and the Green New Deal Expert Advisory Board, the cost-of-living crisis and work our organisations are doing to tackle it. In addition, we talked about the expansion of the Ultra-Low Emission Zone, and improved communications around flooding.

London: Responding to the Climate Emergency - a 'London in Brief' online event for new councillors

42. London Councils is organising a number of briefing sessions for new councillors, one of which was themed on tackling the climate crisis. I was happy to chair this event at which officers outlined how climate change is affecting London and Londoners, and the work that London Councils is undertaking to tackle this issue through the seven climate programmes and advocacy work. There was good attendance from new Councillors.

Engagements with Chris Skidmore MP

43. Chris Skidmore MP is currently undertaking a review of net zero for the Department for Business, Energy & Industrial Strategy. London Councils has submitted written evidence to this review, and I have written to Mr. Skidmore alongside TEC vice-chairs to request a meeting with him. As part of the review I have represented London Councils at a UK100 roundtable, and an LGA roundtable where I was able to put across London Councils' shared positions on net zero.

Air Quality News Conference

44. I spoke at Air Quality News' annual conference on 9th November alongside Geraint Davies MP, Councillor Louise Upton (Cabinet Member for Health and Transport, Oxford City Council), and other speakers from Impact on Urban Health, TfL, and the University of Leeds. I spoke about the role of local authorities in tackling air pollution and outlined our shared views on the need for stronger targets from DEFRA and more support for us to act.

Climate Change Polling

45. London Councils carried out a third year of polling of Londoners on climate change. This study was conducted by Kantar in London via OnLineBus, an Internet omnibus survey and a sample of 1010 London adults aged 16+ were interviewed. The polling found that:

- 94 percent of Londoners say they are aware of climate change
- 84 percent of Londoners say they are concerned about climate change, and concern is high across all age groups
- 72 percent of Londoners say their level of concern has increased over the past 12 months
- 62 percent of Londoners say their day-to-day life in London has been impacted by the changing climate, compared to 55 percent last year.

46. The survey has also highlighted anxiety over the cost-of-living crisis, with 75 percent of Londoners finding it more difficult to take action to prevent climate change. More than half of those surveyed, however, feel motivated to make environmentally friendly choices, which will help them reduce their costs during the cost-of-living crisis.
47. The polling asks what behaviours people are already doing and would be happy to do across energy, transport, consumption and food. Where people say they aren't or can't do something they are asked what the barriers to this change are – giving us a good understanding of what is fettering action by Londoners.
48. The polling was circulated around TEC members by the team, and the full results and social media assets are available at <https://www.londoncouncils.gov.uk/climate-change-poll>.

Press Work

49. Media coverage

- The Evening Standard: *Cost of Living hits plans to go green* (10.11.22)
- NewStart Magazine: Research shows cost-of-living crisis is preventing action on climate (10.11.22)
- London Post: *The cost-of-living crisis is damaging the capital's ability to prevent climate change, even though Londoners are eager to take action* (10.11.22)
- The Havering Daily: *Londoners says cost of living crisis has made it more difficult for them to help prevent climate change.* (10.11.22)

50. Press releases

- Press release: [The cost-of-living crisis is damaging the capital's ability to prevent climate change, even though Londoners are eager to take action: London Councils poll reveals](#) (09.11.22)
- Statement: <https://beta.londoncouncils.gov.uk/news/2022/london-flood-awareness-week-2022> (29.11.22)

London Councils' TEC Executive Sub Committee

Electric Vehicle Infrastructure Co-ordination - Update Item no: 08

Report by: Femi Biyibi **Job Title:** Principal Policy and Projects Officer
Date: 08 December 2022
Contact Officer: Femi Biyibi Email: Oluwafemi.biyibi@londoncouncils.gov.uk

Summary: London Councils continues its role coordinating and supporting boroughs in delivering electric vehicle charging infrastructure. This paper provides a progress overview of the coordination activity and a forward look, outlining current engagement with government and London partners.

Recommendations: The Committee is asked to:

- Note and comment on the report

Overview

1. London has been a leader in the shift to electric vehicles (EVs), with the number of EVs and public chargepoints increasing rapidly.
2. Figures from the DfT show that EV usage in London has been steadily increasing – from 31,930 licenced plug-in cars registered in the capital at the end of Q4 in 2019 to 78,340 at the end of Q4 in 2021 – a 145 percent increase. Data for Q2 2022 shows the number of plug-in cars had reached 94,490, or 3.6 percent of the total number of cars in London.^{1 2}
3. To ensure that this growth is supported with a reliable and appropriate network of chargepoints, London now has more than 11,000 chargepoints - over 8,000 of which have been delivered by London boroughs.
4. At present, London hosts a third of the UK's total chargepoints, the majority of which has been funded and delivered by the public sector.
5. Whilst provision of public chargepoints in London is significant, there is still much to be done, with the Mayor's Electric Vehicle Infrastructure Strategy forecasting that 40,000 to 60,000 chargepoints could be needed to meet London's needs by 2030.
6. The majority of London boroughs have committed to the delivery of on-street public charge point provision, and are in the process of developing, or updating Electric Vehicle Infrastructure Strategies.
7. London Councils officers work closely with boroughs to support them in planning and delivering of chargepoint infrastructure. An update of recent coordination and delivery activity is provided below.
8. London Councils officers have also been working to ensure that London's chargepoint needs are recognised by the Government, and appropriate public funding is made available to meet current and future needs.

¹ <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables> [table VEH0142]

² <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables> [table VEH0105]

Delivery

9. In 2016, London was awarded £13m in capital funding from OLEV (Office for Low Emission Vehicles, now OZEV, Office for Zero Emission Vehicles). The funding was awarded to drive the uptake of low emission vehicles through a programme managed in partnership between London Councils, Transport for London (TfL) and the GLA.
10. The programme had a target to deliver a total of 2,150 on-street charge points, 30 rapid charge points and eight Neighbourhoods of the Future.
11. The majority of funding was allocated to 28 London boroughs who wished to take part in the scheme to deliver on-street residential charge points, some car club charge points, community charging hubs and Neighbourhoods of the Future programmes. TfL was awarded some funding to deliver rapid charge points on the TLRN.
12. Borough delivery has far exceeded targets and more than 4,200 on-street residential charge points have been delivered in addition to 19 car club charge points, three community charging hubs and 8 rapid charge points
13. The eight Neighbourhoods of the Future programmes have delivered a range of innovative schemes, including electric vehicle loan schemes for local businesses, e-cargo bike schemes for residents, healthy school streets and an emissions-based parking review.
14. In addition to the funded delivery of chargepoints, the 'partnership' of London Councils, TfL and GLA, created a bespoke framework to support consistency and efficiency of procurement and it has been used to deliver thousands of additional on-street residential chargepoints, utilising different sets of funding, such as the "On Street Residential Chargepoint Scheme" (ORCS) and individual borough funding sources, such as S106 or Infrastructure Levy.
15. This consistent approach enabled London Councils, London Office for Technology and Innovation (LOTI) and the GLA to create a London-wide electric vehicle usage data dashboard, which supports boroughs planning for future chargepoint delivery.³ The dashboard now includes usage data for more than 8,000 public chargepoints, provided by seven different operators.
16. Chargepoint usage data over the 12-month period October 2021 – September 2022 shows that the number of charge points included on the dashboard has increased by 35.4 percent - from 5,994 chargepoints, to 8,119. In the same period the total number of charging events has increased by 16.5 percent, and the total kWh charged has increased by 30.5 per cent, demonstrating the increasing rise in demand for charging.
17. In addition to supporting boroughs in delivering chargepoints, London Councils has collaborated with TfL to support borough officers in building their knowledge, and gaining insight into each other's practices. For example:
 - In April, London Councils supported TfL in engaging with borough officers on progress towards the development of the Mayor's Electric Vehicle Infrastructure Delivery (EVID) project
 - In June, London Councils arranged a workshop for borough officers focusing on

EV strategy development. The workshop was supported by TfL, with the International Committee on Clean Transport, the Crown Commercial Service, and the London Office for Technology and Innovation delivering presentations.

- In July, London Councils worked with TfL to arrange a workshop for boroughs focusing on the use of the Crown Commercial Service's Vehicle Charging Infrastructure Solutions (VCIS) dynamic purchasing system (DPS) procurement model.

On-Street Residential Chargepoint Scheme (ORCS)

18. London Councils has supported boroughs in access funding to deliver residential chargepoints through the Government's ORCS 2021/22.⁴ The funding provides 60 percent of the capital costs for delivery, with chargepoints expected to be delivered by the end of March 2023.
19. 22 London boroughs submitted bids to the fund, receiving over £16m (or 80 percent of the total fund) to deliver 6,381 chargepoints.

The Mayor's Electric Vehicle Infrastructure Delivery (EVID) project

20. EVID is a plan to utilise GLA bodies' - and eventually borough - land to deliver rapid EV charging infrastructure. The first tranche will consist of 100 charging bays installed across the TLRN – with sites released to the market in batches of 25. The first batch will be tendered to the market on 30 November, with other batches to follow in the new year.
21. A key element of this project is the development of a new approach to chargepoint procurement. TfL have developed a bid pack that will act as a 'London template' to be applied when conducting further competitions using the Crown Commercial Service's (CCS) Vehicle Charging Infrastructure Solutions (VCIS) dynamic purchasing system (DPS) procurement model.
22. London Councils continues to work with TfL to adapt the London Template for the procurement of slow-to-fast residential chargepoints. This will enable London to maintain the consistent approach to chargepoint procurement that we saw through the previous framework.

Government's Local Electric Vehicle Infrastructure (LEVI) fund

23. In their UK EV Infrastructure Strategy, the Government committed £450m to:
 - a) Deliver a step-change in the scale of deployment of local, primarily low-power, on-street charging infrastructure across England; and
 - b) Accelerate the commercialisation of, and investment in, the local charging infrastructure sector.^[1]

⁴ <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-plug-in-electric-vehicles-guidance-for-local-authorities>

^[1] <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

24. The fund is still going through an approval process, but is currently expected to comprise a £400m Capital fund, and a £50m Capability fund for England as a whole. The future of ORCS is being considered alongside this.
25. London Councils' officers initially had concerns that the Autumn Statement would include reductions in funding for large scale environmentally focused projects, however were pleased to find that the Statement included no cuts that would impact the LEVI fund.
26. London Councils has been active in engaging with OZEV, to understand how the fund will be delivered, and ensure London receives its fair share.
27. London Councils is advocating a number of principles for the capability fund for London, including:
- Strengthening London Councils' support offer to boroughs in delivering key electric vehicle infrastructure projects - particularly the development and delivery of their government required electric vehicle strategies, EV infrastructure roll out and innovation.
 - Allowing for targeted support for those boroughs that need it.
 - Allow for the development and delivery of more cross-boundary approaches through the strategic sub-regions.
 - Allow for the placement of a procurement capacity within TfL to support the roll out of a consistent approach that improves delivery for users, boroughs, providers and facilitates pan-London analysis through the data dashboard for example.
28. The current plan is for the Capability fund to be enacted in early 2023, subject to ministerial approval.
29. London Councils together with TfL and GLA also continue to actively engage with OZEV on the development and roll out of the Capital fund.

Next Steps

30. Going into 2023, London Councils will continue to support boroughs in delivering EV infrastructure, and support boroughs in accessing the funding needed to do so.
31. Specifically, London Councils will:
- Support TfL's engagement with boroughs on the EVID project - particularly the utilisation of the London 'template' for the CCS VCIS dynamic purchasing system procurement model;
 - Coordinate with OZEV to ensure London receives its fair share of the LEVI fund, and work with partners in London to deliver chargepoints with this funding;
 - Support boroughs in accessing wider sources of public and private funding as and when available; and
 - Support policy, regulatory and practice changes to improve chargepoint delivery in London

Recommendations

The Committee is asked to:

- Note and comment on the report

Financial Implications

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

Legal Implications

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

Equalities Implications

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

London Councils' Transport & Environment Committee

Flood Partnerships Update

Item No: 09

Report by: Katharina Winbeck **Title:** Strategic Lead for Transport and Environment Policy

Date: 8 December 2022

Contact Officer: Simon Gilby

Telephone: 020 7934 9792 **Email:** simon.gilby@londoncouncils.gov.uk

Summary: As part of the TEC and Thames Regional Flood and Coastal Committee (Thames RFCC) Joint Working Arrangements, TEC receives an annual update on the work of the seven London sub-regional flood partnerships, the Thames RFCC and the Environment Agency.

Recommendations: The Committee is asked to:

- Note and comment on the report.

Flood Partnerships Update

Introduction

1. This report updates members on activities and progress from the seven flood partnerships in London, as well as the Thames Regional Flood and Coastal Committee (Thames RFCC) and Environment Agency (EA). It is the seventh such report TEC has received since the Joint Working Arrangements¹ with the Thames RFCC² were agreed.
2. London is vulnerable to a number of different types of flooding:
 - Tidal flooding, because the River Thames is an estuary. Protection against tidal surges is given by the Thames Barrier and associated tidal walls, embankments and gates;
 - River flooding, from the River Thames (to the west of London) but also the many other rivers in London such as the Ravensbourne, Wandle, Lee, Roding, Crane and Brent;
 - Surface water flooding, which typically happens after heavy rainfall because the water cannot drain away as London is so heavily urbanised and many places do not have natural drainage (e.g. green space);
 - Groundwater flooding, this occurs when the ground is saturated and the water table rises up to the surface including the flooding of basements and properties;
 - Sewer flooding, this should never happen, but does on occasion because of the age and capacity constraints of the sewerage network.
3. The Thames RFCC is a statutory committee established by the EA under the Flood and Water Management Act 2010 that brings together Lead Local Flood Authorities (LLFAs), the EA and Thames Water. The Thames RFCC has catchment responsibilities that include London, Oxfordshire, Hampshire, Surrey, Berkshire, Buckinghamshire, Hertfordshire, and parts of Essex and Warwickshire.
4. Every London borough is responsible for flooding as a Lead Local Flood Authority (LLFA). They work in partnership with the EA, Thames Water and other stakeholders to manage flood risk. LLFAs must identify the flood risks in their area, what interventions could help to mitigate those risks and apply for funding for interventions where there is a good business case.
5. London has seven sub-regional partnerships which are each represented on the Thames RFCC by a lead member. These appointments are agreed by TEC each June and each member is a representative of their whole sub-region and expected to touch base with their colleagues in the different boroughs. They are:
 - a. Central North (covers Hammersmith and Fulham, Kensington and Chelsea, City of Westminster, City of London, Camden and Islington) represented by Cllr Sharon Holder.
 - b. Central South (covers Lambeth and Southwark) represented by Cllr Catherine Rose.

¹ <https://www.londoncouncils.gov.uk/node/25362>

² <https://www.gov.uk/government/groups/thames-regional-flood-and-coastal-committee>

- c. Lea Valley (previously called the North Partnership, covers Hackney, Tower Hamlets, Haringey, Enfield, Waltham Forest and Newham) represented by Cllr Mike Hakata.
- d. North East (covers Havering, Barking and Dagenham and Redbridge) represented by Cllr Syed Ghani.
- e. West (previously called the North West Partnership, covers Hillingdon, Hounslow, Ealing, Brent, Harrow and Barnet) represented by Cllr Anjana Patel.
- f. South East (covers Bromley, Lewisham, Greenwich and Bexley) represented by Cllr Averil Lekau.
- g. South West (covers Richmond upon Thames, Kingston upon Thames, Sutton, Merton, Wandsworth and Croydon) represented by Cllr Julia Neden-Watts.

Sub-Regional Flood Partnership Updates

Central North Partnership

Summary of key themes / issues discussed at partnership

- 6. This partnership holds regular meetings to discuss the following: relevant legislation and guidance updates, modelling work results, application of project updates, opportunities for pooled training, other relevant experiences, and difficulties and successes in application of planning policies. It also focuses on actively participating in regional bodies and networks.
- 7. Meetings are considered very useful for officers to share knowledge, best practice and answer queries, as well as providing an opportunity to stay in direct contact with the Environment Agency and Thames Water. For officers the partnership also provides the opportunity to share contacts and comments/advice on Local Flood Risk Management Strategy (LFRMS), Strategic Flood Risk Assessments (SFRAs) and other flood risk documents such as s19 Reports.

Projects in this partnership – brief update

- 8. LB Camden. The Mount Pleasant Pocket Park project is now complete. There are three other SuDS projects in development, but all are yet to be fully funded. These projects are (a) Belsize Rd/Priory, a rain garden project in the detailed design stage, (b) Parliament Hill, a collaboration project with the GLA and Cadent Gas for the installation of two rain gardens, and (c) Fairhazel/Goldhurst, which is a permeable roading project.
- 9. City of London. The Riverside Strategy has been adopted. The City is beginning to roll out a number of SuDS schemes as part of the Climate Action Strategy's Cool Streets and Greening Programme.
- 10. LB Hammersmith & Fulham. There are a large number of SuDS projects taking place including de-paving pilot projects, use of rain gardens and tree pits in specific streets, and a directing run-off to swale feature on Eelbrook Common to manage surface water on New Kings Road.
- 11. RB Kensington & Chelsea. The Portobello Court project is currently in the detailed design stage with delivery in early 2023. A successful bid was made to the Thames Water SWMP fund for further housing SuDS retrofit measures. The Property Flood Resilience project commencing in next few weeks.
- 12. In addition to the above, the partnership is working collaboratively in a number of areas. Officers across the partnership are involved in a joint lobbying project with the GLA regarding the eligibility of residents in central London to access Flood Re. Regular

meetings are being held, with draft letter to Defra in development. Hammersmith & Fulham and Kensington & Chelsea are working together to secure SuDS opportunity mapping for both Boroughs. Funding has been secured internally and procurement is ongoing. Officers from Hammersmith & Fulham and Kensington & Chelsea are also involved in the development of the pan-London strategic group on surface water flooding.

13. Camden and City of London are hoping to work together to install some natural flood management measures on Hampstead Heath. Talks are at a very early stage.

Sustainable drainage

14. The partnership feels that access to the SuDS Opportunity Mapping obtained by some boroughs should be made available to all boroughs through Thames RFCC funding and should not rely on the internal funding and procurement of individual authorities. All authorities are seeking to accelerate the delivery of retrofit SuDS within existing resources.
15. Camden are exploring PROSPER funding for projects and have an upcoming meeting with the Thames Flood Advisors. Any progress with this will be reported in future Partnership meetings.

