

London Councils' Transport and Environment Committee

Thursday 23 March 2023 at 2:30pm

Labour Group: Meeting Room 4 at 1.30pm

Conservative Group: Meeting Room 5 at 1.45pm

Liberal Democrat Group: Meeting Room 6 at 1.30pm

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

Part One: Items of Business		
1	Apologies for Absence and Announcement of Deputies	-
2	Declarations of Interests*	
3	Vision Zero Update by Lili Matson, Transport for London (<i>presentation included</i>)	
4	Chair's Report	
5	Climate Change Advocacy Update	
6	Electric Vehicle Infrastructure Coordination Update	
7	Concessionary Fares 2023/24 Settlement & Apportionment Revision	
8	Mobility Services Update	
9	New London Borough of Tower Hamlets Byelaws – Setting Penalty Levels	
10	Additional Parking Charges – LB Redbridge	
11	Proposed Dates of the TEC & TEC Executive Sub Committee Meetings for 2023/24	

12	Minutes of the TEC Executive Sub Committee held on 9 February 2023 (for noting)	
13	Minutes of the TEC Main Meeting held on 8 December 2022 (for agreeing)	
	<p>Part Two: Exclusion of the Press & Public (Exempt)</p> <p>TEC will be invited by the Chair to agree to the removal of the press and public since the following items of business are closed to the public pursuant to Part 5 and Schedule 12A of the Local Government Act 1972 (as amended):</p> <p>Paragraph 3 – Information relating to the financial and business affairs of any particular person (including the authority holding that information), it being considered that the public interest in maintaining the exemption outweighs the public interest in disclosing it.</p>	
E1.	London Lorry Control Procurement Update	

Declarations of Interest

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

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

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

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

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

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

Alan Edwards

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London Councils

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TEC Declarations of Interest as at 23 March 2023

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

Cllr Geof Cooke (LB Barnet)
Cllr Nicholas Bennett (LB Bromley)
Cllr Sharon Holder (LB Hammersmith & Fulham)
Cllr Anjana Patel (LB Harrow)
Cllr Jonathon Bianco (LB Hillingdon)
Cllr Rowena Champion (LB Islington)
Cllr Ian Manders (RB Kingston)
Cllr Barry Lewis (LB Sutton)
Cllr Paul Dimoldenberg (City of Westminster)

North London Waste Authority

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

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), Cllr Deidre Costigan (LB Ealing), and Cllr Anjana Patel (LB Harrow)

Western Riverside Waste Authority

Cllr Sharon Holder (LB Hammersmith & Fulham), Cllr Rezina Choudhury (LB Lambeth) and Cllr Judi Gasser (LB Wandsworth)

South London Waste Partnership

Cllr Scott Roche (LB Croydon), Cllr Ian Manders (RB Kingston), Cllr Natasha Irons (LB Merton), and Cllr Barry Lewis (LB Sutton)

Non-Executive Director of London Energy Ltd

Cllr Rowena Champion (LB Islington), and Cllr Clyde Loakes (LB Waltham Forest)

ReLondon (formerly London Waste & Recycling Board)

Cllr Krupa Sheth (LB Brent), and Cllr Nicholas Bennett (LB Bromley)

Thames Regional Flood & Coastal Committee (RFCC)

Cllr Syed Ghani (LB Barking & Dagenham), Cllr Averil Lekau (RB Greenwich), Cllr Sharon Holder (LB Hammersmith & Fulham), Cllr Mike Hakata (LB Haringey), Cllr Anjana Patel (LB Harrow), and Cllr Catherine Rose (LB Southwark).

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)

Update on Vision Zero and focus on Inequalities

Transport Environment Committee

23 March 2023

Lilli Matson, Chief Safety, Health & Environment Officer



SHE INSIGHTS & DIRECTION

Overview of deck

Purpose

TO NOTE progress on Vision Zero and road danger reduction in London, including the 2022 target, and focus on future action

Contents

1. Our shared Vision Zero ambition and plan
2. How are we performing?
3. Focusing our forward programme
4. Five key actions for Boroughs
5. Spotlight on inequalities in road risk

1. Our shared Vision

Zero ambition and plan

Vision Zero

The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

TfL, working together with London borough councils and stakeholders, is committed to delivering this.



People make mistakes, so our transport system needs to **accommodate human error and unpredictability**

There are physical limits to the kinetic energy that the human body can tolerate. Our transport system needs to be forgiving, so that the **forces involved in a collision** are not sufficient to cause fatal or serious injury

All those with a role in designing, building, operating, managing, enforcing and using our streets have a **responsibility to reduce danger**

The five pillars of the Safe System approach:



Safe Speeds



Safe Streets



Safe Vehicles



Safe Behaviours

Post-collision learning and criminal justice

Reducing road danger is the first step in a virtuous circle

London has led the way since 2016 in cutting road death and delivering new innovations in road safety.

It is only by ensuring people feel safe that it will be possible to get people out of cars, improve air quality and reduce CO₂

This is a collaborative effort between TfL, London borough councils and policing partners

The associated benefits of our Vision Zero ambition



61% of adults aged 18+ in England agree that “it is too dangerous for me to cycle on the roads”
National Travel Attitude Survey, 2019

In the 2018 National Travel Survey, respondents said safer roads would encourage them to walk more in their local area

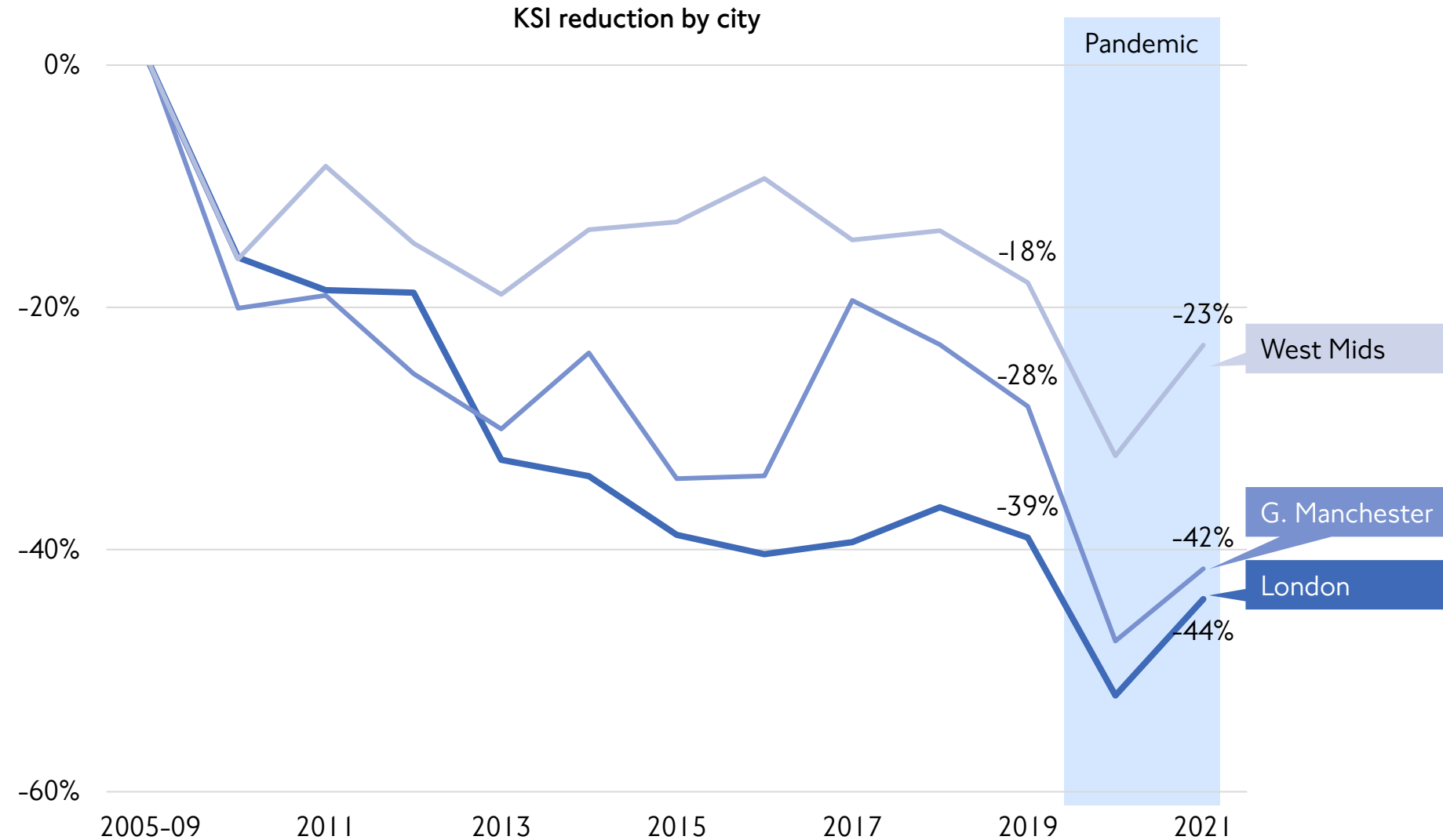
Tackling road danger is key to unlocking fewer car journeys, less carbon and better air quality. Each piece of the puzzle helps to enable the other

SOURCE: <https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-5/national-travel-attitudes-study-wave-5>

2. How are we performing?

London is outperforming other cities

London has delivered safer roads faster than other UK cities, despite growing faster in population, and much higher levels of cycling.



Our progress to eliminate deaths and serious injuries from London's roads

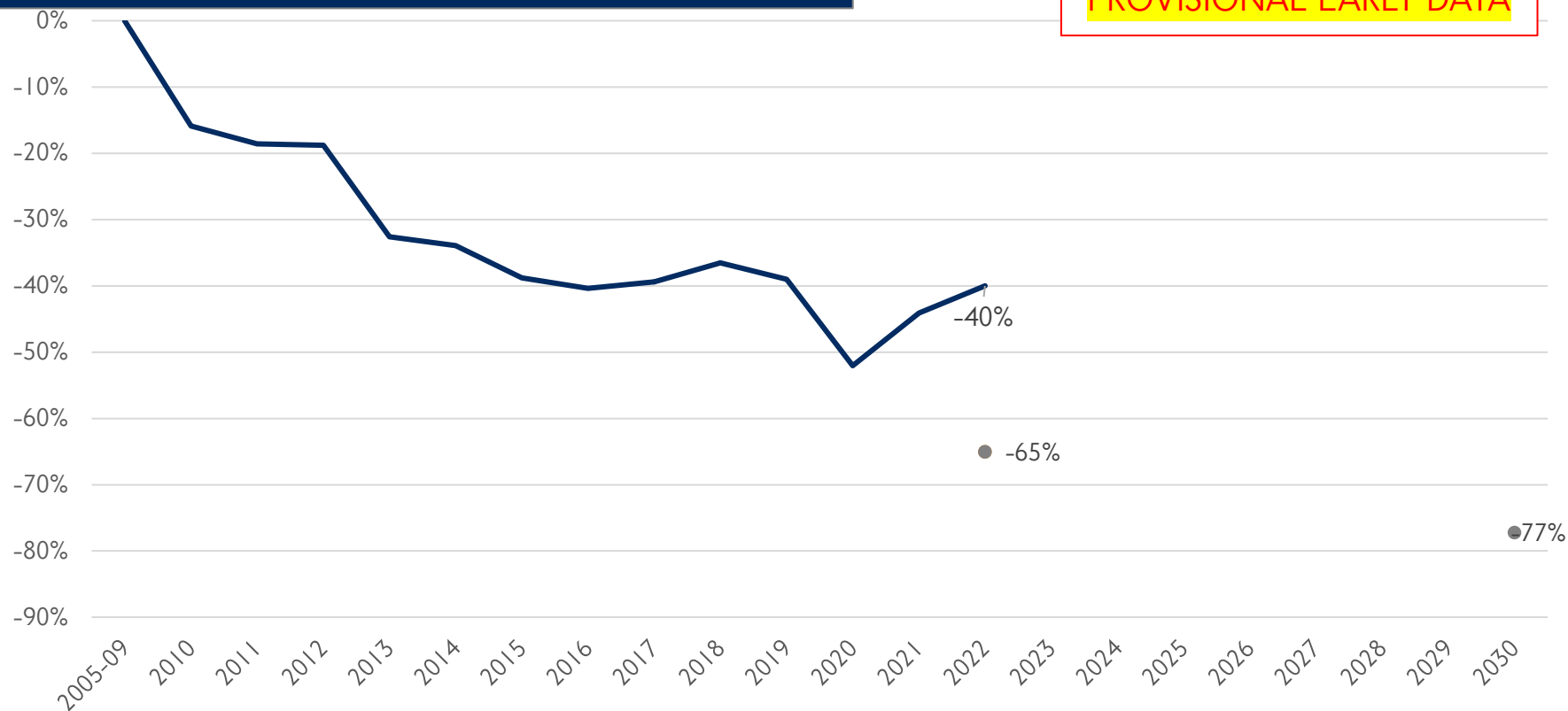
40% reduction in fatal and serious injuries against 2005-09 baseline

53% reduction in fatal casualties against 2005-09 baseline

We are **not** on track for our 2041 target. Flexing our focus within the five pillars **will** enable us to get back on track

Progress towards targets, all fatal and serious injuries

PROVISIONAL EARLY DATA



Road use is changing as a result of many factors, including post-pandemic travel patterns. This means that road risk is changing, and we have to quickly and dynamically flex our focus within the five pillars Safe System approach.

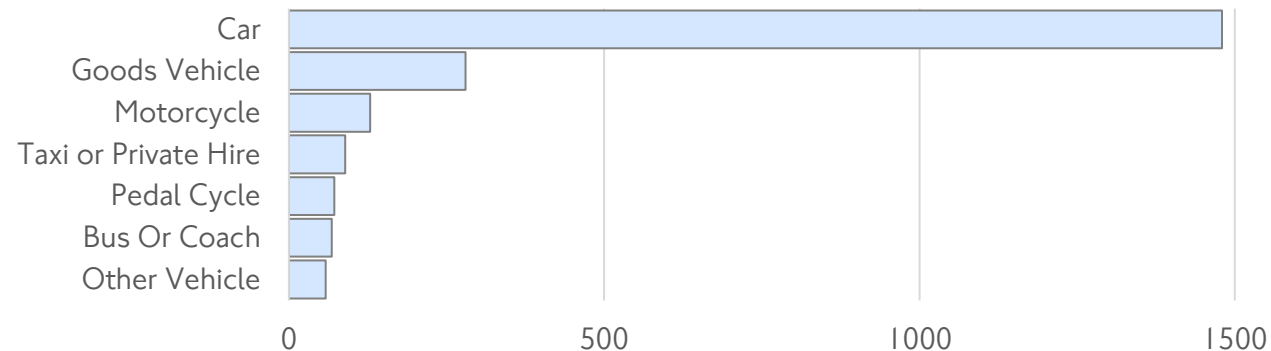
3. Focusing our forward programme

We review road danger in London

We are delivering this policy in an evidence focused approach. This means we are focusing on the biggest sources to harm within the five pillars framework.

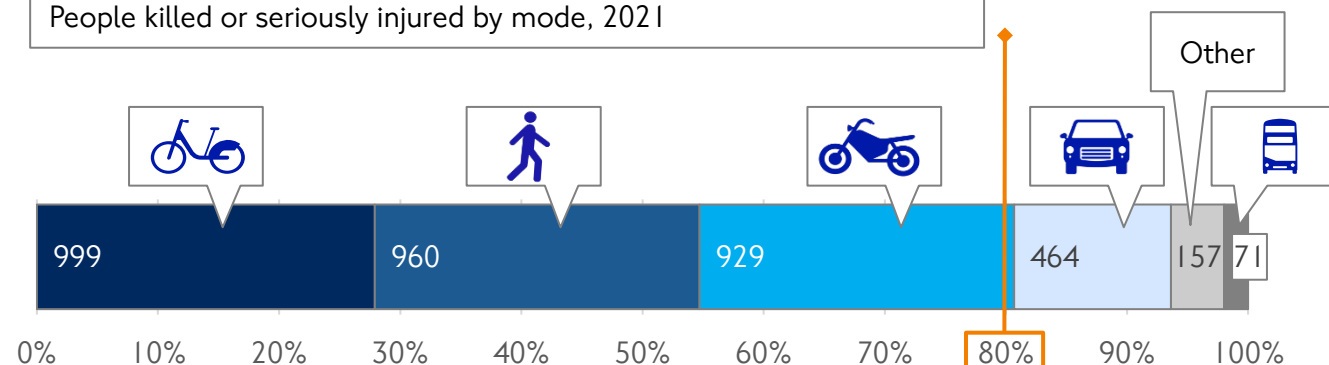
Cars are the biggest source of harm, but HGVs and motorcycles pose a disproportionate risk

Vehicles involved in collisions which kill or seriously injure others, 2021



80% of people killed or seriously injured are walking, cycling or motorcycling – our “Vulnerable Road Users”

People killed or seriously injured by mode, 2021



Vision Zero Action Plan progress report and forward funding

- In 2021 we launched our [Vision Zero Action Plan progress report](#)
- It enabled us to take stock of progress to date in a [data led manner](#) and enhance our [focus on key emerging themes](#):

Inequalities

Analysing causes of inequalities and the link to road risk.

Motorcycles

Analysing emerging trends in motorcycle safety.

Enforcement

Addressing activity on the roads and speed compliance.

Safer Vehicles

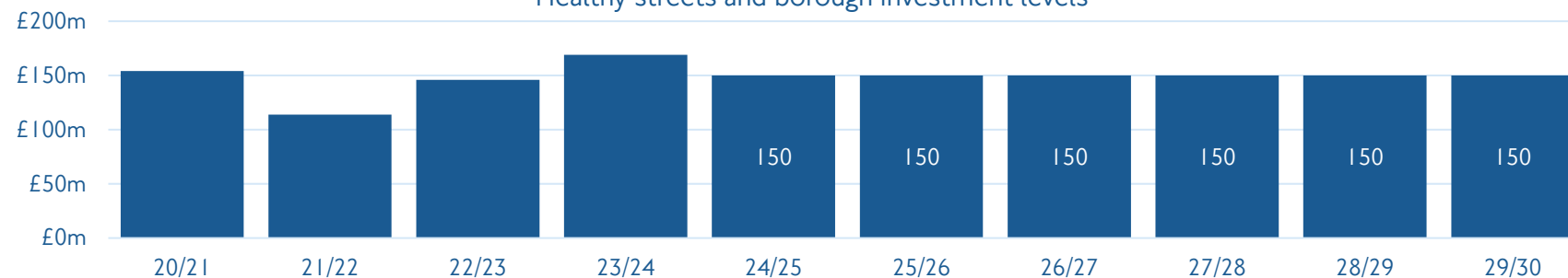
Looking at how we can make vehicles safer for people walking, cycling and motorcycling.

Culture

Focusing on Culture shift in London.

The TfL Business Plan has [funding](#) of £150m/year to enable us to deliver Healthy Streets investment with our Borough partners

Healthy streets and borough investment levels



4. Five key areas where we need your support

As set out in the Vision Zero Action Plan, there are five key actions that London borough councils can consider to reduce road danger and help London achieve Vision Zero

There's lots of best practice examples of London borough councils leading the way in these areas



Action

Lower speed limits to 20mph on residential streets

Evidence

If a pedestrian is hit by a vehicle at 20mph, they are five times less likely to be killed than if they were hit at 30mph.



Reduce motor traffic on local streets for safer, greener roads with cleaner air to protect children and people walking and cycling

- Cars are involved in 69% of all collisions where someone is killed or seriously injured across London.
- HGVs and motorcycles are disproportionately involved in collisions which kill or seriously injure other road users
- In 2020, LTNs halved road traffic injuries relative to the rest of London, by 85% for people walking



Promote and encourage ways to travel which pose less risk to other people on the roads

People who are physically active every day reduce their risk of many illnesses including heart disease, stroke, depression, type 2 diabetes and some cancers.



Street design with safety in mind, to help everyone get around the roads safely and make active travel attractive

- Safer Junction schemes have helped to reduce collisions by 26%, (25% and 19% reduction for cyclists and pedestrians respectively)
- School streets have reduced levels of Nitrogen Dioxide by 23% during morning drop off
- Safer street design makes people feel safer – 95% of users felt safer after Cycleway 4 was constructed

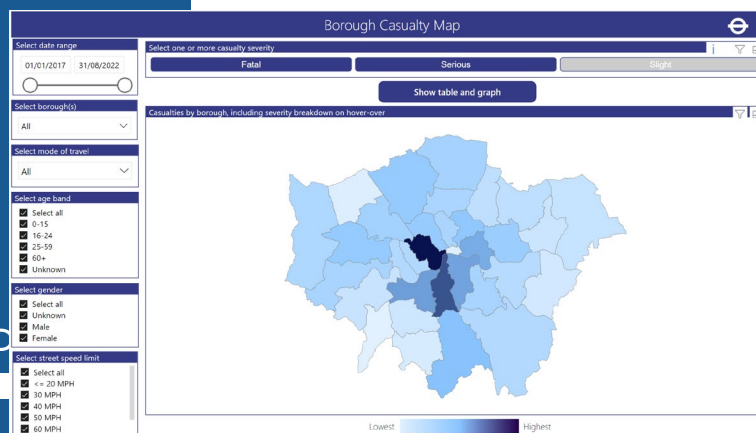
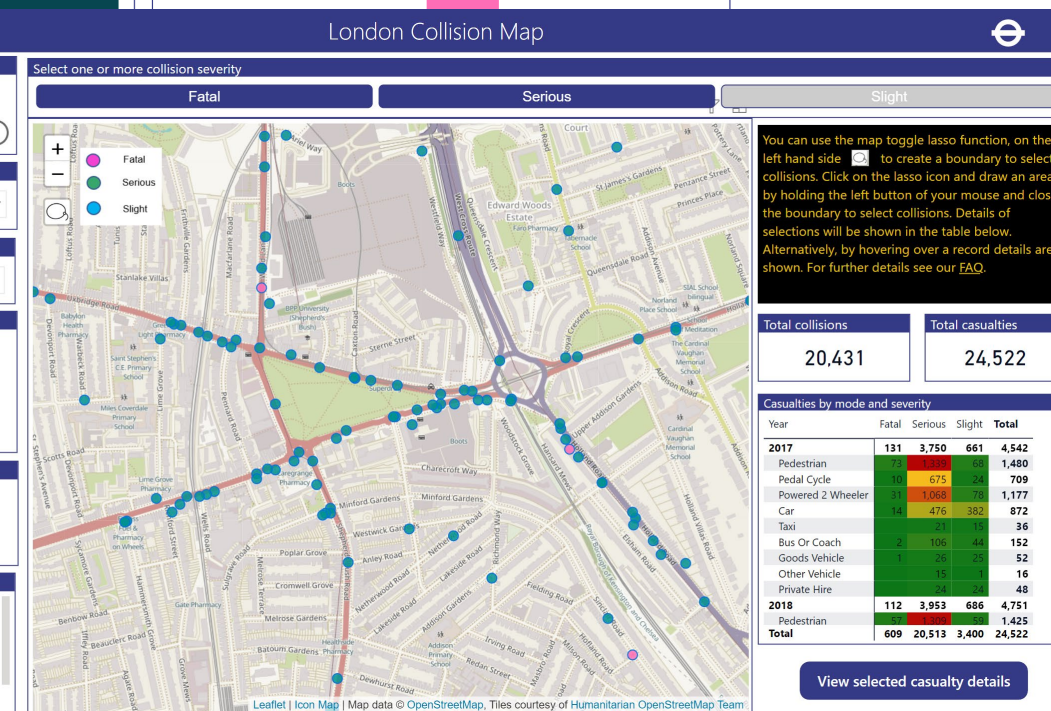
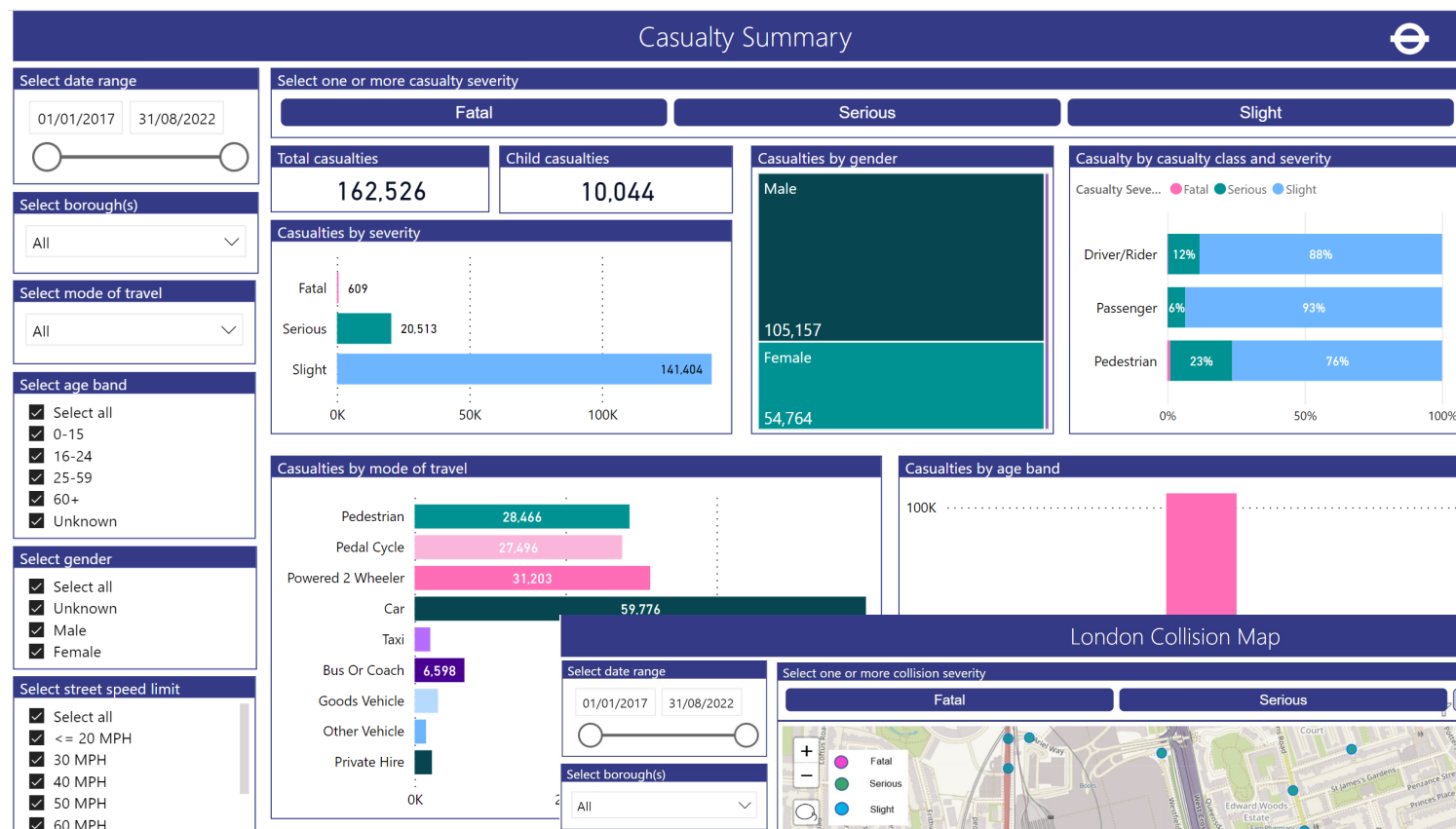


Lead by example in committing to eliminating casualties on our streets, through own supply chains and fleets

Fleets and supply chains signed up to FORS, CLOCS, and NCAP 5 star to embed the best standards in safety, health and environment

See what road danger looks like for your borough at www.tfl.gov.uk/corporate/publications-and-reports/road-safety

We also run regular training sessions on how to use this dashboard, get in touch with HannahDavenport@tfl.gov.uk to join the next one



SHE INSIGHTS & DATA

5. Spotlight on inequalities in road risk

The Mayor has a vision for a safer, fairer, greener, healthier and more prosperous city

The Vision Zero Action Plan progress report details how we will investigate how unequal road outcomes manifest among different demographics and communities

- Important to investigate casualty rate of different groups and seek to narrow road traffic injury inequalities
- Contribute to a better understanding of road danger, informing investment in schemes and communications
- Analysed Stats 19 (2017-2021): all modes, age, sex, and Indices of Multiple Deprivation (IMD 2019)
- Challenges: ethnicity data, disability data, exposure, population changes, missing information, self reporting, involvement in collisions which injure others

The Indices of Multiple Deprivation (IMD):

- a measure of relative deprivation of a small local area level called Lower Super Output Area (LSOA)
- ranks every small area in England from most deprived area to least deprived
- 'deciles' published to simplify. Decile 1 = most deprived, decile 10 = least deprived
- LSOAs are a standard geography designed to be of a similar population size for comparison



Inequalities

Where collisions are occurring
in London (location of collision)



Casualties per km

$$\text{Casualty location rate} = \frac{\text{Number of casualties}}{\text{Road length (m)}} \times 1,000$$

Who is injured in collisions
Home postcode – London
residents only)



Casualties per
1,000 people

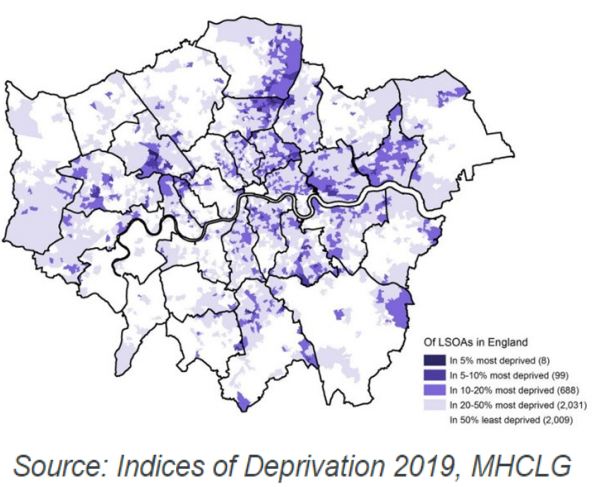
$$\text{Casualty rate} = \frac{\text{Number of casualties}}{\text{Number of relevant population}} \times 1,000$$

We will shortly be publishing a report summarising some research we have led into inequalities within road risk

