Mayor of London's
Roads Task Force

London TravelWatch Board meeting

27 November 2012

Introduction

- This is the first major strategic review of London's road network in decades
- We are looking to better understand the challenges facing London's roads given the competing demands
  - *How could these competing demands be better managed?*
  - *What are the range of policy and investment options available?*
  - *How do we prioritise options given the inevitable constraints in terms of physical space, funding and delivery capacity?*
- This work will be driven and informed by a specially formed Roads Task Force and in consultation with key stakeholders
- A final report will be published in Spring 2013


The Roads Task Force

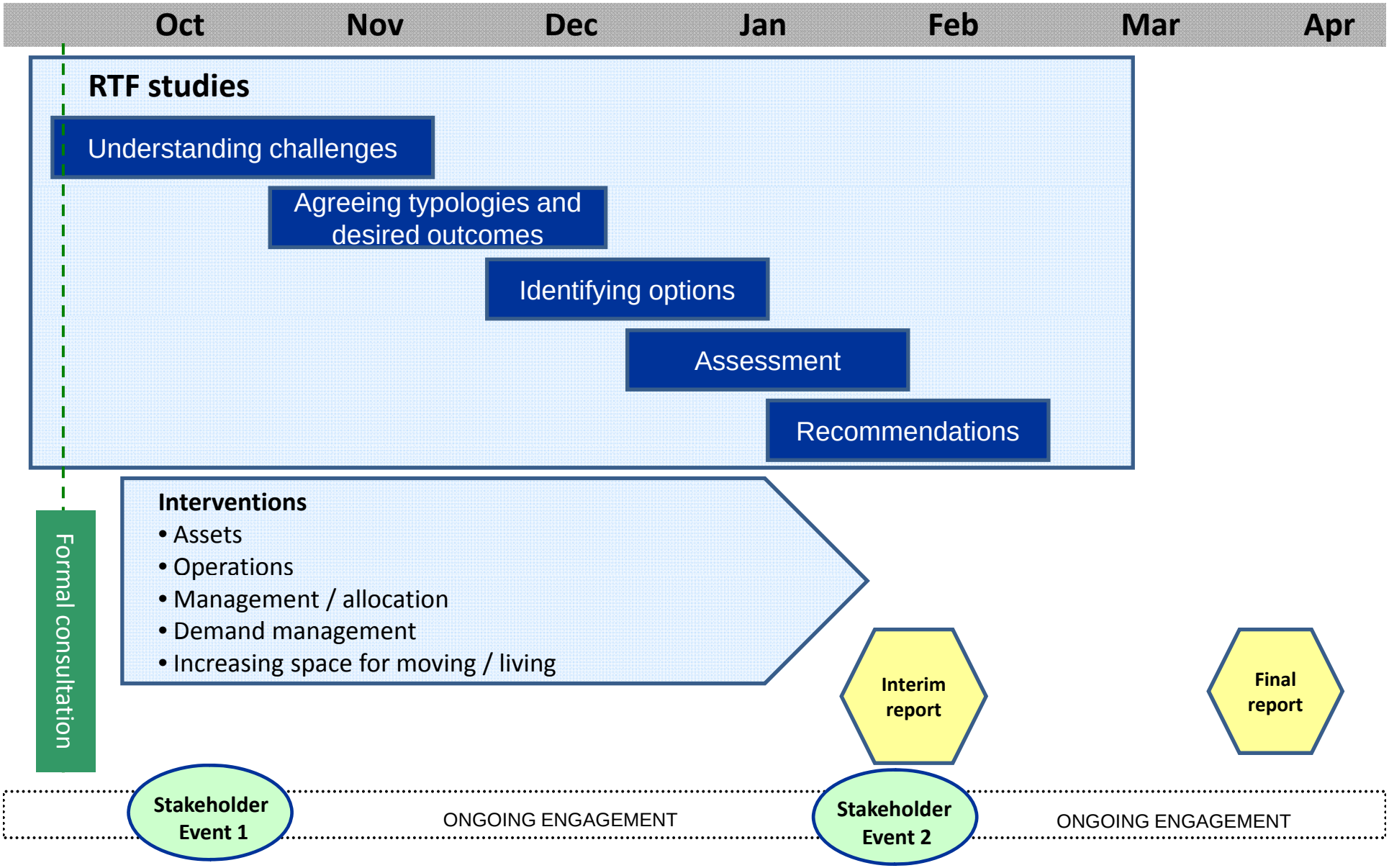
- To help develop a strategy for London's roads, the Mayor has established a Roads Task Force.

- The Task Force:
  - *Is made up of individuals who represent the key road user interests and/or have expertise or experience that can help advise the Mayor and TfL on the future development of London's road network;*
  - *Will meet over a period of several months to consider and debate the key issues and challenges facing London's road network in the short, medium and long-term;*
  - *Will contribute to the development of a report advising the Mayor on the design, management and operational options for London's*

The Roads Task Force Members

Steve Agg, Chief Executive, **Chartered Institute of Logistics and Transport (CILT)**
Tony Armstrong, Chief Executive, **Living Streets**
Stephen Bagge, Business Development Executive, **IBM**
Martin Brown, Director of London Region Operations for DHL Express, **DHL**
John Burch, **Confederation of passenger transport**
Patrick Clarke, Network Operations Director, **UK Power Networks**
German Dector-Vega, London Director, **Sustrans**
Robert Gifford, Executive Director, **Parliamentary Advisory Council for Transport Safety (PACTS)**
Prof. Peter Jones, Professor of Transport and Sustainable Development, **University College London (UCL)**
Edmund King, President, **Automobile Association (AA)**
David Leam, Director of Infrastructure, **London First**
David Leibling, **London Travelwatch**
Nick Lester, Corporate Director, Services, **London Councils**
Dr. Leon Mannings, Transport Policy Advisor, **Motorcycle Action Group (MAG)**
Dr. Alice Maynard, Director, **Future Inclusion**
Miles Price, Planning and Transport Executive, **British Land**
David Quarmby, CBE, **Royal Automobile Club (RAC)**
Jon Rouse, Chief Executive, **London Borough of Croydon**
Oliver Schick, Chair of Policy Committee, **London Cycling Campaign**
Iain Simmons, Local Transportation Planning Manager, **City of London**
Jim Walker, CEO, **Walk England**
Danny Williams, Blogger, **Cyclists in the City**
Isabel Dedring, Deputy Mayor for Transport, **Greater London Authority (GLA)**
Leon Daniels, Michele Dix, Garrett Emmerson and Ben Plowden, **Transport for London**