Central South Partnership

Summary of key themes / issues discussed at partnership

16. Key issues discussed at the partnership meetings include: (a) strategic updates and flood alleviation schemes delivered and on-going in each borough within the partnership, covering the major challenges and successes with the delivery of the projects; (b) discussions on funding investments towards projects and any notable applications for funding that members have put bids forward for or are planning to apply for; (c) any changes to work streams from partner risk management authorities; (d) any technical updates to legislation that impacts flood risk or surveys/ consultations taking place.
17. Knowledge has been shared on training offered by the EA, in addition to sharing information on funding opportunities which are not always clearly advertised to all LLFAs.

Projects in this partnership – brief update

18. Current projects are the London Bridge SuDS Schemes, and the Lost Peck flood alleviation scheme in LB Southwark; and in LB Lambeth there is the Sustainable Drainage Programme (2022-2025), being implemented in 30 locations across the borough.
19. There are no joint projects at present but considering where mutual support could be sought at borough boundaries, particularly where drainage catchments overlap.

Sustainable drainage

20. The uptake of SuDS is fairly good in major applications from developers, and officers have discussions with those that provide inadequate justifications to encourage greater inclusion of SuDS. Not all developers are familiar with London wide adopted Sustainable Drainage Proformas.

Lee Valley Partnership (previously the North Partnership)

Summary of key themes / issues discussed at partnership

21. Key issues discussed within this partnership include: surface water flood risk, summer flooding, lack of funding and resources, difficulties in recruiting qualified staff, Surface Water Management Plan (SWMP) and Local Flood Risk Management Strategy (LFRMS) updates, sub-regional Integrated Water Management Strategy (IWMS), Thames Water Drainage and Wastewater Management Plan and Surface Water Management Plan, flooding in TfL roads, natural flood management and SuDS funding. There were flood mitigation scheme visits in Waltham Forest and Enfield. There is a plan to invite the Lee Valley Thames RFCC representative to one of our meetings in the future.
22. The partnership enables shared knowledge of flood risk management asset maps, SuDS and flood mitigation designs, frequency of gully cleaning and cyclical gully cleaning programmes.

Projects in this partnership – brief update

23. Wetlands projects being delivered in Waltham Forest and Enfield as part of wider flood alleviation measures, SuDS retrofit projects across the partnership, Natural Flood Management in Enfield and Haringey. LFRMS update in Newham.
24. No partnership projects being undertaken currently. We are however working together to update the Surface Water Management Plan (SWMP) across the partnership and exploring to have a joint interactive mapping system.

Sustainable drainage

25. The partnership has found that the number of planning applications is increasing across the area and putting an increased strain on workload and resources.

South East Partnership

Summary of key themes / issues discussed at partnership

26. Key issues discussed within this partnership include: strategic updates and flood alleviation schemes delivered and on-going in each borough within the partnership, covering the major challenges and successes with the delivery of the projects; discussions on funding investments towards projects and any notable applications for funding that members have put bids forward for or are planning to apply for; any changes to work streams from partner RMAs; and any technical updates to legislation that impacts flood risk or surveys/consultations taking place.
27. Knowledge and good practice has been shared on training offered by the Environment Agency, in addition to sharing information on funding opportunities which are not always clearly advertised to all LLFAs.

Projects in this partnership – brief update

28. There are a number of projects underway within the partnership. LB Bexley has a programme of capital schemes underway, LB Bromley has a project focused on the Chinbrook Meadows wetlands, RB Greenwich is working to amend planning policies, and LB Lewisham works on the Beckenham Place Park East flood alleviation scheme and flood defence grant in aid and a local levy funded capital flood risk project, as well as a programme of SuDS measures in schools and on the highway.
29. The partnership boroughs are working directly together on a number of projects including LB Bromley and Lewisham collaborating on the Chinbrook Meadows wetlands, RB Greenwich and LB Lewisham working together on a series of river restoration works along the River Quaggy, and LB Bexley and RB Greenwich on a S19 report. There has been an all boroughs meeting to share practices.

Sustainable drainage

30. The partnership reports that the uptake of SuDS is fairly good in major applications from developers and minor developments are increasing SuDS uptake.

South West Partnership

Summary of key themes / issues discussed at partnership

31. A wide range of key issues are discussed within this partnership. These include items such as boroughs response to summer 2021 flooding, Planning Practice Guidance or Policy updates, Scheme progress, case studies learning, London Drainage Engineers Group (LODEG), items to raise at the RFCC, training courses or other industry developments. The partnership is very well attended and all boroughs are represented in addition to other neighbouring LLFAs such as Lambeth and Surrey County Council. The partnership has discussed whether there needs to be a review across the partnerships in south London as south central only includes Lambeth and Southwark.
32. The majority of LA partners are developing their LFRMS all with the intention of simplifying the document and making it more publicly accessible, emphasise SuDS more, align with the new national strategy and make climate change a more prominent component.
33. Each meeting, the partnership shares case studies and discusses updates to policy or guidance. Examples include the Environment Agency flagging CL:AIRE – a website to connect contractors/organisations who are disposing or require soil; promotion of sustainable management of soil; the Environment Agency ending the River and Coastal Engineering (RaCE) course, promoting apprentices instead; and LB Merton bringing up issues on invasive species on the Wandle especially at Ravensbury Park.
34. The partnership has shared knowledge from strategic meetings and documents (e.g. Thames RFCC, conferences with Thames Water) and best practice around technical activities such as conducting Section 19s, initiating surface water management plans and local flood risk management strategies, assessing planning applications, facilitated through an additional technical meeting.

Projects in this partnership – brief update

35. Multiple projects and feasibility studies are happening across the partnership, ranging from Lambeths SuDS Capital Project, to the Raynes Park flood alleviation scheme which is an integrated scheme to the Beverley Brook living with water project.
36. Projects are at a variety of stages from feasibility study to outline business case and construction with 22 projects on the go, 14 of which are Green 'RAG status'.
37. There are a number of joint projects in the partnership. Raynes Park flood alleviation scheme is an integrated project involving Merton Council, Thames Water, the Environment Agency and Network Rail. It aims to reduce town centre flood risk, which was highlighted by the 2021 summer flash floods. A partnership agreement has been developed across all stakeholders and integrated modelling is being undertaken.
38. Other projects include:
- LB Merton and LB Wandsworth are working together in Southfields grid, exploring whether any action can be taken in this area as the feasibility study did not identify and GiA-viable projects.

- LB Croydon and Surrey County Council are at the installation stage on the Caterham Hill project.
- LB Croydon and LB Bromley's Chaffinch Brook project is ongoing as planned.

Sustainable drainage

39. LB Lambeth is progressing with 30 SuDS schemes in partnership with Thames Water and DfE. The delivery processes and scheme designs etc will be shared with the partnership as part of LB Lambeth joining the meetings of the partnership to share information and learning despite being also a member of the Central South Partnership. The schemes cover estates, the highway, parks, and schools.
40. Up to 5 SuDS schemes within LB Lambeth's administrative boundary could provide benefits to LB Wandsworth where flooding was recorded in 2021. Partnership working on this has only just begun. A scheme has been identified along the boundary of Southwark and Lambeth, which requires initiating.
41. This partnership through their separate Technical Group meetings has discussed commissioning a joint local SuDS standards/guidance for developers to provide consistency in the area. This is on hold while the national non-statutory standards are reviewed as these are due to change. In the interim, Croydon Council has shared their local guidance as it was agreed this is the best version between the partners.
42. The partnership discusses the approach to SuDS on different development types to ensure consistency on planning applications. The number of applications that the LLFAs deal with are very high from minor to major schemes for several hundred homes, so resourcing this level of input is considerable.

North East Partnership

Summary of key themes / issues discussed at partnership

43. This partnership has been unable to meet this year due the staff changes and work pressures. A meeting is tentatively planned for mid-December.

Projects in this partnership – brief update

44. LB Barking and Dagenham have various projects in the pipeline. The partnership does not have any joint projects.

Sustainable drainage

45. The partnership still faces difficulties in ensuring quality green infrastructure SuDS integrated into developments. Boroughs in the partnership are progressing flood alleviation schemes, however both funding shortfalls and challenging grant application processes are making this difficult.

West Partnership (previously North West Partnership)

Summary of key themes / issues discussed at partnership

46. This partnership discusses flooding responses and scheme applications.

Projects in this partnership – brief update

47. There are a number of pending schemes, including the Woodcock Park and Bryon Recreation Ground schemes in LB Harrow.

Sustainable drainage

48. The partnership still faces difficulties with a high volume of applications.

Common themes from the sub-regional partnerships

49. Resourcing is a considerable issue across the partnerships in a number of areas. Whilst some partnerships have well attended meetings and are clearly collaborating effectively, other partnerships appear to have or have had difficulties keeping the partnership functioning. The Central South and South East Partnerships have just re-started after a dormant period and the North East Partnership was unable to meet this year. Partnerships cite time pressures and staff shortages making even the convening of meetings to be a difficulty.
50. Partnerships have frequently reported a lack of capacity within their teams, both in terms of staff shortages, but also facing difficulties with attracting qualified applicants to roles. This has been an on-going problem in recent years with little to indicate any likely relief in the short term. This is creating considerable issues in responding to London's flood risk issues. Partnerships report that they are still completing Section 19 reports from the July 2021 floods. They face difficulties in finding the resource for the time it takes to apply for funding, draw it down, conduct feasibility studies, options assessment, cost-benefit analyses, detailed design, get approval from councillors, and final construction. SuDS projects take years to get off the ground, so areas which have suffered from flooding may not have a scheme in the ground for a number of years.
51. Partnerships report that unlocking funding such as grant in aid for small scale surface water/SuDS schemes is difficult and meeting requirements is viewed as excessively onerous.
52. Concerns have been raised concerning the ineligibility of some residents for Flood Re following the July floods of 2021. Borough officials are identifying the precise issues being faced by the residents and discussing the best way forward.
53. There have been concerns raised regarding the performance of Thames Water.
- a. Whilst there has been a great deal of collaborative work, it is felt that there needs to be more support for boroughs, particularly during major surface water flooding incidents as well as preparatory work to ensure that the sewer network is fully operational in advance. Data sharing would be helpful to facilitate this.
 - b. There are also concerns that although the Drainage and Wastewater Management Plan outlines plans to address some of these issues, it is felt insufficient to prevent flooding in the near future if a similar event were to occur again. The plans are long-term and therefore affected areas will remain at risk.
 - c. The response and timeliness of Thames Water to investigate and implement protection measures for high risk and high priority customers is a recurring issue. Partnerships have heard that the Sewer Resilience Programme will be delayed further. The performance of Thames Water has been discussed in separate meetings across LLFAs.

Surface Water Flooding Strategic Forum Update

54. Following the July 2021 flooding incidents, a number of meetings were held by London stakeholders concerning how to improve the response and reduce the impact of surface water flooding. Whilst a debrief of the emergency response was undertaken by the London Resilience Partnership, a Task and Finish Group was established to examine

the challenges of longer-term management of surface water flood risk in the context of climate change and recommend actions to address them.

55. A set of recommendations from the Task and Finish Group was presented to this Committee in March 2022. The key recommendation was for the establishment of a Surface Water Strategic Forum that would oversee the development and implementation of a long-term pan-London surface water flooding risk management vision and strategy. An interim report was also produced by the GLA.
56. To oversee the establishment of the group, the Task and Finish Group became a Transition Group until the Strategic Forum could be formed. A proposed governance structure for the group was shared for review by member organisations and presented to and agreed by TEC Executive on 14th July 2022. In addition, a stakeholder workshop was held on 29th June 2022 with 63 participants, including at least one representative from 27 of the 32 boroughs and the City of London. The workshop elicited a wide range of response from the participants, but there was a clear consensus that the overall approach of developing a pan-London vision and strategy with the establishment of the Strategic Group is the correct one.
57. Further to the July meeting, the transition group has proceeded with preparations for the first meeting of the Forum, which is being held on the morning of the 8th December 2022 at London Councils. Preparations have focused on the development of the scoping for the vision and strategic plan, building on the inputs provided at the June workshop, as well as a draft terms of reference for consideration and approval by the Forum. London Councils is represented by six members, including TEC Chair and Vice Chairs as well as members from the Thames RFCC. Funding has been identified from partners, including the Thames RFCC, which is funding the secretariat and chair.

Thames Flood Advisors Team Update

58. The Thames RFCC committed to allocate Local Levy funding to create a team of Flood Advisors to support LLFAs in developing and delivering projects to reduce flood risk. The team were created in 2015 and in 2020 the Thames RFCC agreed to fund the team for another 6 years (until April 2027). The team has three advisors supporting projects in London, led by Shelley Formstone, while a further three are supporting those outside of London, led by Ciaran Roe. There is also one Support Officer working across both teams. An additional two-year post has recently been created to support LLFA Community Engagement planning. The team share skills and resources across the Thames catchment.



Supporting Delivery of the Programme

59. The Thames Flood Advisors maintain a list of priority, LLFA-led projects. This identifies projects which, with Thames Flood Advisor support, can have the greatest impact for the delivery of the Thames RFCC's capital programme. This list is reviewed quarterly, for assurance, and was last presented to their Project Board in September 2022. The list currently contains 32 LLFA led projects across the catchment, including 22 projects in London. Examples of the current benefits being provided to Local Authorities include:
- Technical flood risk input to projects, such as assessing the multiple benefits that could be associated with a project;
 - Working with the LLFAs to achieve financial assurance for projects by developing outline business cases;
 - Assisting with funding applications and project updates to the Environment Agency (the Environment Agency allocates funding in line with Government policy);
 - Supporting LLFAs with their engagement to local groups and stakeholders of their projects.
60. It is always a high priority to ensure that Government Grant in Aid (GiA) funding for flood projects is spent on time and in year, however this has been under even more scrutiny this year following impacts from global financial pressures. The Thames Flood Advisors are helping to reduce the risk of underspend by:
- Ensuring the LLFAs progress their projects and claim the money they have requested in a timely manner;
 - Prioritising support and guidance for those projects with GiA allocated this year
 - Where projects with a funding allocation are delayed or unable to progress, exploring other opportunities for funds to be reinvesting in other projects.
 - Identifying efficiencies that allow for funds to be reinvested on other projects.

Developing a Strong Pipeline of Projects

61. The Thames Flood Advisors continue to support local authorities to submit new projects that will be realised in future years of the capital programme. Advisors continue to work with LLFAs to gain more detail about future projects and increase confidence in their delivery.
62. The advisors are now supporting the next phase of the SuDS Delivery Pilot (SDP) with project coordination and technical input. The next phase, PROSPER (Protecting People, Property and the Environment with SuDS) aims to further test delivery of SuDS in London following the study phase; focusing on effective engagement, delivery and financial assurance processes. This will aim to increase delivery of distributed SuDS projects and test a more proportionate and timely funding assurance process to enable this. The key other partners are Thames RFCC, Thames Water, LB Enfield, the Greater London Authority and Environment Agency.
63. The Thames Flood Advisors actively build LLFA capacity through the provision of general support, guidance and training to enable them to develop projects. They also host more formal training which is open to all LLFAs. This year there has been training on surface water modelling, assessing risk, natural flood management and accounting for carbon in schemes. The training plan is currently being written for next year based on feedback from LLFAs. The Advisors will also collate existing training from previous years and remind LLFAs of where to access this.

Building Relationships with Thames Water

64. Thames Water have been funding an additional FTE of a Thames Flood Advisor since July 2020. This is to support the engagement work on the creation of the first Drainage and Wastewater Management Plan (DWMP). The Advisors have been working with

Thames Water to plan engagement for LLFAs, using their knowledge of LLFA priorities and resources to make it as informative and efficient as possible. The Thames Flood Advisors have facilitated workshops with the LLFAs and other local stakeholders to complete the optioneering phase of the plan creation. The Advisors have also supported Thames Water and LLFAs with the DWMP process through to public consultation which was held in summer 2022. They will continue to support the identification of Partnership Opportunities with LLFAs.

Engagement with Lead Local Flood Authorities

65. The Thames Flood Advisors attend strategic partnership meetings. A 'KnowledgeHub' website³ is regularly used by LLFAs to access a library of resources and guidance shared by the team. This allows the Advisors to have an internet presence and communicate with stakeholders⁴. The Advisors' governance documents are also available on this site.
66. The KnowledgeHub website also contains links to previous training the Advisors have developed, which allows LLFA officers the ability to refresh themselves on training at times most valuable to them.

Thames RFCC and Environment Agency Update

Capital Investment Programme

67. The Thames RFCC has now completed quarter two of the second year of the six-year capital investment programme. This section sets out an update to financial progress and target performance so far on the 2022/23 programme.
68. The Thames RFCC are forecasting to spend 11 per cent less than their allocation and are expecting to deliver 36 per cent less households better protected from flooding than was initially set out to achieve this year.
69. **Financial Progress** – against an allocation for capital projects of just over £127m (£83.7m Flood Defence Grant in Aid (FDGiA), £17.5m Local Levy and £25.8m Partnership Funding), they are currently forecasting to spend approximately £98.9m by the end of this financial year.
70. Many projects have seen delays from 2021/22 due to covid, resource pressures and materials availability and this will continue to impact on our ability to deliver. Increased costs and availability of raw materials such as steel are also likely to impact the programme going forward.
71. **Homes Better Protected** - The Thames RFCC target is 5,514 properties at reduced risk for this financial year. The table below gives details of how the Thames RFCC 2022/23 programme is delivering against its targets for households at reduced risk. Against the target of 5,514, they are forecasting to reduce the risk of flooding to 3,521 properties. The Environment Agency is expecting to reduce the risk of flooding to 3,106 properties (against a target of 4,747), while the local authorities are forecasting 418 (against a target of 767).

³ <https://khub.net/web/thames-lead-local-flood-authority-llfa-project-advisors-group>

⁴ The team can also be contacted on: ThamesFloodAdvisors@environment-agency.gov.uk

	Households at reduced risk TARGET	Households at reduced risk FORECAST	Variance
Environment Agency	4,747	3,106	-1,641
Local authorities	767	418	-349
	5,514	3,521	-1,993

The Thames RFCC forecast for the remaining 4 years of the 6-year programme is 16,341 properties at reduced risk against a target of 19,278. The National forecast over the 6 years is aiming to deliver 300k properties better protected.

