

London Assembly Transport Committee

Individual submissions to
congestion investigation

From: [REDACTED]

Sent: 02 September 2016 18:25

To: Caroline Pidgeon

Cc: [REDACTED]
[REDACTED]

Subject: Every Journey Doesn't Matter: My Response to the London's Assembly's Investigation into Traffic Congestion in London

Caroline Pidgeon MBE, Chair, Transport Committee

London Assembly City Hall

The Queen's Walk

London SE1 2AA

cc: Members of the Transport Committee

Dear Caroline,

RE: Investigation into traffic congestion in London

I have a few suggestions on how road congestion in London could be improved. My response *assumes* that the Congestion Zone will be *significantly expanded* and that a "roads hierarchy" giving *first priority* to walking, cycling and public transport (in that order) will be adopted by the Mayor of London with the support of the London Assembly.

1) For private cars, limit access the Congestion Charge Zone to High Occupancy Vehicles (vehicles having *no less* than four passengers).

With the current congestion and pollution levels, the present policy of allowing any driver of a private car to enter into the Congestion Zone after paying a fixed fee does not provide enough of a benefit. No private driver should be allowed to enter the Congestion Zone without having at least 3 passengers in the car too. A few empty (of passengers) private cars pulled over in the Congestion Zone and fined after this policy has been introduced will have the necessary effect of discouraging drivers of single/low occupancy vehicles from entering into the Congestion Zone.

2) The Congestion Charge should be levied on all private hire vehicles.

No private hire vehicle that makes money from having access to the Congestion Zone should be exempt from the Congestion Charge. For Private Hire Vehicles especially, the Congestion Charge might be enough to keep them from coming into the most congested areas of Central London.

3) Tweet the name/owner of any liveried Commercial Vehicle involved in a Road Collision on e.g. @TfLBusAlerts etc.

It is not enough for TfL to inform the public via twitter that there has been a road collision at a certain location and it will affect the bus service. If that road collision involves a liveried commercial vehicle, it is

important for the relevant TfL service to inform the public of the name of the commercial operator that is involved, e.g.,

"Routes 208 & 320 are diverted due to the closure of Bromley Hill at Avondale Road following a road traffic collision involving a - *for example only* [@Tesco delivery van, @Uber car, @Fedex van, @Go_Ahead_London Bus]"

I believe this policy would have two positive affects on congestion:

- It will allow the public to track and scrutinise the operational safety performance of liveried commercial operators on London's roads;
- It will make commercial firms more aware of their drivers' operational safety performance and how this negative behaviour affects traffic flow.

4) Every quarter, TfL should publish a list of Traffic Collisions identifying the name of the liveried Commercial Operator involved and the congestion/waiting time added.

This will allow the public to scrutinise which commercial operators have been involved in congestion-causing road traffic incidents and determine/publicise offenders.

5) Install many more Yellow Boxes with Cameras at critical congestion junctions.

Just as vehicles driving in Bus Lanes and into the Congestion Zone can be identified and fined using current technology, all Yellow Boxes should be equipped with Cameras to discourage vehicles from blocking these spaces and causing more congestion. Vehicles filmed exhibiting this behaviour would be automatically fined with a ticket sent in the post.

6) "Polluter Pays Principle" should apply to Companies, Institutions or Establishments that encourage private car use in London.

I live in a part of London (Hampstead) with dozens of private for-profit/fee-paying schools within one square mile (and many more just outside). As a result, the school run means this area is packed with private cars. In my opinion, a ["tax" should levied on private for-profit institutions](#) (schools, hospitals, stores, companies etc) which *do not discourage* private car for accessing their premises. The "tax" collected could be used to fund local active and public transport schemes that would improve accessibility for less harmful transport modes.

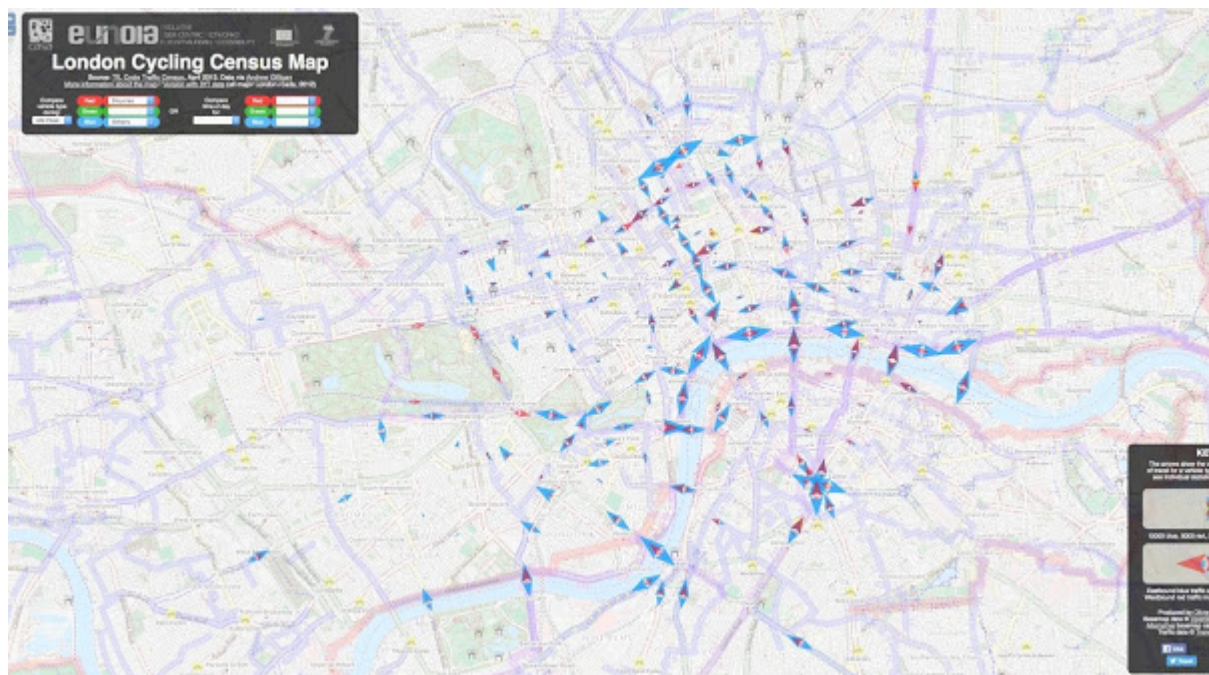
7) Independent Assessment of Walking and Cycling conditions in all London Boroughs.

People choose the transport mode that is conveniently available to them. If a borough is ill-served by walking, cycling and public transport, then private cars will be selected as the *only* mode of transport. Extensive data exists on commuting choices within London —

e.g.



[CDRC Maps "Top Method of Travel to Work"](#)



[London Cycling Census Ma](#)

— and this should be extensively harvested to determine whether or not local commuting choices are being made in the absence of healthy/less harmful alternatives because those modes *are simply not being provided*. In my opinion, we accept too many statements like "people prefer cars/buses in [insert Borough Name Here]" without knowing if they would choose another form of transport *if they actually had a choice*. Occasionally I have chosen to take a bus (instead of walking or cycling) just to avoid have to

negotiate NW3's streets during rush hour. The design of many London streets discourages active travel: how many people would walk or cycle if they were offered the choice?

8) How Much Congestion is Being Caused by Vehicles Working Under Contract to Transport for London, Local Councils and other Public Services?

An honest assessment of how many vehicles currently operate on London's streets under contract to Transport for London, Local Councils and Public Services (NHS, etc) needs to be conducted as soon as possible. If our own public institutions (some of which are directly answerable to the Mayor of London and Local Councils on which many members of the London Assembly also serve) cannot lead on this issue, then it is, frankly, hypocritical for them to prescribe solutions on a London-wide basis. Both the Mayor and Local Councils need to lead from the front on the issue of traffic reduction.

If the Transport Committee can answer this simple question—

What percentage of London's traffic consists of vehicles operating on London's streets under contract to Transport for London, London Councils or Public Services?

—then, in my opinion, it'd be already be a bit further down the road to solving London's growing congestion problem.

Yours sincerely,

[REDACTED]

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[REDACTED]

[REDACTED]

London Assembly: Investigation into traffic congestion in London

My name is [REDACTED]. I work at Middlesex University in Hendon and cycle each day from Oakleigh Park station across this part of Barnet. My contribution is based on my daily experiences. If any of the committee would like to join me on my 6.5 mile ride to work, you would be very welcome to do so.

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

- There has clearly been a growth in the number of vehicles on the road and also in their width because of the popularity of SUV type vehicles, which are cars the size of vans. I often see delay caused because a car is larger where two smaller cars would get through. Has anyone commissioned research into the cumulative effects of this, dare I say, "vehicular obesity"?
- My commute is significantly easier in School holidays. Large numbers of children are driven across Barnet by parents and this leads to delays on some quite minor roads, for example around Finchley Catholic High School. At Hasmore High School for Boys the congestion causes rat running parallel with the A1. Eliminate the school run where you can and you do not need to build more roads.
- Over the past 40 years there has been significant growth in large supermarkets and other shops where the only way to travel to them is by car. Access by train or bicycle is often poor (for example Brent Cross) and in some locations there is no regular bus access either. The result is additional congestion created by these venues. I am sure you have seen the traffic reports of queues on the M25 for Blue Water and Lakeside, yet the M25 was supposed to be a by-pass, not a shopping centre link road.

2. What are the key causes of these changes in congestion?

- Increasing population, as more homes are built in Barnet. There are many locations where a single large house has been replaced with multiple flats. This will mean for a given plot the number of cars goes up from say 2-3 to may be 10 or more.
- The notable decrease in children walking and cycling to school, leading to school run congestion.
- The increasing size of HGVs as successive governments have allowed longer vehicles onto our roads which are ill suited to them.

3. What impact does congestion have on Londoners, the city's economy and its environment?

- Pollution, time wasted travelling or making deliveries all of which has a cost. I am sure there are others better able to give you the figures and evidence you need.

4. What can London learn from other cities in its effort to reduce congestion?

- The answer is not building more roads or continuing to prioritise the smaller number of people in cars. Walking, cycling and public transport have to take priority leaving the roads only for those who have no choice. There are many examples of cities in the Netherlands which manage this. Perhaps Eurostar would sponsor a trip to get the committee to Amsterdam?
- In Strasbourg, the city centre is designed for access from the inner ring road in a series of loops, but there are no links between the loops across the city, deterring through traffic. What does run through is the tram, which is therefore the fastest and most direct means of transport. (See http://ec.europa.eu/environment/pubs/pdf/streets_people.pdf pp.35-36)

5. How effective is the Congestion Charge? How should this scheme be modified?

- I don't have much experience of the centre of London, but my impression is the very centre of London is much nicer than the immediate surrounding areas, for example the Euston Road or areas of Westminster outside the zone. Indeed as a positive example of a quiet street in central London, I would recommend Lamb's Conduit Street in Camden.
- I would modify the scheme by expand the zones as under the previous Labour Mayor. I would also look seriously at road pricing to deter traffic from coming in from the M25 and beyond. Why should the residents of Barnet suffer the air pollution and congestion on the A1 to provide a route for people to drive into central London when they could be on the train or tube?

6 . To what extent would a usage-based road pricing regime help reduce congestion?

- It would be a fair alternative to the congestion charge and would also reflect the peak period pricing faced by rail commuters, giving a more level playing field. The last thing London needs is increased rail fares encouraging people off into their cars.

7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?

- I suspect they will lead to different vehicles which might also then mean new trucks with safer cabs, but I doubt this will affect congestion as a low emission car still means one person is taking up a disproportionate amount of road space compared to a bus user or cyclist.

8 . What would be the benefits and drawbacks of these other interventions?

- Tolling for river crossings or other major infrastructure

- This does not deal with congestion where there are no such crossings and does not deal with the traffic heading for these crossings, which is funnelled into specific very congested routes. It would be better to concentrate on reducing overall traffic so this infrastructure is not needed.
- Perhaps the model here is energy saving to reduce the demand for capital intensive power stations. If we reduce the demand for roads, we save money on extremely expensive infrastructure and can use the resources for more cheaper cost interventions like safe road crossings and cycle paths.

- Workplace Parking Levy

- This is a much more useful idea as has been clearly evidenced in Nottingham where it has funded the tram system. (See <http://www.citymetric.com/transport/why-other-cities-should-copy-nottinghams-revolutionary-parking-levy-2382>) You should give this idea very serious consideration, not least as this would be revenue London would control.

- Devolving Vehicle Excise Duty to London

- I cannot see any Government agreeing to this as it would be a loss of national revenue. Much better to focus on the Workplace Parking Levy as more likely to be gained sooner.

9 How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

- Require supermarkets and others to have shared deliveries, so one truck serves all customers. This would lead to organisation efficiencies and could be incentivised by reduced congestion

charges for those companies who join in. For example, there is this company offering a groupage pallet service, lest any haulier tell you it cannot be done:

http://www.atl-logistics.co.uk/index.php?/services/detail/groupage_pallet_service

- Oslo is planning this using electric vehicles but also by using sea routes to bring goods into the city centre <http://www.shortsea.info/1960-news-last-mile-in-oslo.html> Perhaps the Thames could also be used?
- Bulk delivery of pallets could be made to the main line London stations by rail in the evenings or at night which are then picked up by smaller vans. Euston station can do this, for example the delivery of fish from Scotland on the Caledonian Sleeper trains. This was done for many years for post and newspapers, all of which now goes by truck. Was this as sensible diversion of freight off the rails onto the roads?

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

- Uber is free market anarchy which is madness in London. (The parallel here is surely the regulation of London's buses v the so called "free market" in many other cities.) Uber should be regulated to ensure safety of vehicles, drivers and reduce the number on the roads. They should not be allowed a competitive advantage at the expense and inconvenience of the rest of us.

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?

- I see this as only a limited option for some people. When I looked at car clubs the cost was much higher than ordinary car hire, unless I were to be making very regular use of the car, for example a weekly shop, for which I use home delivery. If you are driving the children to school each day, then you won't join a club, you will buy a car, unless there is safe walking and cycling to school or convenient direct bus routes.

12 . To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?

- In Barnet and other parts of outer London the buses are a vital component in filling gaps between the rail and tube lines, particularly for journeys which are not to/from the centre of London.
- However, in Barnet there are virtually no bus lanes because of the policies of the borough council. As a consequence buses are slow and subject to as much congestion as other transport. There are many wide roads where there could be bus lanes which would speed journeys and give buses a competitive advantage. There need to be legal changes to enable the Mayor to compel the boroughs to have bus lanes and other infrastructure such as walking and cycling routes.
- The other issue is the roundabout nature of some bus routes. It is quicker for me to cycle on my journey across Barnet as the 326 meanders around the residential areas and there is no faster alternative. This does not encourage bus use.

13. How can TfL further encourage a shift from private car use to public transport or active travel modes?

- Focus on the bottom up starting with wider pavements for walking, especially around key stations such as Bank or indeed outside small stations such as Totteridge and Whetstone where the pavement outside is very narrow. In many central London locations pedestrians are the

majority of road users and so should have most of the space. This will increase around the Crossrail and Thameslink stations.

- Create safe walking and cycling routes to and from secondary schools. If parents see the route to school as dangerous (ironically because of too many parents driving them to school) then they will drive. I see girls from Haslemere High School tacking the A1 and rat runners every day by illegally riding on the pavement, as there is no other safe cycle route to school. Yet they are bravely doing so. There is a shared pavement outside their school, but it stops a few meters south of the school gate. Why is this not extending to the areas where the children live? My daughter's school in Welwyn Garden City has its own cycle path to the front gate and 150 or so children cycling to school every day as a consequence.
- Create safe walking and cycling routes to stations: I have a cycle path to the station front door at Hatfield but no cycle routes to stations to any station in Barnet that I use. Why?
- Look at desire lines and add ways in and out of stations to shorten journeys on foot or to connect to buses. For example, Finchley Central has a steam age layout for pedestrians when there could be stairs and lifts directly from the platform to bus stops on a widened road bridge. Instead there is a long walk to the bus stops which are well away from the station.
- Building cycling and walking bridges over the Thames and major roads (which act as effectively as rivers) to achieve the same. If cycling and walking is the quickest option then people will use this. For example the much talked of but never built link from Canary Warf to Greenwich or some route over the north circular to enable cyclists to get from north Barnet to south Barnet. (Try the narrow road bridge at Brent Cross with cars beeping behind you if you need to understand this one!) Cambridge can show you examples of how to get this right. (see <https://www.camcycle.org.uk/blog/2016/08/18/weve-expressed-our-support-for-the-abbey-chesterton-bridge/>)

14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?

- No! With very rare exceptions you will simply free up suppressed demand and be back to square one having spent enormous sums of money. Has the fourth lane on the M25 solved congestion? No, of course not. Concentrate on walking and cycling to reduce demand, not attempt the impossible task of 1960s predict and provide road building.

15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?

- See above. The priority is fitting street space to the mode which needs it most, usually pedestrians, not one person in a big car. This picture sums this up perfectly: <http://humantransit.org/2012/09/the-photo-that-explains-almost-everything.html>

16. How should new road infrastructure be funded?

- Workplace parking levy to then reduce the demand for roads, so you can then spend the money on walking and cycling, bus lanes and Crossrail 2.

17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?

- I cannot comment other than to wonder if block closures of roads with all works done at once should be tried. Close a whole road for a month, dig up all that needs doing for 10 years and then resurface and reopen.

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

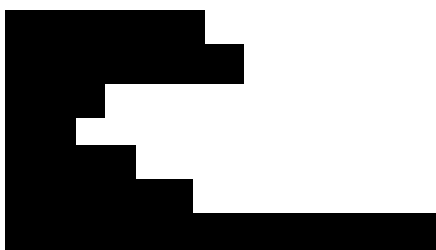
- Very little as far as I can see. London is very congested and always has been. If all the cyclists now using the cycle routes in London moved to cars, I am sure people would notice. Moving road space to the majority users, usually pedestrians encourages more people to walk and as only the privileged few drive in London, we should not be over influenced by their predictions of the end of civilisation as they know it, but not the rest of us.
- In Barnet I cycle on the roads holding traffic up. I would be much happier on a segregated cycle path but there are very few. Those I can use, such as the Dollis Valley Greenway, are unlit, so cannot be used in the dark winter mornings and evenings. I am forced back onto the roads when it is least safe for me to use them and when the roads are busiest with the school run!

19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?

- Use ANPR to look for people who should not be on the road and get them off! Removing illegal and unsafe vehicles frees up space for those who need to be there.
- Monitor speeds using average speed cameras so as to reduce pollution and risk from people speeding. I see a lot of this in Barnet as drivers trigger the speed sensitive warning signs, but of course these do not enforce the limit and are simply ignored.
- UK Trains app has a “get me home” function which uses your location to suggest the nearest train station. This could also work for bus stops and bus routes.

20. How effective has the Road and Transport Enforcement team been in tackling congestion?

- Sadly I don't see much evidence of anything happening in Barnet, so I'm not able to really comment I do see lots of speeding and parking on verges and yellow lines which appears unpoliced.



From: [REDACTED]

Date: 14 August 2016 at 19:22:23 CEST

Subject: Congestion in London

These are personal comments but I hold a master's degree in urban policy and am a member of the GLA Strategic Access Panel.

Congestion is a symptom, but of what?

Proposals must follow from a detailed understanding of who is moving what where why and how.

I have recently been in Paris and noted for example, very large tugs pushing very large barges that were carrying many freight containers.

I do not remember seeing similar in London anything similar, but would ask are we seriously looking at removing hgvs from London's roads by moving nearly all (all?) onto water and rail?

This then immediately leads to other possibilities, local distribution may be by cargo trike, and or small electric vehicles as in Zermatt. Local distribution hubs could then be built, and fully integrated with postal and parcel services, so that instead of the current chaos of myriad vans rushing hither and thither contributing to congestion, much fewer electric and human powered vehicles cover timetabled circuits and routes.

This will require investment in local distribution hubs, and standardisation of packaging so that it scales up to a freight container.

The other main sources of congestion I am aware of include buses, taxis and minicabs.

Again, these should be controlled and managed far more intensively.

Trams and trolley buses should be reintroduced widely in London, all taxis and minicabs should move to computerised moving to where required, with very few available for hire by hailing.

Detailed study of current use of taxis and minicabs will show that very few are actually required, and fully computerised systems will reduce numbers on the roads significantly.

Another use is travel to and from work. Here the work of Shoup is critical. Workplace parking must cover its real cost, including a rental charge to cover its land value, equivalent to office and shop rents and rates, plus a charge towards costs of upkeep of streets and public transport costs.

Other main uses are trades and business people. Here I recommend radical thinking, for example with local tool libraries delivering quality controlled tools locally for traders as required on a just in time basis. This would become part of the role of the local distribution hubs.

I understand congestion in London is actually easily resolve able - the olympics did give valuable lessons -.but does require thinking about all the causes of congestion and what might be done about them.

The school run has become a significant cause of congestion. This requires detailed local work

on an area basis to create safe routes.

I understand these proposals will allow many roads in London to be pedestrianised and whole areas to become traffic free or have 8 mph speed limits, freeing up very significant space for improvements to walking and cycling.

London is not very high density. By managing traffic pro -actively as above, significant development land will become available. TfL is already providing excellent travel solutions on public transport. Similar computerised information should be developed to look at all types of journeys, how they may best be achieved and their actual costs and benefits.

The sources of my thinking include Gehl, Berkeley University, Shoup <http://www.cyclelogistics.eu/index.php?id=4> and https://www.itdp.org/wp-content/uploads/2014/07/Europes_Parking_U-Turn_ITDP.pdf

I am fascinated that your introductory remarks made no mention of the matters I have raised above and must ask if the issues of congestion are being looked at in a mistaken reactive fashion.

By following the principles I have outlined above, I understand London will make huge strides towards being an inclusive sustainable peaceful prosperous and enjoyable city.

[REDACTED]

[REDACTED]

Unquestionably the single biggest negative impact on congestion has been the introduction of the Cycle Super Highway (although politicians and the GLA/Cycling Supremo are unwilling to admit this). Any Investigation into Congestion that fails to acknowledge and accept this fact is doomed to failure at the start. By continuing to extend the CSH you will extend congestion and risking making future 'Congestion Easing Measures' worthless.

The CSH has:

- * **Permanently reduced road space on vital key roads.**

- * **Introduced numerous new no/left, no/right turn restrictions that 'kettles' traffic and prevents it from flowing or dispersing.**

- * **Added additional delays at traffic lights with an extra phase for cyclists.**

E.g. The **E/W** CSH along Victoria Embankment took Central London's only By-Pass and chronically slowed it down. Together with CSH works at Tower Hill the congestion is so severe as to render the road virtually unusable at certain times of the day. As a result traffic has now shifted back to Cannon Street and Great Tower Street in the City jamming those up as well.

Congestion on the roads leading up to the **N/S** CSH has dramatically increased on Ludgate Hill, Fleet Street, Stamford Street, Southwark Street, The Cut, etc. largely due to disadvantageous Traffic Light phasing to vehicles (in some instances only a single Bus is able to get through a junction on a green phase, e.g. right turning traffic from Ludgate Hill to Farringdon Street).

Other causes of congestion are:

- * **Lack of a single Authority in control of London's roads.**

E.g. The Mayor pedestrianizing Oxford Street at the same time as Camden bans traffic from Tottenham Court Road. This will obviously cause enormous congestion in the largely residential areas of Fitzrovia and Marylebone – and needs a single Authority to scrutinize the impact.

- * **Huge increase in PHV's around the West End and Central London.**

Uncapped issuing of PHV Licences by TfL has resulted in tens of thousands of additional vehicles entering London in the course of a week (many drivers untrained and unfamiliar with London's Streets). They are not 'based' at an office so therefore cruise around waiting for their app to 'ping'. They park in residential spaces waiting for work and only move on if a Warden approaches. Fewer Parking Spaces for Residents and Visitors means more cars cruising around looking to park.

- * **Poorly co-ordinated works under Local Authority control.**

E.g. At the moment Knightsbridge w/b has a lane out for building works and a lane out at Hyde Park Underpass. At the same time the w/b lane has been taken out of South Carriage Drive in Hyde Park for CSH works. Three west bound lanes in the same area taken out of use simultaneously!

- * **Crossrail Works.**

Have severely impacted congestion at the junction of Charing Cross Road, Tottenham Court Road and St Giles High Street in particular. Crossrail 2 likely to create similar congestion.

- * **Construction Work & Construction Lorries.**

The recent building boom has seen numerous sites around London often taking out a lane of roadway for the duration of the works to park Lorries and off-load materials. (e.g. One Hyde Park on Knightsbridge took out a lane for 4+ years!) Current roads with a lane out or shut include; Bolton Street, London Wall, London Bridge (Arthur Street shut), Leadenhall Street, (Liverpool Street shut), Victoria Street, Charing Cross Road (shut at TCR), Bressenden Place, Hanover Square, etc (There are more) These are not 'minor' roads but significant parts of the road network. In addition huge increase in Construction Traffic.

***Increase of Delivery Vans and Online Shopping.**

Delivery drivers will park as close to the delivery point as possible regardless of whether it causes congestion and then leave the vehicle unattended for long minutes at a time while the delivery is made.

***Poorly planned Parking at Weekends**

Westminster in particular now has serious issues with parking on single yellow lines at weekends. Inconsiderate drivers are parking over dropped kerbs at Pedestrian Crossings, corners and basically anywhere they think they can get away with it. Unrestricted Weekend Parking on **both sides** of certain roads around Mayfair and Marylebone in particular causes delays as vehicles and Buses find it difficult to turn or navigate the roads.

***Lack of Enforcement.**

Private cars and PHV are in theory banned from certain London Streets such as Oxford Street but are never stopped. Trade Vehicles are in theory banned from the Royal Parks but again can be seen using them every day. Etc.

***Rickshaws & Pedicabs.**

Seriously lawless road users, slowly cruising the West End holding up Buses etc which then has a knock-on effect on other traffic.

[REDACTED]

From: [REDACTED]
Sent: 13 September 2016 12:41
To: Georgina Wells; Transport Committee
Subject: Traffic Congestion Submission

To the Transportation Committee..

From: The Guardian On Line, 13 Sept..

It's call for evidence is [here](#). You can submit your thoughts on the issue via transportcommittee@london.gov.uk until 16 September.

I Submit my thoughts on the issue bellow which I hope you find interesting and relevant..

1) My background..

I am a retired railway engineer, having practiced in three countries, UK, Singapore and USA..

This experience has given me international insight, on how different countries tackle the same transportation issues..

2) Singapore's approach to its transportation...

I was employed for three years by the Land Transportation Authority.. (LTA)

LTA's remit, given to them by the Singapore Government, was to produce a 'World Class Transportation System'.

LTA's Mantra was 'We Make It Easy for You to Do Business With Us'...

I was employed on the Rapid Transit System.

The LTA did not design the Rapid Transit System from its own internal expertise. Rather, it organized an investigating group who visited major systems in other countries in person, cataloged their findings, and selected which elements would produce the required high quality system..

One element they found was missing internationally at the time, namely platform screen doors, to isolate the underground platforms from the hot tunnels.. The investigating group decided that Singapore would take the initiative to air condition its underground stations which therefore required isolating doors..

Their full report, findings and recommendations was placed in the Authorities library..which I read with interest..

They did indeed produce a first class system and the platform screen doors worked perfectly.

3) USA's approach to its transportation..

I was employed in the USA for over twenty years in the field of railways. My final session was in Washington DC, for 10 years on the metro system.

I found that people judged the performance of the subway in comparison to the other systems in the USA, and seemed unwilling to learn from other systems internationally.. It was not helped by being chronically underfunded, which is surprising when it is the subway in the capital of the USA..

4) Netherland's 10 year plan..

I was fortunate to be employed on the international Eurostar service from its early design phase to its introduction into service..

With an office on Waterloo Station at one time, I was able to attend meetings and presentations at the Institution of Mechanical Engineers in London.. One memorable presentation was given by a Dutch railway engineer on the Dutch 10 Year Master Plan for Transportation.

This plan covered every aspect of transportation comprehensively.. and it cemented my understanding that when it came to transportation issues the Netherlands was a world leader.

5) Conclusions.

a) London's transportation issues are not unique. All large cities face the same issues.. some cities are successful and others are chaotic..

b) Some cities learn from other countries approach to problems and others are indifferent.

c) The Netherlands has succeeded admirably in control of the city transportation environment, particularly in Amsterdam.

d) Recommendation..

I recommend as a first step..the the committee, without delay study the city of Amsterdam and compare it with London.. This should not be a paper study only, but should employ first hand experience.

Identify which elements are superior, and that could be applied to London.

The Dutch have a wealth of expertise in this area, and this should be taken advantage of.. There is no need to act in isolation and 'reinvent the wheel' .

I wish you the best in your endeavours.

Your faithfully

[REDACTED]

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 16 September 2016 21:23
To: Valerie Shawcross
Cc: Caroline Pidgeon; Transport Committee; **Subject:** Report by Matt Daus.

www.whosdrivingyou.org/wp-content/uploads/2016/09/FINAL-TNC-generated-inequities-report-release_final.pdf

Hi Val,

I've just been sent this report, carried out by Matt Daus, who was one of your guests at the first hearing into Taxis & PH, in July 2014.

The conclusions are worrying and no doubt going to be similar here.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Transport Committee](#)
Cc: [Georgina Wells](#);
Subject: [REDACTED] Deliveroo rider: "After an accident or injury we are on our own" | Business | The Guardian
Date: 03 September 2016 18:04:09

[Deliveroo rider: 'After an accident or injury we are on our own' | Business | The Guardian](#)

Third party insurance....

Often social and domestic, allied to untrained riders on probationary licences.

The next Deliveroo or ÜberEats accident waiting to happen!

Externalising costs on to society and the emergency services who are already stretched to the limit.

Poor driving aids and abets traffic congestion and pollution.

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[REDACTED]

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From: Peter Mynors [REDACTED]
Sent: 31 August 2016 19:42
To: Transport Committee
Subject: Traffic congestion in London

As a contribution to your current deliberations, I attach the slides from an annual lecture I have been asked to give for some years to transport students at Westminster University.
By way of background, I have been a transport planner for about 50 years.
Although some of the work presented in these slides is a decade or more old, it is still very relevant for west London. East London is different - there is already reasonable orbital public transport.

Peter Mynors
Peter Mynors FICE FCIHT MTPS

[REDACTED]

Congestion has definitely got worse:

- it used to be an Inner London problem, but now Outer London also gets congested
- it used to be a peak time problem, but now affects other times as well

It's too convenient & too cheap to drive / be driven, and the alternatives are not attractive enough. Average car occupancy is 1.1 – a most inefficient use of roadspace – taxis are even worse. Cars take 6 times more road-space than cycles (for same no. of people) and 12 times more parking space.

The increase in private hire is a major factor, and there are too many taxis, who should NOT be allowed in bus lanes, nor exempt from other restrictions; they are NOT 'public transport' 99% never use them. Empty taxis should go to the nearest rank, not cruise around congesting & polluting.

Taxi numbers should be reduced, especially in Zone 1, where they now dominate; in all the most congested areas e.g. Strand, Fleet St, Kings X there are too many taxis. Private hire licences should also be reduced. Taxis and private hire cars should pay a much higher congestion charge.

It makes no sense to separate Pollution from Congestion charging, which should be extended, but more importantly targeted at blackspots such as Blackwall Tunnel & other Thames crossings (all).

Proper cycle tracks (segregated) are few & far between – it is absurd to suggest they are part of the problem; and n.b. they have only been installed where there was spare capacity, not where cyclists wanted them... If TFL had actually built the 12 long CSHighways Boris promised, plus the Zone 1 Grid, many more people would have switched to cycling – reducing congestion – esp. at peaks.

No-one cycles to school, and too few walk / too many are driven – this is a major congestion factor. Until we have a joined-up NETWORK of safe routes (all types, not just CSH), as other EU cities have, cycling will not fulfil its potential – which could be at least 20% modal share: target 20% by 2020.

We also need to encourage (lighter) PTWs, as other EU cities do, but not in cycle lanes.

Roadworks should not be a major factor; the network as a whole should have enough resilience to cope with temporary 'outages' but it doesn't – we overload the network with private / hired cars.

Distributor roads should be for the MOVEMENT of people & goods (all modes) but are over-parked, especially our narrow secondary distributors (other countries do not allow this...)

Bus stops should not obstruct the flow of traffic – including cycles – and Trams could replace many bus routes; they require less space, do not pollute, and attract more users. Vans are essential, but should be smaller (not HGVs) and should be penalised when they obstruct other road users.

Workplace parking charges were proposed at the same time as Congestion Charge... the availability, and cost, of parking is a major incentive / deterrent to drive. Supermarkets & leisure centres should not be allowed to offer free parking, and on-street parking is too cheap.

We have more than enough roads in London, but they are very badly managed by the 33LBs and TFL whose policies heavily favour cars over other modes. Nothing is done because there are too many (parochial) decisions makers, and endless buck passing between TFL and the LBs; until this changes there is no chance of any real progress. You cannot do transport planning at LB level – they are too small; but TFL/ST is too large & unaccountable – it's a monopoly supplier, which is unhealthy.

TFL models (which should be scrapped) assume traffic growth is inevitable / make no allowance for modal shift, yet we know that demand is elastic – drivers do have a choice & can be deterred, but will not switch while cycling is not safe / public transport is so expensive (cf. rest of Europe). TFL still give drivers extra lanes through junctions, and extra green time, to the detriment of peds /cyclists (e.g Lewisham H). You have to have sticks as well as carrots, as anyone in Stevenage will tell you.

Many buses have quite low occupancy – it appears unlikely that more people can be attracted to them. Bus lanes that only go in one direction, or only apply at peak times, are of limited value / could benefit more people if reallocated to cycling – but advisory (or narrow) cycle lanes are useless.

Traffic free (access only) town centres are good for people and good for business.

London only needs 5 or 6 Highway Authorities (SE, SW etc) and the same Highway Authority should be responsible for all aspects of Planning & Delivery, and for ALL types of highway, including paths. Maintenance of park-/tow-paths is as important as A-road maintenance, but is neglected. Surface Transport should cease to exist, in its current form, so should the LB Transport Depts. Zone 1 is the obvious place to start – it should only have a single Highway Authority (inc. the Parks). But this must not be just 'rearranging the deckchairs'; new management is needed with new objectives.

Only Rome has worse congestion than London – we are now way behind most other world cities.

Eliminate urban road congestion for good in the UK for £20bn – An open letter to the Department of Transport

Posted on 8th August 2014



Transport is a key challenge for healthy, happy, prosperous & more liveable towns and cities. It's something that almost everyone in most UK urban environments agrees doesn't work well anymore for anyone.

We've had the answer to this problem hidden in plain sight for over 100 years.

It's the bicycle.

In this post I'll attempt to explain why I believe it's the solution to make our towns and cities work better and our citizens (of all ages) healthier and happier.

Britain invented the bicycle as we know it today. Britain pioneered the use of the bicycle for transport and led the world until the 1950s. In the early 1950's the British made as many trips by bicycle as the Dutch do today – over 30% of all journeys, all over the country.

Our geography hasn't changed, our approach to transport did.

In our towns across the country we cannot continue to have the private motor car as the primary way people make their journeys – it's not sustainable and it's not working any more.

We simply don't have enough physical room in our towns and cities for everyone to have a car, drive it around and park it. This doesn't work, not anywhere in the world.

The good news is that it's fixable – if we put the bicycle back to the centre of urban transport.

It's time to remind ourselves of why the bicycle is the best transport solution for moving people in towns & cities.

The sum of 100 years of traffic engineering is if you build more space for traffic, more traffic will come to fill it. Fortunately the reverse is also true. We've spent the last 65 years designing out cycling in the UK but it's time to turn this around for the sake of our health and the future prosperity of our communities.

Cycling is enormously space efficient, it has no pollution, eliminates congestion, has virtually no wear on the roads, increases health and can be a quick, easy and pleasurable way to get around town and to do your shopping – but only if we design it properly into our streetscape.

To do this requires leadership and it means taking a step back and thinking about how we can best move people for the benefit of everyone in our towns and cities. We should be aiming to make cycling the default choice for the majority of urban journeys.

In many towns, the vast majority of car traffic is local journeys that start and stop within a few miles. We should be aiming for 50%+ of all local journeys by bike and this is easily and cost effectively achievable.