Programme for developing a strategy



The challenges facing London’s roads

London’s roads provide various forms of connectivity

- 28.5 million journeys are made in London every day. The road network is responsible for 80 per cent of these
- The road network also carries 90 per cent of all freight
- Roads provide important connections through and around London and pass through commercial centres and busy high streets. Others provide local access and are typically less busy
- Almost all roads are used by a mix of traffic, cyclists and pedestrians
- In addition, most utilities run alongside or underneath the road

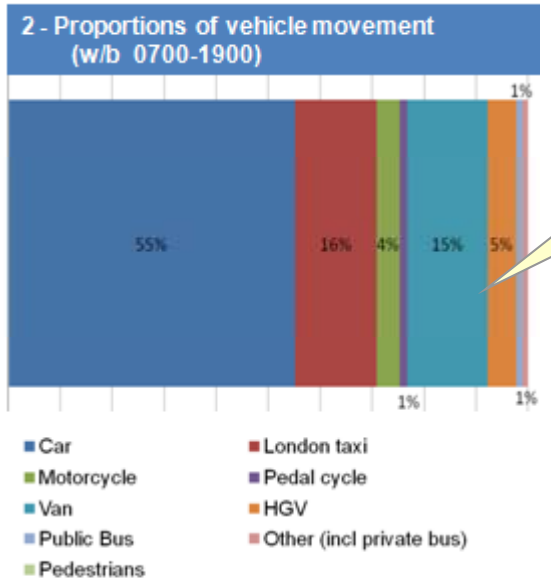
London’s roads are also places where people work, shop and live

- Pedestrians are the highest spenders in town centres, so a high quality public realm is important for town centre economic vitality
- Important shopping locations like the West End and local high streets have to provide high quality urban environments for pedestrians and balance their demands with that of traffic
- London’s international reputation is dependent on a high quality public realm in both employment and residential areas

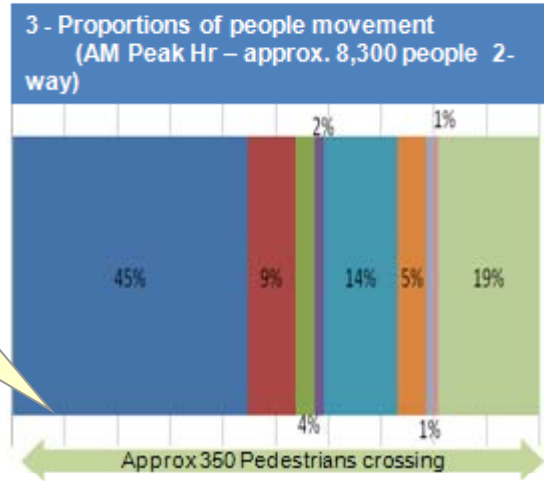


Competition between different users presents a fundamental challenge to London's roads

- Conflict within the 'movement' function
  - Cyclists vs buses in bus lanes
  - Cyclists vs general traffic/HGVs moving along key routes and at key junctions;
  - Pedestrians trying to cross a traffic route



This chart illustrates the mix of vehicles passing a specific point on Marylebone Road



This chart illustrates how people move through the same point (by mode) including how many pedestrians cross there during the AM peak

Illustrations based on surveys and sample counts

This challenge is further influenced by the competing demands of the ‘moving’ and ‘living’ function of roads

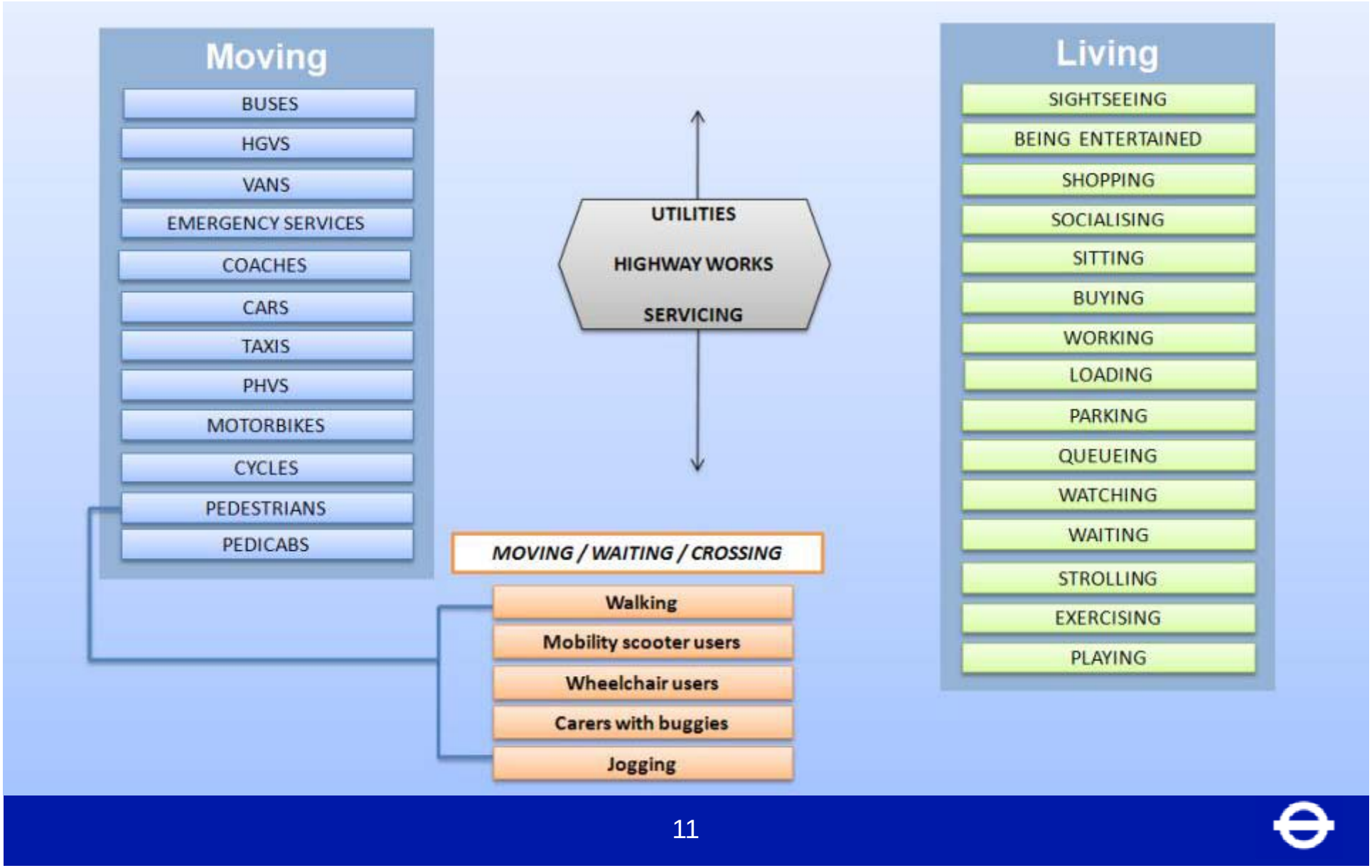
Conflicts between ‘movement’ and ‘living’:

- competing functions of London streets and related activities (e.g. a red route passing through a town centre or a local high street)
- scale and character of highway infrastructure (e.g. Vauxhall Cross, Waterloo IMAX) (Jan Gehl – “the 60 kph environment vs the 5 kph environment”)

Euston Road outside Kings Cross Station

Brixton High Street

Different users and activities have different requirements



Different users experience roads differently and therefore have different demands for what the road network should provide...


Vans drivers


Sightseeing


Watching


Being entertained


Taxis


Strolling


Accessing


Cars drivers

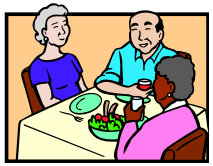

Waiting


Working


Shopping


Exercising


Emergency Services


Socialising


Parking


HGVs


Cyclists


Buying


Posting


Sitting


Buses


Queueing


Playing


Loading


Major events


Motorcyclists


Waste


Pedestrians

Arterials: strategic routes (London-wide / sub-regional) allowing people to get in, out & around London efficiently

High roads: busy roads with high movement demands going through town centres / places

City hubs: key destinations (eg central + inner London locations / met centres) & also strategic links with high traffic flows

Connectors: providing more localised routes & alternative routes for cyclists

High streets: variety of services & retail/leisure offer and range of movement demands

City streets: well known streets accommodating high volumes of people

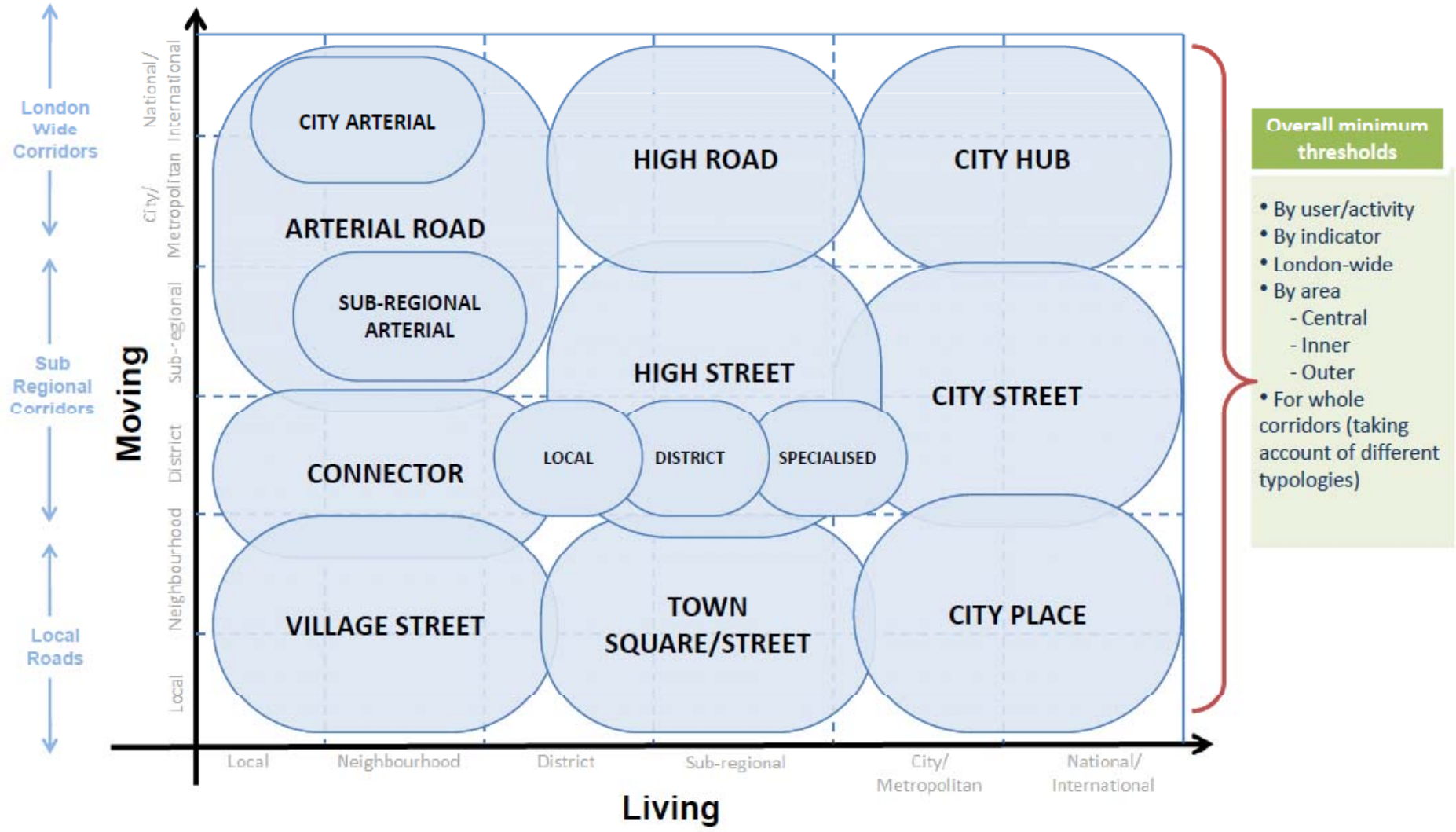
Village streets: providing places to live, community interaction & children's play

