

A CITY FOR ALL LONDONERS

Transport Workshop
9th November 2016, 9.30 – 13.00

Strategic Priorities for a Growing City Transport & Inclusion Table 8 Session 1

Facilitator comments in bold
Respondents in regular text

These notes are a summary of the conversation

Session 1, Table 8

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[Moderator introduces herself and provided material - Two Handouts, Transport and Growth to 2041, Transport and Inclusion]

So this is transportation and inclusion. We're here to try and understand the key challenges with the MTS (Mayor's Transport Strategy) and other Mayor Strategies. Here, I have some Background Information. (Introduces Handouts)

Will they be available electronically after?

Yes. So the first question we like to consider. What is the role of transport in creating an inclusive city?

One important thing is, enabling people to access employment and other things. Including visually impaired and other groups of people. Speaking as someone who is working in the voluntary sector funded by the Council. For people who travel to London for work, without a really accessible transport system that is not possible, that is one example. People who in traditionally, in all kind of ways, don't have confidence to move about. They are deprived of a lot of opportunities. If they feel comfortable to use transport,

The information you have is Growth and Population and Employment Growth from Lucinda's Slides. Mapping Diversity and Equality Spatially which you can refer to throughout this discussion.

In the issues that need to be raised, what more can be done? What needs to be done that is different?

Largely, I can't speak from personal experience but from our members. Things have improved massively and in many ways in meeting needs. Things like announcements on buses throughout London. Not only older people, tourists, visitors from different parts of London, announcements on the train

There are still issues on step free access that are still well known.

A major concern is on the reduction of staff in some stations which impact people who need assistance.

Not only disabled people but everyone. It is a well-known concern.

Out of the bus and tube system, one of the issues is to balance the right to improve cycling and promote cycling, making it easier for people to cycle and pedestrians. A lot of other people have reported to me as well about cycle lanes, increasingly with pedestrians crossing roads with cycle lanes.

Bus stops on islands, you have to cross cycle lanes.

Bus stops on small islands that get congested.

Include cycling.

Striking a balance is a challenge.

People trying to cross roads in cycle lanes.

I have experienced and other people have reported to me that you can't hear cycles coming.

Does that match the experience of -, (gestures at AGE UK representative)?

I agree with making pedestrian and cycling for older people particularly more accessible. Buses and walking are the key ways of getting around. We are early on in the plan to push it in the right direction.

One interesting point is that the previous Mayor, the cycling tsar, put cycling first. Nothing else matters.

Don't get me wrong, cycling is great. But there are other road users too. The new Mayor is cycling aware and that might help.

Andrew Gilligan did a report on what we do on our schemes.

With a major Accessibility Audit at an early stage, inevitably you will have a conflict; you can't plan out all the conflicts. Particularly, with the visually impaired. But what you can do certainly and initially through to detailed design stage.

We have stopped the floating bus strip. It is just incompatible.

You are still going to have an element on conflict. With shared surfacing on the brink, in a really busy part of Kingston that a cycle route is on shared surface.

We could probably have more policy guidance on shared surfaces.

What are some of the challenges and opportunities? What is the role of the MTS in creating an inclusive society and enabling at this stage?

Including employment. It is really key that transport lets people access services, socialising and participate in opportunities. People talk about great length about the freedom pass.

London being a city that an older person can get around and get to the shops, visit friends and socialise, get to the services that people need is a key good thing about life and wonder.

That is recognised but we have to make sure that it stays that way.

It's a rather glib question but what will London be without transport?

People would be stuck in their homes.

Shouldn't we move to the next question? Isn't it accessibility? Better accessibility to public transport?

But cycling is the most affordable and healthiest option. We need better facilities and provisions for cycling.

We have talked about physical ability and affordability for inclusion.

Younger people can't afford the higher fare. It doesn't go a long way. Older people enjoy quite a lot of places with the freedom pass. But above sixteens don't enjoy any concession.

If we are truly getting people into employment can we look into transport for them?

If you look at some of the statistics that come thorough in the equality of people travelling less and then the map that shows quality and profiles the most deprived areas. Understanding the role that transport can play in unlocking helping with some of these issues is important.

I think it is just being able to access whatever support you need at whatever age. I know our members report to us a lot of issues. They can provide the most fantastic services for people but people can't access them because of accessibility and transport. In London, they aren't providing services in their local area and they make it very specialist. People from further afield make it with recruit volunteers. Their role is to go to collect the person, accompany them to the service. Though some of them still don't have access to the network or unable to borrow the fare or it is too cumbersome.

One of the key priorities is affordability. Whether through modes of transport or freedom passes.

A lot of London's growth is in the outer regions. There is the commute in, how much does it cost to central London. Can it be faster with affordable housing and transport? Particularly for vulnerable and underrepresented groups.

The link of transport and housing are interesting, are there any views on that publicly?

Phasing in new bus routes have to be modelled. For example, Old Kent Road.

For us it's thinking of how the growth will come about. Time frames, public transport for provision in terms of modelling. What kind of people will be living there? Consistent review and adequate long term planning

Growth or transport? They come together and that is a really big issue.

When you look at creating more homes without the infrastructure in ain't gonna work

Especially for opportunity areas. Everybody who moved in first is stuck in these areas.

Transport, good houses and property prices are closely linked.

The most affordable, poorest transport connectivity. Improving transport services with rails or buses is essential, if you're gonna make sure for inclusion is a key barrier.