40 years ago the Dutch made a choice to prioritise cycling over motor traffic – we (in the UK but also almost all English speaking countries) carried on designing only for motor traffic. The Dutch are now healthier, less obese, more active, have less congestion, less pollution and have the best children's well-being in the world. They also have road injuries of less than 1/3 of we do and easily manageable health system as people's health continues to improve across all ages.

We've become one of the most obese, most sedentary nations in the world with terrible congestion that costs us billions a year, road design that put us all into conflict with each other, rising deaths and injuries for the vulnerable on our roads, falling quality of life, 10's of thousands of deaths each year either directly or indirectly as a result of our transport system and a high cost for personal travel. We designed cycling, walking and active health out of our transport system, whereas the Dutch made active travel the core principle.

Some notes to consider from the film above:

- People think the Dutch have always planned and designed for cycling – it's simply not true
- Also notice the speed people were riding. Transport or utility cycling is low speed at 10-15mph, so people ride in normal clothes and don't get into a sweat (they don't have showers at work as they don't need them). People of all ages can ride comfortably and safely at this speed with the right road design. Road design is absolutely key and we're decades behind in the UK right now as we can see outside our windows or windscreens.

Some of the specific UK problems the bicycle can help solve include the following

Congestion

- o We simply don't have the room for everyone to drive a car as their main method of getting about. Cities and towns all over the world have tried and failed to make this work.

o The car based transport monoculture is stuck in the 1960's and it's created the same problems everywhere in the world. Congestion, pollution, road deaths, obesity etc, etc, which have never been fixed. It's a system that can only work with much lower numbers of cars. Building more roads only brings more traffic – Google induced demand to find out more.

o In 1970 the population of the UK was 48m and we had 12m cars. By 2010 we had only increased the population to 56m but we had 30m cars.

o A single road traffic lane can at best accommodate around 2,000 cars per hour. The same space can allow 14,000 bicycles an hour. We can move 7x the people using bikes where space is limited (most towns and cities).

o It's not just roads we don't have the space for cars to dominate it's parking them too.

- The Institute for Transportation and Development (USA) calculated the space required to park 2,000 people.
 - o By car: 7.2 football fields
 - o By bike 0.15 footballs fields – 2% of the space needed to park cars!

o The solution to congestion is counter intuitive – the Dutch cut their streets in half to increase safety & **reduce** congestion. Reduce road space available to cars and re-think where we let them go. We need to put people first not cars because that's our challenge: **moving people not cars**

o Most UK car journeys are short: Of all trips made in 2012, 20% were less than one mile in length, 66% less than 5 miles and 95% were less than 25 miles. All eminently cycle-able distances. The average length of a journey in the UK is 7m and in the town where I live 60-80% of local journeys start and finish in the town.

Cars don't just produce congestion, there are other consequences too:

Pollution

o Our road transport system in the UK kills 29,000 people per year from traffic pollution. Road Transport accounts for 50% of total emissions and has a cost of \$1.7trillion across the EU

o Pollution also has other health impacts, such as asthma and allergies for many people and is deeply unpleasant to live with

Traffic noise

o Dutch towns are quiet – traffic noise reduces liveability for residents near busy roads (including lowering property values)

o Studies in Scandinavia have shown that traffic noise significantly heightens the risk of strokes

Road safety

- 5 people die every day on UK roads and this is positioned as a good result! 5 families destroyed everyday.
- 30,000 people are KSI on UK roads and 195,000 injured each year.
- 200 Children a month are killed or seriously injured on UK roads
- Sweden set a target for 0 road deaths – Vision Zero – why haven't we? Perhaps because it requires a complete rethink on all parts of our road network. Whilst there are still road deaths in Sweden today – they've cut the toll by over a 1/3 already. Saving lives and saving cost to society.
- Sustainable Safety – mistakes that don't kill. The Dutch principle of Sustainable Safety says that regardless of transport mode people make mistakes and that when people make mistakes, they shouldn't have to pay with their lives. As a result they design their roads knowing people will make

mistakes but working to ensure no one is killed as result. When someone is killed, a full investigation takes place and road is redesigned and rebuilt within months. Let's do that here too.

- For every 1 cyclist death there are 4 pedestrians killed on UK roads and the UK has one of the highest rates of pedestrian deaths in Europe. It's shameful that we kill so many vulnerable road users, especially as it needn't be this way.
- When road deaths amongst vulnerable users falls it's more likely that it's because they've been scared away altogether rather than the roads are working better. People stay out of dangerous places wherever possible.
- Today 5 people will die on our roads, 63 will be seriously injured and 534 will be injured. We could design our transport system to significantly reduce this – if we decided to.

Cycling Safety

- Cycling is statistically safer than gardening. You're more likely to get injured in an hour of gardening than an hour of cycling but to many, it doesn't feel safe.
- If you cycled 1 hr per day for 40 years, you'd cover 180,000km. You'd still only have a 1 in 150 chance of being killed. If you lived in the Netherlands, your risk of danger would be 2/3 less than this.

Obesity (in both adults & children) & health

- 67% of men & 57% of UK adults are overweight or obese. Transport policies are a key reason that needs to be acknowledged. The Dutch level of obesity for adults is 10%
- 60,000 people die every year from inactivity related heart disease – the Dutch level of risk is half that of the UK
- A minimum of 5,000 people die from obesity each year
- Health report after health report and experts continue to argue that active travel must be prioritised to improve UK health – cycling as transport can be a game changer like it has been for the Dutch
- A recent UK govt report said that we are less physically active than at any time in the history of this country

All told about 100,000 people a year die because of our transport system as it's currently configured.

Some points to note from this second film:

- As well as benefitting a wide range of people this video also shows some important points about the design of the paths:
- They are continuous and focus on helping cyclists maintain momentum (ie. Not stopping) which means people can & do ride slowly but still cover distances highly efficiently and easily with minimal effort
- They are wide, smooth and separated from heavy traffic
- Routes are direct and shorter than travelling by car because bikes are prioritised over cars
- They are well maintained and of a very high quality – think A-Roads for bikes
- They make the journey and progress easy and pleasurable

I've spoken to a number of mobility scooter users in the last few months and they tell me our roads are a terrifying place for them to travel in even using our "best" cycle paths.

Our car dominated society has contributed to creating social barriers

- Having people "locked" away in cars has increased social isolation and busy roads split communities. We all behave differently behind the wheel and behind glass.
- Bikes get people connecting with each other, with their neighbourhood and with nature. Neighbours can chat with each other on bikes and ride side by side.
- 40% of the UK population don't have a drivers licence including 28% of adults over the age of 17. Let's build a bike transport system everybody from 8-80 can use
- Whilst motoring has brought us advantages – it has brought unintended social consequences too

Eliminating the school run

- 50% of Dutch primary school children ride to school – over 90% of secondary school children. After 8 years old most children do this unaccompanied and completely safely. This also eliminates after school car journeys to clubs and activities and is key to childhood freedom, health and happiness. 38% of Dutch children ride between 6-15km each way to get to school – it's not just those who live close.
- In 2010 the average distance for a child to travel to their primary school was 1.5m 43% of children were driven there! The National Transport Survey in 2011 said 64% of primary school children live within 1-2miles of school but only 2% of UK children cycle to school.
- The former Mayor of Bogota said "A great city isn't one that has highways but where a child on a bicycle can ride safely everywhere". He also said "If children had as much public space as cars most cities in the world would become marvellous"
- This is simply an engineering problem
- Let's give back some childhood freedom & independence to our children that's been almost totally lost thanks to motor traffic
- If we want our children to be safe in our town – we need to redesign our roads but we'd all benefit.

Let's reduce transport costs for our citizens

Running a car is expensive. Figures from London say the costs of running a car is £458 per month, travelling by public transport is £225 per month and a bike £9 per month. Start multiplying that for multi car families and we are talking a large amount of money per household. All of this expense on cars represents money not spent in our local shops and businesses. Money spent at the petrol pump typically leaves the local community.

Let's help our local businesses

- All over the world retailers overestimate how many people shop by car. They also think that more cars mean more customers – it does not & I haven't managed to find a study yet that says this.
- Pedestrians spend 65% more than motorists – TfL data
- For every car parking space we can fit 10+ bikes – would we rather retailers had 1 customer visit or up to 10?
- If we think about car parking outside shops – is it better to have parking spaces for say 20 cars or a bike lane that can safely bring 1000 people a day?
- Out of town shopping malls work not because of parking – once someone gets out of their car they're in a completely safe, car free, pedestrianized environment where they focus on the retail experience.
- Bikes can easily carry shopping and cargo bikes can easily carry large loads
- Shopping habits are changing in a way that is perfect for bikes: People are now shopping little and often.
- 10 years ago we didn't have a café culture – in 10 years time let's be a city bike society – our health, happiness and international competitiveness may well depend on it. If we don't other countries will.

Free-ing up road capacity for essential trips

- If we can move 50%+ of local journeys to bikes we would free up road space for people who really do need to use a car.
- Cars still have a place for longer trips but once we've made our towns around the bicycle we can then start joining up towns with high speed cycle paths and motor traffic will continue to fall as will congestion.

Where this takes us too is that I want a better quality of life for everyone in urban Britain regardless of age and I believe that only the bicycle can deliver this magic bullet.

It's people and places that make towns great, not cars and traffic. If you plan for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.

Cycling infrastructure only works if it's of sufficient quality to attract people to use it – it has to be direct, safe, convenient and a pleasure to use. There has to be a network that goes everywhere designed to be accessible for those from 8-80 who have not ridden bikes but want to. It's for people that don't ride a bike now

Currently our roads are noisy, dangerous and hostile. Let's give them back to people.

Let's give the UK public a true choice in transport modes whilst remembering that a significant number are either unable or would rather not have to drive

- 60% plus UK citizens when asked say they'd like to be able to use a bike and that more should be done for cycling.
- Around 70% of people say they simply will not ride with motor traffic of any kind.
- Many people now resent the money and time they spend in their cars

The car is a 20th century solution that doesn't work in the 21st Century.

People are driving less

- Young people are choosing not to get drivers licenses
- We don't have the space for everyone to drive anyway and the side effects are literally killing us or making us miserable
- We need to work out the most efficient ways to move the most people in our urban environments – not use traffic modelling to force a few more cars in at the expense of everything else.
- Mileage driver per person has continued to fall every year since early this century (DfT stats)
- We don't have a choice but to fix this

So why don't 98% of the population cycle now?

- Our road designs
- Appallingly poor cycling provision & repellent conditions
- We've not built for cycling but you don't build doors based on how many people are walking through walls, nor do you build bridges based on how many people are swimming across rivers.

What it's not:

- Because of hills – San Francisco is one of the fastest growing bicycle cities in the USA. The Swiss make 5-10 times more journeys by bike than the UK do. Our bodies are amazing – they're designed to move and they adapt rapidly. Today's daunting hill is next months, no problems. Our hills will give our residents greater & faster health benefits.
- Because of getting sweaty – transport cycling is about riding slowly and just using a more efficient model – 10-15mph does not get your sweaty especially when we design so that cyclists don't need to stop. The Dutch and Danes ride in ordinary clothing on comfortable bikes that are easy to ride
- Of not wanting to – we've removed the choice – we've made our roads too hostile.

So what is: it?

- It's that we've tried to "encourage" or "educate" drivers & cyclists for 40 years to share the road rather than build high quality cycling infrastructure so only 2% of journeys are made by bike (when according to the CTC over 40% of the UK population own a bike). The Dutch redesigned their road system with cycling at the centre and 40% of journeys are made by bike.
- The vast majority of people will not ride with motor traffic. It's these people we need to design for – not people who already cycle. Again the Dutch have solved this and perfected it over 40 years – if you build it well, people will come
- 23% of Journeys by people aged over 65 in NL are by bike. Less than 1% in the UK
- 40% of all trips by people aged under 17 in NL are by bike. Less than 2% in the UK

How to fix this:

- Look at the world's best – we're very lucky that it's only 200 miles from here
- Take the world's best and improve it – don't re-invent the wheel
- To reduce congestion we have to reduce the road space and access for cars – it's worked in the Netherlands, Sweden and more recently in New York City. Nothing else works.
- Realise that bikes have different needs than cars or pedestrians & design for them.
- Design for Cargo bike traffic – let's make it easy for people to not have a second car – we don't have the room for them – let's build dual carriageways for bikes
- Allow bikes to keep moving from one side of the town to the other without stopping.
- Engineer out the school run – make it safe for children to ride across town in safety on their own. Remove the need for parental taxi services.
- It only took the Dutch 10 years to transform their transport system.
- In 1970 bicycles only made up 10% of Copenhagen traffic – now it's 50%.
- They decided to make it happen, overruling complainers– many of whom now ride instead, permanently eliminating congestion.
- Recognise there is currently little best practice at all in the UK but British engineers are some of the best on the planet – let's allow them to fix this for us and make us a world leader – not to mention healthier, happier, richer and less stressed.
- Try things – trial to see what works before we do it permanently – it also gives people a chance to get used to it.
- Let's make bold changes – tinkering around the edges will mean failure. We need to open up to new ways of transport planning. What we've been doing isn't and won't work.

That's my magic bullet – it's the only proven and cost effective way that I've been able to find to deliver all of these benefits

It will make Britain more liveable, healthier, prosperous and welcoming.

So what is it going to cost?

The Dutch spend €30 per person per year as the world's best. To keep it simple, let's just use £30 per head per year. That works out to around £2bn per year. It would take 10 years to transform our country, if we do it properly, so say £20bn. According to the government's own estimates, for every £1 spent on cycling infrastructure, £4 is saved in the NHS. £20bn to eliminate congestion permanently and save the NHS £80bn – not to mention save 10's of thousands of lives per year. It's so much cheaper to build high quality bike infrastructure compared to roads for motor traffic.

This government has allocated around £40bn for HS2 and nearly £50bn for new roads – so the money is there. To transform the entire country we need £2bn a year for 10 years – half the price of the lowest estimate for the HS2 project and we'd transform the lives of everyone in the country.

Two quotes for you before my final video:

"Adding more cars in urban environments is not going to work" Alan Mullaly, CEO Ford Motor Co, 2014.

"If access by road is the key to economic prosperity, Birmingham should be the wealthiest city in Britain. It is not." Oliver Tickell, 1993.

Here's my final video and it's one to inspire us all...

There are some powerful messages in there ... not least notice how big the applause was for the improvements to cycling! Everyone benefits from fixing this and bikes are a key tool. It's a fantastic video.

We can't make our towns or cities work now or in the future the way it is – as the UK continues to grow we need a different paradigm for us to keep up – let alone to prosper.

Other countries and cities are already doing this – we will be left behind if we don't and jobs will leave, house prices will fall, sickness and obesity will continue to rise.

Let's choose to make Britain a model for embracing the bicycle and make this country a truly wonderful place to live. Let's turn transport from being a burden to a blessing.

Thanks for reading

For those who'd like to know more about how cycling can fix our towns and cities, please visit the following sites for a much better explanation than I've given. These are where I've gone to learn:

<http://www.cycling-embassy.org.uk/>

<http://aseasyasridingabike.wordpress.com/>

<http://www.aviewfromthecyclepath.com/>

The last post I wrote about why we need to embrace the bicycle in Britain is here, in case you'd like to read it: <http://girodilento.com/why-britain-more-than-ever-needs-the-bicycle/>

One last extremely good video that explains what's possible and how to do this:

Thanks to @AsEasyAsRiding for the photo at the beginning

From: [REDACTED]
Sent: 30 August 2016 13:54
To: Georgina Wells
Subject: Investigation into Traffic Congestion - Consultation Response

Dear Georgina,

I would like to offer a response to Question 4, What can London learn from other cities in its effort to reduce congestion? I note at the outset that the Committee already acknowledges that greater use of more sustainable transport modes would help. My particular expertise is in utility cycling.

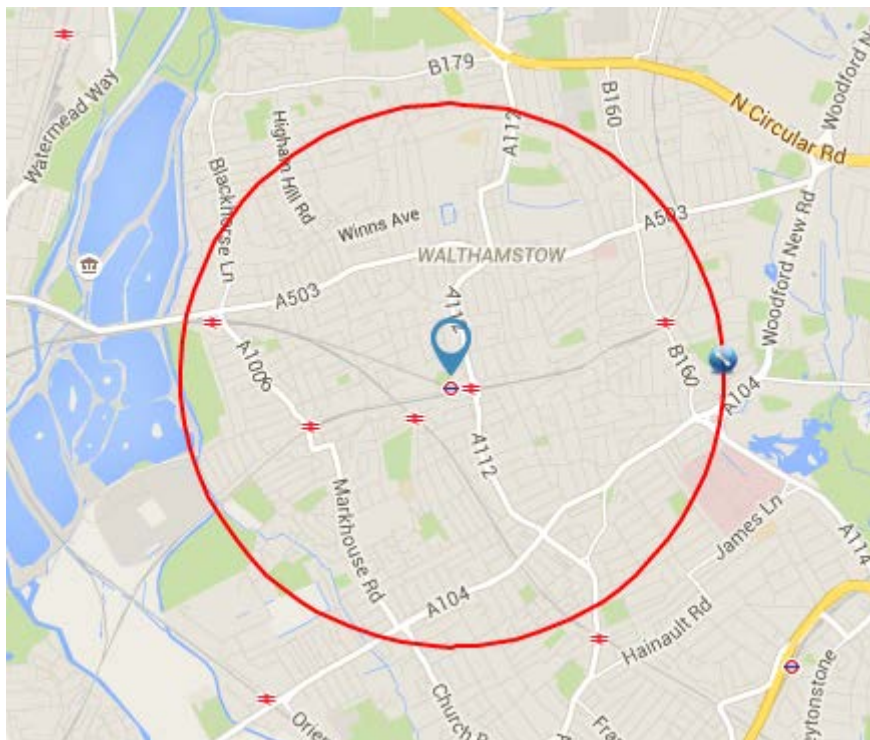
I have recently concluded an email correspondence with TfL [REDACTED]. The most important passage from them is as follows:

"Our customer research suggests the area of focus needs to be outlining the simplest route to follow rather than the network planning element. With this in mind, we've edged away from adding complexity and relied on easily recognisable short trips. This is because these are the trips that the majority of our customers are more inclined to make. A pan-London wayfinding strategy based on applying meaning to route wayfinding attributes is not what is required according to the research."

TfL's response masks the fact that it is not possible to deliver the Quietways to the standards demanded by TfL's customers. The boroughs are reluctant to block their roads to rat-running traffic, and this, says Andrew Gilligan, "means only one of seven Quietway routes will be any good" ([source](#)).

"If you can't get road closures through in Hackney," Gilligan went on to say, "we need to ask ourselves: is this programme worth anything at all?" TfL have suggested to me that the emphasis now with the boroughs is to be on "easily recognisable short trips" (i.e. Mini Hollands). With this in mind, the answer to Andrew Gilligan's question must surely be No, the Quietways programme is not worth anything at all.

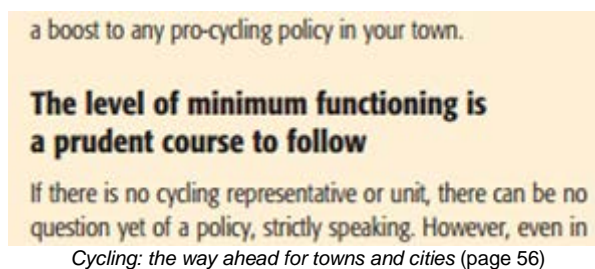
The Ranty Highwayman argues that investment in cycling should mean investment in the 66% of journeys which are under five miles ([source](#)). However, as you can see from the map below, the focus for the boroughs during the course of Sadiq Khan's mayoralty looks like it is going to be on the 19% of journeys which are under a mile. When 77% of journeys under a mile are walked, and when only one per cent of journeys under a mile are cycled, one has to wonder how effective TfL's cycling programme is likely to be in helping them to deal with traffic congestion.



To give you another example, please look at this map of Merton ([here](#)). I have been in touch with the Borough Cycling Officer, and he said: "Thank you for sending the LCN map, it is a very good tool. Good luck with getting boroughs and TfL on board and creating a London-wide signage scheme." I have discussed this subject with many of the other boroughs over the years, and generally I do get a positive response (at least I can't remember a bad one).

Quietways programme "a failure at the moment"

Andrew Gilligan is discouraged by the lack of progress on the Quietways, and recognises that the main problem is disagreements over the quality of the routes. He suggests that the best option going forward would be to ensure the Quietways are "much more actively managed by TfL", a view endorsed by David Arditti of the London Cycling Campaign. However, there is another option available than to start getting tough with the boroughs, and that is to reduce the level of engineering.



"The key thing," Andrew Gilligan complained, "that was supposed to happen with Quietways — filtering — isn't happening on the whole." And yet, according to TfL's own research, about 90% of cyclists feel safe cycling in traffic. If 90% of cyclists already feel safe using the Quietways, why do the boroughs need to filter their roads *now*? Why not get all of the basics in place first, and then try to do it?

Why have we taken a simple job and made it ten times harder? Presumably the idea is to develop a route which can be used by cyclists of all ages and abilities. However, it is widely accepted that building routes of this quality does not very much increase the number of **new* cyclists if these routes are built in isolation* ([source](#)).

It's as if the development of an amenable cycling environment is *meant* to be difficult. When we look back at the history of cycling in London over the last fifteen years, the constant theme has been to focus on the development of "high quality routes". And yet, if it couldn't be predicted beforehand, it is surely obvious now, that delivering high quality routes without a basic network in place is *difficult*, particularly when the cycling modal share is so low.

During the time since TfL was formed, the cycling modal share in Portland, Oregon, has gone from 1.8% to 7.2%. This was achieved with a budget of just £40m. Comparatively, the authorities in London have spent at least twenty times more than this, and yet they have already abandoned a target for a 5% modal share by 2026. If that doesn't give you pause to really think about what these other cities are doing differently to us, I just don't know what else to say to you.




Network first, and then a separation of functions

When Steffen Rasmussen was invited by the GLA Transport Committee to testify before them, the very first thing he said was: "The key note is an holistic approach, and then a separation of functions." Andrew Gilligan, however, believes in doing these things the other way around. He says: "I think the struggle for clean air in London is as important as the struggle for clean water in the 19th century, and that struggle cannot be won without a significant increase in cycling. So the new team has, in its hands, a policy instrument — the segregated cycle lane — which is now proven to bring about dramatic and huge increases in cycling, and I hope they use it."

As I have already explained, what Andrew Gilligan is saying at the end there is simply not true. The segregated cycle lane only works if it is built as part of a developing network ([source](#)) [pdf].

Once the network has been planned and studied, the next step is to "introduce" it.

4 Specific measures cycling for which planning is necessary
(works to be planned and aimed specifically at cyclists)

				€	€€	€€€
introduction of a network of cycle routes			●		●	
construction of cycle paths			●			●
introduction of short cuts		●			●	
contraflow lane for cyclists in secondary major streets which are one-way (in combination with bus lane, for example)			●		●	
modification of hazardous crossroads (accidents)		●			●	

Cycling: the way ahead for towns and cities (page 57)

My proposed design is largely based on officially-recognised routes, and in many cases these routes can be used by someone with Bikeability Level 3 training, now or without too much difficulty. This being so, it has never been explained to me why these routes cannot simply be waymarked straightaway. ("Difficult connections" can be dealt with separately (e.g. [here](#)), and in any case, just to remind you, are best sorted out "as part of a developing network".)

The following is taken from [this comment](#) on the aseasyasriding blog. "My main problem is signage and mapping. The map provided by TfL is impossible to navigate from. There's so many cycle paths leaving the Quietway that unless you know the route — which of course being new to it I didn't — you end up taking the wrong cycle path and ending up somewhere you don't want to be. For instance, I've turned into Rolls Road from Oxley Close by accident when cycling east more than once, when I meant to keep going on Oxley, because other cyclists were turning. The 1980s estates you're cycling through all look very similar so it's hard to remember your turns, so signage needs to be better.

"I moved into my new flat on May 6th, and still haven't managed to do the 'correct' route from my flat ..."

If the network is to waymarked, of course it must be done well. Route confirmation markers painted onto the road surface are probably the "best" solution.

Recommendation

Ask the new Cycling and Walking Commissioner to see if the boroughs would be prepared to develop a newly-reconfigured London Cycling Network such that it could be used by someone with Bikeability Level 3 training. (As I say, whenever I have asked them, they have always given me a fair hearing.)

For more information, please click on the following:



Final Analysis

It is important to note that if not a single person was encouraged to start cycling following the "introduction" of a cycling network, the project would still be worthwhile. Only protected cycleways have the goal of getting a lot of people riding who aren't; a 'network first' approach has different aims, and accordingly, it has different measures

of success. In the same way that anyone wishing to climb to the top of a ladder would first ensure that it has a secure footing, so a 'network first' approach provides a framework for the development of more high-engineered facilities. Also, there can be no doubt that conditions *forexistingcyclists*would be made*safer*than they are now (by providing regular physical cues, for example, and by making alternative routes more numerous and easier to follow).

Thank you very much for your attention in this matter.

With regards,



Gilligan: Quietways programme is a failure

A table with 10 columns and 10 rows of data, likely representing a comparison of different investment scenarios or outcomes.

The Ranty Highwayman: Invest for the 66%



Three things protected bike lanes can't do



The future of bike planning is the netw...

London Assembly Investigation into traffic congestion in London September 2016

About me:

I am responding to the investigation in a personal capacity. I commute from Tooting [REDACTED] to Camden [REDACTED] by cycle (approx. 3 days per week) and public transport (approx. 2 days per week). I drive for leisure purposes primarily at the weekend, and primarily locally in Tooting. I cycle for leisure purposes, shopping trips etc, alone and with my teenage children.

1. In recent years I have noticed a significant increase in traffic congestion both in central London at peak hours and in suburban Southwest London on main roads at weekends.
2. I believe the key cause of congestion is a greater number of vehicles on the roads, primarily private motor cars but also in central London at peak hours more commercial vehicles.
The congestion is a major impediment to my cycle commute as heavy traffic impedes my process at many points of my route and increases my perceived risk. In addition, the large volume of parked cars on current cycling routes slows progress and increases danger for the cyclist.
3. Congestion seriously impacts on my family life. It limits the independent mobility of my teenage children. It causes pollution with its bad health effects. It makes public places such as parks and high streets less pleasant and more dangerous to use, especially for pedestrians.
4. Dutch cities including Groningen, Amsterdam and Utrecht provide good examples of how well-designed cycling infrastructure providing safe transit routes in continuous networks reaching all localities and segregated from motor traffic enables all people (not just fit young men with a high acceptance of risk) to carry out local and longer journeys by bike. The resulting modal shift reduces pressure on roadspace and improves quality of life for residents.

6/8. Heavy motor traffic seriously affects the quality of life and travel for non-motorists. It is entirely appropriate to consider forms of charging which reflect the real cost of motoring in central London.

New charges for road use may be helpful particularly in central London in peak times. However out of peak times they may affect the ability of families and others to access central London. In particular tolling for river crossings only may impose an unfair burden on South Londoners who use the bridges to access central London.

13. TfL's recent initiatives to improve cycling infrastructure have begun to make significant improvements. These efforts need to be continued and increased. In particular TfL should:

- Rapidly increase the length of segregated cycle lanes to provide safe direct routes of travel. The current network is high profile but covers only a tiny proportion of central London. I estimate less than 1% of my cycling time is spent on the new infrastructure. The usage of these sections of segregated cycle routes, for example with children now sometimes cycling in central London, shows they are successful. The impact would be multiplied many times over by making this a proper network that connects across London.
- Reduce conflict between pedestrians and cyclists by allowing cyclists more safe spaces on the road network, so that cyclists are not forced into areas used by pedestrians.
- Ensure pedestrian safety and convenience is prioritised. Junctions such as Bank are used by vastly more pedestrians than motorists at peak times but the quality of provision for pedestrians is very low. No surprise such junctions are accident hot-spots.
- Ensure a high quality of implementation of cycle infrastructure. Far too often new cycle infrastructure does not protect cyclists and even exposes them to new dangers. Bad implementation often involves finishing at a quality level that makes the road surface or road furniture dangerous for cyclists. Some examples from my personal road use that should be avoided: (1) On completion of the Battersea Queen's Circus improvements the kerbs are dangerously high and sharp, and on the southbound approach from A3216 potholes dangerous to cycles but not cars were not filled in, and on the same stretch of road dangerously deep drain covers were left in the road. (2) On the Waterloo-Croydon Quietway, after the improvement to Norbury Avenue a dangerous lip of up to 2 " was left on the London Road –Norbury Avenue Junction. First time up this road in rain I slipped on the unseen lip, and suffered a broken helmet and mild concussion – I was fortunate there was not traffic behind me or the result may have been much worse.
- Ensure a high quality of design of new infrastructure. Too often new cycle infrastructure does not adequately protect cyclists, makes too many concessions to prioritising motor traffic and adds to journey time. For example proposals to improve CS7 south of Balham fail to take advantage of the large available road space to implement segregated cycle paths. The implication for myself, a regular and brave cyclist is that I won't use CS7 unless I have to. Think how unlikely that is then to encourage new cyclists to use the infrastructure.
- Ensure Quietways are properly implemented and are not just paint on the road. For example, the plans for Waterloo to Croydon Quietway seem to

suggest adequate provision in the Lambeth section over Clapham Common, but the Cavendish Road section through Wandsworth does not improve a road used by many cars – although I cycle it myself daily I would be reluctant to lead my teenage children on this road and certainly would not let them cycle it alone.

- Work with boroughs to ensure they support and implement local cycling initiatives. My own borough Wandsworth has adopted a cycling policy which promises an ambition of changing modal shares but does not commit to spending or design initiatives that will make a practical difference. The implication for me is that I am reluctant to let my family cycle on any but the safest routes which I have checked out previously, so forcing us to use the car for many local journeys to school, shops etc where I would prefer to cycle.
- Fund and implement new mini-Holland schemes in as many areas as possible Mini Holland schemes such as Kingston and Waltham Forest make a real difference which encourage local cycle journeys.
- Encourage walking and cycling to school not through public relations but by making it safe and pleasant for families and children to use roads and pavements to get to school. A large number of children at my local secondary school Graveney travel from several miles away – very few of these travel by cycle as it is simply not safe for them to do so. With a common crossed by the cycle path in one direction and many suburban roads nearby, this is a good example of a school which could be made safe to reach by cycle or walking.
- A relatively small spend on cycling has the potential to bring about great change. TfL should review its structure to ensure pedestrian- and cycling-dedicated personnel are represented at a high level, so that the interests of all road users are properly represented. TfL should implement its spending plans on cycle infrastructure and dedicate a higher proportion of its road budget to cycling.
- Secondly to infrastructure, TfL may wish to consider driver education. A recent Gloucestershire Council report quotes that 75% of vehicle collisions with cycles are the motorists fault. TfL has had some success with educating HGV drivers and cyclists to be wary of each other, alongside with vehicle redesign and other safety initiatives. Public awareness campaigns for motorists seem to have little impact, so a more fundamental approach is required. Can TfL review how cycle awareness is built into training for new drivers and the driving test?

14/15. The best infrastructure to reduce traffic congestion is that which encourages a shift in modal share. Cyclists take up greatly less roadspace than

cars. Every motorist you convert to a cyclist means less congestion on the roads, and a healthier population. Where pedestrians feel safe to walk, and find it pleasant to do so, that encourages people to walk instead of driving.

I am an experienced cyclist with advanced road skills and it took me a year to find the courage to start commuting by cycle across central London. I do it only because much of my route is on quiet streets and off-road, and still experience a high level of threat on the road sections of my journey. Studies show that safe segregated routes are the most compelling encouragement to take up cycling in urban environments (eg "Differences in environmental preferences towards cycling for transport among adults: a latent class analysis" at

www.bmcpublichealth.biomedcentral.com/articles/10.1186/s12889-016-3471-5). Evidence shows that increases in cycling reduces the number of journeys made by car. For

example www.sciencedirect.com/science/article/pii/S0965856416306875,

"The effect of non-recreational transport cycling on use of other transport modes: a cross-sectional on-line survey" finds that each bicycle-km replaces 0.5 car-km.

18. I am concerned to see that even the introduction to this survey references reallocation of the available capacity to cycling as a cause of congestion. As of yet only a tiny proportion of roadspace has been reallocated. I am yet to see any evidence that this increases congestion.



From: [REDACTED]
To: [Transport Committee: Caroline Pidgeon](#)
Cc: [REDACTED]
Subject: 23-year-old man beaten up inside a cab fighting for his life in hospital in critical condition | London - ITV News
Date: 28 August 2016 12:51:18

<http://www.itv.com/news/london/2016-08-27/23-year-old-man-beaten-up-inside-a-cab-fighting-for-his-life-in-hospital-in-critical-condition/>

[REDACTED]

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to report this email as spam.

From: [REDACTED]
To: [Caroline Pidgeon](#)
Cc: [Transport Committee](#); [REDACTED]
Subject: With more ride-sharing apps, car crashes are skyrocketing | New York Post
Date: 28 August 2016 12:04:12

<http://nypost.com/2016/08/25/avoid-car-services-if-you-want-to-survive-in-nyc/>

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Cause & solution for london congestion
Date: 28 August 2016 12:00:36

Cause of congestion:

1. Uber (pay no taxes but have a free reign in london)
2. TFL for selling unlimited phv licences
3. 100k plus private hire vehicles
4. Phv's constantly double parking (causing back log queues)
5. Phv's constantly causing accidents (causing temp road closures)
6. Phv's constantly parking on double red routes and residential bays while illegally plying for hire

Solution:

1. Ban uber in london!

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: What can the Mayor and TfL do to reduce the level of traffic congestion in London?
Date: 18 July 2016 21:07:39

What can the Mayor and TfL do to reduce the level of traffic congestion in London?

1. Constraints - Reduce constraints such as the number of traffic lights and signalised junctions.
2. Capacity - Increase capacity by removing contra flow system. Favour ring road type of flow. Do the same to the bridges if possible.
3. Stick - Increase congestion charge and zone.
4. Carrot - Build more cycle lanes and expand cycle hire scheme to zones not well-served by the tube/ public transportation e.g. SE of London (Camberwell, Peckham, Catford etc.)
5. Plan, plan plan - Plan ahead and coordinate roadworks to ensure no repeat of roadworks at the same spots. It's really annoying to see roads closed a couple of weeks after they are reopened!

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Road congestion
Date: 16 August 2016 21:04:25

As a cabbie the main causes of congestion that I see on a daily basis are as follows 1 badly coordinated road closures and works 2 a completely ridiculous over supply of buses running around empty or nearly empty all day 3 every other car has a PH roundel displayed meaning a completely ridiculous over supply of minicabs

Sent from my iPhone

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 17 July 2016 18:17:34

Road capacity has shrunk due to in particular cycle highways. It is understandable that cycling is a way forward. However when cycling (and using your own car) is not an option people are increasingly using services such as Uber. Uber can often be cheaper than public transport, but the company do not invest in our road system (they pay little or no tax in the UK). Numbers of these vehicle has exploded and needs to be capped. Charging the congestion charge to drivers would push up prices and restore some balance, and create more revenue. Construction sites and vehicles going to and from them regularly block roads. Bus lanes are routinely taken out to allow access to these site. Whilst construction may be good for the economy do these companies invest in transport in any way? Should they be forced to? Buses used to be a reasonable option, but with increases in traffic they no longer are. They frequently run under capacity (with potential passengers taking an Uber for example instead) and struggle down narrowed roads. They idle over and cause even more pollution. Is it time to reduce bus numbers or make them single story? However if we do this we are giving a 'green light' to companies such as Uber and therefore 'privatising' our 'public' transport? All the more reason to expect a 'return' from these companies. People use cars and reject tube/bus because they want door to door journeys in a society where people want every 'now'. Many people are simply tube averse. If we accept that more people will use cars, we have to remove something else from our roads. There is also a problem with delivery vehicles. Why not impose a upward scaling surcharge depending on the public transport zone it's delivered in?

Thank you
[REDACTED]

Sent from my iPhone

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to report this email as spam.

From: [REDACTED]
To: [Georgina Wells](#)
Subject: Investigation into traffic congestion in London
Date: 16 August 2016 19:08:23

Investigation into traffic congestion in London

Hi

My contribution is this:

London roads are becoming over congested mainly as a result of the massive (uncapped) amount of Private Hire Vehicle licenses being issued every single week.

Central London is now totally full of casual, unskilled, part-time Minicabs driving/waiting around to be hired via their Apps (mainly Uber).

No restrictions to license limits, plus the very nature of the Uber app (ie anyone can do it at any time with no restrictions) means that the roads are utterly clogged with these vehicles.

