A CITY FOR ALL LONDONERS

Transport Workshop
9th November 2016, 9.30 – 13.00

Outer 1

Session 2

Facilitator comments in bold
Respondents in regular text

These notes are a summary of the conversation

Session 2, Red Table

Facilitator, Simon Lubsy
Facilitator, Rhona Monck
Vincent Stops, London Travel Watch
Dimitrios Dikmpasanis, London Borough of Sutton
Adam Mills, Greenwich
David Taylor, Enfield
Roy Thompson, Kingston council
Paul O'Neill, Teresa Pearce MP Erith and Thamesmead
Chris Barker, Campaign for Better Transport London.

Hello and welcome. Could everyone introduce yourself.

Vincent, from London Travelwatch, represents the users of the services. Outer London is as important as any other, more difficult to serve, more thinking about it in terms of the mix of car and public.

(Other participants introduce themselves with titles as above only).

Let's get started. One of the policies that rose to the top, was there anything else to discuss?

David Liam's smart pricing is single most important policy to rising congestion. We talk to business and planners and offices and none of them can plan a strategy regarding congestion without a plan.

I agree. That is the real issue, too many cars in use. Need to restrict that. You can charge them, doesn't discourage you from owning but using the car. Parked cars are a problem, children not playing in streets. We should push car clubs harder, deal with that problem. We know about better public transport. Measures to reduce the need to travel as well. Outer London there are

centres like Stratford, connectivity, big problem is roads are aligned radially but difficult to make orbital. Rail can be used; proposals to have rail in Brent Cross, Mill Hill etc would be excellent. Farm Curve, Chingford and Walthamstow to reach Stratford, concentrate on light rail and street rail, trams.

Radiality is a problem, and also with rail. Live in Sutton and have to go in and out again. Same across London. London connection map shows TfL's network and National Rail, lots of points where lines cross but no stations.

Extensions that are proposed to make it fully orbital, barking riverside, overground great.

I support the role of road pricing, investing heavily, pushing for cycling in Enfield. Need to accommodate growth, carrot and stick. Whether the Mayor has political will to push through changes.

Regulation happens itself. People will stop using their cars.

If you do not have the alternative, a map with a deterrent to businesses.

Understanding what journeys people are making. My trip this morning, my wife offered me a lift and we were caught in the school run traffic. So many areas where you can encourage people to not use vehicles. People are used to a car, radical culture shift, it is achievable but politicians must be brave.

Once you own a car you want to use it as much as possible. Need an imperative to improve public transport. People choose cars to being with, walking and cycling.

My son moved to Catford and has given his place up, hire cars by the hour; don't need a car other than occasional use. Ditched the car and rely on transport.

If you use a car club car, the actual cost of making a journey is quite a few pounds. Can I do that? But overall it is much cheaper than owning. Even car club cars are expensive.

I agree, we have been talking about stick, make alternative modes attractive. Not in favour of car clubs and shared travel but reality is that until alternative modes are made more attractive they won't change. In outer and south London improve cycle networks and get more people out, safer quicker for people to cycle. A lot around bus and rail. Crossrail 2 is a long way away, but critical. Need to get out; there are nodes where nothing will happen. Need to unlock growth but need to put investment into roads. Mix and match. Pricing on its own won't work.

Smoothing roads for cars will attract more cars.

In terms of roads, if the government wants to create more jobs it has to improve infrastructure. Growth should happen around public transport hubs but that is a bit head in sand.

Can we extend areas of where we build up and improve these areas, like cycling? In terms of outer London, access to the railway we need to think about, bus bike walk, particularly bus and bike because that expands the area where these people can get to catchment area. Would be a good idea. Not really out there at the moment, like Richmond, full of cycles. Not that intensity around other stations. That is a way of extending the size of the catchment area for the railways. Whether they can take the additional users I don't know.

Case there for more integration between trains and cycling. We are struggling to provide the right balance between stations; people will use them if it is easier to get into. We were talking to some people that can't believe that their station is not the worst.

There are these things in the streets, cycle hangers, they take up a parking place but you can put 10 bikes there.

Holland have 100s of bikes, we don't have that infrastructure.