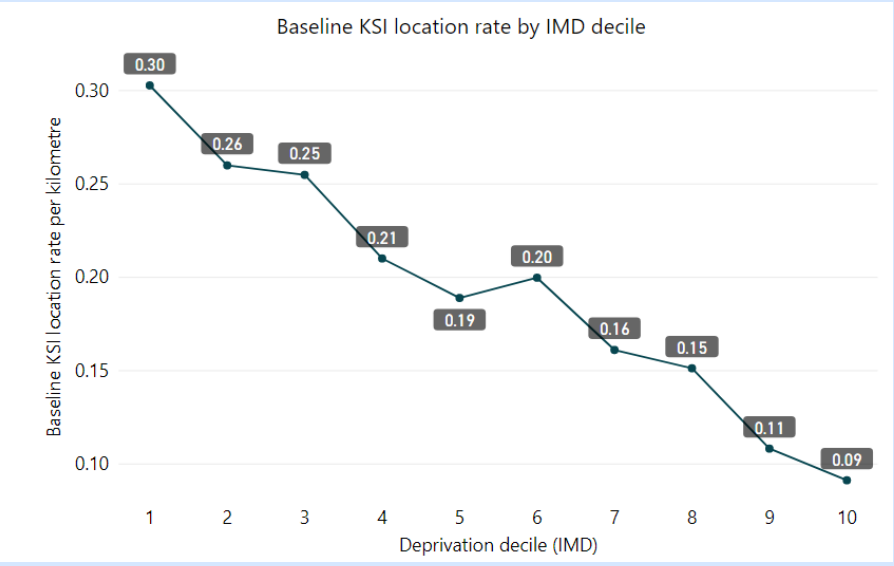
- **Twice as many casualties occur per kilometre of road in the most deprived 30 per cent of London than in the least deprived 30 per cent.**
- **Per thousand residents, almost twice as many people living in the most deprived 30 per cent of London are injured in road collisions than people living in the least deprived 30 per cent.**
- **Per thousand people, more men are injured than women.** The sex difference increases with deprivation and injury severity.
- **More than double the amount of men than women are killed or seriously injured per thousand residents from the most deprived 30 per cent of London.**
- **Per thousand people, young adults aged between 16 and 30 are more frequently killed or seriously injured, and slightly injured, than any other age group.**

Our highest risk community in London are young (16-30) males, living in the most deprived 30 per cent of London, riding motorcycles

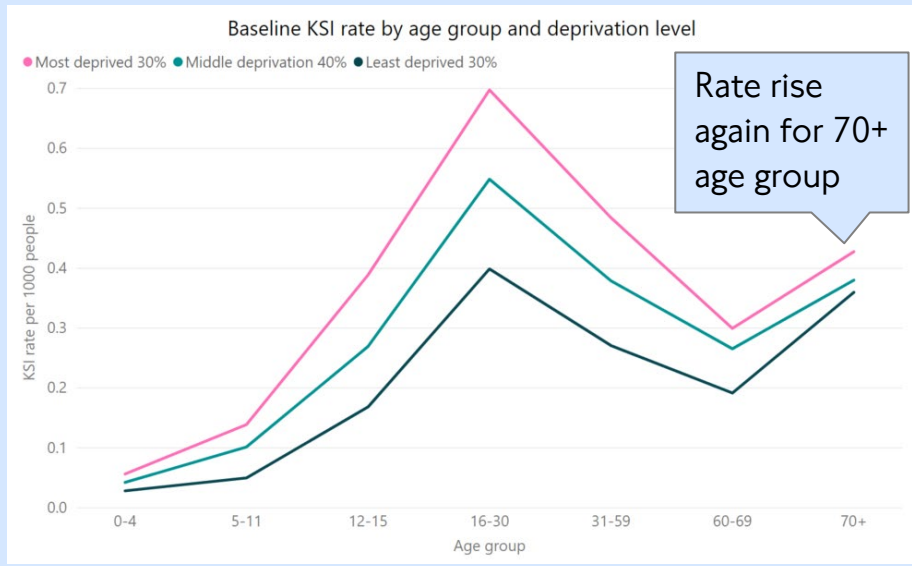
London LSOAs coloured by index of multiple deprivation



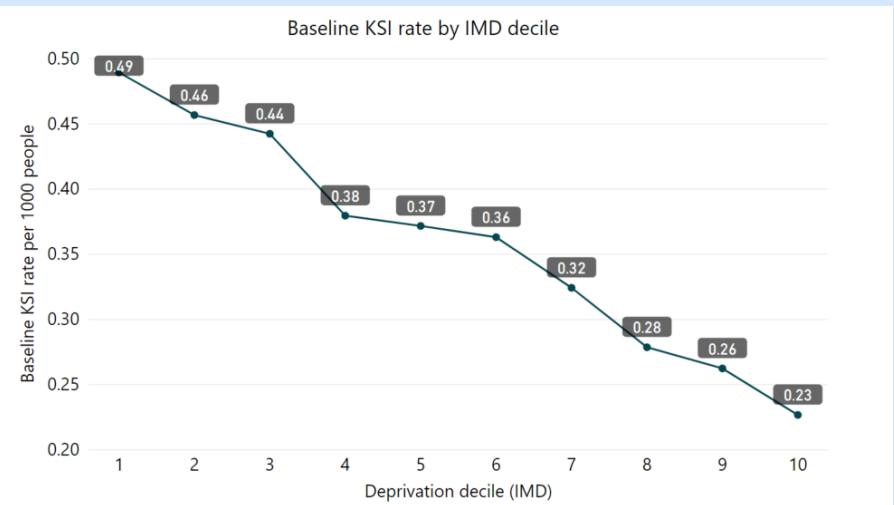
The more deprived an area, the higher the rate of casualty and death



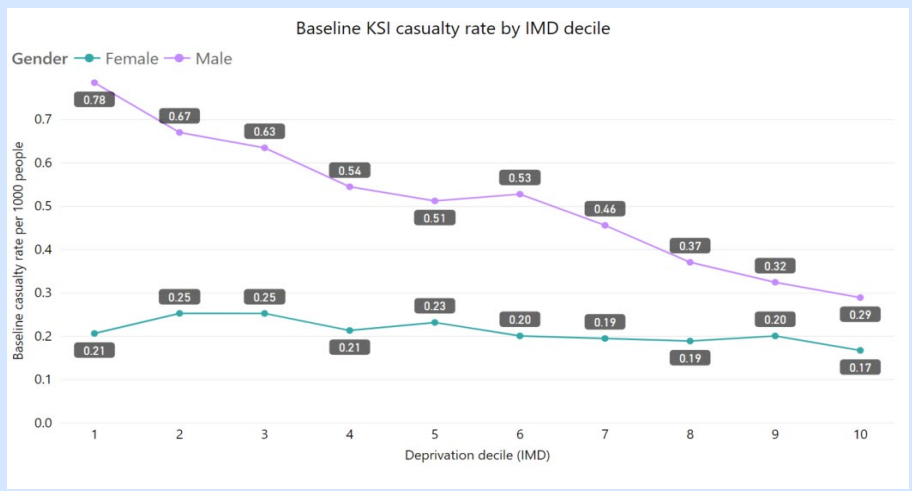
Increase of casualty rate from early and primary school years to peak at age 16-30, and then decreases in later life



The more deprived the postcode the person lives in, the higher the rate of casualty and death



Men have a higher risk of injury than women (across all modes), more pronounced for those killed or seriously injured



Next steps

We will report annually on the inequality gap, and use this additional insight to focus our efforts on reducing road danger

Following the publication of the Inequalities in road safety in London report we will:

- Share our findings with London borough councils, as well as partners and stakeholders
- Work together at borough level to urgently understand and address the issues highlighted
- Collaborate with partners with local knowledge insights to research gaps identified
- Use report outputs to review existing programmes, identifying opportunities to go further
- Use the data to inform future programme priorities for investment
- Ambition to publish open data to assist in self-service data requests
- Work with our policing partners to improve collision data collection



London Councils' Transport & Environment Committee

Chair's Report

Item No: 04

Report by:	Mayor Philip Glanville	Job title:	Chair of London Councils Transport and Environment Committee
Date:	23 March 2023		
Contact Officer:	Katharina Winbeck		
Telephone:	07769 145326	Email:	Katharina.winbeck@londoncouncils.gov.uk

Summary This report updates Members on transport and environment policy activity since the last TEC meeting on 8 December 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 8 December 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, advocacy and 3Ci as well as EV infrastructure roll out. As always it is very much a team effort across London Councils officers and TEC elected colleagues.

Transport

Meeting with Deputy Mayor for Transport

2. At my last meeting with Seb Dance, we spoke about improving strategic engagement between TfL and London Councils, particularly, but not exclusively, around infrastructure, net zero, vision zero and funding. We also highlighted the importance of bilateral engagement on top of this, as well as improved collaboration on issues such as data and information sharing. We talked about the importance of communicating the ULEZ changes and scrappage scheme to Londoners and utilising borough networks for this.

Environment and Traffic Adjudicators

3. Congratulations are offered to Anthony Chan, who has been appointed as chief adjudicator on a permanent basis, having served as interim chief since the summer 2022. Mr Chan has been an ETA adjudicator since 2010, during which time he worked on some of the most high-profile appeals such as the Eventech case.
4. Prior to becoming an adjudicator, Mr Chan worked as a senior legal advisor in the Crown Prosecution Service (CPS) and was also Her Majesty's Inspector of the CPS. These roles gave him insight on how to improve and make aspects of the legal system more effective and he looks forward to putting this experience to use in his role as chief adjudicator.

TEC Funding Sub-Group meeting

5. The last TEC Funding Sub-Group met to discuss our aims for LIP funding going forward, how we might want the allocation to work and how we can work better together on road conditions in London with both TfL and the Government. The Group also discussed the upcoming Pan-London infrastructure framework and how this might best be utilised and improved upon in further iterations.

Micro Mobility

E-scooter trial

6. Ridership fell over the last few months due to the weather but we expect usage to increase as it gets warmer. The trial has seen a total of 2.2+ million rides, 0 fatalities and 25 serious injuries.
7. TfL is running a procurement in line with the Government's extension of UK trials until May 2024. We have extended current contracts until the exercise is complete. London Councils officers will be evaluating bids alongside TfL. We will select three operators and new

contracts will be in place by September 2023. Contracts will have the possibility of running for three years until 2026.

8. London Councils, TfL, boroughs and operators have identified targets and priority workstreams until the next contract is in place. The new priorities have been circulated to lead Members of participating boroughs. They include having 0 KSI, increasing modal shift away from cars and taxis, and increasing trip 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.
9. We are working with TfL on an interim report which will be published in April. It will set out our findings on the trial to date including around usage, safety and sustainability.
10. We continue to work with the Metropolitan police to enforce against the illegal use of private e-scooters on public roads.

Rental dockless e-bikes

11. Dockless bikes continue to be well-used across London and we expect usage to increase significantly as the weather gets warmer.
12. London Councils officers have drafted a template MoU, which has been circulated with officers as a draft. We will then circulate with operators before finalising. The aim is for boroughs to be able to use the template to ease the process of setting up any MoUs in the future.
13. Legislation to give powers to strategic transport authorities to regulate the rental e-bike market alongside the rental e-scooter market continues to be delayed until at least October 2023. We continue to press the Government for legislation to be introduced as soon as possible.
14. In March 2023, we submitted evidence to the Transport Select Committee as part of their inquiry on e-scooters, where we highlighted learnings from the trial and expressed the need for legislation. Our response has been included as an Appendix.
15. We continue to investigate the idea of having a single London-wide contract covering rental e-scooters and e-bikes. We held a meeting with TEC members in January to discuss this option. This was followed up at the February TEC Executive meeting and we also engaged with operators and followed this up with a briefing document to all Leaders and TEC members. We will circulate an FAQ and a borough-by-borough timeline detailing how the proposal would work in practice. London Councils has also sought feedback on this proposal from UK operators. We will seek a decision from TEC on whether this proposal should be adopted in June 2023.

LB Wandsworth Speed Pilot

16. In February LB Wandsworth notified London Councils that the proposed piloting of enforcement of 20mph speed limits on two roads would not go ahead. This followed challenges from DfT on the legitimacy of this action. To date LB Wandsworth are considering future actions and alternative options.
17. London Councils and TfL are planning a joint meeting in Spring to present and discuss speed enforcement developments in London with borough officers.

18. On 9 March 2023 London Councils were notified of the launch of the TfL and MPS online data platform that allows easier access to London's roads policing and enforcement data. Whilst this is welcomed, London Councils have informed both parties that boroughs would like to have more detailed data relating to speed enforcement in their area. Ideally to measure activity and if this has increased following commitments to improve processes and investigate borough complaint locations. TfL have indicated that borough specific data is not currently available, but they will investigate the possibility of adding this in the future.

Bus Lane Camera Certification

19. Members were advised in the Chairs reports in October and December that authorities enforcing bus lane offences under the Local Authorities Act 1996 (the 96 Act) had been notified of a flaw in the legislation with respect to camera certification and the admissibility of evidence at appeal. In December 2022, the Department for Transport published revised Certification of Approved Devices Guidance that allowed for certification of bus lane cameras under the 1996 Act by the Vehicle Certification Agency (VCA) acting on behalf of the Secretary of State. Boroughs were advised of this process and the first applications were processed in early February 2023. To date, more than ten authorities have received VCA approval for their bus lane cameras thus allowing evidence to be presented at adjudication. Authorities that enforce bus lane restrictions who have not yet received approval are all in the process of seeking this.
20. On 19 January 2023, all authorities that undertake bus lane enforcement in London were served notice of a Pre-Action Protocol (PAP) for Judicial Review challenging the legitimacy of continued bus lane enforcement in London. London Councils were cited as an interested party. Boroughs responded in full to this by the deadline date of 23 February 2023, the majority of which (25 boroughs and TfL) were represented by the South London Legal Partnership (SLLP). On 7 March 2023 SLLP were notified that the complainant did not intend to issue proceedings at the High Court in the specific terms as identified.
21. With boroughs now receiving certification it is hoped that challenges on this basis relating to bus lane enforcement will cease.

State of the City Report

22. The State of the City Report 2021 has now been published; the summary is attached as an appendix to this report. The current level of investment into the highway, which includes roads, pavements, drainage infrastructure, lighting, street trees and other structures, are below levels required to maintain these in a 'state of good repair'. Effects of climate change, increased traffic on the highways and recent high inflation are all contributing to this situation, which effectively means that the infrastructure is in managed decline. The backlog for London has also increased to £1.59bn.
23. London Councils, through the TEC Funding Sub-Group, will work with TfL and Government to get a resolution to this and lobby for a more sustainable funding package.

Cycle Crime Reduction Partnerships

24. The Metropolitan Police is working to set up Cycle Crime Reduction Partnerships at a borough level, with an Executive Board setting the strategic aims. A launch event was held on 7th March 2023, where the first four partnerships have been introduced in LB Hackney, Hammersmith & Fulham, Southwark and Lambeth. These are pathway boroughs and others will be rolled out over the course of the next 18 months.
25. Each Cycle Crime Reduction Partnership will be responsible for the delivery of the strategic aims set by the Executive Board and membership will likely include all or some of the following:
- Local Authority
 - Police
 - Local retailers
 - Educational establishments
 - Transport hubs
 - Business Improvement Districts
 - Local cycle groups and charitable organisations.
26. The Executive Board will be responsible to set the strategy and help enable larger scale pan-London activity, such as crime prevention campaigns and bike registrations. The Board consists of representatives from the following organisations:
- Police
 - London Councils
 - TfL
 - Walking and Cycling Commissioner
 - MOPAC
 - Bicycle Association
 - London Cycling Campaign
 - Bike Register
 - Secured by Design

Press Work

Press releases

- Statement: [London boroughs are prepared for the cold weather - Statement on gritting plans for London](#) (20.12.23)

Parliamentary activity

- London Councils officers met with Nickie Aiken MP and asked her to speak to ministers about the progress of the Transport Bill and the need for e-scooter/e-bike legislation.
- We sent briefing notes to Stephen Hammond MP ahead of a Westminster Hall debate on EV infrastructure.
- We responded to some constituency casework from Lyn Brown MP on identify fraud and PCNs.

Environment

London Councils Economy Board

27. The London Councils Economy Board met for the second time on 1 February. The substantive item was an update from Metro Dynamics on the progress of the pan-London infrastructure framework, including feedback from borough Leaders and Mayors at a workshop that was held in January as well as work that had just got underway at that point on innovative financing and partnership models for delivering infrastructure in London. I also provided an update on 3Ci, including the work to develop a blended finance place-based investment model.
28. Members of the Board agreed that it is vital that our work on the infrastructure framework and 3Ci align very closely over the coming year, so that investors feel that we are presenting a coherent case for investing in London's infrastructure.

Surface Water Flooding

Exercise Preparer

29. The London Resilience Group is organising this years 'Exercise Safer City' on the topic of surface water flooding and related impacts. The Exercise Preparer is the pan-London table-top exercise / workshop in advance of the full 'Exercise Safer City', with the aim of alerting Local Authority Emergency Planners to consider local arrangements and review related plans and strategies. A number of London Councils colleagues took part in the exercise with a particular focus on communications and the newly established strategy group.

Surface Water Strategy Group

30. The Surface Water Strategy Group has been established with London stakeholders to develop and implement a shared vision and plan for tackling London's surface water flooding problem.
31. I co-chaired the meeting with Charlotte Wood, Area Director London, Environment Agency. The meeting confirmed the governance arrangements and agreed the recruitment of an independent chair and secretariat to support the group as well as the scoping for the commissioning of the strategy and implementation plan.
32. The officers' group previously created will continue to support this high-level group and remains closely involved. The next meeting of the group will be held on the 20th April at London Councils.

Collection and Packaging Reforms update

33. Following the consultation period, Government is moving forward with its Collection and Packaging Reforms (CPR), which are focused on the three areas of consistency, extended producer responsibility (EPR) and a deposit return scheme (DRS). The response to the extended producer responsibility consultation was released in March 2022 and the response to the deposit return scheme consultation in January 2023. The consistency consultation response is forthcoming.

34. Following this, the government has pushed forward on extended producer responsibility and the deposit return scheme. An online Local Authority Forum has been established with regular meetings being held as well as a newsletter. London Councils officers are part of that forum and the main focus has been the implementation of the EPR regulations and their impact on the local authorities. The key changes are;

- Payments will cover necessary costs of collected household waste and packaging placed in street bins.
- Payments will reflect the costs that would be expected to be incurred by an authority delivering an efficient service.
- Income from material sales will be deducted (net) and deductions can be made for ineffectiveness.
- A public sector scheme administrator will collect fees and make payments.

35. Defra is now working with local authorities across the UK on the fees and payments modelling. This is expected sometime in the summer and London Councils officers are part of those discussions, as well as ReLondon.

3Ci – Cities Commission for Climate Investment

36. I attended a parliamentary roundtable and reception that 3Ci organised, hosted by Peers for the Planet, and attended by Lord Callanan and Ed Miliband MP. The event had an excellent turnout of key stakeholders, and continues the work to build momentum behind the 3Ci model.

37. At the recent meeting with Lee Rowley MP through the LGA Climate Change Task Force, I was able to raise the importance of 3Ci amongst the wider key messages about Local Government being a key partner to Government on the net zero and adaptation agenda.

38. I attended the 3Ci Advisory Board meeting on Thursday 9th March, where we discussed: the development of the 3Ci Strategic Plan; the continued evolution of 3Ci's governance to include a wider suite of local government partners and private sector advisors; and forthcoming 3Ci events.

39. I also attended the briefing that was arranged for London Chief Executives, Leaders and TEC members to learn more and discuss 3Ci on 10th March.

Press Work

Media coverage

- Inside Housing: UK Housing Award 2022 Winners – Retrofit London (08.12.22)
- LocalGov: Local support is a 'bulwark against despair', say London councils (04.01.23)
- London TV: *London Councils responds to Net Zero Review* (14.01.23)

Press releases

- Statement: [London Flood Awareness Week 2022](#) (30.11.22)
- Statement: [London Councils responds to the CMO's annual report on air pollution](#) (08.12.22)
- Statement: [London Councils responds to the Net Zero Review](#) (13.01.23)

Parliamentary activity

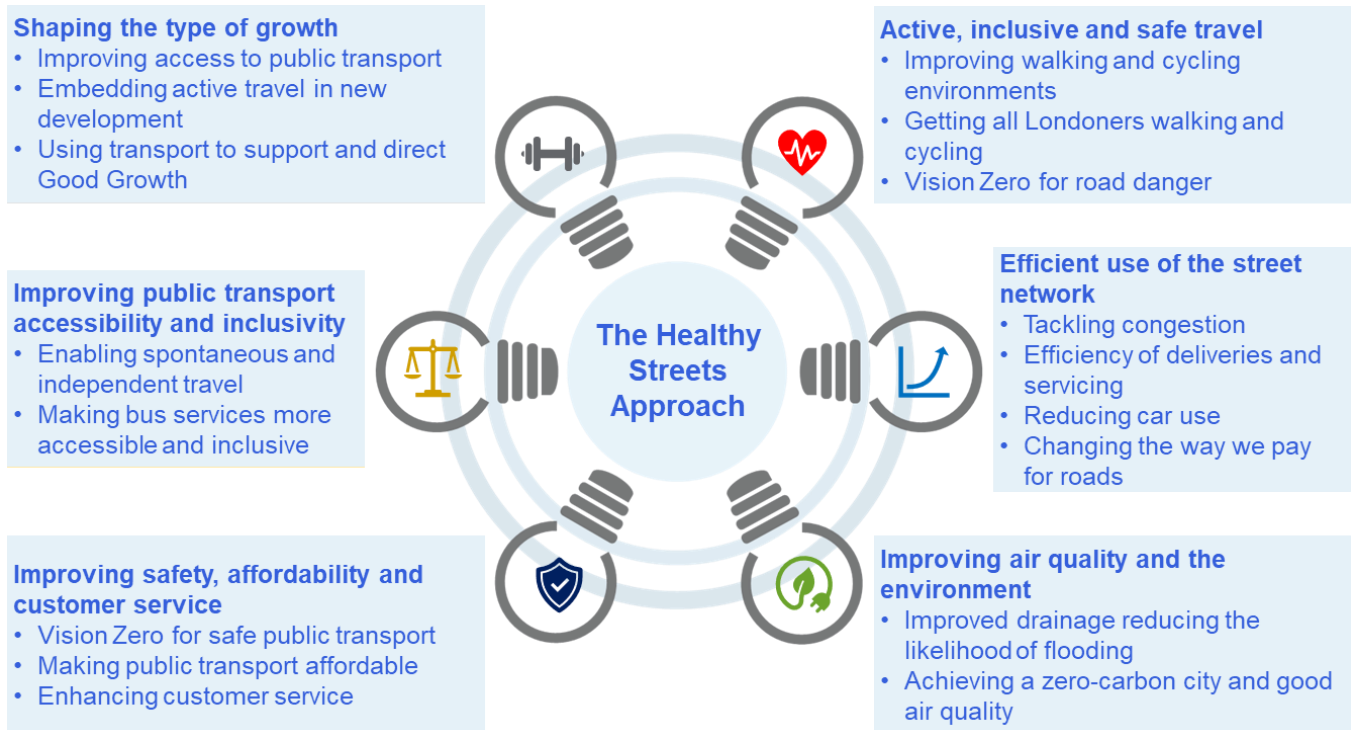
- We briefed Peers on our response to the Net Zero Review ahead of a short debate in the Lords
- We sent a [parliamentary briefing to London MPs](#) on our response to the Net Zero Review ahead of a debate in the Commons
- Mayor Glanville attended a joint 3Ci/APPG for Net Zero roundtable in Parliament. London Councils colleagues attended a parliamentary reception which followed.
- We wrote an introductory letter to Rt Hon Grant Shapps MP in his new role as SoS for Energy Security and Net Zero.

State of the City Report: London's Highways 2021



Vital infrastructure that supports London's social and economic well-being

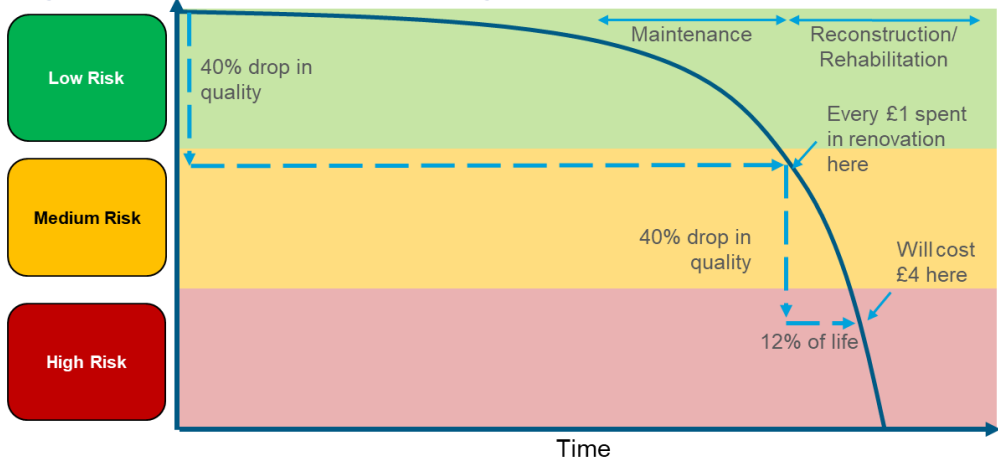
London Boroughs and Transport for London are responsible for the capital's highways. This is their fifth annual report on the state of the network, which summarises how investment in maintaining our local road infrastructure supports the London Mayor's Transport Strategy and UK Government Objectives, with **benefits for both the capital and the wider UK economy**.



Every additional £1 invested in maintenance = £2.20 (minimum) Benefit

Highway maintenance investment is **lower risk** in comparison to constructing new infrastructure, and can also provide **immediate benefits** rather than longer term returns on investment. Benefits from maintenance **investment in London** may also be distributed across **other regional economies around the UK** via supply chains.

Right Intervention at the Right Time



Benefits provided by maintaining at Acceptable condition:

- Environmental – Reduced eCO2 and Air Pollution
- Safety
- Confidence in Active Travel
- Network Resilience
- Network Capacity

What makes up London's Highways Network?



9,300 miles of **carriageways** covering 43sq miles



17,400 miles of **footways** covering 21sq miles



5,000+ **structures** with an area of over 1,000,000m²



Over 600,000 **lights** using over 190 GWh of energy



Over 670,000 **pipes and gullies**

State of the Network

Current and historical investment levels in local roads across London have been below levels needed to maintain a 'State of good Repair', meaning the infrastructure is in managed decline, with **funding prioritised on maintaining a safe network and short-term priorities.**



Increases in traffic plus effects of climate change have contributed to the acceleration of asset deterioration. Also, years of static budgets, **equivalent to budget cuts in real terms**, exacerbated by recent high **inflation** have impacted the types and scales of works delivered. Over **80 bridges** in London are currently **substandard** and subject to restrictions. Without adequate investment, additional restrictions will be needed on more bridges, adding to existing challenges of **congestion, road safety, CO2 and air quality.**

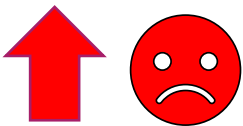
Surface water flooding is London's **2nd highest risk** due to impacts on services, businesses and infrastructure, and the associated financial consequences. **Climate change** increases the likelihood of intense storms combined with a significant increase in non-permeable surfacing. **Insufficient maintenance investment** means **highway drainage systems** are anticipated to be **overwhelmed more frequently**, impacting the lives and property of Londoners.

Most existing **street lighting** column designs and electrical standards make incorporating **EV chargers or smart sensors** a significant challenge, previous investments were focused on replacing lanterns to LED. London Boroughs have had to absorb the additional large costs.

Mind the Gap

In 2021, the annual maintenance **funding gap** was estimated to be **£166 million** which is a **year-on-year increase** since £92 million was reported in 2017. This shortfall, in combination with inflation, has also increased the overall maintenance backlog.

Annual Funding Gap



£166 million



Backlog



£1.59 billion

Written evidence submitted by London Councils (ESF0020)

1. About London Councils

London Councils is the collective of local government in London. Where shared ambitions are developed, agreed, championed, and delivered by working together. Where boroughs speak as one and collaborate with the government as a trusted and critical partner.

The strategic direction of London Councils is set by the Leaders' Committee which comprises the Leaders of all of London's local authorities.

2. Micromobility

Overview

Micromobility services have the potential to bring many benefits including reducing congestion, reducing CO₂ emissions, improving air quality and, in the case of e-bikes, increasing active travel.

Many London boroughs now offer micromobility schemes through London's e-scooter trial and rental e-bike services. The e-scooter trial has enabled participating boroughs to test the introduction of this new mode of transport in a controlled way and to offer an alternative to illegal private e-scooters (see also Section 4). We have been able to gather data on usage, safety, parking, impacts on other modes of transport and environmental impacts. Our participation in the e-scooter trial therefore enables us to inform the government's plans on new regulation for micromobility. London Councils also support boroughs who wish to enter into agreements with rental e-bike operators, boroughs who have existing rental e-bike agreements with operators, and boroughs who have no agreement in place but where rental e-bikes are available for hire.

The need for legislation

The government must bring forward a Transport Bill as soon as possible.

London Councils welcomed the government's commitment to introducing a Transport Bill which would create a vehicle class for low speed zero emission vehicles and enable strategic transport authorities to regulate micromobility schemes by giving them new permitting powers.

This legislation will bring certainty to local authorities regarding the future of the e-scooter rental schemes, with e-scooter trials currently due to end in May 2024. Furthermore, it will enable local authorities to manage rental bike schemes alongside e-scooters, with adequate controls in place to ensure a high standard of operations and performance.

Currently, any operator is permitted to launch in London and in any London borough, even where there is no prior agreement with that borough. This leaves boroughs unable to plan for such launches, including being unable to provide space for parking and communicate changes to residents. Bikes may be inappropriately parked as result, causing obstruction to pedestrians and posing a safety risk to those with mobility and visual impairments. The differences in regulation around e-scooters and e-bikes causes confusion amongst users and is difficult to manage both for operators and local authorities.

Regulatory uncertainty has impacted boroughs' ability to effectively plan ahead and slowed progress on shared mobility. We urge the government to bring forward legislation to regulate the micromobility market as soon as possible. Over the last few years, London boroughs and London Councils have developed expertise on how to run and procure for micromobility rental schemes – legislation must ensure local authorities play a central role in running these schemes in the future.

3. London's e-scooter trial

London Councils coordinates London's e-scooter trial alongside Transport for London (TfL). We work closely with TfL and operators to manage the trial, support participating boroughs, invite non-participating boroughs to join, shape strategy and develop effective communication. London's e-scooter trial continues to run successfully with 10 participating boroughs and over 2 million rides.

London Councils welcomes the publication of the Department for Transport (DfT's) *National evaluation of e-scooter trials* report, which contains insights on London's e-scooter trial. We are working alongside TfL to compare these findings to data collected as part of London's trial, noting that DfT's evaluation uses data collected until December 2021. Safety remains our priority and data contained in the report enables us to compare London's safety record with

that of other trial areas. London Councils is committed to ensuring the e-scooter trial is accessible to all Londoners and it was therefore useful to also see information relating to user demographics. The report also provided information on the potential of e-scooters to achieve a shift away from other modes of transport, particularly private car and taxi, which we will use to inform our strategy going forward.

We welcomed the government's decision to extend national trials until May 2024 although clarity is now needed with regards to the future of the scheme (see also Section 2). This would enable boroughs to plan more effectively: London's e-scooter trial has required boroughs to dedicate kerbside space for parking and uncertainty regarding the future of rental e-scooters in London is a deterrent to committing further kerbside space.