The new technology and PHV licensing needs to be much more strictly regulated (and enforced) and licenses must be restricted (as they have in the past for black taxis) to allow for higher standards, less pollution and less congestion.

PHV should also pay the Congestion Charge.

Also, the Cycle Superhighways are causing huge problems. Some of them (such as Blackfriars Road and Blackfriars Bridge) are a total failure. I have walked the length of Blackfriars Road and the bridge many times, beating the buses easily!

Kind regards

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Contribution to transport debate
Date: 26 August 2016 16:41:40

Give the cycle route changes time to have full effect. Improve junction layout. Increase the congestion charge. No one moans about it anymore so it must be too low.



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From: [REDACTED]
To: [Georgina Wells](#)
Cc: [REDACTED]; [No to Silvertown Tunnel](#); [Caroline Pidgeon](#)
Subject: GLA Traffic Congestion investigation
Date: 01 August 2016 18:42:03

Dear Ms Wells,

The No to Silvertown Tunnel Campaign is a group of local residents, concerned about the effects that this proposed new Thames road crossing would have on traffic congestion throughout Greenwich and Canning Town, along with wider impacts on Southwark and Tower Hamlets. We have been raising public awareness of the scheme for nearly three years, submitted responses to several consultations by TfL, and met with TfL a number of times.

We will of course be submitting a response to the London Assembly Investigation into Traffic Congestion in London. In addition, we would be very grateful for the opportunity to meet members of the Transport Committee to give a briefing and answer questions on our assessment of local traffic congestion and TfL's case for the Silvertown Tunnel.

I look forward to hearing from you, in the hopes of arranging a date.

Yours faithfully,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's congested roads
Date: 02 September 2016 00:41:03

Dear Sir/madam,

I hereby present my response to the investigation into traffic congestion.

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

London's streets have always been congested. Personally I have noticed an increase in congestion in outer London at weekends and outside peak hours because people are making more journeys in general. There is also a new phenomenon of cycle congestion on the popular new cycle superhighways in central London. This demonstrates the huge latent demand for high quality cycle infrastructure and the need to urgently build more cycle routes.

2. What are the key causes of these changes in congestion?

Increase in population and increase in journeys made by all modes of transport, but without an overall shift from car use to more efficient modes of transport. I consider the most important preventable causes of congestion to be:

1. Inappropriate car use for journeys that could be made by other means
2. High car ownership, leading to high demand for on-street parking
3. Disorganised parking, causing congestion by blocking roads and making walking and cycling difficult
4. Dangerous road designs and lack of traffic police, resulting in collisions which cause delays

3. What impact does congestion have on Londoners, the city's economy and its environment?

Congestion wastes people's time and reduces quality of life as well as damaging the economy. It also discourages people from taking part in activities or visiting people or places at certain times.

4. What can London learn from other cities in its effort to reduce congestion?

The key requirement is for inappropriate car use to be reduced, and for people to use more efficient modes of transport instead, such as walking, cycling and public transport. There are many lessons to be learned from other cities:

Dutch cities have streets that prioritise walking and cycling, and the reduction in motor traffic has allowed major urban motorways to be closed. The Netherlands has a low level of traffic congestion and provides an excellent environment for driving as well as cycling.

Japanese cities have efficient public transport and high charges for car parking and road tolls. This discourages car ownership and car use and encourages cycling or public transport use instead.

Nottingham has implemented a workplace parking levy to raise money for better public transport and discourage commuting by car.

Singapore has a road charging system with electronic recorders in cars, which

also provide a convenient way to pay for parking.

5. How effective is the Congestion Charge? How should this scheme be modified?

The congestion charge was initially effective in reducing congestion in central London. However, it is a crude instrument and does nothing to reduce congestion in outer London or at evenings or weekends.

6. To what extent would a usage-based road pricing regime help reduce congestion?

This would help to reduce congestion if the rules are simple enough for people to understand them and be able to plan their car journeys (or choose alternative options) to minimise the cost of their journeys and hence reduce congestion.

7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?

If applied throughout London they may reduce congestion. However, new private cars should not be exempt, because otherwise the charges will discriminate against less well-off people with older cars.

8. What would be the benefits and drawbacks of these other interventions?

- Tolling for river crossings or other major infrastructure
- Workplace Parking Levy
- Devolving Vehicle Excise Duty to London

The first two will have clear benefits. Whether devolution of VED to London is beneficial depends on what the money is used for. If it is used to build better cycling infrastructure, it will be hugely beneficial.

9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

Build a high quality cycle network to encourage more deliveries by cargo bike.

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

Build a high quality cycle network to encourage more cycling rather than taxi/minicab use.

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?

Car clubs can provide a way to reduce car ownership and hence the level of on-street car parking. TfL can provide reserved car parking spaces for club cars to encourage car clubs to start up in areas where demand is currently low because of high car ownership.

12. To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?

Reducing motor traffic will reduce congestion for all modes of transport, including buses.

13. How can TfL further encourage a shift from private car use to public transport or active travel modes?

Build more railways (particularly in outer London) and a comprehensive cycle network, to provide alternatives to car use. Discourage car ownership (higher charges for on-street parking, higher council tax for properties with driveways, encourage car clubs).

14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?

New roads for cars will increase traffic congestion by encouraging more car use. New cycling infrastructure and new railways are required to provide alternatives to car use.

15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?

This is a real risk and can be avoided by not building new roads for cars.

16. How should new road infrastructure be funded?

Through increased charges for car use (e.g. parking fees, road tolls, congestion charges).

17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?

These are probably effective, but I do not think that roadworks are a major cause of congestion. Excessive car use and collisions are more important.

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

It is probably too early to be able to see a beneficial effect, but is expected to reduce congestion if cycle routes are expanded into a comprehensive network.

19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?

New electronic systems for road user charging would enable congestion charges and road tolls to be applied without inconveniencing motorists.

20. How effective has the Road and Transport Enforcement team been in tackling congestion?

I have not experienced any evidence of its effect in outer London. It may need to be better resourced in order to have an effect.

Thank you,



From: [REDACTED]
To: [Transport Committee](#)
Subject: London's Congested Roads
Date: 18 July 2016 11:49:26

Dear Sir/Madam,

In response to your requests for my thoughts on London's congested roads, I reply as follows;

1) You will be very aware that over the last two years, there has been an explosion in the number of Private Hire Vehicles (PHV's) in London, with an increase of approximately 60% from 40,000 to over 100,000. That number (mainly contributed to drivers using the Uber app) is set to continue, with TFL issuing around 500 new licence's per week. The overall effect of this increase can be clearly seen on our streets, with every other vehicle appearing to be a PHV. Many of these vehicles can be seen driving around empty, waiting for the 'ping' on their phone to alert them to a job. Around all Airports, main line rail stations, hotels, entertainment venues, bars, restaurants and clubs, large numbers of PHV's gather in large numbers to await the allocation of a job, via their app. All of this has seen the adverse effect of seriously congesting our already busy streets.

In a city that has an good overground and underground train service, a bus service and a taxi service boasted the best in the world, is it absolutely necessary we provide everyone with their own personal mode of transport, if or indeed when, they should require it?

2) Due to the sad death of a number of cyclists in London (abet mainly due to undertaking lorries), we have seen the construction of miles and miles of Cycle Super Highways (CSH's). By far the worst example is the stretch including Victoria Embankment, Upper Thames Street and Lower Thames Street, the main artillery road West to East and vice versa . The construction of this CSH has taken over two years to construct and is still not complete. The completed sections are now used mainly by joggers with very few cyclists using them at all. The effect has been of traffic at a virtual standstill for two years, while seriously reducing the width of the carriageway. Even now with large sections complete, traffic struggles to move at more than a snails pace.

To avoid this section, many drivers are pushed higher onto Strand and Fleet Street, which is now also totally congested. Moving up to Oxford Street and Holborn is no better, since restrictions allowing only buses and taxis to use Oxford Street were lifted or simply ignored by cars, vans and PHV's.

3) Roadwork's appear now on a regular basis on a large number of streets throughout London. Everyday, one faces a variety of road closures, some appearing without any prior warning. There appears to be little coordination regarding these works, with often, several main access streets closed at one time.

4) Building work has exploded within London over recent years. Virtually every street now has some form of building work being undertaken. Delivery trucks, crane's, waste disposal trucks now take preference over all other vehicles, with traffic often brought o a standstill by someone in a high viz jacket, allowing yet another truck on or off a site. Site vehicles parked by these sites also adds to the congestion.

5) The popularity of internet shopping has created the need for a huge amount of delivery vehicles in London. These vehicles appear to have the right to stop and park anywhere and, often at very short notice.

6) The recent increase in Rickshaws, mainly in the West End, has also contributed to congestion. Sitting behind one of these in a narrow London street, can be a long and painful experience.

All of the above clearly cause the dreadful traffic congestion we now have in London. The impression given is that nobody will take responsibility for this situation. London is fast becoming a third world city with no real authority and no regulation. What remains of our police force is now otherwise engaged protecting us from the threat of extremists. The combination of forces is very clear for all to see and London is fast sinking under the strain. Action is needed now before the whole of London grinds to a halt.

Yours sincerely,

[REDACTED]

From: [REDACTED]
To: [Transport Committee](#)
Subject: Investigation into traffic congestion in London
Date: 28 August 2016 15:50:26

Sir/Mdam,

I have answered the questions where I think I have relevant information and put N/A where I don't:

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

It has got worse and the main cause seems to be taxis and construction work.

2. What are the key causes of these changes in congestion?

I would assume this is due to a growing economy and the Uber effect.

3. What impact does congestion have on Londoners, the city's economy and its environment?

The congestion makes the economy less efficient as transport that must use the road, such as engineers, delivery drivers, electricians, carpenters, lorries, buses, etc. are slower and less efficient and getting around. It also makes air pollution worse, damages streets, (for example Kentish Town High Street should be an interesting social and business centre whereas it is fact really polluted, very noisy, aggressive place to be).

4. What can London learn from other cities in its effort to reduce congestion?

Boosting cycling and walking are the two obvious opportunities as they encourage a sense of community, do not pollute and free road space for necessary vehicles. I am not sure to what extent the rapid bus transit opportunity is viable in London but I always find it astonishing that black cabs are allowed in bus lanes. Whenever I get a bus it seems to be no faster because of the bus lanes because they are full of black cabs. A simple move to be to make bus lanes for buses only. (We seem to be very inefficient in using our roads. (Am I right in saying about 1% of journeys in London are by taxi and 15% by bus?) If we want buses to be more efficient and quicker then need dedicated space.

5. How effective is the Congestion Charge? How should this scheme be modified?

As above, it is silly that the most congestion causing vehicles (taxis/PHVs) are exempt from the congestion charge. They are actually worse than private vehicles as they are often driven around empty.

6. To what extent would a usage-based road pricing regime help reduce congestion?

Road price charging must be coming in the near future as vehicles electrify (and autonomise), if only to replace lost tax revenue, and that will offer an opportunity for more sensitive charging structure. For example taxis/PHVs could pay fee per mile or similar as a charge to replace the congestion charge and this could be time based.

7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?

From what I have read, not a lot. There will still be black cabs and buses coming on to the road now, which are very polluting and I can't see how will it change significantly the number of vehicles on the road.

8. What would be the benefits and drawbacks of these other interventions? - Tolling for river crossings or other major infrastructure - Workplace Parking Levy - Devolving Vehicle Excise Duty to London

As above for road use charging. Reducing on-street parking would help make more space and improve the feel of spaces. Soho is a good example of an area where most roads should be closed to traffic outside delivery windows.

9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

This does seem difficult. As these things are automated it will be easy to switch them to night time deliveries. Cycle deliveries obviously can play a large part and that is already encouraged by the lack of fuel costs but this should be encouraged. I did think of a peer-to-peer delivery system where a smartphone app could make people aware of small parcels that match routes you are planning and you would receive a small payment for each delivery. This could be seed

funded by TfL or at least supported by policy?

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

As above, I think this is the primary issue, (black cabs are the same, only slightly worse as they block bus lanes). The people using them are not paying anywhere near costs their choices impose on the rest of the economy in terms of slowing the economy, people and pollution. (At night you could argue that there are not other options congestion is less of an issue then).

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?

They could have a really big impact as the cost of using them is always per use rather than spending a lot on a vehicle in a lump sum that actually encourages you to use it. To get the benefit you need to change how new developments are delivered, i.e. without private parking and providing hire vehicles. The other advantage of car hire schemes is that variable charging depending on time of day could be imposed on them on top of the charge from the company. This would be simple to do and would encourage off-peak use,

12. To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?

As above, if bus lanes were for buses only that would help a great deal.

13. How can TfL further encourage a shift from private car use to public transport or active travel modes?

We need to make cycling/walking a lot easier, safer and safer. To that end, more cycle parking, segregated lanes, encouragement for schools and employers, etc. I notice that pavements are far too narrow at times and this is both dangerous and also actually discourages walking.

14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?

There is plenty of road, just very inefficient in our use of it. We all need to pay for the costs our decisions impose on the network. Slowly reallocating it to active travel is and will help.

15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?

It does.

16. How should new road infrastructure be funded?

N/A

17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?

N/A

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

I assume some during construction but in operation the amount of space must be tiny as a proportion of our road and massively outweighed by the encouragement of people not using taxis or driving.

19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?

I think this helps to a small degree. I imagine more intelligent analysis of journey patterns and the likely would be more beneficial using computer analysis / technology.

20. How effective has the Road and Transport Enforcement team been in tackling congestion?

N/A, I don't think I have seen these people. - With regard to safety I think road crime is essentially now un-enforced and that is having a corrosive effect on safety and respect for the law. People now drive on the phone or texting and are almost never stopped or charged. Speeding is also essentially standard on many roads, e.g. around Regents Park, and the 20 limits are ridiculous. If you actually drove at 20mph people become aggressive and/o assume you have a problem. If there aren't resources to enforce this then more cameras could be used, but I would strongly urge more enforcement.

Yours,



From: [REDACTED]
To: [Transport Committee](#)
Subject: London's Congested Roads - Call for Evidence
Date: 31 August 2016 18:12:02

KEY FACTS?

I have read the Key Facts and cant find any supporting evidence for any of the assertions. The key fact statements may be true but by how much are the roads more congested? By how much are speeds falling? What are the measurements used to support these statements? Are they facts or feelings?

So if I can just make some statements of my feelings too.

MY FEELINGS

I live in Surrey but have spent most of the last 3 months living in St John St, Islington and am a regular visitor to the city. With the recent improvements in cycling infrastructure my main mode of transport in London is now by bike. I think I am part of traffic? I would guess my average speeds have increased with the improvements in some of the routes but it would just be a guess.

I certainly feel a lot safer cycling on a physically separated cycle lane than in the gutter separated from traffic by a white line.

London air is very polluted. In London the black dust that comes off a window ledge after a week is terrible compared to living in the Surrey countryside.

SOME CHANGES PLEASE

Diesel and other polluting vehicles need to be removed from the roads asap, not in a few years.

Make it illegal for vehicles to sit with engines running.

No new river crossings for motor vehicles which can only encourage more vehicles.

A much higher premium on car use especially including Uber which is encouraging more car use over public transport.

More quietways and 'little holland' schemes please.

Educate drivers about the cycling - e.g. the recent Jeremy Vine incident where he is accosted by a motorist for riding safely in a narrow road with cars on both sides.

LEGALISE SOME THINGS WHICH ARE ALREADY SAFELY DONE IN PRACTISE (but which irritate non cyclists)

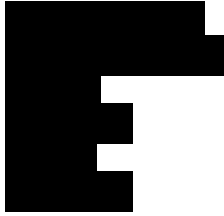
Change the law to allow cyclists to legally make left hand turns at red lights.

Make cycling against the traffic legal in all one way streets by default.

Make cycling on footpaths and pedestrian crossings legal at slow speed, a little more than walking speed. I have recently been to Japan and this is completely

accepted. It encourages the old and young to use bikes even in the busiest cities, including Tokyo.

Kind regards



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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Traffic congestion.
Date: 01 August 2016 20:51:59

Dear all,

When I have the misfortune to sit in traffic on obscenely mismanaged London roads, I have plenty of time to analyse the faults of TfL's and London Borough's current road policies.

I understand that TfL wish to increase cycling and the use of public transport. Very admirable but the vehicles on our roads are going nowhere.

Taxis, delivery trucks, trades vehicles, construction lorries and couriers are all essential and have to be mobile. Add to that the private drivers no longer scared of Central London due to the ease of use of Sat Navs.

The current policy against road users actually causes increased harm to cyclists and causes excessive journey times on buses.

To help reduce pollution and to keep traffic moving here are a couple of improvement ideas ;

- Arrive at Euston, Kings Cross, Liverpool Street, St. Pancras and Waterloo Stations. Time how long it takes for taxis to leave the area and to get moving on to Euston Road, Bishopsgate or Baylis Road. Visitors, whether business or tourists, witness a shambles of poor traffic light phasing and sit wasting time and money.
- It seems anyone with a pick up truck, shovel and a hi-vis jacket is controlling important London roads. Scaffolders park where they like, breweries deliver on busy corners as do cash handling services intent on parking as near to traffic lights as possible.
- Visit Old Broad Street EC2 after 10am to witness the daily red line of post rush hour buses stretched from Liverpool St to Bank Junction. Each bus will have as many as five passengers but are often empty. This will continue across The City and West End throughout the day.
- Minicab/PHVs now stand at 100,000 plus with London's streets now a rolling rank for E-hailing. E-hailing Apps now use part time drivers using their home cars.
- We see roadworks on diversions that divert us from other roadworks.
- Traffic systems that are badly designed to encourage congestion and extra pollution as in No Left Turn from Victoria Embankment on to Westminster Bridge. The new route is Northumberland Ave, wait at quick light, left in to Whitehall and then another quick light full of buses turning left in to Bridge Street. Increased pollution and congestion at one of our busiest tourist hot spots.
- We have major building works on one side of the street and no restrictions on vehicles parking or stopping on the other side of the street.
- More (all?) traffic junctions need Yellow Box markings. Traffic congestion leads to YB encroachment, leading to increased traffic congestion and on and on.

All these causes of pollution and traffic congestion are surmountable but it needs more positive action and either higher Congestion Charges, fines or traffic wardens rather than PCN 'machines'.

Some of the solutions are obvious such as increased traffic light phasing getting taxi passengers away from mainline stations. Other solutions need on the spot traffic enforcers or the courage of TfL to severely increase the Congestion Charge and include minicabs in the payments regime.

Kind regards,

[REDACTED]

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From: 
To: [Transport Committee](#)
Subject: Congestion
Date: 28 August 2016 11:31:03

Stop selling Minicab licenses now.

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From: 
To: [Transport Committee](#)
Date: 17 July 2016 18:43:46

Vast reduction in road space due to csh has resulted in chaos almost all over town. These could have been implemented with much less disruption. There are some areas where there shouldn't be one.

The vast amount of money that this cost could have been directed at an electric taxi fleet which would have gone a good way to clean up the air as they are blamed for so much pollution yet are made to drive these vehicles

The continuing support for TfLs partner Uber and the printing of 600-800 licences weekly has now choked the roads for most of the week but is particularly bad on a Friday and sat night. PH needs to be capped now to stop the US Corp killing the city which it is doing a good job of thanks to TfL

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Investigation into traffic congestion in London
Date: 31 August 2016 17:17:28

Dear Ms Wells

Please see response to questions 1 and 2 below

I would be grateful if you would place this response before the Transport Committee

Thank you for your assistance.

Perhaps due to the slow speed of buses (hampered by the explosion in other road transport – especially *Uber* etc minicabs), there has been an increase during rush hour in the number of mopeds used by commuters and couriers.

The drivers of mopeds often compete with cyclists for the same space. They often use cycle lanes and advance stopping areas. Both of which are prohibited by the Highway Code (<http://content.met.police.uk/Article/Advanced-Stop-Lines/1400018009433/1400018009433>) but do not appear to be frequently enforced.

Mopeds, taking into account the breadth of their handlebars are often too wide for cycle lanes, meaning that in stationary traffic they can block cycle lanes and prevent cyclists from reaching advance stopping areas.

Further, the engines of mopeds are primitive and although small, they are disproportionately loud and polluting: <http://www.nature.com/articles/ncomms4749> and <http://www.telegraph.co.uk/news/science/science-news/10834679/Scooters-pollute-more-than-lorries.html> meaning that cyclists tend to keep their distance from them. This again negatively impacts the flow of cyclists progressing through stationary or slow moving traffic.

I would like to see better enforcement of cycle lanes and advance stopping areas. I propose that at crunch locations (such as the junctions either side of bridges) an enforcement team visit on a randomised intermittent basis, observing and issuing remedial advice/ penalties as appropriate.

I would like to see more stringent emissions and noise requirements on scooter manufacturers, with older vehicles phased out to an accelerated timetable.

Currently all that's required for a person to acquire a moped licence is the completion of a one-day course called Compulsory Basic Training. I would like to see more stringent tests for people wishing to acquire a licence to ride a scooter.

Thank you for giving this response your consideration.

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From: 
To: [Transport Committee](#)
Date: 28 August 2016 19:08:04

Pure and simply need to charge more for travel into London
The ever increasing cost of public transport together with the fact that motor traffic don't pay for the extreme damage they do to our city and communities is why there is more and more traffic
Whilst unpopular a larger congestion charge zone and a more expensive congestion charge with fewer exemptions is the way forward

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Traffic congestion in London
Date: 30 August 2016 21:05:06

My views to the relevant questions are as follows -

2) Poor road management by TfL (eg Scotch Corner is a lot worse since TfL 'improved' it and why was South Carriage Drive closed at the same time as a lane taken out Knightsbridge west bound?).

Poor traffic light management - so many lights set to go red as soon as you get to them resulting in stop/start and idling traffic.

Too many buses which are mainly empty outside rush hour.

Too much road space taken away for badly thought out schemes (eg. CSH) or, it seems, purely out of spite (eg. taking a lane out Knightsbridge east bound at the junction with Hyde Park Corner)

Too many minicabs many of which are driven dangerously.

4) London needs to learn to keep traffic moving

5) Congestion charging seems pretty ineffective and should include minicabs whether hybrid or not.

10) Too many minicabs is a real problem. Perhaps a tougher licensing regime would reduce the number as well as a driving test as many are frankly dangerous! They should all also pay the congestion charge.

12) It's worrying that bus companies get a larger subsidy the more buses they run meaning they have every bus out all the time! Interestingly some senior members of TfL are directors of bus companies. It's also been proven that buses are the major contributor to pollution.

17) Totally ineffective. Why aren't contractors working 24/7? It's almost as if TfL encourage roadworks to create congestion!!

18) The CSH was pushed through without proper consultation or planning and has led to a huge increase in congestion - as everyone knew it would!

20) Useless!

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion on Londons roads
Date: 18 July 2016 10:19:52

Dear Transport Committee

The best way to alleviate traffic congestion will be to get rid of these cycle super highways, or rather move them from main thoroughfares like Victoria Embankment and put them on the side streets.

The current TFL policy of blocking off the major arteries of London's roads is not working.

It's fairly simple, but you don't want to face facts because you're committed to closing off space on roads for bicycles & pedestrians.

If you really want to alleviate congestion, work to open up the roads, not close off the space.

Another significant contribution to congestion is the ridiculous amount of PH vehicles on the road. Again TFL are committed to maximum congestion by doing the bidding of UBER and not doing what's in the best interests of the city.

I'm not even a black cab driver but even I can see the damage that UBER are doing to this city.

What's required is that you face the self evident facts of

1. the oversubscription of PH vehicles.

and

2. Closing off the space on main arterial routes to bicycles and pedestrians.

And the idea of closing off Oxford Street....this is a joke right? Have you paused to think for a moment of the consequences of that.

Yours, absolutely infuriated,

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Investigation into traffic congestion in London
Date: 16 August 2016 17:34:41

Dear Ms Wells.

Thank you for the opportunity to respond to the Transport Committee's investigation referenced above. As a regular user of private vehicle and public transport within inner and outer London I have the following comments to make:

- many European cities divert roads underground, particularly in high density or commercial areas, or to avoid areas otherwise used by public transport. This may be difficult in central London where large amounts of underground servicing, buildings and transport exist, and could also be expensive. This should avoid creating 'new' roadways, and instead should divert existing traffic so ground level can be used for increased/improved pedestrianised activities and cycling;

- much greater investment in public transport, particularly in outer London, should be provided to discourage car use. Where commuter journeys in outer London are not direct, travel times can often significantly exceed those possible in a private vehicle, even during rush hour. It is also cheaper. Outer London services, particularly those during rush hour travelling away from central London, are also highly unreliable, particularly in winter months and when weather conditions are more extreme. TfLisation of the network may help, which I understand is in progress, but capacity is a long term issue that may only be resolved with the construction of new rail lines or other transport networks. The lack of orbital rail networks, particularly in south and south-east London, is a significant issue that will not be resolved with the erection of Crossrail 1 or 2.

- increased number of segregated cycle routes, diverted through zones that typically have less commercial traffic (or preferably no traffic at all) such as parks, pedestrianised areas, waterways etc, to encourage cycling as a form of commuting. It is still far too dangerous at present, and at the very least is an unpleasant experience for most non-committed cyclists.

Ultimately any increased expansion to the road network is likely to lead to more traffic so it would appear the best option would be to vastly expand the existing tube/overground network improve the reliability/frequency of bus/suburban rail networks, and restrict as many of the main artery roads within London to commercial traffic only where possible. Commercial traffic is necessary. Private travel could be accommodated elsewhere. So giving commuters a viable alternative to the car appears the best option.

--
[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 24 July 2016 08:28:11

If you let traffic in to London you have to let it out, may I suggest that reducing every junction by 50-66% and removing road lanes for little used cycle lanes was not a good idea. May I suggest a cycle safety campaign may have been achieved the same safety results at a fraction of the cost and no loss of traffic flow

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: response to the consultation on congestion in London
Date: 27 August 2016 22:57:32

Dear Georgina

This is my response to the consultation. I am a 55 year old resident of inner London, having lived in London all my life. I use all transport modes - literally: walking, cycling, bus, tube, overground, DLR and (occasionally) car.

1. Walking. The rate of walking could be increased considerably with an excellent public health and congestion impact and its importance should not be under-estimated. Many journeys are very short yet people drive, including parents driving children to school. Walking has the lowest impact and highest health benefits, yet many of London's streets are essentially hostile from this perspective owing to noise and pollution, plus messy and crowded pavements and a road system that is oriented to motor vehicles over pedestrians. There should be better enforcement of shops and other businesses putting out their rubbish onto the pavements as this makes the environment less pleasant for walking as well as partially blocking pavements. The use of staged road crossings is unhelpful for pedestrians and should be reduced further. Likewise gyratory systems. There should be better enforcement against cars, vans and buses allowing their engines to run when stationary and against infringement of pedestrian crossings, etc. Shared bike/pedestrian pathways should not be developed in very busy areas. All these things combine to discourage walking and reduce its potential to become part of the solution.

2. Cycling. There has been an increase in cycling in recent years. This is welcome as it reduces congestion and pollution and promotes healthy activity, as well as being a cheap and convenient way to get around, but it needs better infrastructure to encourage more people to cycle to work and for short domestic trips. I cycle to work every day and on many trips around London and many of the cycle 'facilities' have wasted money and done nothing to promote safety - or in some cases have even reduced it. There needs to be a step change in the standards of design for cycle facilities. These need to mean business and not be tokenistic, as many frankly have been. The better designed facilities are now heavily used - evidence of what could be achieved, even in a crowded and ancient city like London.

Other issues have an indirect impact on cycling rates via safety issues - lorries present a key danger and basic road design is essentially motor vehicle oriented with cycling seen as some type of add-on. this creates waste and many lost opportunities to improve use of roads for cycles - traffic light and junction design and phasing being key. there needs to be better enforcement of motor vehicle infringements and features of the road environment that create conflict and risk rather than flow.

All school children should have cycle safety training as part of their core curriculum as this would improve standards of cycling and also driver awareness and ability to drive appropriately when sharing the road with bikes.

3. Lorries and other commercial vehicles. From my extensive experience of moving around London's roads in the course of work and daily life, a key aspect of congestion in recent years is the very large number of lorries and vans, including construction vehicles on London's streets, and the historical shifts in freight to favour road vehicles over trains. This is added to by inadequate planner demands on developers in terms of the provision for deliveries and so on, so that lorries frequently partially block streets, creating more congestion and hazards for other road users. There should be a stronger line in terms of enforcement of lorry safety standards, parking/loading, licences, times of operation etc. there should be a limit on the times of day in which lorries can operate for deliveries and construction work, to reduce congestion but also to improve road safety. Ironically, the congestion zone is often virtually gridlocked despite the fact that very few private vehicles are using it - commercial vehicle use must be tackled.

4. Private hire vehicles. The excessive number of minicabs is a major new contributor to congestion in inner and central London. All private hire vehicles except black cabs should have to pay the congestion charge as do other drivers. Licensing needs greater regulation, for various reasons including passenger and road safety as well as congestion levels.

5. Public transport - buses are important but they are also major contributors to pollution, so more use of electric or hybrid buses is needed, together with higher standards of bus driver training. I'm not sure whether routes can be rationalised further. If more people felt enabled to walk or cycle on London's roads, then the numbers of buses needed would be reduced, but walking and cycling alongside rows of buses belching diesel fumes is not pleasant and not healthy, so there is something of a catch 22 here - starting with reducing the pollution levels should help to resolve this. new buses should have higher standards and older buses should be retrofitted appropriately.

6. Trains play a key role but are very crowded in general, so I'm not sure how their important role in limiting congestion can be enhanced. Greater frequency or capacity of trains on some lines is clearly important and fares could be reduced, particularly outside the rush-hour.

7. roadworks, utilities etc. In addition to better planning standards in relation to construction, there is a great deal of uncoordinated and therefore often duplicated digging up of roads, adding greatly to congestion. There should be a stronger london-wide oversight of utility companies and others' permissions to dig up roads, to ensure this is as streamlined and efficient as it can be.

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic congestion
Date: 26 August 2016 13:35:42

Having read the documents and supporting information I wish to make the following submission.

I think we need to stop looking at transport as something special and separate. People need transport stating with walking , wheelchairs, pushchairs, skates, mobility vehicles, cycles -tandems , trikes, cargo bikes.
Buses, tubes, trains. Taxis

Private cars

Delivery vehicles
Construction transport

You really don't need private cars in central London so don't allow them. Don't provide parking.

Taxis are possibly too many but maybe we need to look at route taxis and shared taxis

Buses get stuck in traffic! They are run by different companies. Bus stops close without warning and temporary stops are not clear. A journey can take -15 mins one day and over an hour another.

Deliveries should be controlled to be made at specific times early morning and mid evening depending on location and route.

Reduce congestion by getting rid of excess private car use , improving alternatives transport always putting people on foot etc first

Start pedestrianising more of London but avoid 'shared space' solution which simply don't work for real live people

Thank you

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic Congestion London
Date: 27 August 2016 00:05:51

Traffic congestion is caused by cars. Getting more people out of their cars and either walking, cycling or public transport is the only solution.
No city has ever solved their traffic problems by creating more space for car users.

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From: [REDACTED]
To: [Richard Berry: Mayor](#)
Date: 26 September 2016 11:26:28

Dear Richard (and Sadiq if you have time to read this).

I am very concerned about the effects of recent policy with respect to London's roads.

London's traffic congestion has increased in recent years. This has occurred despite a decline in the ownership and use of cars in Central London as evidenced by TFL and Department for Transport data. The most recent congestion figures for London for January to March this year as reported by the FT show that average daytime motor traffic speeds on the capital's main roads were down 4 per cent over 2015 despite a 1.2 per cent decrease in motor traffic. Increased congestion increases the time road users have to waste each day in London. It impacts business and the economy. More importantly, increased congestion is the principal cause of the increased air pollution that London is starting to suffer from.

London's road transport policy needs a rethink

London's congestion problem is largely self-inflicted. Its principal cause is the series of traffic management schemes recently introduced across the city's roads that severely disrupt traffic flow at the street level and defy common sense in aggregate. There are many examples. Firstly, the expansion in the number of traffic lights that are sited very close to one another and yet are set up to work independently, such that the lights in front are often red whilst the ones behind are green. This disrupts traffic flow needlessly. Secondly, the implementation of a series of bizarre traffic direction schemes that are designed to assist buses but at the cost of increased congestion for car users as the schemes are often very badly designed and create congestion around them. Thirdly, the construction of very wide cycle lines on many of London's major arterial roads that severely restrict the road width and number of lanes left for vehicles. These cycle lanes are very infrequently used at off-peak times.

The combination and sum of the above has created many congestion hotspots that otherwise would not exist. The net effect is that road users are inconvenienced, businesses suffer and the pollution from stationary vehicles stuck in queues increases. Vehicles are getting cleaner, people own fewer cars and are use them less in Central London. Yet congestion, and the pollution it causes, has worsened.

Pollution does not discriminate between those who chose to drive and those that don't. It impacts the old, the sick and the less affluent the most. These are the people you represent. Efforts to encourage pedestrians and cyclists by introducing such traffic management schemes are profoundly misplaced if the cost is more congestion on London's roads. Many more lives risk will lost or impaired due to the pollution consequences of increased traffic congestion than will be saved or improved by the road safety impact of the traffic management schemes. Yet current the London leadership appears to be continuing blindly with the policies of its predecessors without any consideration of the congestion and pollution consequences. And all of this is allowed to take place without a detailed and public overall environmental impact study that considers these externalities. This represents a failure of leadership and of governance.

What is needed is for someone to exhibit some common sense. The safety of pedestrians and the legitimate interests of cyclists, users of public transport and vehicle drivers should be far more intelligently managed and balanced. Bus lanes, traffic lights and cycle lanes should be encouraged but also should be intelligently designed and sited. Their congestion and pollution consequences should be considered before they are built. This is not happening at the moment. The proposed pollution tax will not address the cause of the congestion that is causing the pollution and so short of banning the most polluting vehicles, taxing diesel at punitive rates etc, the pollution tax is not going to change anything.

But If something does not change and the current policy continues, traffic congestion will worsen and the quality of air in London will further deteriorate with a direct impact of the quality of life for all who live and work there. And this will represent yet another example of politicians in the UK listening to themselves rather than governing for the benefit of those that vote for them.

With best wishes

Yours sincerely

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Investigation into traffic congestion in London
Date: 26 July 2016 10:49:55

Dear Georgina,

I am writing to pass on to you my theories as to why congestion levels in London have reached unacceptable levels and respectfully suggest what could be done to reduce them. I do hope jmy feedback will be included in the official report once published.

I talk as a Londoner born and bred / having grown up here and lived in North West London for 31 years as well as having served as a Metropolitan Police Officer across many Boroughs of London (it's safe to say I've experienced London's congested roads first hand many a time).

Congestion seems to have been vastly exacerbated in the past 8 years since TfL and local Boroughs embarked on a totally stupid, ill-considered and totally counter-intuitive policy of "prioritising" cycling and walking over road-based vehicular transport. Examples of this include :

- **Narrowing major arterial routes in Central London (by reducing lane capacity with permanent concrete dividers e.g Embankment for the East-West Cycle Superhighway among others, narrower lanes on Haymarket, Oxford Street from Oxford Circus > Tottenham Court Rd etc)**
- **Pedestrianising vast areas of Central London e.g Portman Square**
- **Introducing pointless and under-used cycle schemes like Tavistock Place**
- **Building more speed-humps (which slow traffic down and increase pollution through stop/start)**

All of these interventions have had severe, cumulative consequences on the ability of vehicles (including emergency services) to move freely around the Capital and have caused traffic to simply be displaced to other areas.

As someone who cares deeply about improving London's air quality it is maddeningly frustrating that desk-bound council officials and incompetent town planners think they are being clever by making it harder for vehicles to get around when they are in fact, worsening air pollution through causing more congestion. Totally counter-intuitive.

To summarise - the single biggest cause of increased congestion has been Boris's Cycle Superhighways - they have done more damage to air quality and congestion in London than anything else and I strongly believe they should all be ripped up and the roads be widened back to how they were, wish cycle lanes painted on side-roads away from main arterial routes.

I hope this helps and please feel free to contact me in your require any further feedback.