The sessions on accommodating growth. One of the main conclusions especially in opportunity areas is that it can't grow without transport.

Can't get the bus provision in after it has been built and run.

It is better to have local say in route provision.

So what needs to change?

Looking at borough led reviews of bus routes. It is more complex than that.

There is scope to do that, new ways, key corridors move people quickly as well as the looping district centres etc. Having those reviews on a more regular basis.

Depends on the size of the area they are planning from the beginning. A little piecemeal development; this might be harder.

Southwark, Lewisham, Greenwich-, looking at the growth, looking at the existing transport networks.

20,000 new units, town size of units and how they link to Lewisham and Greenwich.

We are having discussion with TFL.

But what assumptions are being made and the phasing, looking at the new routes and the existing routes and how they are so dependent on bus routes south of the river.

Is there the ability to challenge bus routes are hampered at the moment?

There are various service providers within the area within TFL. Is there a question of a more London wide approach to the network? How do they work on major corridors?

Slightly tangential, but the sway that bus networks have on TFL of innovative cycling and walking. In a Kingston example, it reduces the bus times by an infinitely small second. We are not pushing on cycle routes because there is a tension between the innovative inclusive options and the bus lobby.

In all of south London, in South West London, there are two boroughs that don't even have a tube.

We are very reliant on buses, we are pushing on cycling but the bus lobby in TFL are saying, if your cycle route delays a bus by three seconds you can't have it.

It slightly moves away from inclusivity but looking at the position of bus stops.

I think it is a very relevant inclusion.

How it impacts reliability as well.

Another question of location of bus stops is with regard to hospitals and facilities. Some older person who lives in Barbican that has to go to Homerton hospital which is not that far away. But it is a day trip to get there and back. You hear as well for example from getting to the bus stop to the hospital is challenging for those who have reduced mobility.

The radial nature of transport of London. People in Richmond who have to go to Kingston Hospital have to make three changes to get to the hospital.

I wonder, you mentioned innovation. Uber, it made taxis much cheaper. Is that a way excluded people who can never own or afford a car can travel? I know they are putting more private cars on the street but there are areas where they are the best solutions.

Are there more door to door services?

We certainly need to curb to curb, Dial-A-Ride, TFL's door to door service, to protect these issues, run them more efficiently, they provide essential services. Do we want more personal travel? Some people can only have personal travel. Should we be encouraging shared travel?

Uberpool does this.

If they cannot share getting somewhere else for example the hospital, is assisted travel taxi or Uber type service the answer?

Technology definitely has a role in better planning and coordinating journeys.

TFL has a rise of travel at same times of the day. There is definitely a role for Uber who share when they can.

There is a need in certain circumstances, in taxi schemes and personal schemes when people use public transport maintain a mix using taxi card schemes to get somewhere. Public transport is much worse, to engage in social activities late at night and not confident of travelling late at night.

Talking about those kind of schemes, trying to work with the NHS with patient transport schemes how you can improve it. We have so many issues of people who use the patient transport scheme, who are late and miss appointments. Sitting and waiting for the transport to arrive and adds to stress.

Adult social care and need are where boroughs already spend a lot. We are already talking about borough led social needs, Dial-a-ride.

SEN (Special Educational Needs) add to that.

A fortune is spent.

Efficiencies and services with more reliability that can be achieved.

Are there any key challenges or opportunities that we have missed?

We have not mentioned walking in terms of sighting bus stops and the conflict with cycling. I think with inclusion the street environment in other ways is really important.

Sightings of crossings, there isn't always flexibility. Certain crossings seem completely irrational to where people get to the common routes that people take, the buildings they need to access, and the timing of traffic, people being able to cross the road, the amount of time needed to cross the road, to get across some roads.

We did not mention too much about the street realm, obstacles, crossings. Another thing that is a conflict for visibility impairment is tactile paving as a challenge, but for other people is extremely helpful. If there is a small amount of tactile paving at the curb edge, but if you are walking at a really wide edge. One has to consider where they are walking and where they want to get to.

Have you noticed a trend in terms of tactile paving?

It is being moved in more places, but there is little thought in where it is actually placed.

'We need to put tactile here, let's put it here'.

How is it going to be useful instead of preventing an accident? Sometimes it is next to useless. Where crossings are and people, tendency to cross roads at unsafe places, having to walk a really long way to a crossing.

Physical accessibility to buses and trains is getting better on buses.

Step free access.

I think it is improving a lot of the problems. It is more for a kind of awareness raising, an attitude of other travellers, wheelchair users on buses.

We have a lot of reports about abuse of the space and time they take to get on and off a bus. 'It's alright for you when we're going to work' though the wheelchair users are also going to work.

More encouragement that transport is for everybody.

It is a hard job making people more considerate.

TFL has to start to do a lot of better, to make bus drivers aware of accessibility needs. Though there is still quite a lot to do, we need to not stop doing that that is something to be achieved, if you stop doing it - it will go back.

Are there any further points on the subject?

Just going back to affordability, it is a dilemma. Reduced fare because of the freedom pass. I had more money than I have in my life now, and my daughters have to pay through their nose.

There is an interesting implication about fares going down that it is driving down the investment.

It feels right, but there is another side to that because of a variety of reasons. The investment in transport infrastructure is reducing.

It is interesting, because the CR2 (Cross Rail 2) pause button has been hit.