We are talking about infrastructure around stations. What about TfL taking on more Overground services.

Yes but to work it will be costly. Express trains, trouble with south London like Streatham connection between one line and another is non-existent. Would be very expensive but more connections would be good.

Devolution is important for outer London.

We agree with that.

Pricing. Removing the need to own a car. Another policy?

Bus priority.

Bus services.

Between suburban and town centres.

Crossrail is arriving to Abbey Wood. Longer to get a bus than by other means, it is crazy. Great they will get the DLR, major improvement. So much traffic about people with real problems with buses, have a pushchair, disabled etc, they wait for two busses. Critical to have bus services.

Classic London overspill, loads of promises. Crossrail, massive investment, Peabody have bought Thamesmead, quite an interesting place to be. We meet with TFL and talk about buses but it is actually getting to the station in the first place. Not viable bus transport into central London.

Takes you all day.

Busses that get you to the station need to be improved.

Building in cycle parking but for some people it is not suitable.

Key stations have lots of foot traffic. Stations like Tolworth and Abbey Wood. Could provide for more people to use.

I cycle around a lot and if I go from Erith, cycle down and then have to take it on the train, have to haul it around but would rather not have to.

Raises the issue, TFL have a big programme of providing accessibility to their stations. Not going along as fast as it should, it is expensive but would solve problems.

Advice to disabled people was go to Dartford and turn around and get a train to London. Those are issues that need to be in the mix.

Need to look into land use. In Enfield it is an industrial corridor, need to release opportunity of growth, need to shift the industrial. Part of that is making new agreements, controversial, have a green belt. Is that the best use of our energy? Jobs and energy.

Job creation in outer London reduces need to travel to inner London.

Crossrail 2, little point in having trains whistling past sheds.

Also have to build employment in outer London.

Consolidating spare capacity, using the industrial land's take. Not necessarily industrial employment, create more job opportunities, that reduces the need to travel.

Raises the new issue, orbital travel, need to build the transport.
We did say improve bus services but you didn't say how.

Frequency, new routes, existing routes more reliable, more frequent. Give people access at key points, major town centres, retail development. Reasons for travelling, shopping is highest. Bus services need to be improved. Can't cycle and do your shopping.

Improve everything.

Competing for road spaces. Buses get in the way of each other. Bus priority. Not much room to make extra room for bus lane.

Enfield had a bus review, but output at the end of that, actual change. Not obstruction but in the short term the measures were not cost effective.

In TFL the balance of power is skewed. Bus lot hold sway over the others; have had problems rolling out our cycle schemes. If a cycle route reduces timing of buses by 3 seconds, they go to surface transport meetings, but the bus lobby has an iron grip on what else happens. Pushing out the alternative innovative solutions
Missing out on other solutions. The cycle lanes reduce reliability.

Clearly competition for road space. Need to come up with clever solutions, like TCR, and in Kingston, what will be a small number of people.

Roads are not wide enough, self-segregation, shared servicing, different lobby groups. We find that by a segregated route, 75% increase in cycling. But the car users are getting p-ed off. Narrowed lanes, squeezed it all in.
Reduces capacity.

Cycle lands, you want the road to be used by those who need to use it.

I would like to cover car clubs but first what controls would boroughs like around the bus network? Key things, local network, long distance? Or more openness with TFL.

Openness and engagement.

Trouble in the short term is that revenue funding has been hit. Opportunity is difficult due to reduction. Can't possibility deliver what we all want. Want to make difference.

Transparency about cost. People assume that extending a bus lane doesn't cost anything. People need to understand this.

I will give out some cards at the end.

Try to get a win win.

Key element is about car clubs. How can we promote shared use of cars?

Use of technology more widely, with cars, door to door, taxis, where might that fit in as a solution to some of these issues.

Car free development helps car clubs. Banish in car centres.

Has Uber come through in your boroughs?

No.

Not really.

Problem is central London and not just taking up road space with passengers, but hanging around the streets waiting for a fare. Needs to be more controls over hired cars.

Not so much an issue in outer?

No x5.

Car club thing is a good idea but I can't see how that is going to provide a significant benefit. Needs a massive shift in behaviours. And digital age will help and being smart about getting information out. In my borough I haven't seen a particular demand. We do car club and have providers. But I struggle to believe that it will contribute to a mode shift. An alternative means to the private car.

