

London Living Streets Group

Tuesday, 18 July 2017, 6pm-8pm

MINUTES

VENUE: Alan Baxter Architects, 75 Cowcross St., London EC1M 6EL. In Boardroom in the Basement (very near Farringdon Tube Station)

PRESENT: Amy Aeron-Thomas; Chris Barker; Elisa Brady; Steve Chambers (Living Streets policy team); Michael Coombs; Katie Cowan; Michael Diamond (from Alan Baxter Architects); Emma Griffin; Mike Grahn; Alastair Hanton; David Harrison (Media); Peter Hartley (Vice-Chair); Dave Irwin; Symon Knightswood; Jeremy Leach (Chair); Charles Martin; Robert Molteno (Secretary); Susie Morrow; Tobias Newland; Andrew Orford; Rosalind Redhead; Herman Trebelnig.

APOLOGIES: Peter Hale; Tom Platt; Brenda Puech.

ACTIONS AND NAMES OF INDIVIDUALS PROMISING TO TAKE ACTION IN RED

Welcome: TfL Officers – Mike Keegan (Policy Manager); Orla McCarthy (Principal Strategy Planner); Morgan Dye (Principal Policy Officer).

Thanks to:

- Mike Grahn for doing technical work of facilitating video and Power Point presentation.
- Alan Baxter for generously providing The Gallery to London LS for this meeting.
- Peter Hartley for arranging the venue.

PLEASE NOTE: Date of Next Meeting: Monday 18 September, 6 – 8pm, at Alan Baxter Architects (Gallery). Will Norman, TfL Walking & Cycling Commissioner, being invited to tell us about his role etc.

This evening's proceedings – Presentation by Mike Keegan re draft Mayoral Transport Strategy:

1. Short video;
2. Mike Keegan presented the Mayor's Draft Transport Plan in detail;
3. Q & A;
4. Pulling together of views of those present re points to be made in London LS's response to the MTS Consultation.

Video

[Available to view on YouTube <https://youtu.be/kEwKjpmLjMw> or directly on the Mayor's Transport Strategy page of the TfL website: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/the-mayors-transport-strategy>.]

Sadiq Khan opened. Deputy Mayor (Transport), Val Shawcross, said **3 Visions permeate Mayor's Transport Strategy (MTS):**

- (i) **Improve the health of Londoners/ application of Healthy Streets approach to the whole transport system;**
- (ii) **Providing Londoners with a good public transport experience;**
- (iii) **Stimulate building new homes and creation of more jobs for Londoners.**

Streets are 80% of Londoners' public space. **MTS prioritises Walking and a London-wide network of Cycle routes. This implies fewer cars, vans, lorries.** Also a London-wide ULEZ (see below) in order to improve Air Quality and people's health.

Public transport is best way for getting around on longer journeys. Healthy Streets integral to this approach because so often walking is the mode Londoners use at start and end of their PT journeys. Technology for better public information systems. Bus priority to be strengthened on London's roads. Rail and Tube capacity to be increased to reduce overcrowding. Taking over remaining local train service and creating a London Suburban Metro is the aim. Crossrail 2 essential to cope with expanding London population, and unlock areas for new housing, and create jobs.

Walking and Cycling is the best way for getting around on short journeys.

Mike Brown (Commissioner for Transport) says MTS is bold; aims at a healthier, fairer city for all; and requires boroughs, government, businesses, bus companies etc to help achieve it.

Presentation by Mike Keegan, TfL Policy Manager

[Slides for his presentation will be available shortly; probably on London Living Streets section of Living Streets website.]

Mike Keegan did an overview of entire MTS (nearly 300 pp of it).

Its strategy looks forward nearly 25 years to 2041 (census year). London already has a bigger population than it has ever had. The current 26 million daily journeys will rise to 32 million.

Building more road capacity – simply no room to do so. £30 billion road tunnels under London abandoned.

Therefore, mode shift is central to the Strategy in order to get more people using space-efficient and active modes of travel – Public transport + Walking + Cycling (PT + W + C). These 3 are treated together because it is these 3 modes that are space efficient and offer people the chance of the high levels of physical activity compared with travel by car (private and hire vehicles) which is seen as a relatively space-inefficient mode of travel.