Town square / street: local / town retail/leisure/'administrative' offer

City places: widely known commercial & cultural centres. Important destinations

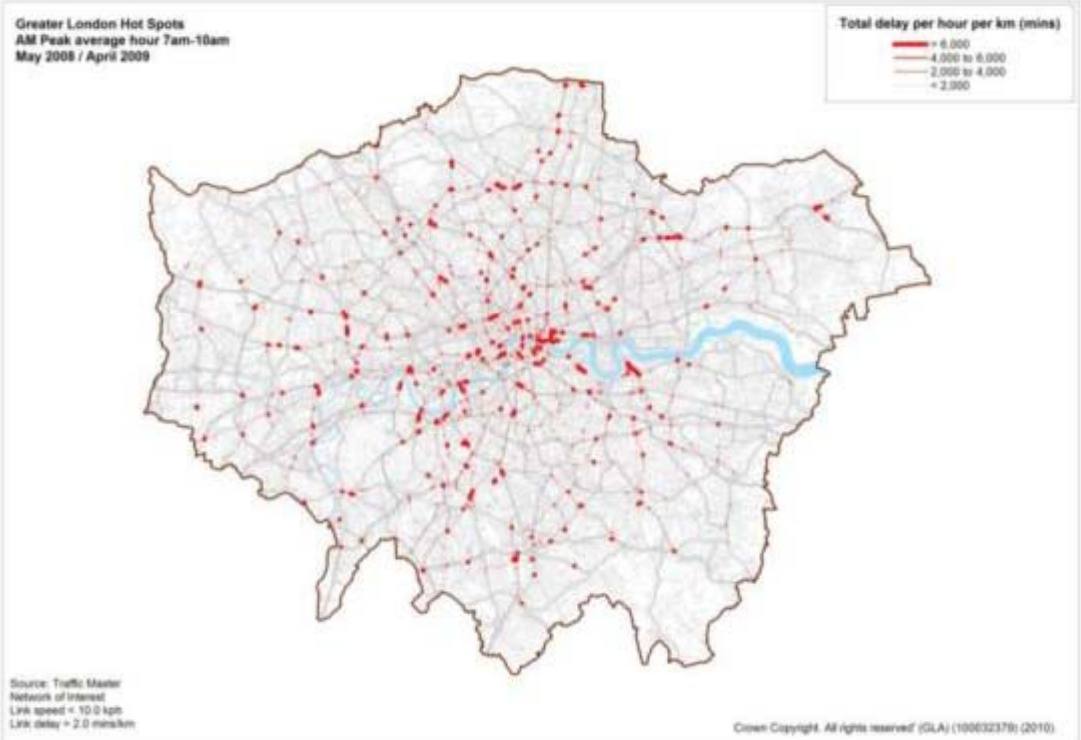
A **"typology"** of roads would help us **think about the balance between the different functions** of roads **in different areas** of London and how this adds up to the overall network.

Potential typologies

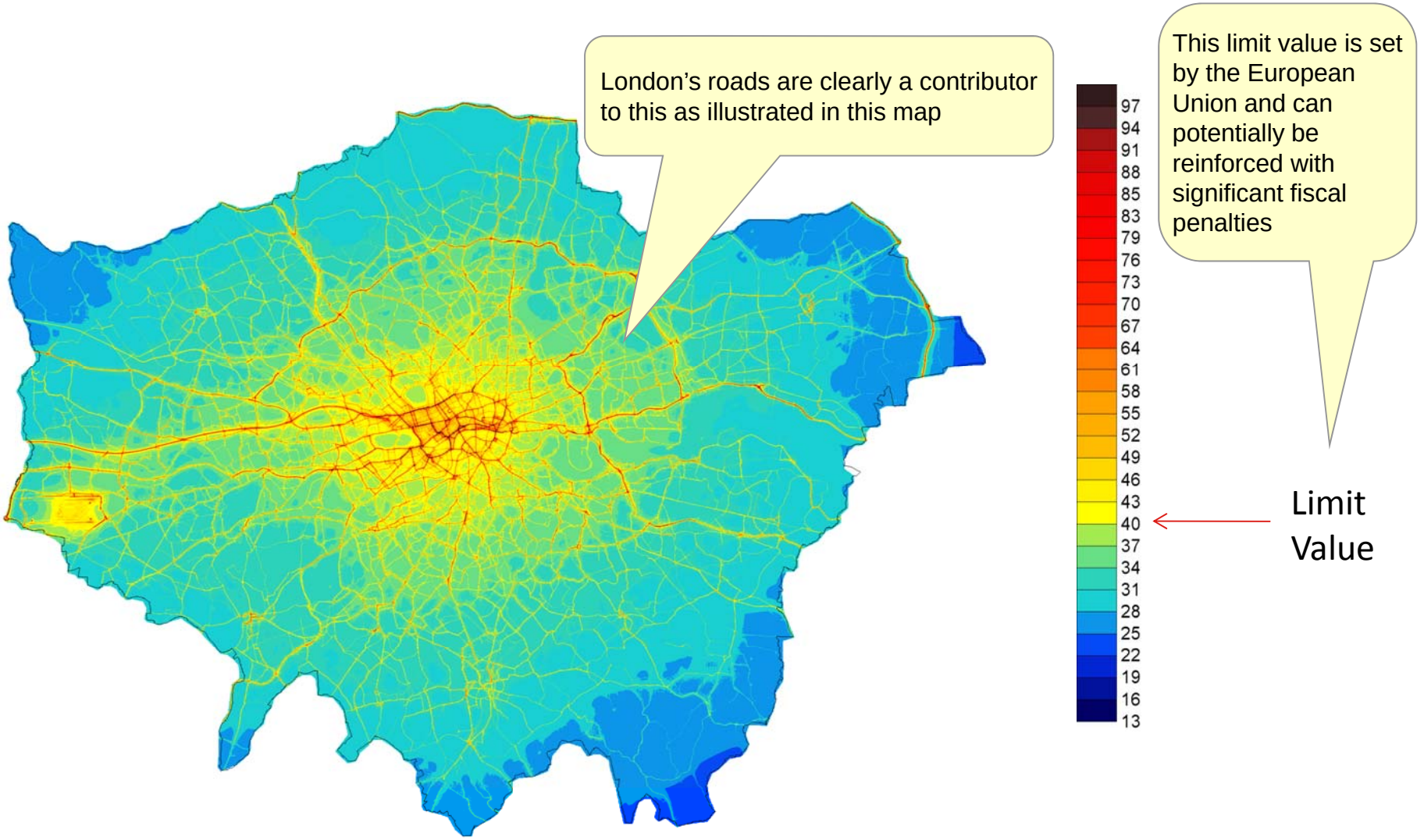


The competition between users extenuates the problem of congestion

- London has the highest concentration of congested roads in the UK
- London's road congestion costs the economy £2 billion per year
- Congestion occurs across London
- Doing nothing to reduce congestion will increase business costs, increase prices for consumers and make London less productive and competitive