If you intensified your town centre with no permanent provision, wouldn't that drive car clubs in Kingston?

There are lots of high density and low parking numbers; it is walking distance to the stations.

We have to look at how much of the car park you have to cross, or retail or housing. Reducing the need for additional bulk.

If there was London wide car charging, we mentioned that, you could then make some provision that car clubs were charged less, that might encourage people to use them.

Zipcar does that.

Would be more significant across London.

Would incentivise car clubs.

What about expansion? We talked about devolution of the rail network, light rail, is that something that we could push.

Central is a mix.

Aspiration in Kingston and Croydon. Sutton in particular is a transport priority. Realistically we are far away from getting the solution. Knockback is the funding.

Comes with development. Having targeted roads, creates investment potential. They are doing that in Sutton; tramlink or light rail would be fantastic. Harsh reality is funding.

Funding that might be used to be used is a timing issue.

With quantity of funding you need to go higher.

150 million.

We need to capture the rising land prices, which are brought by transport infrastructure. They did that on the Jubilee line. They are pussy footing around, the value uplift from a new rail structure, they need to capture that.

Overground did that.

Treasury mentioned that the value uplift around the key stations. Put the brakes on it.

They think they can extract more.

Low-grade industrial use will increase values. You need the money now, that is the problem. Necessary to unlock that value. Treasury doesn't know how to get around that hump.

Pricing, car clubs better ways to get to station, like bus. Accessibility. Removing need to own car, car free developments, rail devolution, southern tramlink. Better bus network, orbital travel, connectivity, more reliveable, look at land use, shifting industrial use, looking at green belt, and job growth in outer London.

And focussed investment on road infrastructure to generate growth to pay for some of these funding gaps. Attract growth, there are some areas in Outer London with potential for growth but road structure is so bad but it will not grow. There is need for targeted investment in road network to unlock these areas that will then drive other growth. There is a role for cars, it needs a focus, and not one size fits all, range of solutions. Should be a priority of policy.

I support that. Goes back to carrot and stick. Don't want to get caught up in demand. Manage demand, get investment. That can have a role to play. Very congested.

Widening.

If something can be done to manage that would be good.

Could come back to pricing element, to improve it?

Yes.

In east London we have the issue of the river. No crossings east to Dartford. It is a mess, toll and charging. Cautionary, Silverton link, bug trucks not being able to get through the tunnel. There are opportunities to look at other crossings; traffic for business would encourage lower emission vehicles. Would get traffic moving. Shorter journeys. On basis of low emissions.

Outer 2
A Spatial Approach

Session 2

Facilitator comments in bold
Respondents in regular text

These notes are a summary of the conversation

Session 2,

Facilitator, Alison Cowie, GLA
Sean Walsh, Principal Planning Officer London Borough of Redbridge
Paul Harper, Regeneration Greater London Authority
Jude Freeman, Transport and Regeneration London Borough of Barnet
Nick Sanderson, Sustrans
Christine Goodall, HEAR Network, funded by London Councils

What are the top three priorities?

Orbital connections. The Mayor's Transport Strategy (MTS) focuses on stations into London. We need to think about the connections around London and outer-to-outer connections. New opportunities seem to follow the same trend; businesses develop around the current infrastructure. We need a balanced approach.

Do you see it as an orbital network round London?

Orbital connects town centres and new growth areas.

Radial is important. Imagine it as a wheel with spokes coming from the centre. Currently, some of those spokes are missing and others are well served. For example, Upminster on the underground and Richmond from East London are both well served. There are other places that may be geographically closer but are more problematic to get to.

When you think of outer London to London do you always think of rail services?

There is the potential for cycling; look at the great examples in Waltham Forest and Enfield. They should be inspirational. These schemes aid air quality, health and congestion. We need more choices.

Make outer London town centres more diverse so people use them.

Can we do that in policy?

Steer away from housing around transport hubs.

Give people more reasons to walk locally, make it more attractive to walk. Often you are on your own walking because everyone else is on the road. It is a vicious circle.