Kind regards,

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: FW: Congestion On London's Roads
Date: 02 August 2016 17:55:03

From: [REDACTED]
Sent: 02 August 2016 17:54
To: [REDACTED]
Subject: Congestion On London's Roads

Good Afternoon

As a Coach Driver for a couple of years now, I have spent many days travelling with Passengers to and from London via the M4
As a company based near Windsor Berkshire just off the M4 this was my quickest route into London... Well it was for the first year or so of coach driving.
Over a period, I had noticed the even longer delays of getting to and from Central London which also did affect my Passengers.
The route from Windsor was very slow from Junction 7 almost right up to junction 1 of the M4 in Chiswick. Once in Chiswick further delays were added to the journey
With even more traffic. For a journey that usually would take an hour can now take up to 2 hours, which is adding on another hour stuck in Traffic.
Which means that groups that we transport can be late for Theatre Trips and tour guides

The Mayor could propose an outside of London Park and Ride Scheme. Where car drivers could park their vehicles and use a Bus/Coach Shuttle Service for the rest of their journey to and from London. This would ease a lot of the congestion in and out of the Capital
Running a Shuttle Service every 2, 3, 4 or 5 mins into London 24hrs a day 7 days a week.
Opening up more Bus Lanes in London to ensure buses would move quicker. Shuttle buses to be fitted with Traffic Light Activators which would change Traffic lights from Red to Green just for these vehicles in Bus Lanes. Or sensor / pressure pads in the bus lane for activation of lights

This could even be made for Coaches too. Whereas, a coach travelling into London could head to a point just outside London and transfer its passengers onto a Shuttle type service
The coach would then park off site near to where drop off is and wait for Passengers to return. For Instance Heston Services heading into London.
A Coach would pull into an area and transfer Passengers onto one of the shuttle buses / coaches who then would transfer into London and same on return journeys
This would take a huge number of coaches out of London and would not cause any coach parking problems that we face on a daily basis

Make Public Transport cheaper and more reliable. Open up more Large Car Parks close to Bus and train services. Keep costs to a minimum and encourage people to use them

Operate a Park and Ride Scheme to Train Stations / Bus stations to encourage people to use these services more

Overcrowding on trains and buses and unreliable services are not appealing, another reason why more cars are on the road and the public drive into London.

Take out Cycle Lanes, as it seems that since these have been introduced the congestion / traffic has increased

These are my own personal views on Congestion in London



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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 21 July 2016 06:38:28

Dear Sir

There are a number of reasons for the increased congestion on London roads. It would be far too easy to blame it on one factor. With London's success as a major city, it has become more popular as a place for people to live and do business.

The cycle highway has been a very expensive disaster for London traffic.

It has taken away road space. Also a lot of junctions have been made single lanes from double lanes. TFL have handed out private hire licences to everyone and their aunt. So many buses are running around during the day.

With only a handful of people and quite often, empty. Traffic light phasing is often very time wasteful. Surely it could be phased differently. To cater for the different levels of pedestrians, at different times of the day.

Roadworks is another problem. Quite often I will see a hole in the road. With a lane closed and nobody working on it.

I hope you find my views of help to you

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Date: 17 July 2016 18:49:30

Good evening

Here are my views on ways to ease congestion in London

- 1) immediate cap on PHV numbers, 1000's of minicabs plying for hire at any given time in London
- 2) cycle super highway layout needs revising, in areas in works fine ie the a11 Mile End rd etc but the majority of csh areas aren't, parliament square for example.
- 3) certain roads need restrictions lifted for taxis to help ease congestion
- 4) stop closing roads to traffic ie Tavistock place wc1
- 5) come down hard to private cars using Oxford st and commercial vehicles using the Royal parks etc
- 6) make goods deliveries aloud on alternate days in accordance with vehicle reg

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion.
Date: 17 July 2016 20:32:20

8'500 buses subsidised by the taxpayer, running empty during off peak hours. 4 of those private companies pay tax to offshore countries.
White van man making Internet shopping deliveries to office workers in London.
12 miles of segregated cycle super highway in inner London. Mainly used during peak hours of 7am-9pm/1700-1900hrs. The rest of the time the space is unused while adjacent road space is at a standstill. Millbank heading west towards Grosvenor Road has a un-segregated cycle lane marked out in blue with specific time restriction for cars. It works although the times could be altered to alleviate congestion.
Reducing the road space without financially deterring car users = what you have now.
Coupled with a ridiculous amount of building works which necessitates the delivery of building materials and TfL's/local councils insane quest to funnel moving traffic onto main roads by closing side roads.....well if I had put these proposals forward as a solution to London's traffic crisis, I would have been laughed out the interview room.....but then again!

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 30 August 2016 18:14:44

The reason we have so much congestion on londons streets clearly lies with the morons who license 600 phv every single week this equates to a stream of cars from Piccadilly Circus to Harrods for Christ sake get your well paid noses out the trough and smell the coffee on the streets

[REDACTED]
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From: [REDACTED]
To: [Transport Committee](#)
Subject: Problem caused by traffic
Date: 24 July 2016 09:05:55

Übercar infestation caused by paid off officials at TfL and those in mayors office who continue to turn a blind eye to 600 more Phvs every week just pure common sense tells you this but carry on with your heads in the sand and you'll miss it
David gorman

Sent from my iPhone

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion in London
Date: 31 August 2016 10:33:32

Dear all

It has been quite obvious over the last couple of years that traffic is having a major affect on health issues because the emissions and no traffic moving makes it worse also there has been a big impact on drivers health as we have seen more and more road rage. My ideas I would look to put forward are as follows.

The congestion Zone should and could be managed more effectively by putting in place times where even if you pay you can't drive through for example between 0700 to 9.30 and 1600 to 1900.

The river should be used for what it was originally built for cargo deliveries. 1 tug can carry 50 containers that 50 less Lorry journeys and a tug can pull 3 or four barges.

Amazon and other big on line shops should have more hubs rather than single vans with 1 delivery in the back coming into London , maybe we should be looking at train stations with hubs so the railways can be used for deliveries.

1000 of self employed maintenance for buildings all got vans. Where possible government should look at bringing maintenance back in house.

Staff of all buildings in the congestion zone should be stopped receiving private deliveries this would prevent vans cars coming into congestion zone.

Emergency vehicles should be allowed to drive in bike lanes when stuck in traffic

Best regards

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 17 July 2016 21:50:24

Here are my thoughts on why the roads are congested.

Take away road space for cycle lanes and then introduce 106,000 mini cabs to London do I need to explain why the roads are congested?

While your at it can you hurry up and close Oxford st because I can't wait to see what will happen to London when that goes.

If you would like me to come and run London then I'm available for 5 mins on a Monday morning only because I'm sure that's what you guys put into it.

When are you lot going to wake up? I'm sorry if my mail seems a little condescending but I actually do think your all idiots.

Kind regards

[REDACTED]

(I would actually call you a lot worse but I'm trying to lead my kids by example)

Kind regards

[REDACTED]

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion in London
Date: 17 July 2016 20:31:23

I am a taxi driver who works mainly nights. Even mid week at 2 in the morning the CSH eastbound is at a standstill. A simply journey from Mayfair to trinity square never took more than 10 minutes at that time of night. Nowadays this same journey avoiding embankment takes 20 minutes. I have also done this journey using embankment it took over 40 minutes. This is just one example of the damage that is being done since this CSH has been imposed on London. Increased journey times due to the congestion caused. Increased pollution detrimental to health ie breathing problems. The frustration of both tourists and business people who are not impressed with stuck in mess that has been caused. It's clear that over time people will start to drift away from London. It is not a city that business people favour and not much fun for tourists. I certainly would not recommend it I would be lying.

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Cycle lanes
Date: 18 July 2016 00:03:33

One of the major problems in London is the amount of road space been giving to the cycle lanes. I think the fact that we have a congestion charge in this city is a big indicator that there was not enough road space to give up to cycling lanes. But the worst decision was to allow cycling lanes in hyde park ,where there is already cycling lanes. A journey through the park takes any thing up to half an hour now where as before 5/10 minutes. I see traffic jams at 12 o clock at night now and no cyclists about, at the very least should have had time periods on the cycling lane .

Sent from my iPad

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Transport committee - my opinions
Date: 17 July 2016 18:59:08

London is still a car centric city. Under boris Johnston we have seen some investment in cycle specific infrastructure which we need to see a lot more of. But not just in the city but the outer boroughs. I live in Waltham Forest and I am very happy to see the changes that the mini Holland scheme is providing. We need a mini Holland in every borough. But also, councils should be adopting mini Holland ethics in all new/improvements to road infrastructure going forward.

TfL need to replace all buses with truly clean vehicles not ones that sit idling or 'recharging' as boris likes to point out. All of those black cabs should be taken off the road and cabbies made to buy electric cabs. The number of uber licences needs to be reduced, they are the worst drivers on the road. Congestion zone needs to be expanded out to the north circular and diesels needs to be taxed more heavily.

In short we need to provide safe and segregated cycle lanes as it's the healthiest, cheapest way for people to get around.

.....

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Investigation into traffic congestion in London
Date: 26 August 2016 13:52:01

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

Traffic congestion does seem to have got worse on average.

2. What are the key causes of these changes in congestion?

I believe the major underlying cause is population growth in London. As the number of people travelling has increased not enough has been done to persuade people to use sustainable forms of transport, walking, cycling or taking public transport. The costs for driving a private car have not risen fast enough, i.e. parking charges, congestion charge, vehicle tax, to dissuade large numbers of people to make unnecessary journeys, for example the school run.

3. What impact does congestion have on Londoners, the city's economy and its environment?

The major impact is on air quality with large numbers of Londoners dying each year due to breathing in traffic fumes. High levels of congestion make cycling unattractive which further dissuades people from choosing a healthy form of transport.

4. What can London learn from other cities in its effort to reduce congestion?

The building of new roads should only be undertaken to solve connectivity issues, not merely to alleviate congestion, as this will lead to additional car journeys being made. Large scale investment in cycling and walking could persuade modal shift from private cars to healthy forms of transport. As cyclists and walkers take up far less road space more people will be able to travel.

5. How effective is the Congestion Charge? How should this scheme be modified?

I believe the Congestion Charge is moderately successful within the zone that it operates, however it can act by displacing traffic onto roads just outside which experience worse levels of congestion. Given that congestion appears to be an issue throughout London, why not extend the scheme to cover the entirety of Greater London, maybe with a higher charge within the existing zone. Increasing the charge could help alleviate some congestion in some areas.

6. To what extent would a usage-based road pricing regime help reduce congestion?

I think this could be very successful if priced high enough to deter people from driving.

7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?

These should hopefully reduce congestion by a minor amount, however I see the main benefit as improvements to air quality. Any income should be reinvested in sustainable transport improvements.

8. What would be the benefits and drawbacks of these other interventions?

Tolling for river crossings or other major infrastructure

I would support a toll at river crossings, it seems an obvious place to introduce additional congestion controlling measures given the difficulty in bypassing them. By using existing systems and CCTV it would seem easy to introduce an additional toll without excessive cost or inconvenience to road users.

Workplace Parking Levy

One of the biggest issues currently is that commuting to work by car is not expensive enough, a workplace parking levy seems an obvious option to rectify this. Maybe it would be appropriate to include a levy on public car parks within London as well.

Devolving Vehicle Excise Duty to London

I imagine it would be hard to set a higher rate in London and avoid large numbers of people registering their cars elsewhere to avoid it. This could be coupled with the Congestion Charge or road pricing, i.e. those who haven't paid the higher London Levy have to pay an additional amount per day, say £1.

9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

Heavy goods vehicles driving in central London during peak times are a major hazard to vulnerable road users. I think it would therefore be appropriate to ban HGVs during peak periods in central London. Increasing the Congestion Charge further for goods vehicles could reduce their numbers and provide a financial incentive for companies to economise on deliveries. Promoting cycle based deliveries could help alleviate these problems.

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

I think this has been an issue, a simple solution would be to remove their exemption from the congestion charge. An alternative might be to restrict the number of licenses issued or raise the standards required to get a license.

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?

Car clubs seem like the future of car ownership and the model could help reduce congestion as users are less likely to hire a vehicle for a short trip that could easily be made by another form of transport.

12. To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?

Buses are an interesting issue as they currently cause a significant amount of congestion in some areas and are sometimes highly polluting. The mayor should mandate that all buses meet higher emissions standards quicker to improve air quality. Additional bus lanes could help alleviate congestion for buses, improving journey times and hence encourage modal shift.

13. How can TfL further encourage a shift from private car use to public transport or active travel modes?

This is an area that has the most potential to reduce congestion and make improvements for Londoners. The costs of private car use should be increased, i.e. through the methods outlined earlier. Other forms of transport should be made more attractive. A large number of journeys are short distance and could easily be undertaken by other forms of transport. Better education about the choices available should be made available. Schools should actively discourage parents driving their children to school.

14. Can new road infrastructure help reduce traffic congestion? What

specific new infrastructure is required in London?

New road infrastructure can make a massive improvement to traffic congestion in London. Large numbers of people could be persuaded to cycle if sufficient, joined up, segregated cycle ways were made available. Currently too much road space is given over to motor vehicles compared to cyclists and pedestrians making these forms of transport unattractive.

15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?

There is certainly a strong risk that additional roads will encourage more people to drive. This risk could be avoided by only allowing buses and cyclists to use new roads.

16. How should new road infrastructure be funded?

I believe existing funding through taxation is appropriate.

17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?

I don't feel that current measures are very effective. You hardly ever see roadworks continuing at night or over weekends. Too often road and pavement space is given over to construction sites for loading, they should be finding this space within their development sites.

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

Successful cycle infrastructure in London is already seeing large numbers of cyclists use them which is removing cars from the roads, hence reducing congestion. If more space was made safe for cycling across London a large number of people could be persuaded to switch away from congestion causing cars.

19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?

More traffic lights could be made intelligent so that they help manage congestion, for example by pushing traffic jams out to the edges of London and preventing more cars entering.

20. How effective has the Road and Transport Enforcement team been in tackling congestion?

I did not know that such a team existed and have seen a steady worsening over the last few years in traffic infringements in London. Poor drivers are not being caught enough which is encouraging further bad behavior by others.



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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion Suggestion
Date: 13 September 2016 15:57:40

Hello,

On your website you state that:

The causes are complex, but boil down to more vehicles using London's roads without a corresponding increase in road space.

In addition some road space has been closed to motor vehicles to make space, either temporarily for roadworks or permanently for upgrades such as widened pedestrian areas or the Cycle Superhighways.

Have you considered using the space above the roads? My proposal is to put a rail above the roads of London and hang electric taxis from them. This would be a Personal Rapid Transport System. These already exist:

https://en.wikipedia.org/wiki/Personal_rapid_transit

But these systems are ground based, 'heavy' and low tech. If TfL put money into designing a lightweight overhead system that exploits modern driverless car technology, it would ease congestion and pollution in London. There would also be an export market to all the world's other cities.

Best regards,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Fwd: Congestion feedback
Date: 22 July 2016 01:10:35

Hello,

Here are some more points I would like to add.

18. Encourage better local jobs. Entice business to the suburbs.

19. Less commuting. Build an "away from the main office" business centre in or above public libraries, so employees could work locally sometimes. Maybe a sort of hire a desk/ office/ meeting room.

20. Looking forward to Oxford St. pedestrianisation. Would like to see more of these e.g. Camden Station to the market; Green Park station to Piccadilly Circus; Kings Rd, Chelsea.

21. South of the river has terrible transport issues. Mass Expansion of rail and tube lines desperately needed. With reliability addressed. Think there are bus lanes for all the bridges.

Kind regards,

Begin forwarded message:

From: [REDACTED]
Date: 18 July 2016 at 14:49:11 BST
To: transportcommittee@london.gov.uk
Subject: Congestion feedback

Hello,

Thanks for asking for feedback. I feel the best way forward is to improve the experience for pedestrians, cyclists, bus users; and then there will be less cars. Here are my preferences:

1. Reduce lorries within M25 during the day, because of the dirty emissions. As heard during the election.
2. Continue to support walk to school campaigns.
3. Continue to support cycling to work bike purchase scheme.
4. Support a London wide 20 mph speed limit in towns and residential areas, within the M25. The exception being Dual carriageways.
5. Continue to support safe cycling projects like mini Hollands and quiet ways; Especially if you can't introduce 20 mph speed limits instead.
6. As seen in Leytonstone, expand the "Brompton bike hire" scheme outside more tube stations. As these types of bikes can be taken on

the tube lines for people to continue their journeys.

7. Continue asap with the 1hr bus fare so the bus network can be as fair and interchangeable as the tube network.

8. Speed up bus journeys with more bus lanes near junctions where long queues delay public transport. Allow cyclists not taxis share this.

9. Real time information at bus stops is much more customer friendly. The new style touch screen boards at the bottom of Regent Street are great to have near stations and tourist points.

10. I think the congestion charge is good but should also apply to Uber taxis and minicabs too.

11. Increase charges for business workplace parking places within the inner ring rd.

12. Outer boroughs and suburbs. Park and ride to rail stations where possible to reduce congestion from drivers looking to park in towns with tube stations.

13. Encourage more businesses to adopt flexible working and work from home days. Some people could reduce their commute by 20%

14. Some major roundabouts and junctions need under or over passes to keep the flow of traffic going.

15. Roadworks and utilities works should be coordinated London wide not by borough and controlled centrally and monitored like a traffic control.

16. ASB driving causes more delays for other drivers and should be dealt with by enforcement of fines. Cameras could monitor junctions where drivers go through red lights, drive on the wrong side of the road to push in, and sit in traffic in the middle of the junction. And a common one is long queues of traffic blocking every junction off the road.

This could be delegated to traffic wardens and the fines would cover the cost of NPR cameras.

17. Improve pedestrian experience by speeding up the wait at pelican crossings (a minute feels very long in the rain waiting at a crossing with a massive puddle in the road); and make small high streets pedestrian priority.

Kind regards,



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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Traffic congestion
Date: 15 September 2016 16:57:46

I imagine that you will receive many submissions so I will keep mine brief. It's in in three parts:

1. An updated Congestion Charge

When introduced the available technology was basic and so a flat fee was used. Although it worked, it does mean that once a vehicle has been paid for there is no disincentive to drive within the zone throughout the day. So it makes sense that the number of vans and minicabs have increased as once the zone has been entered there is no marginal cost to keep using these roads.

If drivers were charged by time or distance firms would find ways of reducing their costs (e.g. using bicycles for smaller deliveries) and therefore use the roads less.

2. More enforcement of traffic offences

This will get my mail placed in the 'oddball' pile. However given that even the Daily Mail (and Mirror) is against using a phone whilst driving, here goes.

If road offences were enforced, they would not only be safer for others but also less congested as the worst / most lawbreaking drivers would lose their licences. This ties in with an aim of Val Shawcross to make London a free gymnasium for walkers and cyclists. These activities are currently made unpleasant by some drivers who take chances with other people's lives.

3. When ULEZ comes in many vehicles will be below this standard. This is an opportunity for the owners to rethink their transport options - do they really need a car / van or are there other options? Maybe some people haven't used public transport since the 90s when it was awful.

Given that this money is in all likelihood going to be offered, could it be given as a choice i.e. money for another car or onto their Oyster?

Thank you for reading.

Regards,

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Congestion
Date: 08 August 2016 23:25:10

Dear Georgina,

Here are a few suggestions to improve the efficiency of the congestion charge by increasing revenue and reducing congestion

Increase the toll on diesel vehicles.

No autopay on diesel vehicles

Use odds and evens number plates on alternate dates

Improve the congestion charge for shift workers by stopping it at 1600 hours to allow theatre and restaurant trade to benefit and early workers such as Smithfield to go home without cost.

Charge minicabs a special rate higher than autopay but not black cabs

[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Mistake
Date: 17 July 2016 20:20:48

In my opinion London's roads are now inoperable and so congested that Londoners health is at risk. This is due to inconsiderate planning of cycle highway and the impact it will have on the way of life for Londoners and visitors.

Our city has become unattractive and polluted because of traffic. If nothing will be done soon then we will see a fast decline in people travelling to London. Businesses will collapse or will move out of London if they can.

I urge the committee to see the damage the cycle route has done to our city as it was not properly planned and should be redesigned all together.

Regards

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: RE: Londons congested Road
Date: 20 July 2016 18:30:30

Sorry I forgot to suggest allowing cars with two or more occupants to use bus lanes

From: [REDACTED]
Sent: 20 July 2016 18:29
To: 'transportcommittee@london.gov.uk' <transportcommittee@london.gov.uk>
Subject: Londons congested Road

Call for Evidence

I am a pedestrian, cyclist and motorist living in east London. Yesterday (19th July 2016) it took me 4 hours to travel from a job in Ealing to home in Forest Gate. The previous day I left my vehicle in Ealing and used the tube to get home and return the next day but on the 19th I needed to bring my tools home. Reason for delay was a water leak in the Fore Street Tunnel resulting in the A406 being closed. That is a single example of issues in London that I hear on traffic news every day. This is not to do with motorists but the management of the network. Question, who has been disciplined for this water leak, shoddy workmanship, poor quality control, Fore Street tunnel is closed frequently for essential maintenance but no one checked a water pipe How can you improve the situation?

Better control of essential maintenance – say no if it is to paint a new line!
Removal of roadworks during rush hours
24 hour working to complete road words in a third of the time although I am not convinced most roadworks are essential
Better quality control
Deep dive analysis when it goes wrong to learn from the mistakes
Penalties for those who cause delays
Better phasing of traffic lights
Remove some traffic lights deemed not required
Better speed limit enforcement on minor and side roads not major roads which don't tend to have any pedestrians

Don't blame the motorists, look inward first to the poor service on roads.

On a positive note, TFL have taken over TfL rail on my line to Shenfield and even though it is busy it is so much better than it was before TfL took over, get the managers who have made a success of this to help with the roads!

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Transport Committee](#)
Subject: Londons congested Road
Date: 20 July 2016 18:28:50

Call for Evidence

I am a pedestrian, cyclist and motorist living in east London. Yesterday (19th July 2016) it took me 4 hours to travel from a job in Ealing to home in Forest Gate. The previous day I left my vehicle in Ealing and used the tube to get home and return the next day but on the 19th I needed to bring my tools home. Reason for delay was a water leak in the Fore Street Tunnel resulting in the A406 being closed. That is a single example of issues in London that I hear on traffic news every day. This is not to do with motorists but the management of the network. Question, who has been disciplined for this water leak, shoddy workmanship, poor quality control, Fore Street tunnel is closed frequently for essential maintenance but no one checked a water pipe How can you improve the situation?

Better control of essential maintenance – say no if it is to paint a new line!

Removal of roadworks during rush hours

24 hour working to complete road works in a third of the time although I am not convinced most roadworks are essential

Better quality control

Deep dive analysis when it goes wrong to learn from the mistakes

Penalties for those who cause delays

Better phasing of traffic lights

Remove some traffic lights deemed not required

Better speed limit enforcement on minor and side roads not major roads which don't tend to have any pedestrians

Don't blame the motorists, look inward first to the poor service on roads.

On a positive note, TFL have taken over TFL rail on my line to Shenfield and even though it is busy it is so much better than it was before TFL took over, get the managers who have made a success of this to help with the roads!

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Road congestion
Date: 16 September 2016 10:10:47

Dear Ms Wells

I write as a road user, though I also use public transport most days of week. My children and I also walk and cycle to school at least once a week and around London at weekends.

It seems to me that the general trend of funnelling traffic onto main roads is becoming counter-productive. Road and junction closures of minor roads, both temporary and permanent, force vehicles to major junctions which are already utilised by buses and larger vehicles and where lack of monitoring of box junctions etc can allow traffic to build up at intersections very quickly. The trouble is if there is no minor road alternative, there is no way for the backlog to discharge. Furthermore, local journeys and those that are made on the circumference or across London, rather than ones into the centre are becoming harder to make as cycle lanes and associated works are cutting off these routes.

I will give you an example of a junction I know well where journey times are impacted.

I need to drive between Eton Avenue, NW3 and Loudoun Road, NW8. The simplest way to do this is to head towards Swiss Cottage and then down Winchester Road. In the mornings and afternoons, the pedestrian crossing on Adelaide Road stops cars turning right, and then a queue means cars cannot go straight on into Harley Road. Last Friday afternoon I sat on Winchester Road (the 100m of it) for 18 minutes. Furthermore, a bus came along Adelaide Road and blocked the box junction. This situation was even more exacerbated when the closure of the Queens Grove/Avenue Road junction meant no cars can go straight on to Harley Road to relieve the pressure on Winchester Road slightly. The only way around it during the water works was to turn around and go down Primrose Hill Road, Regents park Road and along Prince of Wales Road to go north up avenue Road, which was a huge diversion. This will obviously be the case if the junction of Queens Grove is closed again with the HS11 plans.

Poor planning with regard to building works also causes unnecessary delays. Goodsway, a vital road as it is the only bridge between the Euston Road and Agar Grove is often almost impossible to use going westbound because taxis queue for the Kings Cross rank along it. I have seen the queue extend into York Way on occasion, meaning that cars cannot use the road at all. Here, a simple sign saying 'no queuing past this point' would alleviate this pressure (or a holding area on Camley Street which is a far less busy road?). Again, it is not uncommon for the 200m of Goodsway to take 15-20 minutes to get through. The zebra crossing (as pedestrians do not seem to know the Highway Code regarding islands) also increases the delays on this road. I note that the new plans for Kings Cross show this being changed to a signalled crossing, which one hopes will improve things. Because this road is so bad, it forces traffic all the way up to Agar Grove, and then the junction with Camden Road can be so bad that cars queue all the way around the one way system, not able to get into Royal College Street.

It seems to me that cars ought not to be discouraged from using the whole road network as this ought to free up main road capacity for buses. I do not see that anyone choosing to live in

central London can take issue with cars coming down their roads. I often need to travel between Islington, Camden and Westminster, but not going within the CC zone and these journeys are becoming increasingly tricky since provision on the road network seems to be mimicking the provision of the tube line. I would never drive from Angel to Kings Cross, for example, or from Highbury & Islington to Oxford Circus. However, the journeys I make by car are those that would necessitate at least two changes on the tube, or an hour on the bus, which is not practical with children and school bags and equipment, but a journey that a few years ago would take under 20 minutes is now taking more than 30. If you continue with the junction closures, this will only be made worse. I cycle myself and it is really not a huge deal to stop at a traffic light – closing junctions for cyclists is only going to make London travel even worse, I am afraid.

Kind regards

[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Londons gridlock
Date: 17 July 2016 17:41:59

Cycle superhighways laying virtually empty for 19 hours a day, massive traffic light phases in favour of non existent csh users even at 9/10/11 pm 2am etc.

Massive increase in private 'taxis' jamming central London looking for uber jobs.

[REDACTED]

Sent from my iPad

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's congested roads
Date: 13 September 2016 18:51:41

Dear Sir or Madam,

As a regular use of roads in the boroughs of London, occasional driver in central London and daily tube user I would suggest the following ways of reducing / managing congestion:

- 1) Rubbish / recycling collections and all lorries should be restricted during rush hours on weekday mornings (i.e. not allowed between 8-9:15am). Lorries typically take up the space of 2-3 cars which would free up more space on the roads. Alternatively all of these vehicles should be subject to a congestion charge or a tougher emission zone standard with those meeting it allowed in during the restricted period.
- 2) Private hire vehicles should be limited as during rush hour periods, as from what I have seen they typically are empty and tend to double park
- 3) Review traffic light settings. For example on the A5 there are lots of traffic lights (not pedestrian operated) and you can literally be stop start for several miles (i.e. should not take 40 minutes to drive this distance) and this is similar to a number of London's other main road arteries. These light settings typically do not change regardless of the day or time of the week, use of better technology with differing signals for time periods would make a material difference to traffic speeds and the volume of traffic particularly where one main road links to another.
- 4) Change bus lane settings to reduce the time period for which they are exclusively for buses. For example some are only for buses 24 hours a day which in most cases is not required.
- 5) Work with employers to look at differing / flexible working hours. For example most people work between 9am-6pm, allowing for people to work from say 8:30-4pm (with a shorter lunch break) would mean a large number of people being on the roads earlier (this may or may not work depending on school traffic) but some change to the typical working day may help
- 6) Consider dedicated school buses in areas where traffic is worst (running from school to 2 or 3 points in the borough where children could be met or picked up by parents) as well as after school activities which would stagger the collection times for children (would also help working parents at the same time). Note this need not be expensive as could literally be having some open spaces / sports facilities at the room available 1-2 hours after the normal school finishing time
- 7) Request road work companies keep open lanes where there is no roadworks underway, these may have been closed for use by the works traffic but on weekends and at times when work is not done this being available would help the flow of traffic
- 8) Consider restricting all road works to between 8pm-6am

Your sincerely

[Redacted Signature]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Londons congested road.
Date: 28 August 2016 11:44:26

The causes of congestion in London are very simple.

1- Cycle Super Highways. They have caused gridlock and pollution in the surrounding streets. Cyclists account for 3% of road users in London. They should be redesigned so can be used by cyclist at rush hour am/pm but at other times should be open to all road users.

2- Private Hire vehicles over 100000 currently licensed and the number increases by several hundred every week. As a result there are more vehicles in London then there was pre congestion charge.
Numbers need to be capped and they should pay congestion charge which should also be in force 24/7.

3- The sheer number of buses in central London. Its not uncommon to see a cue of 15 buses in Oxford Street and elsewhere. Massive cause of congestion and appear to be mostly empty!

4- roadworks, constant road closures with no apparent thought or planning to try and negate the effects ie South Carriage Drive closed westbound for CSH and at the same time Knightsbridge down to one lane with roadworks!

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Submissions for Call for Evidence on Investigation into traffic congestion in London
Date: 31 August 2016 22:02:52

Dear Georgina Wells

I am glad to share my views and understanding on this topic that I believe can contribute to alleviating London roads congestion.

The general concept is, all parts of London's road network central, inner and outer London (e.g. Transport for London Road (TLRN), Strategic Road Network (SRN) and some Borough Road Network (BRN) have steadily been getting busier. Which has led to an increase in congestion, a fall in traffic speeds and increase in journey times. These factors have impacted London and also contributed to increases in the level of pollution and need for commuters to explore alternative private modes of transport.

With regards to the question "what can London learn from other cities in its effort to reduce congestion?" I understand that the London road network has a high percentage of road network that is restricted in capacity (width). In an attempt to correct the London congestion issue a lot of sustainable, innovative schemes have been implemented (e.g. new road infrastructure, Active traffic management, Lane Rental scheme, Safer Route to School, Park & Ride etc. with the aim of alleviating the level of congestion. However due to the ever increasing population within London, all modes of transport are being negatively impacted. Hence a greater use of all sustainable transport modes, particularly public transport, walking and cycling, would help address London congestion.

However an innovative surface traffic management methodology that would be deemed to support the idea behind establishing modal balance, be deliverable and effective, whilst presenting minimal risk and reduced journey time delays and also meeting the statutory duties and providing an understanding of the Network is required.

Moving forward my thoughts are as follows;

1. Remove the existing congestion charge zone and implement a Road Usage Tariff Charging scheme by vehicular traffic paying for travelling on TLRN, SRN and a few BRN within peak periods between 0700 to 1900 hours to further encourage a shift from private car use to public transport or active travel modes, charging structure can be discussed.
2. Extend the existing congestion charge zone to incorporate those strategic road network and implement a Road Usage Tariff Charging scheme by vehicular traffic paying for travelling on TLRN, SRN and a few BRN within peak periods between 0700 to 1900 hours to further encourage a shift from private car use to public transport or active travel modes.

Revenues generated from the Road Usage Tariff Charging will be used in funds more

innovative and sustainable road infrastructure that would encourage a shift from private car use to public transport or active travel modes and continuous monitoring throughout implementation.

To assist in your early engagement/partnership working, consultation, planning and potentially implementing Road Usage Tariff Charging proposal, analysis from traffic flow data, models/scenarios, providing traffic-based scenarios from modelling results which will forms part of the supporting data to gain the public support can be provided upon request.

If you would like any further information please do let me know and would be happy to provide.

Kind Regards

[Redacted]
[Redacted]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Investigation into traffic congestion in London
Date: 27 August 2016 09:11:31

Please no more HGVs at morning and evening rush hour. It's incomprehensible that these huge lorries can drive (very fast) around the narrow streets of London at the busiest times of the day! They should do their deliveries during the night.

Single user cars: there must be a way to make people share cars. Virtually every private user is a single person in their car.

Mobile phones: there must be a way of imposing fines on mobile use while driving. Every day I see cars veering towards the pavements, blocking the way or literally knocking cyclists off the road, as drivers look at their phones and text while driving! As a cyclist I get fined 50GBP for going through a red light but never see drivers stopped while using their phones and driving.

Education and campaigning: London government should support and champion cycling and public transport use through campaigns and educational drives. Explain why these are the healthiest and most sustainable modes of transportation for a major city like ours. Challenge the car lobby and others who shout anyone down that questions car use.

Bike lanes: more of them, EVERYWHERE !!!

Thanks
[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Investigation into traffic congestion in London
Date: 21 August 2016 20:19:11

Dear Ms Wells,

It is true that congestion has worsened of late. As well as causing delays and impacting air quality it is also resulting in increased CO2, which in the long term is of even greater concern. According to the Climate Change Committee's latest report carbon emissions from transport has now surpassed those from both industry and energy.

Two causes are the increased drive for competition in delivery services (in the past there was just one), and the increased population in London. Therefore one partial solution is to restrict new housing within to those without cars (with a possible exception for electric vehicles, although they of course also contribute to congestion.)

Beyond that congestion charging should be considered, but in order that it is not a 'regressive' measure (ie harming the least well off in particular) it would be preferable if a free mileage quota be issued to every vehicle, and charging only applied when that was used. It should also apply to minicabs and delivery vehicles.

kind regards



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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion london roads
Date: 17 July 2016 20:23:09

This is a major problem and quite simply it warrants immediate action by TFL LTPH and dept of transport
The roads in our capital are clogged up by too many buses and private hire vehicles this in conjunction with mobile shredding lorries parking on the street while shredding office papers and documents and sandwich sellers riding around with cycle trailers and heavy goods vehicles making deliveries into already congested areas of london.and now we see cyclists who ignore the super cycle highways and continue to ride in the main road lanes.more traffic enforcement is also needed with regard to private and unauthorised cars and vehicles using oxford street when they shouldn't.westminster council are negligent in this area pedestrianisation is not the answer law enforcement and traffic enforcement would go some way to easing these problems including the outlawing of pedicabs and the stricter control of tour buses and their routes that are covered as they hold up traffic when showing tourists around london.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's congested roads
Date: 26 August 2016 22:17:58

Whether it's new roads or new cycle paths, it will be a case of 'build them and they will come'. So the question is - do we want more bikes or more cars? It's a no-brainer really...

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Londons congested roads
Date: 28 August 2016 13:37:21

It doesn't take a genius to understand

1 / closing roads for no apparent reason

2/ cycle lanes that were actually not thought out and we're built in the last year of Boris tenure to have something he could look back on

3/no right turns and no left turns In places there are no need for

4/ minicabs going up from 40 k to 110k

5/widening of pavements

Please allow the views of normal motorist not by email mails or focus groups but by day to day meetings cab drivers bus drivers van drivers not the elite who think they know the best for the down trodden motorist

Jeff Lyons

Cab driver for 23 years

See the mistakes every day

Sent from my Samsung Galaxy smartphone.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: RideLondon traffic chaos
Date: 18 August 2016 10:10:43

Re the inquiry into traffic problems in London ...

Obviously, the RideLondon event caused extensive traffic jams over consecutive days.

I arrived in London via the Eurostar on the Saturday afternoon and it took ages before the cab could progress through the traffic lights outside St Pancras. Fortunately, I had noted via Twitter there would be such an event and had ensured I had sufficient £ cash to pay the driver to get to my hotel.

London was my last stop on a trip to Europe from Australia.

I love visiting London but it was interesting to hear the comments of various taxi drivers about the "insanity" of the route change for the cycling event that had, apparently, been implemented this time.

Cycling festivals are terrific, too, but, perhaps a review of that particular route and timetable might be in order.

Thank you for the opportunity to make a comment.

[REDACTED]

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From: [REDACTED]
To: [Transport Committee: Georgina Wells](#)
Subject: London's congested roads - Call for Evidence - Merton Cycling Campaign response
Date: 15 September 2016 16:49:55

Dear Assembly Members -

Please find below the response of Merton Cycling Campaign to your call for evidence on London road congestion.

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

There is a very noticeable congestion "spike" around school-run time. In the school holidays, the roads are considerably quieter. Weekends now actually seem to have worse congestion than weekdays. In central London, congestion is very bad at night in many areas.

2. What are the key causes of these changes in congestion?

Quite simply, driving is more attractive than the alternatives. Failure to invest effectively in cycling in outer London means cycle modal share is very low. Congestion itself makes bus journeys slow, so in outer London there is no practical and safe alternative to driving in many people's eyes. Also, the congestion charge only applies at certain times and has many exemptions.