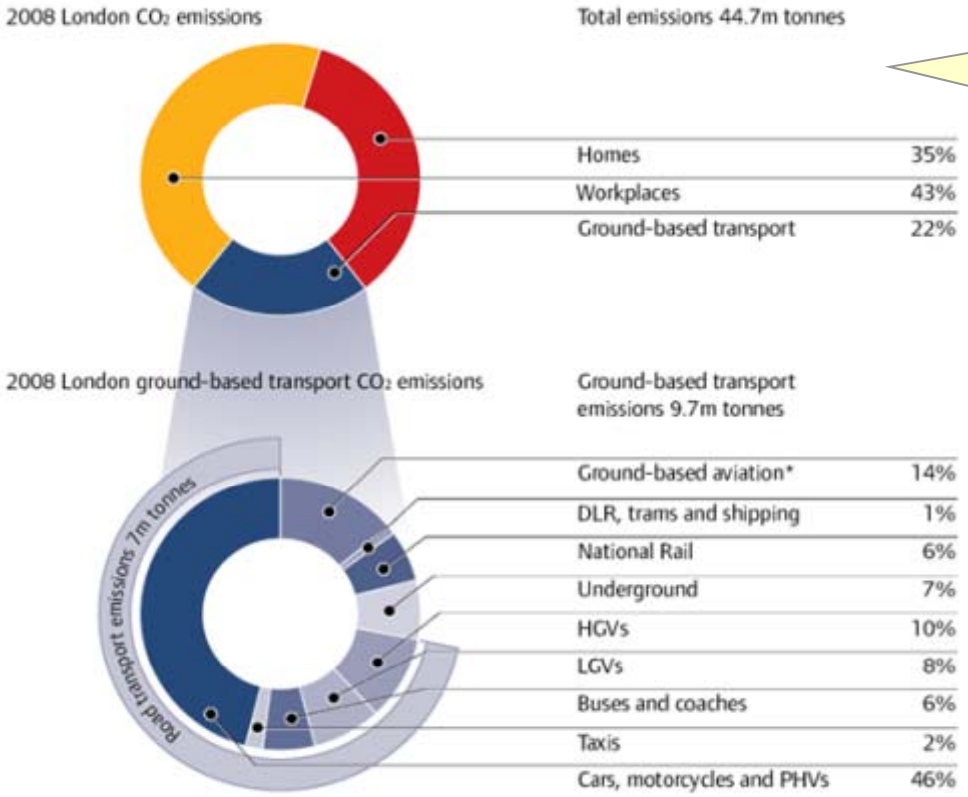


As for most UK and European cities, EU limit values for NO_2 are still widely exceeded in London