Central Activities Zone (CAZ), inner London (IL) and outer London (OL) lay the growth map over the MTS. There is growth in OL but it has different characteristics in different areas. Ambitions will vary across OL. Changes in the demographic, gentrification will have an impact. Poor people are being pushed out of IL and moving to OL. Town centres are key. Think about behaviour change in a distinct way in town centres; it is different to other areas in OL. Think about design. How do you redesign town centres for new people, retail and employment to encourage integration?

Less residential; move towards mixed use and diversity.

Create rest stops for cyclists and pedestrians. Build this into the policy. Put them on the map! They are captured in the public realm but I have never seen them in policy, which means that developers can chose not to do them.

Fewer people are walking, so there is an issue here relating to health. How do we get people to walk?

OL is characterised by big roads and severance, which gets worse the further out you get.

There are underpasses, big junctions and an inhospitable environment.

Would traffic lights be desirable?

It depends on the context.

Need a carrot and stick approach and to provide genuine options.

Must address accessibility; make it easy across a variety of access needs. City Hall, for example, looks great with lots of fountains and a pedestrianised area, but the walk to City Hall is an access nightmare. Taxis drop off in the underground car park, which is dirty, smelly and there is no mobile signal. Taxis cannot take you directly to City Hall. We must ensure that there are clear routes so people can get to where they need to go.

That is a very good point, especially in OL, where there may be older people.

Need to make access explicit in the policy. When referring to walking in the policy it needs to be clear that it is about access.

Be wary of full-blown pedestrianisation. Some areas such as Bexley Heath, Hayes and Mitcham have started to reintroduce traffic. People are familiar with how streets work and like to see them with all their functions. Look at a mix of functions.

Looking at the chart given out to the group, how were these statistics obtained?

The forecasting was done by using statistics provided by the GLA based on GDP, petrol prices and transport infrastructure improvements. For example, during the recession petrol prices increased, which had an impact on car use. This was modelled on a London-wide scale.

How do we mitigate challenges and changes during the next 25 years?

It is the best guess. Comments from the workshops today will be added to the MTS.

Could there be support for shuttle services for big developments that are not accessible by bus? In Dartford there is a rapid bus service for residents. They have a screen in their homes that tells them when the next bus is due. Could TfL fund those shuttle services?

TfL does not encourage development in inaccessible areas. Normally an existing bus route would be diverted.

The process for diverting a bus route is long winded and protracted. Could TfL fund a temporary shuttle service that is fast and reliable to reduce car dependency?

Do you think people would prefer a shuttle service or would a bus route be okay?

There is a class element to travelling on the buses. There is a perception that only certain groups use the bus service: poor people, older people, disabled people and people who cannot afford to have a car.

Electric shuttle buses would clean up air pollution.

Do we need to provide a shuttle bus or challenge people's perceptions of who uses the buses?

Challenge people's perceptions.

Solve the issue of one size fits all. IL is different to OL.

Look at international examples of good practice. Bogota in Colombia, for example, invested in and revamped the bus network to make it easier and nicer to use. It needed to serve the poorest areas of the city and was reconfigured to do that. There is more room to redesign the bus network in OL.

South Korea is another example. It is safe enough for a three year old to travel alone on the bus network in South Korea.

Accessibility is key. There is a sparse population in OL. Look at transport-led development.

Orbital rail links were not used much previously because they were inaccessible, but new areas of development may have changed this.

There are lessons that need to learned from the overground expansion, which has been more successful than people anticipated.

Should we pursue orbital?

Yes, alongside focussed growth in OL.

The Crossrail 2 case is opening land. Make the case for the orbital based on how much housing there will be.

There should be a separate policy for OL.

Should there be lower car parking ratios in OL?

I would support that in the accessible parts of OL, but there would be a political backlash.

Transport planners try to balance the issues. Golders Green is on the tube, but local councillors are fighting against the removal of car parking. Make a case to politicians.

Public consultation shows that people want houses and car parking.

I wonder if that issue will change as the demographic changes.

Why do we need good transport connections?

If there are no transport connections the people who move in will be the people who cannot afford to live elsewhere, which would then create another set of problems; for example, Thamesmead. A small development within an area may be more desirable. Look at bus use on the map. Hackney is well served.

