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## **Secretariat memorandum**

Author : Sharon Malley

Agenda item : 7  
LTW 361  
Drafted : 13.9.10

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### **Actions taken**

#### **1 Purpose of report**

- 1.1. To record actions taken by members or officers since the last meeting.

#### **2 Recommendation**

- 2.1. None – this report is for information only.

#### **3 Information**

- 3.1. Proposed traffic orders and planning applications

A table detailing London TravelWatch responses to recent highway and planning authorities on proposed traffic orders and planning issues for the reporting period is attached in Annex A to this report. Also included for information is the number of orders and planning issues to which London TravelWatch did not see fit to respond.

- 3.2. London TravelWatch responded to Transport for London's consultation on the withdrawal of the Western Extension from the Congestion Charging Zone. In summary, the response reinstates London TravelWatch's objection to the proposals, welcoming the charge's role in encouraging modal shift and calling for more sophisticated charging systems in future. The full response is attached in Annex B.

#### **4 Equalities and inclusion implications**

- 4.1. In accordance with London TravelWatch's duties under the Disability Discrimination Act and other legislation, account is taken when responding to consultations on proposals from external bodies of their particular impact (if any) on the needs of people whose access to transport may be restricted by reason of disability or social exclusion.

#### **5 Legal powers**

- 5.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with

respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

## **6 Financial implications**

6.1. No specific financial implications for London TravelWatch arise from this report.

## LTW 361 Actions Taken report Annex A

### RESPONSES TO LOCAL AUTHORITIES ON PROPOSED TRAFFIC ORDERS AND PLANNING ISSUES Updated 11.9.10

Highway Authority	Location	Proposal	Letter dated	Reply sent	Notes
Bexley	Woolwich Road, etc.	Waiting and loading restrictions at junctions with bus routes	16/07/10	22/07/10	Supported
Brent	The Glen, Wembley	Free partial footway parking	05/07/10	07/07/10	Requested a minimum residual footway width of 2m.
Brent	Hay Lane	Waiting and loading restrictions on a bus route	20/07/10	22/07/10	Supported
Brent	Chadwick Road area	CPZ review	26/07/10	30/07/10	Requested upgrading of parking controls on bus routes to avoid displacement of parking from 20mph zone.
Brent	Cricklewood Broadway	Footway parking	29/07/10	30/07/10	Requested pedestrians be consulted
Brent	Church Lane, etc.	Waiting and loading restrictions on bus routes	02/08/10	16/08/10	Supported
Brent	Coles Green Road	Waiting and loading restrictions on bus routes	09/08/10	16/08/10	Supported
Brent	Hay lane, etc.	Waiting and loading restrictions on bus routes	16/08/10	19/08/10	Supported
Bromley	Bickley Park Road / Summer Hill	Experimental waiting restrictions on a bus route	12/07/10	15/07/10	Supported
Croydon	Chipstead Valley Road, etc.	At any time waiting restrictions on bus routes	04/08/10	16/08/10	Supported
Ealing	Rosedale Close / Boston Road	Waiting restrictions at junctions with a bus route	05/07/10	07/07/10	Supported
Ealing	Horn Lane	Waiting restrictions on a bus route	05/07/10	07/07/10	Supported

RESPONSES TO LOCAL AUTHORITIES ON PROPOSED TRAFFIC ORDERS AND PLANNING ISSUES **Updated 11.9.10**

Highway Authority	Location	Proposal	Letter dated	Reply sent	Notes
Ealing	The Vale at junction with First Avenue	Shortening of bus lane	16/08/10	19/08/10	Asked for monitoring of the impact on bus services
Hammersmith & Fulham	Askew Road	Preliminary consultation - bus priority and streetscape	10/08/10	16/08/10	Would support any bus priority measures on this road
Harrow	Burnt Oak Broadway, Edgware	Proposed CPZ	17/06/10	29/06/10	Requested measures to prevent displacement of parking onto bus routes
Harrow	Station Road	Town Centre - proposed 2-way buses scheme	02/08/10	16/08/10	Continued support
Harrow	Roads around Stag Lane schools	20mph zone and one-way working	19/08/10	19/08/10	Asked for upgrading of parking controls on adjacent bus routes
Hillingdon	Victoria Road, Ruislip	Waiting restrictions on a bus route	28/06/10	29/06/10	Supported
Hillingdon	Glencoe Road, Hayes, etc.	Waiting and loading restrictions on a bus route	16/07/10	22/07/10	Supported
Hillingdon	Hercies Road, Hillingdon	Waiting restrictions on a bus route	11/08/10	19/08/10	Supported
Hounslow	Grove Road and Hanworth Road	New bus lanes	06/08/10	16/08/10	Welcomed
Lambeth	Alexandra Road area	Proposed 20mph zone	14/07/10	22/07/10	Requested upgrading of parking controls on bus routes to avoid displacement of parking from 20mph zone.
Lambeth	Gipsy Hill, etc	Waiting and loading restrictions on bus routes	03/08/10	16/08/10	Supported