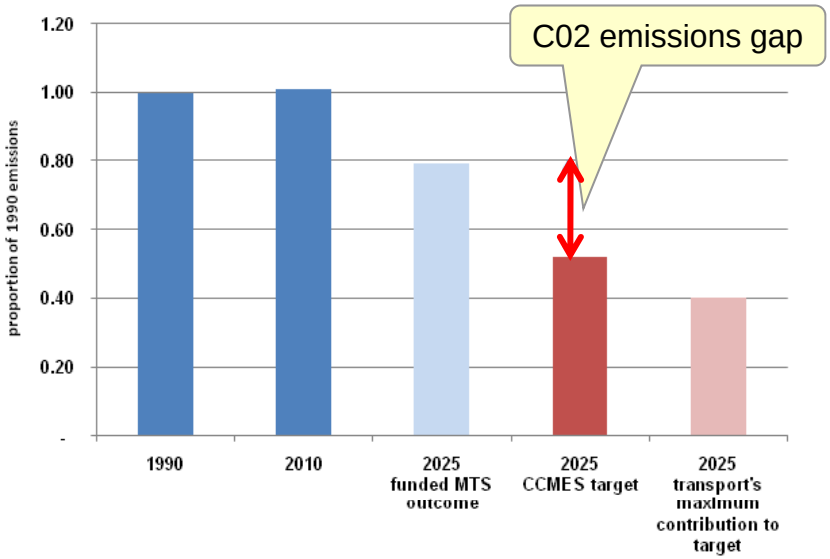


A significant reduction in CO2 emissions from road transport is required

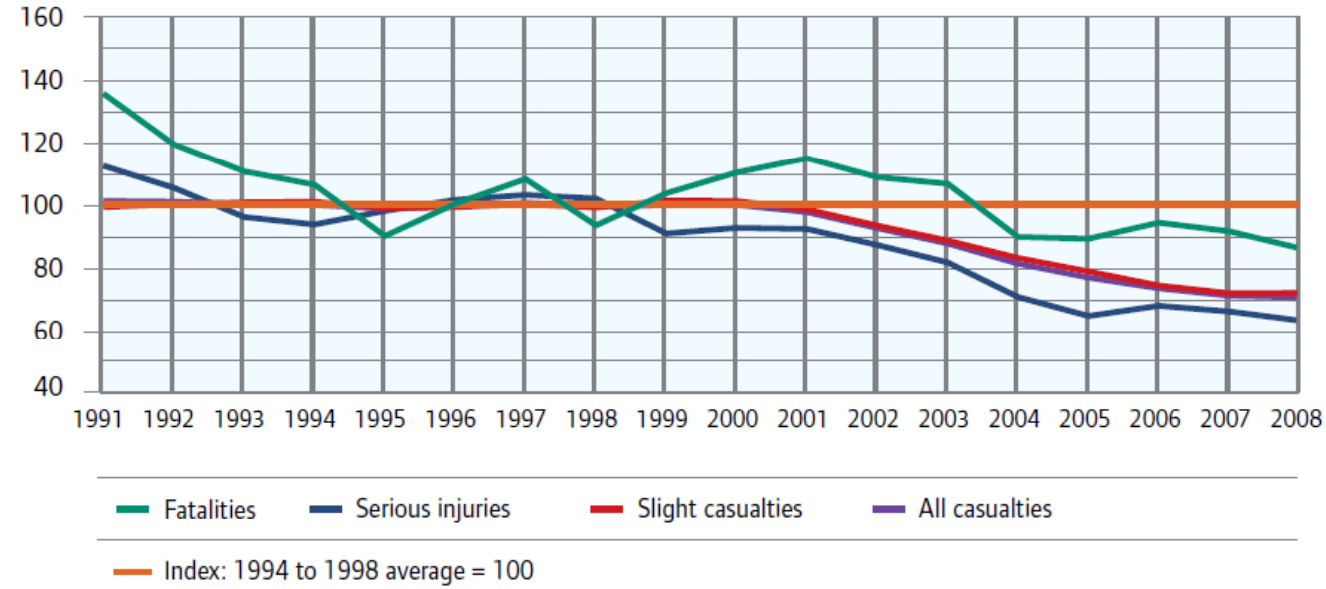
- Transport is required to contribute to the Mayor's London-wide target to reduce CO2 emissions by 60% by 2025 compared to 1990 levels.



Recognising the relative difficulty in reducing emissions from transport compared to industrial and domestic sources, the Mayor's Climate Change Mitigation and Energy Strategy has set a target for transport of a 45% reduction by 2025.



Road safety has improved over the last 20 years – but challenges remain

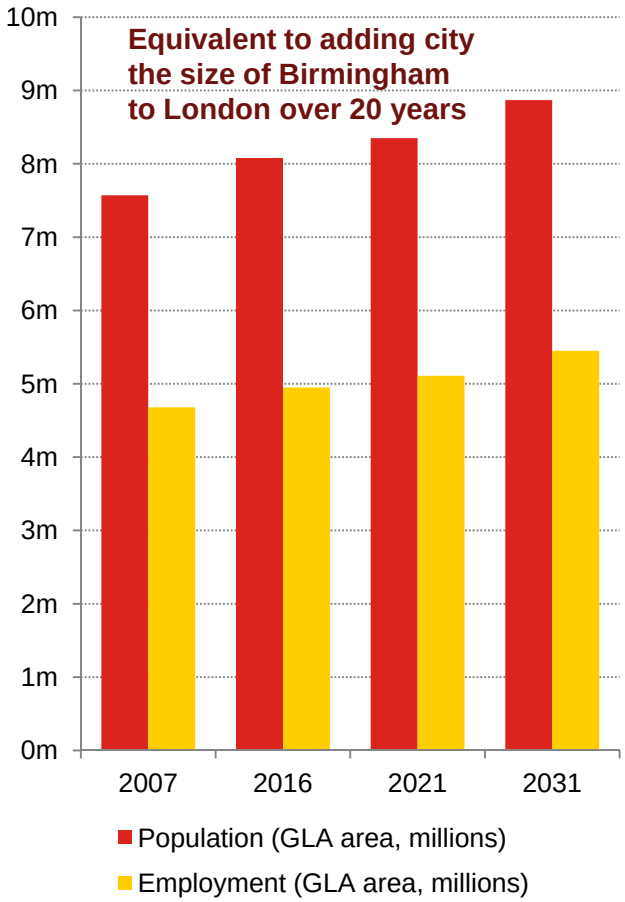


Trends in road casualties, 1991 to 2008

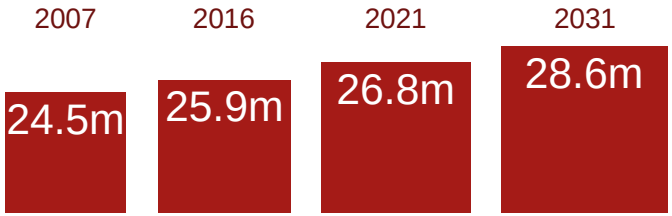
- However, the trend of improvements in road safety is slowing
- Further safety improvements are needed to accommodate the forecast increase in network demand from all users in particular pedestrians and cyclists
- The aim is to continue to improve road safety – possibly by 40% by 2020

London's growth means an extra 1m trips a day by 2016

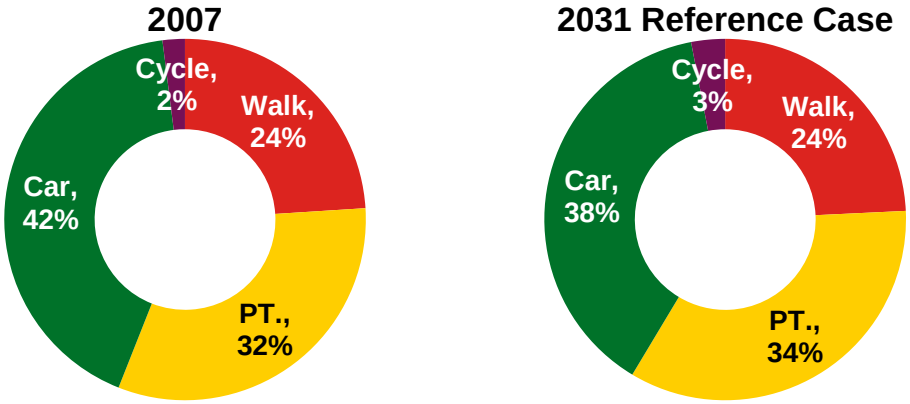
Population and employment are growing:



Every five years, an extra one million trips in London are added



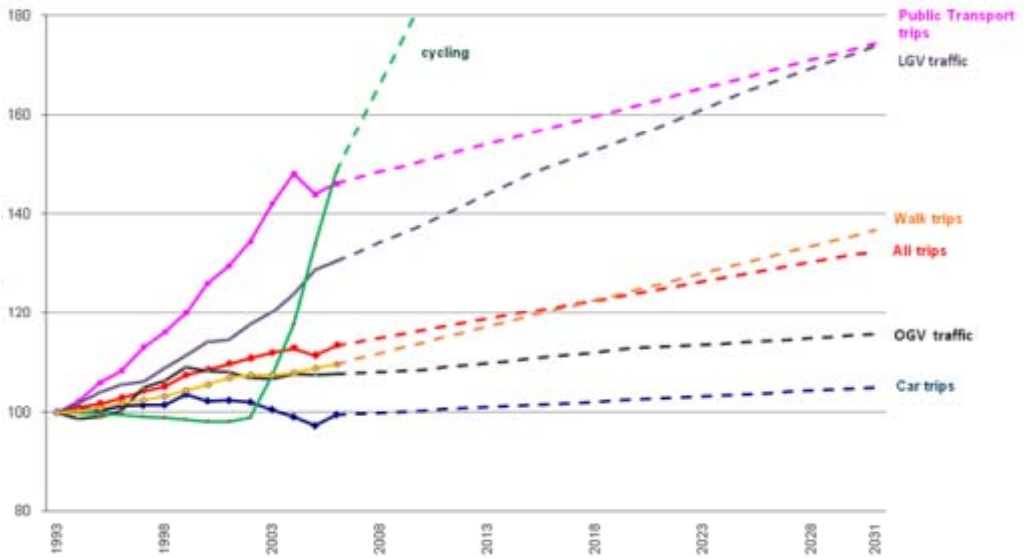
...with most growth on public transport, cycling and walking...



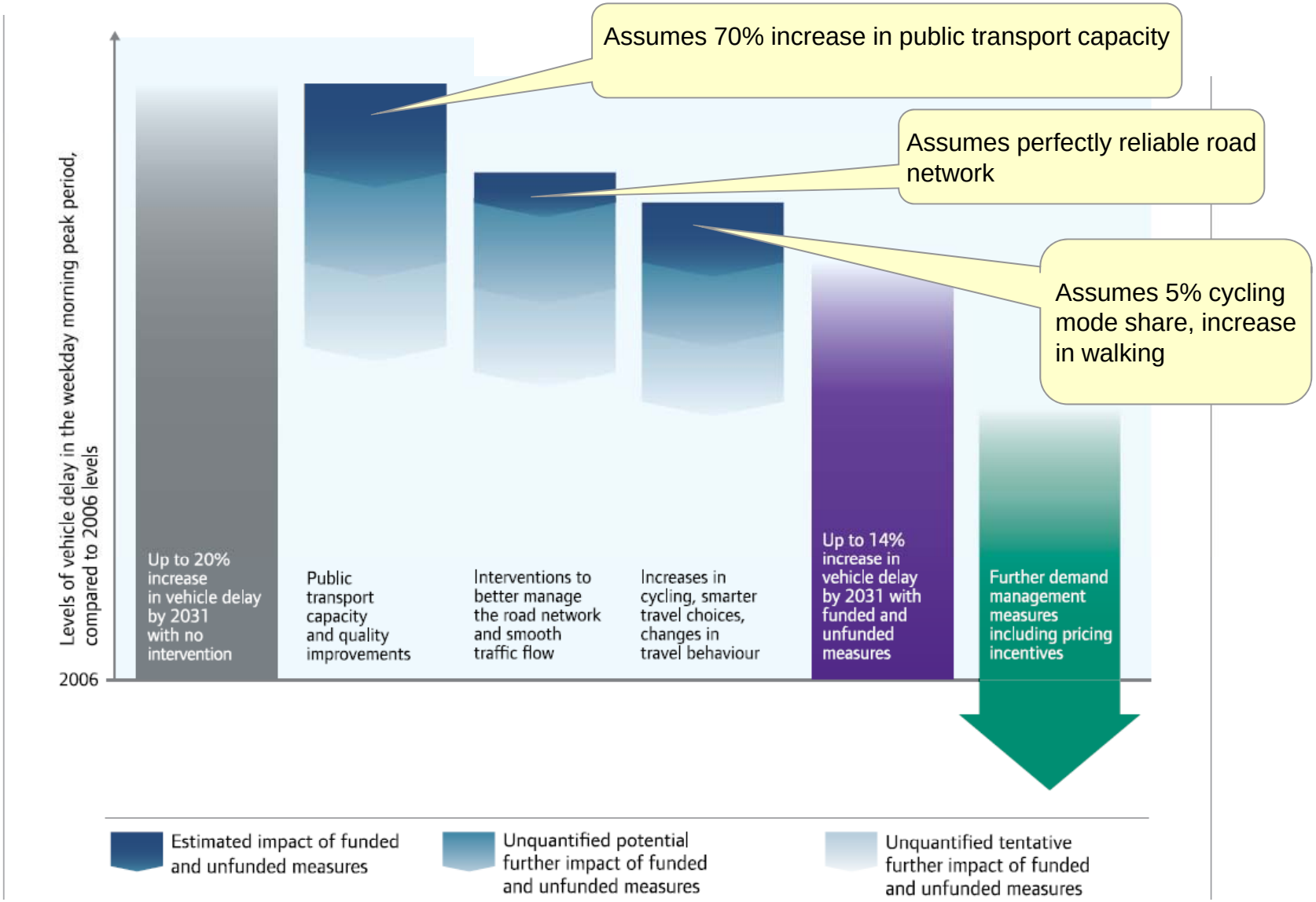
...as well as up to 30% more vans making freight and servicing trips

There will be increasing pressures between different road users

- Freight and cyclists levels (both increasing)
- Buses and cyclists
- Walking – huge volumes of extra trips needing to be accommodated eg central London termini, around stations across many parts of London
- These conflicts can impose additional congestion costs



And even with everything proposed by the MTS, including unfunded measures, congestion will worsen by about 14%



Feedback from consultation

Consultation summary

- The consultation period ran from 13 July to 14 September 2012
- 55 responses were received from stakeholders
- A full consultation report will be compiled and published at the end of October