That is because there is no tube, but the bus service links to the tube. There needs to be parking at the furthest OL stations so people can access the tube with the shortest journey.

Outer 3
A spatial approach

Session 2

Facilitator comments in bold
Respondents in regular text

These notes are a summary of the conversation

Session 2,

Facilitator, Jeanette Baartman
Hannah Godfrey, Gatwick Airport
Tiffany Lynch, London Borough of Bexley
Mark Frost, London Borough of Hounslow
Nick O'Donnell, Richmond and Wandsworth Councils
Cllr Jill Whitehead, Sutton Council
George Weeks, TfL Urban Design
Chris Cole, Ealing Council
Natalie Chapman, Freight Transport Association
Dr Rachel Aldred, University of Westminster

I'm facilitating, so I'm going to try to keep us on course, as we only have 45 minutes. We have a good representation here of the outer London boroughs. We have some handouts – 'cheat sheets' – with information for the discussion. We can probably get quite far without them. What strikes me about the map is how vast outer London is compared to inner London, especially central. It's daunting what we can achieve with increasingly limited resources. The challenge is to be more creative. Questions to start: what is public transport's role? What does the Mayor need to do? What about cars and private transport? How will that work in the future? Are there different ways to provide for them? Bring in car parks and private hire vehicles and complaints of Ubers. What we can do to incorporate? There's been talk about central London. What can we do in outer London? What is achievable? What do we want?

Can I add to the questions? Outer London is not a single thing. In Bexley, we are the only borough where car ownership grew between 2010 and the 2011 census. We have a poor public transport system and poor north to south connections. People can't rely on it. But we don't have horrible congestion. There are so many different origins and destinations. Problems in the past have been centrally imposed parking standards. We need to get TfL planners out of the inner mindset. You can't stop cars by taking parking away. We end up with loads of parked cars where they shouldn't be.

We have an additional problem with adult children who can't afford to live outside of their parents' houses i.e. 30 to 40-year-olds living at home. So you might have a house with no garage but the parents' cars and the four children's cars. More population, more cars, no space left.

Four in seven cars isn't normal, so we can't be too apocalyptic. Often the walking potential is lower. We can't assume the more people, the more cars. That hasn't happened.

I'm just saying there's not enough parking, and that four in seven is more frequent.

That's not statistically normal.

But it's happening. People say to the council, "I can't park, you do something about it." We need to do something positive, by encouraging cycling and walking.

Don't try to increase that by telling people what to do.

Behaviour change is difficult. You meet resistance from people. The money from the GLA had some success, but didn't change anything. You need money for momentum.

Behaviour change doesn't work – people respond to their environment.

Yes.

Some people don't feel safe on bikes. Women and children won't cycle. Men in Lycra are the ones doing it.

Our demographic is quite elderly – people who will never cycle.

Compared to the Netherlands.

You can't compare the Netherlands to London. There's got to be a number of outputs. Maybe not own a car? We had a range of car cards.

We had it four years ago. It increased the car users.

New models are more flexible than on trials. It's a different market. People don't use them in outer London; they're just useful for going in.

If you don't have a good-quality cycle environment, you can't encourage people to do it.

We need a range of options. If I can sell my car but access a car easily, that will solve it.

The greatest increase we've seen is in Abbey Wood, where Network Rail has closed a car park. It's gone from two and a half bikes at the station to dozens, but it didn't have to be facilitated. It didn't involve any cycle route or path investment at all. What changed was another institutional change.

No car park.

Mothers taking children to school won't go on bikes, although they might use them at the weekend in a park. We have to look at these issues.

It's happening in my borough where cycling conditions are better.

The problem is, inner London has fewer centres that people are travelling from. Outer London has a disparate set of travelling centres.

I can do work and map that.

Please do. But you'd have to invest in a huge network. We're not funded, TfL aren't funded for that.

We're coming full circle. The example given of people being forced out of their car: it's important. You can't just invest and hope they'll come.

You've got to find a trigger to change cycling behaviour.

Academic evidence does show it's building, that it's increasing.