The Transport Strategy covers much broader scope than most such plans – including Air Quality (health); Environment (notably climate change); Security on the street (vis-a-vis road danger; and knife and other violent crime); creation of Homes and Jobs.

Car dependency: Already fallen since 2000. Then 47% (nearly half) of daily trips by car; now down to 36%. Long way further to go if road congestion to be reduced; public health improved; road danger to be near eliminated.

Mode shift target: By 2041, PT + W + C to be 80% of daily trips rather than current 64%. This is near Hong Kong level. Difficult in London because a relatively low density city compared to most.

This mode shift will vary between 3 parts of London – Central, Inner, Outer. E.g. Getting to and movement within Central London, PT + W + C share is 90%; will rise to 95%. In Outer London, PT + W + C mode share is only 60%.

Healthy Streets approach: Assumed we were already familiar with it. 10 indicators of what makes for a healthy street. **The approach will drive all 3 main dimensions of the MTS** – Healthy Streets and Healthy People; the good Public Transport experience; and creating New Homes and New Jobs. The essence is for streets to be designed so as to encourage more Walking & Cycling. It will do this via: (i) Improving conditions on the street for Walkers and Cyclists; (ii) Improving Road Safety; (iii) Making the most efficient use of scarce street network; (iv) Cleaning up Motor vehicles in terms of emissions.

It will focus on Liveable Neighbourhoods. Boroughs to lead on delivery of these. Will be based on best practice from around the world. Will make changes to encourage Walking and Cycling.

Vision Zero will aim to eliminate the number of KSIs (Killed and Seriously Injured) by 2041.

Other measures to reduce motor traffic volumes related to freight.

Goal: 6 million fewer kilometres travelled by motor vehicles daily by 2041. Achieved by expanded Walking & Cycling network; Liveable Neighbourhoods programme; Road User Charging (to be explored); Work place parking charges etc.

Air Quality: very detailed policy proposals. **Seen as a key part of delivering Healthy Streets.**

Public Transport itself involves Active Travel – ie commuters etc walking or cycling to/from nearest bus stop or Tube or Train station. Much better for health to get almost daily bouts of exercise than a once a week work out. And much easier for Londoners to build regular exercise into their daily travel routines.

Public Transport must be affordable (TfL fares freeze til 2020). **Better customer service** essential. **Improved accessibility. Reduced overcrowding.** E.g. Alter bus network, redeploying bus services to areas of least provision.

New homes and new jobs: Talked of the 7 principles of Good Growth. (These include provision that encourages/facilitates people walking or cycling.

Adjusting to new technologies coming down the line – autonomous vehicles; software facilitating a new generation of Public Hire Vehicles etc.

Q & A and Points to be made in LLS Response to the MTS

Peter Hartley:

- (i) **Would Mayor give undertaking that, following Silvertown Tunnel, no further major road-building for vehicles will be undertaken?**
- (ii) **Diesel** – ought to be banned altogether and in a tight time frame;
- (iii) Where Boroughs frustrate Mayor's public realm objectives – this had taken place in the past (e.g. TfL LIP funding for pavement widening, but borough then allows taxi ranks on the pavement): **Mayor and TfL should not provide LIP funding for borough schemes that do not prioritise pedestrians.**

Charles Martin: Draft LIP Guidance from TfL: Crucial in pressing Boroughs to act in conformity with MTS vision and policies. The Guidance already exists on TfL website. It seems not to be open to formal consultation. **London Living Streets may wish to express its views re how TfL might use the LIP Guidance and its response to each Borough's LIP proposals in order more forcefully to secure Borough compliance.** Mike Keegan clarified that the proposed approach required/expected of the boroughs is set out on p. 284 Q23 of the MTS. And the next round of LIP applications from boroughs probably are likely only after May 2018 elections. The current Interim LIP Guidance is here: <https://tfl.gov.uk/info-for/boroughs/local-implementation-plans>

Charles Martin sent the following amplification of the point he was making: In our London Living Streets response to the MTS, we should note that **a lot of the success of the MTS is dependent on the boroughs.** Therefore, there is the expectation that the boroughs will rise to the challenges and focus on the mechanisms required for successful delivery. **It is time to think health rather than just transport, and to think long term rather than short.** An issue with the LIP funding is that it engenders short-term thinking on a year-by-year piecemeal approach. Where is the longer-term vision from the boroughs? Where is the aspiration?