Consultation questions

1. Challenges - *What are the main challenges facing London's roads, over the short medium and long term?*

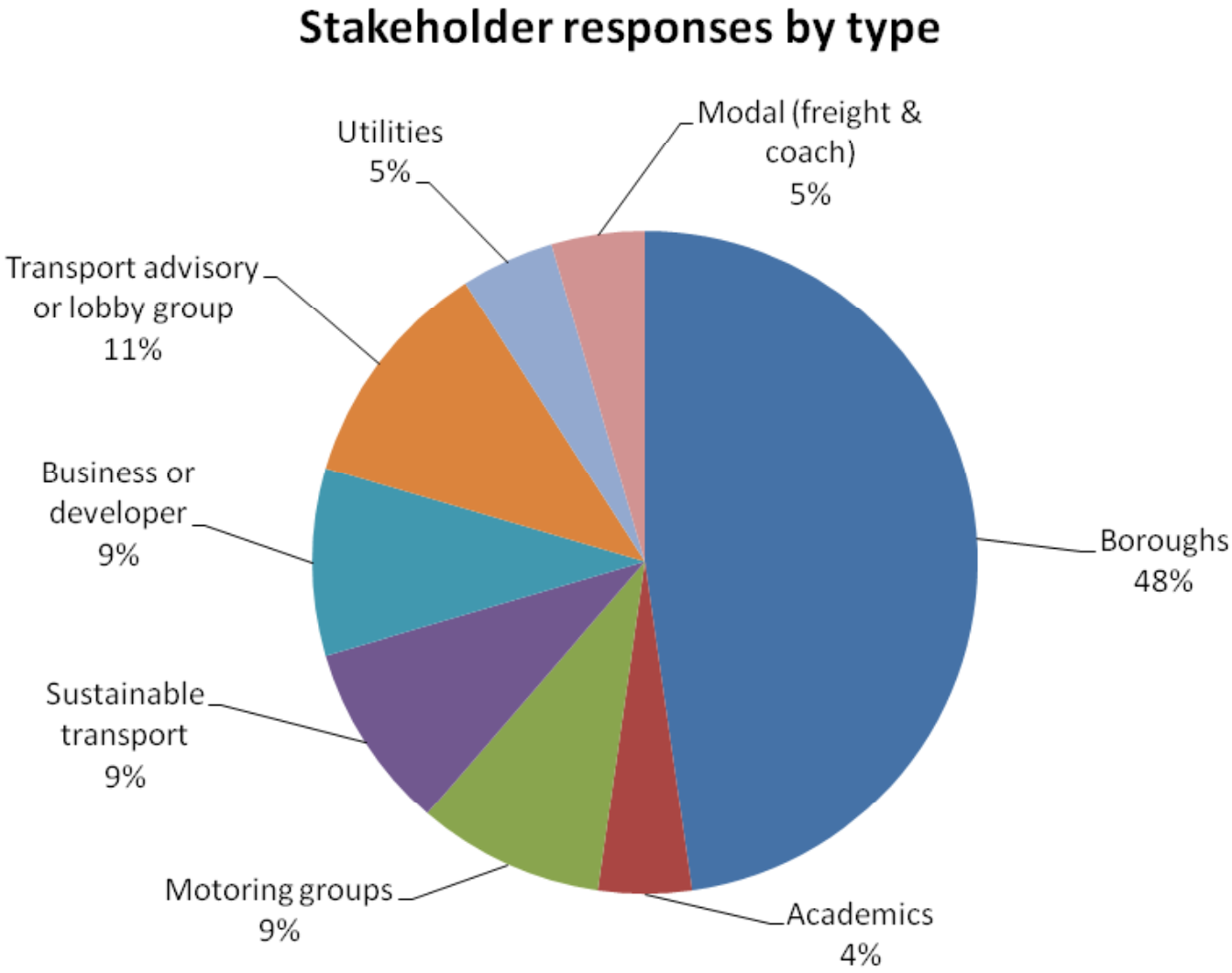
2. Approach - *How should the competing demands on road space be defined and managed? For example the balance between the competing demands of different road users or between the role of London's roads as corridors for the movement of goods and people and their role as public spaces.*

3. Solutions - *What are the range of policy and investment options available to meet the short, medium and long-term challenges facing London's road network and how might these vary across London?*

4. Delivery - *Which of these options would you prioritise given the inevitable constraints in terms of physical space, funding and delivery capacity?*

Consultation summary

Individuals	59
Stakeholders	55
TOTAL	**114**



Consultation – key emerging themes

- Similar priorities across different sorts of stakeholders
- Recognition that London's roads face numerous challenges in the future
- Particular challenges resulting from population and economic growth
- Increasing pressure on existing road space, and resulting congestion
- Widespread recognition of a need to improve conditions for pedestrians and cyclists, and to support public transport use
- Concerns around air quality, noise and vibration
- The need to improve the physical state of London's road network

Challenges *- What are the main challenges facing London's roads, over the short medium and long term?*

Key themes

- Impact of population and economic growth, and congestion
- Increasing pressure on road space for all users
- Air quality
- Road safety should be a prime consideration
- Noise and vibration issues
- The physical condition of the road network
- Impact of freight & servicing levels
- Encouraging the use of sustainable transport
- Managing streetworks

Approach *- How should the competing demands on road space be defined and managed?*

Key themes

- Road hierarchy should be adopted London wide
- Re-instate road user hierarchy
- Ensure needs of cyclists and pedestrians included in all schemes
- Continue to encourage sustainable modes
- Consider the degree of use between link and place
- Coordinated and holistic when defining role of road network
- Allocate primary functions for each of London's roads

Solutions *- What are the range of policy and investment options available to meet the short, medium and long-term challenges facing London's road network and how might these vary across London?*

Key themes

- Maximise use of SCOOT, UTC and ITS
- Company travel plans
- Reallocate/prioritise road space in favour of cyclists, pedestrians and public transport
- Mitigation against impact of freight operations
- Demand management
- Work with buses to review way it develops bus network
- Maximise on CIL, S106 and TIF
- Investment in rail capacity to provide alternative to road

Delivery - *Which of these options would you prioritise given the inevitable constraints in terms of physical space, funding and delivery capacity?*

Key themes

- Consider retaining the most effective elements of the ORN/PRN/TLRN
- Investment in roads to support local centres and economies
- Demand management
- Haulage companies to consider other methods of transportation such as rivers/canals
- Focus on upgrading traffic signals
- Rebalanced approach in favour of sustainable urban living and transport
- Review role of existing road network with view to environmental, social and economic improvements
- Coordinated action will be needed across a range of measures depending on the local circumstances
- Investment in major infrastructure
- Fund new infrastructure through tolls
- Tackle severance issues
- Commit to resurfacing funding and maintenance over longer timescale