People are obsessed with parking spaces. That's astronaut London. People are irate if you give them anything that reduces parking. A lot is based on urban myths and things perceived to have a negative effect. Research contradicts this, but we need to overcome barriers to change. People are obsessed with car parking.

It's a status symbol.

Emphasis on ownership of 'stuff' is changing. Airbnb, Spotify, they're showing models more about sharing. Electric vehicles are important.

People can't afford them.

But Zipcar.

Bluecity is a scheme that's spreading. Gatwick is keen to get that out there. Drive into central London. Millennials are shifting away from old theories.

Our borough doesn't have any millennials.

If we go a generation into the future, proportions will be different. We're investing in a growth agenda in boroughs. A study by Kia said by 2030, 50% of the vehicle fleet will be autonomous. But, in between, you've got rental. A generation are coming up not learning to drive; they can't afford to insure a car. People are coming up without expectation.

That's very long term. A lot of poorer people can't afford to change their polluting vehicles.

People can't afford it. The sharing thing was more complex, but the flexibility of these models is changing. People think they can dump their old car now. It's a slow process, but it is happening.

So much is infrastructure. If we can't provide electric charging points, people can't change.

Electric infrastructure involves a massive box. We will have to figure out realistically how we're going to get to a point where we can provide all of it. It's fine at the current scale, but not on a larger one.

We want to see a situation where we move away from the model.

Technology is moving so quickly, we're limited.

Outer London is not an adventurous place. There's a role for sticks. Reduced car use isn't achieved through Smarter Travel Sutton, it's achieved through some sticks. What we found is that residents understand this agenda. Controlled parking zones have been the biggest policy success in our borough. They're available to employers. There's a price rise between first and second vehicles. With residents, it's tremendously popular. It was divisive going in, but reviews always show it to be incredibly popular. Different boroughs have different approaches. Boroughs with significant through-traffic: in these zones, we've done experiments and trials and have seen it reduced by 2,000 vehicles or 10%. It's significant. The situation is not to say, "We will do this," it's to say, "Let's do a trial, see what happens." With 'sticks' we've seen a 40% increase in walking and cycling. Boroughs like ours do want to reduce cars and increase cycling, but the other thing is public transport. Isabel Dedwin did a presentation about rail not being used to capacity. It's about finding these areas and developing them, but money is sucked into schemes like Crossrail 2. We've got up to four schemes to unlock 10,000 jobs, and that's just in outer London. One scheme will cost £1.8 million, then £4 million to build. Nobody will invest that £1.8 million to get me to that point. An innovation fund is needed. The biggest opportunity is Heathrow, a rail scheme which has a 16:1 benefit:cost ratio. Why isn't anyone looking at what that can deliver to our opportunity areas in outer London? I do think these bigger schemes have bigger BCRs than the small ones.

Our problem is transport from Surrey. We have no control over that. TfL say, "Sorry, responsibility ends at the borough boundary."

Controlled parking zones in my borough – cars disappeared when we did that. When you remove car parking, it's not just a stick; it makes the area nicer for cycling and walking. It's a carrot as well as a stick.

That's different from us telling people what to do.

You can't trial everything, but crunching things as a trial can help.

There are not enough boroughs capitalising on experimental orders. They're 18 months max. A traffic order is about £1,500. It's a way of dispelling the myth. It might be a disaster. We've got to be careful and have to convince the councillors. Suck it and see. It's worked every time I've done it and I've done it 15 times. The moaners just disappear.

External influence. We have a cross-border issue – we now have a shared highway issue at Worcester Park. There are problems with the M3, but we're powerless. We need to have a link with both sides of the border.

Where are these cars going? They're not going to central, they're going around. North London has the North Circular. South London has nothing. The South Circular's a jumble of loosely connected roads. It's about public transport. Not cars.

'Mid-range links'; these aren't roads.

There's something in south London called Mind the Gap. There are things boroughs can do and there are things TfL will sponsor, then there's a big gap in the middle.

We have to deal with this overcrowded route and TfL won't fund it.

How do buses and cycling factor into public transport?

We need to see e.g. superhighway.

A series of key links and improvements that go all the way round.

We're waiting until 2050 for our new rail link, but 2050 is too long to wait. We need more regular transport now, not a bus once every half hour.