David Irwin: Air Quality and Mode Shift (away from cars) targets: While the policies proposed are great, delivery of AQ improvements and Modal Shift targets look set to seep away in practice because of **distressingly distant time frames.**

David Harrison: In the past, **boroughs have often justified inaction by hiding behind TfL's preoccupation with Journey Reliability Time considerations.** The result was a worsening pedestrian experience (crossings, pavements etc). **Under the new MTS, will boroughs no longer be able to do this?** MTS should clarify this fundamental point.

Tobias Newland:

- (i) **Will there be sufficient LIP funding from TfL for Boroughs to invest in schemes to deliver the radical transformation the MTS aims at?** In recent years, LIP funding either frozen or falling.
- (ii) **Re Boroughs engaging in Traffic Reduction Strategies, is it realistic to think they can do this on a borough-specific basis?**

Jeremy Leach: Road User Charging is the one policy that can have more instant impact on mode shift. MTS should introduce an integrated system much sooner than contemplated. Overall sense of the meeting: MTS needs to speed up implementation time frames.

Susie Morrow:

- (i) **Who is referred to in the key statistic that 80% of all journeys were to be made by active travel(walking and cycling) or public transport by 2041?** Londoners or Londoners plus the ¾ of a million or so of non-Londoners commuting in from outside London? The response was that TfL do not mean 'Londoners', but 'journeys undertaken in and into London'.
- (ii) **Motor-cycles in bus lanes:** Currently 12 boroughs allow this; 21 do not. Allowing this is not compatible with the Healthy Streets perspective that prioritises human health and quality of life; nor with the MTS intention to improve the reliability and quality of Londoners' public transport experience by bus. **The MTS ought to commit to using what points of leverage TfL has to discourage boroughs allowing motor-cyclists in bus lanes.**

Rosalind Redhead:

- (i) **Terms MTS uses – ‘carbon-free transport’ and ‘zero emissions’** are not really accurate, and disguise carbon embodied in manufacturing processes and near-impossibility of really zero emissions.
- (ii) **The particular needs of children** in the way our streets are designed. i.e. Their view of the road blocked by parked cars because of children's lower height, their spatial and cognitive perceptions being different, including speed perception. Shouldn't 20mph be enforced with speed cameras?
- (iii) **City Airport:** Seems not to be mentioned in MTS. **Will Mayor make a commitment not to allow further rises in aircraft movements there (in parallel with Heathrow commitment)?**

Jeremy Leach: MTS does not raise question of who residential streets are primarily for. Essential to address this.

Emma Griffin: Trialling street closures. In view of evidence from New York etc, trialling street closures can be effective in allaying fears/showing opportunities to communities affected. Concern that the MTS focuses on 'one-off' closures (like for street parties) - these aren't really enough to demonstrate to the public the virtues of closing some streets to motor traffic. **MTS needs to firm up its proposals re street closures.** Could TfL provide guidance to councils on consultations - e.g. how to incorporate trial closures and gather evidence from them?

Robert Molteno: Liveable Neighbourhoods: This programme is central to delivering Healthy Streets approach to roads where people live, and to address question who these roads are for. MTS only makes one brief reference to Liveable Neighbourhoods programme. Most Borough Councillors and some borough transport planners will have little idea what kinds of measures Liveable Neighbourhoods need to incorporate. **MTS needs to make clearer what ideas are contained in LNs.**

Elisa Brady: There is no reference in the MTS to a **default London-wide 20's plenty approach (with appropriate exceptions)**. Further discussion continued from another member about 20's Plenty and Jeremy asked the group if they agreed this should be included in our response. It was approved.

20mph: MTS does not stress sufficiently the 20's Plenty approach. Indeed it is often on TLRN roads that the problem of too high a speed limit is encountered. **MTS needs to be more robust re reducing speed limits and actual speeds on its own TLRN roads in locations where the place function is high.**

Symon Knightswood: Step-free accessibility at Tube and Rail Stations: Too slow a programme.