4. Private e-scooters

The use of private e-scooters has continued to grow in London. While private e-scooters provide Londoners with a sustainable means of travel, their illegal use on public roads in London continues to cause concern, particularly given the lack of safety requirements for these vehicles. The contrast between the legal status of private e-scooters and rental e-scooters also causes confusion amongst rental e-scooter users and the general public. Legislation in this area is therefore needed (see also Section 2).

February 2023

London Councils' Transport & Environment Committee

Climate Advocacy Update

Item
No: 05

Report by: Zak Bond

Job title: Principal Policy Officer –
Climate Change

Kate Hand

Head of Climate Change

Date: 23 March 2023

**Contact
Officer:** Zak Bond

Telephone:

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Summary: This report provides an update on the climate advocacy strategy being pursued by London Councils, and recent activities undertaken to support its aims.

Recommendations: 1. To note and comment on the paper

London Councils Climate Advocacy Strategy

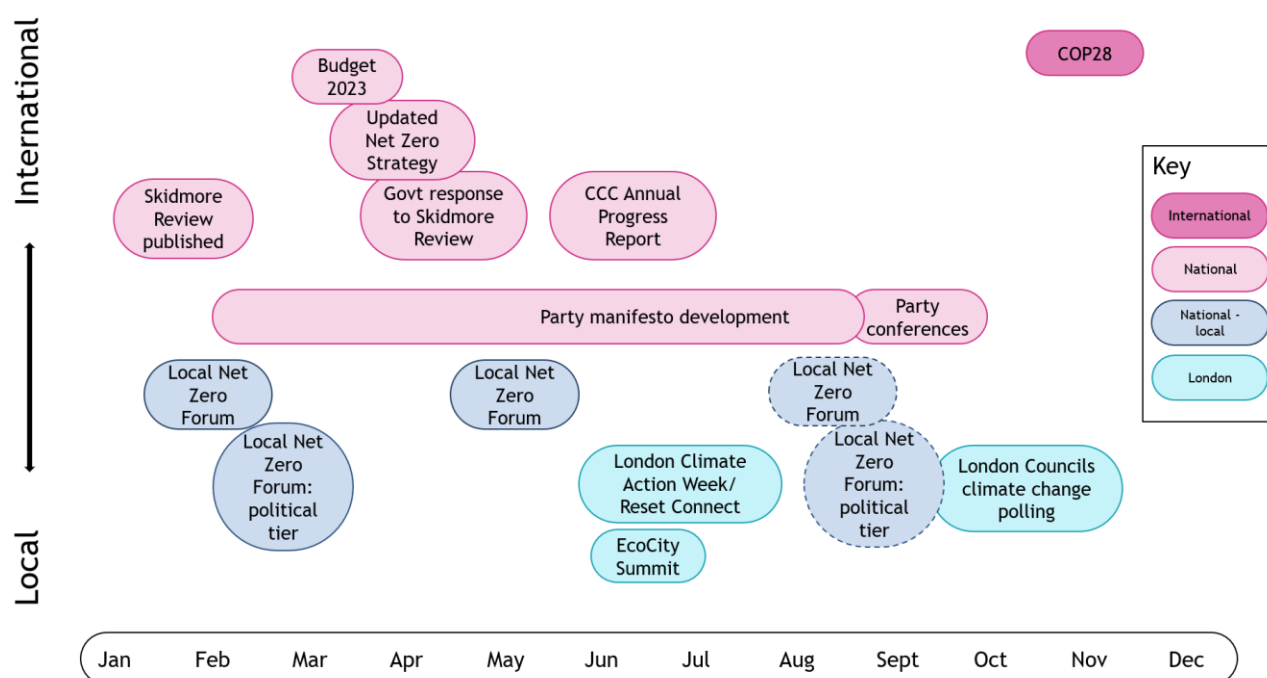
1. The Committee received a paper at their October 2022 meeting that outlined current priorities for climate influencing, including the headline need for 'a clear framework for regional and local climate delivery and a just transition that creates good jobs, supported by the right powers, resources and incentives'.
2. Officers presented a 2023 – 24 climate change advocacy strategy to TEC Executive in February 2023 that is designed to deliver on that ambition, and which was developed with extensive borough engagement.
3. The Strategy, which is appended to this paper, outlines the following key pillars of action:
 - a. Secure progress against our current key policy asks, which been identified within the Shared Ambitions (retrofit, skills and the green economy)
 - b. Complete further policy development work to fully articulate the framework, engaging closely with London Councils' groups and drawing on boroughs' expert technical leads and the climate programmes, and complementing the development of narrative and vision for a net zero London
 - c. Significantly strengthen our credibility and reach amongst key stakeholders to underpin future influencing activities
 - d. Continue to address the links with cross-cutting issues, such as the cost-of-living crisis.
4. The Strategy identifies the key opportunities to influence being focused on retrofit, skills and the green economy, and notes key upcoming moments, including the expected publication later this month of the revised Net Zero Strategy, parties' manifesto development process, including party conferences, and forthcoming fiscal events. Alongside these major national moments, London Councils will progressively seek to 'make the weather' where we need to create opportunities for influence.

Update on activities

5. Since the beginning of the year, officers have led activities including:
 - a. Developed London Councils 2023 Budget asks on net zero
 - b. Supported effective engagement with the Local Net Zero Forum and the political tier of the same group, co-chaired by Lord Callanan and Ian Hughes (LGA)
 - c. Engaged with the LGA around climate policy development including the Local Net Zero Forum and the Energy Efficiency Task Force
 - d. Submitted a response to DENSZ around the Skidmore Review and engaged with Directors to discuss the departments' likely response
 - e. Supported engagement with Chris Skidmore MP and his position on the role of local government, and the Local Mission that he has now launched
 - f. Developed inputs into party manifesto development, including around 3Ci
 - g. Continued to work with the Blueprint coalition (although London Councils is not signed up to the Blueprint proposals) to share intelligence and thinking with the members (including the LGA) and to advance London Councils' priorities

- h. Undertaken strategic engagement with DESNZ and HMT around retrofit funding challenges and budget asks, and supported a letter to DESNZ from boroughs concerned about PSDS3a funding
- i. Supporting London engagement with 3Ci, and 3Ci engagement with government, including a successful parliamentary reception in February
- j. Engaging with City of London around commercial retrofit skills and related policy asks
- k. Supporting London Councils' work on Fiscal Devolution and how we can use these levers to support decarbonisation
- l. Engaged strategic partners at the London Partnership Board on 16th March to develop our joint approach to scaling retrofit. Using this to inform our work together and our collective engagement with government on key issues such as a devolved and outcomes-based retrofit funding settlement for London.

6. The diagram below sets out some of the key influencing opportunities coming up in 2023.
7. Going forward, we will be developing a comprehensive delivery plan for the Climate Advocacy Strategy, which identifies how to exploit opportunities to get traction around our key policy asks, how we will undertake further policy development work, and how to create strong building blocks for our reach within government.



Summary of London Councils' key influencing opportunities in 2023

Recommendations

The Committee is asked to note and comment on the report

Financial Implications

None

Legal Implications

None

Equalities Implications

None

Appendix -

London Councils Climate Advocacy Strategy 2023-24

Introduction

This document outlines the strategy development process, the overall climate advocacy strategy, and plans to monitor and evaluate that strategy. A delivery plan will be created to operationalise this document, taking into account our limited resources and alignment with other work underway at London Councils. In that document, the detailed approach and sequencing for activities will be decided.

Throughout this process, we have sought to identify our unique role, and where we can most effectively deliver for the London boroughs; some issues are better tackled via national networks. So, we must be clear that what we are doing is effective and have a clear theory of change behind the action that we are taking.

The policy focus of this work was signed off by London Councils Transport and Environment Committee (TEC) in October 2022, and is informed by work on retrofit, skills and the green economy which the Shared Ambitions highlight as key areas for London Councils.

Strategy Development

Policy review process

Over the summer we reviewed our policy positions on climate issues, to ensure that we are responding to the latest policy developments and calling for things that best help the boroughs achieve key climate and environment goals.

To begin this process officers undertook a desk-based review of London Councils and LEDNet's existing policy positions on climate change and environment including decisions from Leaders Committee and TEC, LEDNet published positions, and other positions from signed off statements, positions papers, and consultation responses.

A session was held with LEDNet to understand the key priorities for directors in this space and to inform detailed work of officer workshops. Following this, seven deeper dive workshops were held with specialist officers from across London:

- Two workshops on the overarching policy framework: 1. governance and powers and 2. finance and funding
- Five deep-dive workshops on environmental themes: 3. built environment & energy; 4. transport and air quality; 5. waste, resources and consumption; 6. green economy and skills; and 7. climate resilience and adaptation.

These workshops were attended by around 130 borough and London Councils officers, including specialists in other related policy areas such as finance, skills or built environment, as well as those from environment and climate roles and the climate programmes. They focused on outlining our key climate and environment goals, the barriers to delivering them, and how national or regional policy could change to achieve a more enabling environment for local government action.

We took a paper to TEC in October 2022 to update them on this process, and secured support for continued climate policy influencing.

Advocacy workshop

In November we held an internal climate advocacy workshop to ensure we're aligned on our climate advocacy work across teams and secure their creative input into this advocacy strategy. At the workshop we outlined the work that had been carried out as part of the policy review process, discussed the political situation, and worked through four workshop activities:

- Barriers analysis to understand the barriers to change that we need to overcome
- Opportunities mapping to understand upcoming and ongoing advocacy opportunities
- Stakeholder mapping to understand our key stakeholders
- Tactics ideation to come up with interesting ideas for influencing activities

The written output of these workshop sessions, a [miro board](#), has informed the rest of this document.

Strategy – overview

The October 2022 TEC paper set out our current priorities for climate influencing, including the headline need for 'a clear framework for regional and local climate delivery and a just transition that creates good jobs, supported by the right powers, resources and incentives'.

To deliver against this ambition over 2023 – 24, London Councils will:

- secure progress against our current key policy asks, which been identified within the Shared Ambitions (retrofit, skills and the green economy (* in Table A));
- complete further policy development work to fully articulate the framework, engaging closely with London Councils' groups and drawing on boroughs' expert technical leads and the climate programmes, and complementing the development of narrative and vision for a net zero London (see Table B);
- significantly strengthen our credibility and reach amongst key stakeholders to underpin future influencing activities (see Table B); and
- continue to address the links with cross-cutting issues, such as the cost of living crisis.

Key opportunities to influence around on retrofit, skills and the green economy are set out in Appendix 1, but will include the publication in March 2023 of the revised Net Zero Strategy, parties' manifesto development process, including party conferences, and forthcoming fiscal events. Alongside these major national moments, we will progressively seek to 'make the weather' where we need to create opportunities for influence.

Our detailed delivery plans will be set out in a separate, living document, which will include more detailed stakeholder analysis and a theory of change for each priority ask.

Policy asks

Table A, below, sets out our key existing asks, and areas where further policy development work is needed.

Policy area	Key existing asks	Policy development needed
Governance	<p>Recognition of local government's key role and unique position to deliver</p> <p>A clear set of council powers and freedoms to deliver net zero, including a statutory duty for public bodies to reach net zero</p> <p>Clear engagement between central and local government through the Local Net Zero Forum</p>	
Funding and financing	<p>More central government funding to support local government climate action, in particular for decarbonising buildings, transport networks and waste services, with simplified, longer-term funding commitments</p> <p>Increased funding and financing from the wider financial system, both to local government directly, e.g. from UKIB and to our partners in decarbonisation in the private and wider public sector</p>	<p>Greater flexibility for local government to resource climate action locally, e.g. through charges raised from environmental enforcement</p> <p>Articulation of how much funding and financing boroughs need to get to net zero</p> <p>Set out effective funding models, including the costs of competitive funding pots to boroughs</p>
Sectoral policy and powers	<p>Support for a robust retrofit supply chain and skills training</p> <p>Planning policy and building regulations aligned to decarbonisation and led by local places</p> <p>Legislation to manage e-bikes and e-scooters</p> <p>A modern transport hierarchy in the Road Transport Act and changes to TMOs</p> <p>Waste reform aligned to decarbonisation</p>	<p>New national standards for energy efficiency in all housing sectors</p> <p>Strategic energy planning and delivery</p> <p>Strategic infrastructure development</p> <p>Changes to energy pricing and investment to incentivise retrofit and renewables</p> <p>Support for locally-led climate adaptation</p> <p>Increasing electric vehicle infrastructure delivery and making it simpler, cheaper and more accessible to all</p>

		Reducing the carbon and air quality impacts of vehicles on London's roads
		Skills policy that supports local green skills and green economic development
Delivery support	Provision of tools and evidence that enable places to make the right decisions for local net zero delivery, including standardised approaches for carbon accounting and emissions, strategic planning, and use of carbon offsets	
		Supporting sustainable lifestyles

Table A: climate policy framework

Approaches to cross-cutting barriers

The following table outlines the barriers that are common across our climate advocacy work, which we will seek to address across our influencing.

Barriers	Activities	Outcomes	Impact
Lack of vision and narrative on what a net zero London looks like	Develop a collective vision and narrative for a net zero London Thought leadership work on what a net zero London looks like	Clearly articulated and used vision for a net zero London	Boroughs, the GLA, other stakeholders and government share our vision for a net zero London, including the associated policy, funding and incentive framework
Lack of clarity on boroughs' roles	Clarify what boroughs can do towards net zero Thought leadership work on the role of the boroughs	What boroughs can do is made clear and areas of ambiguity are raised with govt	Boroughs are enabled to act as far as their powers and funds allow and Government and other stakeholders are clear on what boroughs can deliver
Relationships with government and parliament not deep enough	Build stronger relationships with key ministers and special advisors, via meetings and site visits to success stories Senior civil service engagement	We have strong relationships with all key stakeholders	London Councils is a trusted partner on climate policy

	Influence select committee inquiries and build relationships with Select Committee clerks			
	Build relationships with MPs in London and interested in climate policy			
Our impact isn't demonstrated	Present analysis into the benefits of boroughs taking action and the co-benefits and return on investment of local that action	Impact of borough climate action clearly demonstrated to government, wider local government and other key stakeholders	Stakeholders clearly understand the impact we can and do have	
	Present our work at effective public forums			
	Create effective London Councils climate action online presence to showcase			
Not everyone is making the case for local authorities	Empower borough comms teams to advocate via comms network	Boroughs and representatives make a coordinated case	Our asks land more effectively, coming from a diverse and respected set of stakeholders across all the public, private and third sectors	
	Empower representatives (borough cllrs and senior officers) to advocate			
	Work in coalition to empower our allies to advocate	NGOs and others understand the role of boroughs and make a complimentary case		
	Build relationships with allies and provide them with evidence to make our case			

Table B: Approaches to cross-cutting barriers

Opportunities and strengths

Local Net Zero Forum

BEIS have set up a local net zero forum to enhance collaboration between local and central government on net zero, which London Councils strongly lobbied for. London Councils has representation on this via the chair of LEDNet. The cross-departmental group brings together senior officials from national and local government on a regular basis to discuss net zero policy and delivery. The LGA are still pushing for a political level forum above this too.

Central government target & carbon budgets

Under the Climate Change Act, the UK Government has a legally binding target of reaching net zero by 2050.

The Climate Change Act also requires the government to set legally-binding 'carbon budgets' to act as stepping stones towards the 2050 target. A carbon budget is a cap on the amount of greenhouse gases emitted in the UK over a five-year period. Budgets must be set at least 12 years in advance.

The government has agreed with the Committee on Climate Change and set the fifth budgetary period covering 2028 to 2032 at 1,725 MtCO₂e, and the six for 2033-37 at 965 MtCO₂e, in line with the level advised by the Committee on Climate Change. The process for setting seventh carbon budget will shortly be beginning.

National Adaptation Programme

The Climate Change Act also requires the UK government to produce a National Adaptation Programme (NAP), covering just England.

The seven London Councils climate programmes

Our seven programmes are a great source of information about issues that boroughs are facing, and the policy solutions they need. They also give us a strong legitimacy to advocate in this space, as we are demonstrably taking action and not just talking. They also help us to build our evidence base and keep it up to date.

London Councils' cross-party nature

We work on cross-party consensus and are a nexus for strong cross-party collaboration.

Relationship with the GLA

The corporate management teams of the GLA and London Councils are now meeting quarterly and have identified three priority areas for deepening joint working. Building on the positive work that was achieved to agree a borough allocation for the UK Shared Prosperity Fund and economic framework for London, the goal is to agree a common vision and clarify roles and responsibilities so that we each work to our strengths in striving to achieve better outcomes for London. Climate change and housing are two of these priority areas.

Cost-of-living

The cost-of-living crisis has raised public consciousness about the importance of warm, green and cheap to run housing. Research by ECIU has demonstrated that if investment to energy efficiency was not cut in 2010 the average household would be £1,750 better off.

Extreme weather events

Climate change is already causing extreme weather events in London, including flooding and heat waves.

Blueprint coalition

We are supporters of the blueprint coalition, which is made up of local government and NGO members, and which has good links with key stakeholders at BEIS and DLUCH.

3Ci

We are a core member of 3Ci, which is looking to unlock private capital to invest in the public sector's work on net zero. This gives us strong legitimacy in the net zero finance space.

Expert partners in London

London is home to a wide range of organisations with expertise and experience around climate action, including higher education institutions, NGOs and community organisations. London Councils

and London boroughs can develop partnerships with these organisations to accelerate progress towards net zero.

Barriers to change

Lack of clarity on roles

Tackling climate change is, comparatively, a new policy area. There are no clearly delineated statutory duties around tackling carbon emissions. Councils have a wide range of duties, including statutory roles around things like adult social care, where it is clear what their role is.

Boroughs have no statutory duty to undertake carbon emissions reduction, and only some duties in the adaptation space.

Impact not demonstrated

We often speak about how local government is, in many spheres of policy, the most efficient level of government to deliver action on net zero, as we have a holistic understanding of our areas and can work across departments in a place-based way that central government finds difficult. However, we do not have a strong enough evidence base to make this argument.

We also have not clearly quantified the co-benefits of action towards net zero, and to adapt the city to the changing climate. Without a strong evidence base here, for example in how active travel helps public health, or how adaptation work makes more equitable communities, climate work can be seen as an add on, not a key part of how we make a more equal, liveable healthy city. This also creates apparent conflict with other policy areas, such as helping people in the cost-of-living crisis.

Funding based around bids and not strategic need, and there isn't enough

Highly limited pots of money accessed via competitive funding process incur costs on local authorities, using a large amount of limited staff time to craft bids which can often be unsuccessful. Further, narrow windows for applications, or unreasonable timescales for the delivery of funded work, do not allow local authorities to strategically plan how to most effectively decarbonise their areas. All areas must reach net zero, so providing funds to limited local authorities is not only inefficient, but also hinders the national net zero effort.

Lack of vision and narrative for a net zero London

In London we have a variety of targets for council and borough-wide emissions, alongside the GLA 2030 target and national 2050 target. However, we do not have an articulated vision for what a net zero London would look like.

Not everyone is making the case for local authorities

There are many stakeholders who care deeply about action on net zero, but they are not all making the case for the role of local authorities. We also don't have deep enough relationships with many key allies.

Relationships with government not deep enough

We have some relationships with key government departments but need to build on this as part of our mission to be a trusted partner to central government.

Stakeholders

We have some good relationships with stakeholders but have work to do to deepen them and form new relationships. In relation to the key opportunities outlined above, these will include politicians across the political spectrum, where we know that climate change is a significant shared concern, as well as those – for example, think tanks and other local government organisations – who are also influential on the political and policy development process. In the context of our position on

devolution, local government allies and critical friends across the country will be key, including through our 3Ci work.

Drawing from the exercise at the advocacy workshop we will produce a stakeholder map which will inform the delivery of activities. We will identify and agree leads for these relationships from across the organisation as appropriate.

Resources

London Councils has committed to action on climate change, and has invested in dedicated capacity to deliver climate advocacy, together with making it an organisation-wide priority through the Shared Ambitions. This staff time and expertise is the principal resource needed to successfully deliver this strategy, and it comprises:

- Dedicated policy staff time: Head of Climate Change; Principal Policy Officer – Climate
- Communications staff time: support from the parliamentary officers, a media and public affairs officer, and a climate communications officer
- Drawing on policy and practice expertise from staff across London Councils on an ad hoc basis
- Drawing on senior staff time, particularly to ensure strong relationships with senior civil servants
- Supporting our political leaders to engage at political levels

We will also continue to draw on the public affairs expertise within the boroughs, and where appropriate intelligence from other partners including the GLA and London's Higher Education sector (for example, the Grantham Institute).

To deliver our policy development work, we may need to supplement these resources by commissioning support from independent experts, including where we need greater insight into equalities implications of climate policy options. London Councils also has a research budget which can be utilised to deliver targeted research projects, which we anticipate will be sufficient to address these requirements. In addition, we will proactively use training and development opportunities to support our policy development capacity.

Monitoring and evaluating our advocacy work

TEC, Leaders, CMT

We will report our progress to TEC, Leaders and CMT at appropriate intervals, and seek approval and sign off for emerging policy positions as required.

Monitoring action

We will need to record all of this work as we deliver it, and report as part of the Shared Ambitions process. The delivery plan will act as a project management tool to manage and record action.

Monthly comms meetings delivery discussions

We will use the monthly climate comms meetings to coordinate delivery of this work with the communications strategy.

Six monthly strategy review sessions

We will organise six monthly internal strategy review sessions where we assess what is working, and what we need to change.

Ongoing iterative learning

In the delivery plan we will outline an approach to iterative learning to ensure that we build on lessons from colleagues across LC who are undertaking similar influencing activities, as well as from staff training and development.

Appendix 1: Key moments

As part of our strategy review process, we developed a strong list of upcoming key moments which we will be able to consider as we develop an advocacy delivery plan.

Publication of Skidmore review

In January Chris Skidmore published his 'independent' review of the government's net zero policies.

Publication of HMG response to CCC progress report

The CCC publish an annual progress report assessing government action towards net zero. Government must respond to this, and have delayed their next response until the new year.

Updated Net Zero Strategy

BEIS were taken to court by friends of the earth, who argued that the NZS didn't meet the obligations of the climate change act. The high court agreed, and gave government until March to update the strategy.

Spring Budget

In spring the government will publish its latest budget, which will include net zero spending.

Annual climate change polling

Our annual climate polling will be published in Autumn.

LCAW

London Climate Action Week is an annual event at which various organisations organise events and make announcements. It is a week when there is a strong focus on net zero action in London.

Ecocity summit

Organised every two years the summit brings together urban stakeholders from across the globe to focus on key actions cities and citizens can take to "rebuild our human habitat in balance with living systems." In 2023 it is being hosted in London.

Party conferences

In autumn the political parties will hold their annual party conferences, an opportunity to meet with representatives of each party and hold events.

COP28 & 29

The 28th session of the Conference of the Parties to the UNFCCC will convene from 30 November to 12 December 2023, in the United Arab Emirates. There will be an international focus on net zero during this period. COP29 will be in 2024.

National manifesto development process

The political parties will be developing their manifestos.

CCC progress report

The CCC provides a regular cycle of annual statutory progress reports, the publication of which create a key moment.



London Councils' TEC Executive Sub Committee

Electric Vehicle Infrastructure Coordination - Update

Item no: 06

Report by: Femi Biyibi

Job Title: Principal Policy and Projects Officer

Date: 23 March 2023

Contact Officer: Femi Biyibi

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Summary:

London Councils continues its role coordinating and supporting boroughs in delivering electric vehicle charging infrastructure. This paper provides an update on the funding situation in London.

Recommendations: The Committee is asked to:

- Note and comment on the report

Overview

1. London continues to be a leader in the shift to electric vehicles (EV), now hosting a third of the UK's total chargepoints (more than 12,000), the majority of which have been funded and delivered by the public sector.
2. DfT data for Q3 2022 shows the number of plug-in cars¹ had reached 101,083, or 3.8 percent of the total number of cars in London.^{2 3} This is up from 94,490 in the previous quarter, and significantly up from Q3 2021, where there were 69,379 plug-in cars.⁴
3. However, 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.
4. In their UK EV Infrastructure Strategy, published in March 2022, the Government announced their Local EV Infrastructure Scheme. The £450m scheme aims to facilitate the rollout of large scale chargepoint infrastructure projects, and build capacity and expertise within Local Authorities across England. London Councils with TfL and GLA have continued to engage with Government colleagues to ensure that London gets its fair share from this fund. The Office for Zero Emission Vehicles (OZEV) announced on 21 February 2023 that London will receive £540k in resource funding, with further announcement for the next two years pending.
5. London Councils officers, with support from borough colleagues, have since the announcement developed a proposal for the £540k, which consists of an increased co-ordination function at London Councils for a period of two years.

Ongoing Delivery

On-Street Residential Chargepoint Scheme (ORCS)

6. London Councils continues to support boroughs in accessing funding to deliver residential chargepoints through the Government's On-Street Residential Chargepoint Scheme (ORCS).⁵ The funding provides 60 percent of the capital costs for delivery, with chargepoints expected to be delivered by the end of March 2024.
7. At our last count, 13 boroughs have submitted, or are in the process of completing applications for funding for the ORCS 2022/23 fund. London Councils will continue supporting those boroughs, and encouraging others to apply to the fund.

Borough officer capacity building

8. In addition to supporting boroughs in delivering chargepoints, London Councils has

¹ Plug-in refers to fully electric vehicles, and vehicles that are hybrid, but require a chargepoint to charge their battery

² <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables> [table VEH0142]

³ <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables> [table VEH0105]

⁴ <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables> [table VEH0142]

⁵ <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>

collaborated with key partners to support borough officers in building their knowledge, and gaining insight into each other's practices. For example:

- In January, London Councils partnered with OZEV to arrange a workshop for borough officers, to provide them with information, and an opportunity to engage directly with OZEV on the coming Local EV Infrastructure Scheme
- In January London Councils partnered with TfL to arrange a 2.5-hour workshop for borough officers, providing them with:
 - i. updates from TfL's on-going Electric Vehicle Infrastructure Delivery Project; information on the support available from TfL to help boroughs with modelling;
 - ii. an opportunity to engage with the Crown Commissioning Service regarding the use of their Vehicle Charging Infrastructure Solutions Dynamic Purchasing System; and
 - iii. key information on the coming LEVI Scheme.
- In February, London Councils organised a workshop with Optimise Prime⁶ to provide borough officers with insight into their data project, and support officers in planning future infrastructure rollout.

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

9. EVID is a plan to utilise GLA group - and eventually borough land - to deliver rapid EV charging infrastructure. The first tranche will consist of 100 charging bays installed across the TLRN.
10. A key element of this project is the development of a new approach to chargepoint procurement. TfL has developed a bid pack that will act as a 'London template' to be applied when undertaking further competitions using the Crown Commercial Service's (CCS) Vehicle Charging Infrastructure Solutions (VCIS) dynamic purchasing system (DPS) procurement model. This has been shared with boroughs.
11. The London template documents include options for the procurement of slow-to-fast on-street chargepoints. This will enable London to maintain the consistent approach to chargepoint procurement that we saw through the previous GULCS framework.

Government's Local Electric Vehicle Infrastructure (LEVI) Scheme

12. 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.⁷

⁶ Optimise Prime is a third-party industry-led electric vehicle (EV) innovation and demonstration project that brings together partners from leading technology, energy, transport and financing organisations, including Hitachi Vantara, UK Power Networks, Centrica, Royal Mail, Uber, Scottish & Southern Electricity Networks, Hitachi Europe and Novuna Vehicle Solutions (formerly Hitachi Capital Vehicle Solutions).

⁷ <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

13. Key elements of the LEVI Scheme are still being processed by OZEV, but on 23rd February, OZEV made a number of announcements:

- a) The launch of a new pilot programme for the Capability Fund (following a pilot held in 2022), in which four London Boroughs were successful , receiving nearly £10m to deliver 400 chargepoints by the end of March 2024.
- b) Year 1 LEVI Capability fund allocations - with London being allocated £540,000.
- c) Additional £7m ORCS funding for the current financial year.

LEVI funding for London

14. London has been allocated £540k of resource funding. This is a lot less than we had expected to receive, and as a result London Councils has worked with key partners - including TfL, GLA, LEDNet, and Strategic Sub-Regional Partnerships - to produce a London application for that allocated funding. Discussions continue to increase this funding for London in the foreseeable future.

15. The London application proposes an expanded Coordination and Support Function, based out of London Councils, and presents how the Coordination and Support Function could be expanded when additional funding is received.

16. The Coordination and Support Function will be tasked with delivering the following:

- a) Ensuring all London boroughs to have an agreed EV infrastructure strategy by December 2023, in line with national EV Infrastructure Strategy
- b) Development and implementation of LEVI roll out in London, including:
- c) Coordinating and supporting the delivery of LEVI tranche 1 and tranche 2 objectives
- d) Governance of LEVI project delivery
- e) Development of applications for LEVI Capital funding (tranche 1 and 2)
- f) Enabling and facilitating efficient borough collaboration and procurement
- g) Increasing commercialisation of London's EV charging infrastructure for boroughs
- h) Supporting boroughs in delivering and commissioning LEVI procured charging infrastructure
- i) Enabling pan-London utilisation of the CCS VCIS London template
- j) Development of policy and practice to improve consistency in approaches to chargepoint infrastructure delivery and management

17. London Councils together with TfL and GLA also continue to actively engage with OZEV on the development and roll out of the full Capital fund.

Next Steps

18. Through 2023, London Councils will continue to support boroughs in delivering EV infrastructure, and in accessing the funding needed to do so.

19. 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;
- Work with partners in London and Government to ensure London receives additional funding through the LEVI Scheme, as it becomes available;
- Work with partners in London to deliver an expanded Coordination and Support Function, funded through the LEVI Capability Fund;
- Support boroughs in accessing wider sources of public and private funding as and when available;
- 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.

presented to and agreed by TEC in December 2022. The following paragraphs set out the slightly different approaches we have had to take in respect of the TfL and RDG settlements. All other elements of the settlement remain as previously agreed.

TfL Settlement

4. The revised settlement figure for TfL is £207.770 million, a reduction of £9.242 million against the £217.012 million agreed in December 2022. The revised settlement amount uses TfL fares increases of 6% rather than 5.99%. The following paragraphs set out the reason for this difference and how the remaining 0.01% will be accounted for in the 2024/25 settlement.
5. London local authorities are bound by the GLA Act 1999 to agree a settlement with TfL no later than 1 January. While conducting the negotiations with TfL in 2022, officers suspected that the final rail fare increases might be lower than RPI +1%, but did not have certainty on the final amount.
6. Therefore, TfL and London Councils agreed that the legal agreement should contain a range of 9 fare increase scenarios at percentage point integers from 6-13% as well as a default 13.3%. This approach struck a balance between managing uncertainty of outcome in respect of rail fares increases and the administrative burden of calculating more than 9 possible settlement outcomes.
7. As a result, boroughs will in effect be collectively paying 0.1% (£0.129 million) more in 2023/24 than suggested by actual rail fare increases. Consequently, London Councils and TfL have agreed that a retrospective adjustment of £0.129 million will be made in the boroughs' favour to the 2024/25 settlement. The amounts in question per borough are detailed in appendix 2 to this report.