It's cross-boundary, so we need TfL's help. These links, where people are driving to: it's an hour on the bus to Croydon. No wonder people drive.

TfL people say, "Sorry, I've never been to your borough," and that doesn't help.

To what extent can you have money following policy in? If you want to filter permutability into the neighbourhood, tie it to the pot.

The transport plan is so non-centric, but big policy concentrates on big schemes.

It comes down to sharing objectives on either side of the boundaries.

People need to listen to us.

And not one size fits all. Our problem is we have a huge amount of local resistance, which is then changed into political stuff.

If TfL objected to giving funding to boroughs that have the most objections.

If it's about solutions, talk to us, but don't use one size fits all.

It's not all about money. If you move your traffic somewhere else, it changes your cycling situation.

One of the ways to bridge is formula funding. It should be up to boroughs to decide how to spend it. However, there is a way TfL can incentivise boroughs to spend differently. For example, you put in £1; we'll put in £1. If Bexley doesn't want to do that, fine, but other boroughs should.

Quite often there are pinch points. Some are dreadful to walk under. I remember a tiny pavement in Bromley with lights on one side. It comes back to funding, but it comes back to infrastructure too.

But the rail companies need to be involved too.

Third parties like Network Rail are getting invoked. The barriers make it impossible to deliver. Getting over that institutional issue is the hardest part.

To summarise, we need the right mix: ownership, parking, cycling, and public transport. We talked about the need to innovate and be flexible, and about geography, as well as where the councils are coming from. People should be able to show they need support from TfL in terms of funding. For transport enhancement, the funding is not an inducement to flexibility.

Outer 4
A spatial approach

Session 2

Facilitator comments in bold
Respondents in regular text

These notes are a summary of the conversation

Session 2,

Facilitator, Mike Keegan, GLA
Katie Hunter, Greater London Authority and Old Oak and Park Royal Development Corporation
Jeremy Leash, 20's Plenty for Us and London Living Streets
Angus Culverwell, London Borough of Bromley
Mike Keegan, TfL
Neil Bullen, London Borough of Waltham Forest
John Cox, Brent Cross Coalition

We are outer London. We have a fact sheet here. We will start with introductions, and then I will give an overview. Statistics for outer London: half of all trips in outer London are by car, then next walking. Cycling relatively small, central London is much higher. Public transport has a healthy mode share. Lots that is good, but things to tackle: reduce CO2 emissions, improve health, increase physical activity. Themes: public transport experience – does it compete with car? Healthy streets and places – what is it like to live in outer London? Growth – how do we cater for that growth?

Car travel in outer London. Torturous but less torturous than alternatives. Orbital journey: you have the choice of taking three buses or take car. Inevitably have to offer better alternative to car. Trams not panacea, but the story goes that there was Mr Big – a political Mr Big – in Croydon who banged on and on until it happened. Same in Nottingham and Sheffield. Political pressure to force that through.

What is important? Journey time? Reliability?

Reliability. Need to get to work on time. Streetscapes: trams make the place look nicer.

Surprised to see public transport only 17%. Challenge is growth. We have targets to expand in areas that are busy already. Tube lines: trains are full to capacity.

Rail network?

Less people. Trains not so frequent. Where does boost in capacity come? Train a minute on tube lines.

Land use. Mix of residents, work and facilities. Principles of inner London moving to outer. Increasing density. Jobs, shopping, etc. More people then reduce need to travel. Work integrated into the place.

Economy of scale. A virtuous circle. Growth in employment in central and inner London. Local trips as well as some employment could be part of the solution.

The jobs with the people.

How much development we have in town centres versus out of centre.

29,000 extra cars due to Brent Cross shopping centre.

Local politics and how local politicians see their borough, is it residential or where people work? Bromley is seen very much as a dormitory borough: people come home to it but work in London. Orbital transport doesn't feature too much if they live on a radial route. Croydon to Bromley means you have to go via London or take 3 buses, so you have to buy a car and then you use it for all your journeys. Bakerloo line not coming to Bromley any more.

Bromley have not fully grasped the virtuous circle.

Ideas are not always communicated to the boroughs. No agreed common approach. That is important going forward. At officer level there is a better understanding. Only one or two councillors here: there should be more.