72. Nationally all areas are experiencing the same issues as those impacting Thames RFCC delivery.
73. **Additions** – Overall there are two key additions that link with the benefit reporting changes seen in Partnership Funding policy:
- The addition of non-residential properties (NRP's)
 - The addition of properties that will be at increased risk of flooding in 2040 taking account of climate change (OM2B)

Member's induction for the Thames RFCC

74. Thames RFCC have planned member inductions for November 2022 for new Thames RFCC Members, any member who wants a refresher, and Cllrs who hold the flood portfolio but are not the Thames RFCC elected member for their strategic partnership are also invited. The purpose of the induction is to introduce the role of the Thames RFCC and what is required of its members. This years induction will include an interactive session running through the lifecycle of a flood risk project.
75. Key messages will include the importance of partnership working, that members should have a good understanding of the flood risk issues in their partnership areas and ensure local flood risk management needs are being met. It will be emphasised that members represent their partnership, not just their own authority and are encouraged to share progress of schemes, issues and good news stories from their partnerships at Committee meetings.
76. The six-year programme will be introduced, along with an overview of different funding options including levy and the levy principles of the Thames RFCC. Members will be introduced to the role of the Thames Flood Advisors and Thames Water. The members will discuss the 8 objectives of the Thames RFCC Strategy and consider which they feel most strongly represents the needs of their partnership.

Levy Vote

77. The power for the Environment Agency to set a local levy is set out in s17 of the Flood and Water Management Act 2010 and the rules in The Environment Agency (Levies) (England and Wales) Regulations 2011. The levy is agreed by the RFCCs across the country and the resolution must be agreed by the majority of the local authority appointed members each autumn.
78. A 25-year strategy was approved in the 2021 April Thames RFCC meeting, and a new set of levy principles has been aligned with our 25 year strategy, to provide financial support to mitigate flood risk in the Thames RFCC. Thames RFCC agreed in principle to adopt a 1.99 per cent increase in levy over the full period of the new 6-year programme, however any increase must be ratified annually by the elected representatives at the October Thames RFCC meetings.

79. The annual Thames RFCC vote to agree the levy uplift took place on 18 October 2022, the Thames RFCC was asked to vote on the decision to raise the levy contribution by 1.99 per cent in 2023/24, an increase of £244,410 shared across 54 lead local flood authorities. This vote was unanimously agreed and passed.

Recommendations

The Committee is asked to:

- Note and comment on the report.

Financial Implications

There are no financial implications to London Councils arising from this report. However, individual local authorities will need to budget for the increase of flood levy of 1.99 per cent.

Legal Implications

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

Equalities Implications

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

London Councils' Transport & Environment Committee

London Councils' Climate Programmes Item Update No: 10

Report by: Zak Bond

Job title: Principal Policy Officer –
Climate Change

Hannah Jameson

Programme Director – Climate
Change

Date: 8 December 2022

**Contact
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Summary:

This report provides a 6 monthly update to the Transport and Environment Committee on the progress of the London Councils' 7 climate change programmes. The report includes a summary of the key achievements of each of the programmes, as well as the work facilitated by London Councils to support collaboration between programmes and their development as they move from action planning to implementation.

Recommendations:

1. To note and comment on the achievements of the programmes
2. To note the work taking place to agree resourced implementation plans for each programme, and that an update on this is brought back to TEC in early 2023

Background

1. The London Councils climate programmes were launched in 2019 following the joint TEC/LEDNET statement on the climate emergency. The programmes are led by London's boroughs, and each lead brings together a range of partners to collaborate on some of our city's biggest climate challenges.
2. Over the course of 2020 and 2021 the lead boroughs established governance arrangements, engaged partners and undertook work to scope the programmes. This culminated in the publication of actions plans for each programme in 2021/22. These are available on the London Councils website.
3. Over the last 6 months the programmes have begun to implement some of the key actions in their action plans while working collectively towards more detailed implementation plans for 2023, and identifying the resources required to deliver these plans.

Programme Development

Synergies workshop

4. The last report to TEC updated the Committee on the work the Climate Coordination Officer Group (CCOG) had done to map the connections – or synergies - between the programmes and the opportunities to collaborate to accelerate the work and have a greater impact.
5. This was followed in July by a wider workshop which brought together around 45 people from across the programmes' steering and working groups to agree what these cross-cutting synergies were, what opportunities they presented, and how best to work together on them.
6. Participants agreed that the synergies identified by the CCOG were right. In terms of how we collaborate on these, the synergies were grouped into two broad areas. The first were those that we could address by closer alignment of the action plans and their delivery and better programme data that allowed the programmes and the Climate Oversight Group (COG) to see the interdependencies. This included the built environment; data and monitoring; and skills and economy.
7. The second set of synergies were those enablers that were important for all the programmes, and where it was agreed that it would be more effective to work together on them. This included communications and advocacy; funding and resources; just transition and community engagement; and behaviour change.
8. In June 2022 London Councils appointed a Programme Director to work with existing London Councils staff and the programmes to progress this work. Work to strengthen programme data, reporting and coordination is taking place through the programme development workshops outlined below and the implementation planning.
9. London Councils has initiated work to develop a communications and advocacy plan for the climate programmes, and appointed a communications officer to strengthen their profile and engagement with key stakeholders.

10. Progress on the funding and resources synergy is included below. Work on a just transition and community engagement is being scoped in partnership with GLA and ADPH London.

Programme development workshops

11. In September London Councils facilitated a series of workshops with each of the programmes. The aim was to develop or refine two-year implementation plans and to identify the resources – including staffing, finances and partnerships – needed to deliver them. This work is now drawing to a close, and implementation plans are being finalised.
12. There were some common messages coming out of these workshops, including:
 - a. **The programmes allow London's boroughs to act as an effective strategic partner for climate change delivery.** The programmes have established a valuable new tier of climate governance in London, bringing together partners from across London government, central government and associated bodies, private and third sector. Working at this scale that allows consideration of policy, partnerships, investment, procurement, supply-chain, skills and other strategic issues that will allow effective climate change delivery.
 - b. **The programmes are at a tipping point.** Each of the programmes has priority actions for the next two years that have the potential to significantly accelerate or strengthen London's climate action. To date the programmes have run on minimal resources, but to move to implementation a new resourcing model will need to be established.
 - c. **The next two years will be about capacity building and early delivery.** The programmes are working towards 2030 and they will mature and grow over time. The focus of the next two years is to learn by doing; develop delivery models; attract partnerships and funding and strengthen climate governance for London.

Update on progress of individual programmes

Retrofit London

13. The Retrofit London programme is working to facilitate mass home retrofitting to achieve an average Energy Performance Certificate Level of B by 2030, or equivalent.
14. It is being led by the London boroughs of Enfield and Waltham Forest, with support from London Councils and the London Housing Directors' Group (LHDG). The programme has secured investment from the majority of London's boroughs for the first three years of operation and has established a programme delivery team. A Programme Director has been appointed along with two further roles.
15. The programme's ambition has been recognised within the sector, and in July 2022 it won an MJ Award and was shortlisted for a UK Housing Award in the Climate Change Project of the Year category.
16. The new programme delivery team has established a retrofit practitioner group to offer support to boroughs. It is working closely with GLA on creating a shared retrofit plan for

London and collaborating to maximise the grant funding available to London. Retrofit London is also developing a skills programme to strengthen retrofit capacity and expertise in boroughs.

17. A core part of the work for 2022/23 will be to improve the data we have on the pipeline of retrofit across London, and to use this to more effectively work with partners (including central government) to address skills, funding, quality and supply chain gaps to ensure London is ready to scale retrofit.

Low Carbon Development

18. The Low Carbon Development programme is working to secure low carbon development and infrastructure through borough planning policy and implementation by 2030. This programme is led by LB Hackney.
19. Over the last 6 months the programme has focused on developing an evidence base and guidance/best practice that will be of use to other London boroughs. This is particularly focused around the processes concerning pre-apps and applications and decision making, carbon offset payments and training.
20. Over the next two years this programme will provide councils with the support they need to lead low carbon development and begin to create greater consistency across London. In this first phase of the programme, they will focus primarily on three areas:
 - a. Removing the barriers to low carbon development
 - b. Equipping boroughs with the knowledge and skills they need
 - c. Developing shared definitions, data and monitoring to track our collective impact and pan-London approaches to policy and implementation where possible

Low carbon transport

21. This programme's goal is to halve road journeys made by petrol and diesel and encourage sustainable and active travel options.
22. The programme has commissioned CityScience to carry out a study to address the gap in data available at the borough level to support the development of robust local decarbonisation pathways for transport emissions. A final report from this work will be available early in 2023.
23. The programme has also set up a number of working groups to take forward thematic discussion papers on the topics of: EVs; freight; active travel; public transport; construction & asset management; parking & kerbside management; education; and health. The

programme will discuss the recommendations of each discussion paper and draw from them to develop an implementation plan for the next steps of the programme.

24. The ambition for the programme is to become the centre of practice, data and expertise for London local government on transport decarbonisation. It aims to become an effective convener of boroughs to help align and accelerate policy development and allow net zero interventions to be delivered at scale by building coalitions of the willing. By bringing together boroughs it can also support councils to be an effective strategic partner to TfL and DfT on shared climate goals.

Renewable power for London

25. The programme is focusing on increasing the use of renewable power across London's public sector and households. It has three main workstreams: accessing more affordable renewable energy; decentralised energy; and energy advice. It is led by LB Islington.
26. The context for this programme has changed significantly over the last two years. Rising energy prices, fuel poverty and concerns about energy security have led to rapid changes in central government policy and consumer behaviour. While decarbonising energy remains a critical priority for London, the programme has had to be agile and adapt to this changing context.
27. Over the last 6 months the programme has particularly focused on developing a model for collective Power Purchase Agreements that can be replicated by groups of boroughs and other public sector partners. As well as helping the public sector meet its net zero goals, PPAs can also be an important way of managing price volatility. 6 boroughs are working together on a first wave PPA project and have jointly commissioned a consultant to undertake an options review, which is due to report in spring 2023. The aim will be to have a first group of boroughs ready to pursue a PPA by summer 2023.
28. The programme also hosted a stakeholder event on this topic on 28th Nov to explore how we can collaborate to access renewable energy, with widespread attendance from across the boroughs indicating a strong interest in this area.
29. The programme is working with GLA and others to review London's energy advice services to ensure they are supporting residents to access renewable power effectively and it will support boroughs to access best practice on local area energy planning while acting as a strategic partner to GLA, BEIS and UKPN to develop a suitable model for London.

One world living

30. This programme is working to reduce consumption emissions by two thirds, focusing on food (LB Hackney), textiles (West London Waste Authority and LB Wandsworth),

electricals (LB Hammersmith & Fulham) and plastics (LB Richmond). The programme is led by LB Harrow in partnership with the West London Waste Authority and ReLondon.

31. Over the past 6 months the programme has established separate workstreams on each of the four areas of focus (food, textiles, electricals and plastics). They have made good progress in implementing priority actions. Key pieces of work have included the development of low-carbon diet choices campaign; establishing a circular food procurement working group; working with LOTI to explore how to map and promote repair and reuse services; launching a Low Plastic Community Platform and mapping the circular economy in SE London including refill shops; mapping textiles hubs and supporting textiles collections; and providing information sheets to boroughs.
32. Over the next two years the OWL programme will focus on creating a city-wide and bottom-up approach to consumption-based emissions reduction.
33. It will achieve this through two main routes. Firstly, strengthening council leadership on the circular economy – working with London’s boroughs to improve policy, operations and understanding on CE. Using this leadership to strengthen Londoners’ engagement and understanding of CE, and ability to use this in their own lives. Secondly, enabling community level change – becoming a hub to connect councils, community groups, industry and knowledge institutes to enable innovation, investment and scaling in circular economy practices.

Building the green economy

34. This programme is focusing on doubling the size of London’s green economy by 2030. It is led by LB Hounslow.
35. The programme has set up working groups on Green Skills and Jobs; Green Enterprise and Innovation; Green Finance and Investment; and Green Economic Growth. A key area of focus over the last 6 months has been working with partners to support and develop the 3CI business case which is exploring funding models for climate infrastructure. Boroughs have been encouraged to identify their investment requirements as part of this work. The business case was completed in October and engagement with central government will continue into the new year.
36. The programme is also working with its knowledge partner to build the evidence base for the programme and a data set to allow London and individual boroughs to understand the size of the green economy and to track its growth over time. The scope of the research has been finalised and work is due to commence early in 2023, completing in the summer. Additionally, London Councils is undertaking a mapping exercise of current green skills activity by London local government that will be completed by the end of February. This mapping will enable stakeholders to understand the green skills landscape that is emerging in London, and allow the programme to identify gaps, opportunities to share learning, and areas that require greater support.

Resilient and green

37. The programme's mission is to help London to be environmentally, socially and economically resilient to the changing climate, in a way that safeguards and enhances green and blue infrastructure and ensures that they are equally accessible to all. It is led by LB Southwark.
38. Since the programme began London has experienced widespread surface water flooding and an extreme heatwave. Both had significant impacts on London's population and economy and highlighted the need for rapid action to adapt our city to cope with a changing climate.
39. Work is already taking place following the flooding of 2021 to strengthen coordination and strategic planning for surface water flooding across London. A new Surface Water Flooding Strategic Forum will be established in December 2022 with responsibility for developing and implementing a pan London vision and strategic plan for managing surface water flooding risk.
40. Further engagement has taken place with the London Research and Policy Partnership to share adaptation work being led by boroughs and to highlight research gaps that would benefit from university/local government collaboration. The GLA has also held workshops on heat that the programme has participated in to help understand the gaps in knowledge and action across London to manage this climate risk effectively.
41. The programme's focus over the next period will be on developing a vision of a climate resilient London and putting in place plans to strengthen London local government's strategic adaptation capacity. This will include reviewing partnership, governance and leadership arrangements to manage London's key climate risks and identifying, collating and promoting data and evidence needed by boroughs to effectively understand climate risks and to assess our impact on London's resilience.

Direction of travel and next steps

42. The programmes have achieved a significant amount in their first two years. They've set a new climate ambition for London and mobilised boroughs and their partners to come together to work collaboratively on behalf of their peers to lead on the climate emergency. The programmes have set out the role London's local government can play in reaching net zero and building climate resilience, bringing together communities, businesses, government and other anchor institutions. There is huge potential now to accelerate London's progress on key climate goals, support faster learning and replication of successful interventions and begin to use our scale to address the levers that will enable boroughs to meaningfully respond to the climate emergency.
43. The challenge now is to support the transition from action planning to implementation. This will involve further work to refine and develop the implementation plans and secure the resources needed to deliver. The boroughs and other partners working together to lead

the programmes will need to decide how they see London's climate response evolving over the next two years, the role of the programmes and the investment they are prepared to make in supporting collaborative action.

44. Over the next few months London Councils will be facilitating this discussion on the next phase of the programmes with boroughs and partners. The programmes will continue to develop their implementation plans ready for publication by March 2023, and we will collectively continue to develop the synergies work.

Recommendations

45. To note and comment on the achievements of the programmes
46. To note the work taking place to agree resourced implementation plans for each programme, and that an update on this is brought back to TEC in early 2023

Financial Implications

47. There are no direct financial implication arising from the recommendations made in this report. TEC are asked to note that work is taking place to analyse the resources needed for the next phase of the programme.

Legal Implications

48. There are no legal implications arising from the recommendations made in this report.

Equalities Implications

49. There are no equalities implications arising from the recommendations made in this report.
50. However, there are significant equalities impacts arising from climate change, and potential equalities impacts associated with the development and implementation of climate change policy. We know that those with the least resources to adapt to a changing climate are most likely to be negatively impacted. These resources can include financial, emotional and social factors. London Councils is working with GLA and ADPH-L to develop equalities analysis on the impacts of climate change in London, and the role the programmes can play in helping to reduce inequalities, ensuring a fairer and greener city.
51. This research will be published in 2023 and will underpin the next phase of the programme development.

London Councils' Transport and Environment Committee

Proposed Revenue Budget and Item Borough Subscriptions and Charges No: 12 2023/24 and Medium Term-Financial Strategy

Report by: David Sanni **Job title:** Director, Corporate Resources
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Summary

This report details the outline revenue budget proposals and the proposed indicative borough subscription and charges for 2023/24, together with indicative income and expenditure budgets for 2024/25 and 2025/26.

These proposals were considered by the Executive Sub-Committee at its meeting on 17 November. The Executive Sub-Committee agreed to recommend that the main Committee approves these proposals.

Recommendations

The Committee is asked to approve:

- The Parking Core Administration Charge of £1,500 per borough and for TfL (2022/23 - £1,500) (paragraph 9);
- No charge to boroughs in respect of the Freedom Pass Administration Charge, which is covered by replacement Freedom Pass income (2022/23 – no charge) (paragraph 11);
- The net Taxicard Administration Charge to boroughs of £338,000 in total (2022/23 - £338,000); (paragraph 10);
- No charge to boroughs and TfL in respect of the Lorry

Control Administration Charge, which is fully covered by estimated PCN income (2022/23 – no charge) (paragraph 13);

- The Parking Enforcement Service Charge of £0.2975 per PCN, which will be distributed to boroughs and TfL in accordance with the number of PCNs issued in 2021/22 (2022/23 - £0.3751 per PCN; paragraphs 15);
- The Parking and Traffic Appeals Charge of £29.75 per appeal or £25.57 per appeal where electronic evidence is provided by the enforcing authority (2022/23 - £29.36/£25.55 per appeal). For hearing Statutory Declarations, a charge of £23.49 for hard copy submissions and £22.65 for electronic submissions (2022/23 - £23.64/£22.88 per SD) (paragraphs 15);
- Congestion Charging Appeals including the ULEZ scheme – to be recovered on a full cost recovery basis, as for 2022/23, under the current contract arrangement with the GLA (paragraph 20);
- The TRACE (Electronic) Charge of £7.53 per transaction (2022/23 - £7.53) (paragraph 15);
- The TRACE (Fax/Email) Charge of £7.70 per transaction, which is levied in addition to the electronic charge of £7.53 per transaction, making a total of £15.23 (2022/23 - £15.23) (paragraph 15);
- The TEC Charge of £0.175 per transaction (2022/23 - £0.175) (paragraph 15); and
- The use of £721,000 of TEC reserves which consists of £258,000 of previously approved committed reserves to fund environmental initiatives, including climate change, from the TEC Special Projects Reserve. The residual amount of £463,000 will be funded from the £1.1 million forecast TEC surplus for 2022/23 and will not reduce the existing level of uncommitted reserves (paragraph 35)
- The provisional consolidated revenue expenditure budget for 2023/24 of £261.716 million, as per Appendix A of this report;
- The provisional consolidated revenue income budget for 2023/24 of £260.995 million and use of reserves of £721,000, also as per Appendix B;
- To consider the current position on reserves, as set out in

paragraphs 35-37 and Table 5 of this report.

