

A CITY FOR ALL LONDONERS

Transport Workshop
9th November 2016, 9.30 – 13.00

Strategic Priorities for a Growing City Transport & Environment Table 5 Session 1

These notes are a summary of the conversation

Session 1, Table 5

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Role of transport, what are the top three issues?

Use of car is greater in outer London (OL) due to the lack of transport. Not enough space for cars, households have more than one car. Better transport links needed. The school run is one of the biggest issues in Sutton

Same issue in Redbridge, Better connected with transport. There is a dependence on the car in OL. The economics in London are differently dependent on the Central Activities Zone (CAZ).

Sub-orbital transport is very poor in some places.

There is some good language in the strategy but there needs to be investment in transport capacity in the orbital links. Is the creation of jobs in the transport strategy?

Pay is low outside London. Sutton has small light industry, which is not the same as London. Location is key to intensification; conservation sometimes impacts on intensification. Intensification is possible in Hounslow, there are brownfield sites there. Comprehensive redevelopment around town centres and car park development does not always mean an increase in transport funding.

There is a fantastic new cancer centre in Sutton but TfL cannot provide a bus service to it; sometimes the practice and talk do not match up.

The boroughs are sometimes congested, for example Oxford Street has too many buses.

There has been a reduction in east to west buses with the development of Crossrail and an increase in north to south buses. Rail capacity was used to release funding for the buses.

Greenwich has a different need. There is not enough funding to provide the required amount of transport infrastructure and the mayor will have to prioritise, for example providing infrastructure around housing. In OL there is a new aspiration of car ownership. Need to connect the NHS and the Mayor's strategy.

To recap the conversation, are we saying we want the restructure to go to other areas not just the business centre?

Revive the tram system; this does not seem to be in the plan. The idea seems to have been parked.

School run congestion is a problem. The national criteria for school selection mean that children now travel further to school. School links are maintained through school travel plans.

Buses are full with school children.

This impacts on whether other people want to use the buses; sometimes people revert to using their cars.

Do we need a school bus system?

Hounslow asked parents if they would be happy to give up anytime free travel for their children and replace it with a dedicated free bus service to and from school. Parents did not want to give up the free travel.

The quality of schools is a greater concern for parents; the issue of air quality comes after this.

There has been zero correspondence about air quality, but congestion has been an issue.

I am based in Tunbridge Wells; the school run impacts on travel.

Schools were asked in Sutton to increase their school hours so the school run could be staggered, they said no.

The same thing happened in Bromley.

Air quality, should we extend the Ultra Low Emission Zone (ULEZ)? What are the opinions around the table?

Expand ULEZ but car dependency makes it impractical. There is currently a discussion in London Councils about electric cars but they seem to be too expensive. There was a car club experiment in Sutton but it was a disaster and increased the number of cars on the road.

Taxes are forced on people and they are resigned to having no choice.

Rolling out new cars will take time and is a long-term action; the daily commute is an immediate issue.

Diesel issue.

Taxing older cars harms poorer communities, which is contrary to the spirit of the Mayor's Transport Strategy (MTS).

Older cars tend to do less mileage, so taxing them will not achieve the desired outcome.

The scrappage scheme is not targeted enough. People may not have the money to buy new cars. It is not a silver bullet; it may be taxes on people who cannot afford to pay taxes.

New innovations?

We need to work with clean economies.

Central government do not seem that enthusiastic about a scrappage scheme. The freight industry needs a lead time of five years to introduce new fleets. Increased geography and timescales are problematic. Small businesses and specialist fleets will struggle. Euro 6 demands new vehicles whilst at the same time making it impossible to sell your old vehicle. Larger operators may find it okay.

99% of lightweight vehicles will not be compliant with the new proposal. Chiswick is inside the extended zone and 50% of vehicles will be affected. However, in Brentford 70% will not be compliant. It creates another cordon around London. Is an extension to the North and South Circular required? Defra need to answer this question. Sort out buses, that is the issue. Have electric buses.

Moving on to the topics of flooding and heat.

Money is an issue and is a national problem. The highways budget is stretched.

Plant trees, but this is capital not revenue. Trees cost money to maintain.

People paving over front gardens and now back gardens is an issue.

Flooding is a national issue. The pressure for housing is having an impact.

Resilience of transport and flooding is the question.

Sustainable schemes?

Sustainable Urban Drainage Systems in Sutton.

Get the Environment Agency to create a local-level policy and commit more funding. Only 1% of the roads are affected by the plan.