

AGENDA

How will London's transport network emerge from Lockdown?

Zoom/YouTube 2.30-4pm

2.30pm

- Introduction from Emma Gibson
- Opening words from Navin Shah, Chair of the London Assembly Transport Committee

2. 40pm - Heidi Alexander, Deputy Mayor for Transport: passenger and transport issues that both the Mayor of London and TfL are thinking about as we emerge from lockdown

2.50pm - Bharat Mehta from Trust for London: how can we meet the needs of lower-income Londoners as we come out of lockdown?

2.55pm - Josef Schneider, Chair of the European Passengers Federation: insights into how some other European countries are starting to re-start their public transport

3pm - Kirsty Hoyle from Transport for All: what are the needs of disabled users as we move into the next phase?

3:05pm - John McGeachy from Age UK London: what are the needs of older people as we move into the next phase?

3:10pm - Robert Nisbet from the Rail Delivery Group (RDG), the body that represents the train operators and Network Rail.

3.15pm - Questions and discussion

4pm Close

London TravelWatch Director Emma Gibson's Blogpost

Emerging from Lockdown: Transport in London

I recently asked the team at London TravelWatch whether they thought that their travel patterns would change once the office re-opened. Worries about crowded commuter trains and having to touch handrails on the tube came flooding out, no doubt echoing the fears of people all over London and the commuter belt.

At London TravelWatch we're privileged to be able to do our jobs from our bedrooms and kitchen tables at the moment. But many Londoners aren't as fortunate and have either lost their jobs, been furloughed or are having to try and get to work despite the risks.

So what can we expect to be different when we all get back to work and school?

Firstly, there is no doubt that home-working is here to stay. Before the crisis, I knew several CEOs who were sceptical that remote working could work for their business. But with many offices now in the swing of using Teams and Zoom, this isn't a scepticism that will be allowed to continue. A recent Yougov poll showed that 40% of people thought that they could work from home. So bosses need to brace themselves for a deluge of requests to keep working at home, at least for some days of the week. If an institution as archaic as the Houses of Parliament can do debates and Select Committees by Zoom then that's proof that most office-based businesses can do it too. And with social distancing looking set to continue for some time, people who *are* able to work at home will probably be the last people allowed to come back onto public transport.

In the longer term, not only will more home-working halt the inexorable rise in demand for public transport in London, it will give many of us a better quality of life, allowing us to be there to help with our kids' homework, go for a run in the morning or start an evening class.

Allowing employees to work more flexibly will also enable people to travel at less busy times, allowing them to continue with social distancing advice. If I changed my hours from the current 9-5 and instead worked 11-7 I'd be able to travel into London on an off-peak train, instead of being crammed in with my fellow commuters. And it would also save me money. And the argument for part time rail season tickets has never been stronger. If many of us reduce the number of days a week we come into the office then paying for a seven day a week season ticket that we only use twice a week makes no sense at all.

I can only hope that one unintended benefit of this pandemic will be that we'll all become more responsible commuters, mindful of hygiene and staying at home if we're not feeling well instead of spreading our germs to fellow travellers and colleagues. Fewer people off sick has got to be better for business.

In terms of lowering the risks of virus transmission, London has had the foresight to bring in contactless travel in terms of both the Oyster card and contactless card payments. In that sense London is way head of other parts of the UK where using cash on buses is still the norm.

Another trend which it would be great to 'bake in' is the increased number of us walking and getting on our bikes at the moment. People are telling me how great it is to cycle on near-empty roads in the last few weeks and surely that's a change we need to make permanent. The Mayor wants more of us to walk and cycle and that might mean following in the footsteps of Milan and making more roads off-limits to cars once the pandemic is over. If we want to realise the Mayor's Healthy Streets vision then perhaps we need to re-align investment so that it supports tailored changes at a local level, rather than investing in big ticket projects that take decades to complete.

During the lockdown Transport for London have seen 'hotspot' stations, mainly in East London where at certain times of day, for short periods, social distancing has been harder to maintain. It may well be that people living in those areas are less likely to have the kind of jobs where they can work at home so tailored solutions like Santander Bikes points at those stations, could be considered for those areas.

Finally, there's lots of talk about a 'green recovery' from Covid-19. Although some people are using their cars to get to work when they used to use public transport, there has not yet been a large switch to car use in London. This has resulted in huge improvements in air quality, and people new to cycling are reporting feeling much safer because of the relative lack of traffic. In our climate-changing world, surely a recovery which rebuilds public trust in walking, cycling and using public transport is preferable to one in which we allow the car to dominate our precious shared space.

Only time will tell if people's behaviour and expectations will change in the long term or if, like in the aftermath of a terrorist attack, there is an initial wariness to return to public transport but that confidence eventually bounces back. However we emerge from lockdown, it's crucial that the views of transport users be heard so that the services on offer build confidence and meet their needs.