The Committee is also asked to note:

- the indicative total charges to individual boroughs for 2023/24, dependent upon volumes generated through the various parking systems, as set out in Appendix C.1;
 - The indicative income and expenditure budgets for 2024/25 and 2025/26 detailed at Appendices E-F.
 - The proposed review of London Councils operating model to identify potential savings and efficiencies to ensure its financial arrangements remain affordable and sustainable.
-

Proposed Revenue Budget and Borough Subscriptions and Charges 2023/24

Introduction

1. This report details the outline revenue budget proposals and the proposed indicative borough subscription and charges for 2023/24. These proposals were considered by the TEC Executive Sub-Committee at its meeting on 17 November. The TEC Executive Sub-Committee agreed to recommend that the main Committee approves these proposals. It also presents indicative income and expenditure budgets for 2024/25 and 2025/26.

Budgetary pressures

2. This budget report is prepared against a backdrop of high inflation rates which have surged to a three decade high during 2022. The Consumer Prices Index (CPI) rose by 11.1% in the 12 months to October 2022. There are a number of factors contributing to the high level of inflation such as the rise in energy prices, the Russian invasion of Ukraine, supply chain bottleneck in the post Covid-19 recovery period, strong labour market etc. Rising inflation has put additional financial pressure on budgets including employee costs, contractual commitments and general supplies and services. The current economic instability has led to rising interest rates which along with the high levels of inflation, contribute to the rising cost of living faced by London's residents and businesses.
3. The significant budgetary pressures that will have an impact on the 2023/24 revenue budget include, amongst other factors:
 - An estimated amount of £60,000 for the element of the proposed pay award for 2022/23 above the budgeted provision which is built into the base budget for 2023/24 across the various TEC services;
 - An estimated amount of £90,000 due to a 4% pay award, subject to negotiations, for 2023/24;

- An amount of approximately £40,000 in relation to Central recharge expenditure due to the proposed increase to the annual rent on the Southwark Street offices following the rent review of the full rack rent value at 26 March 2021. This amount is still subject to negotiation with the landlord, the City of London Corporation; and
 - Further inflationary increases on contract commitments for 2023/24.
4. The financial benefits of adopting agile working arrangements at the Southwark Street offices has not been realised as the impact of the Covid-19 pandemic on the commercial property sector has affected plans to attract new income paying tenants to occupy freed up space within the building, which has an indirect impact on TEC where some costs are recharged to the Committees.

Savings, Efficiencies and Developments

5. To address the pressures detailed above and to reduce the reliance on uncommitted reserves, the following measures have been taken:
- a line-by-line review of historic surpluses and underspends to identify areas where budgets can be increased/decreased, including:
 - an increase of £150,000 in income from lost/faulty freedom passes;
 - an increase of £200,000 in income from the London Lorry Control Scheme PCN income which has recovered to pre-pandemic levels; and
 - a reduction of £115,000 in employers' contribution to the Local Government Pension Scheme following the outcome of the 2022 triennial valuation of the scheme; and
 - Reduction in system development costs of £281,000 funded from the special projects reserve.
6. It is proposed that a review of London Councils operating model, inclusive of TEC operations, will be carried out within the next six months to identify additional savings and efficiencies that reduce the reliance on the use of reserves when

setting the annual budgets. Measures have already been taken to identify potential savings by reviewing the office space requirements, with a view to seek moves to smaller properties at both the Southwark Street main offices and Chancery Exchange, where the Tribunal services are held.

TEC Budget, Subscriptions and Charges for 2023/24

7. Following consideration by the TEC Executive Sub-Committee, TEC is asked to approve the budget for 2023/24 as shown in Table 1 below.

Table 1 – Indicative TEC Budget 2023/24

	2023/24 Proposed Budget	2022/23 Revised Budget
	£000	£000
Employee & Member Costs (excludes service administration staff)	745	823
Running Costs	269	324
Payment in respect of Freedom Pass and Taxicard	248,280	218,925
Direct Services	11,568	10,634
Other Operating Expenditure	385	666
Central Recharges	469	536
Total Expenditure	261,716	231,908
Contributions in respect of Freedom Pass and Taxicard	(248,496)	(218,989)
Income for Direct Services	(12,327)	(11,079)
Other Income	(172)	(262)
Sub-total	(260,995)	(230,330)
General Reserves	(463)	(881)
Brought forward balances	-	(141)
TEC Special Projects Reserves	(258)	(556)
Sub-total	(721)	(1,578)
Total Income	(261,716)	(231,908)

Use of Reserves

8. The planned use of TEC uncommitted general reserves of £463,000 in 2023/24 includes an amount of £186,000 to maintain the administration charge of Taxicard Scheme at its current level which subsidises the cost to users of the scheme. It also includes an amount of £87,000 in respect of contributions to environmental

initiatives, including work on climate change. The TEC current year's forecast surplus of £1.1 m is sufficient to fund these costs in 2023/24 without reducing the existing level of uncommitted general reserves.

TEC Core Parking Subscription

9. This subscription is frozen at £1,500 per borough and there is little scope to reduce this minimal charge to boroughs, so, as agreed by the Leaders' Committee in November 2010, efforts continue to be concentrated on further efficiencies in the overhead cost for TEC direct services and systems charges, which are explored below

TEC Direct Services

10. TEC currently provides three direct services on behalf of boroughs, one of which is also provided to TfL, which are recouped by an annual administration fee – the Freedom Pass, Taxicard and the London Lorry Control Scheme (LLCS). In overall terms, a sum of £338,000 needs to be recouped from boroughs in 2023/24, the same as for the current year. The proposed level of charge for each direct service, compared to those for the current year are detailed in Table 2 below:

Table 2 – Proposed TEC Direct Services Administration Charge 2023/24

Charge	Basis	2022/23 (£)	2021/22 (£)	Variance (£)	%
Freedom Pass	Per borough	Nil	Nil	-	-
Taxicard	Total	338,000	338,000	-	-
Lorry Control	Average	Nil	Nil	-	-

11. The **administration of the Freedom Pass** covers London Councils costs in negotiating the annual settlements and managing the relationships with transport operators and other contractors. After considering the overall income requirement for TEC, the proposed charge for 2023/24 remains at zero per borough, as the cost of administering the scheme continues to be met from income collected in respect of lost and damaged freedom passes. This position is reviewed on an ongoing basis to ensure forecast income streams continue to cover the costs of administering the scheme.

12. The **administration of the Taxicard Scheme** covers London Councils costs in processing and issuing passes to members and managing the relationships with various contractors. After considering the overall income requirement for TEC, the proposed net cost to be charged to boroughs in 2023/24 is £338,000, no change on the total charge for 2022/23. This proposal includes the use of uncommitted TEC reserves of £186,000, as detailed above, to maintain the unit charge at this level. The active Taxicard total membership as at 30 September 2022 is 59,107, compared to 57,426 as at 30 September 2021, an increase of 1,681, or 2.9% which reflects the continuing recovery from Covid-19. The increase in the spreading base and the recommended use of reserves of £186,000 has decreased the underlying subsidised unit cost of a scheme member from £5.89 to £5.72 per member.

13. The **Lorry Control administration charge** total charge is calculated in the same manner as the Freedom Pass and taxicard administration charge, although it is apportioned to boroughs in accordance with the ONS mid-year population figures for, in the case of 2022/23, June 2021. The total cost of administering the scheme is estimated to be £846,144 in 2023/24, compared to £767,635 in 2022/23, reflecting inflationary increases to contract costs. This figure includes a sum of £50,000 that has been retained in anticipation of further development of the scheme in 2023/24. After consideration of projected income of £1.2 million from the enforcement of the scheme, it is proposed that there will be no borough or TfL contribution in 2023/24, as for the current year. Again, this position will be reviewed annually to ensure forecast income streams continue to cover the costs of administering the scheme.

TEC Traded Services

14. A further range of services provided by TEC relate to various parking and traffic activities, primarily the London Tribunals (LT). A unit charge for each of these 'traded' services is made to the users, which covers the marginal costs of these services. The volumes of these transactions are solely generated by each borough; London Councils has no influence on the levels generated. In addition, an amount apportioned by the number of PCNs issued by each borough and TfL, covers the fixed costs of the parking related services - principally the LT- covering

the actual cost of the appeals hearing centre and the fixed cost of the parking managed services contract.

15. The proposed level of charge for each traded service, compared to those for the current year is detailed in Table 3 below:

Table 3 – Proposed TEC Traded Services Unit Charges 2023/24

Charge	2023/24 (£)	2022/23 (£)	Variance (£)	%
Parking Enforcement Service Charge (total charge)	0.2975	0.3751	(0.078)	(21)
Environment and Traffic Adjudicators (ETA) Appeals (Hard Copy)	29.75	29.36	0.39	1.32
ETA Appeals (Electronic)	25.57	25.55	0.02	0.09
ETA Statutory Declarations (Hard Copy)	23.49	23.64	(0.15)	(0.63)
ETA Statutory Declarations (Electronic)	22.65	22.88	(0.22)	(0.97)
TRACE Electronic	7.53	7.53	-	-
TRACE Fax	7.70	7.70	-	-
TEC	0.175	0.175	-	-

16. The **Parking Enforcement Service Charge** is allocated to users in accordance with the number of PCNs issued. For 2023/24, expenditure of £3.496 million needs to be recouped, compared to £3.173 million for 2022/23; an increase of £323,000, which reflects significant inflationary increases along with costs associated with the ULEZ scheme. This is detailed in Table 4 below:

Table 4 – Breakdown of Parking Enforcement Charge 2022/23

	2023/24 (£000)	2022/23 (£000)
Fixed Contract Costs	1,663	1,296
Hearing Centre Premises Costs	633	621
Direct Staffing Costs	608	637
General Office Expenditure	48	46
Central Recharges	544	573
Total	3,496	3,173

17. After top-slicing the amount for the estimated fixed costs of £1.273 million attributable to the contract with the GLA/TfL in respect of road user charging appeals (RUCA) and ULEZ, a total of £2.223 million remains to be apportioned

through the 7.473 million PCN's issued by boroughs and TfL in 2021/22 in respect of parking, bus lane and moving traffic offences, compared to 5.289 million issued in 2020/21. The increase in the number of PCNs issued over the two comparative years increases the cost spreading base, which leads to a reduction in the actual unit charge to boroughs and TfL of £0.078 per PCN, or 21%, from £0.3751 to £0.2975 per PCN for 2023/24. In addition, under the terms of the contract with Northgate, there is a separate fixed cost identified in respect of the borough use of the TRACE and TEC systems. For 2022/23, this sum was £98,000 and is estimated to increase to £105,000 in 2023/24. This sum will be apportioned to boroughs in accordance with volumes of transaction generated on each system by users.

18. The estimated volume of Environment and Traffic Adjudicators (ETA) appeals for 2023/24, based on indicative volumes to date in 2022/23, is 44,762, compared to the budgeted figure of 48,820 for the current year.
19. The average throughput of appeals for the current year to date is 3.63 appeals heard per hour, compared to 3.53 appeals per hour when the current year budget was set in December 2021. This average figure takes account of all adjudicator time spent on postal and personal appeal hearing and non-appeal 'duty adjudicator' activities. Based on this forecast figure and allowing for an increase to adjudicator fees, it is proposed that the indicative hard copy unit ETA appeal cost for 2023/24 is £29.75, an increase of £0.39 or 1.32% on the charge of £29.36 for 2022/23. For appeals where an enforcing authority provides electronic evidence, it is proposed that the unit cost will increase by £0.02 or 0.09% to £25.57, with this lower charge providing an incentive for boroughs to submit electronic evidence under the current contract arrangements. Boroughs will continue to pay a differential charge for the processing of ETA statutory declarations. For hard copy statutory declarations, the proposed unit charge will be £23.49 compared to the charge of £23.64 for the current year, which represents a decrease of £0.15, or 0.63%. For electronic statutory declarations, the proposed unit charge will be £22.65, a decrease of £0.22, or 0.97% on the electronic appeal unit charge of £22.88 for the current year.

20. For RUCA Appeals, the estimated volume of appeals for 2023/24, based on 2022/23 actual volumes to date is 23,801, compared to 24,244 for the current year. Under the terms of the contract, TfL/GLA will reimburse London Councils on a cost-recovery basis for the variable cost of RUCA appeals, ensuring that a break-even position continues in respect of these variable transactions. The rechargeable level of fixed costs associated with this contract is £1.273 million for 2023/24; an increase of £85,000 on the 2022/23 budgeted level of £1.188 million, which reflects inflationary increases.
21. In respect of **all other parking traded services**, the variable charges form part of the parking managed service contract provided by the contractor, Northgate, the volumes of which are again not controlled by London Councils; the individual boroughs are responsible for using such facilities. The volumes are based on those currently being processed by the contractor and are recharged to the boroughs, TfL and the GLA as part of the unit cost charge.
22. The estimated decrease in expenditure between 2022/23 and 2023/24 based on the actual transaction volumes and estimated movement in contract prices is £85,000. This is in part a result of negotiated savings in contract prices offsetting inflationary increases. The corresponding estimated effect on income, between 2022/23 and 2023/24, is an increase of £130,000, leading to a net overall increase in budgeted income of £45,000 reflecting activity post Covid-19.
23. The charging structure historically approved by TEC for the provision of the variable parking services (excluding appeals) includes a contribution to overheads in each of the charges made to boroughs and other users for these services.

Freedom Pass

24. The main settlement with TfL for concessionary travel is still being negotiated. The early estimates indicate a cost of £217.012 million, representing a provisional increase of £19.662 million, or 9.96%, on the figure of £197,350 million for 2022/23. The increase represents estimates considering the ongoing recovery from the Covid-19 pandemic along with inflationary increased. This increase is provisional and officers continue to negotiate with TfL on the final settlement figure.

25. The Rail Delivery Group (RDG) settlement is still being negotiated. Early estimates are for no change to the current costs of £17.238 Million.
26. The budget for payments to other bus operators for local journeys originating in London has been maintained at £1.1 million, following projections for 2023/24, based on the 2021/22 outturn position, recovery from Covid-19 and the current year to date.
27. The budget for the freedom pass issuing costs was £1.518 million for 2022/23. For 2023/24 it is proposed that the budget remains at this level, which will include the cost of an annual pass eligibility review that yields significant cost savings to boroughs.
28. For income in respect of replacement Freedom Passes, current trends indicate that income is forecasted to recover to pre-lockdown levels. The 2023/24 income budget has therefore been increased to £900,000 and there is no proposed change to the unit cost of £12 for a replacement pass. As stated in paragraph 10, it is proposed that the in-house cost of administering the Freedom Pass scheme will be fully funded by this income stream in 2023/24.
29. As agreed by TEC in December 2014, any annual surplus arising from both the freedom pass issuing costs budget of £1.518 million (paragraph 27) and replacement freedom passes income budget of £900,000 (paragraph 28) will be transferred to a specific reserves to accumulate funds to offset the cost of future major pass reissue exercises. As detailed in Table 6 at paragraph 35, the estimated uncommitted specific reserve is £1.184 million, £985,000 of which relates to the Freedom Pass Renewal Reserve.
30. Final negotiations on the actual amounts payable to operators will be completed in the new year; any late variations to these provisional figures will be tabled at future TEC meetings.
31. A summary of the provisional freedom pass costs for 2023/24, compared to the current year, can be summarised in Table 5 below. The total cost of the scheme is

fully funded by boroughs and the estimated cost payable by boroughs in 2023/24 is £237.279 million, compared to £207.516 million payable for 2022/23. This represents an increase of £29.76 million or 14.3% which reflects significant increase in anticipated usage of the schemes following Covid-19 along with inflationary increases.

Table 5 – Comparative cost of Freedom Pass 2023/24 and 2022/23

Estimated Cost of Freedom Pass	2023/24(£000)	2022/23 (£000)
TfL Settlement	217,012	197,350
RDG Settlement	17,238	7,548
Non TfL Bus Operators Settlement	1,100	1,100
Freedom Pass Issue Costs	1,518	1,518
Total Cost	236,868	207,516

Taxicard

32. It is assumed that TfL will provide an estimated fixed contribution of £8 million, no change in the figure for 2022/23, however this is subject to formal agreement with TfL. The total borough contribution towards the Taxicard scheme in 2023/24 is estimated to be £2.257 million, the same as for the current year, although the decision on boroughs' contributions is a matter for boroughs to take individually and will be confirmed in February 2023. The indicative budgetary provision for the taxicard trips contract with ComCab (London), will, therefore, be an amalgam of the TfL and borough funding, currently equating to £10.257 million for 2023/24, the same figure as for the current year. However, several factors such as usage of the scheme particularly considering the ongoing impact and recovery of Covid-19 could influence the final outturn position for 2023/24.

TEC Medium-term Financial Plan 2024/25 to 2025/26

33. The indicative TEC budgets for 2024/25 and 2025/26 have been prepared on the basis that the core TEC administration charge will remain frozen over the three-year period to 2025/26. In addition to reductions on premises costs, the review of London Councils operating model will seek to identify annual savings and efficiencies within the TEC budget to reduce reliance on the use of general uncommitted reserves to balance the budget. The detailed TEC budget for 2024/25 and 2025/26 can be found at Appendices E and F.

34. As well as high inflationary pressures on expenditure and an uncertain economic environment, there are other financial risks that London Councils faces, which include amongst other items:

- the current contract to manage the RUCA/ULEZ tribunal service ends in December 2023 having already been extended for an additional two-year period. This service contributes towards the overhead costs of London Tribunals. The GLA/TfL will most likely re-tender the contract for another five-year period and there is no guarantee that a bid from London Councils will be successful; and
- key policy areas, such as the work climate change, which are directly funded from transfers from reserves. The review of the operating model will have to consider how these important policy areas will be funded in a sustainable manner.