Amy Aeron-Thomas:

- (i) **Vision Zero in the MTS needs some firming up re enforcement action and related issues.** Apparently a 'daughter' document to flesh out MTS goals is likely, and LLS will hopefully be able to input to that.
- (ii) **TfL should use their procurement/contracting powers to raise safety standards, including the use of ISA in taxis.** London Living Streets was encouraged us to include this, along with all the detailed points noted in these Minutes, in our Consultation response.

Dave Irwin: Consultation processes by boroughs: Some boroughs consult very narrowly, and therefore often get a negative result from those in immediate vicinity of a scheme, and ignore the wider public interest and possible support for public realm schemes from wider community. **TfL ought to provide Guidance to Boroughs re how to conduct Transport scheme consultations in order to reduce one possible obstacle in realizing MTS goals.**

Pulling together of Further Points to be made in London Living Streets Response to the MTS

[This final discussion took place after the TfL Officers, following over two hours of presentation and discussion, were thanked and left the meeting.]

Peter Hartley: We should welcome the Healthy Streets approach that permeates the MTS; but **Policies proposed are not radical enough to make likely the achieving of the MTS's laudable objectives; and the Time frame is by and large too extended.**

Alastair Hanton: Disagreed. MTS is a very ambitious programme. The Mayor has to win general acceptance from the London public, and other players including Government. [Alastair asked that his detailed *Bullet Points for response by LLS* be attached to these minutes]

Jeremy Leach: We should argue that **Time Frame for getting rid of Diesel and coming up with integrated Road User Charging scheme is too slow**; while **Mode Shift away from car use by 2041 is acceptable**.

Symon Knightswood: We should suggest Mayor report publicly on MTS Implementation progress at least once a year, including addressing obstacles TfL is coming up against.

Who?: London LS should include in its Response positive, constructive walking-related suggestions – e.g. re bus use and walking; train/tube use and walking; design of local high streets/town centres.

David Harrison: as an example of constructive proposals LLS is coming up with, he introduced the **Central London Walking Network (CLWN) ideas that some in London Living Streets are working on.**
ACTION: Robert to circulate draft document about CLWN which will be discussed in detail at next LLS meeting.

We should draw attention to how, **in Outer London especially, essential crossings sometimes still non-existent**; and obstacle this presents for children walking to school, and people reaching destinations on foot generally.

Further Decisions:

1. **ACTION: In addition to London Living Streets' response to the MTS, each of us (i) to do our own individual response; and (ii) encourage our local Living Streets group and any other local organizations we are in touch with to respond too.**
2. **ACTION: The following documents to be added to our LLS Response** (to demonstrate our constructive engagement with the Mayor and TfL in key walking- and pedestrian-relevant programme areas):
 - a. *London Living Streets Manifesto*;
 - b. *LLS Vision Zero document*;
 - c. *Central London Walking Network –outline of ideas*.

Attachment -- Alastair Hanton's suggested Bullet points for response by London Living Streets

1. **General: highly favourable**
2. Access to paper copies of the Supporting Evidence Outcomes and Appraisal
3. **Design standards for walking**, parallel to the London Cycling Design standards.
4. **Walking policies complementary to bus policies** to facilitate the forecast increase in bus patronage, including pedestrian crossings at bus stops.
5. **Systematic review of walking access to tube and rail stations**, to facilitate the forecast increase in tube and train travel, beginning with an ideal standard.
6. **Tubes/trains: extend “step free”** from just to platforms to include step free in/out of carriages.
7. **Develop a London standard for an ideal walking friendly high street** (typically with buses along it and with shops on both sides), including width, pedestrian crossings, Copenhagen crossings of side roads, good walking conditions in the hinterland, street furniture and planting, air pollution monitors, seating, mini-parklets (like Brenda Puech's and in Tooley Street) and, of course, enforced 20 mph default.

8. **Pedestrian-friendly bus stops.** Seats, shelters and locations (near junctions).
9. **Street trees** with specification of species and planting position (more on carriageway), taking account of climate change.
10. **Operation of signal controlled pedestrian crossings** (Mike Grahn's project).
11. High profile pedestrianisation.
12. Workplace parking levies, with proceeds going largely to public realm.
13. Exclude motor bikes from bus and cycle lanes.