Participant biographies

Event chair

Emma Gibson has extensive experience in strategy and campaigning having previously worked for Greenpeace and Friends of the Earth. She became Director of London TravelWatch in January 2020.



Navin Shah is an elected member on London Assembly representing Brent and Harrow. He is chair of Transport Committee and Deputy Chair of Regeneration Committee. He also serves on Planning and Oversight Committees on London Assembly. Navin is passionate campaigner championing causes particularly relevant to Outer London boroughs. He's also passionate on wide ranging issues such as access and inclusivity of public transport; campaigns related to scrutiny of High-Rise buildings and mandatory requirement of sprinklers in residential buildings in London and across the country.



An architect by profession, Navin came to the UK as a University College London scholar in 1973 and qualified as a Development Planner. Navin has worked extensively in the UK and overseas including the Middle East and Nigeria on residential and health projects. Navin was elected on the London Assembly in 2008 and has also served on Harrow Council for 20 years including Leader of the Council for two years. He is a founder member and trustee of the Harrow Anti-Racist Alliance.

Heidi Alexander was appointed as Sadiq Khan's Deputy Mayor for Transport in June 2018. Before joining the Mayor's team Heidi was the Member of Parliament for Lewisham East from 2010-2018. She served in the Whips' Office before being appointed as Shadow Secretary of State for Health. Between 2006 and 2010 Heidi worked as Deputy Mayor of the London Borough of Lewisham and Cabinet Member for Regeneration.



Bharat Mehta is Chief Executive at Trust for London. Prior to taking up this post he was Chief Executive of the National Schizophrenia Fellowship (NSF, renamed RETHINK). He has also worked for the Medical Research Council; the National Council for Voluntary Organisations; and the Social Services Department of the London Borough of Waltham Forest. He is a board member of a number of organisations including: Home Group, one of the largest registered social landlords in the country; London Funders; the Social Justice and Human Rights Centre Ltd; and the Resource for London



In the recent past, he has served as a board member of the Joseph Rowntree Foundation; as non-executive director of the North Middlesex University Hospital NHS Trust; and as chair of governors of Bowes Primary School. He has also served on numerous government and civil society commissions and advisory groups.

In January 2000, he was appointed an OBE for services to NSF and the voluntary sector. In June 2016, he was appointed CBE for services to Finance in the Charitable and Voluntary Sectors, as part of the Queen's 90th Birthday Honours.

Josef Schneider is Chair of the European Passenger Federation, a non-profit organisation which campaigns for passenger rights throughout Europe. Josef's many interests in transport include cross border public transport, multimodal information and ticketing, and sustainable modes of transport. As well as his work at the EPF, Josef has also had experiences working at other non-profit organisations including his time as Officer for European Affairs at Pro Bahn, a German passenger body, and the European Railway Agency, where he was a member of its management board.



Kirsty Hoyle is an experienced disability equality consultant and change-maker. She has over 15 years experience working in arts and disability and was at the forefront of developing 'Relaxed Performances'; a ground-breaking service that opens the door to arts and culture for disabled audiences. She worked with the Society of London Theatre and Theatrical Management Association promoting the West End and linking cultural and transport access. Kirsty is a world expert on disability and culture and has recently worked in Argentina, Singapore and across North America, sharing her Relaxed



Performance and Arts Access model. She also worked for Sense charity (for Deafblind people) as Head of Art, Sports and Wellbeing. Currently Kirsty is CEO of Transport for All, a charity that campaigns for the rights of disabled and older people in the UK to access public transport. She is focused on working with the transport sector and policy-makers to achieve positive, sustained change and to promote the links between transport, well-being and community integration.

As Campaigns Officer for Age UK London, **John McGeachy** works alongside older Londoners to coordinate campaign activity to make London a more Age-friendly city. Most recently, John has been supporting the Mayor of London to develop an Age-friendly Action Plan. Before joining Age UK London in 2019 John worked for the international disability charity Humanity & Inclusion working on campaigns to protect civilians living in conflict zones. He has worked with older campaigners as part of the international Age Demands Action campaign; with students campaigning for refugee rights and has managed programmes for a southern African education charity.



Robert Nisbet is the Rail Delivery Group's Director, Nations & Regions and broadcast spokesperson for the rail industry. Previously he was Senior Political Correspondent for the UK-based TV network Sky News, where he also spent a decade reporting from Washington DC and Brussels. Among the stories Robert covered for the award winning network include the election and inauguration of Barack Obama and the aftermath of the Haiti earthquake. He began his journalist career as a radio and TV correspondent for the BBC in both Los Angeles and London, becoming a regular face on the Six O'Clock News and Newsnight as well as presenting The Morning Show on BBC1.