Updated position on Reserves

35. The updated position on the overall level of London Councils after considering the forecast outturn for the current financial year and the budget proposals for 2023/24 outlined in this report, is detailed in Table 6 below:

Table 6 - Estimated Uncommitted Reserves

	General Reserve	Specific Reserve	Total
	£000	£000	£000
Estimated uncommitted reserves at 31 March 2023	3,840	1,184	5,024
Proposed use in setting 2023/24 budget	(463)	(258)	(721)
Previously approved committed reserves	-	258	258
Projected uncommitted reserves as at 31 March 2024	3,377	1,184	4,561

36. Uncommitted general reserves are forecasted to be £3.840 million as at 31 March 2023 and reflects the forecast surplus on general reserves of £1.036 million for the current year. After considering the proposed use of general TEC reserves of £463,000 in setting the 2023/24 budget, subject to agreement of main TEC meeting on 8 December, uncommitted general TEC reserves are forecast reduce to £3.377 million, or 20.96% of proposed operating and trading expenditure of £16.109 million. This figure exceeds the Committee's formal policy on reserves, agreed in December 2015 that reserves should equate to between 10-15% of annual operating and trading expenditure.

37. In addition, the overall reserves position also reflects the projected amount expected to be held in the specific reserve as at 1 April 2024 of £985,000 million which will be used to fund future Freedom Pass renewal exercises.

Conclusions

38. This report proposes the provisional consolidated income and expenditure budget for 2023/24, together with indicative income and expenditure budgets for 2024/25 and 2025/26. This report also proposes the level of boroughs subscriptions and charges to be levied in 2023/24. The Executive Sub-Committee considered these proposals at its meeting on 17 November. The Executive Sub-Committee agreed to recommend that this Committee approves these proposals, which are now presented for final approval. It includes proposals to carry out an outcome focused review of London Councils' operating model, including TEC operations, to identify savings and efficiencies to ensure its financial position remains sustainable. The level of reserves will continue to be an area of key focus in order to ensure TEC remains financially resilient while allowing enough flexibility to react to changing priorities.

Financial Implications for London Councils

As detailed in the body of the report.

Legal Implications for London Councils

None

Equalities Implications for London Councils

None

Appendices

Appendix A – Proposed revenue expenditure budget 2023/24;

Appendix B – Proposed revenue income budget 2023/24;

Appendix C.1 – Indicative charges to boroughs 2023/24;

Appendix C.2 – Indicative charges to boroughs 2022/23; and

Appendix D – Parking Enforcement statistics 2021/22.

Appendix E - Indicative revenue income and expenditure budget 2024/25

Appendix F - Indicative revenue income and expenditure budget 2025/26

Background Papers

London Councils budget working papers 2010/11 to 2025/26.

TEC Expenditure Base Budget 2023/24

	Revised 2022/23 £000	Develop- ments £000	Base 2022/23 £000	Inflation £000	Original 2023/24 £000
Payments in respect of Concessionary Fares					
TfL	197,350	19,662	217,012	0	217,012
RDG	7,548	9,690	17,238	0	17,238
Other Bus Operators	1,100	0	1,100	0	1,100
Freedom Pass issue costs	1,518	0	1,518	0	1,518
Freedom Pass Administration	522	-16	506	10	516
City Fleet Taxicard contract	10,257	0	10,257	0	10,257
Taxicard Administration	630	-16	614	25	639
	218,925	29,320	248,245	-1	248,280
Grant Payments to Voluntary Organisations	0	0	0	0	0
TEC Trading Account Expenditure					
Payments to Adjudicators- ETA	937	-110	827	17	844
Payments to Adjudicators - RUCA	917	-334	583	12	595
Northgate variable contract costs - ETA	311	-31	280	20	300
Northgate variable contract costs - RUCA	140	3	143	10	153
Northgate variable contract costs - Other	204	67	271	19	290
Payments to Northampton County Court	4,000	1,000	5,000	0	5,000
Lorry Control Administration	909	-95	814	32	846
ETA/RUCA Administration	3,172	300	3,472	24	3,496
HEB Administration	43	0	43	2	45
	10,634	800	11,434	134	11,568
Sub-Total	229,559	30,120	259,679	134	259,848
Operating Expenditure					
Contractual Commitments					
Capital Ambition/RIEP project costs	0	0	0	0	0
Contribution to LOTI	0	0	0	0	0
RPG Regional/Provider Activities	0	0	0	0	0
Southwark Street Leasehold Costs	0	0	0	0	0
Leases for photocopiers	0	0	0	0	0
GLE European Contract	0	0	0	0	0
NG Fixed Costs	98	0	98	7	105
External audit fees	0	0	0	0	0
CoL Finance/Legal/HR/IT SLA	0	0	0	0	0
Depreciation	0	0	0	0	0
Grants GIFTS system support	0	0	0	0	0
	98	0	98	7	105
Salary Commitments					
Non-operational staffing costs	773	-106	667	27	694
Members	20	0	20	1	21
Maternity/Paternity Provision	30	0	30	0	30
	823	-106	717	28	745
Discretionary Expenditure					
Staff training/recruitment advertising	0	0	0	0	0
Staff travel	0	0	0	0	0
Other premises costs	0	0	0	0	0
SS ICT support	0	0	0	0	0
Supplies and services	159	1	160	4	164
Digital Enablement	0	0	0	0	0
Research	40	0	40	0	40
Contribution to health related work	0	0	0	0	0
One off payment to boroughs	0	0	0	0	0
System Developments	281	-281	0	0	0
Other 3rd party payments	345	0	345	0	345
Additional Climate Change	67	-68	0	0	0
Premises recharge	0	0	0	0	0
	892	-348	545	4	549
Total Operating Expenditure	1,813	-454	1,360	39	1,399
Central Recharges	536	-67	469	0	469
Total Expenditure	231,908	29,599	261,508	172	261,716

TEC Income Base Budget 2023/24

	Revised 2022/23 £000	Develop- ments £000	Base 2022/23 £000	Inflation £000	Original 2023/24 £000
Borough contributions to TfL	197,350	19,662	217,012	0	217,012
Borough contributions to RDG	7,548	9,690	17,238	0	17,238
Borough contributions to other bus operators	1,100	0	1,100	0	1,100
Borough contributions to surveys/reissue costs	1,518	0	1,518	0	1,518
Borough contributions to freedom pass administration	0	0	0	0	0
Income from replacing lost/faulty freedom passes	750	150	900	0	900
Income from replacing lost/faulty taxicards	18	0	18	0	18
Borough contributions to Taxicard scheme	2,257	0	2,257	0	2,257
TfL contribution to Taxicard scheme	8,000	0	8,000	0	8,000
Borough contributions to taxicard administration	324	0	324	0	324
TfL Contribution to taxicard administration	124	0	124	5	129
	218,989	29,502	248,491	5	248,496
Borough contribution to grants payments	0	0	0	0	0
ESF Grant Income	0	0	0	0	0
TEC trading account income					
Borough contributions to Lorry ban administration	0	0	0	0	0
Lorry control PCNs	1,000	200	1,200	0	1,200
Borough ETA appeal charges	1,072	-140	932	36	968
TfL ETA appeal charges	176	0	176	0	176
RUCA appeals income	1,057	-331	726	22	748
Borough fixed parking costs	1,807	0	1,807	288	2,095
TfL fixed parking costs	275	-42	233	0	233
RUCA fixed parking costs	1,188	85	1,273	0	1,273
Borough other parking services	504	95	599	35	634
Northampton County Court Recharges	4,000	1,000	5,000	0	5,000
	11,079	867	11,946	381	12,327
Sub-Total	230,068	30,369	260,437	386	260,823
Core borough subscriptions					
Joint Committee	46	0	46	0	46
Grants Administration	0	0	0	0	0
TEC (inc TfL)	51	0	51	0	51
LFEP/MPA subscription	0	0	0	0	0
	97	0	97	0	97
Other Borough charges					
Central Bodies subscription (REO)	0	0	0	0	0
Capital Ambition ICT/e-government core charge	0	0	0	0	0
Borough contributions towards RPG functions	0	0	0	0	0
Borough contributions towards ESF/NRF	0	0	0	0	0
Borough contributions towards LSRAs	0	0	0	0	0
	0	0	0	0	0
Other Income					
CLG grant for Capital Ambition/RIEP strategy	0	0	0	0	0
DFE grant towards YPES direct costs	0	0	0	0	0
LEP funding towards YPES direct costs	0	0	0	0	0
GLA grant for CHIN/CAREBASE	0	0	0	0	0
TfL contribution to LEPT/LBPN	0	0	0	0	0
EU contribution towards LEPT related activities	0	0	0	0	0
ESF contribution towards NRF grants	0	0	0	0	0
Capacity Builders Grant	0	0	0	0	0
MPS contribution to LCSB	0	0	0	0	0
MPS contribution to Sexual Exploitation Scheme	0	0	0	0	0
LCP seminars	0	0	0	0	0
Various grants towards externally funded projects	0	0	0	0	0
Other contributions towards externally funded projects	0	0	0	0	0
Investments	0	0	0	0	0
Room bookings	0	0	0	0	0
Letting of office space	0	0	0	0	0
Deskspace charge to funded groups	0	0	0	0	0
Sales of publications	0	0	0	0	0
I&E trading account income	0	0	0	0	0
TfL secretariat recharge	31	0	31	0	31
Sales of Health Emergency badges	43	1	44	0	44
Miscellaneous income	91	-91	0	0	0
	165	-90	75	0	75
Transfer from Reserves	1,578	-813	765	-44	721
Central Recharges	0	0	0	0	0
Total Income Base Budget	231,908	29,466	261,374	342	261,716

Indicative Charges to Boroughs 2023/24

Appendix C.1

BOROUGH	Core Parking (£)	Fixed Parking (£)	Con.Fares Admin. (£)	Taxicard Admin. (£)	Lorry Ban Admin. (£)	Parking Appeals (£)	TRACE Electronic (£)	TRACE FAX (£)	TEC (£)	Total Estimate 2023/24 (£)	Total Estimate 2022/23 (£)	Estimated Movement (£)
Barking & Dagenham	1,500	78,187	0	6,275	0	52,014	3,828	3,817	0	145,621	103,158	42,463
Barnet	1,500	58,911	0	11,709	0	16,699	6,993	3,862	12,246	111,920	102,303	9,616
Bexley	1,500	19,666	0	4,971	0	6,410	0	0	0	32,547	35,170	-2,623
Brent	1,500	54,153	0	14,695	0	12,290	18,990	502	0	102,129	106,811	-4,681
Bromley	1,500	23,970	0	6,795	0	9,056	407	0	0	41,729	38,795	2,933
Camden	1,500	83,572	0	14,077	0	39,216	10,414	228	18,272	167,279	133,136	34,143
Croydon	1,500	62,308	0	12,555	0	42,716	1,567	836	19,272	140,755	172,955	-32,200
Ealing	1,500	81,585	0	13,282	0	40,829	558	182	14,703	152,639	152,633	6
Enfield	1,500	50,777	0	8,323	0	18,285	6,707	61	7,061	92,713	99,641	-6,928
Greenwich	1,500	37,523	0	10,359	0	11,673	437	441	4,025	65,958	53,401	12,557
Hackney	1,500	87,192	0	14,409	0	33,071	11,680	3,589	31,121	182,561	153,016	29,545
Hammersmith & Fulham	1,500	84,555	0	7,979	0	22,650	19,728	30	14,052	150,494	164,820	-14,326
Haringey	1,500	73,635	0	12,876	0	64,818	28,831	471	21,298	203,428	150,776	52,652
Harrow	1,500	46,688	0	12,327	0	17,649	0	0	10,664	88,828	86,174	2,654
Havering	1,500	34,669	0	12,533	0	19,839	0	0	0	68,541	64,373	4,168
Hillingdon	1,500	25,272	0	5,560	0	6,702	874	882	2,912	43,702	41,389	2,313
Hounslow	1,500	65,952	0	9,421	0	31,704	5,184	167	0	113,929	82,918	31,011
Islington	1,500	113,357	0	15,695	0	44,357	15,885	335	32,517	223,646	191,918	31,728
Kensington & Chelsea	1,500	54,451	0	9,793	0	11,106	33,970	821	6,540	118,181	88,666	29,515
Kingston	1,500	33,210	0	8,958	0	6,925	15	15	0	50,622	49,236	1,386
Lambeth	1,500	114,687	0	10,765	0	69,507	7,686	5,368	38,894	248,407	226,444	21,963
Lewisham	1,500	46,470	0	10,050	0	21,022	0	0	0	79,043	113,414	-34,371
Merton	1,500	46,384	0	9,713	0	18,554	0	0	0	76,151	66,460	9,691
Newham	1,500	95,978	0	11,777	0	66,304	60,526	547	0	236,632	265,828	-29,196
Redbridge	1,500	61,541	0	14,008	0	47,722	0	0	15,379	140,150	129,698	10,452
Richmond	1,500	33,742	0	10,004	0	6,169	75	76	1,874	53,440	55,834	-2,394
Southwark	1,500	72,226	0	14,271	0	31,818	5,516	699	11,460	137,491	171,693	-34,202
Sutton	1,500	15,793	0	7,327	0	4,963	0	0	4,037	33,621	33,303	318
Tower Hamlets	1,500	45,912	0	9,507	0	16,141	18,794	91	0	91,945	86,419	5,526
Waltham Forest	1,500	92,945	0	7,453	0	48,812	27,068	2,281	0	180,059	169,440	10,619
Wandsworth	1,500	49,923	0	9,181	0	11,239	11,183	243	10,781	94,050	110,372	-16,322
City of Westminster	1,500	101,598	0	10,954	0	26,264	8,395	3,756	21,089	173,555	153,454	20,101
City of London	1,500	41,455	0	400	0	15,514	211	213	0	59,293	88,619	-29,326
	49,500	1,988,286	0	338,000	0	892,039	305,522	29,514	298,196	3,901,057	3,742,267	158,790
Transport for London - Street Management	1,500	233,383	0	0	0	239,208	0	0	0	474,091	377,006	97,086
Transport for London - Congestion Charging	0	1,273,307	0	0	0	747,954	0	0	0	2,021,262	2,245,790	-224,528
Lorry Control	0	1,514	0	0	0	2,790	874	0	0	5,178	5,488	-310
TEC/TRACE fixed costs	0	0	0	0	0	0	0	0	0	98,000	98,000	0
Registration of Debt	0	0	0	0	0	0	0	0	0	4,000,000	4,000,000	0
Transfer from Reserves	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	51,000	3,496,491	0	338,000	0	1,881,991	306,396	29,514	298,196	10,499,588	10,468,550	31,038

Indicative Charges to Boroughs 2022/23

Appendix C.2

BOROUGH	Core Parking (£)	Fixed Parking (£)	Con.Fares Admin. (£)	Taxicard Admin. (£)	Lorry Ban Admin. (£)	Parking Appeals (£)	TRACE Electronic (£)	TRACE FAX (£)	TEC (£)	Total Estimate 2022/23 (£)
Barking & Dagenham	1,500	55,054	0	6,115	0	38,589	907	992	0	103,158
Barnet	1,500	58,542	0	11,589	0	20,006	30	33	10,604	102,303
Bexley	1,500	18,656	0	5,138	0	9,876	0	0	0	35,170
Brent	1,500	59,557	0	14,232	0	14,275	17,133	114	0	106,811
Bromley	1,500	21,494	0	6,622	0	9,001	178	0	0	38,795
Camden	1,500	63,093	0	13,484	0	29,977	11,987	1,821	11,273	133,136
Croydon	1,500	78,344	0	12,625	0	63,183	2,394	1,838	13,071	172,955
Ealing	1,500	67,978	0	13,514	0	58,228	297	98	11,019	152,633
Enfield	1,500	58,197	0	7,375	0	21,301	7,332	33	3,904	99,641
Greenwich	1,500	22,069	0	10,430	0	12,694	357	390	5,961	53,401
Hackney	1,500	64,636	0	14,450	0	35,172	7,540	1,903	27,815	153,016
Hammersmith & Fulham	1,500	89,784	0	8,323	0	21,654	21,297	130	22,131	164,820
Haringey	1,500	62,678	0	12,284	0	39,997	16,791	1,691	15,835	150,776
Harrow	1,500	42,532	0	13,225	0	21,049	0	0	7,868	86,174
Havering	1,500	33,012	0	12,766	0	17,063	15	16	0	64,373
Hillingdon	1,500	21,931	0	5,439	0	7,865	223	244	4,187	41,389
Hounslow	1,500	40,698	0	9,553	0	22,639	6,529	276	1,722	82,918
Islington	1,500	98,327	0	15,703	0	38,150	19,810	293	18,134	191,918
Kensington & Chelsea	1,500	40,123	0	10,053	0	11,523	20,554	390	4,523	88,666
Kingston	1,500	29,665	0	9,135	0	8,906	15	16	0	49,236
Lambeth	1,500	91,822	0	10,565	0	93,332	6,752	7,025	15,447	226,444
Lewisham	1,500	58,607	0	9,959	0	43,348	0	0	0	113,414
Merton	1,500	33,421	0	9,788	0	21,720	15	16	0	66,460
Newham	1,500	79,521	0	12,037	0	134,749	37,583	439	0	265,828
Redbridge	1,500	59,653	0	14,373	0	41,631	0	0	12,541	129,698
Richmond	1,500	27,669	0	10,206	0	13,438	461	504	2,055	55,834
Southwark	1,500	61,927	0	14,409	0	71,977	6,708	1,268	13,905	171,693
Sutton	1,500	18,040	0	7,416	0	3,325	0	0	3,022	33,303
Tower Hamlets	1,500	41,381	0	9,329	0	17,427	16,538	244	0	86,419
Waltham Forest	1,500	82,872	0	7,504	0	46,477	30,533	553	0	169,440
Wandsworth	1,500	56,917	0	9,105	0	17,332	14,575	7,822	3,120	110,372
City of Westminster	1,500	88,591	0	10,853	0	32,571	5,875	439	13,625	153,454
City of London	1,500	58,641	0	400	0	27,643	208	228	0	88,619
	49,500	1,785,431	0	338,000	0	1,066,120	252,640	28,816	221,760	3,742,267
Transport for London - Street Management	1,500	196,762	0	0	0	178,743	0	0	0	377,006
Transport for London - Congestion Charging	0	1,188,489	0	0	0	1,057,300	0	0	0	2,245,790
Lorry Control	0	1,715	0	0	0	3,117	640	16	0	5,488
TEC/TRACE fixed costs	0	0	0	0	0	0	0	0	0	98,000
Registration of Debt	0	0	0	0	0	0	0	0	0	4,000,000
Transfer from Reserves	0	0	0	0	0	0	0	0	0	0
Grand Total	51,000	3,172,397	0	338,000	0	2,305,281	253,279	28,833	221,760	10,468,550