RDG settlement

8. The time limit described above does not apply to the RDG settlement and therefore, officers have been able to adjust it to more accurately reflect rail fare increases in year. The revised RDG settlement is £16.256 million, a £0.982 reduction on the £17.238 million agreed in December 2022.

Summary of settlement to be apportioned

9. The table below sets out the revised settlement amounts to be apportioned. Appendices 1 and 2 set out the borough by borough breakdowns of these amounts.

	2023/24 Original (£m)	2023/24 Revised (£m)	Difference (£)
TfL	217.012	207.77	9.242
RDG	17.238	16.256	0.982
Non TfL Bus	1.1	1.1	0
Administration and Reissue Cost	1.518	1.518	0
Total Cost	236.868	226.643	10.224

Financial Implications

The financial implications arising from the Freedom Pass settlement negotiations for 2023/24 will be fully reflected in a revised revenue budget and forecast reporting for 2023/24.

Legal implications

N/A

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 £207.770 million 2023/24.
2. Agree the Rail Delivery Group (RDG) settlement of £16.256 million for 2023/24

Appendices

Appendix 1: 2023/24 apportionment by mode and borough

Appendix 2: 2023/24 apportionment by quarter and borough

Background papers

Transport & Environment Committee: 8 December 2020 : Item 6 - Concessionary Fares Settlement Apportionment for 2023-24

Appendix 1: 2023/24 Apportionment by mode and borough: reviewed for 6% fare increase on the TfL's network and 5.9% increase on the RDG's network

	TfL's network trip proportions										RDG	LSP/Reissue	TfL's modes charges														RDG,LSP and Reissue 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	LOGA Charge	CR West Charge	2021 EL Charge	2021 EL Charge using 2022 %	2022 EL Charge	2022 EL Charge including 2021 Reconciliation	Total TfL charges	RDG Charge	Non TfL buses and Reissue charges	Non TfL service charges
Barking & Dagenham	1.69%	1.87%	1.07%	0.04%	0.39%	8.68%	0.57%	0.21%	2.02%	1.68%	0.67%	1.71%	£2,487.341	£786.866	£40.634	£1,090	£13,540	£189,271	£8,986	£1,651	£33,309	£27,713	£64,664	£59,067	£3,588,445	£108,180	£44,813	£152,992.447	£3,741,438	
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%	£5,937.730	£2,503.700	£14.315	£3,813	£78,676	£8,664	£14,186	£8,920	£96,519	£47,777	£111,481	£60,740	£8,631,743	£237,561	£121,528	£359,088.801	£8,990,832	
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%	£2,871.654	£225.515	£102,999	£3,473	£13,189	£3,853	£3,216	£3,295	£9,158	£101,260	£236,272	£328,374	£3,555,567	£745,683	£52,782	£798,465.329	£4,354,033	
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%	£7,053.554	£2,644.984	£20,371	£9,513	£340,453	£10,525	£8,211	£24,107	£97,753	£39,949	£93,213	£35,409	£10,147,127	£260,600	£122,483	£383,083.517	£10,530,211	
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%	£4,315.486	£506.344	£56,528	£227,634	£52,871	£4,459	£5,009	£4,012	£20,421	£24,728	£57,698	£62,005	£5,234,348	£1,663,180	£76,649	£1,739,828.236	£6,974,177	
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%	£5,052.681	£2,110.475	£18,398	£4,822	£508,250	£15,549	£16,854	£14,832	£77,901	£51,818	£120,441	£94,157	£7,836,018	£247,267	£99,225	£346,491.457	£8,182,510	
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%	£110,727	£146,105	£6,809	£294	£1,028	£5,181	£4,564	£1,390	£5,939	£33,883	£79,060	£107,004	£383,101	£18,236	£3,389	£22,625.359	£405,727	
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%	£5,893.073	£585,169	£19,883	£1,746,481	£91,164	£5,755	£6,042	£6,409	£23,403	£23,338	£54,455	£54,980	£9,407,367	£180,244	£101,301	£2,005,544.745	£10,412,912	
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%	£8,727.805	£2,095.951	£10,253	£6,084	£103,341	£12,521	£7,178	£358,127	£95,537	£74,398	£173,596	£162,458	£9,492,597	£160,623	£115,732	£276,355.035	£9,758,942	
Enfield	3.59%	3.12%	0.52%	0.18%	9.94%	1.18%	22.92%	0.55%	3.08%	2.70%	2.14%	3.40%	£5,143.216	£1,317.515	£19,727	£4,194	£32,975	£25,738	£358,773	£4,371	£59,769	£44,883	£194,028	£97,851	£7,904,365	£348,644	£99,883	£437,526.209	£7,441,886	
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%	£4,392.487	£566.213	£598,114	£8,455	£31,736	£13,428	£5,272	£8,368	£22,615	£185,643	£433,166	£596,193	£6,130,267	£811,074	£73,727	£884,800.630	£7,015,068	
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%	£6,149.664	£954.864	£71,362	£3,301	£449,570	£60,215	£236,834	£6,440	£36,766	£54,812	£127,894	£145,940	£8,078,790	£129,706	£98,568	£228,274.229	£8,307,064	
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%	£3,900.214	£1,764.963	£11,209	£15,698	£106,753	£6,759	£5,347	£10,296	£65,314	£30,746	£71,740	£37,172	£5,858,412	£130,588	£71,059	£201,647.040	£6,060,059	
Haringey	4.81%	4.89%	0.58%	0.19%	3.13%	0.80%	0.93%	4.60%	2.35%	1.69%	4.31%	6.773,403	£2,061,217	£22,619	£5,496	£106,695	£17,469	£136,388	£7,344	£75,852	£38,765	£90,451	£53,363	£9,186,553	£275,117	£112,759	£387,875.857	£9,574,429		
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%	£3,446.874	£1,658.148	£10,632	£1,883	£122,692	£6,601	£5,019	£6,193	£65,247	£23,373	£54,536	£12,662	£5,270,705	£76,188	£70,849	£147,037.085	£5,417,742	
Havering	2.07%	1.43%	1.92%	0.08%	0.45%	27.59%	3.08%	0.30%	2.39%	3.58%	1.56%	2.50%	£3,041.054	£603,516	£72,847	£2,407	£15,868	£601,695	£48,214	£2,388	£39,490	£59,142	£137,999	£157,652	£4,545,640	£253,981	£65,456	£319,436.885	£4,865,077	
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%	£3,319,053	£1,370,811	£7,220	£1,761	£18,691	£47,891	£3,987	£166,062	£57,191	£41,266	£96,286	£80,361	£5,015,837	£45,978	£65,929	£111,907.327	£5,127,744	
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%	£4,003,697	£888,958	£7,833	£5,148	£24,705	£4,827	£2,683	£27,999	£35,213	£14,974	£34,939	£14,700	£4,980,550	£389,924	£70,242	£460,166.280	£5,440,717	
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%	£5,587,853	£1,727,360	£26,568	£4,941	£205,676	£27,007	£31,324	£8,917	£63,790	£47,698	£111,296	£7,714,850	£183,278	£85,573	£268,851.365	£7,983,701		
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%	£3,589,992	£1,649,892	£9,303	£5,188	£53,129	£6,310	£6,561	£10,778	£63,224	£40,775	£95,141	£72,692	£5,403,845	£104,674	£68,382	£173,056.641	£5,576,901	
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%	£2,132,995	£313,860	£4,337	£24,924	£11,565	£1,677	£1,218	£1,803	£12,302	£6,626	£2,502,163	£40,179	£800,308,088	£5,784	£200,308,088	£5,392,471	£8,992,471	
Lambeth	4.47%	3.91%	0.54%	0.23%	1.64%	0.60%	0.68%	0.91%	3.64%	1.81%	5.39%	4.29%	£6,971,666	£1,648,335	£20,553	£66,081	£57,242	£12,881	£10,817	£7,214	£60,130	£29,802	£89,539	£38,211	£9,433,902	£976,260	£111,548	£987,828.313	£9,421,730	
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%	£5,273,032	£695,548	£250,226	£42,706	£280,723	£8,238	£6,643	£5,452	£22,425	£35,903	£83,773	£97,251	£6,569,820	£1,027,379	£91,322	£1,118,701.555	£7,688,521	
Merton	2.28%	2.48%	0.17%	13.28%	0.47%	0.19%	0.22%	0.42%	2.41%	0.75%	5.24%	2.40%	£3,319,483	£1,045,480	£6,477	£379,544	£16,535	£4,045	£3,393	£3,294	£39,780	£12,369	£28,860	£1,449	£4,779,699	£851,448	£62,825	£914,272.783	£5,693,972	
Newham	3.67%	4.07%	16.85%	0.14%	3.70%	17.41%	1.49%	0.90%	4.30%	6.47%	0.71%	3.21%	£5,394,537	£1,717,053	£716,881	£4,084	£129,330	£379,779	£23,252	£7,083	£70,969	£106,743	£249,066	£284,840	£8,657,139	£115,614	£83,914	£199,527.634	£8,856,666	
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%	£3,291,060	£1,510,391	£62,724	£1,881	£24,983	£482,150	£26,209	£5,150	£69,598	£78,913	£184,129	£193,444	£5,597,992	£78,649	£68,329	£146,977.924	£5,744,970	
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%	£2,983,792	£678,051	£7,116	£9,935	£25,479	£2,012	£2,286	£2,576	£28,495	£13,211	£30,625	£15,541	£3,726,787	£1,055,564	£57,867	£1,113,430.958	£4,840,218	
Southwark	4.32%	3.09%	2.15%	0.83%	6.00%	0.95%	1.11%	1.29%	2.97%	2.57%	4.68%	3.89%	£6,353,944	£1,304,180	£90,867	£23,622	£210,096	£20,680	£17,368	£10,191	£49,013	£42,336	£98,783	£92,105	£9,113,052	£760,698	£99,611	£860,309,063	£8,973,361	
Sutton	1.73%	0.84%	0.14%	0.50%	0.37%	0.07%	0.13%	0.40%	0.85%	0.58%	4.79%	1.77%	£2,548,934	£354,111	£5,376	£143,660	£13,004	£1,520	£2,066	£3,166	£14,201	£9,548	£22,278	£17,625	£3,089,452	£778,269	£46,412	£324,680.330	£3,914,133	
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%	£3,320,153	£1,512,421	£1,477,367	£2,851	£136,876	£85,860	£41,674	£6,152	£54,628	£138,356	£322,830	£406,558	£6,989,912	£136,552	£58,784	£195,335.422	£7,185,247	
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%	£4,479,902	£1,403,347	£82,836	£4,136	£106,096	£85,555	£495,565	£4,916	£39,581	£59,551	£138,952	£145,822	£6,808,175	£119,302	£69,736	£189,038.503	£6,997,214	
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%	£6,101,338	£1,670,984	£12,497	£78,411	£57,424	£5,935	£6,403	£5,476	£63,495	£26,197	£61,125	£23,827	£7,962,295	£1,300,583	£110,704	£1,441,287.165	£9,403,582	
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%	£5,490,506	£2,232,573	£18,559	£12,917	£55,644	£15,851												

Appendix 2: 2023/24 Apportionment by quarter and borough: reviewed for 6% fare increase on TfL's network and 5.9% increase on RDG's network

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	2023-24 Total per borough (£)	Just for IFORMATION: 2023-24 TfL's retrospective adjustment for 5.9% fare increase instead of the 6% is agreed to be applied in 2024-25 settlement
Barking & Dagenham	883,424.00	38,248.00	883,424.00	38,248.00	883,424.00	38,248.00	938,173.40	38,248.00	3,588,445.40	152,992.00	3,741,437.40	-£2,214.00
Barnet	2,125,011.00	89,772.00	2,125,011.00	89,772.00	2,125,011.00	89,772.00	2,256,709.77	89,771.00	8,631,742.77	359,087.00	8,990,829.77	-£5,448.00
Bexley	875,330.00	199,616.00	875,330.00	199,616.00	875,330.00	199,616.00	929,577.32	199,616.00	3,555,567.32	798,464.00	4,354,031.32	-£2,062.00
Brent	2,498,078.00	95,771.00	2,498,078.00	95,771.00	2,498,078.00	95,771.00	2,652,893.37	95,771.00	10,147,127.37	383,084.00	10,530,211.37	-£6,410.00
Bromley	1,288,622.00	434,957.00	1,288,622.00	434,957.00	1,288,622.00	434,957.00	1,368,482.46	434,957.00	5,234,348.46	1,739,828.00	6,974,176.46	-£3,325.00
Camden	1,929,116.00	86,623.00	1,929,116.00	86,623.00	1,929,116.00	86,623.00	2,048,670.44	86,623.00	7,836,018.44	346,492.00	8,182,510.44	-£4,887.00
City of London	94,314.00	5,656.00	94,314.00	5,656.00	94,314.00	5,656.00	100,159.15	5,656.00	383,101.15	22,624.00	405,725.15	-£171.00
Croydon	2,069,773.00	501,386.00	2,069,773.00	501,386.00	2,069,773.00	501,386.00	2,198,048.10	501,386.00	8,407,367.10	2,005,544.00	10,412,911.10	-£5,460.00
Ealing	2,334,477.00	69,089.00	2,334,477.00	69,089.00	2,334,477.00	69,089.00	2,479,155.85	69,089.00	9,482,586.85	276,356.00	9,758,942.85	-£5,717.00
Enfield	1,724,373.00	109,382.00	1,724,373.00	109,382.00	1,724,373.00	109,382.00	1,831,240.59	109,382.00	7,004,359.59	437,528.00	7,441,887.59	-£4,408.00
Greenwich	1,509,184.00	221,200.00	1,509,184.00	221,200.00	1,509,184.00	221,200.00	1,602,715.41	221,200.00	6,130,267.41	884,800.00	7,015,067.41	-£3,488.00
Hackney	1,988,882.00	57,069.00	1,988,882.00	57,069.00	1,988,882.00	57,069.00	2,112,144.15	57,069.00	8,078,790.15	228,276.00	8,307,066.15	-£5,038.00
Hammersmith & Fulham	1,442,257.00	50,412.00	1,442,257.00	50,412.00	1,442,257.00	50,412.00	1,531,640.53	50,412.00	5,858,411.53	201,648.00	6,060,059.53	-£3,692.00
Haringey	2,261,598.00	96,969.00	2,261,598.00	96,969.00	2,261,598.00	96,969.00	2,401,759.14	96,969.00	9,186,553.14	387,876.00	9,574,429.14	-£5,820.00
Harrow	1,297,572.00	36,759.00	1,297,572.00	36,759.00	1,297,572.00	36,759.00	1,377,988.96	36,759.00	5,270,704.96	147,036.00	5,417,740.96	-£3,332.00
Havering	1,119,071.00	79,859.00	1,119,071.00	79,859.00	1,119,071.00	79,859.00	1,188,426.82	79,859.00	4,545,639.82	319,436.00	4,865,075.82	-£2,692.00
Hillingdon	1,234,827.00	27,977.00	1,234,827.00	27,977.00	1,234,827.00	27,977.00	1,311,356.01	27,977.00	5,015,837.01	111,908.00	5,127,745.01	-£3,030.00
Hounslow	1,226,140.00	115,042.00	1,226,140.00	115,042.00	1,226,140.00	115,042.00	1,302,130.26	115,042.00	4,980,550.26	460,168.00	5,440,718.26	-£3,160.00
Islington	1,899,286.00	67,213.00	1,899,286.00	67,213.00	1,899,286.00	67,213.00	2,016,991.53	67,213.00	7,714,849.53	268,852.00	7,983,701.53	-£4,842.00
Kensington & Chelsea	1,330,349.00	43,264.00	1,330,349.00	43,264.00	1,330,349.00	43,264.00	1,412,797.74	43,264.00	5,403,844.74	173,056.00	5,576,900.74	-£3,382.00
Kingston	615,997.00	200,077.00	615,997.00	200,077.00	615,997.00	200,077.00	654,172.28	200,077.00	2,502,163.28	800,308.00	3,302,471.28	-£1,599.00
Lambeth	2,076,306.00	246,957.00	2,076,306.00	246,957.00	2,076,306.00	246,957.00	2,204,983.93	246,957.00	8,433,901.93	987,828.00	9,421,729.93	-£5,364.00
Lewisham	1,617,396.00	279,675.00	1,617,396.00	279,675.00	1,617,396.00	279,675.00	1,717,631.89	279,675.00	6,569,819.89	1,118,700.00	7,688,519.89	-£4,110.00
Merton	1,176,694.00	228,568.00	1,176,694.00	228,568.00	1,176,694.00	228,568.00	1,249,617.29	228,568.00	4,779,699.29	914,272.00	5,693,971.29	-£3,072.00
Newham	2,131,264.00	49,882.00	2,131,264.00	49,882.00	2,131,264.00	49,882.00	2,263,346.70	49,882.00	8,657,138.70	199,528.00	8,856,666.70	-£5,187.00
Redbridge	1,378,145.00	36,744.00	1,378,145.00	36,744.00	1,378,145.00	36,744.00	1,463,556.76	36,744.00	5,597,991.76	146,976.00	5,744,967.76	-£3,344.00
Richmond	917,482.00	278,358.00	917,482.00	278,358.00	917,482.00	278,358.00	974,340.95	278,358.00	3,726,786.95	1,113,432.00	4,840,218.95	-£2,373.00
Southwark	1,997,317.00	215,077.00	1,997,317.00	215,077.00	1,997,317.00	215,077.00	2,121,100.56	215,077.00	8,113,051.56	860,308.00	8,973,359.56	-£5,109.00
Sutton	760,579.00	206,170.00	760,579.00	206,170.00	760,579.00	206,170.00	807,715.30	206,170.00	3,089,452.30	824,680.00	3,914,132.30	-£1,978.00
Tower Hamlets	1,720,816.00	48,834.00	1,720,816.00	48,834.00	1,720,816.00	48,834.00	1,827,463.86	48,834.00	6,989,911.86	195,336.00	7,185,247.86	-£4,001.00
Waltham Forest	1,676,075.00	47,260.00	1,676,075.00	47,260.00	1,676,075.00	47,260.00	1,779,950.08	47,260.00	6,808,175.08	189,040.00	6,997,215.08	-£4,222.00
Wandsworth	1,960,203.00	360,322.00	1,960,203.00	360,322.00	1,960,203.00	360,322.00	2,081,686.28	360,322.00	7,962,295.28	1,441,288.00	9,403,583.28	-£5,073.00
Westminster	1,990,042.00	94,241.00	1,990,042.00	94,241.00	1,990,042.00	94,241.00	2,113,373.12	94,241.00	8,083,499.12	376,964.00	8,460,463.12	-£4,990.00
Overall Total	51,150,000.00	4,718,429.00	51,150,000.00	4,718,429.00	51,150,000.00	4,718,429.00	54,320,000.00	4,718,428.00	207,770,000.00	18,873,715.00	226,643,715.00	-£129,000.00

TfL Instalments	Dates	Value mil
First	01/06/2023	£51,150,000
Second	07/09/2023	£51,150,000
Third	07/12/2023	£51,150,000
Fourth	07/03/2024	£54,320,000
Total for 2023/24 Scheme		£207,770,000

24.62%
24.62%
24.62%
26.14%
6.20%

London Councils Instalments		
First	01/06/2023	£4,718,428.75
Second	07/09/2023	£4,718,428.75
Third	07/12/2023	£4,718,428.75
Fourth	07/03/2024	£4,718,428.75
Total for 2023/24 Scheme		£18,873,715.00

London Councils' Transport and Environment Committee

Mobility Services Update

Item No: 08

Report by: Andy Rollock **Job title:** Mobility Services Manager
Date: 23 March 2023
Contact Officer: Andy Rollock
Telephone: 020 7934 9544 **Email:** andy.rollock@londoncouncils.gov.uk

Summary: This report provides members with an update on development of the new customer website (Project Elevate) for Taxicard and Freedom Pass applicants.

Recommendations: Members are asked to note the content of the report

Background:

1. London Councils administers the Freedom Pass and Taxicard schemes on behalf of the 32 boroughs and the City of London Corporation. In line with London Councils' shared ambitions, they are examples 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 and Taxicard funded by Transport for London (TfL) providing £8m, with boroughs contributing if the TfL funding is used up.
2. Application for the Taxicard scheme is a paper based process, with customers having to complete the form and send it along with supporting evidence to our contractor, who then scan and upload them on to our Customer Management System (CMS) for the London Councils officers to process.
3. Older Persons Freedom pass applicant can apply online by creating an account, which then provides access to upload photos and supporting documents to support their application, which are then checked and verified by our contractor and the pass issued.

4. London Councils commissioned a discovery project 18 months ago with the scope to develop a new customer facing website, The project aims to improve accessibility of the schemes and bring Disabled Person Freedom Pass and Taxicard applications online, in line with the Older Persons Freedom Pass scheme.
5. During the discovery phase it became evident that the back office system (CMS) had become outdated and would require significant development to make it fit for purpose for the future. With that in mind the scope of the discovery work was expanded to include the development of a new back office Customer Relationship Management system (CRM) that would enable better communications with users.

Update:

6. In October 2022 London Councils contractor started development work on the redesign of the public facing website and back office system for the Freedom Pass and Taxicard schemes.
7. Boroughs have been providing London Councils with their requirements and proposals on how to improve processes for both officers and residents, which includes integration with borough internal systems.
8. The website and CRM were due to go live at the end of March 2023 however, this has been delayed by the contractor due to technical challenges and upskilling of staff, existing code needing to be readdressed, and the development and integration with a third party for the older persons identity and residency checks taking longer than anticipated.
9. After a period of testing the back office Taxicard CRM went live on 16 January 2023. This provides a platform where applications can be managed effectively, and cases assigned to boroughs in a better managed process.
10. As with many developments of this nature, we are currently going through a period of adjustment which has led to a temporary increase in application processing times. London Councils is working closely with the contractor to improve the end user experience and is confident that progress is being made that will bring processing times down.
11. The next phase of the project includes the introduction of auto-communications, which will improve the customer experience by providing applicants with notifications at each of the various stages of the application process. It is hoped this will reduce the volume of calls and chase up emails London Councils currently receives, further freeing up time for officers to process applications.
12. The contractor is currently developing the Taxicard portal, which will provide an online application process for applicants, where they can apply online and upload supporting documents to support their application. This development is due to go live on 6 June 2023
13. It is expected that this will allow channel shift and see the majority of applications being made through the digital channel. Nevertheless, London Councils recognises that digital exclusion can be an issue for some Taxicard users. Therefore, non-digital application routes will be retained.
14. In addition London Councils is exploring the possibility of assisted self-serve, which will provide applicants with an option to apply online with the support of an agent walking them

through the process. London Councils will work with the contractor to see how this could work moving forward.

15. The contractor is also developing the Freedom Pass CRM and portal in parallel, with a proposed go live date of July 2023.

Financial Implications

The Director of Corporate Resources reports that the cost of this project is included within approved budgetary provisions.

Recommendations

Note the content of the report

Background Papers

London Councils' Transport & Environment Committee

Tower Hamlets Byelaws – Setting Penalty Levels

Item no: 09

Report by: Andrew Luck **Job title:** Transport Manager
Date: 23 March 2023
Contact Officer: Andrew Luck
Telephone: 020 7934 9646 **Email:** Andrew.luck@londoncouncils.gov.uk

Summary This report provides the results of the Tower Hamlets Parks and Open Spaces Fixed Penalty Notices (FPNs) for byelaws consultation, which was undertaken on behalf of TEC from 19 December 2022 to 31 January 2023.

Recommendations The Committee is asked to:

- Note the consultation outcome;
- Agree to set a fixed penalty level of £80 for breaches to the Tower Hamlets Parks and Open Spaces Byelaws;
- Agree to set the level of reduced payment at £50 if the fixed penalty is paid within 14 days from the date of the notice.

Background

1. At its meeting on 14 October 2022, TEC agreed to a public consultation regarding Tower Hamlets Parks and Open Spaces Byelaws and fixed penalty notices. This was at the request of LB Tower Hamlets, which is seeking to introduce fixed penalty notices for existing byelaws offences specified for parks and open spaces in its borough.
2. A full list of parks and open spaces that are covered by the Tower Hamlets byelaws is provided at Appendix A. By way of summary they include byelaws relating to damage and injury to plants and assets; trespass; erecting buildings and obstructions; restrictions on vehicles and traffic; keeping animals under control and not disturbing wildlife; nuisance and dangerous behaviours such as interfering with safety equipment and use of unauthorised barbecues; sale and advertising including plying for hire; disruption to the peace of others such as public meetings or playing music; requiring permission for

games and other activities except in places specified by the council; obstructing officers of the council.

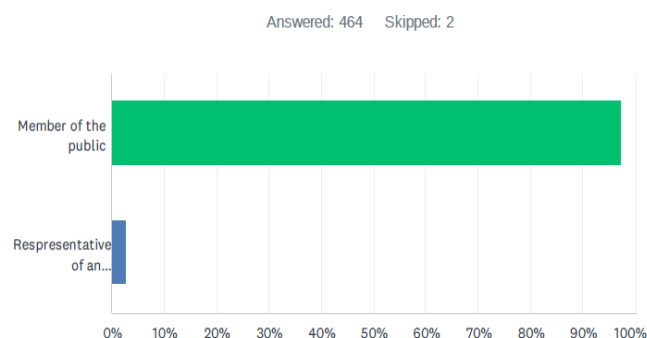
Public consultation

3. The public consultation ran from 19 December 2022 to 31 January 2023. It was web-based but London Councils requested that LB Tower Hamlets displayed posters prominently in the parks and open spaces affected by these byelaws indicating that a consultation was being undertaken. A QR code as well as a web link were provided to enable people to respond directly to the consultation. LB Tower Hamlets displayed posters as requested.
4. Invitations to respond to the consultation were sent to London boroughs, as well as borough Heads of Parks and all Friends of Parks Groups – information held by Parks for London and sent on our behalf. It was also shared on social media platforms.

Results of the consultation

5. 466 people responded to the consultation. Of those 451 (97.2%) were members of the public and 13 (2.8%) were representatives of organisations. Two people skipped the question.

Are you responding as:



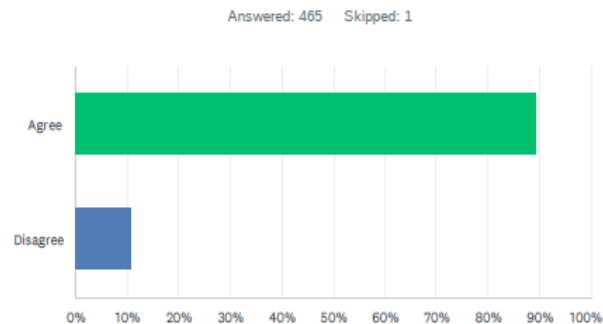
ANSWER CHOICES	RESPONSES	
Member of the public	97.20%	451
Representative of an organisation	2.80%	13
TOTAL		464

6. Members of the public were asked to give the first part of their postcode so we could establish levels of response of local parks users.
7. The majority of respondents were from LB Tower Hamlets. 19 respondents were from the neighbouring borough of Hackney and one each from Waltham Forest, Westminster, Islington, Haringey, and Colchester.

Introducing fixed penalty notices

8. 415 respondents (89.25 per cent) agreed that fixed penalty notices should be introduced for byelaw offences instead of prosecution. 50 people (10.75 per cent) disagreed with this. One person skipped the question.

Do you agree or disagree that the option of paying a fixed penalty notice for byelaw offences rather than being prosecuted in the Magistrates' Court, should be possible?

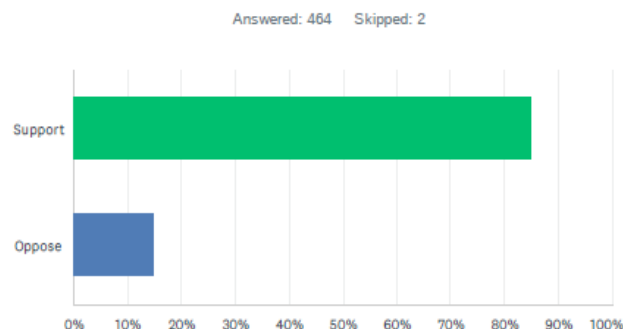


ANSWER CHOICES	RESPONSES	
Agree	89.25%	415
Disagree	10.75%	50
TOTAL		465

Proposal for fixed penalty level to be set at £80

9. 395 respondents (85.13 per cent) supported the proposal for fixed penalty notices to be set at £80. 69 people (14.87 per cent of respondents) opposed this proposal. Two people skipped this question.

Do you support or oppose the proposal that the level of penalty is £80 (N.B. this is in line with other similar anti-social behaviour offences such as littering, graffiti and fly posting)?

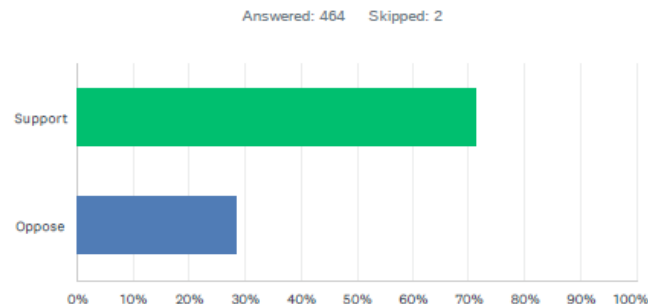


ANSWER CHOICES	RESPONSES	
Support	85.13%	395
Oppose	14.87%	69
TOTAL		464

Proposal of reduced penalty of £50 if paid within 14 days

10. Legislation requires the level of penalty to be reduced if paid early. The consultation asked if £50 was the right amount to reduce the penalty to, if paid within 14 days. 331 respondents (71.34 per cent) were in agreement and 133 (28.66 per cent) opposed this proposal. Two people skipped this question.

Legislation requires the amount of penalty to be reduced if paid early. Do you support or oppose the proposal that the level of penalty should be reduced to £50 if paid within 14 days



ANSWER CHOICES	RESPONSES	
Support	71.34%	331
Oppose	28.66%	133
TOTAL		464

Comments received to the consultation

11. The consultation also enabled people to leave comments relating to the proposals. 319 people who responded to the consultation chose to do this.

- The majority were comments in support of the measure.
- A number suggested a higher penalty was necessary whilst others felt fining should only be done through a courts process rather than an FPN process.
- There were comments about the general high level of antisocial behaviour in Tower Hamlets therefore supporting this measure. Some suggested arrests should be made.
- A number of respondents were in support but expressed concerns about whether or how the measure would be implemented. Views were that having this measure but not enforcing it properly would not be beneficial.
- One respondent felt the measures should be applied in other parts of the borough, not just the areas currently covered by the byelaws.

Next steps

12. If TEC decides to set a fixed penalty level and a discounted amount for early payment for the new Tower Hamlets Byelaws, London Councils will communicate this to the Secretary of State for the Department for Levelling Up, Housing and Communities, as required by the legislation.
13. The fixed penalty notice levels for the Tower Hamlets Byelaws will come into force one month after the date of the notice to the Secretary of State, unless before this period ends he objects to the level of penalty, in which case they do not come into force.
14. If the Secretary of State considers the level of penalty excessive, he can make regulations reducing the level of fixed penalty notices.