3. What impact does congestion have on Londoners, the city's economy and its environment?

The terrible health effects of traffic pollution is now well-documented. Congestion makes the urban environment less liveable and less attractive. It's bad for business as deliveries take longer as well as making high street environments a place where people don't want to linger. Bus journeys take longer, meaning that switching from car to bus is unattractive.

Congestion has the pernicious effect of spreading away from major roads, as motorists "rat-run" though previously quiet residential areas. This makes cycling less attractive, as more and more roads become dominated by drivers in a hurry.

This in turn has negative effects on health - fewer people cycle and walk, more children are driven to school due to fear of road danger, and more congestion results in more traffic pollution. Less active travel means more sedentary lifestyles, resulting in increasing prevalence of a long list of maladies caused or exacerbated by lack of exercise.

4. What can London learn from other cities in its effort to reduce congestion?

Continental-quality cycle infrastructure results in more people cycling. More cycle journeys equals fewer motor journeys equals less congestion. Also see comments below about multi-modal integration.

5. How effective is the Congestion Charge? How should this scheme be modified?

It has some effect, but not much in outer London, which is increasingly congested. Also, there are too many exemptions. Central London traffic is now dominated by black cabs and PHVs, which are exempt.

The existing congestion charge is clearly an outdated solution based on the technology available when it was introduced. A better solution would apply over a wider area and be more surgical and selective in nature to better tackle congestion.

6. To what extent would a usage-based road pricing regime help reduce congestion?

People respond to incentives - particularly economic ones. We believe it is likely that usage-based pricing would have an effect, particularly if the revenue raised were invested in making the alternatives to private motoring - cycling and public transport - more attractive.

However, there are always unintended consequences. Just because one person can afford to pay road tolls does not mean their journey is more important than that of another person who cannot. A person whose road tolls are funded by their company has less incentive to reduce their driving than someone who pays the fees out of their own pocket. Therefore, there should be a drive to persuade companies to reduce their road mileage. We could start with government. Local authorities, publically-funded bodies and central government could all take a look at how many journeys their employees make, whether those journeys are necessary and if a modal switch is possible. Most taxi/PHV journeys, for example, could likely be done by public transport. Furthermore, public bodies could make it policy that they prefer to do business with companies that have an effective road mileage reduction policy in place, giving "well-behaved" companies an advantage in contract tendering. Of course, this all requires alternatives to be in place. There are many local authority employees who make short journeys to visit clients. Such journeys could be done by cycle, but it's only reasonable to ask employees to do so if there's a commitment to good-quality, safe cycle routes.

7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?

8. What would be the benefits and drawbacks of these other interventions?

- Tolling for river crossings or other major infrastructure

Any economic disincentives to driving are likely to reduce congestion, but there is a danger that traffic takes longer routes to avoid tolls. That said, as most major routes are already congested, this is likely to be self-limiting. There would need to be measures in place to minimize rat-running.

- Workplace Parking Levy

This is likely effective, provided individuals rather than employers have to pay it. However we believe that *all* parking should be charged or at least controlled, because otherwise people may simply park in nearby streets. Additionally, "free" parking at shops creates an incentive to drive (or drive further) and disadvantages high-street shops where parking is chargeable or in high demand. So there's a strong case to level the playing field.

- Devolving Vehicle Excise Duty to London

Devolving VED in itself will have no effect: however if VED is changed to act as a disincentive to car ownership, and/or if the revenue is used to invest in public transport/cycle infrastructure, this will have an effect.

9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

Freight consolidation is a good option. The Mayor should sponsor technology-based solutions to increase the load factor of delivery vehicles, and incentivise businesses to use 3rd party delivery organizations that have the scalability to deliver efficiently with a minimal number of vehicles. Care should be taken that this does not result in an increase in large vehicles that pose a disproportionate danger to cyclists.

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

TfL figures show the number of licensed PHVs has increased significantly, and the rise of Uber and similar technologies has contributed. It is difficult to imagine this has not had a significant impact on congestion. We can envisage two solution types - either limits on the number of vehicles and mileage driven, possibly weighted to affect the busiest periods, or economic incentives such as removing congestion charge exemption and a more effective congestion charge/road pricing.

Another issue with PHVs and taxis is the number of single-passenger journeys/low occupancy factor. Technology can help, and it is worth looking at incentivizing ride-sharing to increase occupancy rates. This is all part of the Smart City agenda.

It may be politically difficult to address, but the fact is that most taxi/PHV journeys could be undertaken by public transport. It can be the "default option" taken by people on expense accounts. Technology can help a shift, by making it easier for people unfamiliar with London to plan a journey by public transport - or using bike hire. But fear of traffic remains a big problem for cycling - this must be addressed with better, safer cycle routes.

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?

Islington reported that one car club bay can replace around 20 resident parking spaces, so the evidence is car clubs are very effective. Many Londoners only use their cars occasionally, but because the car is there, it often becomes the default transport option. The lifetime costs of car ownership are very high, but for car owners, the capital costs -

purchase price, insurance, repair/MOT/servicing, parking permit - are sunk costs, so the marginal cost (fuel and parking) of driving a few miles is relatively low (usually lower than taking public transport). With a car club, there is no such economic distortion.

12. To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?

Time for a personal anecdote. My wife drives to work. It takes her about 10-15 minutes to drive the 3 miles. By bus, it can take 40 minutes. She tried cycling once but found the conditions too unsafe and unpleasant. This is likely a very typical story of why people drive: the public transport alternatives are impractically slow, and cycling is too dangerous.

Multi-modal integration is also key. Buses in the US and elsewhere have bike racks on the front, enabling the last couple of miles of a journey to be completed by bike. Transport in London is generally cycle-hostile, bikes not being carried on Tramlink, buses or many tube lines. Contrast this with the situation in similar overseas cities.

13. How can TfL further encourage a shift from private car use to public transport or active travel modes?

With buses, the problem is their reliability and journey times are directly affected by congestion, so until congestion improves, they won't be a viable alternative. Bus priority measures can help. With cycling, the answer is very simple - Continental-quality infrastructure. Surveys show there's a significant number of people who would like to cycle more but are put off by fear of traffic. Well-surfaced segregated paths together with filtered permeability to limit traffic speeds and volumes on quieter roads are the proven recipe for success.

14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?

First point - the assumption implicit in this question is that roads are for private motor traffic. We reject that. Motor road infrastructure is crippling expensive to build, there's very little spare land, and congestion is so endemic that fixing a bottleneck in one location is likely simply to move the problem elsewhere. Without measures to tackle demand, we believe it is unlikely that new motor road infrastructure will reduce congestion, and may make it worse. By contrast, cycling makes much more efficient use of roadspace - around 10 cycles use the roadspace occupied by one car. We back Continental-quality cycling road infrastructure as an effective means of tackling congestion.

15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?

Induced demand is an established consequence of increased traffic capacity. Without demand-side management, congestion is unlikely to improve whether traffic capacity is increased, reduced, or remains the same.

16. How should new road infrastructure be funded?

Our view is that road infrastructure costs should not be socialized, as that means the heaviest road users are subsidized by those who use them the least.

17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

We believe it is impossible (and misleading) to attribute an increase or decrease in congestion to a single cause. Traffic increases and decreases with the economic cycle, there are roadworks and construction projects that cause displacement of traffic, among many other factors in play. My cycle journeys along the embankment have been a lot faster, safer and more attractive since the new Superhighway was installed. There is certainly congestion on the road there, *but there always was*. Londoners and visitors alike are more likely to use hire bikes rather than (for example) take a taxi/PHV if there is good-quality infrastructure. But this is a long game - at this stage, we have a tiny amount of good cycle infrastructure and a lot of poor-quality routes - and significant congestion reduction will only happen if lots of ordinary Londoners feel that cycling is the obvious choice for shorter journeys. We're getting there in central London, but in outer London, conditions are still very grim indeed for cycling.

19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?

London could be a world leader in the use of Smart City technology. We have both the economic scale and the need. However there needs to be a bold vision which encompasses traffic management, transport information systems, analytics, bus priority, vehicle sharing, freight consolidation/management, autonomous vehicles, road danger reduction, journey reduction, smart routing, etc.. The goal needs to be to move people as quickly and efficiently as possible based on need, and this requires London to move beyond a set of 20th-century solutions. Other cities are now talking about eliminating private motor traffic completely from their centres. Cycling needs to be incorporated into connected and smart transport networks of the future. Technology has the power to introduce a behavioural change. Such change is needed for the widespread adoption of new concepts and smarter and cleaner modes of transport, such as bike sharing schemes and multimodal integration. It is also worth considering how technology could make cycling safer: better enforcement of speed limits and other laws for example.

20. How effective has the Road and Transport Enforcement team been in tackling congestion?

We see plenty of evidence of continued illegal and inconsiderate behaviour. A crowd-sourced approach might be better - allowing the public to report such behaviour, resulting in a warning being automatically issued to the vehicle owner, and if continued reports are received involving the same vehicle or company, take action in a targeted manner. Clearly the penalties need to be set at a deterrent level. Dangerous driving is a

particular problem for cyclists - the difficulty of reporting incidents and the reluctance of the Met Police to prosecute, even with video evidence, is a source of great frustration to cyclists. What has dangerous driving got to do with congestion? Well, quite a lot actually. A lot of congestion is caused by collisions involving bad driving. A fatal collision can result in a major road being closed for 4 hours or more. And bad driving contributes to the sense of roads being unsafe places, which keeps people driving who might otherwise consider cycling.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Londons congestion problem
Date: 18 July 2016 07:42:14

Good morning.

As a daily user of londons roads I welcome the chance to have a say in what I believe are the problems with congestion on the system.

For far too long now, Tfl have been consistently issuing phv licensees to the sum of 750 per week. They knew this would be a problem, yet continued to do so claiming their hands were tied. Which seems a little ironic what with Tfl profiting at £hundreds per licence. This coincides with the introduction of uber bv being given an operators licence, cosy meetings between uber and what's meant to be the regulator and private emails that have now come to light. So in a nut shell in ph cars alone there are now an extra 150,000 vehicles on the road.

Added to this, we have the extra empty busses put on to the roads. I haven't got any figures to quote, but it certainly seems to have increased fourfold. Busses are certainly useful and have been with us rightly for decades. However when there are so many that use the same routes with little passengers it seems to me that these could be slimmed down to a reasonable number that are actually used.

So, to add to the extra busses and hundreds of thousands of mini cabs, Tfl in their wisdom decided it would be a good idea to take away much needed road space to accommodate cyclists. Agreed there are more cyclists on the road now than ever before but do we really need to take major through roads (the embankment) or bridges (Blackfriars) apart at the seems and change whole systems that worked without any issues previously (elephant and castle) to accommodate a meter long bike?? To add to this we now have news that Oxford st is to be pedestrianised. I can only shake my head in disbelief.

I may sound like a grumpy old cabbie, but in fact I'm not. I'm a lift engineer that struggles daily to get tools and materials to site.

I watch daily as ambulances and police cars try to navigate a road system that's falling apart.

And I watch in amazement as we're rightly encouraged to use local small independent shops and markets, but struggle to see how their shelves are filled when the van delivering can't get within a mile of their drop off.

Please please please do something about this because it's destroying all our lively hoods, while the powers that be seem to sit high up in an office taking no notice of what's going on around them.

Let's hope they don't get stuck in a lift, because I could be some time getting to you.

[REDACTED]
Sent from my iPhone

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Traffic congestion in London - response
Date: 01 September 2016 10:16:37

Here is my response to the debate about congestion in London

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?
 - Traffic congestion seems to be on the increase to the detriment of health, safety and the economy.
 - i. Everyone knows that pollution is increasing and exceeds EU levels (which themselves are pretty high) on a regular basis.
 - ii. Everyone knows that motor vehicles kill and injure people on a daily basis but we seem to just shrug our shoulders and accept it!
 - iii. Everyone says that congestion costs millions but the transport lobby just wants more roads – which only leads to more vehicles which leads to more congestion. We must stop this madness.
2. What are the key causes of these changes in congestion?
 - The fact that the congestion charge is too low – and people have become accustomed to paying it – and does not cover a sufficiently wide area.
3. What impact does congestion have on Londoners, the city's economy and its environment?
 - It is a disaster for health, which in turn causes a burden for the NHS, especially for young people (many of whom are turning away from the car on grounds of costs and efficiency) who will have their entire lives blighted as a result of worsening pollution. Once again, the polluter does not pay!
4. What can London learn from other cities in its effort to reduce congestion?
 - Take all measures possible to reduce / remove motorised traffic
 - Introduce electrically powered public transport systems (trams / trolley buses / etc.)
 - Convert carriageway space into space for cycling and walking
5. How effective is the Congestion Charge? How should this scheme be modified?
 - It is somewhat effective but there need to be more congestion charge zones over a wider area and it needs to cost more. Anyone (including taxis and minicabs) who drives in a congestion charge zone should pay for the privilege.
 - The zones should be different (similarly to parking zones). For instance, when the current zone was extended westwards, this simply meant that residents of Kensington & Chelsea could drive their tractors into the West End and City without paying any extra!
6. To what extent would a usage-based road pricing regime help reduce congestion?
 - Road pricing should definitely be introduced for all vehicles and the charge should be based on a combination of:
 - i. Size of vehicle
 - ii. Type of motor (diesel / petrol / hybrid / electric)
 - iii. Charging zone
7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?
 - Both should be introduced urgently while work is being done on road pricing. Although these emission zones and charges may not

significantly affect congestion in the long term, they would certainly improve air quality

8. What would be the benefits and drawbacks of these other interventions?
 - Other benefits would be a more pleasant environment for people walking and on bikes, encouraging these modes as a desirable and efficient way to move around.
9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?
 - Increase congestion charge.
 - Encourage businesses to "share" transport suppliers.
 - Ban / limit deliveries in peak hours – possibly by zoning.
10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?
 - There are far too many minicabs. Taxis circulate unloaded, huge queues of taxis form with engines running at the major stations. Uber / Addison Lea and other "limousine" services congregate at major stations / tourist sites, frequently with just one passenger. There should be a surcharge on all minicab services - partly to compensate for the fact that they do not pay their fair share of tax (e.g. Uber) – to discourage their proliferation.
11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?
 - I am not sure if they are currently incentivised but anything that can be done to persuade Londoners (especially in the centre) NOT to own their own car should be encouraged.
12. To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?
 - Make bus / tram / trolley bus more efficient and cheaper by removing private vehicle use from key routes.
 - Give traffic light priority to public transport (and cycles).
13. How can TfL further encourage a shift from private car use to public transport or active travel modes?
 - Raise the costs of private car use – and / or limit the road miles allowed!
 - Build more cycle infrastructure.
 - Implement quiet zones over a large area to remove vehicle rat-runs to encourage walking and cycling as a "normal" activity.
14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?
 - Absolutely no more road building!
15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?
 - It is a well proven fact that new road simply encourage more private motorists, which then leads to a need for more roads.
 - This risk cannot be avoided. PLEASE PLEASE PLEASE let's stop this road building madness!
16. How should new road infrastructure be funded?
 - No new road infrastructure should even be considered!
17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?
 - Don't know.
18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

- It has made life a lot more pleasant for those who walked and cycled before and has encouraged others to use these modes – taking some pressure off buses and the tube as well as encouraging some to get out of (or even give up?) their cars.
 - However, pedestrians, particularly, are not given sufficient priority in transport movement – try crossing Euston Road to get to King's Cross or St. Pancras on foot and you will see how long you have to wait!
19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?
- We need more bus stops equipped with the electronic info boards and TfL should promote (perhaps at bus stops) the many apps (e.g. City mapper / London Bus Checker / Busmapper, etc.), which are available to download on smartphones. In addition, we need:
 - i. Traffic light priority for London buses
 - ii. No private coaches / stretch limousines / "Tour" buses, etc. in bus lanes – they should be for TfL buses and people on bikes ONLY. No motor bikes / no mini cabs and, ideally, no taxis (although I recognise that this last would be tricky!!)
20. How effective has the Road and Transport Enforcement team been in tackling congestion?
- Over the years, pretty good but for they are fighting a car culture which, despite all the evidence on health, efficiency and cost, is still prevalent country-wide. Mainly driven by political reasoning, successive Governments have been in thrall to the motorist for over 50 years and we, in London, need to lead the way to change this.

Thank you.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 17 July 2016 21:03:27

Hi, as a licenced taxi driver I have seen a sharp rise in congestion on our streets in central London. For me personally it not only killing me financial but also killing me litually. People who use London taxis want to get to point B quickly, business meetings, a doctors appointment, a trip to the theatre or a restaurant reservation all rely on the taxi trade to meet their goals. Unfortunately London is grinding to a halt and people just can't get to where they are going.
Bike lanes are causing major problems, particularly at junctions where traffic light have been changed to suit the bikes, see parliament sq/grt George st, Westminster bridge, Fleet Street and embankment for examples. Empty buses sitting in traffic is also and ongoing problem, I'm still baffled as to why there are so many. PhV's are a major problem, with uncontrolled numbers and the explosion of uber, getting around areas such as the west end and shoreditch have become impossible of a night time, particularly at the week end when much of central London becomes a car park with stationary traffic.
So just to recap, cycle lanes (lack of road space). Buses and PhV numbers are where your problems lie, I've been driving as a taxi driver for enough years to see and I think you probably can as well
Thanks for reading, [REDACTED].

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Road Congestion
Date: 17 July 2016 22:37:45

As a London Taxi driver I have seen the traffic get steadily worse, especially in the last 12 months.

It's obvious that the main cause is the CSH's reducing road space.

In my opinion a lot of the congestion could easily be reduced by reviewing and changing the phasings of the traffic signals. A prime example is Victoria Embankment from Parliament square to Byward St being a main artery, if the signals had shorter red phasings the traffic would flow. This was proven during the Olympics when all the signals were turned off or set to green.

Also all the congestion on the bridges from south to north is caused in the main by the signal phasings, which have all been changed to longer reds since the CSH was introduced.

Another cause of congestion in and around the WC1 area is the closure of Tavistock place westbound, this forces more traffic onto Euston rd.

Also the dramatic increase in the number of Private Hire Vehicles has had in impact in Central London, now at 113,000 this is unsustainable.

I have also seen a large increase in commercial vehicles. Trucks and vans constantly parking and delivering within Central London. Perhaps certain deliveries should be restricted to certain times.

Regards

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's congested roads
Date: 29 July 2016 16:04:27

Hello there,

Comment from -



What about the buses ??

Does no-one care about fact that buses travelling through central London take so long as they crawl along ?? The cycle superhighways have taken road space away from buses, works to create them have and, as for the Crossrail works - anyone would think that the idea was to drive people away from using buses.

By all means take measures to reduce the amount of road traffic in central London, but please allow space for buses to travel a bit more quickly than they do now. How about investing in measures to speed up bus travel across London ??

If Oxford Street is pedestrianised, will this benefit bus passengers in the slightest, or will they discover that it's actually quicker to walk than stay on the bus through the diversion routes ??



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From: [REDACTED]
To: [Transport Committee](#)
Subject: Road congestion
Date: 18 July 2016 19:17:44

I read with incredulity that a transport committee has been formed to find out why Londons traffic is bad , here's why

1, road after road closed ,narrowed or turned into cycle

2, TFL and local authorities like City of London , Southwark, Hackney and Camden amongst others, have adopted an anti car policy for decades they have consistently closed roads that they are responsible for

3, uncoordinated and drawn out roadworks sometimes lasting months

4, ridiculous light phasing

5, construction companies being allowed to close roads off to complete their works like Arthur street, Alie street , Tooley street, St Thomas street, to name but a few that have been closed for years not months

6, new road layouts that cause more problems than they solve like Elephant and Castle

If you take Victoria embankment, the only dual carriageway east to west and west to east, this was the road that eased congestion in all surrounding areas as it took vehicles away from the centre of town , as it was a road that normally moved ok , now the traffic there is bad till 2/3 o'clock in the morning because it's now a cycle route as well , vehicles there have stopped flowing, so more and more cars etc now avoid it opting to stay more central, as a result everywhere surrounding this road has become more congested

This is just one example on hundreds

To help here are some solutions

1, reinstate Victoria embankment

2, rephrase lights

3, stop construction companies closing roads off , roads are storage facilities for their materials or cranes

4, think of innovative ways of introducing cycle ways closing roads off is crude and unthinking

5,Take out the restrictions put in around junctions

London is coming to a standstill, increasing pollution and costs to business, and there is more to come , years of misery as Oxford Street I pedestrianised, Tottenham Court Road buses only , and Bank junction the same , what do you expect to happen, the notion of making it more difficult to drive through London in the hope it will solve the problem is infantile , the road network supports thousands of jobs and the current ethos is killing these jobs , something needs to be done to stop local authorities and the mayor for London bringing London to a standstill, the fact we need a tax payer funded committee to find out what's wrong , when it's so obvious defies belief, and in the near future what do we have to look forward too ?, Tower bridge being closed in October to December these are the busiest months of the year, what an utter joke

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From: [REDACTED] s
To: [Transport Committee](#)
Subject: Congestion
Date: 28 August 2016 13:06:34

Licensing of private hire vehicles is unsustainable. Tens of thousands every day parked up plying for hire and stopping wherever they want causing traffic congestion. Too many buses on the streets, many are extremely under used and tfl will not reduce numbers
Cycle lane junctions being rephased has caused gridlock areas. Hgvs and white vans and other vehicles parking wherever they want causing problems all over. Another problem is the complete lack of parking enforcement especially in the Westminster areas.
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From: [REDACTED]
To: [Transport Committee](#)
Subject: London Assembly: Road Congestion Consultation
Date: 14 September 2016 21:12:57

Road Congestion Consultation

These are my comments, as a member of the public.

Regards,

[REDACTED]

2. "What are the key causes of these changes in congestion?"

I want to focus on one issue:

A contributory factor for more congestion is the mayor's endorsement of supplementary planning guidance (SPG) from London boroughs that promotes further extensive car-centric development.

What is the Committee's opinion on that situation, please? I hope you include your comments in your report.

I wish to give two examples.

(a) OLD OAK COMMON

As an example of GOOD practice, the mayor's Old Oak and Park Royal Development Corporation (OPDC) has a more enlightened view, with stringent low-car-use policies likely to be included in its 2017 Local Plan.

The arguments do not all point in one direction though.

While supporting those policies, I have pointed out in the Local Plan consultation that the OPDC area is in OUTER London, and a very low car-parking-space policy may fit with the needs of young professionals, but perhaps run counter to the legitimate needs of many families. That could in turn make one- and two-bedroom flats easy to market at Old

Oak Common, rather than whole-lifetime homes for families with children.

There is likely to be a superb level of public transport at Old Oak Common, but how quickly will that tail off in surrounding suburbs, particularly for orbital travel?

(b) BRENT CROSS

As an example of BAD practice, LB of Barnet's SPG for 'Brent Cross Cricklewood' predicts over 29,000 extra cars per working day in the area. This plan has been endorsed by the mayor.

Barnet currently says "there is no intention to produce any further strategic planning for the area until after 2031".

The Transport Committee can easily trace the Barnet SPG (chapter 5 is on transport) as evidence from 2005. (It is at this point Committee members will work out who was mayor at the time; I hope potential criticism from the Committee is not based on crude party advantage, but on higher, purer motives.)

14. "Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?"

and

15. "To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?"

Is not the international consensus that 'more roads produce more traffic'?

We surely need to continue to suppress demand for new road space in London, and try to achieve economic and social benefits for Londoners in other ways.

(a) OLD OAK COMMON

I urge the committee to examine the road policies of the mayor's emerging Local Plan for this area, and debate and then report your opinions.

You will agree with the mayor that providing 65,000 jobs and 26,500 homes in the OPDC area means roads will clearly have to be built, but if you choose to call OPDC officers as witnesses, or ask for written

answers to your questions, you will have a convenient example of up-to-date policy implementation.

(b) BRENT CROSS

There have been twenty years of nothing happening, including no new roads, at Brent Cross on the North Circular Road.

The main difference between the 1996 shopping centre expansion plan, thrown out by Deputy Prime Minister John Prescott, and the plan promised for 2017 is that there will a bigger 'infrastructure tax' on the development (CIL, Section 106) - but the car-centric scheme remains essentially the same.

So as your consultation question asks, the promised 'new road infrastructure' will indeed 'help reduce traffic congestion'. At Brent Cross it is mostly traffic it itself creates, but also admittedly covers some general increase in traffic.

I do not think this is justification for spending some hundreds of millions of pounds (eventually) on new roads, when a complete rethink might direct that same private money into, say, phase one of a north London tram scheme.

As an aside, LB of Barnet is determined to build a new Thameslink station in the area, but its detailed plan permanently destroys the possibility of a new orbital London Overground service, from Hounslow, via Old Oak Common and 'Brent Cross' (Staples Corner really), to Mill Hill Broadway.

Part of this scheme was in the last mayor's 'London 2050' document, and the whole route has been sketched out (as an unfunded aspiration) by Transport for London. Barnet will debt-finance the station (with Treasury help) without this orbital route possibility remaining.

(end)

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion.
Date: 17 July 2016 21:00:46

The cycle superhighway on the Embankment is an unmitigated disaster. It is used ONLY in peak hours, so 75% of the time it's empty.

Westbound along Torrington Place in Bloomsbury is another example, to get from Clerkenwell to Paddington involves either the Marylebone Road or trying to negotiate around Saint Giles High Street and Tottenham Court road with all of the crossrail/refurbishment of centrepoint madness.

TfL MUST re-gain control from the respective London boroughs when it comes to the utility work, specially where two local councils meet, for example Covent Garden well Westminster and Camden is just one Street apart.

Not only do the respective London borough is not liaise with one another, they go out of each other's way to make their lives a misery.

Tory council and Labour council.

The congestion charge needs to be raised to £20 to make it an affective deterrent, ALL private pile must pay the daily charge.

Yours

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Cc: [Andrew Dismore](#)
Subject: Re: London Assembly Transport Committee - congestion investigation
Date: 23 July 2016 07:57:57

Dear Georgina,

Thank you for your email.

So the roads are getting more crowded, what a surprise!

First of all, let me say that I am one of the most discriminated against road-users – a pedestrian. I do not own a car and live in central London. I will tell you EXACTLY why the roads are getting more crowded, not just with corresponding increase in road space, but with LESS road space. It doesn't take a genius to work it out. IT IS BECAUSE OF THE CYCLE LANES!!!!

Take the road I live in, Kings Cross Road, a one-way street near King's Cross station. Suddenly a stretch of road that begins at the traffic lights and ends about 50 yards down the road appeared overnight, as being reserved for cyclists! An utterly pointless exercise. My journey to hospital on the 46 bus takes twice as long due to cycle lanes having been installed in Kentish Town.

The bus stops were removed outside my local hospital for cycle lanes! There was an alleged consultation, which no one heard about, and no one, especially at Transport for London, a totally undemocratic institution, could care less. That is because the people to whom one appeals are judge and jury, of course they are not going to admit that they discriminate against people like me with a terminal illness (kidney failure) in favour of healthy cyclists.

The causes are complex...

No they are not they are perfectly obvious. And by the way a lot of pedestrians and cyclists who are knocked down have only themselves to blame. A man has appeared on TV complaining of serious injuries after having been knocked down by a bus in Oxford Street. Buses travel very slowly along Oxford Street due to congestion, masses of pedestrians and frequent traffic lights. He almost certainly was not looking where he was going and, like a lot of pedestrians, just stepped off the kerb and assumed the bus would see him and stop. The same applies to cycling accidents. We are never told a) whether the cyclist was wearing a helmet and b) whether they were at fault or not.

So that is the answer, remove the cycle lanes, force cyclists, like motorcyclists, to wear helmets and introduce more awareness campaigns aimed at pedestrians.

And reform TfL so that there are passenger representatives on it, not just a bunch of civil servants who make arbitrary decisions without consulting the public.

[REDACTED]



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From: [REDACTED]
To: [Georgina Wells](#)
Cc: [Transport Committee](#)
Subject: Fwd: Congestion investigation submission
Date: 09 September 2016 15:41:17
Attachments: [REDACTED]

Dear Georgina,

Since sending this submission I noticed the deadline has moved forwards and so I thought I'd just send something over that's come out today that'd be really helpful to include.

The West Midlands Police traffic unit have undertaken a large data analysis on cycling collisions and are adopting a new approach to enforcement, exactly the kind that London desperately needs.

You can find their post on the issue here: <https://trafficwmp.wordpress.com/2016/09/09/junction-malfunction-and-a-new-dawn/> and I'd strongly encourage the committee to read it/include a copy as submitted evidence, and to contact them to seek their expertise and - if possible - attendance, for the cycling session I believe is planned for December?

Best,
[REDACTED]

[REDACTED]

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From: [REDACTED]
Date: 5 September 2016 at 00:47
Subject: Congestion investigation submission
To: [REDACTED]

Dear Georgina,

I'm writing to respond to the London Assembly Transport Committee's investigation into traffic congestion in London – this is a personal submission and I am happy for it to be published but without my name if possible.

Please accept my sincere apologies for not submitting by Friday, I hope you can still include as we discussed briefly on the phone earlier in the week.

I hope it's of some help. I've attached a copy in both PDF and Word format.

All the best,
[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Georgina Wells](#)
Cc: [REDACTED]
Subject: Congestion investigation submission
Date: 05 September 2016 00:47:33
Attachments: [REDACTED]

Dear Georgina,

I'm writing to respond to the London Assembly Transport Committee's investigation into traffic congestion in London – this is a personal submission and I am happy for it to be published but without my name if possible.

Please accept my sincere apologies for not submitting by Friday, I hope you can still include as we discussed briefly on the phone earlier in the week.

I hope it's of some help. I've attached a copy in both PDF and Word format.

All the best,

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#); [Transport Committee](#)
Subject: submission to Congestion investigation
Date: 01 September 2016 18:52:24

I would like to respond to your investigation into congestion. I live in west London, and drive, use public transport, taxis, and cycle to get around.

In my experience, traffic congestion and journey time by car hasn't changed much in the last few years, although removal of the western extension of the congestion charging zone did result in an increase in 2011. Journey times by bike have improved dramatically.

I find the worst congestion is at school dropping off and collection time and I believe efforts to discourage parents driving their children to school would have a big beneficial impact on reducing congestion.

I have lived in Hong Kong and Singapore, as well as Denmark. When I lived there (it may have changed), Singapore used variable road pricing, and I believe this is an excellent and flexible solution to congestion. Denmark promoted bicycle to public transport transitions with ample bike parking at bus stops/train stations and excellent public transport.

I think the premise of your investigation needs to avoid the fallacy that 'traffic congestion for vehicles is bad'. If 99 percent of the population can move around freely using public transport, bicycles, or on foot, then if this comes at the expense of 1 percent of the population in cars then I believe this would be an improvement on the current situation. A person in a car is just a person. I don't believe sitting in a car gives them a greater right to arrive quickly and safely than a person not sitting in a car.

In fact, given the health benefits of being more active, planners should design systems that make car travel slower and less attractive than walking or public transport. Part of this would involve keeping vehicle travel consistently slow - if a journey is known to take a long time by car then alternatives are attractive. If a journey occasionally is quick then car drivers feel frustration when it takes longer.

The congestion charge should be modified to include the western extension.

Variable pricing would help push vehicles off the roads at peak times.

The discussion needs to shift away from being motor vehicle first and foremost, towards being focused on the majority of people in London who do not own cars and never drive in London.

A work place parking levy is an excellent idea. As is demanding that councils charge a market price for resident's parking permits - RBKC resident permit approx 150 pounds a year, a private parking space in the borough approx 150 pounds a month.

One of your questions asks about reducing bus traffic. Buses need to be better, cheaper and fuller. Not fewer.

I do not believe minicabs are contributing to congestion. I believe that is black cab propaganda.

Car clubs seem to work at getting parked cars off the side of the road.

Please make sure all new river crossings have a bike lane - see the Gateshead Millenium Bridge as a great example.

I believe any money spent on transport must be spent on making active travel easier and car travel harder. Providing more roads just leads to more traffic.

Providing cycle infrastructure leads to less traffic.

regards

[Redacted signature]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: GLA Congestion Inquiry - Consultation Response
Date: 29 August 2016 18:04:31

Dear Sir/ Madam,

Cycle infrastructure and cycle paths are one of the key solutions to the congestion problems which London faces. Bikes take up less room on the road and can transport far more people than private cars.

Creating more space for cars will just attract more people to drive and will therefore not improve congestion and will further reduce our air quality.

Walking and cycling are key to making London an easy place to get around, as well as a safer place with cleaner air and healthier inhabitants.

Kind regards,

[REDACTED]

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic Congestion Feedback
Date: 18 July 2016 13:28:07

REAL TIME OBSERVATIONS.

1.
< The increased traffic levels are exacerbating badly designed/phased junctions (Lower Thames St eastbound, Trafalgar Square etc) >
2.
< Cycle Super Highway - designed in isolation, not as part of an integrated system, thus reducing vehicular road space by half in several locations. Turnings have been restricted (Westminster Bridge from Victoria Embankment, resulting in a diversion into Whitehall that caused gridlock towards the bridge). Vauxhall Bridge Rd to Millbank: banned turn causing traffic to be forced into small residential streets. >
3.
< Uncoordinated road works, especially bordering the City of London and Royal Parks who seemingly have no regard for already existing surrounding disruption (no obligation to?) >
4.
< Traffic is causing buses to deliberately block junctions as they cannot get all the way across due to weight of traffic >
5.
< The effect of licencing several hundred Private Hire vehicles a week cannot be dismissed. >

SUGGESTIONS:

1. A review of junction layouts and traffic light phasing with a view to isolating and dealing with specific problems (traffic, accidents) rather than wholesale changes which present a new set of identical but displaced problems.
2. Revise junction layouts that were already known to create more congestion (against the Traffic Management Act) - cycle solution to be included. Deliberately feeding main thoroughfare traffic into residential streets to be avoided.
3.
City of London and Royal Parks to be encouraged/compelled to consider surrounding conditions during their own works.
4.
Traffic reduction and better organised junctions should reduce 'bus blocking'. Drivers to be allowed partial encroachment of junction but not to the extent of actually blocking - interim measure.
5.
I understand that TFL are obliged to issue Private Hire licences to those eligible but there is surely no obligation to issue at the rate of several (500 is no unusual) hundred per week.
This has caused those waiting for renewal of licences to be put temporarily out of

work as TFL will not issue covering licences (Public Carriage Office did)
There is also no reason not to tighten procedures to ensure UK licences are held
and stricter safety procedures followed.

ADVICE:

Previous TFL consultations on some of these traffic systems created seem
superficial and figures of around 600 responses occur regularly.

I am a London Taxi Driver and I feel that NOT to consult us on how a proposed
system might work is an illogical oversight considering our in depth knowledge of
London's roads.

If we have a vested interest over and above that of other working Londoners, I'd
like to hear it (traffic vs less traffic?)

For the first time ever, we have people abandoning taxis regularly in this gridlock.

We find ourselves victims of this for no justifiable reason.

WE NEED A TRAFFIC COMMISSIONER....NOW.

My longest email ever.
You did ask!

Regards,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Date: 18 July 2016 21:09:48

I don't know where to even begin with this so I'm just going to list the reasons why London has been ruined.

1. The cycle high way. You are either very ignorant or very stupid if you can't see the damage that has done. In my opinion it has created a massive problem & even created more of a hatred towards cyclists. I've seen it on loads of occasions now people can't get around the City anymore and look for somebody to blame.
2. The continue explosion of PHV licences by TFL. TFL have created a situation that they don't know how to deal with. There are so many PHV Touting in the City & West End even the emergency vehicles can't get around.
3. The phasing of traffic lights is totally wrong. Anybody with half a brain could improve traffic flow by just by re phasing the lights.
4. All bus lanes should be open to Taxis. This would make a massive difference to congestion.

[REDACTED]

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic reduction
Date: 18 July 2016 00:09:35

Simple. Reduce the use of motor vehicles. You cannot tell people that the road capacity can continually increase for cars.

