

## Overview & Scrutiny Pre-Decision Questions

22/06/2020

Question	Response
<b>Item 6.1 GLL Financial Assistance Report</b>	
1. Why has this report not been published with sufficient notice?	The report has been withdrawn as key information regarding the financial position of GLL has not been received in time for publication.
<b>Item 6.2 Contract Variation for Diesel Surcharge</b>	
2. Regarding <b>Paragraph 6.5</b> , given that air quality impacts are the main driver for this policy, and given the limitations of S55 of the RTA 1984, has consideration been given to the installation of additional air quality monitoring stations using the projected increase in parking income?	2. Given that 22 % of the borough's nitrogen oxide (NOx) emissions are from diesel cars (London Atmospheric Emissions Inventory 2016), measures to reduce diesel cars in the borough would contribute towards meeting our statutory commitment in the Council's Air Quality Action Plan. There are 4 active air quality monitors in the borough, 2 background and 2 roadside. We will be assessing options for additional air quality monitoring stations in the coming months, alongside a review of our spending commitments in light of the new funding pressures emerging as a result of coronavirus.
3. With regard to the report as a	3. It is estimated that there will be a 10% fall in usage by people that drive a diesel vehicle

<p>whole, while the contract variation is expected to be more than covered by increased income, does this take into account a projected fall in diesel parking when the ULEZ is extended or indeed with this project being successful, as presumable success equals reduction in number of polluting vehicles?</p> <p>4. By what factor would diesel vehicles parking in the borough have to fall before the project is a net loss, and when do we project that this will happen? Will we be able to remove this element of the contract if and when it is no longer needed?</p>	<p>over the first year. Clearly, for the scheme to be successful, this will reduce over time.</p> <p>The initial extension of ULEZ will likely include a 'changeover period' for residents, enabling them to continue driving without paying the charge for a short time to enable them opportunity to change to a less polluting alternative. This was the case in the initial zone.</p> <p>The longer-term usage profile is largely unknown at this stage, particularly given the impact of COVID-19 and car owners financial position could limit their ability to change to a less polluting vehicle.</p> <p>4. It is estimated that 60% of vehicles using paid for parking within the borough is a diesel vehicle. This was drawn from car ownership data, comparisons from the surcharge applied to permit parking, and a sample data set provided by RingGo.</p> <p>There is no 'net loss' in this project, investment costs will be covered within the first year of operation, and thereafter the unit pricing will return a positive budget impact regardless of scale.</p> <p>It is anticipated, as the trends and impacts have been reviewed, that the Council will be able to revise the whole charging regime, possibly moving to dynamic tariffs, focussed on demand rather than a fixed price per space.</p>
<p>5. Given that we are further discouraging the use of diesel vehicles, how many new on street electric vehicle chargers are we installing this financial year to help people transition away from diesel?</p>	<p>To date there are 42 points at 21 sites in the borough (22 free-standing, bollard-style fast chargers at 9 sites 20 are lamp column slow chargers.)</p> <p>It is planned to roll out a total of 112 EVCP in 2020 (2 Rapid Chargers, 28 bollard style fast chargers and 82 lamp column style).</p>

<p>6. Diesel Surcharge - it is estimated that this will raise an additional £1.5m per annum. Will this additional income be committed to measures that encourage sustainable transport?</p>	<p>All revenue from parking, after costs, is reinvested into related services. The Council could direct funding to be ringfenced in the annual budget / fees and charges review.</p>
<p><b>Item 6.3 Small Business Energy (SME) Energy Improvement Grants Programme – Phase 2</b></p>	
<p>7. Small Business Energy (SME) Efficiency Grant Program. The current scheme appears to allow businesses to replace old boilers with a more efficient one (it states any project that delivers an energy saving will be considered). In the light of the climate emergency and the need to eliminate fossil fuel use as quickly as possible, would it be sensible for the scheme rules to be amended to avoid funding new gas boilers that will last many years and instead only allow replacement with non-fossil fuel based heating?</p>	<p>To meet the aims of the Climate Emergency we will need to see the end of fossil fuels being used for heating. Central Government is doing a lot of work to decarbonise the electricity grid to favour technologies such as heat pumps as this technology is still not mainstream and is more suitable to new build where air tightness and insulation levels can be achieved and whilst we are in this transition phase heat pumps are not as feasible in refurbishment projects for the following reasons;</p> <ul style="list-style-type: none"> <li>• The costs to install heat pumps is more compared to gas boilers, even with the support of a grant the SME may not be able to afford the installation costs, so not go ahead with the project.</li> <li>• Heat pumps have higher running costs and higher maintenance costs as electricity is more expensive and will result in higher costs to SMEs</li> <li>• Each building will have to have its own unique solution to installing a heat pump whereas installing a boiler is more straightforward.</li> </ul> <p>We work with all SME's to ensure the best technology is being installed in terms of carbon savings and future proofing in the first phase of the programme we only awarded grants for replacement boilers that were very old and extremely inefficient.</p> <p>The program also supports electricity generating technologies such as solar panels.</p> <p>It is possible to stop awarding grants for replacement boilers and instead only fund heat pumps and other non-fossil fuel heating solutions, however we will be left with some very carbon intensive buildings.</p>

<p>8. How does the size of this grant programme compare to those on offer in other Inner London boroughs?</p>	<p>Camden – 50% grants up to £10,000.</p> <p>Islington - £1,500 grants to fund measures that have an overall value of less than £5,000 and achieve energy savings of at least 20%. Up to £5,000 for replacing a gas boiler with a heat pump that have an overall value of less than £15,000.</p> <p>Lewisham – grants of up to £15,000 available, but the project must have a wider community benefit and cannot just be used within the SME’s premises.</p> <p>Hammersmith &amp; Fulham – do not offer grants  Lambeth – do not offer grants  Greenwich – do not offer grants  Wandsworth – do not offer grants  Hackney – do not offer grants  Kensington &amp; Chelsea – do not offer grants  Southwark – do not offer grants  Westminster – do not offer grants</p>
<p><b>6.4 Update on the Regional Adoption Agency; Adoption London East (ALE)</b></p>	
<p>9. Dip in performance has been attributed to the corporate focus on establishing the Regional Adoption Agency (RAA). When will performance of ALE be next reviewed?</p>	<p>The data is collated quarterly for the ASGLB. The collection period for quarter 1 has been delayed until q2 due to the impact of Covid-19. However, trends analysis from ALE suggests the performance is improving in timeliness for children and adopters. The date for the next Executive Board has yet to be set for August when the performance will be reviewed.</p>