15. In the event that the Secretary of State did make regulations, TEC would not be able to set any further fixed penalty notices for these or similar byelaws for 12 months.
16. London Councils will communicate to LB Tower Hamlets whether the level of penalty comes into force or is objected to by the Secretary of State. London Councils will inform all other boroughs of the outcome in the Chair's Report at the next TEC meeting.

Recommendations

The Committee is asked to:

- Note the consultation outcome;
- Agree to set a fixed penalty level of £80 for breaches of the Tower Hamlets Parks and Open Spaces Byelaws;
- Agree to set the level of reduced payment at £50 if the fixed penalty is paid within 14 days from the date of the notice.

Financial Implications

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

Legal Implications

TEC is asked to set the level of fixed penalty for breaches to the Tower Hamlets Byelaws in LB Tower Hamlets only.

Equalities Implications

LB Tower Hamlets has produced an Equalities Impact Assessment, which was provided to TEC on 14 October 2022 and is also attached below as Appendix B.

Appendix A: LB Tower Hamlets Parks and Open Spaces Byelaws

Appendix B: LB Tower Hamlets Equalities Impact Analysis

Appendix A

MODEL BYELAWS – SET 2

THE LONDON BOROUGH OF TOWER HAMLETS COUNCIL

BYELAWS FOR PLEASURE GROUNDS, PUBLIC WALKS AND OPEN SPACES

ARRANGEMENT OF BYELAWS

PART [1]

GENERAL

1. General interpretation
2. Application
3. Opening times

PART [2]

PROTECTION OF THE GROUND, ITS WILDLIFE AND THE PUBLIC

4. Protection of structures and plants
5. Unauthorised erection of structures
6. Climbing
7. Grazing
8. Protection of wildlife
9. Gates
10. Camping
11. Fires
12. Missiles
13. Interference with life-saving equipment

PART [3]

HORSES, CYCLES AND VEHICLES

- 14. Interpretation of Part [3]
- 15. Horses
- 16. Cycling
- 17. Motor vehicles
- 18. Overnight parking

PART [4]

PLAY AREAS, GAMES AND SPORTS

- 19. Interpretation of Part [4]
- 20. Children's play areas
- 21. Children's play apparatus
- 22. Skateboarding, etc
- 23. Ball games
- 24. Ball games
- 25. Cricket
- 26. Archery
- 27. Field sports
- 28. Golf - Prohibited

PART [5]

WATERWAYS

- 29. Interpretation of Part [5]
- 30. Bathing
- 31. Ice skating
- 32. Model boats
- 33. Boats
- 34. Fishing
- 35. Blocking of watercourses

PART [6]

MODEL AIRCRAFT

36. Interpretation of Part [6]

37. Model aircraft - General prohibition

PART [7]

OTHER REGULATED ACTIVITIES

38. Provision of services

39. Excessive noise

40. Public shows, performances, political rallies and religious meetings

41. Aircraft, hang-gliders and hot air balloons

42. Kites

43. Metal detectors

44. Fundraising, and soliciting or gathering money

PART [8]

MISCELLANEOUS

45. Obstruction

46. Savings

47. Removal of offenders

48. Penalty

49. Revocation - General

SCHEDULE 1 - Grounds to which byelaws apply generally

SCHEDULE 2 - Grounds referred to in certain byelaws

SCHEDULE 3 - Rules for playing ball games in designated areas

Byelaws made under section 15 of the Open Spaces Act 1906 and sections 12 and 15 of the Open Spaces Act 1906 by the London Borough of Tower Hamlets with respect to pleasure grounds, public walks and open spaces.

PART 1

GENERAL

General Interpretation

1. In these byelaws:

“the Council” means the London Borough of Tower Hamlets;

“the ground” means any of the grounds listed in the Schedule /Schedule [1];

“designated area” means an area in the ground which is set aside for a specified purpose, that area and its purpose to be indicated by notices placed in a conspicuous position;

“invalid carriage” means a vehicle, whether mechanically propelled or not,

- (a) the unladen weight of which does not exceed 150 kilograms,
- (b) the width of which does not exceed 0.85 metres, and
- (c) which has been constructed or adapted for use for the carriage of a person suffering from a disability, and used solely by such a person.

Application

2. These byelaws apply to all of the grounds listed in Schedule 1 unless otherwise stated.

Opening times

3.
 - (1) No person shall enter or remain in the ground except during opening hours.
 - (2) “Opening hours” means the days and times during which the ground is open to the public and which are indicated by a notice placed in a conspicuous position at the entrance to the ground.
 - (3) Byelaw 3(1) applies only to the grounds listed in Schedule 2.

PART 2

PROTECTION OF THE GROUND, ITS WILDLIFE AND THE PUBLIC

Protection of structures and plants

4. (1) No person shall without reasonable excuse remove from or displace within the ground:
- (a) any barrier, post, seat or implement, or any part of a structure or ornament provided for use in the laying out or maintenance of the ground; or
 - (b) any stone, soil or turf or the whole or any part of any plant, shrub or tree.
- (2) No person shall walk on or ride, drive or station a horse or any vehicle over:
- (a) any flower bed, shrub or plant;
 - (b) any ground in the course of preparation as a flower bed or for the growth of any tree, shrub or plant; or
 - (c) any part of the ground set aside by the Council for the renovation of turf or for other landscaping purposes and indicated by a notice conspicuously displayed.

Unauthorised erection of structures

5. No person shall without the consent of the Council erect any barrier, post, ride or swing, building or any other structure.

Climbing

6. No person shall without reasonable excuse climb any wall or fence in or enclosing the ground, or any tree, or any barrier, railing, post or other structure.

Grazing

7. No person shall without the consent of the Council turn out or permit any animal for which he is responsible to graze in the ground.

Protection of wildlife

8. No person shall kill, injure, take or disturb any animal, or engage in hunting or shooting or the setting of traps or the laying of snares.
- (a) Feeding of wild life (e.g. pigeons, squirrels, rats) is prohibited unless with the expressed permission of the local authority, at which permission is given for feeding of ducks.

Gates

9. (1) No person shall leave open any gate to which this byelaw applies and which he has opened or caused to be opened.
- (2) Byelaw 10(1) applies to any gate to which is attached, or near to which is displayed, a conspicuous notice stating that leaving the gate open is prohibited.

Camping

10. No person shall without the consent of the Council erect a tent or use a vehicle, caravan or any other structure for the purpose of camping [except in a designated area for camping].

Fires

11. (1) No person shall light a fire or place, throw or drop a lighted match or any other thing likely to cause a fire.
- (2) Byelaw 11(1) shall not apply to:
 - (a) the lighting of a fire at any event for which the Council has given permission that fires may be lit.
 - (b) The lighting or use, in such a manner as to safeguard against damage, danger to any person, of a properly constructed camping stove, in a designated area for camping, or of a properly constructed barbecue, in a designated area for barbecues

Missiles

12. No person shall throw or use any device to propel or discharge in the ground any object which is liable to cause injury to any other person.

Interference with life-saving equipment

13. No person shall except in case of emergency remove from or displace within the ground or otherwise tamper with any life-saving appliance provided by the Council.

PART 3

HORSES, CYCLES AND VEHICLES

Interpretation of Part 3

14. In this Part:

“designated route” means a route in or through the ground which is set aside for a specified purpose, its route and that purpose to be indicated by notices placed in a conspicuous position;

“motor cycle” means a mechanically-propelled vehicle, not being an invalid carriage, with less than four wheels and the weight of which does not exceed 410 kilograms;

“motor vehicle” means any mechanically-propelled vehicle other than a motor cycle or an invalid carriage;

“trailer” means a vehicle drawn by a motor vehicle and includes a caravan.

Horses

15. (1) No person shall ride on or in a carriage drawn by a horse except in the exercise of a lawful right or privilege.
- (2) Where horse-riding is permitted by virtue of a lawful right or privilege, no person shall ride a horse in such a manner as to cause danger to any other person.

Cycling

16. No person shall without reasonable excuse ride a cycle in the ground except in any part of the ground where there is a right of way for cycles or on a designated route for cycling, nor in such a way which may endanger the public..

Motor vehicles

17. (1) No person shall without reasonable excuse bring into or drive in the ground a motor cycle, motor vehicle or trailer except in any part of the ground where there is a right of way or a designated route for that class of vehicle.
- (2) Where there is a designated route for motor cycles, motor vehicles or trailers, it shall not be an offence under this byelaw to bring into or drive in the ground a vehicle of that class for the sole purpose of transporting it to the route.

Overnight parking

18. No person shall without the consent of the Council leave or cause or permit to be left any motor vehicle in the ground between the hours of 10 p.m. and 6 a.m..

PART 4

PLAY AREAS, GAMES AND SPORTS

Interpretation of Part [4]

19. In this Part:

“ball games” means any game involving throwing, catching, kicking, batting or running with any ball or other object designed for throwing and catching, but does not include cricket;

“golf course” means any area within the ground set aside for the purposes of playing golf and includes any golf driving range, golf practice area or putting course;

“self-propelled vehicle” means a vehicle other than a cycle, invalid carriage or pram which is propelled by the weight or force of one or more persons skating, sliding or riding on the vehicle or by one or more persons pulling or pushing the vehicle.

Children’s play areas

20. No person aged 14 years or over shall enter or remain in a designated area which is a children’s play area unless in charge of a child under the age of 14 years.

Children’s play apparatus

21. No person aged 14 years or over shall use any apparatus stated to be for the exclusive use of persons under the age of 14 years by a notice conspicuously displayed on or near the apparatus.

Skateboarding, etc

22. No person shall skate, slide or ride on rollers, skateboards or other self-propelled vehicles in such a manner as to cause danger or give reasonable grounds for annoyance to other persons.

Ball games

23. No person shall play ball games outside a designated area for playing ball games in such a manner:

- (a) as to exclude persons not playing ball games from use of that part;
- (b) as to cause danger or give reasonable grounds for annoyance to any other person in the ground; or
- (c) which is likely to cause damage to any tree, shrub or plant in the ground.

24. It is an offence for any person using a designated area for playing ball games to break any of the rules set out in Schedule 3 and conspicuously displayed on a sign in the designated area when asked by any person to desist from breaking those rules.

Cricket

25. No person shall throw or strike a cricket ball with a bat except in a designated area for playing cricket.

Archery

26. No person shall engage in the sport of archery except in connection with an event organised by or held with the consent of the Council.

Field sports

27. No person shall throw or put any javelin, hammer, discus or shot except in connection with an event organised by or held with the consent of the Council or on land set aside by the Council for that purpose.

Golf

28. No person shall drive, chip or pitch a hard golf ball.

PART 5

WATERWAYS

Interpretation of Part [5]

29. In this Part:

“boat” means any yacht, motor boat or similar craft but not a model or toy boat;

“power-driven” means driven by the combustion of petrol vapour or other combustible substances;

“waterway” means any river, lake, pool or other body of water and includes any fountain.

Bathing

30. No person shall without reasonable excuse bathe or swim in any waterway.

Ice skating

31. No person shall step onto or otherwise place their weight upon any frozen waterway.

Model boats

32. No person shall operate a power-driven model boat on any waterway except in a designated area for model boats.

Boats

33. No person shall sail or operate any boat, dinghy, canoe, sailboard or inflatable on any waterway without the consent of the Council

Fishing

34. No person shall in any waterway cast a net or line for the purpose of catching fish or other animals except in a designated area for fishing and with prior consent of the Council and in accordance with the rules governing such consent.

Blocking of watercourses

35. No person shall cause or permit the flow of any drain or watercourse in the ground to be obstructed, diverted, open or shut or otherwise move or operate any sluice or similar apparatus.

PART 6

MODEL AIRCRAFT

Interpretation of Part 6

36. In this Part:

“model aircraft” means an aircraft which weighs not more than 7 kilograms without its fuel;

“power-driven” means driven by:

- (a) the combustion of petrol vapour or other combustible substances;
- (b) jet propulsion or by means of a rocket, other than by means of a small reaction motor powered by a solid fuel pellet not exceeding 2.54 centimetres in length; or
- (c) one or more electric motors or by compressed gas.

“radio control” means control by a radio signal from a wireless transmitter or similar device.

General prohibition

37. No person shall cause any power-driven model aircraft to:
- (a) take off or otherwise be released for flight or control the flight of such an aircraft in the ground; or
 - (b) land in the ground without reasonable excuse.

PART 7

OTHER REGULATED ACTIVITIES

Provision of services

38. No person shall without the consent of the Council provide or offer to provide any service for which a charge is made.

(1) Filming, video-recording, taking of photographs
No professionals (including students) are allowed to undertake filming, video-recording, taking of photographs without the consent of the Council.

Excessive noise

39. (1) No person shall, after being requested to desist by any other person in the ground, make or permit to be made any noise which is so loud or so continuous or repeated as to give reasonable cause for annoyance to other persons in the ground by:
- (a) shouting or singing;
 - (b) playing on a musical instrument; or
 - (c) by operating or permitting to be operated any radio, amplifier, tape recorder or similar device.
- (2) Byelaw 39 does not apply to any person holding or taking part in any entertainment held with the consent of the Council.

Public shows, performances, political rallies and religious meetings

40. No person shall without the consent of the Council hold or take part in any public show, performance, political rallies or religious meetings.

Aircraft, hang gliders and hot air balloons

41. No person shall except in case of emergency or with the consent of the Council take off from or land in the ground in an aircraft, helicopter, hang glider or hot air balloon.

Kites

42. No person shall fly any kite in such a manner as to cause danger or give reasonable grounds for annoyance to any other person.

Metal detectors

43. (1) No person shall without the consent of the Council use any device designed or adapted for detecting or locating any metal or mineral in the ground.

Fundraising, and soliciting or gathering money

44. No person shall without the consent of the Council solicit or gather money for any cause whether or not such cause is charitable.

PART [8]

MISCELLANEOUS

Obstruction

45. No person shall obstruct:
- (a) any officer of the Council in the proper execution of his duties;
 - (b) any person carrying out an act which is necessary to the proper execution of any contract with the Council; or
 - (c) any other person in the proper use of the ground.

Savings

46. (1) It shall not be an offence under these byelaws for an officer of the Council or any person acting in accordance with a contract with the Council to do anything necessary to the proper execution of his duty.
- (2) Nothing in or done under these byelaws shall in any respect prejudice or injuriously affect any public right of way through the ground, or the rights of any person acting lawfully by virtue of some estate, right or interest in, over or affecting the ground or any part of the ground.

Removal of offenders

47. Any person offending against any of these byelaws may be removed from the ground by an officer of the Council or a constable.

Penalty

48. Any person offending against any of these byelaws shall be liable on summary conviction to a fine not exceeding level 2 on the standard scale.

Revocation

49. The byelaws made by the London Borough of Tower Hamlets on *insert date* and confirmed by the Secretary of State for the Home Office *insert date of confirmation* relating to the ground are hereby revoked.

SCHEDULES

This list is currently being verified against the Council's property records

SCHEDULE 1

GROUND TO WHICH BYELAWS APPLY

The grounds referred to in byelaw 2 are:

Abbott Road Gardens	Glamis Adventure Playground
Ackroyd Drive Open Space	Globe Road Open Space
Albert Gardens	Gosling Gardens
All Saints Church Yard	Great Eastern Slipway
Allen Gardens	Grove Hall Park
Allen Gardens Play Area	Hellings Street
Altab Ali Park	Ion Square Gardens
Alton Street Open Space	Island Gardens
Approach Road/Old Ford Road O. S.	Jesus Green
Arbour Square Gardens	Johnson's Drawdock
Archibald Open Space	Jolly's Green
Bartlett Park	King Edward Memorial Park
Baxendale Street Gardens	Kings Wharf
Beaumont Square Gardens	Langdon Park
Belgrave Open Space	Lenanton Steps
Bethnal Green Gardens	Leven Road Open Space
Bonner Hall Gate	Mallon Gardens
Boundary Gardens	Marsh Wall/East Ferry Road
Bow Churchyard	Mast House Terrace Playarea
Braithwaite	Meath Gardens
Bromley Recreation Ground	Mellish Street
Burdett Road Bus Terminus	Mercers Burial Ground
Canrobert Street Open Space	Middleton Green
Cantrell Road Open Space	Mile End Park
Carlton Square	Millwall Park
Carlton Square Gardens	Mudchute Farm
Cavell Street Gardens	Museum Gardens
Christchurch Gardens	Paradise Gardens
Cotton Street/Bazely Street	Pennyfields Open Space
Devons Road Ambulance Station - Grass Verge	Pollard Square
Dockers Tanner Road	Poplar High Street/Preston's Road
Fern Street Open Space	Poplar Parkway
Ford Square	Poplar Recreation Ground

Furze Green Open Space	Prospect Park
Raines Mansions	Stonebridge Wharf
Ravenscroft Park	Stoneyard Lane Open Space
Rectory Gardens	Swedenborg Gardens
Rope Walk Gardens	The Oval
Ropemakers Fields	Three Colt Street/Mitre Site
Rounton Road Open Space	Tower Hamlets Cemetery
Royal Mint Square	Trafalgar Gardens
Schoolhouse Kickabout Area	Tredegar Square
Selwyn Green	Trinity Gardens
Shacklewell Street 10'Clock Club	Trinity Square Gardens
Shacklewell Street Ball Games Area	Twelve Trees Crescent
Shandy Park	Vallance Road Gardens
Sidney Square Gardens	Vaughan Way Open Space
Sir John McDougal Gardens	Victoria Park
Spitalfields Farm	Virginia Gardens
St Annes Churchyard	Wapping Gardens
St Bartholomews Gardens	Wapping Green
St Dunstan's Churchyard	Wapping Rose Gardens
St George's in the East	Wapping Woods
St James Gardens	Warner Green Open Space
St Johns Churchyard	Waterside Gardens
St Johns Park	Weavers Fields
St Matthews Church Garden	West India Dock Road
St Matthias Church	White Horse Lane Open Space
Stepney Clock Tower	Whitehorse Road Park
Stepney Green Gardens	Wyvis Street Open Space
Stepney Green Park	York Square Gardens

SCHEDULE 2

GROUND REFERRED TO IN CERTAIN BYELAWS

OPENING TIMES (BYELAW 3(1))

The grounds referred to in byelaw 3(1) are:

Albert Gardens
Arbour Square Gardens
Bethnal Green Gardens
Carlton Square

Grove Hall Park
King Edward Memorial Park
Museum Gardens
Paradise Gardens
Poplar Recreation Ground
Tower Hamlets Cemetery
Tredegar Square
Trinity Square Gardens
Victoria Park
Wapping Gardens
Wapping Rose Gardens
York Square Gardens

Opening times are dawn until dusk.

SCHEDULE 3

RULES FOR PLAYING BALL GAMES IN DESIGNATED AREAS (BYELAW 24)

Any person using a designated area for playing ball games is required by byelaw 24 to comply with the following rules:

- (1) No person shall play any game other than those ball games for which the designated area has been set aside.
- (2) No person shall obstruct any other person who is playing in accordance with these rules.
- (3) Where exclusive use of the designated area has been granted to a person or group of persons by the Council for a specified period, no other person shall play in that area during that period.
- (4) Subject to paragraph (5), where the designated area is already in use by any person, any other person wishing to play in that area must seek their permission to do so.
- (5) Except where they have been granted exclusive use of the designated area for more than two hours by the Council, any person using that area shall vacate it if they have played continuously for two hours or more and any other person wishes to use that area.
- (6) No person shall play in the designated area when a notice has been placed in a conspicuous position by the Council prohibiting play in that area.

Equality Impact Analysis (EIA) – impact on residents, service users and wider community


Name of proposal
For the purpose of this document, 'proposal' refers to a policy, function, strategy or project
The adoption of issuing Fixed Penalty Notices in relation to breaches of the Council's byelaws.
Service area and Directorate responsible
Safer Neighbourhoods Operations – Community Safety – Health Adults and Community
Name of completing officer
Barry Scales
Approved by (Corporate Director / Divisional Director/ Head of Service)
Ann Corbett
Date of approval
05/11/2021

Where a proposal is being taken to a committee, please append the completed EIA(s) to the cover report.

Conclusion – To be completed at the end of the Equality Impact Analysis process

This summary will provide an update on the findings of the EIA and what the outcome is. *For example, based on the findings of the EIA, the proposal was rejected as the negative impact on a particular group was disproportionate and the appropriate actions cannot be undertaken to mitigate risk. Or, based on the EIA, the proposal was amended, and alternative steps taken.*

The focus of this is to analyse the impacts of the proposal on residents, service users and the wider community that are likely to be affected by the proposal. If the proposed change also has an impact on staff, the committee covering report should provide an overview of the likely equality impact for staff, residents and service users and the range of mitigating measures proposed.

Conclusion	Current decision rating (see Appendix A)
<p>The supervision, performance monitoring and reporting regime to assure proportionality already in place in the service regarding the issuing of Fixed Penalty Notices by Tower Hamlets Enforcement Officers (THEOs), will enable identification of any emerging needs to mitigate impacts should they arise.</p> <p>The overall needs in this borough to tackle the high levels of ASB must be a priority for the council and its partners because it negatively impacts upon the members of all communities. There is a definition of ASB which defines it as behaviour or conduct which is, or is likely to cause harassment, alarm or distress to any person or nuisance or annoyance in relation to a person's occupancy of their home. That means all communities and individuals with and without protected characteristics can be impacted and also a range of members of all communities can be responsible for ASB and it is the role of the enforcement services to support all communities. The available data supports this and the variations that are apparent with the numbers of those from the White categories for example, although still fitting the overall distribution, is accounted for because of the types of behaviour encountered and detailed later in the assessment.</p> <p>The THEO service adopts a general approach to enforcement which is entirely in line with this and also with the Council's Enforcement Policy covering all the service's activities. This is to act proportionately and only take enforcement action where this is necessary and only after an initial engagement and support if necessary. This proposal to create the option for THEOs to issue Fixed Penalty Notices (FPNs) for breaches of byelaws whilst retaining the option to prosecute, will be treated within this same approach.</p>	

The Equality Act 2010 places a ‘General Duty’ on all public bodies to have ‘due regard’ to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between those with ‘protected characteristics’ and those without them
- Foster good relations between those with ‘protected characteristics’ and those without them

This Equality Impact Analysis provides evidence for meeting the Council’s commitment to equality and the responsibilities outlined above. For more information about the Council’s commitment to equality, please visit the Council’s [website](#).

Section 2: General information about the proposal

Describe the proposal including the relevance of proposal to the general equality duties and protected characteristics under the Equality Act 2010

Antisocial Behaviour (ASB) in the London Borough of Tower Hamlets has been and remains an extremely high priority and concern for all of our residents. It also remains a Corporate and Mayoral priority. In 2017 the Council published an ambitious ASB Blueprint for action and committed utilising all of its powers to tackle the issues that impact on the quality of life for all residents and ensuring that victims are at the heart of our actions. The recently published Community Safety Partnership Plan prioritises tackling Neighbourhood Crime and ASB.

Currently, the only means to deal with breaches of byelaws in Tower Hamlets is by way of prosecution. This restricts both the timeliness and effectiveness of our overall response to incidents of ASB. Tower Hamlets Enforcement Officers (THEOs) already have existing powers and a number of these, if offences are taking place, can be dealt with by issuing a fixed penalty notice (FPN). There is however a further range of activities and behaviours often causing ASB, covered in the Council’s byelaws. They cover a broad sweep of prohibited activity in places such as parks but also in other open spaces, all places which the whole community should be able to enjoy and not be blighted by ASB.

The types of behaviour or conduct where the byelaws can be applied and where THEOs could consider dealing with by way of FPN, are encountered in parks and other open spaces where a range of people can be present. These can represent both those committing the offences and those who are adversely affected by them and neither are confined to groups possessing any particular protected characteristics.

This proposal is intended to address a means to improve service delivery to a priority issue that our residents consistently tell us is of greatest concern to them. They

require the council and other services to tackle ASB in their neighbourhoods more effectively and provide visibility. Having the option to issue an FPN at the time to a person committing offences, often with residents witnessing the action, gives our service more opportunity to achieve this. We still retain the option to prosecute a person, for example in an extreme case or a repeat offender, but we see the benefits of issuing notices there and then in most cases to be of greatest benefit. The issue of how we ensure we do this proportionately and do not negatively impact some groups rather than others by doing this is explored below.

Section 3: Evidence (consideration of data and information)

What evidence do we have which may help us think about the impacts or likely impacts on residents, service users and wider community?

ASB does not just affect some members of our community but it impacts residents and visitors from all communities and if not tackled, has a detrimental impact on the quality of all their lives. As an enforcement service, we clearly have a duty to improve the lives of all our residents but ensuring this is done in a proportionate way. The information from our reporting systems at the council only record demographic information if users reporting ASB choose to provide it and the take up is low and of course ASB is reported to a number of other agencies, not least of which is the police. Again demographic data is not available to us on the breakdown of who reports ASB to the police. Information is more available in regard to those who commit ASB in our borough and is explored later in this assessment.

It is acknowledged by the Safer Neighbourhood Operations Service that enforcement alone is not the solution to long term reductions to the very high numbers of incidents, but it is nevertheless a key tool for providing respite for our communities. We work with a number of key partners to deliver our services which includes joint working with a range of support services such as drugs and alcohol services, young people's services and housing support. The role of effective partnerships across council/police/social housing providers is also clearly a factor in ensuring that enforcement is applied proportionately and this is a priority for the Community Safety Partnership at LBTH. This statutory partnership body has recently established a specific board reporting to it, focussing solely on the delivery of services to tackle neighbourhood ASB and crime and that focus includes the balance of engagement, support and diversion before enforcement.

Reports of ASB

The evidence is that regarding the impact of ASB, LBTH still has a very high level of reported ASB in London. Reports made to the Police regarding ASB incidents within Tower Hamlets have also increased year on year for the past 2 years. The table below shows that there was an increase of 4.4% in FY 2018-2019 and another increase of 14.5% in FY 2019-2020 with additional pressure from the COVID-19 situation. At the time of this report, for 2021 to date, calls to the 101 number for support from the police have fallen although the reason for this is not yet clear and overall, reports to the council and police are still higher than most other boroughs, LBTH is regularly highest or second highest in London.

	17-18	18-19	19-20
April	1379	1369	1327
May	1227	1310	1487
June	1159	1345	1688
July	1493	1477	2005
August	1492	1354	1891
September	1153	1168	1483
October	1286	1245	1407
November	1179	1280	1253
December	903	1029	1052
January	1195	1160	1106
February	967	1105	1095
March	1029	1254	1492
Total	14462	15096	17286
VS previous FY	Down 21%	Up 4.4%	Up 14.5%

Population

The borough has a very diverse population.

Age – 0 to 19 years accounts for 25% around the average for London

20 to 39 years accounts for 46% which is higher than the London average 65 and over only 6% compared to 12% in London

Gender – Male 52% which is a higher ratio to females than the London average

Sexual Orientation – Data from the 2011 census is limited but is being updated by the 2021 census. Experimental estimates published in 2015 for LBTH are that around 4.3% of the population is from the LGBT+ community

Ethnicity – Bangladeshi 32%, White British accounts for 31.2%, White Other 12.4%, Black/Black British is 7.3%.

Means to assure proportionate use of FPNs in relation to breaches of the byelaws:

The range of ASB that our THEO enforcement service encounters involves perpetrators from across all of our communities and with some variations for types of behaviour, this distribution reflects the basic demographics set out in the previous paragraph but numbers within the groups vary due to the circumstances and behaviours encountered and details are included in the statistics section below. For example, a large number of those engaged in ASB behaviours related to their drugs or other substance misuse are from the street population with a variety of complex needs and vulnerabilities. They are mainly older, from the white British or white other categories and male with only 20% female. There remains our longstanding approach, shared with our support service partners, of engagement, support and with enforcement as a last resort. This is the tailored approach to this group and incidents of ASB that occurs. If enforcement does have to be the result, routes to it are taken that ensure that conditions such as positive requirements to engage in support activities which are provided by powers such as civil injunctions are most appropriate and not the issuing of a fixed penalty notice to this cohort.

Another example is the enforcement of the recently introduced Public Spaces Protection Order (PSPO) for the misuse of Nitrous Oxide (NOx). There is a declared commitment to engagement, particularly with young people but also with adults, regardless of ethnic background, signposting to support services suitable for each before considering enforcement. Again this is a monitored intervention, to ensure that the proportionate approach is effective but also of course properly balanced against our overall obligation to deal with the ASB that results from these activities for the benefit of the whole community. The support offered before enforcement, takes into account age and ethnicity with commitment from support agencies to work with us. Fixed penalty notices are not issued by THEOs to persons under 18 years of age for any offence and those individuals are managed by more diversion and support interventions unless behaviour is such that it requires the intervention of police using other powers.

With all this in mind, supervised, monitored and proportionate means of dealing with particular groups according to the circumstances of each incident and the behaviour encountered has been and remains our adopted approach. Additionally the activities of our enforcement service is informed and tasked through intelligence and identification of hot spots and not simply random patrolling in our parks and open spaces and elsewhere and so any interventions have evidenced proportionality.

Statistics regarding those committing ASB at LBTH – ASB is dealt with by a large number of agencies and the data available across the piece relating to the ethnicity of those committing ASB is far from definitive or complete. However, this proposal is about the activities of our Enforcement service specifically and some useful data is available showing the ethnicity and ages of those they encounter and/or to whom they issue fixed penalty notices using their existing powers.

Data derived from the issuing of ASB Incident Reports by THEOs regarding the ethnicity and age of those they encountered and who were engaged in ASB shows the following and informs our proportionate enforcement approach.

In the years 2019/2020 and 2020/21 combined, there were 2985 ASB Incident Reports recorded.

Of the 860 reports for females, 102 were without details of ethnicity for reasons of preference or it was not recorded. Of the 758 remaining records, 640 (84.43%), were White British or White Other. The remainder shows that 33 (4.35%) were Mixed/Dual Heritage – White and Black Caribbean, 25 (3.3%) were Black/Black British – Somali and 19 (2.51%) were Asian – Bangladeshi. There were very low numbers for the remaining recorded ethnicities.

Of the 2125 reports for males, 386 were without details of ethnicity for reasons of preference or was not recorded. Of the 1739 remaining records, 1152 (66.24%) were White British or White Other. The remainder shows that 233 (13.4%) were Asian – Bangladeshi, 87 (7.53%), 62 (5.38%) were Black/Black British African and 30 (2.6%) were Black/Black British Caribbean.

The ages of those encountered for females was mainly within the range 26 to 45 years and for males, 21 to 50. Young people aged 13 to 20 represented just 2.8% for females and 10.24% for males. Traditionally there remains a perception that ASB is associated predominately with the activities of young people. Consistently the perceptions of residents are not confirmed by either the experience of enforcement officers or national statistics. Young people of course are involved in ASB, sometimes serious ASB, but in general as the above figures show, it is older aged people that commit the most. For those byelaws that might be viewed as

putting young people's behaviour disproportionately in focus, for example the climbing byelaw although young people may be climbing trees in parks, this would likely be dealt with by intervening, engaging and possibly a warning and as previously stated it is policy at Tower Hamlets that Fixed Penalty Notices are not issued to persons under 18 for any offence. It is far more likely to be invoked against those who engage in the more dangerous activities that older people engage in, such as climbing and jumping from old cranes and gantries in places like Shadwell Basin in the summer months and additionally the swimming, fishing, interference with safety equipment and noise byelaws will also be used most where the behaviour is committed by older people.