RESPONSES TO LOCAL AUTHORITIES ON PROPOSED TRAFFIC ORDERS AND PLANNING ISSUES **Updated 11.9.10**

Highway Authority	Location	Proposal	Letter dated	Reply sent	Notes
Lambeth	Orsett Street, etc.	Changes to one-way systems with exemptions for cyclists	10/08/10	19/08/10	Asked for signage to warn pedestrians about cyclists
Lewisham	Silwood Estate	20mph zone	06/08/10	16/08/10	Supported
Lewisham	Weardale Road	Extension of CPZ	16/08/10	19/08/10	Requested upgrading of parking controls on adjacent bus route (Weardale Road) to prevent displacement of parking
Merton	Gorrings Park Avenue, etc.	Waiting restrictions & parking places including car club bay	01/07/10	07/07/10	Requested measures to prevent displacement of parking onto bus routes; supported car club bay
Southwark	Long Lane	New zebra crossing and speed table	29/06/10	07/07/10	Requested bus-friendly humps; suggested bus cage at stop
Southwark	Bellenden Road, etc.	Contra-flow cycle facilities	20/07/10	22/07/10	Requested clear signage warning pedestrians of the change.
Southwark	Ryedale, etc.	Car club bay and waiting restrictions on bus routes	04/08/10	16/08/10	Supported
Southwark	Around Denmark Hill station	Area-based improvement scheme	16/08/10	19/08/10	General support
TfL	Western Congestion Zone	Consultation to remove Western Extension from Congestion Charging	24/05/10	29/07/10	See paragraph 3.2 in the main report and Annex B
TfL	Mile End Road	A11 red route consolidation order with new bus cage	01/07/10	07/07/10	General support, especially approving of new bus cage
Wandsworth	Princes Way, SW19	Amendment to waiting restrictions on a bus route	24/06/10	29/06/10	Supported
<b>No Action taken : 102</b>					

## **LTW 361 Actions Taken report Annex B**

**Our Ref: Congestion charging**

**Your Ref:**

**29 July 2010**

Congestion Charging Consultation  
Chiswick Gate  
598 – 608 Chiswick High Road  
London W4 5RT

Dear Sirs

### **Congestion Charging Western Extension Consultation**

London TravelWatch is the statutory watchdog representing transport users in London. We are grateful for the opportunity to comment. Our views set out below are similar to those we submitted in the 2008 consultation and as part of the recent Mayor's Transport Strategy consultation.

However, the present financial circumstances of the country means there is now a greater need to consider the issue of income from congestion and road user charging. Given the likely cuts in Government grant that are suggested, London TravelWatch believes that the case for the retention of the Western Extension Zone is now even stronger than it was in 2008.

London TravelWatch recognises the role of congestion charging in managing road space in central London and has been generally supportive of both the central area scheme and the Western Extension. It offers the four benefits of discouraging unnecessary private vehicular travel while improving journey times for essential trips, raising revenue to support transport investment, and improving the reliability of buses.

In central London, congestion charging has resulted in a modal switch away from private cars, facilitated new or enhanced bus services, and encouraged a large rise in bicycling. Bus services performance (both reliability and frequency) has improved, and use of buses has increased.

Congestion on central London's streets remains a significant problem. Any abandonment of congestion charging in central London would mean a fundamental shift in policy, requiring other mechanisms to be found both to limit congestion and to help fund transport improvements. The analysis undertaken as part of the Mayor's Transport Strategy confirms that road user pricing needs to be part of the mix of measures to tackle congestion in London. The Mayor's Transport Strategy, though generally welcome, does not do enough to tackle the issue of road traffic congestion in London.

That said, London's scheme is crude – a single price over the entire day for all chargeable vehicles. To develop, congestion charging in London cannot simply be an extension of the central area scheme because eventually this would be self defeating as all drivers gained residents' discount status. London TravelWatch would welcome a more sophisticated system.

It is generally assumed differential pricing by time of day would be part of a more sophisticated system based on automatic electronic charging – i.e. the next technological generation of road user charging.

In conclusion London TravelWatch supports the continuing operation of the Western Extension, and expresses its concern that its cessation without any substantive replacement would increase congestion in this area of London with damaging consequences for a majority of road users, and particularly for the operation and funding of buses.

London TravelWatch supports the principle of varying charges by time of day, but believes that to be fully effective this would require the development of a more sophisticated automatic payment system to replace the current arrangements.

London TravelWatch understands that the additional and enhanced bus services complementary to the Western Extension will be kept under review. However TfL should note that many of the changes introduced met longstanding requests for additional links that pre-dated the introduction of Congestion Charging in the Western Extension area, and/or were necessary to meet the needs of developments both in and adjacent to the area concerned. Any changes to the network should be fully consulted upon, before final decisions are made to either reduce or withdraw services.

Yours sincerely

Vincent Stops  
Streets and Surface Transport Policy Officer