From

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Congestion in London
Date: 31 August 2016 09:07:42

Hi Georgina, here are my thoughts on congestion in London:

1. There simply is more congestion. Especially in central London and at night.
2. The causes are mainly due to bad road/ traffic planning (CSH), an increase in the number of buses, reduced road space and the licensing of 110,000 mini cabs by TFL.
3. The impact of this congestion is delayed travelling times (currently 8 miles per hour I believe) so time is money therefore London's economy is suffering and the pollution is killing people.
4. London should learn from their own mistakes and possibly look at other cities who have applied a level of common sense. From what I've seen, this doesn't happen very often in the UK. We may need to look at the countries.
5. The congestion charge is effective to a degree but because it's affordable it doesn't work as well as it should. It should be in force 24/7
6. It wouldn't. People will just pay as they go and I guess it wouldn't put people off driving.
7. Until every vehicle is zero emission capable, pollution levels will remain high. Buses are reported to be the most polluting vehicles so start with them.
8. Benefits:
Tolling could put people off driving therefore reducing congestion
Workplace parking. Again, could put people off driving altogether.
Devolve vehicle excise duty - no benefit or drawback.
Drawbacks:
Tolling can increase waiting/journey times as with the Dartford crossing and can only increase the cost of goods and services.
People generally only drive if they have to such as people with disabilities or sales people carrying samples. A workplace levy would only increase costs of goods and services.
9. Reducing delivery vehicles can only happen if our population decreased. The demands of the consumer are only being met by delivery companies. Online shopping may have an effect on congestion but better planning would help more than just trying to ban lorries and vans. Night deliveries may work: let
10. I started driving a cab in 2008 when there were around 60,000 mini cabs. there are now 110,000 an increase of 50,000 in 8 years. At night there are mini cabs everywhere, whether pre booked, illegally using instant hail apps or illegally touting. They are outside every major night spot, bar, restaurant and high street. The streets are awash with them. The issue can be addressed but it seems everyone has buried their head in the sand. It is simple really, cap the number of mini cabs to say, 65,000 and start enforcing the private hire laws which already exist but are being ignored by TFL and companies like uber.
11. Car clubs already do their bit by providing a service. If people give up their cars to drive car club cars, the only advantage is to be able to park without a fine. TFL could provide more parking spaces for car clubs but it won't do much to decrease congestion.
12. A couple of years ago there was a bus driver strike on some routes and traffic flowed more freely. Research showed afterwards that pollution was

down dramatically on Oxford Street as a result of fewer buses. No one wants to be sat stationery on a bus, which is a consequence of having too many in service at one time. Decreasing the amount of buses I believe would free up some road space, help the bus companies to run a more accurate timetable and have most buses running at capacity especially during peak times. There are far too many empty buses during off peak times.

13. TFL are already doing a good job of that as it is with all the restrictions that are already in place, their traffic management and CSH making it quite unbearable to drive anywhere near the cycle lanes and adjoining routes. I guess they could come up with an advertising campaign to show the cost saving advantages in using public transport, cycling, walking etc as opposed to driving a car.

14. Yes. There isn't much room for new infrastructure, although there are a few things that could be considered. I have always thought that a road bridge is possible from just east of Battersea Power Station to Grosvenor Road. Grosvenor Road is even slightly elevated at that point which may make it possible for a new river crossing. There are no roads linking Nine Elms Lane and Wandsworth Road. A new road to link the two could be an idea or just open up Stewart's Road. It's been closed off at Nine Elms lane for years, for apparently no reason. You can open up a few more roads come to think of it: Queens St EC3 is an example: we can then use Southwark Bridge to get into the city and with the impending closure of Tower Bridge for 3 months, it would do a lot to reduce congestion in that area. The routes of the CSH needs to be reviewed (see section 18) Remove the central reservation on the northbound carriageway of King William Street to make room for two lanes of traffic instead of one lane as it is now. There are three lanes of traffic bottle necked into one and it could take up to 30 minutes to cross the bridge. There is no need for a central reservation there and again, would really help to reduce traffic when they close Tower Bridge. **DO NOT CLOSE OXFORD STREET, REGENTS PARK, TOTTENHAM COURT ROAD OR BANK JUNCTION AND RE-OPEN TAVISTOCK PLACE TO TWO WAY WORKING!!!** The garden bridge needs to be scrapped. There also needs to be a link between North End Road and Warwick Road with the new Earls Court population it would be an idea to reduce congestion in the area especially on a match day when Chelsea are at home.

15. There is always a risk of that. Make rail travel a bit more affordable and back it up with a campaign showing the cost of driving vs public transport.

16. We already fund it with our road tax but if you must, charge a toll or have an electronic "pass" for all zones etc. New roads should be free for zero emission vehicles.

17. Clearly not effective enough given the amount of building work that is going on at the moment. The lane rental scheme is a big money spinner so TFL will gladly close any amount of roads for the money and not care about the road user. It can be made more effective if they just said no sometimes.

18. This has brought nothing but chaos and misery for road users and the travelling public. Travelling east from Parliament Square to City Airport has become almost impossible, even at night its gridlocked. every approach to Parliament square is also gridlocked so now we have to try and avoid it. Banning the right turn into Victoria Embankment and the left turn onto Westminster Bridge means we have to use Parliament st to get a left into Bridge Street which could take 10 minutes! At Tower Hill (where the congestion is at its worst) they've banned the right turn into Shorter Street meaning we can't go west unless we go further east first and then use Dock Street which takes a very long time. The CSH

through Hyde Park has now rendered the park almost unusable especially southbound. It was bad before but now its been reduced to just one lane it has increased journey times two fold. Blackfriars has also been ruined: the waiting times at red lights on Southwark St & Stamford St where they cross Blackfriars road have doubled, also at The Cut. on the North side, New Bridge St has been rendered almost unusable with tailbacks along the bridge heading north. Plus the ongoing saga with the new Elephant & Castle scheme (which as killed 2 people since they changed it) has only contribute to increased congestion. All in all, TFL are to blame for the congestion around the CSH which has a knock on effect around town. The pollution that is caused as a consequence, I believe, will kill more people than the CSH is trying to save. Andrew Gilligan & all the top brass at TFL need to go.

19. Technology is good but they need to apply some common sense first.

20. What Enforcement Team?

Georgina, I believe TFL are Totally Failing London and a new body needs to be appointed or at the very least a roads committee made up of professional road users not a load of suits who don't drive. Also, the local councils have to do their bit by working with us instead of punishing us at every opportunity. I sincerely hope something will come of this consultation because it is really heart breaking to see what TFL is doing to London.

Thank you, [REDACTED] x

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From: [REDACTED]
To: [Georgina Wells](#); [Transport Committee](#)
Subject: Traffic consultation
Date: 26 August 2016 15:53:15

Hello Georgina,

Traffic congestion is not caused by devoting areas to cycling. Cyclists are also drivers, and one more cyclist often means one less driver. Private vehicles should be discouraged as much as possible. They cause air pollution, noise pollution, climate change, water pollution from surface water run-off, and deaths from collisions with pedestrians and cyclists. The cities with the most car-friendly policies are often the most obese because people don't walk or exercise as freely. Motoring is exclusionary to poor people who cannot afford steep fees like insurance and parking in London. Walking and cycling needs to be the primary mode of transportation for most journeys and motoring needs to be highly discouraged. Cycling is the solution to congestion and we need more cycling infrastructure to make journeys safer. There is an image floating around the internet of the amount of space different road users take up. It shows the amount of space 200 people in cars, bicycles, buses, trains and pedestrians take up. It is pretty striking to see how easily congestion could be reduced if everyone was cycling, not driving.

To improve congestion:

- More cycling infrastructure and simple measures to make cycling safer at junctions
- Greater motoring costs and restriction of motor vehicle journeys. The cost of motoring has actually gone down, whereas train fares have gone up. It was 18% cheaper to buy and run a car in 2008 compared to 1988.
- Expand the Ultra-Low Emission Zone to everything within the M25
- Make more streets pedestrian only or restricted to taxis/buses/cyclists

I like the expression, "You're not stuck in traffic, you ARE traffic." There are many cities like Copenhagen, Amsterdam and Utrecht which have good cycling infrastructure.

I am also a driver and sometimes have to drive for work or to get to rural places. I do understand that there is a need for driving in certain situations, but I believe the majority of people on the road do not need to be there.

There is also the matter of HGVs on the road. The rail freight industry needs to be helped out. The infrastructure for safer, more environmentally friendly transportation of goods is already there. The industry needs governmental

support and then would be happy to reduce congestion via increased rail freight journeys.

Kind regards,

[Redacted signature]

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From: [REDACTED]
To: Transport Committee
Subject: Traffic congestion/pollution/traffic management
Date: 22 July 2016 22:15:06
Attachments: image5.PNG
image3.PNG
image4.PNG

Dear sir/madam

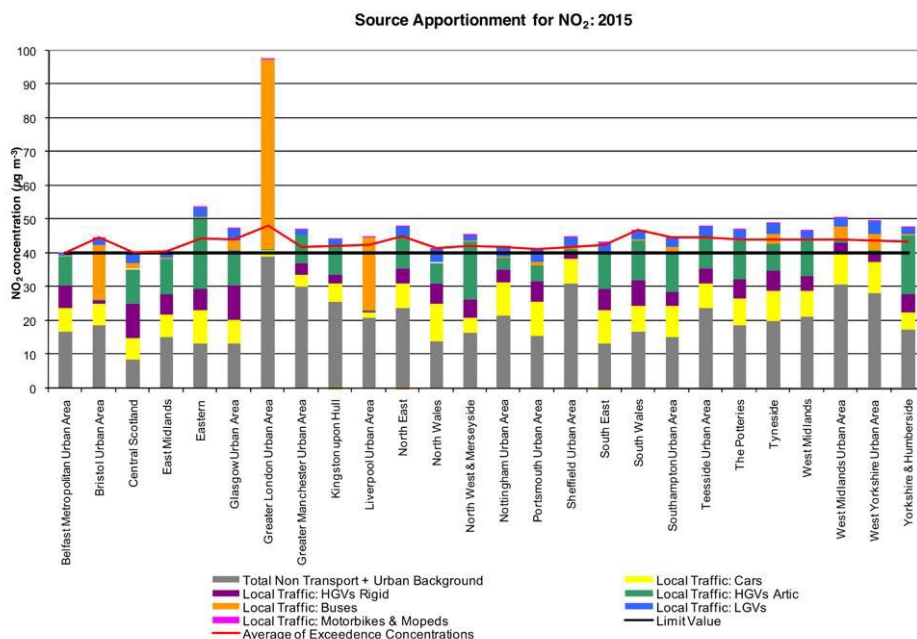
My name is Mr Williams I am a qualified engineer with many years experience in the motor industry having worked for many manufacturers including BMW . I also work as a London taxi driver and see the problems and issues in real time.

Traffic congestion & pollution have increased exponentially due to the CSH scheme & the unsustainable licensing of over 100K PH vehicles in London

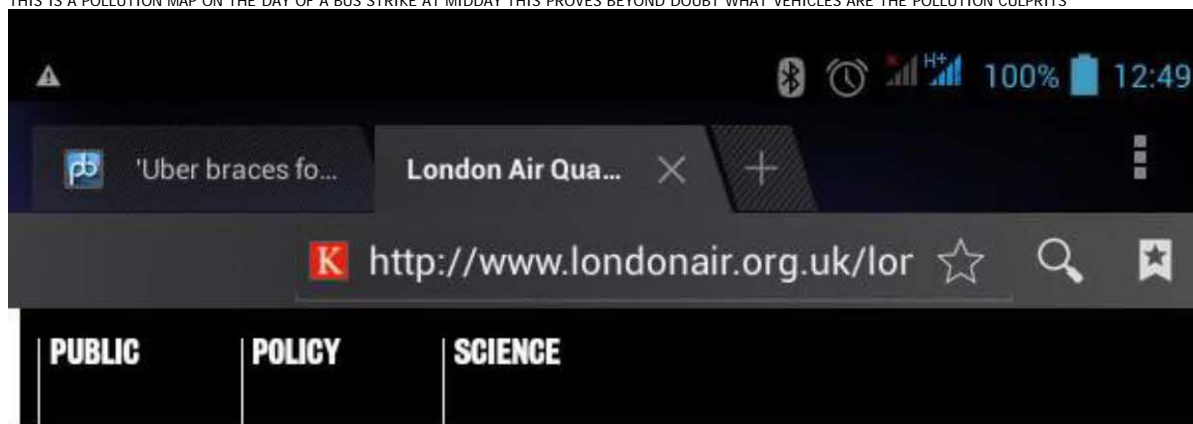
The bus fleet has also been catastrophically mismanaged with empty buses gridlocking London

The bus is the biggest polluter on London's roads. The fleet does not meet UEZ regulation including the new routemaster. A FOI request also uncovered that the new hybrid routemaster was never emission tested in diesel mode incredible.

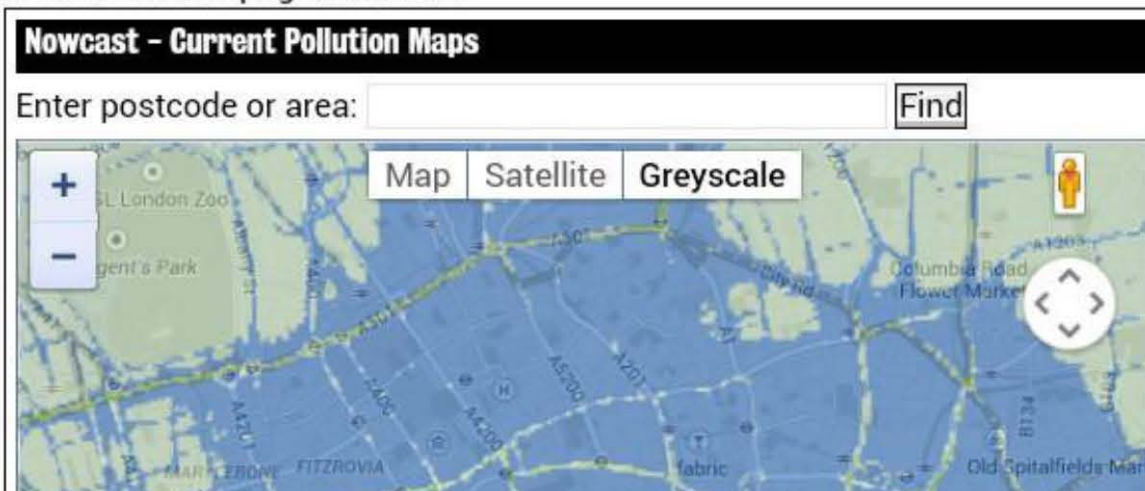
Figure 2.3: Source apportionment NO₂ (2015) for the highest exceedance in each Zone or Agglomeration in the UK



THIS IS A POLLUTION MAP ON THE DAY OF A BUS STRIKE AT MIDDAY THIS PROVES BEYOND DOUBT WHAT VEHICLES ARE THE POLLUTION CULPRITS



You are on this page: Nowcast



Source: Singapore Land Transport Academy Journal November 2011



●●●○○ EE



5:50 pm
alamy.com

☾ 53%





Solutions

1 An immediate suspension of licensing PH vehicles and an immediate removal of congestion charge exemption for all PH vehicles until an impact assessment is carried out
2 Reduce bus fleet by at least 15% & run a more efficient time table

3 Make finance available to convert all buses & Taxis with an "adblue" Emissions conversion which lowers toxic NOx emissions by up to 80% <http://www.yara.co.uk/nox-reduction/adblue-for-vehicles/what-is-adblue/>

4 Scaling back the size of the CSH scheme & Rephase traffic lights to allow traffic to flow with greater fluidity as the volumetric efficiency of an internal Combustion engine is better when it does not have to continually stop and start which will lower overall emissions.

Trying to force individuals out of vehicles By causing self induced congestion with road narrowing schemes and poorly phased traffic lights has catastrophically failed and this has led to massive increases in pollution which is dangerous for public health and young children.

A more cohesive organic program of integration between public transport, pedestrians, cycles & road transport must be adopted immediately.

5 Increase the cost of the congestion charge and removing PH exemptions for congestion charge which would raise revenue for TfL. I am more than aware some of the suggestions will be less than palatable to some but I also feel this is an accurate assessment of the current situation which is becoming intolerable to the travelling public and residents within London.

These are just some of the solutions which can be acted upon immediately. I have many more ideas which could be integrated into the overall transport program which I would be more than happy to discuss with yourselves

Your sincerely

[Redacted signature]

Sent from my iPhone

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Traffic Congestion in London
Date: 09 August 2016 09:47:59

An huge increase in traffic & congestion is due to the huge increase in Private Hire vehicles being granted Licences.

Answers to question posed as follows:

1. Congestion has increased considerably over recent years
2. Too many private hire vehicles being granted Licences is the biggest problem
3. Congestion is extremely damaging to Londoners health & the economy
4. Reduce the number of private hire vehicles
5. Congestion charge is not effective - private hire vehicles are exempt
6. Would have no impact on traffic, the number of vehicles has to be reduced
7. Limited effect
8. Limited effect
9. Delivery vehicles are not the problem, private hire vehicles, many illegally plying for hire, are the main problem
10. The increase in minicabs is the main problem
- (I) Cap the number of Licences
- (ii) Apply Congestion Charge to all private hire vehicles
- (iii) Have proper penalties for illegal touting such as impounding vehicles
11. This may help but would have limited effect
12. This would help considerably
13. Public Transport is already overcrowded
14. Get rid of the cycle superhighway
15. New roads is a good idea but is no good if the granting of private hire Licences is uncapped
16. Funded by increasing the charges for new Private Hire Licences by 100%
17. Not effective, more roads than ever are being closed on a continuous basis
18. The cycle super highway has increased congestion considerably
19. Don't know
20. The enforcement officers are good but the penalties for illegal activity is not appropriate.

Vehicles without proper insurance should be confiscated. The penalty for illegal touting should be confiscation of vehicle. The current penalties are simply not good enough. It is pointless increasing the number of compliance officers if the penalties are not a deterrent.

Regards,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic and congestion
Date: 13 September 2016 00:25:29

To whom may concern,

For the past few years traffic is getting worse it's appalling I have lived in north London for 27 years and the last 10 years in South west London. It's more recently traffic has got worse due to:-

- 1) councils creating one way systems these range from small streets to get to the main road and major junctions eg Brentford behind morrison's , it's so minor but causes traffic chaos
 - 1) from church road behind Richmond station you can't gain access to the A316 because someone thinks everyone should stay congested all the way to the roundabout! It's dirty air , and congested
 - 2) councils adding unnecessary amount of traffic lights and crossing on town centre approach like Twickenham, there are 5 traffic light crossing in under 35m from cross deep to Twickenham station it's a nightmare band lights don't link with each other.
 - 3) unnecessary amount of increased pavement widening at the cost of road space and subsequently cycle space I use Twickenham again on station approach road this used to be two lanes now it's one . The result is congestion!
 - 4) unnecessary closure of regular small roads to get the A316 so people are forced to go to the main road and roundabout causing congestion!
 - 5) increased flat development near Wandsworth and Brentford main roads with private parking leads to increase of traffic lights & and no thought as to drivers coming out to go onto main road = congestion
 - 6) increased buses like the 65 to Kingston sometimes three at a time with no real time keeping and no way of overtaking= congestion
 - 7) absolutely no coordination to road works it's difficult
 - 8) recently introduction of average speed cameras on A40, north circular and A316 has instantly caused more misery traveling because nobody says the truth and the truth people can and do drive fast and safely depending the road condition !!! To have blanket average speed sucks and this = congestion.
 - 9) black cabs deliberately drive slower when carrying fair paying passengers they know how quick the lights turn red particularly in central London it's very frustrating because they are the first to put their foot down when it's non fairs or off duty !
 - 10) all buses and cabs must be electric in 1 year!! It's the most polluting and horrible feeling walking in congested road particularly near Earl's Court, north circular, palmers green, upper Richmond road west, chalkers corner, and all of central London.
 - 11) stop widening pavements Richmond seems to be on a mission to take every bit of road and it's in the useful junctions
 - 12) unnecessary use of speed humps around syon lane, acton, Gunnersbury, Wandsworth, and all of east London it's misery !
 - 13) too many major junctions do not allow right turns classic is coming from Boston Manor and you need to go to A4 you have to turn left to unnecessary one way system.
- Or coming from Chiswick on A4 you can't do a right onto Boston Manor road ..its pathetic.
- 14) positioning of bus stop on corners . Somebody look at the e8, 195 & e2 bus stop just past the butts estate it's on a main road but on a corner the cars from behind can't overtake ! why don't planners consider things logically and have the stops on the widest part of the road which here is only a few metres in front !
 - 15) use of car Road gate barriers this is in east London near dock lands, it's a nightmare.

I'm sure there's more but London is going backwards we have too many road regulations , widening which restricts flow and much too many traffic lights which is causing traffic.

Best Regards

[REDACTED]

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Submission on your consultation on congestion
Date: 27 August 2016 13:57:19

I'm responding as an individual. I live in west London and work in central London. I walk, cycle, drive and am an occasional bus user.

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

Congestion has grown since the removal of the western extension to the congestion charge zone. It's notably worse during school term times.

There are a lot of people who drive to work when they could cycle because they fear cycling in traffic; this seems a particular problem in outer as compared to inner London.

2. What are the key causes of these changes in congestion?

Parents take their children to school by car instead of walking or cycling. This creates a poor start to the day for children and makes them less able to learn. Do faith and private schools which take their input from a wider area create more congestion and have more parents who drive to school? My experience is with cycling past Christ Church school Ealing Broadway (faith) and a private school in Bayswater whose name I'm not sure of but both seem to attract many parents who drive compared to my kids' state primary. How do we reduce the number of parents who drive their kids to school? Can we make faith schools adopt a distance based admissions policy like other state schools and can we require private schools to admit a percentage of local pupils for free to maintain charitable status?

There is not enough cycle infrastructure - so less confident people don't cycle and continue to be part of the congestion problem by driving short distances.

What cycle lanes there are are often used as parking by motorists. The law does not properly protect cyclists and penalties for people who maim or kill while driving are not proportionate to the injury they cause. We need not just better infrastructure but a society which respects cyclists.

3. What impact does congestion have on Londoners, the city's economy and its environment?

The air quality is poor; causing deaths and illness as you have quantified. And, the city smells. It is an unpleasant place to walk and cycle in as a result. Journey times are unpredictable by car and bus travel becomes unattractive.

4. What can London learn from other cities in its effort to reduce congestion?

Beijing and Shanghai ration car ownership, by lottery or by waiting list. Some European

cities only let you drive your car on some days each week.

Solutions

Providing more roads has been proven only to generate more traffic, it's not a long term solution. We need to get more people out of cars and using sustainable forms of transport by building better cycling infrastructure, making walking more pleasant and making driving less desirable through a combination of increased cost (including of parking because much congestion is caused by narrow streets being blocked by parked cars) and increased inconvenience - these being the two motivators which got me cycling in London.

Investigate how to get more kids travelling actively to school.

The congestion charge should be extended London-wide. Resident reductions should be decreased. The money generated should be spent on sustainable transport. Car clubs are a good idea.

Ownership of larger more polluting and diesel cars should be discouraged via taxation. Enabling London to set its own taxes to drive the change that the city needs would be a good idea as our priorities in London may well differ from those of the English countryside so I support devolution of tax raising and spending. However, we would need to ensure that visitor as well as resident cars were taxed appropriately.

I don't know what proportion of motor vehicles are commercial rather than private but from observation at rush hour in central London, I would say over 50% private vehicles. Many deliveries mean that people don't need to drive to the shops so perhaps delivery vehicle journeys are increasing expense of private vehicle journeys.

Perhaps companies can be incentivised to get their delivery or trade drivers to use cargo bikes.

Regards

[Redacted signature]

Sent from my iPad

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Ongoing Congestion
Date: 18 July 2016 10:42:44

There are many factors which have contributed to the chronic congestion which Londoners now endure on a daily basis.

Most of the blame must lie with TFL, who have implemented a scattergun approach to road management through the capital.

A strategy of significantly reducing roadspace, whilst having no specific contingency to reduce motorised vehicles on the roads, in fact quite the opposite. They have licenced private hire vehicles at a prolific rate of 500-600 every week, this is simply unsustainable.

When you throw into the mix a huge oversupply of largely underused buses, an unprecedented level of construction, and incredibly poorly managed roadworks, with no apparent cohesion between boroughs and contractors, we are left with a city that is slowly being strangled.

The CSH needs a serious rethink in its execution. It is commonplace to be sitting in traffic on Upper Thames St in the early hours of the morning, for this to be a regular occurrence, there is clearly something wrong.

Whilst a significant sea change in strategy and policy is required to have a long term effect, there are many immediate small changes which could be implemented almost overnight, that would have a huge impact in improving the flow of traffic, such as better traffic light phasing and a refurbishment and new implementation of yellow box junctions, combined with robust enforcement of moving traffic offences.

I would be happy to divulge further my very simple ideas that would have a hugely positive effect on the congestion.

Please feel free to contact me should you require further assistance.

[REDACTED]

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Road congestion
Date: 28 August 2016 11:38:10

Hello,

I would be more than happy to help you with the problem of congestion in London.
To me, as a Black taxi driver, the cause of congestion is painfully obvious and being compounded by the lack of understanding, by TFL or whoever, how to traffic flows.
Please feel free to contact me.

Best regards
[REDACTED]

Sent from my iPhone

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: London traffic problems
Date: 12 September 2016 23:26:10

I have just read the Guardian newspaper article on the huge problem that London is suffering from and increasingly so.

I have just completed a late evening journey through Knightsbridge and on through South Kensington. I was amazed to see awful traffic congestion everywhere and a vast number of cars where driven by Arab looking men driving incredibly expensive cars who seemed to be using them for cruising around in as a way of showing off to other drivers and pedestrians. The congestion and resulting pollution was awful. There needs to be stringent restrictions or taxes levied on people bringing over high end cars purely for the purpose of clogging up the roads around Harrods, and Central London. It must make living there at night unbearable with the noise and pollution.

I think this particularly situation for Central London needs to be investigated, and action taken.

Yours faithfully,

[REDACTED]
Hammersmith

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#); [Georgina Wells](#)
Subject: London congestion
Date: 01 September 2016 10:55:19

Dear Transport Committee,

I would like to share some brief thoughts in response to your Call for Evidence regarding your investigation into London's congestion problems.

The solution is **not** to build more roads or give more space to motor traffic. London is overrun by cars polluting the air and clogging up roads because historically policy has been aimed at providing more and more space for them. This is a fundamental misunderstanding of traffic, which is in fact just the aggregation of millions of individual decisions on how to travel in London. People drive because it's easy, even though it's terrible for the city as a whole. This seems to be an ongoing public policy problem, with TfL announcing they want to build the Silvertown Tunnel, whilst continuing to show only partial and conditional support for cycling investment.

Instead, focus on sustainable, healthy and cheap modes of transport that do not suffer from congestion problems - namely cycling and walking. Although there has been some tentative progress here, so far the government has not been nearly ambitious enough. The budget for cycling and walking remains a drop in the ocean, despite the fact that TfL and everyone else knows how high the returns on such investment are: <http://www.bikebiz.com/news/read/dft-discovers-cycling-s-benefit-to-cost-ratio-is-off-the-scale/017088>.

All the evidence from abroad (e.g. the Netherlands, Denmark etc) shows that the key to encouraging cycling is to build proper segregated infrastructure. In London people don't cycle because they are scared to do so. Build segregated lanes all over the city and the numbers would balloon, taking pressure of public transport and the roads as well as improving public health and air quality. Cycling and walking bridges over the Thames would also help, instead of wasting money on the Garden Bridge.

To combat traffic itself there are so many measures that you could take: pedestrianize streets, close through-roads; reduce parking spaces; increase levies on diesel engines / polluting vehicles; reduce the number of private hire vehicles and taxis; increase congestion charge / the size of the zone. But this should be tied in with providing for cyclists and pedestrians.

I'm aware that none of this is really concrete evidence, but I am only adding my voice so that you are aware how much of a public will there is to tackle these problems in the right way.

Yours sincerely,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London congestion
Date: 17 July 2016 20:33:56

Far too many empty buses especially around princes circus and high Holborn .Also far too many ph mini cabs , we need a cap on both because it's madness

Sent from my iPhone

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Gridlock
Date: 01 August 2016 17:46:21
Importance: High

Cars should be banned from entering a square mile of central London measured from Piccadilly Circus. Taxis should come under control of TFL, who would fix and lower fares. Cycleways should be bricked in to encourage Londondewrs to cycle in safety.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 28 August 2016 18:06:39

Please can you tell me how taking away road space and increasing private hire numbers to crazy numbers you would expect any other out come other than grid lock

Your crazy road planning is slowly kill London

East to west embankment best but I am unable to turn left from embankment on to Westminster bridge crazy I need to go into Whitehall and turn left at Parliament st but in your wisdom you have a bus stop very close to turn so nothing moves

Alternately travelling west to east is traffic jams where previously there weren't any, strange narrowing a 2 lane road to 1 lane at Blackfriars underpass would cause this and all this because of crazy cycle routes which you won't enforce

Why not put a floating pontoon system on the under used river Thames

These are just 2 examples of tfl crazy ideas it would be very interesting to see pollution figures there is no way pollution is better when vehicles that need to be on the road can't move.

If you really wanted to improve London traffic it's very easy all public transport free no cycle lanes, license every cyclist, make all of them pass advanced cycling test lights and fluorescent clothing mandatory and advise cyclists the Highway Code is for all road users not just motorists and allow the police to enforce the law on all road user with fines for cyclist the same as motorists

The funny thing is the real chaos is yet to start when the crazy Euston road and Regent's Park schemes are implemented

I won't even waste time on West Way cycle lane proposals

I recently spoke to an American businessman who told me London has a decision to make is it a Cycling city or a business city

He said if it's to be a cycling city Business will leave !

Please stop people comparing London to Amsterdam we are nothing like Amsterdam

I know this will fall on deaf ears as the lunatics appear to be running the asylum

Start talk to normal people who work by driving in London and stop listening to cycling activists and please use some common sense people need to move around quickly and efficiently and removing road space will only cause more grid lock

Regards

[REDACTED]
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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion in central London.
Date: 17 July 2016 22:05:57

As an experienced ex-London Taxi Driver of 39 years and with over one million miles driving under my belt, London's transport problems are in tune with the conception of TfL. The major problems are:-

Far too many empty buses running during off peak period.

Counter productive bus lanes which now hinder traffic flows. Example, Bloomsbury Way. Apart from traffic light malfunction at Vernon Place junction with Southampton Row and or RTA, Bloomsbury Way never became congested, it flowed, even at peak times. The same can be said for the Torrington Place one way system. Not one consideration for disabled wheelchair bound people wanting to hire or indeed drop off safely or indeed near required destination. These examples are repeated all over London due to poor planning by local Councils and TfL.

Unprecedented numbers of Private Hire drivers licensed by TfL. More than doubled their numbers in recent years. Once again irresponsible planning by Licensing Authority TfL.

I am a firm believer that both cycle lanes and Cycle Superhighways have had a knock on effect on chronic congestion. One could argue that CSHIGHWAYS construction continues to increased congestion. It does, and once roadworks are finished the congestion will remain chronic.

One example relating to cycle lanes is Newgate Street with the junction of Old Bailey. Many years ago vehicles were two abreast heading west into Holborn Viaduct. The junction was generally free flowing, until of course the cycle lane was introduced. Since then there is but one lane of vehicles travelling west and the light phasing was never altered to compensate for extra traffic due to reduced road space. This scenario is replicated on thousands of streets, roads and junctions all over London. Do the authorities really want public responses to seek answers to London's increased traffic congestion?

Personally I find it embarrassing that these questions are being asked when anyone using London's road networks can see and experience the calamitous planning enforced on Londoners as a whole.

Good planning results in good results. On the basis that you seek public ideas and possible solutions it is apparent that failings are without doubt laid bare by TfL's planning departments.

I personally forecast that CSHIGHWAYS will be deemed London's greatest 'White Elephant'. It could have been quite different if planning departments at TfL had real flair and architectural talent. My own personal vision for an east to west and visa versa CSHIGHWAY was The Trans Thames Cycle Superhighway. At least it was a visionary idea, possibly a wonder of the world.

Regards [REDACTED].

Sent from my Samsung Galaxy Alpha - powered by Three

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Fwd: Londons congestion
Date: 28 August 2016 12:32:58

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 28 August 2016 at 12:31:13 [REDACTED]
To: [g](#) [REDACTED]
Subject: Londons congestion

Dear Georgina,

This topic is very urgent but can be very easy to implement.

1. Stop issuing PCO licences. Introduce a cap ..
2. Charge mini cabs the congestion charge.
3. Sort out the ridiculous amount of day time buses with nobody on board.
4. Introduce night time deliveries for lorries.
5. Re look at the new cycle lanes in central London... Over intrusive in certain areas ... Victoria embankment and Farringdon and Blackfriars especially. All that was needed in certain areas was to introduce traffic lights for bikes at dangerous junctions .. Giving them a 20 second head start ? Not losing large swaths of road to cycles in rush hour only and the rest of the day not being used is a complete shambles in my opinion and ill thought out by the former mayor whilst giving out 600 PCO licences a week to mini cabs ??? You couldn't make it up.
6. A co ordinated approach towards new construction, road and engineering works is a must.. Lack of communication seems to be the problem here?
7. All taxis, mini cabs , delivery vans should all be electric.
8. If you don't live inside the congestion charge you can't drive into it full stop !!! Take a bus , ride a bike , take the tube !! Take a black cab etc

Best regards

[REDACTED]

Sent from my iPhone

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London congestion
Date: 18 July 2016 01:13:15

As daily commuter and shop keep and work in central london, congestion is caused by big increase in mini cabs, i can count 9 out 10 cars is a mini cab especially night time as well as cycle lanes, they not in use night time but congestion still, tavistock place closed with stupid decision!!!! Mini cabs are big factor and are on the increase!!
Sent from my iPhone

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to report this email as spam.

From: 
To: [Transport Committee](#)
Subject: Congested roads
Date: 22 July 2016 12:15:43

Reason for congested roads, licensing 700 minicabs per week.
Cycle highway and empty buses.
All of which TFL will do nothing about. They will not turn away revenue from Licensing 700 minicabs.
TFL have polluted London in return for cash.

Sent from my iPhone

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London traffic congestion
Date: 18 July 2016 12:56:34

Hello,

In my honest opinion, the main causes for Londonderry ever increasing are;

1. CSH
2. An over subscription of empty buses during both peak & off-peak hours.
3. Poorly thought out roadwork planning.
4. 500+ private hire licences issued every week.
5. Poor traffic light phasing.

Regards

[REDACTED]

London Taxi Driver

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: London's Congested roads
Date: 30 August 2016 10:16:46

To whom it may concern.

London's road are now the most congested in Europe and each year the average speed of journeys is getting slower and slower.

The increase in vehicles and gridlock is mounting daily.

Pollution is rising and deaths from it alarming. more people die from london's pollution than emboli !

Why has all this happened?

Simply, its is the failing (and serious failing) of the authorities in London to have firm control and proper strategies to deal with this huge problem.

Plus, NO ONE care's about this problem. Year on year the same problems perpetuate and NO ONE take a grasp and does anything constructive.

He are some of my ideas that would go a long way to helping ease London's mounting traffic problems.

BUSES

There are far too many on duplicate routes.

Cut the number of Buses, this is not beyond the wit of man to reform the routes. How can we have so many buses going the same way along our most busiest street in Central London? Oxford street, Regent St, The Strand, Piccadilly, Park lane, Brixton Hill, Elephant and Castle, I could go on. These central london buses need culling.

The number of passengers that actually travel the whole length of a route would be less than 1%.

Buses from semi outer london terminate at stops near central London and then a small fleet drives around.

Far too many near empty buses.

Reduce the timetables. Except for the rush hour buses are near empty. The drove of 3/4 empty buses is staggering. WHY do we have buses running every few minutes (in some cases) when a more effective timetable will do?

Bus Stops

Make bus stops a 'lay by' style. The bus stop must cut into the pavement space. Currently when a bus stops everyone behind stops. No flow of traffic. When you get 2 buses stopping gridlock ensues.

CONCESTION CHARGE

Increase to £25. Allow vehicles which are register to companies (that are themselves registered for VAT) to be exempted.

Make CC 7 days.

Current charges are no deterrent.

RED ROUTES

As with the CSH make Main arteries into London 24 hour 7 day red routes. That means NO stopping at any time. Current red routes are being abused and are not effective. It only takes one vehicle to (currently legally stop on a red route to cause congestion).

Put the current 'parking on red routes' spaces in the next side street. This is in most cases a very short walk for drivers.

Stop allowing non public transport coaches in bus lanes.

ROADWORKS

No roadworks should be left unattended for longer than 8 hours. Once started they should be worked on until completion. Works can be continued during the evening (floodlights) and weekends.