Parking Enforcement Fixed Costs 2023/24
(based on PCNs issued for 2021/22)

Appendix D

Enforcing Authority	Total PCNs	Parking Fixed Costs
		0.2975
Barking & Dagenham	262,815	78,187
Barnet	198,019	58,911
Bexley	66,105	19,666
Brent	182,027	54,153
Bromley	80,571	23,970
Camden	280,914	83,572
City of London	139,345	41,455
Croydon	209,438	62,308
Ealing	274,235	81,585
Enfield	170,678	50,777
Greenwich	126,129	37,523
Hackney	293,082	87,192
Hammersmith & Fulham	284,219	84,555
Haringey	247,511	73,635
Harrow	156,933	46,688
Havering	116,535	34,669
Hillingdon	84,949	25,272
Hounslow	221,686	65,952
Islington	381,033	113,357
Kensington & Chelsea	183,029	54,451
Kingston	111,629	33,210
Lambeth	385,502	114,687
Lewisham	156,203	46,470
Merton	155,914	46,384
Newham	322,614	95,978
Redbridge	206,861	61,541
Richmond	113,417	33,742
Southwark	242,775	72,226
Sutton	53,086	15,793
Tower Hamlets	154,326	45,912
Waltham Forest	312,420	92,945
Wandsworth	167,808	49,923
Westminster	341,507	101,598
Transport for London Street Management	784,482	233,383
London Councils London Lorry Control Scheme	5,089	1,514
Total	7,472,886	2,223,184

Appendix E

Indicative TEC Expenditure Budget 2024/25 & 2025/26

	Indicative 2024/25 £000	Indicative 2025/26 £000
Payments in respect of Concessionary Fares		
TfL	335,619	416,398
RDG	23,307	26,493
Other Bus Operators	1,100	1,100
Freedom Pass survey and reissue costs	1,518	1,518
Freedom Pass Administration	541	551
Comcab	10,257	10,257
Taxicard Administration	666	679
Sub-Total	373,008	456,996
TEC Trading Account Expenditure		
Payments to Adjudicators- ETA	844	844
Payments to Adjudicators - RUCA	595	595
Northgate variable contract costs - ETA	300	300
Northgate variable contract costs - RUCA	153	153
Northgate variable contract costs - Other	290	290
Payments to Northampton County Court	5,000	5,000
Lorry Control Administration	874	890
ETA/RUCA Administration	3,566	3,638
HEB Administration	46	47
Sub-Total	11,669	11,757
Total Direct Services	384,677	468,753
Operating Expenditure		
Contractual Commitments		
Northgate Fixed Costs	107	109
Sub-Total	107	109
Salary Commitments		
Officers	708	722
Members	22	22
Maternity provision	30	30
Sub-Total	759	774
Discretionary Expenditure		
Learning and Development /recruitment advertising	0	0
Staff travel	0	0
Other premises costs	0	0
SS ICT support	0	0
Supplies and services	164	165
Research and Commissioning	40	40
Contribution to Health related work	0	0
Climate Change	345	345
Indicative reduction in premises costs	-175	-176
Savings & Efficiency Targets	-648	-710
Sub-Total	-274	-336
Total Operating Expenditure	592	547
Central Recharges	478	488
Total Expenditure	385,747	469,789

Appendix F

Indicative TEC Income Budget 2024/25 & 2025/26

	Indicative 2024/25 £000	Indicative 2025/26 £000
Borough contributions to TfL	335,619	416,398
Borough contributions to ATOC	23,307	26,493
Borough contributions to other bus operators	1,100	1,100
Borough contributions to surveys/reissue costs	1,518	1,518
Borough contributions to freedom pass administration	0	0
Income from replacing lost/faulty freedom passes	900	900
Income from replacing lost/faulty taxicards	18	18
Borough contributions to Comcab	2,257	2,257
TfL contribution to Taxicard scheme	8,000	8,000
Borough contributions to taxicard administration	324	324
TfL Contribution to taxicard administration	132	134
Sub-total	373,175	457,142
TEC trading account income		
Borough contributions to Lorry Control administration	0	0
London Lorry Control PCN income	1,200	1,200
Borough ETA appeal charges	968	968
TfL ETA appeal charges	176	176
GLA RUCA appeal income	748	748
Borough fixed parking costs	2,137	2,180
TfL fixed parking costs	238	243
GLA fixed parking costs	1,298	1,324
Borough other parking services	634	634
Northampton County Court Recharges	5,000	5,000
Sub-total	12,399	12,473
Sub-Total	385,574	469,615
Core borough subscriptions		
Joint Committee	46	46
TEC (inc TfL)	51	51
Sub-total	97	97
Other Borough charges		
Borough contributions to HR Metrics service	0	0
Sub-total	0	0
Other Income		
Investments	0	0
Room bookings and conferences	0	0
Letting of office space	0	0
Sales of publications	0	0
Employment services trading account income	0	0
TfL secretariat recharge	31	31
Sales of Health Emergency badges	45	46
Miscellaneous income	0	0
Transfer from TEC Committee	0	0
Sub-total	76	77
Transfer from Reserves	0	0
Central Recharges	0	0
Total Income Base Budget	385,747	469,789

INFORMAL MEETING OF THE LONDON COUNCILS' TRANSPORT AND ENVIRONMENT EXECUTIVE SUB COMMITTEE

Minutes of a formal meeting of the London Councils' Transport and Environment Executive Sub Committee held on 17 November 2022 at 10am in Meeting Room 5.

Present:

Mayor Philip Glanville	LB Hackney (Chair)
Councillor Deidre Costigan	LB Ealing
Councillor Mike Hakata	LB Haringey
Councillor James Asser	LB Newham
Councillor Alex Ehmann	LB Richmond (Virtual)

1. Apologies for Absence & Announcement & Deputies

Apologies for absence were received from Councillor Peter Craske (LB Bexley), Councillor Nicholas Bennett (LB Bromley), Councillor Krupa Sheth (LB Brent), Shravan Joshi (City of London Corporation), Councillor Cem Kemahli (RB Kensington & Chelsea) and Councillor Rezina Choudhury (LB Lambeth).

2. Declarations of Interest

Councillor Costigan confirmed that she was not a Member of the North London Waste Authority and that she should be removed from this declaration of interest.

3. Consultation of TfL Penalty Fare Increases Proposal – Presentation by John Conway, TfL

John Conway, Senior Enforcement & Prosecutions Manager, TfL, introduced the item and made the following comments:

- It was proposed to increase the TfL Penalty Fare (PF) from £80 to £100 (reduced by 50% if paid within 21 days). After 39 days of civil debt chasing (non- payment) the debt would be considered for prosecution for fare evasion.
- A steer regarding this proposed PF increase was now being sought from London Councils.
- No changes to the PF amount had been made since 2011 and fare evasion continued to be on the increase.
- The consultation period would now run from 18/10/22 to 10/01/23 and it was hoped that the increase in the PF would act as a sufficient deterrent. Fare recovery levels were currently very low and cost £100million a year across the TfL network.
- The third (and final) stage of the PF Appeals process would be heard by the Independent Appeals Panel. Their decision was final and binding. Non-payment constituted as fare evasion and would result in criminal proceedings. Prosecution could be avoided by paying the PF.
- The fare evasion process was being started up again after a number of years, as there was not sufficient recovery of non-payment of fares and TfL was expected to deal with fare evaders.

- TfL had carried out an Equalities Impact Assessment (EqIAs) to look into the impact of the PF increase. Holders of a disabled Freedom Pass would not be affected by this proposal. Carers did not receive free travel and might be subject to a PF.
- Only 1 in 4 visually impaired people were employed, making them at a financial disadvantage. These passengers were also more susceptible to receiving a PF as they were more likely to require the most assistance when purchasing a ticket.
- Other vulnerable groups were also being looked at, including refugees, people on low incomes and homeless people. Homeless people were not affected by the proposal as they did not have a valid name and address. TfL also offered a "Veterans' Oyster Photocard" giving free travel, and as a result, veterans were unlikely to receive a PF.
- Safeguards were also put in place to mitigate any negative impacts, especially on disabled customers. TfL Protection Officers were being given guidance on the needs of disabled customers and more discretion and flexibility would be given to improve their knowledge of the barriers faced by disabled customers. The over 60s were also not affected by the proposal as they already had free travel.
- Prosecutions would only take place if a realistic prospect of conviction was likely and whether it was in the public interest to do so. TfL could withdraw the case from court.
- TfL was now seeking either an individual or collective response, through London Councils or from the boroughs.

Q and As

Councillor Costigan said that it made a lot of sense to increase the TfL PF if there had been no increase for over ten years. However, she voiced concern over the timing of the PF increase, especially in light of the current cost of living crisis. Councillor Costigan asked if TfL could shed any light on the reasons why people did not pay for their fares and whether this was linked to whether they could afford to and/or their age range. She asked whether any additional safeguards were being put in place to help people who could not pay and were on low incomes.

John Conway said that no formal surveys had been carried out previously. However, the surveys had now been restarted. He informed Members that there were a number of chronic offenders and also a number of people that were avoiding paying the correct fare for some of their journeys on their Oyster cards (eg by not registering the card in Zone 1 etc). John Conway said that a crackdown on fare evasion was very much appropriate now (up to £15million in unpaid fares). The PF could be paid for in instalments. Some younger people were also promoting ways to evade paying fares via Tik Tok and Youtube, and TfL now needed to take a stiffer line on this.

Councillor Costigan asked whether inspections had stopped as a result of the pandemic. John Conway confirmed that they had. Councillor Ehmann felt that a response to TfL's PF increase should come from London Councils. He voiced concerns over the timing of this though. Councillor Ehmann asked whether TfL would have to channel more resources into retrieving these costs. He asked whether the funds received back from PFs would be reinvested into the transport system. John Conway said that any funds received would go back into TfL services. He informed

Members that TfL would not be increasing the number of staff to help with PF retrieval.

The Chair asked whether any increase in funds would be needed to implement any of the PF increase proposals. John Conway said that some services were carried out through contractor proposals, but nothing else at this point, aside from a change to all the signage. This would cost approximately £500k.

Councillor Hakata asked about the data and demographics around fare evasion. He asked what the social position was of people that evaded fares and whether the majority of the £15.4million in unpaid fares was due to people that could not afford to pay fares. Councillor Hakata asked whether a large number of people that evaded fares were vulnerable people. He said that TEC Members would need to be reassured that TfL would be understanding when it came to prosecutions and vulnerable groups of people.

Councillor Asser asked whether any details were available on the breakdown of fare evasion could be given (ie details on the demographics). He said that in his borough of Newham, the majority of this was carried out on trust. The Chair asked how much human decision making was being carried out for prosecutions. The Chair felt that there could be potential dangers for vulnerable people at the automatic escalation of the PF prosecution process and Members needed reassurances around this. The Chair said that London Councils would want to make a formal response to the PF proposal, although TfL should also consult with the boroughs on an individual basis. He said that the response should not be an either/or from TEC's point of view.

John Conway said that TfL did not have detailed information on the demographics around fare evasion, although it did have details of people's ages and occupations. He confirmed that the courts did have safeguards in place and TfL did allow for extended payment plans. John Conway said that people could present their details on income throughout the three stages of the appeals. He said that he was happy with the safeguards that were already in place. John Conway said that the survey data that had been received back still showed an increase in fare evasion.

John Conway said that only approximately 1% of customers were checked to see if they had a valid ticket for travel. If they did not, this would be considered to be fare evasion. John Conway informed Members that the train operating companies (TOCs) had been conducting a PF evasion system for many years now and anyone travelling without a valid ticket would be subject to a fine. Prosecutors also had the power to withdraw any prosecutions that went to court ensuring that significant safeguards continued to remain in place.

The TEC Executive Sub Committee confirmed that a letter would be sent to TfL officers on behalf of London Councils in response to TfL's PF increase proposal. TfL could also discuss any issues individually with boroughs.

4. Update on Rental Bikes and E-Scooters

The TEC Executive Sub Committee received a report that updated Members on London Councils' activity in relation to the micromobility agenda, including the e-

scooter trial, dockless bikes, the Transport Bill and longer-term plans for micromobility.

Agathe de Canson, Principal Policy & Project Officer, London Councils, introduced the report and made the following comments:

- The e-scooter trials had now been extended until 31 May 2024. London Councils and TfL were currently in the middle of a procurement process to select operators for a new contract.
- The contracts for the Santander bike hire scheme were due to end in 2025.
- Transport legislation to regulate micromobility rental schemes had been delayed. Dockless bikes were gaining in popularity and had now taken over the Santander hire scheme. However, some providers continued to operate without boroughs' prior agreement.
- A joined-up approach was now needed in order to deliver these modes of transport. One option was to have a joint contract for e-scooters and dockless bikes run by TfL. A pan-London approach was available for rental e-scooters through the e-scooter trial but not dockless bikes. There was also an opt-in for e-scooter trials.
- There were mandatory parking bays for e-scooters but for dockless bikes this was largely up to the operators. Boroughs could choose the location of parking bays for e-scooters. London Councils and TfL could also decide on the fleet size of e-scooters of all operators. This did not happen with dockless bikes.
- London Councils and TfL had a dedicated team to support boroughs that were part of the e-scooter trial but played no formal role for dockless bikes. Also, no SLAs were in place for dockless bikes unless specified as part of a contract with an individual borough and there were no requirements regarding data sharing between London Councils, TfL and boroughs. We do not have access to information for the whole of London when it comes to dockless bikes, unlike for e-scooters.

Q and As

The Chair said that he had met with Seb Dance, the Deputy Mayor for Transport, who had confirmed that there had been an increase in Santander bike hire take-up.

Agathe de Canson said that she had carried out a test drive on an e-scooter and was told that she could not park unless in a dedicated parking bay. This was not being done for dockless bikes. Councillor Hakata asked whether there would be the same geofencing for e-scooters and dockless bikes. Agathe de Canson said that this could be done as the same technology could be applied to dockless bikes and e-scooters. The right policies also needed to be in place around parking provision as this prevented users abandoning vehicles due to being unable to park. She said that parking bays were also "tidied-up" by all operators of e-scooters (this was a requirement), although this was not happening to the same extent with dockless bikes.

Agathe de Canson said that bi-weekly meetings were taking place with boroughs and TfL and London Councils to discuss issues arising. London Councils was also providing support to any boroughs that were entering agreements for dockless bikes. She said that advice about parking was being provided to boroughs and London Councils was meeting with operators of e-scooters and dockless bikes. A case for legislation to enable local transport authorities to grant permits to selected operators was also being made to the Government.

Councillor Ehmann said that the Borough of Richmond had a contract in place for dockless bikes which encouraged the use of parking bays. He queried the need for a pan-London contract for dockless bikes. Councillor Ehmann said that the size of the fleet in Richmond had been agreed with the borough. He said that no provider had come to Richmond without the borough's consent. Councillor Ehmann said that he felt that geofencing was not the "silver bullet" and asked whether other solutions were being looked into (eg "smart" sensors). The Chair also felt that geofencing was not the solution. He said that a photograph had to be taken when a user had finished their ride. If a photo had not been taken, the user would be issued with a fine. The Chair queried whether anything would be lost if boroughs were open to other operators, especially where there was already a good relationship taking place with certain operators.

Councillor Costigan said that she was relaxed about expanding a single contract model. She said that the Borough of Ealing had an existing MOU and a single contract would help to control the growing market, without committing the boroughs to do this. Councillor Costigan said that the 32 boroughs were spending a great deal of time on this with all their different providers. She said that ten boroughs were currently involved in the e-scooter pilots. She asked whether the window for other boroughs to join the e-scooters had now closed or whether boroughs could still join the trials.

Councillor Asser said that there were a number of Lime bikes in his borough that did not appear to get cleared very quickly. He felt that this issue needed to be looked at on a Londonwide basis. Councillor Asser said that there were resource issues concerning this and boroughs did not have the staff time to do this, especially as borough budgets continued to shrink. However, this issue would not go away and he felt that work needed to continue collectively among the boroughs. The Chair asked whether companies would pay charges to the boroughs under a single Londonwide contract model.

Councillor Hakata asked about the timescales and how long it would take to impact on the current arrangements between boroughs and operators. Councillor Ehmann said that he was sceptical of the implementation of a Londonwide bye law and was proved right in the end, as London Councils had attempted to do this over a number of years without success. He said that he was unsure that the boroughs would agree what the parameters were in a Londonwide contract, as boroughs had a different perspective on what the risks were.

The Chair asked whether officers could provide a breakdown of what the current arrangements in place were regarding dockless bikes and e-scooters. He said that a "model charter" was needed in order to promote best practice and futureproof arrangements. The Chair asked whether a letter was required on this from Lead Members and himself.

Agathe de Canson said that it would be too confusing for users if an individual borough approach was taken and this would not achieve operator compliance, especially as users often went across borough boundaries. She said that it was worth exploring the kinds of agreements that operators could put in place. For instance, practices around bays and geofencing for dockless bikes were not the same as what was in place for e-scooters (eg like marked bays). Agathe de Canson said that issues like these could be decided with the contractor and boroughs could designate open spaces.

Agathe de Canson informed Members that operators were carrying out a great deal of work on developing technological solutions, especially with regards to where vehicles could go and where they could be parked. This was clear when it came to the e-scooter trials. Agathe de Canson said that new boroughs could still join the e-scooter trials. Private e-scooters still remained illegal. Agathe de Canson said that she was unable to discuss financial negotiations as this was commercially sensitive. However, boroughs did receive contributions from operators both for the e-scooter trial and for dockless bikes.

Agathe de Canson said that the timescales were dependent on whether London Councils got the “go ahead”. She said that London Councils and TfL could potentially be going out to procurement at the end of 2023. Boroughs were being encouraged to build-in flexibility into their agreements for dockless bikes. The Chair asked whether it was worth going through the process of having a byelaw. Councillor Ehmann felt that it was not a profitable route. Agathe de Canson said that a bye law would not achieve a joint approach for dockless bikes and e-scooters and this was unlikely to get ministerial approval. An agreed approach was needed, along with a wider TEC discussion and discussions at officer level in the boroughs.