The UK/London trend relating to those from a Black ethnicity background is that they are generally overrepresented in some enforcement activity such as stop and search and arrests. The data above does not indicate that this is the case for the interactions THEOs have in their enforcement activities.

Conclusion - It is contended through consideration of the content of this assessment, that the introduction of the option to use FPNs to deal more effectively with breaches of byelaws to tackle ASB will not disproportionately affect any particular group of people within those possessing protected characteristics. However, means to assure this will be our regular monitoring. It is already part of the overall performance monitoring, reported through the established performance management regime of the THEO service, through the service's senior management to the regular corporate performance boards including the Equalities Board.

Section 4: Assessing the impacts on different groups and service delivery

Groups	Positive	Negative	Neutral	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Protected				
Age (All age groups)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The approach adopted of engagement, support then enforcement will apply to the enforcement of byelaws as with all the activities of our services. Support is tailored to age with options for all age groups to be supported before enforcement by FPN (not for those under 18 years of age) is considered for breach of byelaws.</p> <p>The positive impact is that overall and in line with our duty to deal with ASB that impacts all communities, is that those in this group will be given more respite from the effects of ASB.</p>
Disability (Physical, learning difficulties, mental)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.

Appendix B



health and medical conditions)				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Males are over-represented in local data and therefore most likely to be impacted by this proposal, however the impact is not assessed as being disproportionate.</p> <p>The positive impact is that overall and in line with our duty to deal with ASB that impacts all communities, the introduction of this proposal will enhance our ability to deal with ASB and give those within this group as with all other residents, more respite from what is of major concern.</p>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.
Marriage and civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.
Religion or philosophical belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.

Appendix B



Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Those of white ethnic backgrounds are over-represented in local data and therefore most likely to be impacted by this proposal, however the impact is not assessed as being disproportionate.</p> <p>The positive impact is that overall and in line with our duty to deal with ASB that impacts all communities, the introduction of this proposal will enhance our ability to deal with ASB and give those within this group as with all other residents, more respite from what is of major concern.</p>
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.
Other				
Socio-economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available however,

Appendix B



				<p>The imposition of an £80 Fixed Penalty Notice could have a negative impact upon those from those with socio-economic challenges and have less impact upon the wealthier. However the proposal to permit the issuing of FPNs for breaches of byelaws does not replace the option to prosecute an offender and permit the conduct to be evaluated by a court and a penalty imposed following this process. If a person does not pay an FPN they will most usually be prosecuted for non-payment and in both cases this can lead to a criminal conviction. Payment of an FPN discharges the person's liability completely.</p>
Parents/Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.
People with different Gender Identities e.g. Gender fluid, Non-Binary etc	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.
Any other groups	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Monitoring information on this protected characteristic was not available.

Section 5: Impact analysis and action plan

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
Ensure current monitoring of all the enforcement activities of the THEO service includes the use of FPNs for breaches of selected byelaws	Include in performance monitoring dashboard	Dashboard updated for reporting in the first quarter after the proposal becomes live	Keith Stanger Head of Safer Neighbourhood Operations	




Section 6: Monitoring

What monitoring processes have been put in place to check the delivery of the above action plan and impact on equality groups?

The activities of the THEO service in relation to the use of FPNs for breach of byelaws will be monitored as part of current performance management processes.. Regular oversight will be maintained of the use of FPNs for byelaws in relation assuring proportionate use involving groups with protected characteristics.

Appendix A

EIA decision rating

Decision	Action	Risk
As a result of performing the EIA, it is evident that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a Protected Characteristic under the Equality Act and appropriate mitigations cannot be put in place to mitigate against negative impact. It is recommended that this proposal be suspended until further work is undertaken.	Suspend – Further Work Required	Red 
As a result of performing the EIA, it is evident that there is a risk that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, there is a genuine determining reason that could legitimise or justify the use of this policy.	Further (specialist) advice should be taken	Red Amber 
As a result of performing the EIA, it is evident that there is a risk that a disproportionately negatively impact (as described above) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, this risk may be removed or reduced by implementing the actions detailed within the <i>Impact analysis and action plan</i> section of this document.	Proceed pending agreement of mitigating action	Amber 

London Councils' Transport and Environment Committee

Additional Parking Charges for the London Borough of Redbridge

Item No: 10

Report by: Mital Patel

Job title: Transport Officer

Date: 23 March 2023

Contact Officer: Mital Patel

Telephone: 020 7934 9647

Email: mital.patel@londoncouncils.gov.uk

Summary: This report details the proposal by the London Borough of Redbridge (LB Redbridge) to amend the penalty charge banding from band B to band A across the borough.

Recommendations: Members are asked to note and discuss the following recommendations:

- Approve the proposal to change the penalty banding in LB Redbridge
- Note the proposed implementation date for the change is 1 August 2023

Introduction:

1. Under the provisions set out in the Traffic Management Act 2004 (Schedule 9), which repealed similar provisions in the Road Traffic Act 1991, London Councils' Transport and Environment Committee is responsible, subject to agreement by the Mayor of London and possible veto of the Secretary of State, for setting additional parking charges on borough roads. These additional parking charges include:
 - penalties for contraventions of parking regulations including any surcharges or discounts;
 - release from wheel clamps;
 - removals from the street;
 - storage charges and disposal fees
2. The discount payment rate for early payment has been set at 50%. The amount of any surcharge has not changed since this was set at 50% by Schedule 6(6)(1) of the Road Traffic Act 1991.

3. The Committee has reviewed the level of additional parking charges regularly since 1992, when they were first set. The Committee undertook a major review of the charges during 2006 which led to the introduction of differential penalty levels, and again in 2010 where there was an increase in the penalty levels for the more serious contraventions. The current on and off-street parking penalty charges are as follows:

	Higher Level	Lower Level
Band A	£130	£80
Band B	£110	£60

4. Band A areas have traditionally been concentrated in Central London and urban centres where the pressures on parking and congestion are often greatest. Band B areas have historically concentrated in outer London where pressures on parking are not as significant.
5. However, due to issues with non-compliance, some outer London authorities with higher density parking and significant Controlled Parking Zones (CPZs) have become band A areas as shown in the Existing On-Street PCN Band A and Band B Map in *Appendix 1 (p.4)*. Higher-level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower-level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay.
6. London Councils is currently reviewing plans for a possible London-wide consultation of the additional parking charges.

Guidance on Additional Parking Charges:

7. Under the Traffic Management Act 2004 the Secretary of State produced guidance, to which all authorities must have regard. This document is titled the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions ("the Statutory Guidance") and states that "The primary purpose of penalty charges is to encourage compliance with parking restrictions. In pursuit of this, enforcement authorities should adopt the lowest charge level consistent with a high level of public acceptability and compliance." (Para. 4.1).
8. It is also the Committee's policy that additional parking charges should be set in such a way as to produce a coherent pattern of policy across London.

LB Redbridge Proposals for Change:

9. LB Redbridge is proposing to change from being band B and to band A across the whole borough (*please see Appendix 1 of this report for full details*).
10. The borough has a range of parking controls in place, predominantly located in and around residential and shopping areas, and major transport hubs with further loading and waiting restrictions strategically placed at various locations outside of the CPZs with an extensive programme of consultations already in place to potentially introduce new CPZs particularly in areas around underground and Elizabeth Line stations (*please see Appendix A*).
11. LB Redbridge has indicated that despite deploying a robust parking and traffic enforcement regime - which includes Civil Enforcement Officers and CCTV cameras, the borough

continues to experience an increase in levels of non-compliance with its parking regulations.

12. Table 2 contained within LB Redbridge's application (*please see Appendix 1, p.2 of this report*) indicates that between 2018 and 2022 the total number of on-street parking Penalty Charge Notices (PCNs) issued each year has increased by 26% from 103,972 in 2018 to 130,776 and in the last two years alone, they have risen by over 40% from 93,313 in 2020.
13. Table 3 contained with LB Redbridge's report (*please refer to Appendix 1, p.3*) illustrates how Higher charge level contraventions at band B have risen by over 13% during this period from 66,993 to 76,078, whilst lower charge level contraventions at band B (£60) have increased by 48% from 36,979 to 54,698.
14. It should also be noted that the Government restriction on the use of CCTV enforcement for parking contraventions under the Deregulation Act 2015 has presented an increased risk of non-compliance. LB Redbridge believes that some of this risk can be countered with a change to the penalty band which increases the deterrent.
15. It is TEC's policy that the boundaries between areas of different penalty bands are clearly demarcated; this is to avoid the possibility of having different bands on opposing sides of the same road or in the same street. Those roads that have signs clearly identifying that the driver has entered LB Redbridge, where the boundary crosses the road, are not affected and can be enforced as band A. Those without borough identifiers will need to remain as band B. LB Redbridge has boundaries with LB Barking & Dagenham, LB Havering, and LB Waltham Forest.
16. LB Newham and LB Waltham Forest are already band A boroughs, so any shared boundaries with LB Redbridge will not impact the ability for LB Redbridge to enforce as band A.
17. Any boundary roads in LB Newham and LB Waltham Forest that are currently being enforced as a band B due to a boundary with LB Redbridge will be enforceable as a band A once final approval has been received and the new banding regime commences.

Timetable for Implementation

18. Any changes to penalty levels agreed by the Committee need the approval of the Mayor of London. If the Mayor agrees the changes the Secretary of State has 28 days to exercise a veto over any changes. The committees' decisions will be formulated into a set of proposals to be presented to the Mayor of London for approval. If approved, they will be presented to the Secretary of State for Transport for their consideration. The boroughs involved would then need to advertise their proposed changes for at least three weeks prior to implementation. From previous experience, this process takes around three to four months in total, and so London Councils propose an implementation date of 1 August 2023.

Financial Implications

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

Legal Implications

20. There are no legal implications for London Councils or the boroughs arising from this report. However, members may wish to note the decision on penalties is taken by London Councils' TEC on behalf of boroughs for borough roads, and by TfL for GLA roads. The TfL

member of London Councils' TEC may not take part in the proceedings of the borough decision (see Reg. 24 of the Civil Enforcement Parking Contravention Regulations 2007).

Equalities Implications

21. There are no equality implications for the boroughs or London Councils arising from this report.

Recommendations: Members are asked to note and discuss the following recommendations:

- Approve the proposal to change the penalty banding in the LB Redbridge
- Note the proposed implementation date for the change is 1 August 2023

Appendices

Appendix 1: LB Redbridge - Application to Amend the Penalty Charge Notice Banding in the London from Band B to Band A.

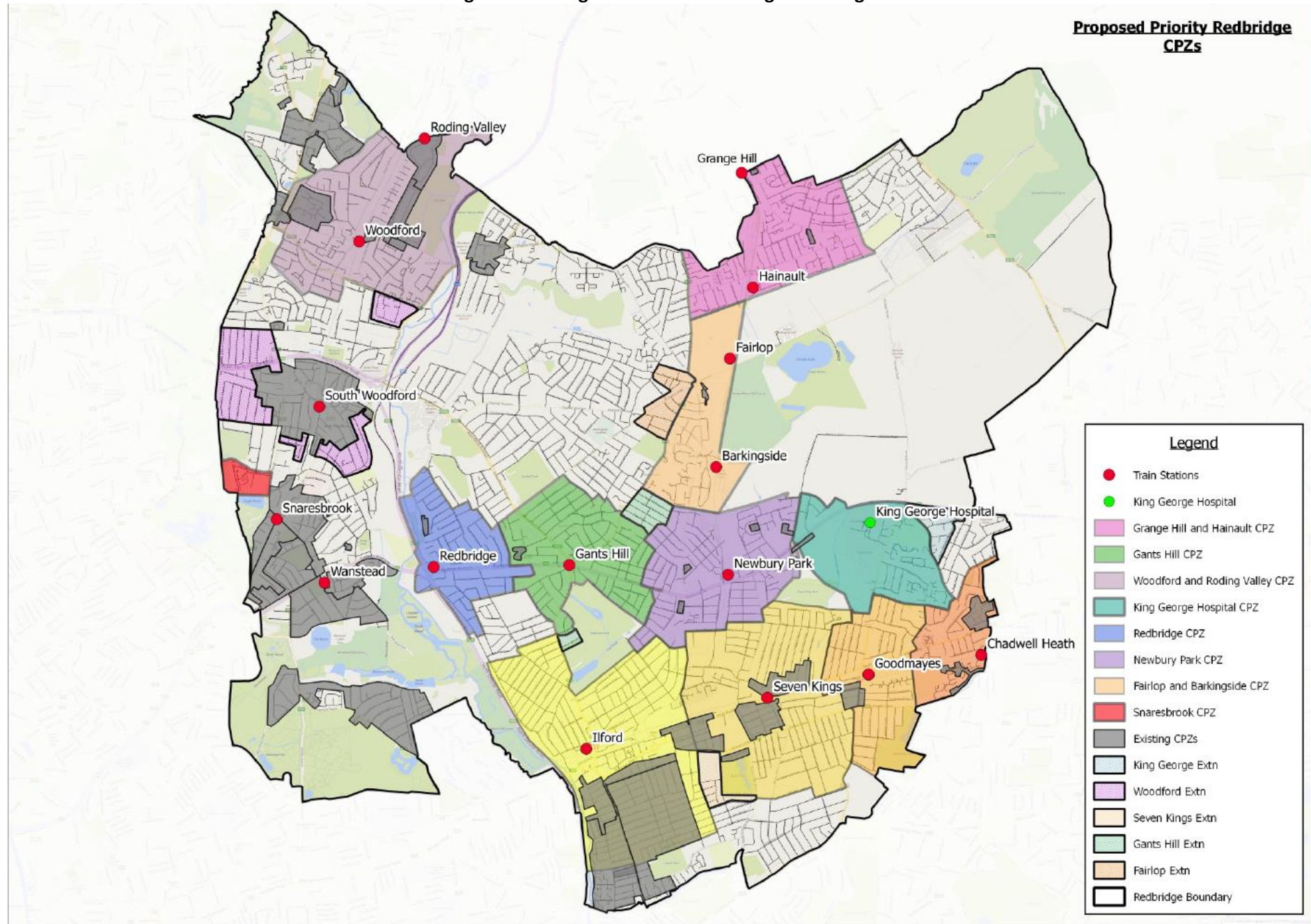
Appendix A: LB Redbridge - Controlled Parking Zone Programme Plan

Appendix B: LB Redbridge - Penalty Charge Notice Banding Consultation

Appendix C: LB Redbridge - Equality Impact Assessment

Appendix A

London Borough of Redbridge's Controlled Parking Zone Programme Plan



Appendix B

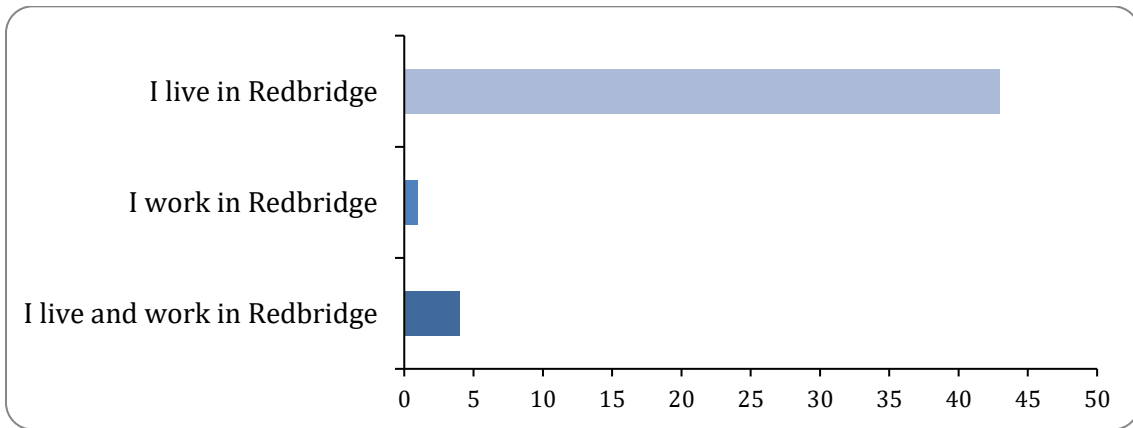
London Borough of Redbridge – Penalty Charge Notice Banding Consultation

The survey below ran on the LB Redbridge engagement hub from 29/11/2021 to 24/12/2021 and 22/11/2022 to 31/12/2022.

The following shows the responses to all questions:

1: Your Interest – Please select the statement that best applies to you

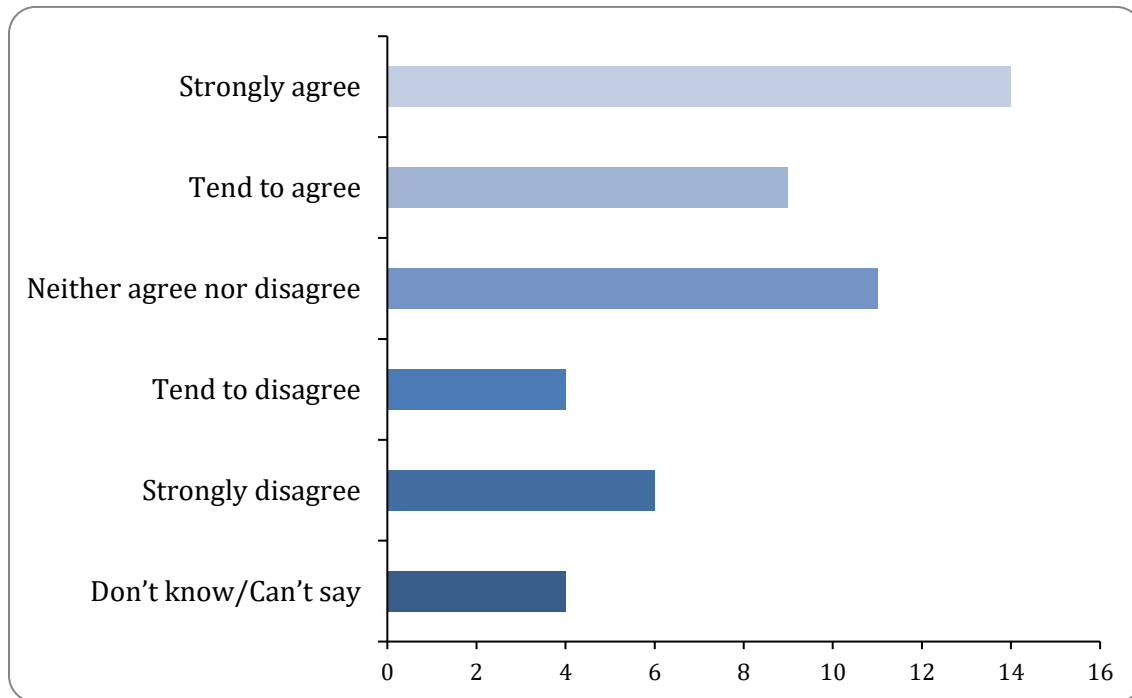
There were 48 responses to this part of the question.



Option	Total	Percent
I live in Redbridge	43	89.58%
I work in Redbridge	1	2.08%
I live and work in Redbridge	4	8.33%
I visit or pass through Redbridge	0	0.00%
None of the above	0	0.00%
Not Answered	0	0.00%

2: I have noticed an increase in illegal and/or inconsiderate parking

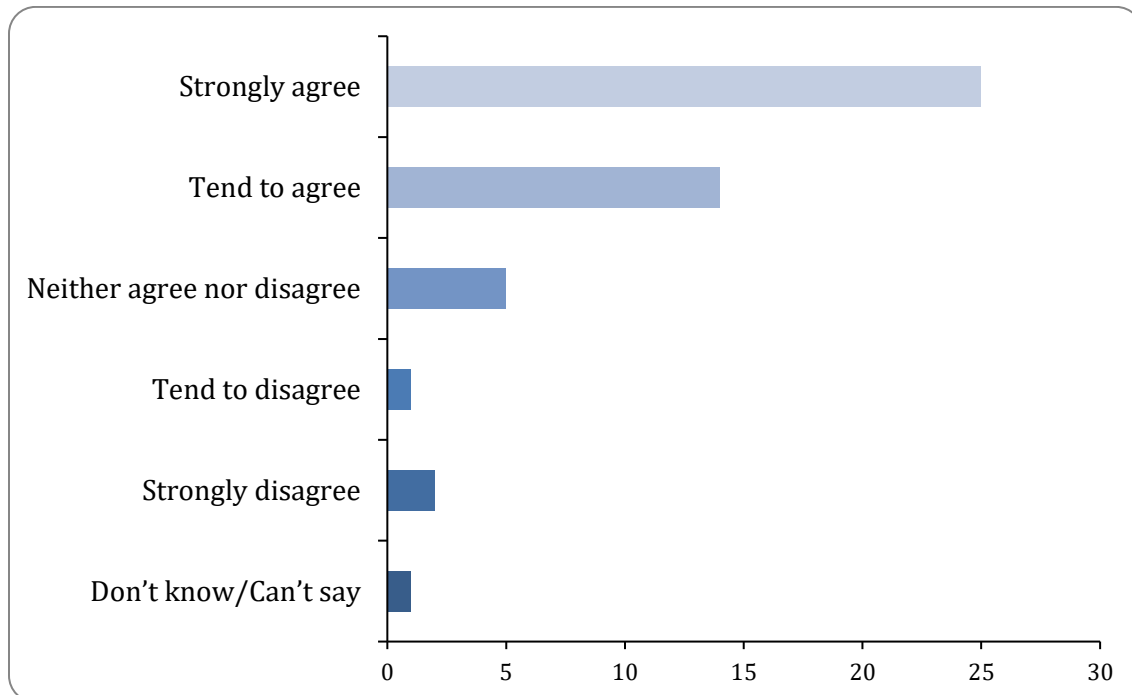
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	14	29.17%
Tend to agree	9	18.75%
Neither agree nor disagree	11	22.92%
Tend to disagree	4	8.33%
Strongly disagree	6	12.50%
Don't know/Can't say	4	8.33%
Not Answered	0	0.00%

3: *Illegal parking causing an obstruction is an annoyance to me*

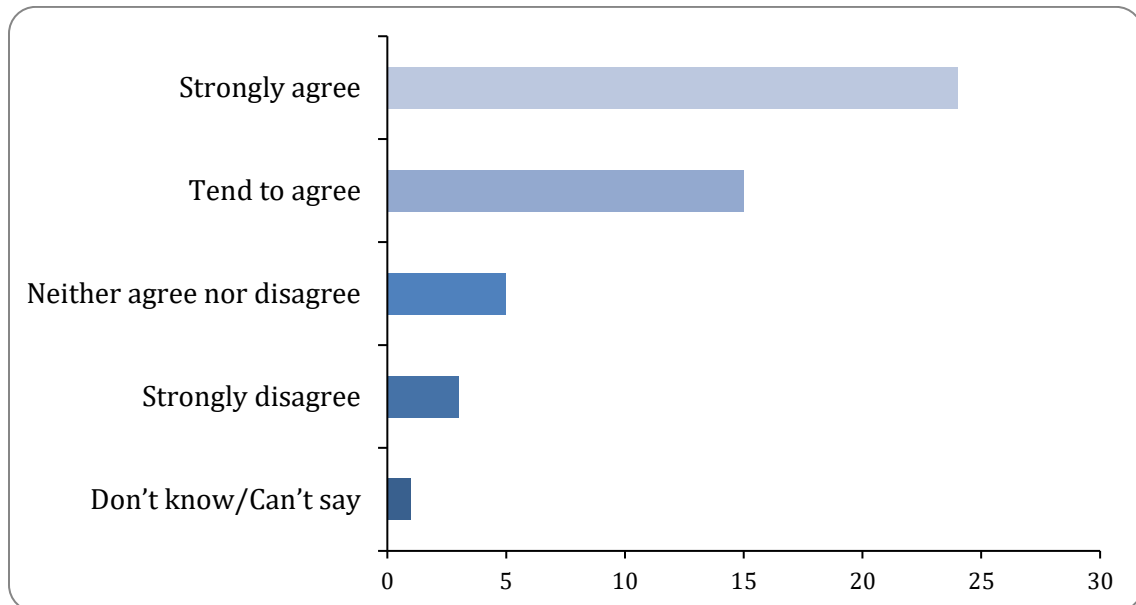
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	25	52.08%
Tend to agree	14	29.17%
Neither agree nor disagree	5	10.42%
Tend to disagree	1	2.08%
Strongly disagree	2	4.17%
Don't know/Can't say	1	2.08%
Not Answered	0	0.00%

4: I am concerned about illegal parking particularly around schools

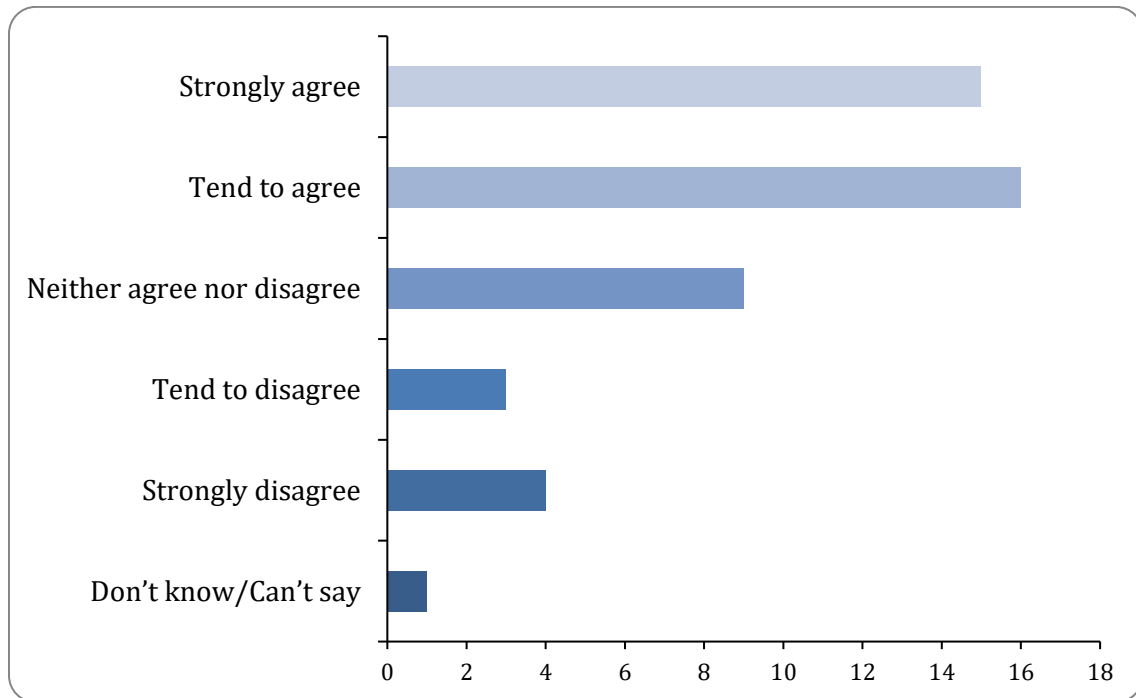
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	24	50.00%
Tend to agree	15	31.25%
Neither agree nor disagree	5	10.42%
Tend to disagree	0	0.00%
Strongly disagree	3	6.25%
Don't know/Can't say	1	2.08%
Not Answered	0	0.00%

5: I have been inconvenienced by illegal and/or inconsiderate parking

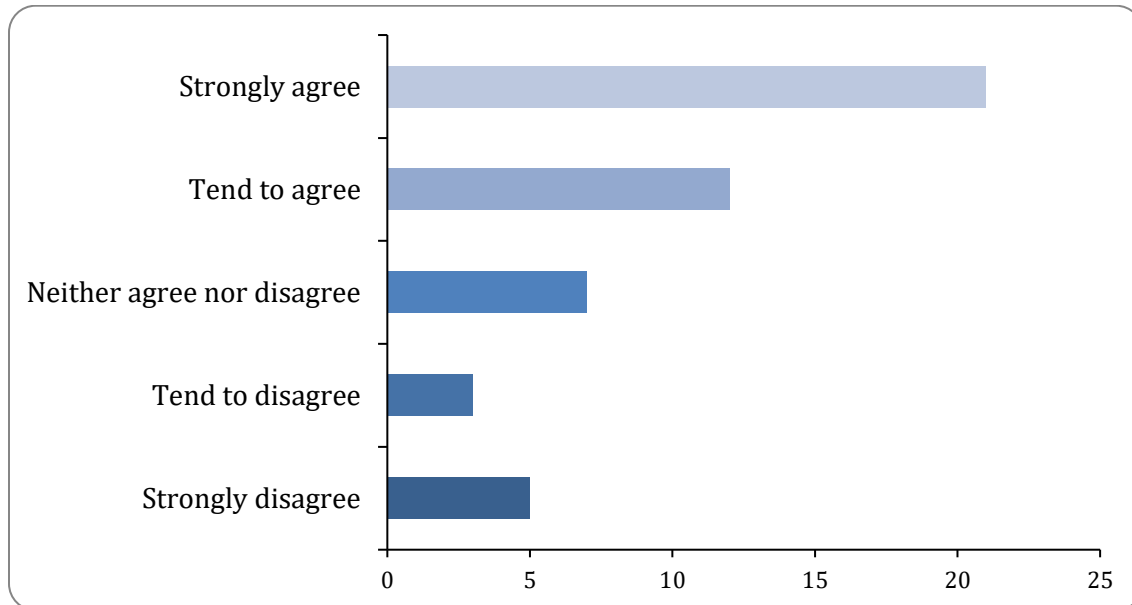
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	15	31.25%
Tend to agree	16	33.33%
Neither agree nor disagree	9	18.75%
Tend to disagree	3	6.25%
Strongly disagree	4	8.33%
Don't know/Can't say	1	2.08%
Not Answered	0	0.00%

6: The Council should be taking further action to discourage illegal parking offences

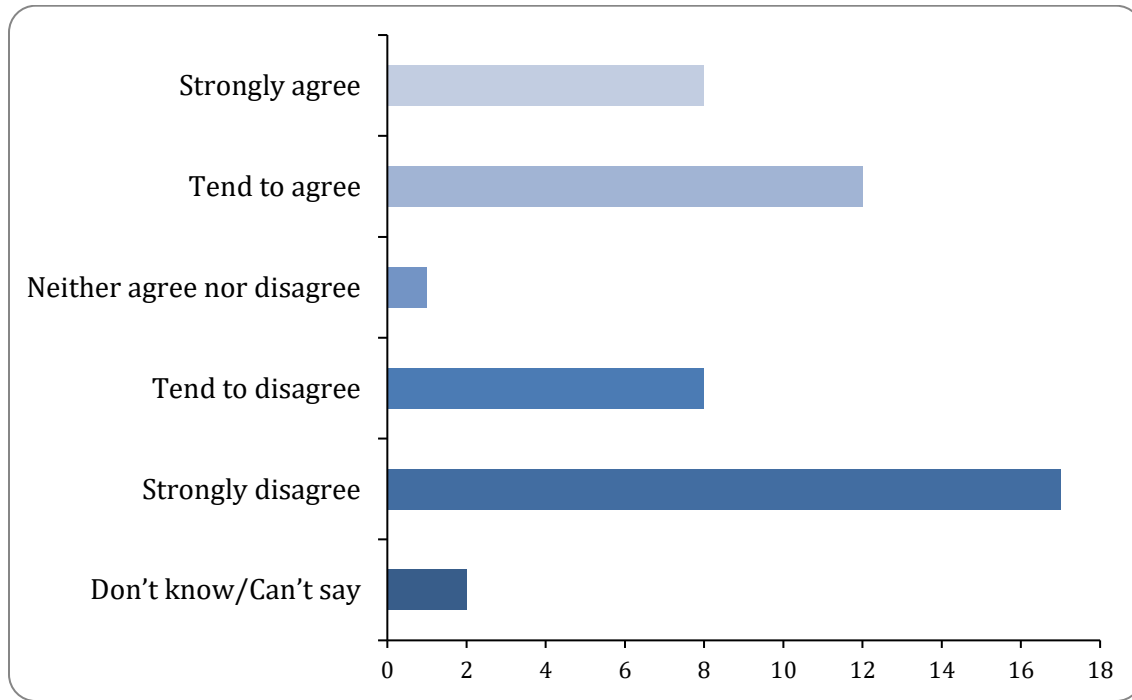
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	21	43.75%
Tend to agree	12	25.00%
Neither agree nor disagree	7	14.58%
Tend to disagree	3	6.25%
Strongly disagree	5	10.42%
Don't know/Can't say	0	0.00%
Not Answered	0	0.00%

7: To what extent do you agree or disagree that increasing the amount of the Band B penalty charge to the Band A amount would discourage parking offences?