A fine of £10,000 per hour after 8 hours being unattended should concentrate the mind of the planners.

(save when cement drying)

Roadworks were making up 30% of the causes of delays. Proper and effective control is currently absent.

No one changes the phasing of traffic lights around roadworks! Change them to allow for the road closing.

TRAFFIC LIGHTS

Priority phasing for main flow routes. Changes in direction for time of day. Longer Phases for green lights.

PEDESTRIANS

This group of road users are a biggest cause of congestion. They are undisciplined. In a city of millions with individuals just crossing a road where THEY want thus causing traffic to stop. Rush hours, lunch times are incredible. Millions of ant type behaviour crossing roads making traffic grind to halt. This needs to be addressed with a whole culture change. Singapore has done it so can we.

Called Jay walking in New York but totally under control in Singapore.

CSH

No more taking road space. Go and visit european city. Cyclist share with pedestrians not cars. Our pavements are wide enough to cope.

There is a urgent need for you to act, because every year are traffic is getting slower and slower and London is being strangled to death traffic wise. It is not beyond the wit of man to solve this huge problem but positive action is need.

Improvements need to be huge and dramatic.



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From: [REDACTED]
To: [Transport Committee](#)
Subject: London congestion
Date: 15 September 2016 21:56:46

Dear Sir/Madam,

I have lived in Westminster (SW1P area) since 2006. Before leaving for a stint abroad between 2013 and 2016 I already used to order my groceries on-line, which meant that rather than individually driving to the local supermarket I would share a vehicle trip with my neighbours and actually reduce congestion and pollution.

- 1) delivery vans haven't multiplied enough to cause the current congestion in central London.
- 2) I lived here before the extension of the congestion charge, then the extension came along and didn't make a huge difference. Its reduction to former boundaries again has made little difference.
- 3) construction works have been blamed for the congestion, but when has London not had construction works?
- 4) private hire vehicles, generally driven erratically by foreign drivers who are looking at a satnav rather than the road ahead, do cause obstruction and increase congestion.
- 5) It appears that the traffic congestion in central London has spiralled out of control particularly over the past 2 years. The real monster when it comes to traffic congestion in Westminster is Boris Johnson's well intentioned but catastrophic plan to steal the roads from vehicles and hand them over to pedestrians and bicycles. Except that Parliament Square was large enough for tourists without all the traffic lights and pedestrian bits, and Vauxhall Bridge Road, which used to flow relatively smoothly, now has an empty cycle lane flanked by 2 overfilled vehicle lanes (lots of buses and taxis practically on top of each other).

As much as it would be extremely embarrassing and expensive for the government to rip out the cycle lanes (at least the larger ones) and the pavements strangling access to Parliament Square, I think the process would be quickly forgiven and forgotten by grateful tax-paying residents and businesses...

If you don't believe me, just ask the real experts, the black cab and bus drivers who live on the roads.

It would be hypocritical to send out consultations for the public but then to not have the guts to admit mistakes. In my world of medicine, progress happens through research, and sometimes experiments just don't work as expected. Let's roll up our sleeves and try again, no blame apportioned!

I sincerely hope to not have to see Horseferry Road, Vauxhall Bridge Road,

Parliament Square etc completely obstructed, even after rush our at 18:00, for the rest of my life (and no, I can't ride a bike).

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Date: 28 August 2016 12:55:30

Tfl cause this mess then want an investigation. Unbelievable. 700 ph licenses every week. Hundreds of empty buses. Empty cycle lanes.
Sort it before it's too late
Sent from my iPhone

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From: [REDACTED]
To: [Transport Committee](#)
Date: 18 July 2016 13:43:42

As a London cab driver for 22 Years the answer is simple. There are two main causes for Traffic increase in central London.

1. The issuing of too many PHV licences over the last 4 years.
2. Giving away far too road space for the cycle super highway.
3. Crossrail.

Regards

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Gridlock
Date: 18 July 2016 09:26:04

I'm an asthmatic taxi driver and the congestion&pollution is killing both my trade and my life. Within the CC zone (especially in central area of it) there are virtually no private cars, I would say 1:15 ratio it's only buses(empty off peak) and taxis PHV and workvans so there are no one left to "give up" their car as they had done so ages ago, and the area is still in gridlock. Road space has been lost to CSH and many turns/roads now closed elsewhere to vehicular traffic making everyone on the remaining roads. More online shopping means more demand and with construction everywhere it's obvious this would happen if no action was taken. Below are a few suggestions that would ease and reduce both congestion&pollution. Thank you Paul Gowing

- 1.reduce off peak empty buses
- 2.make utility & construction that closes roads work quicker & later (very few residents in cc zone) and fine them
- 3.100,000 PHV and growing as I write,all now plying for hire and making 3 point turns and changing direction (without expensive taxi turning circle)and taking parking spaces whilst waiting forcing people to drive around longer , they need capping and reducing (70k) they are all half empty like taxis are and it serves no one
- 4.make roads/turns reopened to taxis only to reduce traffic on main routes
- 5.make vans deliver at night in and around W1
- 6.reinstate western extension zone and make it for longer times
- 7.make more bus lanes and extent their operation time

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's congested roads
Date: 19 July 2016 09:11:55

To whom it may concern,

I will keep it brief.

I spend a lot of time within the congestion charging zone of London and with the surrounding area. As you state, the traffic is at an all time high, parts of our great city are still gridlocked at midnight. This is not good enough.

I believe the unneeded congestion is due to the following factors:

Cycle Superhighways - I am a driver and a cyclist. Since the Superhighways have gone in all i have noticed is solid traffic on the motor vehicle lanes. The cycles lanes are always virtually empty. Even at peak time i believe the size of them compared to the amount of cyclists actually using them is ridiculous.

Buses - Everywhere I look are buses, empty buses. I once counted 11 buses in a row on Oxford Street with no more that 6 or 7 people on each one. Obviously i have no figures regarding usage of the buses but from what i can see you could take at least a third of them out of service and the public would still be served well.

Private Hire Vehicles - Another big big concern. They are everywhere, thousands and thousands of them blocking up roads whilst sitting around waiting for jobs, driving badly whilst trying to work out which route to take.

I hope these points aid you with any investigation.

Regards,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion issue
Date: 17 July 2016 21:52:34

Hi there

I'm a London black cab driver and to be honest my working life has become impossible and by job sabotaged.

The last two years on London streets
Has become absolute HELL!!.

You can't get anywhere because of empty cycle lanes taking a third of road
Space and major arteries like embankment which now we have to avoid it's so clogged! Even at 3am.

Perfectly good two way streets like
Tavistock place have been made one way?? No clogging the whole of kings x.

I can go On and on and on!!
Giving examples development work,
Road closures cross rail etc etc etc!!

Nearly one thousand new private hire
Cars coming on to London streets every month for the last two years , quite frankly with no clue how to drive in London going up one
way streets the wrong way etc etc !!

And quite frankly has made all our lives
One big misery as Londoners!!

Aswell as me not being able to pay my bills and picking up frustrated passengers every day!!

Yours sincerely
[REDACTED]

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to report this email as spam.

From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic in central London
Date: 16 September 2016 11:55:39

Please reverse / remove the cycle lanes, please limit the number of bus routs, eg 30 routs on Oxford st alone, please make gov't & TFL limit the number of minicabs on the streets of London(circa 130/150 thousand) & minicab licences STILL BEING HANDED OUT !!, by TFL, please revise / remove the road amendments eg Tavistock pl Camden, which only kettle the traffic,
Many thanks
[REDACTED]

Sent from my iPhone

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Call for evidence - Roads
Date: 07 August 2016 20:29:42

Dear Sirs

I write to propose a very simple rule that could gradually reshape London's roads with very little antagonism.

Every council in London must be obliged to convert one in two residential parking spaces at the point of re-allocation into one of the below items;

- (I) car club parking spaces (zipcar etc)
- (II) short term parking for home deliveries
- (III) covered cycle parking
- (IV) public space (trees/benches/art etc)

This would only occur on termination or non-renewal of existing parking licences - I.e. when people move away or choose not to renew.

The effect would be gradual but nobody would feel 'their' space was being seized. Slowly we could move away from a city that encourages car travel to one that reduces congestion and pollution.

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Fix the traffic light sequencing
Date: 17 July 2016 21:59:34

<https://www.london.gov.uk/about-us/london-assembly/london-assemblys-current-investigations/londons-congested-roads>

This seems totally out dated.

There must be better sequences available for cross road junctions that react to the follow of traffic in real time.

More simply,
Stop making pedestrian traffic lights.
People press the button, wait 5 seconds and walk across anyway. Then it goes red and there's no one there to cross.
Pointless.

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Submission on Traffic Congestion (continued)
Date: 15 September 2016 20:05:27

From
[REDACTED]

13. My observation is that not much travel into super-congested inner London (CC area) happens in private cars nowadays. But in the immediate ring around this - where I live - there's still a lot of driving. I think TfL needs to:
a) work out how to prevent the school-based school run - at least in all of Zone 2, and probably through Zone 3 as well. This can be done by designating 'school streets', and by forbidding any non-resident parking in school areas around school drop/pick times. Another tool that can be used is selective, time-based, perhaps unpredictable road closures (to all but non-residents) - this can prevent the rat-running that is so destructive at certain times of day.
This would have the effect a) of making driving less appealing; and b) of making streets MORE appealing for active transport. Active transport, through Zones 1 and 2, is crucial.

14. No, no new road infrastructure, please. Learn from other cities, we DO NOT NEED IT! The city will work better with LESS space given to motor vehicles, not more.

15. Well all the evidence shows that they DO! ALL OF IT! This is why you mustn't build any!

16. If you insist on it, then charge for it, AND for the alternatives - this would mean charging for ALL river crossings (you mustn't displace).

17. Digging up the road is, unfortunately, a fact of life. What matters is that it's done as seldom as possible, and for as short a period as possible. It wasn't necessary, for eg., to take more than 6 months to build a quarter of a mile of cycle path (Royal College St, Camden). Councils need to be charged for digging in the same way as utility companies. They mustn't work late (this is too disruptive for residents), but during long working hours, say from 8 till 7 (ie two shifts) there should be people working the whole time. Fines should be imposed when sites are inactive.

18. There is always a short-term increase in congestion, and in some places this is longer-term. But the choice of whether or not to drive somewhere (or get a cab) is made based on convenience, and once it's no longer convenient to drive, and once it IS more convenient to do something else, that's what people will do. But it's undeniable that while a process of change is going on - which I think it is - there will be a period when people haven't yet altered their behaviour (given up driving) and congestion will increase.

19. iBus is a good beginning.

Interactive road signage:

How about the suggestion I made earlier on, of installing interactive road signage on 'rat run' roads. For example, a camera could monitor traffic build-up at the end of a rat-run road, and once this reaches a certain level (5 cars queuing, say) the sign at the end of the road switches to 'no entry'. Drivers who then arrive at that point are not permitted to enter (and a camera would catch them, and fine them/give points if they did), and would have to find an alternative, less-congested route.

Inevitably, there would be some initial chaos/congestion, but this would rapidly mean that non-essential traffic at busy times evaporated, as people would choose not to drive.

Information from the interactive signs could be fed automatically into apps such as Waze/other traffic-enabled sat navs.

Enforced speed limits:

Start by limiting bus speeds to 20mph! This will smooth traffic, and reduce congestion.

Enforce speed limits...

Variable congestion charge costs:

Higher at busy times of day (for eg. you could have a standard surcharge for entering/leaving the C zone between 7 and 9.30, and for leaving between 3.30 and 6; or you could have a reactive variable cost depending on measured congestion)

20. No idea about this. But more needs to be done to keep red routes clear - and that means getting rid of peak-time loading completely - and to enforce speed limits.

Enforcing speed limits does 5 things:

- smooths traffic flow
- increases traffic density
- reduces danger
- makes the streets far more appealing for active travel
- reduces pollution.

This is a no-cost (and potentially a high-earn) measure, that should be implemented immediately.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Submission on Traffic Congestion
Date: 15 September 2016 18:37:51

From
[REDACTED]

1. My perception is that congestion has increased, markedly, over the past few years. The Congestion Charge was introduced when I was a regular cyclist in Central London, and I well remember the one day to the next drop in congestion that brought about. But now, when I go into Central London - either as a bus passenger, or as a cyclist, I'm horrified.

A particular shock has been how bad late night congestion has become. It used to be the case that after the evening rush hour, the roads were fairly quiet to cycle on: no longer.

I am also aware of an ever-increasing morning/school rush hour near where I live.

2. Well, my belief is that the causes of the congestion that I see are a) more private hire cabs on the road b) more door to door deliveries by van c) the school run

3. It's grim! I am reverting to taking the tube rather than the bus when travelling into central London with my children (I still cycle when travelling alone). The air quality is appalling, and harmful to health. So much time is wasted in traffic jams, and people are put in a foul mood. Congestion makes London unattractive and unliveable.

4. Learn from Edinburgh about the school run - introduce 'school streets' to prevent parents driving their children to school, in all but the most exceptional circumstances (essentially disability).

Learn from Amsterdam and Copenhagen about how to make residential streets calm and liveable, so that parents are not afraid to walk their children to school/let them cycle to school

Learn from Delhi: ban diesel vehicles inside the M25

5. The congestion charge WAS effective in its day. To improve it a) don't exempt private hire cars; b) don't exempt hybrid cars - only electric-only (maybe have a half-charge for hybrids)

6. When thinking about air pollution (not the subject of this consultation), this would be a great idea, in particular for ULEZ/CC residents. I foresee total uproar if Londoners are told that they just have to get rid of their diesel cars - and I have sympathy for this. If you use your car simply to leave London (to visit elderly relatives at the weekend, for instance), then for most of your journey, a diesel vehicle is perfectly appropriate. In such cases, a resident could choose to fit a transponder of some kind, that monitored, and charged for, any movement of the vehicle within the CC/ULEZ zone.

However, when thinking about congestion, I'm not so sure. If there's evidence that it would increase vehicle usage (ie couriers would do more deliveries per van) then yes, great.

7. I think they will make a big difference, particularly if there is any form of distance-based pricing for fossil fuel cars (and there should be).

8. River crossings - interesting. There's clear evidence that this has worked in Sweden (Stockholm did this - a low charge, but just enough to be discouraging) Workplace Parking Levy - should be HUGE. Should be non-tax deductible. Devolving VED to London - how would this make a difference? Would there be a special London price? I don't think that would be at all just, so even if it would make a difference I don't think it's a good option.

9. Clamp down on delivery vehicle infractions, perhaps by brief blanket bans on ALL vehicles owned by a company from entering London for a set number of days. This would certainly make supermarket delivery lorries behave differently, and they are a real menace. This would not necessarily reduce numbers, but would reduce their negative impact.

10. Minicabs are certainly making things worse. A tricky one to manage, as what YOU want is for them to stop moving around while they wait for passengers - and this is the opposite of what THEY want. Add a % tax onto their costs? Require them all to be plated, like they are in many UK cities, perhaps with an official meter (though their company would be in charge of per-mile costs).

11. Car clubs are a great idea, but I don't think they'll help with congestion. Even the Paris Voiture-Lib would probably increase rather than reduce congestion

12. GET THE BUSES WORKING AGAIN! Oh, this has been a DISASTER in the past few years. The buses used to be great, but they are now measurably more crowded, less frequent, and slower (all a particular issue on no 29). The bus lanes need to be permanently clear. NO LOADING IN BUS LANES DURING THE DAY! Businesses can manage this, even though it may be a nuisance. Buses can only work efficiently if they can travel around efficiently, so reducing the congestion THEY experience is critical.



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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 17 July 2016 19:07:44

Hi

The main reasons for the increase in congestion have been poorly planned CSH and the licencing of 1000's of PHV drivers. Some CSH schemes were well planned however reducing the embankment and lower Thames St to 1 lane east was a huge mistake as this should of been rush hour only. There is now congestion at 1am in the morning.

London should adopt the policy's of Tokyo where many cycle lanes are rush hour lanes to encourage cycle commuting.

During the week most vehicles are commercial and essential to London's economy despite TFL's last flawed traffic survey so keeping the roads clear was essential but totally overlooked in what is a failure of their network management duty.

As for increasing PHV'S from 50k to 112k need I say more

Regards

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congested roads consultation.
Date: 18 July 2016 02:19:34

Hello,

Here are my thoughts on how congestion could be reduced.

1. **Reduce busses in central London.** There is little point having busses come every 5 minutes and then just sit in traffic, better to come less frequently and then move faster, plus there is a lot of doubling up of routes. Try taking a bus along Oxford street.
2. **Cycle lanes too wide and underused.** I'm in favour of encouraging cycling but do the new lanes need to be so wide.
3. **TFL need to be able to control the number of minicabs and taxi's out there.** If there's not the work then reduce the numbers, it can't just be uncontrolled.
4. **Road pricing.** Either by increasing the congestion charge area and/or price and time it operates or a wider pay to drive in London toll.
5. **Ban private cars in central London** unless you live there, Like in Florence etc.
6. **Reduce parking spaces** on the streets and close central London car parks. If there's nowhere to park, cars won't come in.
7. **Get rid of the pedicabs.** I can't understand what role they play in the transport network.
8. **Get people walking.** Walk to work Monday? Celebrity walk to work day? Tube adverts showing how much money you could save by walking?

It's perfectly possible to have **NO** congestion if you are willing to be radical enough.

Hope that's all helpful

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: London Assembly: Investigation into traffic congestion in London
Date: 15 September 2016 22:40:28

Dear Georgina:

I only became aware of this investigation at the eleventh hour having stumbled across an article in a newspaper by accident. I understand that the closing date for responses is the 16th September. Answers are consequently brief. I am writing as a private individual who lives and works in Central London. I use public transport and also drive and cycle.

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

It has increased seemingly exponentially. I do not perceive differences in time or type of congestion. Particular problem areas for me are around Elephant and Castle, St. Georges Circus, Parliament Square, Trafalgar Square and the Embankment. Many of these places are where there have been ill-considered reconfigurations of the road layout.

2. What are the key causes of these changes in congestion?

Largely, the reconfiguration of roads in the affected areas. A good example is the way that traffic has been pushed onto Lambeth Bridge and it's eastern roundabout, which is now frequently stationary, as a result of the road reconfiguration of Westminster Bridge and Parliament Square.

3. What impact does congestion have on Londoners, the city's economy and its environment?

Incalculable. I cannot imagine how much time is wasted by all road users waiting in traffic. Wasted time is wasted money. Stationary cars, buses and trucks puff out pollution.

4. What can London learn from other cities in its effort to reduce congestion?

The problem is that there really isn't another city usefully comparable to London.

5. How effective is the Congestion Charge? How should this scheme be modified?

It was effective for a few months it seems to me. The problem is that since its introduction a massive amount of road space has been lost, negating the benefit of the charge. Key modification = minicabs should pay the charge. Also consider reintroduction of the Western Extension AND include Park Lane in the zone.

*6. To what extent would a usage-based road pricing regime help reduce congestion?*²

Minimal, as most private journeys are short. Unless it also applies particularly to minicabs, in which case it might be of benefit.

7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?

Relatively little.

*8. What would be the benefits and drawbacks of these other interventions?
- Tolling for river crossings or other major infrastructure - Workplace Parking Levy-
Devolving Vehicle Excise Duty to London*

Tolls for river crossings would potentially create two Londons. I don't see an advantage to this.

9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

It would be helpful to enforce double yellow line rules as many delivery drivers on major routes flout these. Perhaps there could be an exemption between the hours of 1.00am and 5.00am.

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

Hugely. it is crazy that they are exempt the Congestion Charge. Many are roaming the streets empty.

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?

I think this is of relatively little benefit.

12. To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?

I think that efficiency is the key. Too many buses run with only 3 or 4 passengers and bus jams are a daily sight.

13. How can TfL further encourage a shift from private car use to public transport or active travel modes?

There is little private car use now. We need to encourage a shift from minicabs to other forms of public transport such as buses and tube. It is crazy that students regard Uber as their preferred mode of transport rather than bus and tube. Mass transport should be by bus and tube, not by minicab.

14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?

A rethink of the Embankment cycle superhighway is urgently required. Going West to East there is a constant queue, even into the small hours of the morning and alternate roads are jammed because of traffic pushed away from the Embankment. It used to work so well!!

15. To what extent is there a risk of new roads encouraging more people to drive?

How can this risk be avoided?

I can't see where in London new roads would be put!!

16. How should new road infrastructure be funded?

No response.

17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?

Seemingly very little. Building work intrudes onto numerous roads in central London. A very tricky problem as charges for lane rental are simply passed onto the consumer.

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

Catastrophic! See comments above about the Embankment for example.

19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?

The iBus system is great, but I don't think that it particularly impacts on congestion. Thought could be given to using technology to take buses off the road when demand is low. Consider having "central" buses and "peripheral" buses to help avoid empty buses queuing along Oxford Street all less than a quarter full. Why have through buses along Oxford Street? Or Regent Street? I can expand further on this idea if you wish.

20. How effective has the Road and Transport Enforcement team been in tackling congestion?

Not noticeable.

I would be pleased to provide further details and examples of the issues as I perceive them.

Well done to the Mayor for having a consultation on this issue, which is long overdue.

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's congested roads
Date: 21 August 2016 12:52:48

My submission:

more properly integrated bike lanes, protected from traffic, and bike parking. This will:

1. ease congestion by moving people from cars to bikes
2. reduce pollution by removing vehicles as above
3. ease pressure on public transport in all forms
4. increase health of those cycling
5. helping those motor vehicles that remain move more efficiently - including public transport and transport for the disabled
6. ease pressure on the NHS
7. all of which will be particularly noticeable at peak times

Regards,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 18 July 2016 06:50:11

Save time and money on a future public enquiry into why it took so long for emergency vehicles to get to anyone following the next terrorist attack by stopping all this ridiculous pedestrianisation, (theirs enough pavement outside the UCH hospital to play 5 a side football.) admit you got it wrong with cycle lanes, took me 30 mins to get a wheelchair passenger into Euston Stn from Doughty St due to all westbound traffic being closed to traffic around Tavistock Square, and get rid of Uber who are swamping the roads with drivers who haven't a clue where they're going, and yes I'm a black cab driver who spent 3 years doing the knowledge and who is currently looking for a career change at the age of 57, thanks to all of the idiots that have bought this once great city to a standstill.

Sent from my iPhone

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Investigation into traffic congestion in London
Date: 28 August 2016 17:34:30

Congestion is not caused by pedestrians, or people on bikes, or people on the tube. And buses are a very efficient use of road space. Congestion is caused by motor vehicles, many of which are making unnecessary journeys or journeys that could be better made by foot, bike, tube or bus.

Please, for heaven's sake don't come to the conclusion that you need to provide more road space. That is 1970s thinking – predict and provide. No! The more roads, tunnels and bridges you provide for motors the more you will attract them out onto the roads and you will solve nothing.

Make walking and cycling safer and more attractive, and you will attract people out of their metal boxes, into active transport, making them healthier, less obese, and the air cleaner. Better for all.

Please acknowledge receipt of this email. Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion in London.
Date: 18 July 2016 10:08:48

Dear Sirs

I have been a London Taxi Driver for 20 years and can tell you exactly why we have such terrible congestion on a daily basis as could every other user of London roads.

1. The cycle super highway has caused a complete choking effect on Londons roads. This should be scrapped and reverted back to how it was. Tfl will say to use alternative routes! Well that's all well and good but the alternative routes are gridlocked also due to other ill thought out CSH lanes. Ie Blackfriars areas and Parliament sq. Unless the mayor is brave enough to scrap it nothing will change as TFL have effectively kettled drivers in London without any escape routes. failing that the CSH should only be active at busy rush hour times and not during the day and night time.

2. The escalation of Private Hire cars. Why are PH cars even in central London if they do not have a booking? They should not be cruising the streets waiting for there apps to Ping. This is both illegal and causing congestion and danger to other road users. Reduce the number of PH cars to a sensible limit immediately and charge them Congestion charge.

3. The numbers of buses on Londons roads is just ridiculous and it's plain to see that most of the time they only have a few people on board. The publuc wont use them because of the terrible Congestion that TFL have caused! They shot themselves in the foot on this one.

So ok you know all of this already and TFL won't be brave enough to implement anything that will actually work. SCRAP THE CSH

REDUCE BUS NUMBERS

REDUCE PH NUMBERS.

thanks [REDACTED]

Sent from my Samsung Galaxy smartphone.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's Congested Roads
Date: 17 July 2016 23:02:16

Hi

Pls see below my ideas for reducing traffic on London's road, which is now at an all time high and extremely concerning.

I would propose:

- cap the number of PHV in central London. This figured is now in excess of 100,000, which has doubled over the last few years. Simply unsustainable
- introduce the congestion for PHV
- increase the congestion price for Vehicles entering central London
- review of the CSH. This in itself has also played a part in the traffic flow in London. Metrics need to be obtained and a decision made on whether this has a future.

Many thanks
[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 18 July 2016 03:28:27

It's not rocket science
BAN UBER
Inexperienced part timers mainly Friday and Saturday
DO NOT know where there going,blocking traffic while waiting for customers.

Sent from my iPhone

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From: [REDACTED]
To: [Georgina Wells](#)
Cc: [Transport Committee](#)
Subject: Response to "London's congested roads" consultation
Date: 02 September 2016 10:37:44

Dear Transport Committee,

This email is a response to the committee's request for input to their investigation into the problem of traffic congestion in London. I have read the consultation document and would like to make the following points in response:

1. The key cause of congestion in London is an over-reliance by residents on private cars as transport. A large fraction of the journeys that are made by car are short and could easily be made by walking or cycling.
2. In central London an additional contribution to congestion and pollution is the privileged status of Hackney Carriages.
3. The only cost-effective and proven method for reducing congestion on the roads of a large city that already has a comprehensive public transport network is to promote active method of travel - cycling and walking. This must be done by reallocating road space to these modes and reducing road space that can be used by motor vehicles.
4. On- and off-road cycle tracks are already making a contribution to the increase in overall road capacity and a reduction in congestion compared to the situation that would exist in their absence.
5. An increase in active travel by Londoners will have many benefits, apart from reducing congestion - improved cardiovascular health, improved air quality, reduced noise pollution, a more attractive public realm and a reduced incidence of deaths and injuries on the road.
6. Various methods should be used to discourage private car use: increasing the financial cost with road pricing or congestion/pollution charging, restricting road space, removing rat-runs through residential areas, parking charges and controlled parking zones.
7. Active travel can be further encouraged by the effective enforcement of road traffic regulations, including speed limits. There is evidence that appropriately chosen speed limits can reduce congestion. I therefore suggest an investigation into a London-wide 20 mph speed limit, to reduce congestion and improve road safety and air pollution.

Thank you for reading and considering this response. I look forward to hear the results of this consultation.

Kind regards,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Londons congested roads.
Date: 17 July 2016 18:14:32

I think there a number of reasons for increased congestion in London.

1. PHV numbers have increased by approximately 600 per week for the last 4 years. They have gone from 48,000 to over 100,000 in that period.
2. Reduced road space for vanity schemes. Both TFL and Camden council have reduced space for vehicle and intend to go even further by closing Tottenham Court rd and Oxford st.
3. Excess of buses on our streets. Outside of rush hour times, we see every bus on the road only a quarter full at most. This problem alligns with the previous problem of Oxford St and Tottenham Court Rd. Reduce buses outside of peak times to reduce congestion and pollution.
4. Roadworks. Everywhere we see not only masses of road and building works, but also dreadful planning on how they're implemented. E.g: Tooley st will be closed for two years increasing traffic on Tower bridge. We've now been told that Tower bridge will close for three months for repairs. THIS IS RIDICULOUS!!!!!!

Sent from my iPhone

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Fwd: Investigation into Traffic Congestion in London
Date: 02 September 2016 11:21:04

Dear Georgina,

General questions

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

Unthinkable what it would be like now without the Central London Congestion Charge! Congestion is increasingly off-peak, especially evenings and weekends, as London becomes evermore a 24-7 city.

2. What are the key causes of these changes in congestion?

Being a successful and growing international capital city which never sleeps! Insufficient management of non-essential kerbside activity limits capacity for smooth traffic flows and predictable, consistent journey-times.

3. What impact does congestion have on Londoners, the city's economy and its environment?

Noise, air pollution, unproductive cost, visual intrusion, severance, stress and frustration.

4. What can London learn from other cities in its effort to reduce congestion?

Ultimately reducing capacity for moving traffic, and removing obstructions to moving traffic, especially parked traffic, reduces congestion [traffic evaporation], but the latter often has to come before you can do the former. That said, there's a golden opportunity to monitor what happens when Tower Bridge is closed for works; the key question then becomes, why re-open it, except for buses and bikes?

Charging for road usage

TfL already operates the Congestion Charge scheme in central London, and pollution-based charges are in operation or will be introduced. Tolling of specific roads such as river crossings has been proposed. The Mayor also has the power to introduce a Workplace Parking Levy.

5. How effective is the Congestion Charge? How should this scheme be modified?

Effectiveness is wearing off with passage of time as more vehicles find ways of avoiding it - eg 'clean' cars, car clubs, dodgy Blue Badges etc. It needs to run later into the evenings, and similar hours on weekends albeit possibly with a lower charge. It also needs to be geographically extended; area selection based on likely local support at least as important as degree of congestion.

6. To what extent would a usage-based road pricing regime help reduce congestion?

It might help but over time its effects would probably probably wither, and like the Congestion Charge there'd be too many exemptions etc.

7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?

Ditto. In the end a vehicle fleet that's all ultra-low emissions is still just as congested! Use the correct policy tool.

8. What would be the benefits and drawbacks of these other interventions?

Tolling for river crossings or other major infrastructure - raises revenue for reinvestment in transport; displaces unless widespread application.
Workplace Parking Levy - go for it; 'is your car journey really necessary?' Where public on-street parking is charged for, then so should be all private off-street parking - end the perk of the free space in the office car park.
Devolving Vehicle Excise Duty to London - agree. Crazy that part of our TfL public transport fares pay for maintaining TfL's streets, apparently.

Measures to target specific types of vehicle

Heavy road users – like commercial delivery vehicles, minicabs or private cars – could be targeted with specific measures. There could also be efforts to reduce bus traffic.

9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

Why do you even want to try? That's a reflection of wider societal change, with online shopping etc; try reducing that?

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

If they're a substitute for private car ownership and use then fine; it's the abysmal driving standards of so many of the people behind the wheel which is the greatest menace!

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?

As a member, they're a boon. All the stats are there for how many private cars they replace. Is there role, and that of conventional taxis and minicabs, being usurped by the invasion of the U-word?

12. To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?

First, be clear, be very very clear, that 'bus traffic' is the victim, not the cause of congestion. Think not of the buses but of the people inside them, as the most efficient users of roadspace. The dramatic improvement in the quality and quantity of London's bus service is one the greatest achievements of TfL since 2000, and has a priceless reputation way beyond London's boundaries - don't you dare even think about putting it at risk! The current single-red/double-red lines on Red Routes go back pre-TfL to Traffic Director for London [Derek Turner] days and have not been comprehensively reviewed/updated since. Some single reds don't even apply on Sundays at all! All singles should be uprated to doubles unless there is an absolute need to allow access for essential kerbside activity which cannot be done any other way. Then buses will have a fairer chance of operating consistently and more efficiently across all hours of the day/all days of the week. How many buses, and their drivers, have had to be added, at great cost, to schedules just to maintain service-levels, because of the congestion and ever-slower journey-times they suffer from? All TfL bus lanes' hours and days of operation should be reviewed and mostly extended, with more bus lanes implemented [the London Bus Initiative was great as far as it went but it now needs to be an open-ended rolling programme].

Encouraging modal shift

Greater use of more sustainable transport modes, particularly public transport, walking and cycling, would help address congestion.

13. How can TfL further encourage a shift from private car use to public transport or active travel modes?

Usual carrot and stick - TfL spends on plenty of carrots, it takes more courage to apply sticks! The space for private cars has progressively to decrease and the cost of using private cars simply has correspondingly to increase. One glaring anomaly is the free parking on TfL roads in areas where local Councils charge for parking in neighbouring streets; produce a level playing field by eg coming to an arrangement with such Councils for them to include TfL parking bays within their local schemes.

Providing new road infrastructure

There are proposals for new road infrastructure in London, including river crossings and tunnels, which TfL has considered or is now actively pursuing. These include, for instance, the Silvertown Tunnel across the Thames in east London, and a tunnel from A40 at Park Royal to the A12 at Hackney Wick.

14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?

Yes. More east London river crossings [bridges and tunnels] generally fine, if tolled and include cycling and public transport of some sort.

15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?

Always, so toll to manage demand.

16. How should new road infrastructure be funded?

Tolls, developer and business contributions.

Maximising available road space

Space on London's roads is often restricted by construction work or other roadworks. TfL uses measures such as a lane rental scheme to manage this. In some cases, road space is diverted permanently for other key priorities such as cycling infrastructure or improved pedestrian space.

17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?

Honestly do not know.

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

Seemingly quite dramatic if for example bus patronage is falling due to slower journeys on cycle superhighways - law of unintended consequences at work?

Active traffic management

TfL uses technology to monitor and manage traffic, for instance altering traffic signals to respond to incidents causing congestion. It has also recently introduced a Road and Transport Enforcement team to provide an on-street response.

19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?

People love Countdown. The previous Mayor interfered in 2011/12 in the modernisation/extension of the system by insisting that no bus passenger shelter with an old system should lose its Countdown, regardless of the number of passengers using that stop. As a result there are many relatively low-use stops at shelters with a modern Countdown which should have gone, as originally planned and agreed with Borough officers, to more well-used stops, in addition to the planned increase in Countdown installations overall. The lack of Countdown at many busy stops now limits passengers' ability to make informed decisions when congestion is bad or disruption occurs.

20. *How effective has the Road and Transport Enforcement team been in tackling congestion?*

I simply do not know.

Regards,

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Investigation into traffic congestion in London
Date: 26 August 2016 13:40:59

I am a cyclist and have been commuting mainly by bicycle from Clapham to the City for over 10 years.

On the rare occasions that I need to use public transport, I am unable to get on a Northern Line train during the morning rush hour in Clapham. I am forced to walk or cycle to Stockwell, where the trains are only slightly less full, but it is possible to join a train to Bank on the Northern Line.

When the congestions charge first came in, it did appear to have the effect of reducing traffic. Even now, when there are no major incidents/roadworks, the traffic is quite light on my journey until I cross the river and join the East/West Cycle Superhighway. Upper and Lower Thames Street have been packed with traffic for years, but at least with the Superhighway, I am no longer stuck in a queue with heavy lorries and cars.

It does surprise me that ringroad routes exist through London, which are free of the congestion charge. These roads are often which are completely jammed up with heavy vehicles. I don't understand why the vehicles that use them should not pay congestion charge.

London Diesel fuelled taxis and buses urgently need to be replaced with low pollution vehicles. Taxis particularly appear to be a major cause of pollution.

Regards

[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's Congested Roads
Date: 19 July 2016 22:00:51

You say that London's roads have become noticeably more congested over the last two years and you can honestly not work out why?!!

Do you think it's a coincidence that this has happened just as Cycle Super Highway works started and TFL started issuing Private Hire Driver licenses at a rate of +600 a WEEK signing up to a certain operator?!

The level of stupidity amongst the people responsible for London's roads is clearly evident for all to see. There are things that could be done TOMORROW that would have an IMMEDIATE affect on traffic.

-The congestion charge is obviously not working as a deterrent so needs to be increased to at least £25 per day if it is indeed going to be a charge designed to put people off of driving into central London rather than another cash cow for TFL (the other one being Private Hire Licenses!). Also deliveries should be limited to certain hours and not allowed into Central London between 07:00 and 19:00.

-The number of virtually empty buses blocking up the streets is a joke! I understand people rely on buses and not everyone is fortunate enough to be able to afford trains and taxis but outside of rush hours the number of buses could easily be halved and service would be fine. Unfortunately this will never happen as TFL subsidise buses out to companies and therefore make money from them which in itself surely is a conflict of interest. Do yourselves a favour, walk out of your office, wherever that may be in London, virtually any time of day or night and count how many people are on a bus. It's unbelievable. I regularly count rows of double decker buses bumper to bumper often with no more than 5 or 10 people on board! Two prime examples are bishopsgate and Oxford St! Just do it, for once, get away from behind your computers and actually look at what is going on on our roads! See what the occupancy rates are.