This is deliberately not political; there will be other platforms

Need an alternative to car use. No strategic look at bus routes in London. There is flexibility with fares now. Central London overwhelmed with buses and it is a good walking area. Need a better bus system in outer London area.

Are bus services reliable? How can we ensure they give benefit? They are slow and affected by congestion

London bus priority network has fallen into disrepute. Space is limited. Wasn't a complete network. Lanes have been taken back to keep the flow going. No support from outer boroughs, which don't see buses as important to their residents.

Trams require dedicated road space. In congested town centres, buses are okay only if they have priority

Mini Holland schemes.

Some boroughs feel they've maxed out on bus priority.

In areas such as the Lee Valley corridor, Sutton and Kingston, tendency to make journeys within three mile radius. Lack of potential walking journeys. Around Stratford, Lee Valley and Croydon, need to improve quality of public transport.

The difference is in the money: £100 million for three boroughs. We had low cycling and have now gone way above targets, from 0.8% to more than 3%.

What did they do before?

Bus and car. It's all about the funding.

Politicians in Bromley are interested in the major A21 route, but the scheme would cost millions of pounds. Growth in Bromley town centre needs an increase in road capacity. May be better if investment put into really good cycle routes.

Not in local streets.

Not sure what people want. Follow a road, straight route, priority at junctions etc. That will see the shift, but how do you achieve that without taking up so much road space?

No incentive not to use the car. Cars are expensive, but once they are there people use them for all journeys, even short ones, because the trip cost is low. Car ownership from a health point of view is pretty awful. Outer boroughs are where some of the most inactive people live. Need to make people think about the cost of using the car.

It's not just car use, but car ownership.

Have car clubs. You will think twice, because you pay for that journey. If it's a 2 kilometre walk, maybe you will walk it.

Let's move to second questions – top priorities.

Free travel for children on buses, forced adults back into cars. Children are learning not to walk.

Gets them into using public transport.

Net balance is good.

A5 bus lanes: Barnet taken out and Brent put in.

Co-ordinated?

Radial rail routes, but some have very few trains on them – every half hour. Metroisation not possible. Long term: take long distance trains off London's railway. Do that by tunnelling. Chatham main line is chock-a-block with long distance trains. In the long term, build tunnels. It's expensive, but less than it used to be. No stations, just tunnels.

Crossrail will relieve pressure.

Lots of money into stations underground.

We need to think about long term things now. They will be most effective in creating road shift in outer London.

Road pricing will make a real difference.

Small steps towards it.

River crossings, Blackwall Tunnel.

Discussed in City yesterday but rejected.

Hard to change people's behaviour. No more large shopping centres with huge amounts of car parking. TfL and GLA need to push more.

Tougher on outer centres.

Waltham Forest mini Holland and Lea Bridge Road – connect town centres of Waltham Forest. Invest in infrastructure and effective transport system between the areas that you want to make dense. Need to make outer boroughs denser and attractive.

Five years ago you could not restrict car parking. Now there is a complete change. Big developments near stations are comfortable with being car free. Car parks cost a lot of money.

450 homes, three disabled car parking spaces – a new development. Cycle parking provided.

Bromley would like to have a huge number of car parking spaces for every development. Christmas is important. Want to increase it so people don't have to queue for parking. When they have shopping to do, people will only come by car.

I have attended some Outer London Commission meetings. Home Counties are the competition. Car parking ratios are pushed. That issue has to be considered.

Good ideas, experiences, political situation. What could the Mayor's Transport Strategy do?

MTS needs to reflect understanding of differences between inner and outer London boroughs. It is not one size fits all in London. We are not competing with other London boroughs.

I would like the Mayor to put political pressure on outer London boroughs to do things they don't want to do.

The car is likely to have a role – car sharing and other opportunities.

Car clubs can increase car use. We have to think about people's ideas about owning a car. This will change in the next 30 years. Young people are not getting a licence or buying a car. We don't want to encourage car clubs where there is good public transport.

Work with boroughs.

MTS could be much more ambitious. Targets are achievable and not challenging enough. Sell to people less car use and more pleasant place, more time spent there, more money, less pollution.

Thanks everyone.