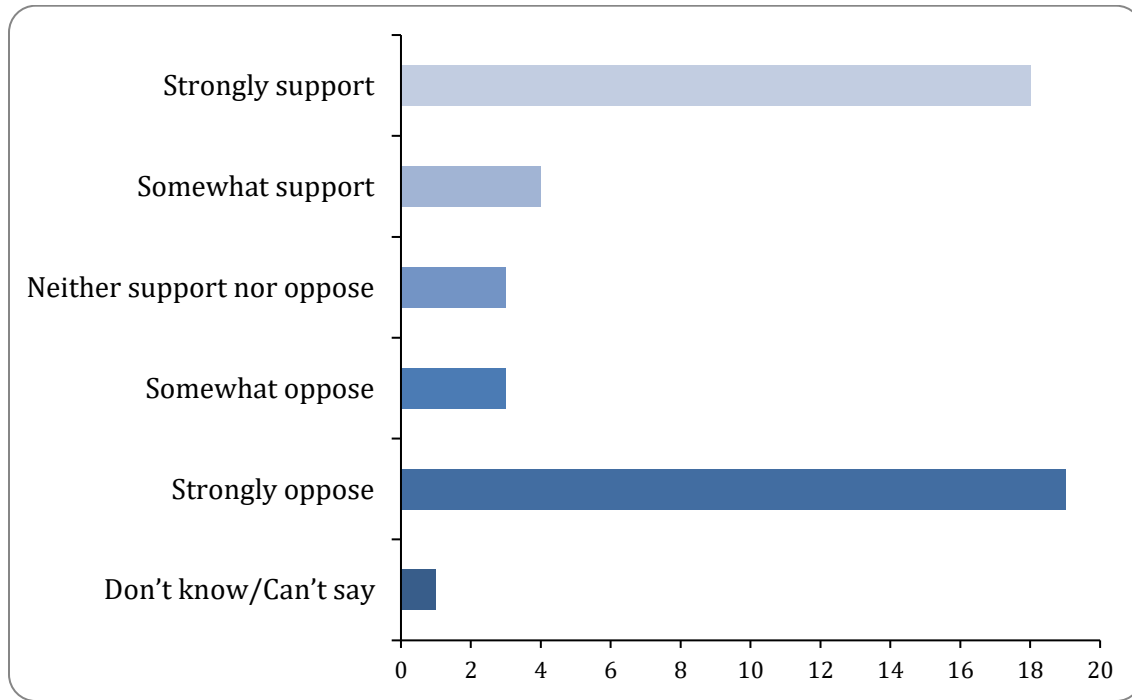
There were 48 responses to this part of the question.



Option	Total	Percent
Strongly agree	8	16.67%
Tend to agree	12	25.00%
Neither agree nor disagree	1	2.08%
Tend to disagree	8	16.67%
Strongly disagree	17	35.42%
Don't know/Can't say	2	4.17%
Not Answered	0	0.00%

8: To what extent do you support or oppose the proposal to change parking offences from Band B to Band A?

There were 48 responses to this part of the question.



Option	Total	Percent
Strongly support	18	37.50%
Somewhat support	4	8.33%
Neither support nor oppose	3	6.25%
Somewhat oppose	3	6.25%
Strongly oppose	19	39.58%
Don't know/Can't say	1	2.08%
Not Answered	0	0.00%

Appendix C

Equality Impact Assessment

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Officers Involved in completing screening	
Officer completing Equality Screening <i>Responsible for gathering the information needed for the forms and completing the forms</i>	Donald Chalker Principal Engineer - Transport Strategy and Development Control Highways, Parking and Transportation
Head of Service or Operational Director authorising Equality Screening <i>Responsible for ensuring that equality impact of any proposal has been fully considered</i>	Adam Warnes Interim Operational Director - Highways, Parking & Transportation
Date screening completed:	18/05/2022

1. Summary of Proposal	
Name of the proposed new or changed legislation, policy, strategy, project or service being assessed:	To change borough-wide Parking Penalty Charge Notices (PCNs) from Band B to Band A.
Service Area:	Highways, Parking and Transportation
Budget Option:	- N/A
Budget Reference: <i>Relevant reference if this screening is being used for a formal budget proposal as part of the budget cycle</i>	-
Date proposal to be considered at Cabinet (if known):	- June 2021 (Approved by Cabinet)
Brief description of policy / decision to be screened:	To change borough-wide Parking Penalty Charge Notices (PCNs) from Band B to Band A.
Is this a new proposal?	Yes
If linked to previous years give details:	N/A
On whom will the policy / decision impact?	<input type="checkbox"/> Service users

	<input type="checkbox"/> Staff <input type="checkbox"/> Other public sector organisations <input type="checkbox"/> Voluntary / community groups / trade unions <input checked="" type="checkbox"/> Others, please specify below All drivers who park on-street or in Council car parks in Redbridge.
Is the service related to health, care, safety, welfare, wellbeing needs of an individual/family? If yes, provide details.	No
Does the service work directly with 'vulnerable people' or groups with a 'protected characteristic'? If yes, provide details.	No

Please provide a brief description of the current service and proposed changes to service:
[This section should give an overview of the proposal. Detail the following:](#)

- [The main activities of the service and if /how they are affected](#)
- [If the service is targeted to specific group\(s\) and how?](#)
- [Whether it is governed by any legislation? E.g. immigration law, social care acts.](#)

[This needs to be written in plain English so that the public are able to ascertain exactly what is being assessed. This should include a brief description of the current service, function, policy and the proposed changes.](#)

Councils in London provide both parking for vehicles on-street - on the public highway, and off-street - in Council managed car parks.

Drivers who park their vehicle in contravention of the statutory regulations for a particular location, (that are backed by a statutory Traffic Management Order), are issued with a Penalty Charge Notice.

There are two "Band" levels of PCN in London, Band A and Band B. Penalties issued in Band A are greater than those in Band B.

As well as the two band levels there are two "Penalty" levels in London, Higher and Lower. Higher level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay.

The amounts for each band and penalty level are set out in the table below.

	Higher	Lower
Band A	£130(£65)	£80/(£40)
Band B	£110(£55)	£60(£30)

There is a discount on the above amounts for early payment. If payment is made within 14 days (or within 21 days for parking contraventions issued by CCTV), then a discount of 50% is applied.

The Borough of Redbridge is currently wholly in Band B. It is proposed that Redbridge moves to Band A in recognition of the higher demand for parking now experienced across the Borough. There has been an increase in on street parking contraventions of over 37% over the last two years which shows that non-compliance is significantly increasing. Additionally, there is a concern that parking contraventions may further increase if the car led Covid pandemic continues.

This change would apply to both on-street and off-street parking.

2. Service User/ Resident Profiling

Summarise useful data:

- Provide a summary of service users/ residents affected by the proposal by protected characteristic
- Provide a comparison of the above to borough/ ward/ Census/ Schools Census data
- If there is insufficient data use borough, national data, case studies, benchmarking data etc.
- Where data is not available, outline why and how you to plan get it.
- Summarise any feedback (surveys/ consultations/ complaints/ compliments etc.). Detail if there are any difference in opinions by protected characteristic

There is guidance in the following places on sources of data in the first instance:

- Story of Redbridge: <https://www.redbridge.gov.uk/about-the-council/the-story-of-redbridge/>
- Data pack broken down by protected characteristics: <http://intranet/equality-impact-assessments/>
- Corporate Performance Indicators: <http://intranet/corporate-performance-indicators/>
- Research page on Intranet: <http://intranet/research/>

Profile:	Are any groups disproportionately impacted by the changes (who, how and why)?
Age profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Several groups should see a particularly positive impact from this change as parking compliance improves. This is because elderly people and children are more likely to be pedestrians or bus users.</p>
Disability profile:	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Disabled motorists should see a particularly positive impact from this change as compliance improves. This is because non-compliant parking in Disabled Bays will carry a higher penalty and therefore be discouraged to a greater degree.</p>

<p>Race profile:</p>	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Black and Minority Ethnic people should see a particularly positive impact from this change as parking compliance improves. This is because Black and Minority Ethnic people are more likely to be pedestrians or bus users.</p>
<p>Religion or belief profile:</p>	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>
<p>Gender profile:</p>	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Women should see a particularly positive impact from this change as parking compliance improves. This is because women are more likely to be pedestrians or bus users.</p>
<p>Maternity or pregnancy:</p>	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p> <p>Women should see a particularly positive impact from this change as parking compliance improves. This is because women are more likely to be pedestrians or bus users.</p>
<p>Transgender profile:</p>	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>
<p>Sexual Orientation profile:</p>	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>
<p>Marriage or Civil Partnership:</p>	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>
<p>Socio-economic / at risk groups profile:</p>	<p>Data on the issue of Parking PCNs to people who share this protected characteristic is not currently available at any meaningful level.</p>

	<p>This change will impact on pedestrians, cyclists and motorists in Redbridge, who will benefit from a reduction in illegal parking due to the greater deterrence provided by Band A penalties.</p> <p>It will impact on the driver or keeper of any vehicle that currently receives a Penalty Charge Notice for illegal parking. They will see an increase of at least £10 in the amount they can settle a Penalty Charge Notice for.</p> <p>Several groups should see a particularly positive impact from this change as compliance improves. They would include:</p> <ul style="list-style-type: none"> • Bus Users – as illegal parking at bus stops will carry a higher penalty and therefore be discouraged to a greater degree, reducing the incidents where buses are unable to pull to the kerb. In turn this will reduce the inconvenience experienced by those with limited mobility, wheelchair users, pushchair/buggy users and the elderly. • Pedestrians, particularly wheelchair users and pushchair/buggy users - as illegal parking on footways will carry a higher penalty and therefore be discouraged to a greater degree, reducing the instances that they will have to manoeuvre around illegally parked cars.
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3. Safeguarding Vulnerable People

The Care Act 2014 sets out a clear legal framework for how local authorities and other parts of the system should protect adults at risk of abuse or neglect

X For children and young people - Does the proposal comply with section 11 of the Care Act 2014 which requires us to ensure that any services we deliver or contract out to others, are discharged having regard to the need to safeguard and promote the welfare of children?

X For vulnerable adults - Does the proposal comply with the Care Act 2014 which requires us to ensure that any services we deliver or contract out to others, are discharged having regard to the need to safeguard vulnerable adults?

Additional information

If you have provided a positive answer to this question, please provide any additional details here.

Parking in compliance with statutory regulations increases safety on the public highway and in Council car parks.

Effective parking management maximises the opportunity for the use of blue badges used by vulnerable adults that have disabilities.

4. Impact on Children

As part of our aspiration to become a Unicef Child Friendly borough, services are encouraged to integrate children's rights into everything they commission or deliver. Unicef UK's seven principles of a child rights-based approach have been designed to drive change— influencing thinking, planning and practice, as well as

organisational culture. The seven principles are:

- Dignity - children are respected and treated with dignity
- Best interests of the child - children are a top priority in all decisions and actions that affect children and young people
- Non-discrimination - children have an equal chance to access opportunities, support and information no matter their age, gender, background or beliefs
- Life, survival and development - children have a right to life and each child and young person should enjoy the same opportunities to flourish as to be safe, healthy, grow and develop; physically, emotionally, socially, spiritually and educationally
- Participation - children are supported to share their views and influence decisions that affect them
- Interdependence and indivisibility - children enjoy all of their rights, all of the time as all rights are equally important
- Transparency and accountability - children have an open dialogue and strong relationships with professionals and elected members

Does your proposal impact or infringe on any of these principles and rights?

No

5. Summary Grid

After reviewing the above information in the profiling section indicate likely impact on different groups in the grid below using the following definitions as a guide:

- **Positive** - Service extended, additional funding given or some other benefit to one or more of the groups.
- **Neutral** – changes to service will not have a visible impact, positive or negative.
- **Low Adverse** - Minor changes to services e.g. slight change in opening hours – complete mitigating action section where actions can reduce or remove negative impact.
- **Medium Adverse** - Significant changes to the way services are delivered – new eligibility criteria, increased costs. Full EQIA is required to manage the change.
- **High Adverse** - vulnerable groups, groups with specific protected characteristics impacted more than others. Major changes e.g. possible closure of service, new eligibility criteria leading to some people losing existing services, significant cost increase.

Identifying impact:

- Interpret the data, identify if any 'vulnerable groups' and/or 'groups of protected characteristics' are disproportionately affected.
- Give some context around why these groups may be disproportionately affected.
- This isn't just about the numbers affected but the significance of the impact.

Possible impact on Service Users/ Residents	<u>Positive</u>	<u>Neutral</u>	<u>Low Adverse</u>	<u>Medium Adverse</u>	<u>High Adverse</u>
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Age	X				
Disabled People or Carers	X				
Race	X				
Religion (including no faith)		X			
Gender	X				
Maternity or Pregnancy	X				
Transgender		X			
Sexual Orientation		X			
Marriage or Civil Partnership		X			
Other [e.g. living in poverty, children in care, homeless, carers, refugees]	X				

6. Screening Decision

☒ **Positive or Neutral Impact** – No further action required

☐ **Low Impact** – complete Mitigating Negative Impact (section 5) below

☐ **Medium or Adverse Impact** – complete a full Equality Impact Assessment (EQIA)

Additional information

Provide any additional details that supports the screening decision

Parking in compliance with statutory regulations increases safety on the public highway and in Council car parks for all people.

Effective parking management maximises the opportunity for the use of blue badges used by people that have disabilities.

7. Mitigating Negative Impact

Where groups are disproportionately affected please outline other options explored before deciding on this proposal:

Summarise

- What other alternatives to this proposal were considered: including reviewing proposals submitted by service users/ partners/residents?
- If there will be a negative impact on any group, why is this the only practical proposal or option.

N/A

Mitigating Actions

What activities have you done or plan to do to try and mitigate impact on particular groups e.g. signposting service users to other services, partnership working etc. Include dates for planned/ completed mitigating action plans and Lead Officer. The plan must provide detail on the activities and dates for it to ensure compliance with the Public Sector Equality Duty.

Action	Anticipated Outcome	Lead	Deadline	Actual Outcome	Comments

8. Next Steps

Is a full Equality Impact Assessment required? If yes the template and guidance can be found <u>here</u>.	No
If a full EQIA is not required, you are still legally required to monitor and review the proposed changes after implementation to check they work as planned and to screen for unexpected equality impacts. Please provide details of how you will monitor, evaluate or review your proposals and when the review will take place	To be reviewed on an annual basis.
Has a Mitigating Actions Plan been prepared? How is this proposed to be monitored?	N/A
Has the screening been included with Cabinet papers? Summarise the findings of this screening in the Fairness section of the <u>Cabinet or Committee report</u>.	N/A

Have arrangements been made to publish this screening?	Yes

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Officers Involved in completing screening	
Officer completing Equality Screening	Donald Chalker Principal Engineer - Transport Strategy and Development Control Highways, Parking and Transportation
Date submitted	14/04/2022
Head of Service or Operational Director sign off	I agree with the content and outcome of this screening Adam Warnes – Head of Parking
Date approved by Head of Service or Operational Director	18/05/2022

London Councils' Transport & Environment Committee

Proposed TEC & TEC Executive Sub Committee Dates 2023/24

Item No: 11

Report by: Alan Edwards **Job title:** Governance Manager

Date: 23 March 2023

Contact Officer: Alan Edwards

Telephone: 0207 934 9911 **Email:** Alan.e@londoncouncils.gov.uk

Summary: This report notifies members of the proposed TEC and TEC Executive Sub Committee dates for the committee cycle year 2023/24

Recommendations: It is recommended that Members:

- Agree the proposed dates for TEC and TEC Executive Sub Committee meetings for the committee cycle year 2023/24, including the time change of the TEC Executive Sub Committee from 10:00am to 14:30pm. This was due to the Conservative Vice Chair of TEC being unable to attend the morning meetings.

TEC (Main) Committee Proposed Dates

- Thursday 8 June 2023
- Thursday 12 October 2023
- Thursday 7 December 2023
- Thursday 21 March 2024

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

TEC Executive Sub Committee Proposed Dates

- Thursday 13 July 2023
- Thursday 7 September 2023
- Thursday 16 November 2023
- Thursday 8 February 2024

TEC Executive Sub Committee meetings, if approved by full TEC, will now start at **14:30pm**, as opposed to 10:00am. This is due to the Conservative Vice Chair being unable to attend the 10:00am start times. There are no party group pre-meetings for these meetings.

Recommendations

It is recommended that Members:

- To note the proposed dates for the TEC and TEC Executive Sub Committee meetings for the year 2023/24, including the start time change of the TEC Executive Sub Committee from 10:00am to 14:30pm. This was due to the Conservative Vice Chair of TEC being unable to attend the morning meetings.

Financial Implications

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

Legal Implications

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

Equalities Implications

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

INFORMAL 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 9 February 2023 at 10:00am in Meeting Room 5.

Present:

Mayor Philip Glanville	LB Hackney (Chair)
Councillor Nicholas Bennett	LB Bromley
Councillor Deidre Costigan	LB Ealing
Councillor James Asser	LB Newham
Councillor Alex Ehmann	LB Richmond (Virtual)
Graham Packham	City of London Corporation (Deputy)

1. Apologies for Absence & Announcement & Deputies

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

Graham Packham attended as a deputy on behalf of the City of London Corporation.

2. Declarations of Interest

Freedom Pass

Graham Packham (City of London Corporation)

ReLondon

Cllr Nicholas Bennett (LB Bromley)

3. TfL Board Update (Oral) by Councillor Kieron Williams

Councillor Kieron Williams (TfL Board Member on behalf of TEC) made the following comments:

- A funding agreement had now been agreed and the TfL Business Plan approved. Andy Lord was the new TfL Commissioner.
- Use of services was now up to 80% in terms of fares revenue. The new Elizabeth Line had made a difference and had driven figures up.
- A key area was getting people back on public transport – the Mayor was carrying-out a “Let’s do London” campaign.
- There was insufficient funding for Active Travel and a case was being made for a longer-term settlement. Only about a half of the funds needed had been received.

Councillor Asser asked whether a timeline/more progress could be made with regards to capital funding for projects. He said that the borough of Newham had a lot of local bus travel, as well as travel on the tube and Elizabeth Line. Councillor Williams said that infrastructure work was very important, although a great deal

would be down to how much capital funding could be secured. He said that it was good news that the proposed reduction to bus services had been largely avoided, although this was all about ridership and getting the numbers up. Councillor Williams informed Members that a pilot was taking place in North London with the aim of making bus services more reliable. This was having real progress and was looking at the timing of traffic lights and the use of bus lanes. It was hoped that this pilot could be extended to other boroughs.

Councillor Ehmann said that there was still disparity in spend between the inner and outer London boroughs, especially with regards to bus provision in outer London boroughs like Kingston, Sutton and Richmond. With regards to the tube network, Councillor Costigan asked when the delivery of step-free access at stations was going to take place. She said that she was keen to also expand bus provision in the Borough of Ealing. Councillor Costigan said that she would like to hear about any changes to bus routes in the borough prior to any decisions being made and emailed out boroughs.

The Chair said that the boroughs were trying to get some granularity and to establish an agreement with London Councils. He asked whether any network planning and long-term thinking was taking place on these issues. Councillor Williams said that he would take the issues about step-free access and bus service frequencies back to Andy Lord, the TfL Transport Commissioner. However, step-free access was tied-up in the capital programme. Councillor Bennett said that boroughs in the south east were not served by the Underground, which was a real problem. He said that there was a need to look restructuring bus services in these boroughs. Councillor Williams said that this was a conversation that needed to be had with TfL and individual boroughs. Councillor Bennett said that the Silvertown Tunnel stopped a mile outside where anybody lived. The Chair said that extra links needed to be included in that debate, along with the ULEZ.

Graham Packham voiced concern that the Elizabeth Line had become so successful that it had caused displacement. He said that a number of near empty buses were travelling through the City and there was a now a need to look at altering the frequency of some of these bus services. Councillor Williams said that the Elizabeth Line had helped to reduce overcrowding, although there was no clear picture with regards to displacement. He said that each borough had their own individual issues when it came to bus services and frequencies and that they should discuss these issues with TfL directly. The Chair said that the boroughs welcomed Andy Lord, the new Transport Commissioner. He said that more details regarding "Vision Zero" would be presented to TEC at the full meeting on 23 March 2023.

Stephen Boon said that there was concern over the condition and lack of maintenance of some roads and this linked into a number of other areas. The Chair asked whether Vision Zero was part of a Government initiative as well. Stephen Boon said that TfL was working with the Government on this. Councillor Williams said that TfL recognised that the utilities and repairs of roads were a problem. He said that he would ensure that the Powerpoint slides and copies of the TfL Business Plan would be circulated to TEC Members.

Members thanked Councillor Williams for giving an update to the TEC Executive Sub Committee.

The TEC Executive Sub Committee:

- Noted that more details regarding “Vision Zero” would be presented to TEC at the full meeting on 23 March 2023; and
- Agreed that the TfL Powerpoint slides and copies of the TfL Business Plan would be circulated to TEC Members.

4. Micromobility

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.

The Chair said that this had been a large task to take on and thanked London Councils’ officers for their work on this and for taking into consideration the competing views of the boroughs.

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

- The procurement process for the second e-scooter contract was continuing and London Councils would be reviewing bids from the operators.
- London Councils had helped eight boroughs set up MOUs for rental e-bikes and streamline approaches. Kalpini Dave from London Councils was also working on a template MoU to be shared with boroughs.
- There were issues around parking and a meeting had taken place with TEC Members a couple of weeks ago to consider long term options. Common themes raised at the meeting were being looked into and along with how to bring all existing MoUs under one umbrella.
- A briefing would be circulated on a proposal for a long term approach. London Councils officers were engaging with borough officers through biweekly meetings.
- A decision on a micromobility approach would be sought from TEC at the AGM on 8 June 2023 rather than at the 23 March 2023 meeting. It was also important to ensure that stakeholder engagement was carried out by then.
- The Government’s Transport Bill had been drafted which would give strategic transport authorities powers to run rental schemes and make e-scooters legal. TfL would be given the powers to licence operators in London. However, this had been delayed until at least October 2023. London Councils was planning to carry out advocacy with London MPs before the next General Election on increased powers around micromobility.

Q and As

The Chair said that a great deal of work had been carried out on this and that the recent meeting with operators had proved to be very useful. He said that it made sense that information about parking and MOUs was shared. A Londonwide approach would not be in place until at least 2024. The Chair asked whether Members were happy to go with the June 2023 TEC date in which to agree an approach. He said that a lot of work would need to take place and it would be useful to provide a steer to TEC at this meeting.

Councillor Ehmann said he was in favour of a June date to agree an approach and said that he was grateful to TEC colleagues for all the work they were doing on this. In relation to the proposal of a Londonwide approach, he asked what the “value proposition” would be for boroughs. He voiced concern about the unstructured entry into boroughs and asked how a Londonwide approach would solve these problems. He said that these sorts of problems needed to be mapped out.

Councillor Asser said that the March TEC date was too soon for boroughs to agree an approach and June would be better, although it could take even longer than this. The Chair said that a great deal of project work would need to be produced by then.

Graham Packham said that the City of London was experiencing problems with e-bikes and said that it would be very desirable to have a pan-London approach on this. He said that the June TEC date seemed fine and efforts should be made to try and get all the boroughs on board (boroughs that were not on board could always join later). Graham Packham felt that it was alarming that private e-scooters would be legalised. He said that changes would be needed in the way in which roads were maintained in order to make e-scooters safer.

Councillor Costigan thanked officers for their work on this and also agreed with the June date to agree an approach. She said that there was a lot of uncertainty and fears around e-scooters that needed addressing. There was also an impact on boroughs’ own resources when it came to setting up and negotiating MOUs. Councillor Costigan said that London Councils should deal with MOUs and the argument should be made that there was an advantage in London Councils doing this. The Chair said that boroughs could choose to opt-in or opt-out of the e-scooter trials. The Chair said that there were also issues concerning borough boundaries, geofencing and parking.

Councillor Costigan felt that a Londonwide approach would help to improve on existing arrangements and a case should be made for this. Councillor Ehmann agreed and said that boroughs needed to provide evidence that doing this on a Londonwide basis would make things appreciably better. He said that compromises would need to be made in a pan-London approach and it was difficult to see a “trade-off” at the moment. The Chair said that he was also happy to take this to the June TEC meeting. Agathe de Canson said that there were problems even with boroughs that had MOUs in place, and lots of complaints had been received from residents. She said that the briefing for TEC Members would seek to address all these points.

With regards to the “value proposition”, Agathe de Canson said it was important not to over-regulate, although work was being looked at to see what could be done in a Londonwide contract. TEC Members were thanked for their input. Agathe de Canson said that generally-speaking having a byelaw was harder to do and more problematic than a procurement, as there were a lot of things that could not be done with a byelaw. She said that London Councils would ensure that the boroughs had a strong voice in this.

The TEC Executive Sub Committee:

- Agreed that a briefing would be circulated to TEC Members, explaining the benefits of a potential pan-London approach, and
- Agreed that a decision on a micromobility approach would be sought from TEC at the June 2023 AGM meeting (rather than at the March 2023 meeting).

5. Climate Change Update: Programme Funding, Advocacy and 3Ci

The TEC Executive Sub Committee received a report that updated Members on three key areas of climate change work: climate programmes funding, climate advocacy, and 3Ci. Members were asked to note and comment on progress to date.

Hannah Jameson, Programme Director, Climate Change and Kate Hand, Head of Climate Change, London Councils, introduced the report and made some of the following comments:

- London Councils has been working closely with the lead boroughs to develop implementation plans and support early delivery..
- Work was being carried out with LEDNet and the boroughs, to look at what resources would be required over the next two years to increase the pace and scale of delivery. .
- This report proposed a mixed “resource model” to address that challenge. London Councils would maintain funding in the programme (investment), especially with regards to staffing reflecting the priorities in Shared Ambitions. Talks would take place with the GLA and partners who have a shared interest in increasing London’s delivery capacity. Finally, there was a need to ask boroughs for a financial contribution to support six of the programmes. It was noted that Retrofit London had already received funding from the majority of boroughs through the Housing Directors Network.).
- Upfront investment was required in order to get the programmes up and running. This amounted to around £1,000,000 per year for six programmes (approximately £40,000 per borough).
- An “implementation programme plan” would be published at the end of the financial year.
- TEC approved a paper on climate advocacy priorities in October 2022, on the basis of which officers have developed a strategy that will put in place a robust approach to securing our current priority asks, develop policy on areas where we do not have a clear line and addresses the cross-cutting barriers London Councils faces in influencing – including developing deeper relationships with government departments. A delivery plan will be developed to operationalise the strategy.
- A number of immediate activities are underway, including meetings of the political Local Net Zero Forum; London Councils are working closely with the LGA on this.
- A full update will be brought back to TEC in March 2023.
-
- The Cities Commission for Climate Investment (3Ci) has submitted a full Outline Business Case to BEIS, demonstrating a positive return on investment for the 3Ci model. The partnership has also developed a net national zero project pipeline, which includes a large number of London projects. There was a lot of variation in the projects – partly due to the lack of feasibility funding, which 3Ci are addressing to make the pipeline more robust.
- A regional investors event is taking place in June 2023, which would give boroughs an opportunity to talk to investors and profile well-developed projects, as well as opening a more strategic conversation about 3Ci engagement and support.

Q and As

The Chair wished Zak Bond, London Councils, a speedy recovery. He said that an update had already been provided to the London Councils' Leaders Executive on Tuesday 7 February 2023. Councillor Ehmann asked about the substantial variations across individual boroughs in the 3Ci pipeline (para 36 of the report). Kate Hand said that the information was grouped by boroughs and did not show information by each borough separately. She said that London Councils would be happy to share information with individual portfolio holders. Councillor Ehmann said that it was important to make sure that certain areas of London were getting their fair share of the funding. He said that the figures looked concerning at the moment.

The Chair said that the work carried out would be almost 4 years' old now as it was started in 2019. He said that not all the themes had retrofitting work behind them and this would make it harder going forward. The Chair asked whether there were ways of raising funds without having to go back to the boroughs. He said that 3Ci was a critical part of the advocacy. The City of London was also hosting a dinner in March 2023 in order to encourage investment.

Piali Das Gupta, Strategy Director, London Councils, said that discussions were starting with the most engaged boroughs. She felt that the sum of £40,000 per borough, over 2-years seemed "doable". A number of different approaches were being taken – an operating model was building our core. Piali Das Gupta said that London Councils was starting with a modest collection of resources as there was a need to keep everything moving and to demonstrate value. It was hoped to also bring TfL money to the table. Katharina Winbeck said that there was a need to be more creative – "Innovate UK" was being asked to do more and there was also the need to use the information that was already available. The Chair said that there was a need to highlight the well developed projects in the pipeline, to ensure that 3Ci as a whole is shown to be underpinned by credible activities; however, it was understood that not all boroughs were ready to share project details at this point.

The TEC Executive Sub Committee:

- Noted that boroughs would be asked for a financial contribution of around £40k per year over two years. An implementation programme would be published at the end of the financial year;
- Noted that a report on progress against the strategy would be taken to TEC in March 2023; and
- Note the climate advocacy strategy for 2023-24 and the 3Ci work.

6. Transport & Mobility Performance Information

The TEC Executive Sub Committee received a report that detailed the London Councils' Transport and Mobility Services performance information for Q3 2022/23 and full year 2021/22.