The Chair said that it would be beneficial if the TEC Executive Sub Committee could meet the operators. The TEC Executive could then update the wider TEC on the outcome.

The TEC Executive Sub Committee:

- Agreed that officers would provide TEC with a breakdown of the arrangements in place between dockless bikes and e-scooters. A “model charter” was also needed that incorporated best practice in order to futureproof arrangements;
- Agreed that a letter on this would be written from the Chair of TEC to council Leaders;
- Noted that boroughs could still opt-in to take part in the e-scooter trials; and
- Agreed that operators would be invited to attend a meeting with TEC Executive Sub Committee members. An update could then be given to full TEC.

5. Transport & Mobility Performance Information

The TEC Executive Sub Committee received a report that detailed the London Councils’ Transport and Mobility Services performance information for Q2 2022/23 and full year 2021/22.

Andy Rollock, Mobility Services Manager, London Councils, informed Members that the contact centre staff were still underperforming on the Freedom Pass contract (ie answering calls within 45 seconds/percentage of calls abandoned). Some staff were now leaving their roles in the contact centre, which was causing problems with the service. However, improvements were being made to get the service back on track and this continued to be monitored. Andy Rollock said that customer satisfaction still remained at a high level.

Andy Rollock said that vehicle arrival times for the Taxicard service had an “amber” rating as targets were not being met. This was mainly due to a shortage of drivers at the

moment, as a large number of drivers were leaving the taxi trade. Efforts were currently being made to improve provision. Councillor Asser asked whether the drivers had given any reasons for leaving the taxi trade. He asked whether more drivers would move back into the trade as a result of the cost of living crisis. The Chair said that supplying the Taxicard service used to be popular, although this did not appear to be the case now. Andy Rollock said that he had contacted the taxi and private hire (TPH) organisation about the lack of drivers to the Taxicard service. The TPH said that there was still a great deal of work on the streets at the moment and taxi drivers were “picking and choosing” the more lucrative jobs (ie not Taxicard jobs). ComCab was now providing a lot of the work and were engaging with the private operators. Andy Rollock said that efforts were being made to get the service back up to scratch.

Stephen Boon, Director of Transport & Mobility, said that London Councils was working closely with TfL. He informed Members that there had been a 16.5% reduction in black cab drivers and a 13% reduction in PHV drivers. Stephen Boon said that aggressive pricing had also resulted in a reduction in supply. He said that Kalpini Dave, Chief Contracts Officer, London Councils, would be looking closely at what to prioritise with this and plans were being put in place to bring more PHV drivers “into the mix”. The Chair asked if there was anything that TEC Members could do to help support this. Stephen Boon said that the Taxicard contract re-procurement would be taking place soon and officers would come back to TEC on this in order to get a clear steer on what the priorities were.

The TEC Executive Sub Committee:

- Noted that officers would come to TEC with the Taxicard contract re-procurement and ask Members to give them a clear steer on what their priorities were; and
- Noted the Transport & Mobility Performance report for Quarter 2.

6. Transport Funding Sub Group Update.

The TEC Executive Sub Committee considered a report that provided an update on the activities of the London Councils' Transport Funding sub group.

Councillor Costigan said that a meeting of the sub group had taken place on 7 November 2022. She said that there were logistical problems with this meeting as there were a large number of people who attended the meeting, along with a great deal of items on the agenda that needed discussing in an one hour slot that was allocated. Councillor Costigan said that TfL had felt that the current funding round had been settled, but London Councils felt that more discussions were needed in respect of underspends and flexibility, especially with regards to the allocation of funding. She said that the next sub group meeting was being planned to take place before Christmas. This meeting would have less people in attendance along with a more focussed agenda. The Chair thanked Councillor Costigan for her continued input and support in chairing the Transport Funding sub group meeting.

The TEC Executive Sub Committee noted that another meeting of the sub group would be convened before Christmas. The agenda would have less items and be more focussed. Also, the number of additional people attending this meeting would be reduced.

7. TEC Month 6 Revenue Forecast 2022/23

The TEC Executive Sub Committee received a report that outlined actual income and expenditure against the approved budget to the end of September 2022 for TEC and provided a forecast of the outturn position for 2022/23. At this half year stage, a surplus of £1.09 million was forecast. In addition, total expenditure in respect of Taxicard trips taken by scheme members was forecast to underspend by a net figure of £3.585 million, which still reflected a reduction in demand following Covid-19. The net borough proportion of this underspend was projected to be £2.257 million, with £1.328 million accruing to TfL.

David Sanni, Director of Corporate Resources, London Councils, introduced the report, which forecasted a surplus of £1.09million at this stage. He said that the next TEC forecast report would be presented to the Members at the TEC Executive Sub Committee meeting on 9 February 2023. The Chair said that a case should be made for the investment in other TEC activities and what might need to be done for the Taxicard scheme.

The TEC Executive Sub Committee:

- Noted the projected surplus of £1.09 million for the year, plus the forecast net underspend of £3.585 million for overall Taxicard trips, as detailed in the report; and
- Noted the projected level of Committee reserves, as detailed in paragraph 5 of the report and the commentary on the financial position of the Committee included in paragraphs 6-8.

8. Proposed Revenue Budget & Borough Subscriptions & Charges 2023/24 and Medium-Term Financial Strategy

This report detailed the outline revenue budget proposals and the proposed indicative borough subscription and charges for 2023/24, together with indicative income and expenditure budgets for 2024/25 and 2025/26.

The TEC Executive Sub Committee was asked to comment on these outline proposals in order that any comments could be considered in the further report going to the Main TEC Committee on 8 December 2022 where the detailed budget proposals and levels of subscriptions and charges would be presented for approval.

David Sanni introduced the report which set out the proposed budget in the context of higher inflation. He informed Members that London Councils would be carrying out a review of the operating model in January 2023. David Sanni said that the uncommitted general reserves of £3.4million, including the forecast surplus set out in the preceding paper, was 21% of the total operating expenditure, which was above the 10 to 15% threshold. The TEC reserves therefore, continued to be in a healthy position.

The Chair queried the weak take-up of the Taxicard service and asked whether this was due to capacity issues. Stephen Boon said that the budget was based on the demand trends from previous years. He said that demand had continued to plateau and had not increased. Stephen Boon said that a survey was being sent to Taxicard members to ask them what impact the cost of living crisis was having on their use of the service. The results from this would be sent back in January 2023.

Stephen Boon said that taxi tariffs had also increased which fed into what members paid into the scheme.

The Chair asked what assumption of inflation had been included in the draft budget. David Sanni said that a 4% increase in employee costs had been assumed. Also, some of the contracts were linked to inflation. He said that the 4% would be reduced to 2% in future years. The Chair asked whether the Elizabeth Line represented a cost to boroughs with regards to the Freedom Pass. Stephen Boon confirmed that the Freedom Pass assumed an RPI plus 1% for fare increases. He said that more information should become available as a result of the Government's Autumn Statement being announced today. The Chair asked whether London Councils were in contact with borough treasurers about these issues. Stephen Boon confirmed that this was the case. He said that the concessionary fares settlement was slightly up compared to the previous year but was still considerably below pre-Covid levels.

The TEC Executive-Sub Committee was asked to recommend that the main Committee approved at their meeting on 8 December 2022, the proposed individual levies and charges for 2023/24 as follows:

- (i) The Parking Core Administration Charge of £1,500 per borough and for TfL (2022/23 - £1,500) (paragraph 9);
 - (ii) No charge to boroughs in respect of the Freedom Pass Administration Charge, which was covered by replacement Freedom Pass income (2022/23 – no charge) (paragraph 11);
 - (iii) The net Taxicard Administration Charge to boroughs of £338,000 in total (2022/23 - £338,000); (paragraph 10);
 - (iv) No charge to boroughs and TfL in respect of the Lorry Control Administration Charge, which was fully covered by estimated PCN income (2022/23 – no charge) (paragraph 13);
 - (v) The Parking Enforcement Service Charge of £0.2975 per PCN, which would be distributed to boroughs and TfL in accordance with the number of PCNs issued in 2021/22 (2022/23 - £0.3751 per PCN; paragraphs 15);
 - (vi) The Parking and Traffic Appeals Charge of £29.75 per appeal or £25.57 per appeal where electronic evidence was provided by the enforcing authority (2022/23 - £29.36/£25.55 per appeal). For hearing Statutory Declarations, a charge of £23.49 for hard copy submissions and £22.65 for electronic submissions (2022/23 - £23.64/£22.88 per SD) (paragraphs 15);
 - (vii) Congestion Charging Appeals including the ULEZ scheme – to be recovered on a full cost recovery basis, as for 2022/23, under the current contract arrangement with the GLA (paragraph 20);
- The TRACE (Electronic) Charge of £7.53 per transaction (2022/23 - £7.53) (paragraph 15);
- (viii) The TRACE (Fax/Email) Charge of £7.70 per transaction, which is levied in addition to the electronic charge of £7.53 per transaction, making a total of £15.23 (2022/23 - £15.23) (paragraph 15);
 - (ix) The TEC Charge of £0.175 per transaction (2022/23 - £0.175) (paragraph 15); and
 - (x) The use of £721,000 of TEC reserves which consists of £258,000 of previously approved committed reserves to fund environmental initiatives, including climate change, from the TEC Special Projects Reserve. The residual amount of £463,000 would be funded from the £1.1 million forecast TEC surplus for 2022/23 and would not reduce the existing level of uncommitted reserves (paragraph 35)

Based on the above proposed level of subscriptions and charges, the Executive-Sub Committee was asked to recommend that the Main Committee approved at their meeting on 8 December:

- The provisional consolidated revenue expenditure budget for 2023/24 of £262.127 million, as per Appendix A of this report;
- The provisional consolidated revenue income budget for 2023/24 of £261.406 million and use of reserves of £721,000, also as per Appendix B;
- To consider the current position on reserves, as set out in paragraphs 35-37 and Table 5 of this report

The Executive-Sub Committee was also asked to note:

- The indicative total charges to individual boroughs for 2023/24, dependent upon volumes generated through the various parking systems, as set out in Appendix C.1;
- The indicative income and expenditure budgets for 2024/25 and 2025/26 detailed at Appendices E-F;
- The proposed review of London Councils operating model to identify potential savings and efficiencies to ensure its financial arrangements remain affordable and sustainable.
- A survey had gone out to Taxicard members regarding the impact that the cost of living was having on their use of the service.
- Inflation had been added into the draft budget (4% of employee costs in first year, dropping to 2% in future years); and
- The Freedom Pass assumed RPI + 1% for fares increases.

9. Minutes of the TEC Executive Sub Committee held on 14 July 2022 (for agreeing)

It was noted that Councillor Costigan's declaration of interest under the North West London Waste Authority should be removed (agenda item 2). Subject to this amendment, the minutes of the TEC Main meeting held on the 14 October 2022 were noted.

10. Minutes of the TEC Main Meeting held on 14 October 2022 (for noting)

The TEC Executive Sub Committee noted the minutes of the TEC Main meeting held on 14 October 2022.

Post Meeting Note:

To collect better EqlAs data for the proposed penalty fare increase by TfL, and to probe responses, especially with regards to vulnerable groups.

The meeting finished at 11:54am

ITEM 10 - London Councils' Transport and Environment Committee (In-Person) – 14 October 2022

Minutes of a meeting of London Councils' Transport and Environment Committee held on Friday 14 October 2022 at 2:30pm, in the Conference Suite, 59½ Southwark Street, London, SE1 0AL

Present:

Council	Councillor
Barking and Dagenham	Cllr Syed Ghani
Barnet	Cllr Geof Cooke
Bexley	Cllr Peter Craske (virtual)
Brent	Cllr Krupa Sheth
Bromley	Cllr Nicholas Bennett
Camden	Cllr Adam Harrison
Croydon	Cllr Scott Roche (virtual)
Ealing	Cllr Deidre Costigan
Enfield	Cllr Rick Jewell
Greenwich	Cllr Averil Lekau
Hackney	Mayor Philip Glanville (Chair)
Hammersmith and Fulham	Apologies
Haringey	Cllr Mike Hakata
Harrow	Cllr Anjana Patel
Havering	Apologies
Hillingdon	Apologies
Hounslow	Cllr Katherine Dunne
Islington	Cllr Rowena Champion
Kensington and Chelsea	Cllr Cem Kemahli
Kingston Upon Thames	Cllr Ian Manders
Lambeth	Cllr Rezina Chowdhury
Lewisham	Cllr Louise Krupski
Merton	Cllr Natasha Irons
Newham	Cllr James Asser
Redbridge	Cllr Jo Blackman
Richmond Upon Thames	Cllr Alexander Ehmann (virtual)
Southwark	Cllr Catherine Rose
Sutton	Cllr Barry Lewis
Tower Hamlets	Apologies
Waltham Forest	Cllr Clyde Loakes
Wandsworth	Cllr Judi Gasser
City of Westminster	Cllr Paul Dimoldenberg
City of London Corporation	Shravan Joshi
Transport for London	Alex Williams

The Chair opened the TEC meeting, which could be accessed by the public online via a livestream. He reminded Members that TEC meetings were now taking place “in person” and Members would need to be present in the room in order to vote. The Chair said that Jack Greaves would be taking some photographs of the TEC meeting, as long as Members were content with this. Members were also asked if they could state their names and where they were from when addressing the Committee.

1. Apologies for Absence & Announcement of Deputies

Apologies:

Cllr Sharon Holder (LB Hammersmith & Fulham)
Cllr Barry Mugglestone (LB Havering)
Cllr Jonathan Bianco (LB Hillingdon)
Cllr Abdul Wahid (LB Tower Hamlets)

No deputies were given.

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

Freedom Pas, 60+ Oyster Card & Blue Badge

Cllr Geof Cooke (LB Barnet)
Cllr Anjana Patel (LB Harrow)
Cllr Ian Manders (LB Kingston)
Cllr Barry Lewis (LB Sutton)

Wes London Waste Authority

Cllr Deidre Costigan (LB Ealing)

Western Riverside Waste Authority

Cllr Judi Gasser (LB Wandsworth)

London Cycling Campaign

Cllr Katherine Dunne (LB Hounslow)
Cllr Ian Manders (RB Kingston)
Cllr Barry Lewis (LB Sutton)

London Road Safety Council

Cllr Nicholas Bennett (LB Bromley)
Cllr Katherine Dunne (LB Hounslow)

London Sustainable Development Commission

Cllr Jo Blackman (LB Redbridge)

3. TfL Funding Update – Presentation from Alex Williams & David Rowe (TfL)

Alex Williams, Director of Borough Planning, Transport for London, introduced the item on TfL funding and made the following comments:

- The pandemic had created a large deficit in TfL's budget owing to the major decline in fares
- TfL had now received a longer-term funding deal from the Government up to

March 2024. This has enabled TfL to reinstate the LIPs system and to plan ahead for the next 18 months.

- £69 million had been allocated for Borough funding per annum. TfL was in a less adversarial relationship with the DfT now and regular liaison was taking place.
- £80 million capital funding per year (£160 million in total) was available for active travel, to be spent by TfL.
- TfL, together with boroughs were required to deliver 25mkm of new bus lanes (a 10% increase).
- Letters had gone out to the boroughs with regards to the £69million. The funding formula that was jointly developed in 2018 had now been introduced. A key change was that outer London boroughs would receive more funding as a result of this re-jigged formula. Funding would be available for bus priority and principal road maintenance.
- The TfL presentation would be sent to TEC Members after the meeting.
- Direct Vision Standard Phase 2 would start in collaboration with TEC. This was one of the best schemes to protect road users in London.
- Other key projects included the completion of Old Street Roundabout, delivery of safer junctions and lower speeds on TLRN roads.
- Next steps included the start-up of the London Councils' Finance sub group again. Borough officers to return draft LIP submissions (by 28 October 2022) and confirmation of borough allocations for 2023/24 (7 January 2023).
- Business Plan would be submitted to the TfL Board for next 2 to 3 years. There would be no more "managed decline" but not everything could be funded.

Q and As

Councillor Ehmann thanked TfL for the presentation. He asked what the process was for boroughs to receive some of the £160million Active Travel funding as the Borough of Richmond had not received any. Councillor Bennett asked if this was the same as Healthy Streets. The Chair asked whether Healthy Streets was the new term by which to apply for funds from the £160million. Alex Williams said that the allocation process of the £160million would go to schemes that were already committed to and signed off by the TfL Board. He said that the funding received from Government was more modest than TfL would have liked. However, fares income had gone down by approximately twenty percent and this made bus priority very important now.

David Rowe, TfL, said that the Department for Transport helped to fund Active Travel through operational grants and capital grants. LIPs (£69million) was funded through operational grants. Councillor Ehmann said that more details were needed on making temporary schemes permanent. David Rowe said that "stand alone" schemes would need to pass accounting tests. He said that more discussion was needed on making temporary schemes permanent (capital schemes). Alex Williams said that it was a decision for the boroughs to make on what the £69million was spent on. Funds could be used to pay for longer-term high quality permanent schemes. David Rowe said that making temporary schemes permanent would go through the normal consultation process.

Councillor Ehmann said that more cost-effective measures needed to be taken rather than simply making temporary schemes permanent (eg more on deployment was required). The Chair said that a large number of schemes were already in the process of being taken forward and this was the logical progression of the schemes. Councillor Hakata said that the TfL deal/funding package had an impact on borough services and delivery and asked whether this had been renegotiated. Councillor Costigan said that the funding deal was less than what was hoped for. She said that the Active Travel element of the deal had been a Government decision. Councillor Costigan said that more clarity was needed regarding the timing and spend and the schemes already in progress. She said that commitment was needed from TfL to fast-track schemes, especially the Lido Junction in her Borough of Ealing.

Councillor Bennett said that the Borough of Bromley was not receiving its share (£2million plus) from the £69million of funds allocated to the boroughs. Councillor Gasser felt that more flexibility was required around the funding and less ring-fencing. The Chair said that the DfT was keen on this flexibility. Alex Williams said that £700million savings needed to be found as one of the conditions of the new funding deal. Other conditions included bus lane targets and Active Travel. David Rowe said that the allocation of £69million for 2022/23 would be the same in 2023/24. He asked boroughs to come back to TfL to discuss ways in which to use these funds. He said that TfL was open to the issue of flexibility, but there were other demands including bus lane kilometrage.

