
Confidential Minutes

Agenda item: 12
Drafted: 10.10.17

Confidential minutes of the special Board meeting held on 21 September 2017 at 169 Union Street, London SE1 0LL

The Board resolved, under section 15(2)(b) of schedule 18 of the Greater London Authority Act 1999, that by reason of the confidential nature of the item(s) to be discussed, it was desirable in the public interest that the public should be excluded for this meeting.

Contents

1. **Apologies and declarations of interest**
2. **Discussion of the Mayor's Transport Strategy**
3. **Deputy Mayor for Transport**
4. **Meeting review**

Present

Members

Jackie Ballard, Alan Benson, Glyn Kyle, Stephen Locke (Chair), John Stewart
Arthur Leathley (Chair Designate)

Guests

Val Shawcross	Deputy Mayor for Transport (Item 3)
Tim Steer	Head of Transport, Greater London Authority (Item 3)

Secretariat

Tim Bellenger	Director, Policy and Investigation
Janet Cooke	Chief Executive
Susan James	Casework Manager
Sharon Malley	Executive Assistant
Vincent Stops	Policy Officer

1 **Apologies and declarations of interest**

Apologies were received from Richard Dilks and Abdi Osman. There were no declarations of interest in addition to the standing declarations published on London TravelWatch's website.

2 **Discussion of the Mayor's Transport Strategy**

Members discussed the Mayor's draft Transport Strategy and London TravelWatch's priorities for transport users in London.

3 Deputy Mayor for Transport

The Chair welcomed Val Shawcross, the Deputy Mayor for Transport, and Tim Steer, the Head of Transport at the Greater London Authority, to the meeting.

The Deputy Mayor gave a presentation on key issues in the Mayor's Transport Strategy (MTS). She said it was one of eight statutory strategies produced by the Mayor and was based on substantial amounts of research and analysis. London TravelWatch was welcome to have access to that research.

The document was a 25-year strategy, with business plans in future aiming to deliver that strategy. It was out for consultation and the Deputy Mayor would particularly welcome a response from London TravelWatch as it represented passenger interests.

The Deputy Mayor said that the MTS aimed to increase the share of trips by walking, cycling and public transport to 80% by 2041, which was an ambitious target. London could not continue with the same approach to private car use for reasons including congestion, pollution and climate change.

The MTS had three themes: healthy streets; a good public transport experience; and the transport aspects of growing new homes and jobs. On healthy streets, the aim was to support Londoners to carry out 20 minutes of activity a day. She said that in Bexley, which was very car-dependent, 70% of residents were overweight or obese and that transport choices were a large element of people's lifestyle. Reducing car use would also reduce emissions and improve air quality.

In relation to the theme of a good public transport experience, the MTS included upgrades to the Underground network, Night Tube expansion and a fares freeze. The Deputy Mayor said that affordability was very important for improving transport accessibility.

Initiatives such as Crossrail 2 fell within the theme of transport services for new homes and jobs. The Deputy Mayor said that London had agreed to fund 50% of the capital expenditure for the project but that the government now wanted this funding at the start, which would be difficult for cash flow.

The Deputy Mayor said the MTS sought to balance aspiration and realism. It would be helpful to receive positive feedback as endorsement of the positive aspects of the MTS was important. She said that TfL faced a huge financial challenge to deliver the MTS.

The Chair said that members would ask individual questions but they should be received in the context of significant support for the majority of the MTS.

Members noted that their support for the healthy streets theme but they noted that there seemed to be less detail on the management and maintenance of streets. For example, there was little on dropped kerbs, which were important for accessibility. The Deputy Mayor said that 95% of streets were the responsibility of the boroughs and that Local Implementation Plan funding was protected as far as possible. There was capital funding available for projects to support this theme but the small amount of revenue funding in this area would be for training rather than maintenance as boroughs would be expected to maintain their own roads.

Members asked whether more could be done to wield TfL's softer power over boroughs, such as naming and shaming in relation to accessible bus stops. The Deputy Mayor said that TfL had positive relations with almost all London boroughs and noted that boroughs needed to bring forward transport plans that conformed with the MTS.

Members said that it would be helpful to look more widely at access to stations, identifying 15-minute catchment areas for each station either by walking or cycling. This could enable more linked trips and reduce car use. The Deputy Mayor said that this fell within the theme of healthy streets and that TfL expected the boroughs to come forward with Local Implementation Plans that included ways of addressing access to stations. She said that as an example, the work being done on Oxford Street was not only about the street itself but the whole area, as transport issues needed to be looked at in the round.

Members said that achieving 80% of journeys by walking, cycling or public transport was welcome but very ambitious. The Deputy Mayor said that young people in London often viewed a cars as a burden so could welcome moves to increase public transport use. Members noted that there could be knee-jerk opposition from car users. They also said that they would support increases in bus priority but recognised that this could be challenging at a local level.

The Deputy Mayor said that the immediate roads priority was around air quality, with the introduction of the Ultra Low Emissions Zone and also a refresh of the Congestion Charge technology. It would also be important to consider the impact of developments in car technology, such as electric cars and automatic vehicles, on Vehicle Excise Duty and other charges. She said that substantial improvements could be made to air quality by changing buses and that air quality in Putney had improved enormously since the introduction of cleaner buses.

The Deputy Mayor said that there would be significant funding for bus priority measures. Increases in congestion were impacting badly on buses, and while some work has been done on this such as better co-ordination of road works, more needed to be done to speed up commuter routes.

Members said that removal of rail stopping services in South East London seemed to be leading to an increase in taxi use instead, which was undesirable. The Deputy Mayor said that this illustrated TfL's lack of control over national rail services. There was concern that national rail services were not efficiently managed. TfL's influence over Network Rail was increasing but it still had little influence over train operators. She would welcome continued pressure to bring about greater rail integration.

Members welcomed proposals in the MTS to improve accessibility. They recognised that infrastructure works were often expensive and were looking for a mix of smaller and larger projects. They noted that accessibility was not only about physical disability. The Deputy Mayor agreed and said there had been a significant programme that aimed to make the general transport network as accessible as possible. She suggested that London TravelWatch should comment on the forthcoming London Plan consultation to highlight the need for accessibility interventions. She was unhappy that the previous administration had not made better progress on accessibility.

Action: Executive Assistant

Members highlighted the importance of interchanges and the need to for transport hubs to be improved. The Deputy Mayor said this was part of the healthy streets theme and that a board had been established to look at projects from a healthy streets perspective. The board had members representing all transport modes so should lead to decisions that worked better overall.

The Deputy Mayor said that she would welcome London TravelWatch's considered response to the MTS consultation and would be happy to discuss transport issues with London TravelWatch as necessary. The Chair thanked the Deputy Mayor for attending and for her informative responses to questions.

4 Meeting review

Members agreed it was interesting how much emphasis the Deputy Mayor placed on the London Plan consultation, working in tandem with the MTS. The Deputy Mayor had appeared reluctant to be drawn into making any funding commitments and there was clearly concern about available funds.

Members believed that the Deputy Mayor had been genuine in her desire for London TravelWatch's endorsement of elements of the MTS. London TravelWatch's response to the consultation should include significant endorsements of the overall plan.

It was agreed that comments on the Policy Officer's draft response should be sent by members by 26 September.