Stephen Boon, Director of Transport & Mobility, London Councils, informed Members that there had been Freedom Pass issue problems due to the recent postal strikes. These issues had been spotted quickly and measures had been put in place to address any problems. The Chair said that it was important to ensure that the customers were kept informed about any delays. Stephen Boon said that there was information available on the Freedom Pass website and charges had been waived for replacement passes.

The Chair asked whether the issues that had affected Taxicard had stabilised and whether the TfL review of Taxicard was still ongoing. Stephen Boon said that more details on the TfL review of Taxicard would be presented to TEC in due course as more legal advice on the issue needed to be sought. He said that further details should be available in time for the June TEC meeting. Councillor Asser asked whether London Councils had spoken to the Royal Mail regarding the general level of service (impact) that the strikes were having on Taxicard. Stephen Boon informed Members that the Royal Mail had not been spoken to directly, but London Councils was monitoring their website to look for any issues. Stephen Boon said that any Taxicard issues were being managed and meetings had been planned with the contractors.

The TEC Executive Sub Committee:

- Agreed that officers would report back to TEC at the AGM in June 2023, regarding the review of Taxicard, as more legal advice needed to be sought on this; and
- Noted the Transport & Mobility Performance report for Quarter 3 (2022/23) and full year 2021/22.

7. 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 12 December 2022. She said that a number of issues had been discussed, including the carry-over of £10million over 2-years and also the formula (it was accepted that the formula for the funding would be the same next year). There was a push to change the formula, especially the funding "pots" that boroughs had. However, the Mayor and TfL wanted to keep the funding/formula as it was. Councillor Costigan informed Members that the issue of "rewards" had also been talked about, although no agreement had been reached on this.

Councillor Costigan said that TfL did agree to release more funding for cycle training if it was available. She said that no money was currently available for sub regional partnerships. The sub group would look at funding and infrastructure at the next meeting being held on 24 February 2023. The Mayor asked whether the borough funding letters had been sent out. Katharina Winbeck said that she thought that these letters had been sent out at the end of January 2023. The Mayor asked if the spending profile for TfL could be double checked. Councillor Costigan confirmed that TfL had been asked how they came up with their projects.

Councillor Bennett said that no money had been received from TfL for the Borough Principle Road Network (BPRN). He said that a large number of (principal) roads were now in a very bad state of repair. Councillor Costigan said that this was included in the funding deal with the Government. Councillor Asser said that the local authorities often got the blame for the poor state of the roads even though they received no national funding to repair potholes. Stephen Boon said that the lack of funding for road maintenance was on the agenda for the quarterly meetings that London Councils had with the DfT.

The TEC Executive Sub Committee noted the update from the TEC Transport Funding Sub Group and that the next meeting of the sub group was scheduled to take place on 24 February 2023.

8. TEC Month 9 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 December 2022 for TEC and provided a forecast of the outturn position for 2022/23. At this stage, a surplus of £957,000 was forecast. In addition, total expenditure in respect of Taxicard trips taken by scheme members was forecast to underspend by a net figure of £3.436 million, which reflected weaker than anticipated demand recovery following Covid-19. The net borough proportion of this underspend was projected to be £2.257 million, with £1.179 million accruing to TfL.

David Sanni, Director of Corporate Resources, London Councils, introduced the report, which highlighted the underspend on independent bus operators and the London Lorry Control Scheme (LLCS). He informed Members that the underspend on Taxicard trips was matched with a corresponding decrease in income and therefore had no impact on London Councils net outturn for the year. David Sanni said that Members were asked to approve a transfer from the General Reserve to the Freedom Pass Renewal Specific Reserve of £500,000 to go towards the Freedom Pass renewal exercise in 2025. He informed Members that the level of reserves still remained above the level that had previously been agreed by TEC (10 to 15% of annual operating expenditure)

The TEC Executive Sub Committee:

- Noted the projected surplus of £957,000 for the year, plus the forecast net underspend of £3.436 million for overall Taxicard trips, as detailed in this report;
- Agreed a transfer from General Reserves to the Freedom Pass Renewal Reserve to fund the 2025 re-issue process; and
- Noted the projected level of Committee reserves, detailed in paragraph 5 and 6 and the commentary on the financial position of the Committee included in paragraphs 7-9.

9. Proposed TEC & TEC Executive Sub Committee Dates for 2023/24

The TEC Executive Sub Committee received a report that notified Members of the proposed TEC and TEC Executive Sub Committee dates for the committee cycle year 2023/24.

The Mayor asked if Members would consider moving the start times of the TEC Executive Sub Committee meetings to 14:30pm, instead of 10:00am, in order for the Conservative Vice Chair to attend these meetings.

The TEC Executive-Sub Committee:

- Agreed that the TEC Executive Sub Committee meetings would now commence at 14:30pm instead of 10:00am, subject to the agreement of the full TEC in March 2023; and
- Noted the proposed dates of the TEC & TEC Executive Sub Committee dates for 2023/24, which would be presented to the full TEC meeting in March 2023 for ratification.

10. Minutes of the TEC Executive Sub Committee held on 17 November 2022 (for agreeing)

The minutes of the TEC Executive Sub Committee meeting held on the 17 November 2022 were agreed.

11. Minutes of the TEC Main Meeting held on 8 December 2022 (for noting)

The minutes of the TEC Main meeting held on 8 December 2022 were noted.

The meeting finished at 11:40am

London Councils' Transport and Environment Committee (In-Person) – 8 December 2022

Minutes of a meeting of London Councils' Transport and Environment Committee held on Thursday 8 December 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	Cllr Sharon Holder
Haringey	Cllr Mike Hakata
Harrow	Cllr Anjana Patel (virtual)
Havering	Cllr Barry Mugglestone
Hillingdon	Cllr Jonathon Bianco
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	-
Waltham Forest	Cllr Clyde Loakes
Wandsworth	Cllr Judi Gasser
City of Westminster	Cllr Paul Dimoldenberg
City of London Corporation	Apologies
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 the speakers in the Conference Suite were very sensitive and might pick-up any personal discussions that Members might have. 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:

Shravan Joshi (City of London Corporation)

No deputies were given.

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

Freedom Pas, 60+ Oyster Card & Blue Badge

Cllr Sharon Holder (LB Hammersmith & Fulham)

Cllr Jonathon Bianco (LB Hillingdon)

Cllr Paul Dimoldenberg (City of Westminster)

North London Waste Authority

Cllr Clyde Loakes (LB Waltham Forest)

West London Waste Authority

Cllr Anjana Patel (LB Harrow)

Western Riverside Waste Authority

Cllr Sharon Holder (LB Hammersmith & Fulham)

South London Waste Partnership

Cllr Scott Roche (LB Croydon)

Cllr Ian Manders (RB Kingston)

Cllr Natasha Irons (LB Merton)

Cllr Barry Lewis (LB Sutton)

Thames Regional Flood & Coastal Committee (Thames RFCC)

Cllr Sharon Holder (LB Hammersmith & Fulham), Cllr Averil Lekau (RB Greenwich), Cllr Anjana Patel (LB Harrow) and Cllr Catherine Rose (LB Southwark).

3. Re-appointment of Environment & Traffic Adjudicators

The Committee received a report that proposed the reappointment of 5 environment and traffic adjudicators and the appointment of 4 environment and traffic adjudicators under the terms of the Traffic Management Act 2004.

Anthony Chan, Interim Chief Adjudicator, London Councils, introduced the report which was proposing the re-appointment of environment and traffic adjudicators. The second group of five adjudicators in the report were seeking to be re-appointed as a result of the adjudicator retirement age being extended to 75 years of age as agreed at the last TEC meeting.

Councillor Costigan asked what the male/female ratio was of environment and traffic adjudicators. Anthony Chan said that there was an historic imbalance of male adjudicators employed at London Tribunals. The Chair asked whether London Councils could work on addressing this imbalance. Anthony Chan said that the employment of new adjudicator appointments would be looked at in the future.

The Committee:

- Agreed that the following serving adjudicators were re- appointed for a period of five years from 5 December 2022:
Hamilton, Caroline
Parekh, Mamta
Teper, Carl
Thorne, Timothy
- Agreed that the following former adjudicators were 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
- Noted that the gender imbalance of the Environment & Traffic Adjudicators employed at London Tribunals would be looked into.

4. Ultra Low Emission Zone (ULEZ) Update by Alex Williams & Heather Preen (TfL)

The Chair said that the item was not seeking a position for London Councils at the moment and was a stakeholder update.

Alex Williams introduced the report which gave a brief update on the Ultra Low Emission Zone (ULEZ) extension. The update would look at the background of the ULEZ, consultation, what had changed and the next steps. The ULEZ extension throughout London would be expanding from the 29 August 2023. It was a Mayoral decision and would improve air quality in London. A 700-page report had been produced which was a very comprehensive evidence-based report that highlighted the impact of the scheme. The existing ULEZ already had a very high vehicle compliance rate and had reduced NOx and CO² by 20 percent.

Heather Preen, Head of Local Communities & Partnerships, TfL, said that 58,000 responses to the consultation had been received back so far. 59 percent of those respondents were against an extension to the ULEZ. However, the decision to extend the ULEZ had already been taken. Heather Preen informed Members that there were a number of changes that were important to note, including more help for people with disabilities (standard rate of disability allowance) and the introduction of a new scrappage scheme (£110million had been put aside for this), especially for people on low incomes.

Heather Preen informed Members that new signage now needed to be introduced, and to go through the Section 8 Highways Act and resolve any issues before Christmas. New CCTV cameras would also need installing (around 2,000 within the zone). TfL had

powers through the GLA to deliver the scheme. Work was also starting on marketing the new extension scheme, with the aim being to encourage people to comply to help improve air quality. The scrappage scheme would be going live on 30 January 2023.

Councillor Kemahli asked whether any modelling was available to show the effects of having no ULEZ extension. Councillor Bianco asked where the power for the cameras would come from. Councillor Costigan said that the expansion of buses in inner London was very welcomed. She asked how TfL would be engaging with the boroughs to let them know where changes to bus services were. Alex Williams informed Members that a comparison of having a ULEZ compared to the impact of not having a ULEZ resulted to approximately 20 percent better air quality. This could be found in the report six months on from having the ULEZ. He said that the power for the new cameras would come from the existing power source (work had started on the UKPN network on the boundary). Alex Williams said that borough officers would already have most of this information. A large number of changes were taking place on bus services in outer London, along with £25million on changes in central London (20 percent). Money for enhancements to bus services was being made available in outer London and TfL needed to do more to communicate the details on this.

Councillor Lewis asked whether any additional resources would be made available to the Borough of Sutton to help manage the implementation of new cameras and signage. Councillor Manders said that he supported the ULEZ extension but voiced concern that there were no accurate figures available on the number of vehicles that did not qualify for scrappage (TfL appeared to have a number of incorrect postcodes). He also asked whether discussions had taken place with people in neighbouring councils, like Surrey, that were outside of the GLA. Alex Williams confirmed that TfL had already carried out the work for where the new cameras and signage went. He said that Heather Preen had been in contact with borough CEXs about this. With reference to the question on the number of vehicles that qualified for scrappage, Alex Williams said that there was data available on the usage of vehicles, but not yet on a "borough-by-borough" breakdown of ownership. He said that he would find out more about this.

Alex Williams said that people with vehicles outside the ULEZ could still apply for the scrappage scheme. He said that the issue of bus services and ULEZ would be looked at together (integrated). Councillor Hakata asked whether there was any impact on the number of vehicles entering London in general and not just a reduction in polluting vehicles. Members asked whether polluting vehicles could be traded in for e-bikes and other means of transport in the new scrappage scheme. Work also needed to be carried out around schools, like promoting the use of buses rather than vehicles to take children to school. Councillor Patel asked about modelling for the health implications in outer London boroughs. Councillor Bianco asked when officers needed to respond to the consultation. Councillor Ehmann asked how the ULEZ had impacted on the ownership of vehicles and also resources. He asked whether TfL had consulted the boroughs on the new scrappage scheme.

Alex Williams said that the ULEZ did reduce overall vehicle ownership, but only by around 1 to 2 percent for a Londonwide ULEZ. He confirmed that people could use the scrappage scheme to buy e-bikes and to sign-up to other offers like car clubs. Alex Williams confirmed that TfL did engage with local authorities outside of London about the ULEZ extension. He informed Members that there were also some issues regarding bus services that were on the peripheral of London. Work around schools was being carried out and was part of the schools' outreach programme. Alex Williams confirmed that the deadline for responses to the consultation was 23 December 2022. TfL would then go through the responses and "take stock". Alex Williams said that all the

modelling around the ULEZ and health implications could be found online. He said that between 102 to 118 premature deaths had been caused as a direct result of poor air quality and this had now become an urgent health challenge. Alex Williams said that he would look into getting ownership data and usage. He said that TfL would also be happy to look at going into partnership (or something similar) with local companies. TfL would also share details of the scrappage scheme with the boroughs. The Chair said that it would be useful if TfL could share with TEC the “communications pack” when it was available on 9 January 2023, as TEC would like to be part of the comms network. Alex Williams confirmed that details of the comms package and scrappage scheme would be shared with the boroughs as soon as they were made available.

Councillor Asser asked whether the scrappage scheme was just available to vehicles in the extended ULEZ. Alex Williams confirmed that the scrappage scheme would apply to all of London. Councillor Krupski thanked TfL for extending the ULEZ as this would help save lives. The Chair agreed and asked whether there was the option for boroughs to become involved in road user charging and zero emissions. Councillor Loakes said that he was grateful that there was finally a Londonwide ULEZ and that a proper scrappage scheme was now in place and could be used to fund e-bikes and other options like car clubs. He said that it was great that a global approach to combatting air pollution was now being taken forward. Councillor Loakes said that he also welcomed any new investment in buses but said that more money was needed for Active Travel infrastructure in outer London.

Alex Williams said that no decisions had been taken yet regarding road user charging, but a report would be needed to make an analysis of this. He said that the sum of £150million for Active Travel infrastructure had been approved in the TfL Business Plan, which was not as much as what was available pre-pandemic but was still very welcomed. The Chair thanked Alex Williams for the update on the ULEZ extension and new scrappage scheme. He said that TEC looked forward to receiving more information on this as it became available.

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

The Committee received a report that sought 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 tightened from one star to three stars. The PSS aimed to further improve indirect vision through HGV cab windows with the goal of reducing collisions where sight was a contributing factor. TfL proposed to run the consultation process for 8 weeks from early February 2023 until early April 2023.

Alex Williams introduced the report and said that TfL had been working with London Councils to help make a real difference when it came to safety as a direct result of poor visibility in HGVs. He said that 191,769 permits had been issued in Phase 1. Phase 2 would ensure that zero-star, one-star and two-stars rated vehicles would meet the minimum 3-star rating by October 2024, if it was approved by this Committee. Alex Williams said that the aim was to go out to consultation in February 2023, with the aim of bringing this back to TEC in the summer of 2023 (the first stage was in process). This would end up making roads safer. TfL would come back to TEC with further information in due course.

The Chair asked whether Brexit had made it more difficult for TfL to engage with HGV companies. Councillor Lewis felt that the fines for breaking the law were fairly low and

asked whether this was the maximum fine that could be charged. Alex Williams said that the fine was in the Order. He said that the compliance rate for the current fine that was charged for this was high for this scheme. Alex Williams said that he was uncertain of the effects that Brexit had had with regards to engaging with HGV companies.

The Committee:

- Approved 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 Permit Scheme's Progressive Safe System (PSS).

6. Concessionary Fares 2023/24 Settlement & Apportionment

The Committee received a report that informed 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 sought members' approval to the proposed settlement and apportionment of £236.868 million.

Stephen Boon, Director of Transport & Mobility, London Councils, introduced the concessionary fares item which was a statutory scheme and set out the process of negotiations with the Train Operating Companies (TOCs). He informed Members that there would be an increase of 14 percent to the cost of the scheme, mainly attributable to the increase in passenger fares. The figures that were being presented to TEC today represented the maximum settlement and incorporated the increase in demand for rail journeys including the recently opened Elizabeth Line. The individual levels of apportionment varied by borough. Stephen Boon said that Members were being asked to approve the seven recommendations for the settlement, as outlined in the report.

The Chair asked whether officers had spoken to borough treasurers about the concessionary fares settlement. Stephen Boon confirmed that dialogue had taken place with treasurers throughout the year. Councillor Hakata asked whether the removal of 24-hour free travel was still going to take place now the pandemic was over. Heather Preen said that it was expected that this would take place after Christmas, but the Mayor was yet to sign this off. Councillor Hakata asked what the financial impact of the settlement would be for the boroughs. Stephen Boon said that TfL picked-up the main costs of this. Only actual journeys were calculated and fed into the settlement.

The Committee:

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

7. Chair's Report

The Committee received a report that updated Members on transport and environment policy activity since the last TEC meeting on 14 October 2022.

The Chair said a great deal of work continued to take place since the last TEC meeting in October, including the LIP/TfL funding deal, micromobility, bus consultation and continuous engagement with TfL. He informed Members that TEC would be taking a leading role on dockless bikes. A meeting would be taking place with dockless bike operators on 15 December 2022. Boroughs would feed into this meeting and then all TEC Members would be invited to discuss any issues with the operators after this meeting.

The Chair said that TEC's work on the environment was continuing and included work on initiatives on green finance, the Skidmore Review and influencing the Government to fund work on decarbonisation. A great deal of work also continued to take place on improving air quality and pollution as a result of climate change. The Chair said that all Leaders would be written to regarding details and the latest position surrounding dockless bikes.

Councillor Manders said that a conclusion regarding the legality of e-scooters was needed now. He said that many young people were riding on e-scooters outside of the law. The Chair said that the legislation covering e-scooters had been postponed. He said that London Councils was actively engaged with the DfT but the timetable had slipped. Katharina Winbeck confirmed that the announcement regarding the Transport Bill had been delayed, although officers were doing everything they could to influence e-scooter legislation. Councillor Manders felt that London Councils needed to use its influence now to ensure that action was taken with regards to e-scooters. The Chair said that TEC could pick this thread up and be clearer about it.

Councillor Costigan said that the Borough of Ealing was already involved in the e-scooter trial. She said that the point of the trial was to test what could be put in the legislation (eg speeds, the wearing of protective helmets etc). However, she said that the Government was not bringing forward any legislation in this parliamentary period. Councillor Kemahli said that there were difficulties with regards to dockless bikes crossing borough boundaries. He said that he would like to see a more unanimous and streamlined approach. Councillor Kemahli said that delivery drivers were also using motorised bicycles even though there was no legislation available on their use. The Chair felt that this needed to be challenged. Councillor Loakes thanked officers for the large amount of policy work that was being carried out and paid credit to all those involved. He said that the Chair's Report outlined a very important set of agendas.

The Committee noted the Chair's Report.

8. Electric Vehicle Infrastructure Coordination Update

The Committee received a report regarding London Councils' continued role in coordinating and supporting boroughs in delivering electric vehicle charging infrastructure. The report also provided a progress overview of the coordination activity and a forward look, outlining current engagement with the Government and London partners

Femi Biyibi, Principal Projects & Policy Officer, London Councils, introduced the report which looked at boroughs delivery for electric vehicles (EVs), a bespoke framework for EVs, government funding and borough matched funding to deliver a number of public

charge points. He said that this was a key piece of work which the Government had committed £450million to deliver a step-change in the scale of deployment of local, primarily low-power, on-street charging infrastructure across England, and to accelerate the commercialisation of, and investment in, the local charging infrastructure sector. The funds were made up of a Capital pot (£400million) and a Capability (reserve) pot (£50million).

Femi Biyibi said that it was important to ensure that London received its fair share of funding and London Councils was engaging with Office for Zero Emission Vehicles (OZEV) to look at how this could be delivered. London Councils was also working with sub-regional partnerships and with the boroughs and TfL to help deliver the projects. The Crown Commissioning Service had now replaced the Go Ultra Low City Scheme (GULCS) to deliver the charge points (ie procurement). London Councils would also support TfL to deliver the guidance and to work with OZEV to ensure that London received its fair share of the LEVI fund. Femi Biyibi said that work was continuing with partners to help unlock private finance opportunities. The Chair thanked Femi Biyibi and the team at London Councils for the work being carried out on the EV roll-out, which was Nation-leading and well ahead in regards of innovation and delivery.

Councillor Bennett asked whether any funds would be available to help pay for the trunking of charge point cables across the pavement. Councillor Ehmann said that the Borough of Richmond had a number of charge points and had two bidders to deliver hundreds of those charge points. He said that boroughs might need to become more selective in order to keep energy costs down. Councillor Lewis said that Sutton was also looking at the safety aspect of putting cables across pavements for charge points. He said that it would be very helpful to hear about work that had already been carried out on this. Councillor Costigan said that Ealing had temporarily paused the charges on lamp posts as some resilience issues had found. She asked whether there was any more information available on this.

Femi Biyibi informed Members that there had been some issues with the trailing of cables, which was being investigated. He said that public funding applications would be dependent on whether the parking related to on-street or off-street parking (eg garden to kerb-side). Trailing cable issues had been raised and the “pros” and “cons” highlighted, particularly the utilisation of the London ‘template’ for the CCS VCIS *dynamic purchasing system* procurement model. (*check with Femi*). Councillor Bennett asked how cables could be trunked without people tripping over them. Femi Biyibi said that engagement with TfL was taking place on this. He confirmed that London Councils was aware that there were issues with some kinds of charge points. Katharina Winbeck said that the Government was very keen for the boroughs to explore ways of procuring more private funding. She said that some providers would supply these services at no extra cost.

The Chair said that the Borough of Hackney had a blended finance model of one fifth local authority financed and the rest through private financing. He asked whether the LEVI funding could be more of a blended-type model. There were also questions around whether London would get its fair share of funding. Femi Biyibi said that there was more flexibility with a greater mix of public/private funding and to ensure London received its fair share of funding through working with OZEV (the conversations that had taken place with OZEV on this had been very encouraging and it was hoped that this would continue).

Councillor Rose felt that there was a hierarchy of delivery when it came to the roll-out of EV and domestic re-charging. She said that a larger rapid charging infrastructure was needed as it would mean less reliance on doorstep charging. Councillor Bianco said that there were concerns with street charging points, as there was a lack of control

when it came to the pricing of electricity, especially if it was overpriced. He said that evolving technology would mean that EV charging would be different in, say five-years' time, especially for those people that did not have a charge point in their homes. Councillor Loakes said that he was against digging-up borough pavements to lay cables for charging. He said that some places were already having to pull-out of deals. The Chair said that he was conscious of the different approaches being taken when it came to EV charging.

Femi Biyibi said that rapid charging hubs and the modelling of charge points were in the Mayor's EV Strategy. He said that the strategy presented outlined that there should be a mix of charge points. TfL was already active when it came to rapid charging hubs and was concentrating on five rapid charging hubs for Londoners to use. Femi Biyibi said that control of energy prices was challenging and London Councils was very much aware of this issue (ie when providers chose to increase costs) and were working on ways to address this.

The Committee noted the EV Infrastructure Coordination update report.

9. Flood Partnerships Update

The Committee received an annual update on the work of the seven London sub-regional flood partnerships, which made up the Thames Regional Flood & Coastal Committee (Thames RFCC) and the Environment Agency (EA).

The Chair informed Members that the first meeting of the Surface Water Flooding sub-group had met this morning. He said that Claire Bell from the EA was present. Katharina Winbeck introduced the report which was a regular update that was presented to TEC. She thanked the sub-regional flooding partnerships for providing the update. Some very good collaborative work had taken place and London Councils was making efforts to support this work even more.

Claire Bell, Area Flood & Coastal Risk Manager, EA, said that a direction had been set to manage surface water flooding in the future, and consultants were being looked at to help assist in this work. A framework would also be provided to put into borough flood prevention plans. Claire Bell said that there were some resources available from the Thames RFCC (the RFCC was getting a Chair). She said that dialogue had also taken place with the Commissioner from New York, who was already carrying out a great deal of good work and it was hoped that all this work could be brought together.

Claire Bell said that the Thames RFCC covered the largest area across England and Members of that committee were TEC councillors that represented seven areas in London. She said that some of the levy that the Thames RFCC received was used to put in place the terms to deliver the projects for inner and outer London and also helped with technical flood support and application processes. Members should contact Claire Bell should they have any specific questions. Claire Bell said that there was a £52billion flood programme across England, with approximately £800million for the Thames region. However, not all projects were deliverable and others had not been "well formed".

Claire Bell said that SUDs modelling had been carried out and was moving on to the next stage. Funding would be used to help influence and deliver projects (SUDS schemes). The projects were about innovation and trying new things and it was hoped to bring these projects forward. Other important areas of work included the effects of climate change, air quality, water quality and green infrastructure. Thames Water was funding a post to help engage with the leading flood local authorities. Less funding

was being allocated and this meant that there was less protection to households. This was the same across all twelve flooding regions. Clare Bell said that there was a lack of resources owing to a number of different reasons including the war in the Ukraine and high inflation etc (which were being looked at). She said that Member induction sessions also took place for Thames RFCC members in October/November every year, and TEC Members were encouraged to attend these sessions. Elected members would have to invite TEC councillors. There were two virtual meetings and two face-to-face meetings that took place each year and TEC Members should get in touch with London Councils if they wanted to attend.

Councillor Hakata said that it was worth TEC Members joining the induction sessions that were given to Thames RFCC members. Councillor Holder said that boroughs were experiencing resource issues and not all local authorities had a designated officer to carry out this flooding work. She said that some boroughs had to share an officer to help with this and flood risk needed to be put higher up the agenda. Councillor Krupski asked when the Thames Barrier was going to be renewed, especially in light of the problems being caused by climate change. She said that the modelling that was carried out on the Thames Barrier would now be out of date. Councillor Lewis said that invites to any meetings/sessions should be sent out at the earliest opportunity. Katharina Winbeck said that the invites could be circulated via TEC. The Chair suggested that an officer be made responsible for this. He said that borough Leaders should also be sent an invite to the meetings.

The Chair asked if Members needed to be made aware of any issues around funding at the moment and also the position that Lee Valley was in at the moment. Claire Bell said that a flood risk exercise was being carried out on the Thames Barrier (tidal risk etc) in January 2023 with the Borough of Bexley. She said that there was also a Thames Estuary 2100 team working on this. The Thames Barrier had reached a 10-year point now and had been reviewed. Some of the dates had also been brought forward, especially in light of the climate change impacts on river banks. Findings on this would be taken from the Thames Estuary 2100. Claire Bell said that a new location for the Thames Barrier was being looked into and all options were being kept open. She said that she would be happy for any invites to meetings be put through TEC and passed on to the right people. Funding for 70/70 would need approval within the next 6-months. Claire Bell said that this would need to have a flood risk benefit and would need to capture as much as possible. A hundred or so of these projects would then be sent around, alongside the PROSPER projects at the beginning of January 2023.

The Chair said that it was a very challenging environment when it came to funding at the moment. Claire Bell agreed and said that the levy funding would not be able to provide the resource to deliver flood risk development (there was £1million for SUDs work). She said that there was no ring-fencing of money and it would be down to local authorities to how they used this funding.

The Committee noted the Flood Partnerships Update report and the proposal to invite TEC Members and Leaders to attend the induction sessions (via TEC officers) that were given to Thames RFCC members in October/November each year.

10. Climate Change Update

The Committee received a report that provided a 6-monthly update to the Transport and Environment Committee on the progress of the London Councils' seven climate change programmes. The report included 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 moved from action planning to implementation.

Hannah Jameson, Programme Director of Climate Change, London Councils, introduced the report that came to TEC every 6-months for an update and covered the seven climate change programmes that were being led by boroughs to address the biggest climate challenges. She said that climate “action plans” would be published over the next eight years and would look at developing these programmes (ie programme delivery) and to improve coordination. London Councils would help with engagement and would look two years’ ahead and look at resourcing issues as well.

Hannah Jameson said that the climate change programmes were very ambitious, especially considering the lack of resources available to take them forward. She said that Retrofit London had been an award winning programme that looked at improving energy efficiency. An important and valuable funding model was available along with a great deal of learning and coordination work. Work was taking place on decarbonisation and procuring clean energy and carrying out new research on the green economy. Hannah Jameson informed TEC that early delivery would be taking place over the next two years.

The Chair thanked Hannah Jameson for the very comprehensive update. He said that there were challenges when it came to renewable power and the decarbonisation of existing networks (heat networks and community energy). The Chair asked whether TEC was providing enough support in these areas. He said that the City of London was already very interested in low carbon with regards to the construction industry.

Councillor Lewis said that this was a very large area of work that could be very confusing. He said that the Borough of Sutton was now moving to finalise its plans and had a Green Enterprise Partnership (SMBs had a 70 percent rate relief to spend this money on green initiatives). Hannah Jameson said that energy was a fast moving field and the programme did not have enough resources to do all of the things that were hoped from it. She said that a great deal more work needed to be carried out, especially around “Power Purchase Agreements” and heating networks. Dialogue was taking place with the GLA as well as the boroughs on these issues. Low carbon development was also part of the ambition for that programme in Sutton. Hannah Jameson said that the “action plans” would be showcased in the new year, and ways in which they could be monitored would be looked into, including inequalities. She said that sharing information and learning from others would help to move all this forward.

The Committee:

- Noted and commented on the achievements of the programmes; and
- Noted the work taking place to agree resourced implementation plans for each programme, and that an update on this would be brought back to TEC in early 2023

11. Taxicard Budget Update

This item had now been moved to the exempt part of the agenda and could be found at agenda item E1.

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

The Committee received a report that 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.

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 approved these proposals.

David Danni, Director of Corporate Services, London Councils, introduced the report that presented the budget for the next financial year. The figures presented for recommendation to TEC had been set in the context of high inflation. David Sanni said that London Councils had been carrying out a review of its current operating model to resolve any reliance issues and to identify potential savings (eg by proposing to move London Councils to a smaller premises). The revenue budget showed a proposed amount of £3.4million in reserves, along with a surplus of over £1million, which highlighted a healthy set of TEC accounts (reserves).

Councillor Bennett asked whether boroughs would be able to receive any funds back from what they were paying for the costs of appeals. The Chair said that these costs were paid for from borough subscriptions and there was little scope to reduce these costs, which had remained frozen for a period of 12 years. Stephen Boon said that the appeals service had to be a free service and would require changes to primary legislation to alter this. Councillor Loakes asked about increases in PCN rates. Stephen Boon confirmed that some exploratory work was taking place on this.

The Committee approved:

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 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);

(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 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)

- (xi) The provisional consolidated revenue expenditure budget for 2023/24 of £261.716 million, as per Appendix A of this report;
- (xii) 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;
- (xiii) To consider the current position on reserves, as set out in paragraphs 35-37 and Table 5 of this report.

The Committee also noted:

- 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; and
- The proposed review of London Councils operating model to identify potential savings and efficiencies to ensure its financial arrangements remain affordable and sustainable

13. Minutes of the TEC Executive Sub Committee Meeting held on 17 November 2022 (for noting)

The Minutes of the TEC Executive Sub Committee held on 17 November 2022 were noted.

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

The minutes of the TEC Main Meeting held on 14 October 2022 were agreed as an accurate record.

The meeting finished at 16:57pm