Alex Williams said that TfL was not holding any money back and confirmed that all funds had been allocated to the boroughs. However, how these funds were spent did have to comply with the Mayor's Transport Strategy (MTS). Alex Williams informed Members that TfL had supplied evidence to borough officers in respect of road safety and cycling spaces etc. The Chair said that good co-operation was taking place with TfL. With reference to the bus consultation, the Chair said that it was important to ensure that this was co-produced with the boroughs and that liaison on this took place with the boroughs over the next two months. He said that it was also imperative that boroughs received these funds.

4. ReLondon Activities Update

The Committee received a report that provided a summary update on ReLondon's activities.

Ali Moore, Head of Communications and Behaviour Change, ReLondon, gave a presentation on ReLondon's current activities. She said that a London Recycles campaign was taking place to support the boroughs with their recycling. The campaign consisted of core areas like toolkits, including artwork and messaging. Ali Moore said that part of the pan-London campaign was to motivate younger people to recycle more. The campaign had made an impact and the toolkits available were free of charge.

Ali Moore said that there was no longer any funding left for the London Recycling Campaign. She said that the goal for 2022/23 was to reach £225k and ReLondon wanted to hear from the boroughs regarding their continued commitment. ReLondon had a gap to fill and was looking for a further 2 years of funding. Councillor Sheth said that ReLondon had worked hard and had continued to develop its relationship with the boroughs. Councillor Kemahli asked how the funding from the boroughs was raised (eg through an "opt-in" or "opt-out" basis for instance).

Antony Buchan, ReLondon, confirmed that the flats "toolkit" was available on the ReLondon website. He said that there was also a workshop taking place on 3 November 2022. ReLondon also had a number of different support packages depending on what stages the boroughs were at. Ali Moore said that boroughs would also be asked if they wanted to take part in a new food campaign. This would be an "opt-in" campaign and would be crowdfunded. However, Ali Moore said that this work took time and was costly and other mechanisms to carry this work out needed to be looked into.

Antony Buchan said that when the organisation was formed back in 2008, funding was received from the Government. However, ReLondon (previously the London Waste & Recycling Board) had not received any money now from the Government since 2015. He informed Members that ReLondon had been using reserves from 2015 and now

offered some commercial services to the boroughs at a cost because there was no direct funding from Government. Councillor Loakes asked if there was any indication about how ReLondon would be funded over the next two years (ie what the future funding model might be). Councillor Hakata said that the Borough of Haringey had run pilots on recycling in flats (food recycling, textiles, electricals etc). He said that there were big differences in the levels of recycling between poorer and more wealthy households. Councillor Hakata said that language barriers had also caused problems when it came to levels of recycling. He asked whether ReLondon was doing anything to address this issue.

Councillor Irons said that the Borough of Merton relied on small developed plots and asked whether ReLondon contracted out to developers with regards to recycling. Councillor Lewis said that officers wanted more details on food recycling in the Borough of Sutton. He asked whether there was any cross-over of this work between ReLondon and the South London Waste Authority. The Chair said that Members could connect through Antony Buchan at ReLondon to discuss these issues and also get any further campaign details from Ali Moore. The Chair asked whether ReLondon wanted the funding in order to keep the services free for everyone. Ali Moore said that it was too premature to bank on what ReLondon would receive. Antony Buchan said that ReLondon was planning to write a joint letter to the new ministers to raise these issues and to make a case for this funding.

Ali Moore informed Members that ReLondon did not currently operate a translation service. She said that officers should let ReLondon know where there were any particular issues when it came to language barriers. Antony Buchan said that a great deal of dialogue had been taking place on this between ReLondon and the boroughs and this would be fed back into the programmes. Ali Moore said that London Recycles was a recycling campaign that ran a "Repair Week". She said that there were also other campaigns that dealt with waste, including food and clothes. Ali Moore said that ReLondon was getting developers to support the Repair Week.

Ali Moore said that there was a balance of support. For example, boroughs contributed to the funding for the food campaign, and once this was over, assets could probably be made free at that stage. London Recycling was seen as a statutory commitment to the boroughs, although the mechanisms of this needed to be worked through. The Chair asked boroughs to liaise directly with ReLondon should they have any further enquiries after the TEC meeting.

5. Environment & Traffic Adjudicators' Policy Change

The Committee received a report that considered the case for increasing the mandatory retirement age for adjudicators from 70 to 75.

The Chair welcomed Anthony Chan, the Interim Chief Adjudicator at London Tribunals, to the TEC meeting. Stephen Boon, Director of Transport & Mobility, London Councils, said that previous decisions on adjudicators' retirement age had gone to this Committee. He said that, as it stood, there were risks of appeals due to age discrimination because of the current retirement age.

Anthony Chan said that a number of issues had been raised from the previous policy decisions on adjudicators' retirement age. He said that it was being put forward to raise the retirement age from 70 to 75 in order to minimize any risks of litigation. Councillor Manders said that he was content with the proposal to raise the adjudicators' retirement age to 75. However, he said that he was concerned about the levels of competency that came with getting older and how this would be monitored. Anthony Chan said that

adjudicators were appointed on a five-year basis, during which time they were reviewed for conduct and competence regardless of age. He said that an appraisal system was in operation to monitor competence levels. Anthony Chan said that the appraisal system could be looked at again, with a view to making it more agile and applicable to everyone (taking into account judicial independence). Councillor Costigan asked whether any provisions were in place should an adjudicator get a disability, in order for them to still be able to perform the role. Anthony Chan confirmed that assistance was available and provisions could be set in place should adjudicators have a medical condition or get a disability.

The Committee:

- Agreed to increase the mandatory retirement age for adjudicators from 70 to 75, in line with the amended provisions of the Judicial Pensions and Retirement Act (1993) and consistent with previous decisions of this Committee.

6. Environment & Traffic Adjudicators' Annual Report 2021/22

The Committee received the Annual Report from the Environment and Traffic Adjudicators for the reporting year 2021-2022, on behalf of the Environment and Traffic Adjudicators by the Interim Chief Adjudicator, Anthony Chan.

The Chair said that the Committee would like to recognise the contribution and sound work that had been carried out by Caroline Hamilton, the previous Chief Adjudicator.

Anthony Chan said that there had been an increase in the number of appeals being presented for moving traffic contraventions (MTS), mainly as a result of Low Traffic Neighbourhoods and Safer Streets. He said that many Traffic Management Orders (TMOs) were experimental and had a life span of 18 months. As a result of this, London Tribunals were seeing some appeals succeed where authorities had not taken the required steps to make schemes permanent. A higher percentage of cases were now through the use of cameras and legal submissions could also be very long. Anthony Chan said that there were also disagreements the tribunal was seeing more cases where appellants suggested that some local authorities were not following the Equalities Act sufficiently at representations stage, which was causing appeals to become more technical.

Councillor Manders voiced concern about the cloning of vehicles. Anthony Chan confirmed that that report did make reference to this. He said that local authorities were asked to report this to the police and get a crime number. However, the police did not always issue a crime number. This meant that adjudicators often did not have enough to go on as local authorities were not getting any information back from the police. Councillor Manders asked whether the police were withdrawing this service (cloning reports). He said that a similar thing happened when the Congestion Charge was first introduced. Anthony Chan said that the adjudicators were used to dealing with crime numbers. Appellants often sent other accompanying information like photographs stating that this was not their car.

Stephen Boon said that London Councils would follow up with TfL about the issue of persistent evaders and how to tackle them. He informed Members that policy work was being carried out on this, although this might take a while to resolve. The Chair asked what proportion of cloning there was in these disputes. He asked whether it was common that boroughs did not resolve this issue before it went to the appeal stage. Anthony Chan said that this was difficult to ascertain. Councillor Asser said that the Borough of Newham had carried out some policy work on this issue. He said that there

had been a flurry of appeals from the north of England and Scotland. Councillor Asser said that it would be beneficial to get an idea of the scale of this through the policy work that was being undertaken. Stephen Boon suggested that engagement could take place with the London Borough Fraud Investigation and he would ask them whether they were collating any information on this.

Councillor Manders said that people that cloned number plates had vehicles that were often not insured or taxed, which was not good for the victims of these crimes as this made it very difficult for them to get back any compensation. Councillor Manders said that he had an issue with the police not acting on the fact that a crime had been committed. The Chair asked whether this could be resolved through the policy work and where the best place was to take this issue. Stephen Boon said that he would report back to TEC once he had more details on this.

The Committee:

- Noted that Stephen Boon would report back to TEC on the issue of cloning number plates and persistent evaders in due course;
- Noted the Annual Report from the Environment and Traffic Adjudicators for the reporting year 2021-2022.

7. Chair's Report

The Committee received a report that updated Members on transport and environment policy activity since the last TEC meeting on 9 June 2022.

The Chair said that recent events and work included a car club round table which discussed the future work around car clubs. He said that disappointingly, the Transport Bill likely to be significantly delayed, which would have implications on the micro mobility agenda. Speeding enforcement and bus engagement and consultation work with TfL had also been highlighted in the report.

The Chair said that other areas that were covered in the report included the "Cities Commission for Climate Investment" (3Ci), which had been rebranded so it also now covered metro Mayors and districts. He informed Members that the new TEC "Surface Water Flooding Strategic Group" would be meeting for the first time in December 2022. More information on the e-scooter trials would also be available shortly. The Chair said that an email, in collaboration with TfL, regarding "Vision Zero" had been sent to all Borough Leaders and Cabinet Leads to highlight the scale of road safety issues in London. It was hoped that colleagues would engage at a borough level on this.

Councillor Dunne said that there was still an issue of where dockless bikes were being left. She asked whether there were any other options available to encourage operators to pick-up/move dockless bikes that had been left in inappropriate places. Councillor Hakata asked whether Active Travel England were still in operation or whether they had been removed. Councillor Gasser said that the Borough of Wandsworth still had problems with issuing penalty notices that were generated from speed cameras. The Chair said that there were problems when it came to dockless bike operators removing their bikes. He asked whether it was worth convening a meeting with the operators and share the feedback – similar to what took place with the car clubs.

The Chair asked whether Active Travel England had met and whether the Government had signed-off schemes. Alex Williams said that less than twenty people were have been recruited so far and currently their focus was on guidance. He said that Active Travel England was supposed to be a statutory consultee on planning applications and

provide guidance , but the organisation's capacity was quite low at the moment. Stephen Boon said that he was aware that it could be difficult to engage the Traffic Enforcement Centre team. Councillor Lewis said that it would be useful to have more information about what was happening in the Borough of Wandsworth regarding their speeding enforcement and 20mph trial. He said that there appeared to be difficulties in getting someone to administer the fines. Councillor Loakes said that a critical element of Healthy Streets was to control speeding, which started before the pandemic. However, there had been major problems with boroughs not having the powers to enforce speeding. Councillor Loakes asked why other local authorities did not have the powers to enforce speeding if the Borough of Wandsworth was taking part in a trial to do this. Stephen Boon said that experimental traffic orders were in place on those particular streets in Wandsworth and this was an opportunity for the borough to test an alternative approach to enforcement.

The Chair said that TfL was progressing to bring down the speeding limit to 20mph on its roads. However, there was some resistance to the pilot and 20mph speeding restrictions. Stephen Boon said that there was resistance from the Government and the police to enforce 20mph speed limits, along with concerns about the ability for the police to gather evidence for other criminal activity. Stephen Boon said that TEC would explore these issues with the Government and other stakeholders. He confirmed that the Borough of Wandsworth was using civil enforcement powers to run the 20mph speeding trail.

The Committee noted the Chair's Report.

8. Climate Policy Review Update.

The Committee received a report outlining the recent work that London Councils' officers had been undertaking to ensure policy asks on climate change are up to date. The report also outlined some immediate areas of advocacy work, including the Chris Skidmore "Review of Net Zero", where Member comments were sought.

Zak Bond, Principal Officer Climate Change, London Councils, introduced the report. He said that London Councils was delivering climate change advocacy and policy development. He noted that there has been a lot of change in this space recently, including the formation of a Local Net Zero Forum by BEIS to improve collaboration and engagement which include representatives from London Councils and the London Environment Directors' Network (LEDNet). A number of workshops had also been attended by borough officers.

Zak Bond outlined London Councils policy development workshops, which has been attended by over 130 borough officers. These workshops provided ideas on new policy positions and confirmed our thinking on key areas, including around boroughs having the right powers and simplifying the central government funding process. He informed Members that efforts were being made to try and get Chris Skidmore MP to come to London to discuss net zero. Zak Bond said that boroughs were asked to note the progress of the policy work and to discuss any thoughts that they had on advocacy work.

Councillor Dunne asked whether any further work had been carried out on COP27. The Chair asked whether the LGA had a representative at COP27. He said that he was also unsure where the Local Net Zero Forum positioned itself. Zak Bond said that discussions were taking place with communications colleagues about coordinating net zero communications activities aligned with COP27. The Chair said that it was good to work on these climate issues on a cross-party basis. He asked whether there was

anything further to come out of the workshop work. Zak Bond said that some of the key issues included climate adaptation and role of local authorities and the role of carbon offsetting. There was also lots of work on waste.

Councillor Rose asked about the green growth agenda with boroughs and how to engage in this. She said that a green-led climate focus was required and to reduce energy bills. She also mentioned not exploiting diminishing reserves and retrofitting. Zak Bond said that there was a green economy and skills programme hosted by London Councils. Katharina Winbeck said that London Councils was working closely with the Mayor on this and the Green New Deal, which was a priority for London Councils. The Chair said that not enough government investment was being seen in these areas. He said that the Borough of Hounslow was leading on the green economy and skill programme. The London Borough of Hackney was also developing a green economy strategy, as well as a green circular economy.

The Chair said that the regulations around heat networks needed to be monitored as this was going up the parliamentary agenda, that the London Borough of Ealing was working on this, and that OFGEM was introducing new regulations on the heat networks. Katharina Winbeck said that London Councils would follow this up.

Councillor Hakata said that not a great deal was being done on carbon reduction by the heat networks. He said that renewable energy projects needed to be supported along with changes to regulations for offshore wind developments. Zak Bond said that changes to offshore wind regulations (to make it acceptable under planning policy) were going through, although there was uncertainty about how far these changes had progressed. The Chair said that the Environment Act was moving very slowly and that it was not clear where boroughs could shape policy on this.

Councillor Costigan felt that the policy position with regards to waste reforms needed to be explained further. She said that there appeared to be a reluctance for the current government to explore waste reforms further owing to the additional burdens it would place on companies. Councillor Costigan asked what London Councils was doing to influence opposition parties in order to make specific points. Zak Bond said that London Councils was carrying out an internal workshop to look at the various opportunities over the next 2 to 3 years. Katharina Winbeck said that London Councils was still working on the details of the waste consultation and would be formulating a response. However, no further information was currently available on this.

The Committee:

- Noted progress on ensuring London Councils' policy positions on net zero and climate change adaptation were up to date, relevant and effectively prioritised; and
- Agreed the key priorities to feed into the new Net Zero Review as outlined in paragraphs 13-17.

9. Taxicard & Freedom Pass Update

The Committee received a report that provided Members with an update on the Taxicard and Freedom Pass schemes including analysis of current Taxicard performance levels and details of TfL's consideration of a permanent removal of pre-9am travel for the older persons' Freedom Pass scheme.

Stephen Boon said that TfL had temporarily suspended the Freedom Pass travel for older persons during the morning peak. This was introduced during the pandemic to help with social distancing measures and accounted for approximately 5% of the overall

concessionary travel. However, due to TfL's current financial position, it had indicated its intention to make this a permanent arrangement and not re-introduce this element of the scheme for older persons passholders (disabled passholders were not affected). Stephen Boon informed Members that the boroughs who administer the disabled persons scheme may see an increase in applications from older persons pass holders with a disability who want their eligibility to be switch to the disabled persons scheme. This might lead to increased workloads for borough teams. However, he suggested that numbers of switches since the temporary measures were introduced were not high and London Councils would be monitoring this. TfL would be making a final decision on this in November/December 2022, and not in 2023 as stated in the report.

The Committee noted the Taxicard and Freedom Pass Update report.

10. Fixed Penalty Levels for the London Borough of Tower Hamlets Byelaws

The Committee considered a report that requested that TEC set Fixed Penalty Notice (FPN) levels for LB Tower Hamlets byelaws relating to parks and open spaces, so that the local authority could issue FPNs rather than prosecute offenders.

Under Section 17(6) of the London Local Authorities Act 2004, it was the duty of the joint committee, London Councils' Transport and Environment Committee (TEC), to set levels of fixed penalties for bylaws. Consistent with past practice it was proposed that London Councils consult on the levels of the penalty.

The Committee:

- Agreed that London Councils consults on the levels of fixed penalty for breaching LB Tower Hamlets byelaws, as set out at Appendix A; and
- Agreed that London Councils consults on a fixed penalty level of £80, payable within 28 days and an early payment reduction to £50, if paid within 14 days.

11. Traffic Signals Maintenance Budget 2023/24

The Committee received a report that set out the forecast costs to boroughs for maintaining traffic signals in London for 2023/24 and sought agreement to the apportionment of those costs to each authority.

Stephen Boon informed Members that the implementation of the traffic signals costs was a statutory function of TEC. He said that the figure represented a 1% increase in costs and Members were invited to approve the budget.

The Committee:

- Agreed the forecast budget for maintaining traffic signals in London for 2023/24, was £12,235,440.53 (*as shown in Appendix 1*);
- Agreed that this cost was apportioned between boroughs based on the fourth and final year of the Transition Period against the new formula of 50% assets (controllers) on the borough network and 50% mid-year population figures (*as shown in Appendix 4*); and
- Agreed the final total apportioned costs for maintaining traffic signals (after reconciliation) would be £12,650,229.32, (*as shown in Appendix 2*)

12. Minutes of the TEC Executive Sub Committee Meeting held on 14 July 2022 (for noting)

The Minutes of the TEC Executive Sub Committee held on 14 July 2022 were noted.

13. Minutes of the TEC Main Meeting held on 9 June 2022 (for agreeing)

It was noted that Cllr Patel (LB Harrow) attended this meeting “in-person” and was not “virtual” and this should be amended in the “Attendees” section of the minutes.

Subject to the above minor amendment, the minutes of the TEC Main Meeting held on 9 June 2022 were agreed as an accurate record.

The meeting finished at 16:34pm