-Lastly, a cap on Private Hire Licenses needs to be introduced asap! Issuing +600 private hire licenses a WEEK speaks for itself doesn't it? Do I really need to explain how that's affected congestion? (Probably, knowing TFL's incompetence!) Passengers are amazed when I tell them this is happening! Just think, approximately a mile of extra traffic being added to the streets every 7 days! It really does beggar belief! But at £300 a pop it's a nice little earner for TFL isn't it.

Those 3 things could be don't today, tomorrow, next week, whenever TFL decide they actually want to ease congestion and pollution rather than gridlocking everyone onto bicycles and eventually crossrail!

The other thing causing needless congestion is of course the Cycle Super Highways, although of course TFL cannot admit to this. It is ludicrous to suggest that reducing road space by as much as has been has not contributed. Once again I urge to get off your arses and look at what is happening on Upper/Lower Thames St & Tower Hill, New Kent Rd (approaching Elephant & Castle), EVERY APPROACH to Blackfriars and most approaches to Parliament Sq! Constant traffic jams all day every day! Most of the day the CSH's are empty with traffic being held at needless red lights while CSH lights are green, madness! Two good examples of the are at Parliament Sq. The first as you come over Westminster Bridge and the second is on Great George St.

Westminster Bridge never used to have bad traffic, since the introduction of the cycle lanes it is bumper to bumper all day, there is no other reason for it! Similarly, and even worse is the catastrophe that is Blackfriars! The spaghetti junction layout of lanes and filter lights is a masterpiece. Again, only since the introduction of the CSH's had Blackfriars been this bad, it's obvious for everyone to see but for some reason the powers that be bend over backwards to accommodate the noisy few instead of what is actually best for London's epic congestion problem. As for Elephant & Castle, it's a case of guess a lane hope for the best! The fact that there has been two deaths there soon after its completion is proof enough that it's a disaster zone.

Another unbelievable decision was Camden Councils closure of Tavistock Place to Westbound traffic so there could be TWO segregated cycle lanes on either side of the road! Why, why, why?! What was wrong with one cycle lane and two way traffic as it was? The result, you guessed it, increased congestion! The westbound traffic is now forced onto either Euston Rd, Great Russell St or St Giles High St which is currently the worst I have seen it in 12 years of doing my job. And what was Camden Councils response to concerns about this closure? They said "traffic would EVAPORATE into surrounding streets". Evaporate?!!!!!! I've yet to see a car evaporate in nearly twenty years driving! There are others. Next on the list of Camden Council is the closure of Tottenham Court Rd to traffic and Sadiq Kahns unbelievable idea to pedestrianise Oxford St! Don't tell me, traffic evaporation will occur and everything will be fine and dandy! WRONG! Seriously where are all the Oxford St buses going to go for starters?

If the consequences of these decisions were not so serious they would be comical.

Councils and the leaders bang on about congestion and pollution being such a priority yet cause it through poor planning and lack of willing to listen to anyone other than cyclists who make up about 5% of road users?

So there you have it, 3 simples solutions that would have immediate affect being less empty buses, no more Private Hire licenses and an increased Congestion Charge. Obviously rearranging the roads would take a bit longer but if needs must.

You've probably guessed I am a London Taxi driver, I have seen London slowly grind to a halt pretty much since TFL came to power, but under Boris Johnson reign it deteriorated rapidly to a point where the worlds best city has been reduced to one big traffic jam. Unworkable for me and uninviting for tourists and business people as many have said they will not return. This may sound arrogant but as a Taxi driver I firmly believe we are the best and most qualified people to comment on such matters. We are all in favour of segregating cyclists from traffic, the further they are away from me the better, but it has to be proportionate and take into account ALL road users. Try listening to us now and again, you never know, London might just start moving again if you do!

Blimey, I was only planning on writing a few lines!

Many thanks,
[REDACTED]

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From: [REDACTED]
To: Georgina Wells
Cc: [REDACTED]
Subject: Congestion in London
Date: 02 August 2016 14:02:21

Dear Ms Wells,

I've been given your contact details by the CPT regarding congestion in London. I speak as a proprietor of a small bus company in Kent operating a couple of vintage buses for weddings and the like which runs the occasional trip to London. I also drive rail replacement buses for a TfL operator on a regular basis and sit on the committee of the CPT Kent & Medway Group.

I could go on forever about what causes delays; we all know traffic has increased to some degree; road space has been drastically reduced; congestion is worse and road speeds at their lowest ever recorded level, slower than the days of horse-drawn transport.

In my duties as a rail replacement bus driver I can give many instances: on a recent job, Tower Hill to Barking, because of road works in Aldgate the journey time from Tower Hill to Aldgate East was 45 minutes. that is 45 minutes with the bus engine running, causing pollution. the tailbacks going west along Mile End Road were from Bow Road to Aldgate. Instead of me completing a journey to Barking I was turned at Stratford, that having taken over 90 minutes from Tower Hill. This was the day a knifeman went mad at Leytonstone station. Emergency vehicles were unable to get through the congestion. It's a good job it wasn't a more serious terror attack. these sort of delays went on for months due to the construction of cycle lanes.

The cycle lanes in Mile end area have been a disaster for motorised traffic. This week I'm driving rail replacement buses from Dalston to Shadwell, a journey scheduled for 55 minutes for under 3 miles. The traffic light phasing at the junction of Mile end Road and Bethnal Green Road means that a bus turing right had to wait for 3 phases of the lights to get round, a time of over 5 minutes at one junction. Later there is a turn from Mile End Road towards Shadwell. these lights have a cycle priority lane which means a bus turning left there has to wait at least 4 minutes to do so. And Mr. Khan talks about wanting to speed up bus travel?

Another run I've done, Barking to South Tottenham, a distance of about 11 miles. worst journey time was 5 hours 45 minutes on at least 3 occasions, meaning that by the time I'd completed one round trip, I'd run out of drivers hours and had to take a statutory break! I was scheduled to do 2 round trips in that time. the causes are various. The road layout from the A408 North Circular at Ilford Road is totally stupid; it is designed to cause as much congestion as possible; road works on Ilford road with 4 way temporary lights; bad parking in various places; chicanes in road works along Blake Hall Road; the one-way system at Leytonstone high Road; bad road layout and road narrowing in Walthamstow for cycle lanes; more cycle lanes narrowing Lea Bridge Road; the confusing layout at Tottenham Hale, which even after a year of driving in the area I find difficult to negotiate. For anyone unfamiliar with the area it is a disaster zone.

Then we come to my other pet hates; speed humps and 20mph speed limits. Whilst I appreciate the suppose "safety" benefits of both of these, when you drive a bus along a bit of road many time a day, every speed hump is 4 jolts up the driver's back, two when the front axle goes up and down, 2 more when the back axle goes up and down. Multiply that by the number of speed humps the by the number of trips a week and that is an awful lot of jolts not only for the driver, but the passengers and the bus structure as well. A route I used to operate in Surrey went over 78 speed humps, 6 times a night, that is over 1200 jolts for the bus and driver every night, 7200 jolts a week on that route alone. Not only does this cause excessive driver fatigue because of the jolting, but the drive has to be ever more alert of where these are to try to minimise the effect of them. This also cause premature wear and failure of bus suspension, steering, tyres and general bodywork rattle so common on modern buses. Would you like 7200 jolts a week up your back while you're at work?

Speed humps and the 20mph limits also have a detrimental effect on pollution. All modern buses have automatic transmission. these are usually set to change gear at about 18-24 mph, so a bus typically going at 20 is constantly either revving at 2000 rpm in 3rd gear or changing up and down between 3rd and 4th. Again this causes additional pollution, more noise and a very rough ride for passengers.

The roads in some parts are worse than those of third world countries. Another regular route I drive is from Liverpool Street to Chingford at night. Virtually the whole route is covered by the stupid 20mph speed limit through the boroughs of Hackney, Islington, and Waltham Forest. The roads around Clapton and Stoke Newington are particularly bad, even at 20mph. Main roads like Cambridge Heath Road and Lea Bridge Road are subject to 20 mph limits, and along there the bus is struggling between 3rd and 4th gear. After 4 nights of this sort of nightmare journey the driver goes home absolutely shattered. then round the bak doubles of Walthamstow there's several turns where it is impossible to get today's big buses round without either clipping a kerb or a traffic island.

For heaven's sake, please get some sort of involvement from the people who actually DRIVE the buses when you are planning so-called improvements to road layouts, not just input from road planners who think they know best but have no practical experience of driving anything bigger than a pushbike.

As for cycle lanes and cycle priorities, all very well in theory. In practice they don't work, they are largely ignored by the cyclists who still insist on driving through red lights and pedestrian crossings, yesterday evening one drove through the red "cycle priority" light as I was turning left off Mile End Road in a bus. I got a mouthful of abuse form the cyclist because HE jumped the red light.

London depends on its buses and coaches to move people around. Buses are being unfairly penalised by losing traffic priorities, increased maintenance costs and driver fatigue. coaches suffer though a lack of parking space and the same sort of traffic delays that buses suffer. Please, we live in the real world, we need smooth road surfaces, no speed humps ad better facilities for buses and coaches. It was a pleasure to drive a rail replacement last weekend from Barnet to Arnos Grove. Traffic was light and there were NO SPEED HUMPS. Barnet had the good sense to remove them a few years ago. Yippee.

Yours sincerely,

[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]
Date: 13 September 2016 09:06:41

To whom it may concern,

I have just spent another weekend in Holland near Rotterdam - I usually spend one weekend a month here as my partner is Dutch and lives in a small town a few Kms west of the city. We cycle everywhere because the roads are designed that way and there is very few movement of cars at the weekend on local roads. His road like every residential street in Holland is access only and one way so driving into and out of the area is time consuming and slow. Thus only the residents use it. Once people who do drive to work, leaving the residential area to join one of the many massive motorways/dual carriageways which dot the country, there is next to no movement of traffic as everyone else walks or cycles to school, shops, gym, church, bar etc etc. This is something which we have to move towards to stop the daily congestion on local streets. Many people cycle here who would not in London using bikes which are built suitable for elderly and the less abled. Children cycle alone or on the back of parents bikes. We simply have to copy this model or we will continue to have an unhealthy, obese, diabetic population. Bus lanes and cycle lanes are 24/7 and segregated, even motorways and dual carriageways have excellent cycle lanes which are segregated and clearly marked. Traffic lights systems work for all and result in a safe way to walk and cycle and to deter car use for short and local journeys. The so called quiet ways in London are truly awful, used as rat runs by satnav using taxi drivers and mothers doing the school run.

I urge you to change the way we perceive cycling as the domain of the fit and active and to a way of easing congestion and increasing the mobility of those who because of the car culture are unable to get around. Likewise bus use is reduced here as cycling is so easy to do.

I have included photos to back up my comments and would gladly come to speak to you about my experience and findings. Incidentally I am 63 and retired and live in Chiswick and whilst I cycle 100s of miles a week I do find local cycling really unpleasant and daunting and cannot persuade any of my peers to join me. Do compare in the last two photos the road markings for safe passage of cycling to that of a typical road marking on the A4 so called cycle route.

Regards
[REDACTED]
[REDACTED]

Sent from my iPad

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Traffic Congestion in London.
Date: 01 September 2016 09:49:51

I am an all London Taxi driver (Green Badge).

I have been driving a Taxi since July 2013.

Here is my opinion from a London Taxi drivers perspective.

In the 3 years i have been driving i have seen my livelihood ebb away. All thanks to TFL.

Your management of the TPH trade has been nothing short of corrupt and incompetent.

TFL's policies towards Uber and the road network have been completely unacceptable.

Before i was a Taxi driver i was driving a Van, i would cycle, drive and take the under and overground to work. I was also doing to the knowledge on a moped.

So i have used all forms of transport in our city.

Traffic in London is now at epic proportions.

There is no where in London where there is no congestion.

The rush hour now just seems to be permanent.

And its all due to incompetence on TFL's behalf.

Giving out 400-700 new minicab licences every week for the last 2-3 years.

Cutting the amount of roads space by building the CSH which has spectacularly failed.

This needs to sorted out . You should have trialled it first as it has just caused a complete mess. Going down Upper & Lower Thames street at all hours its more often than not at a standstill. Even at 0200 on a midweek night. When there is not a cyclist to be seen!

It's a no go area for me and my fellow Cab drivers.

If we take a passenger that way they will more often than not get out early due to the atrocious levels of congestion.

Its embarassing sometimes when we see our meter going up and we have travelled 100 yards in 10 minutes

All manufactured by TFL.

This is having a severe detrimental effect on all our lives, From the time wasted sitting in traffic to the toxic air we all have to breathe.

Congestion really needs to addressed .

Its quite clear that the congestion charge has not worked.

The area needs to widened and the charge needs to trebled or even quadrupled to make people think "Is my trip actually worth it?"

The rise of the PH has had a huge effect. 100 K plus now on our roads. All plying for hire - (illegally). If you drive around the amount of minicabs in London is quite shocking. This has only occured in the last 3 years. There are so many they block so much of central London.

A cap on their numbers needs to be implemented at once.

They are dangerous as they do not pay attention to the roads and they crash on a daily basis. This could be stopped by having them have to wait for a 10 minute period to get their job. Clearly there is a huge amount of collusion between Uber and the TFL top brass. (EG Leon Daniels)

The corruption at TFL is almost as bad as the congestion in London. These people need

to get the sack.

The only option if TFL really want to tackle the congestion & pollution you are going to have to take radical action. Banning all vehicles in the congestion charge. Only allow busses Taxis and motorbikes.

The CSH has not worked. It has only caused epic congestion / pollution.

I am glad my children do not live or go to school near any of the CSH.

It seems to me that when you do roadworks there is more often than not no one working on them. Why do you not strive to get the work done as fast as possible? Work 24 hours to minimise disruption.

Some thing needs to be done about Elephant and Castle, Ludgate Circus, Upper & Lower Thames street, Tower Hill area, London Bridge area, Aldgate & Whitechapel Road . All these areas have been redesigned to disastrous effect. Ludgate circus is so confusing its beyond a joke. And the redesign means now if a car breaks down there nothing can get through!

Hammersmith Broadway needs a tunnel going underneath to ease congestion and the dire state of the Air quality in that area.

It has been stated that Oxford street is to be pedestrianised. A few days ago Oxford street was closed and all the traffic was on diversion down Wigmore street. This only displaced the traffic. The area was unable to cope. This was a view into the future if this scheme goes ahead.

Tavistock place scheme is another example of poor management.

The new designs for Bank Junction will also not work.

As will Tottenham Court Road will also be another fine mess. Banning all but busses on TCR and then trying to make Gower street two way?

There is simply too much traffic in London. and these new "Redesigns" just make things worse.

I think TFL should design a black Cab app and make it so as Oyster can be used as a form of payment in Taxis.

The new enforcement teams have had no effect on the congestion levels.

I think Boris and the last administration have left a real mess.

It seems to me that not much has changed with the new administration.

Good luck!

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Click [here](#) to report this email as spam.

From: [REDACTED]
To: [Georgina Wells](#)
Subject: London's congested roads
Date: 01 September 2016 12:08:10

TfL data shows a recent increase in private car traffic across London. The cause of congestion in London is too many motor vehicles nothing else. TfL has failed to do enough to enable other modes of transport such as cycling. A rapid build out of clock face protected cycle routes are needed on main roads. With connecting protected cycle routes throughout the center. These must be supported by feeder quiet routes. Currently TfL and London's local authorities are trying to use indirect, inefficient back street routes away from shops and business as alternative to routes on main roads. This won't work as it does not enable the majority of trips to be made and thus stops people seeing cycling as a viable option.

That this committee appears to take aim at the very limited pedestrian and cycling space in central London is a shame. We need more space to enable active travel not less. We also don't need a investigation where the argument has been skewed due to the upfront statement of cause without evidence to support this assertion.

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

Congestion has not visibly changed for me. The causes of congestion as always is too many motorists and motor vehicles and the actions (poor driving etc) of motorists.

2. What are the key causes of these changes in congestion?
Motorists and motor vehicles (including black cabs).

3. What impact does congestion have on Londoners, the city's economy and its environment?
It makes walking and cycling less comfortable. It impacts the air quality

4. What can London learn from other cities in its effort to reduce congestion?
We could learn from many of the cities of the Netherlands or Copenhagen and enable cycling with protected lanes on all main roads to free up road capacity.

5. How effective is the Congestion Charge? How should this scheme be modified?
It was effective then the city grew and the levels of traffic returned. The reduction in its size was not helpful. It should cover a larger area and the price should be raised to mitigate the impact of a real cost reduction in cost of motoring in the UK,

8. What would be the benefits and drawbacks of these other interventions?
A work place parking levy should be considered it has been very effective in Nottingham.

9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

Both black cab and mini cab numbers need to be reduced. A good first step would be removing the congestion charge exception for PHV. With the ability to reclaim the cost for those trips where the passenger is legally disabled (to avoid a raise in the cost of travel for those with disabilities).

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?
Car clubs put more cars on the roads, They do little to help reduce congestion if anything.

14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?

Yes building of high quality protected cycle routes on all main road would help reduce congestion by enabling more trips to be made by bicycle. These use a lot less space and can carry many more people than a general traffic lane. They also enable firms to deliver with cargo bikes as staff will have a safe abuse free and direct route to the destination.

15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?

Don't build new roads. All new roads to and making routes two way for motor traffic does induce motoring. Instead build protected bike routes and induce demand for cycling.

16. How should new road infrastructure be funded?

No new general roads should be built. If they are they should be tolled. For cycling infrastructure it should be paid for out of general taxation as roads are now.

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

It has reduced congestion by allowing many more people to move safely through the space. If TFL and local authorities move backwards (as they appear to have done) and halt providing safe space for active travel they will ensure that motoring grows leading to more congestion. We need much more protected space for cycling. In a growing city even the current delays in providing & watering down of planned provision are ensuring that driving and not active travel remains the default in outer London and active travel remains a hostile way to travel in the center.

--

Regards,

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From: [REDACTED]
To: [Transport Committee](#)
Cc: [REDACTED]
Subject: Congestion
Date: 17 July 2016 22:28:02

CSH is main culprit, not just grabbed road space for a minority who use infrequently and only at peak times but also crippling of virtually every London Bridge combined with restricted / prohibited turns has gridlocked London, schemes should of been trailed before implementing ,also so many shouldn't have been commissioned simultaneously.

TFL also licensing in excess of 600 plus PH a week who primarily work for uber (platform that can't be pre-booked & allocates by proximity, essentially 'plying for hire') has been downright negligent by Board members.

Another concern is the chronic oversupply of buses in London, too many empty buses at all times and antisocial driving (blocking junctions and lanes with impunity) have contributed to congestion.

Fact that the same management is still in charge despite ruining London's infrastructure is very worrying, given their shortcomings any acknowledgement of these problems would be counter productive to their continued employment and bonuses, any admissions would expose their litany of bad decisions.

Key in analysing any decision making would be for Valerie Shawcross to examine all due diligence and impact study reports.

Leon Daniels and in particular Helen Chapman should be suspended immediately pending an investigation.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: London's congested roads.
Date: 19 July 2016 10:35:50

I am glad to be writing this e-mail regarding the above but surely there is someone in your organisation (probably getting paid £000's) who knows the answer but is too scared to say. The main cause of the current problem is the introduction of the CSH. The area around Parliament Sq is beyond a joke. Victoria Embankment eastbound is now a no go with traffic backing up from the Blackfriars underpass towards Tower Hill at beyond midnight! Adjacent roads to Victoria Embankment are now solid morning, noon and night - The Strand, Fleet st, Cannon st and Eastcheap being the major problem areas. Bridges that were once free flowing before CSH now do not move, Westminster bridge towards Parliament Sq is now becoming dangerous with vehicles cutting in to try to beat the queues. Blackfriars, Southwark and Lambeth bridges are now solid northbound. Tavistock Place being closed eastbound is another hotspot, it is like the powers that be are deliberately trying to stop traffic from getting from A-B, it is beyond a joke. Add constant roadworks, road closures, bad traffic light phasing, potholes, constant demos, protests and traffic free days and it is no wonder that London is now the No.1 congested city in Europe, give it 5 years and it will be No.1 in the world, a great advertisement for businesses who would like to invest here. The GLA constantly bang on about cleaner air and trying to cut emissions, they have no chance if all the above I mentioned are not fixed. The idea that CSH was not going to have any impact on the car user was delusional, it has and it will only get worse. Someone somewhere must put their hands up and admit this and somehow try to sort out this problem ASAP. I look forward with interest to your solutions regarding this matter. [REDACTED].

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From: [REDACTED]
To: [Richard Berry](#)
Cc: [Mayor](#)
Subject: London roads
Date: 16 November 2016 10:11:05

Good morning Richard,

I don't know if you are the right person to contact, so my apologies if not.

I wanted to find out what is being done to get the london road system to move again, it seems it is grinding to a halt at most times of the day?

The congestion charge seems to me, to be a pointless, money making exercise which doesn't reduce or speed up traffic.

Here are a couple of things to me which seem to be slowing it down:

- There are now thousands of private hire taxi companies (perhaps a limit on the number or licences would work) Its great that I can get a cab but pointless if that cab moves at 5 mph.
- Cycle highways on already congested roads to me are a joke. The embankment was slow already, now it's a standstill, as is the route out of the city.
- Bus lanes need to be smarter, also there seem to be masses of busses (if the traffic flowed faster surely the numbers could be less)
- Parking restrictions on red routes and other vital roads should have their hours tightened, traffic at 7pm is the same at at 8am and some road reduce to one lane because people are parked on them.
- Perhaps if companies had specific hours they could receive large lorry deliveries at allocated delivery bays
- Bin men should not be operating on major road during rush hour.
- More Width restrictions to large vehicles could prevent large vehicles clogging smaller roads.
- Temporary traffic lights and road works should be staggered not all at once as the knock on effects seems huge.
- An additional road bridge over the Thames is obviously a massive idea but needed.
- On a separate note, Boris busses are impractical, expensive, uncomfortable, too big, roasting hot and have no windows which open.

Overall I think the quality of the roads are excellent but journey times and traffic are strangling the city, the average speed my car manages in london is about 5-10 miles an hour even out of rush hour. It feels like motorists are considered second to cyclists.

My apologies for the rant on what is a very tough job, I had to get it off my chest.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic congestion in London
Date: 14 September 2016 21:05:06

Hi

Regarding the survey "what can the Mayor and TfL do to reduce the level of traffic congestion in London?", I believe there are four main issues that are causing the problem, bearing in mind that the level of car ownership has decreased:

- Reducing traffic speeds to 20MPH,
- Reduced road space for vehicles due to pavement widening and cycling schemes,
- Changes to pre-existing traffic flows, e.g. Elephant & Castle, Archway.
- Southern rail conditions and costs

Taking each in turn:

Reducing traffic speeds to 20MPH. Selected boroughs have introduced 20MPH zones throughout the whole borough, effectively increasing the journey time for all motor vehicles. Not only is this approach extremely lazy, it is unenforceable. It would be far better to introduce enforced zones around schools (during the day), hospitals, care homes and other areas where there are more vulnerable people walking around. They would have far more impact.

In addition, reducing bus speeds increases journey times, making buses a less attractive option. Not only does a bus stop in traffic, and every bus stop, it is now crawling between stops. This explains the reduction in bus usage in inner London with people effectively switching to cars.

Reduced road space for vehicles due to pavement widening and cycling schemes. Cyclists have more road space than ever before, yet despite the size of a bike versus a car, seem to still need quite wide lanes. Why is this the case? More should be done to create fully segregated cycle lanes, as another reason for lower traffic speeds is that buses and lorries are being held up behind slower moving cyclists, unable to overtake due to lack of room.

Changes to pre-existing traffic flows, e.g. Elephant & Castle, Stockwell & Archway (and accompanying roadworks). It must be acknowledged that many of these schemes are aimed at reversing some of the road improvements from the 1960's, which still seem to work well. The shape of the new Elephant & Castle northern roundabout traffic flow is ridiculous. Traffic is forced to swerve right, then left then switch lanes, and that all causes confusion. Vehicles being in the wrong lane, waiting to move to another lane will hold up other traffic behind them. Badly thought out road schemes are adding to overall traffic flow times - the Archway and Stockwell changes introduced by TfL acknowledged increased journey times in the proposals, yet still went through.

Finally, the train issues on Southern. The strike on Southern rail is causing increasing numbers of commuters to drive, albeit on a more temporary basis, however the cost of using main line trains into outer London is prohibitive. My journey from Sussex to Sutton by train costs £77 per week, yet petrol is £47, and it takes me less time by car. I have tried using the train but reliability and costs mean that this is no longer feasible unfortunately. Public transport must be made cheaper, more reliable and quicker to be able to help solve the congestion issues.

I find it hard to believe that what I have stated above is not already being touted as to the reasons why - it is common sense to me and should be obvious to all.

Unfortunately I do not believe that there is the political will to reverse any of the changes as it seems to be unfashionable to do anything that helps a motorist, yet anything that helps cyclists is pushed forward regardless as to the impact on any other road users - pedestrians or drivers. There needs to be a more level playing field.

I hope that the above comments will prove helpful.

Regards

[Redacted Signature]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: The London Assembly's Transport Committee investigation into traffic congestion in London
Date: 01 September 2016 15:22:31

Dear Ms Wells,

with regard to The London Assembly's Transport Committee investigation into [traffic congestion in London](#), examining what the Mayor and Transport for London can do to reduce congestion, please find my contribution below.

Best wishes,

[REDACTED]

1. How has traffic congestion changed in London in recent years? Are there differences in the amount, time, type and/or location of congestion?

Many more private vehicles (school run, casual users). Many more white vans and lorries.

Too much development (for private companies as opposed to social/ community based projects)

We also need a cap on PHVs. Taxis and minicabs have increased out of all proportion. Idling taxis at rail stations are a huge problem. Unlicensed private hire cabbies can be amongst the worst behaved drivers.

Having said that, refuse collectors and buses can drive pretty abysmally when it comes to awareness of other road users as they throw their weight around also.

2. What are the key causes of these changes in congestion?

Development. Population growth. The unregulated message that it is 'aspirational' and 'normal' to drive a car to the shops, or to the chemist to buy a ventolin.

Newcomers to London's community often do not have a background of cycling culture. The same problem is occurring in The Netherlands. Refugees and immigrants are driving children to school even though the Dutch have a culture of cycling. They are taking steps to rectify this situation.

3. What impact does congestion have on Londoners, the city's economy and its environment?

Not congestion. **TRAFFIC!**

Whether **fouling up the place en masse** or using **living streets as a racetrack** (with impunity).

Few things are more disturbing than unconstrained and non-essential vehicle use.

The more that are allowed to do it. The more it becomes seen to be acceptable by those who might otherwise be tempted to try other forms of transport .

It is foul, Dangerous, Scary.

It is so frustrating not to be able to find a safe, easy, quiet route with my 10 year old daughter to get from north London to the new cycle CS routes (though we have at least the Royal College St extensions in Camden).

The lie is that cars benefit the economy. The opposite is true and beyond.

Health (NHS costs), personal economy (fuel & vehicle upkeep), community benefits (the calm and peace that exist on Tavistock Place & for cyclists on Blackfriars is palpable).

The costs to repairing roads, maintenance etc. The long list of other negatives - brake linings, rubber particulates etc that should make motoring the option of being an occasional and useful tool.

Two things only to be concerned with. Volume. Speed.

Some solutions.

1) Filtered Permeability across the capital where everyone can experience living in their home quarters rather than having their local streets abused by rat running vehicles

2) Cycle Lanes. 100 miles +. To start with.

3) A joined up network. The MAIN ISSUE. Whatever else is done, if the routes do not connect, it is like building a bit of a bridge. You will never get parents with children cycling on the existing CSs whilst they have to travel on streets occupied by the likes of the lady in the Jeremy Vine Youtube video (Kensington).

4. What can London learn from other cities in its effort to reduce congestion?

We have a great cycling network already actually. It just happens to have cars all over it.

Please. Get Dutch engineers here. Or those from Copenhagen.

(And deal with flood defences too whilst there here!)

Get Brian Deegan to assemble a team of TfL officers who understand what is required and not to allow money to be frittered away by kowtowing to noise and threats from thugs in white vans and grotesquely over-entitled bankers in Hampstead.

Education. Information. This will help. And will be essential when smart road pricing is brought in.

(Cost of Trunk road to motorway link? £96 to £123 million PER MILE.

Cost of CS3? (E - W Embankment route)....2 million per mile

Cost of filtering? peanuts. it really is insane NOT to get the infrastructure in and done).

Yes there will be noise. Take the sweets away from the children that are busy rotting their own teeth and making life a misery for all the other kids, and they will complain. They do now. And they make NO SENSE.

Charging for road usage - Yes ✓

Tolling of specific roads such as river crossings has been proposed Yes ✓

The Mayor also has the power to introduce a Workplace Parking Levy Yes ✓✓

5. How effective is the Congestion Charge? How should this scheme be modified?

Expand it. Make the price realistic. It should be 24 hours. 365 days a year.

After 6pm central London is insane. And, it's pretty awful before that.

6. To what extent would a usage-based road pricing regime help reduce congestion?

Roll it out. Encourage cargo bikes hubs. Show that it is acceptable, in fact essential, desirable to get rid of the 'van or nothing'

trade approach. Workplaces in London should have next to NO private parking.

Encourage electric bikes. Make cycle carriage on public transport easier (certainly with fold-ups - some train operators take their anti-cycling prejudices too far)

7. How might the Ultra Low Emission Zone and Emissions Surcharge affect congestion levels?

It may help a bit. But it's only congestion. The problem is **traffic**.

An Ultra Low Emission Zone and Emissions Surcharge also proposed. ✓ Extend to M25 boundary. To Outer boroughs for sure.

For instance this may entail charging vehicles by distance driven, rather than charging for entry to a specific geographical area. Perhaps contentious. Why allow people to travel further? Or less distance?

The purpose of the journey needs to be considered. Are they carrying essential equipment? Goods? etc

8. What would be the benefits and drawbacks of these other interventions?

- Tolling for river crossings or other major infrastructure.

Good. But being careful not to create through routes that encourage vehicles (speeding occurs when motorists are given the opportunity)

- Workplace Parking Levy.

Definitely

- Devolving Vehicle Excise Duty to London.

Definitely

Measures to target specific types of vehicle.

Also very good. But taking care not to replace congested traffic with huge amount of cleaner but speeding vehicles. This may simply displace the problem of deterrence of motorists discouraging would-be cyclists.

Heavy road users – like commercial delivery vehicles, minicabs or private cars – could be targeted with specific measures.

Volumes need to be reduced for sure. Delivery vehicles are often driven by the worst examples of driver - often trying to beat a deadline. Replace as far as possible with cargo bikes. Create hubs for 'last-mile use'.

There could also be efforts to reduce bus traffic. Also good to tighten up the service and frequency. Though other vehicles impact on buses in addition to everyone else. Driver training (credits for good driving/awareness of those on board etc)

9. How can the Mayor and TfL reduce the number of delivery vehicles on London's roads, especially in congested areas at peak times?

see above (Cargo bikes/Hub/Last mile) Also use e-bikes if necessary. It has worked in Asia for long enough (despite their losing the excellent means of transporting phenomenal quantities of stuff - and a cargo consisting of all kinds of objects).

10. To what extent is an increase in minicabs contributing to traffic congestion, and how could this issue be addressed?

Yes. Cap the numbers. Deploy a stricter test perhaps. Awareness of vulnerable road users. I have seen black cabs drive straight across zebra crossings as bewildered tourists were about to cross.

11. What contribution can car clubs make to tackling congestion, and how can the Mayor and TfL encourage these?

Useful. Provide incentives. Publicise. Make it simpler. Also make parking charges much

higher. This is one of the most scandalous forms of where private space is subsidised by everyone else - private cars sit for 95% of the time on the road - time to get realistic. Thus may also mean devolving power to the mayor so all local authorities must impose the same levels of restrictions on motor vehicle parking.

Meanwhile, get cycle parking out there across all boroughs. The West End is backward beyond belief when it comes to assisting those trying to lock their bike up. Westminster is a law unto itself. Devolution can have a positive impact on a whole range of issues beyond those proposed.

12. To what extent could greater efficiency in the provision of bus services help reduce congestion, and how?

24 hour bus lanes. Bus/cycle only streets. Trams also (though cycles can be impacted here). The biggest and most obvious inconvenience to bus journeys is motor traffic. It would make economic sense to reduce the numbers of buses by enabling greater efficiency, reliability - when there are no queues of motors hogging thread space.

Encouraging modal shift √

Greater use of more sustainable transport modes, particularly public transport, walking and cycling, would help address congestion. √

13. How can TfL further encourage a shift from private car use to public transport or active travel modes?

Providing new road infrastructure **NO**. Not for motor vehicles. This is the one lesson that needs adhering to.

More roads = More traffic.

There's nothing more to add here. Disincentivise it. Deal with the initial noise. It will be worth it - for everyone.

There are proposals for new road infrastructure in London, including river crossings and tunnels, which TfL has considered or is now actively pursuing. These include, for instance, the Silvertown Tunnel across the Thames in east London, and a tunnel from A40 at Park Royal to the A12 at Hackney Wick. NO NO NO.

14. Can new road infrastructure help reduce traffic congestion? What specific new infrastructure is required in London?

Of course not. Look at the hell where there are excessive lanes. Anywhere around the capital. Provide the lanes for cars. They fill it.

New lanes needed. Ultra stupid.

15. To what extent is there a risk of new roads encouraging more people to drive? How can this risk be avoided?

See above. **No NEW Roads**

16. How should new road infrastructure be funded?

YOU don't. It is the most wasteful, extravagant misuse of public money imaginable.

Squandered on more vehicles? The poor beleaguered motorist? The 4x4 driver who still seem to believe it socially and culturally acceptable to take their children to school?

Maximising available road space.

NO. Reduce it. BUT also take vehicles off the road. Keep them out of living areas. Set an example. Take away the parking. Create a cycling network. Quickly.

Space on London's roads is often restricted by construction work or other roadworks. TfL uses measures such as a lane rental scheme to manage this. In some cases, road space is diverted permanently for other key priorities such as cycling infrastructure or improved pedestrian space.

17. How effective are TfL's measures to limit roadworks, such as the lane rental scheme? How can these measures be made more effective?

18. What effect has the additional space provided for cycling and pedestrian infrastructure had on congestion?

By providing a joined up network, anyone can get to wherever they need by cycling.

A network of roads has been provided for motor transport after all not suitable for all age/ all inclusive cycling.

A network of footpaths has been provided for pedestrians (even though all too often these are hijacked by car users).

As the network is created, most people will be able to cycle. Why would they not when it becomes possible, safe, enjoyable and the quickest means of getting to a destination formally travelled by car?

Active traffic management

TfL uses technology to monitor and manage traffic, for instance altering traffic signals to respond to incidents causing congestion. It has also recently introduced a Road and Transport Enforcement team to provide an on-street response.

Don't know

19. How can the use of technology be enhanced to help TfL manage congestion? For instance, how can the iBus system be used for this purpose?

20. How effective has the Road and Transport Enforcement team been in tackling congestion?

I'm not aware of this. Does not seem to be dealing with the issue.

More people are coming into London. EACH MONTH. More and more people want to cycle.

We need 100 miles of cycle lanes. A network of routes to enable ANYONE to get ANYWHERE, by cycling, as free from danger of being killed or injured as they would be if taking any other form of transport.

Furthermore. Cyclists are doing everyone a favour - it has to be said - for this reason

alone, they need Dutch style provision sooner rather than later. Compromise simply means non-effectiveness. The last mayor laid everything out clearly in an excellent document 'Human Streets'.

The new mayor needs take heed of this, Not the noise of the motorists.

It's not about the bike.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion
Date: 28 August 2016 11:37:58

115,000 minicabs with TFL churning out an extra 700 a WEEK, with the majority plying for hire illegally due to TFL's ineptitude and failure to enforce the law. Just go to Paddington and Kings Cross to name just 2 areas where 100's of minicabs are parked in surrounding areas waiting to be e hailed.

Too many buses on similar routes.

Poorly designed new road 'modernisation' schemes. The so called data TFL collect saying that there will be minimal impact, is more than likely done on this



Uncoordinated roadworks. One week electricity board is digging up road, the next it is the electricity or gas board. Also you hardly ever see any work being done. It is stretched out so the people in power can charge / make more money.

Light phasings not adjusted for time of day. At night some lights stay red to allow the cycle 'super'highway to take priority, yet it is only used for a few hours a day, if at all by cyclists.

The list is endless and I'm sure i have emailed before, but unless TFL are abolished or there is a major reshuffle, NOTHING is going to change.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion consultation
Date: 21 July 2016 23:54:12

Today the traffic was horrendous, and a normally £15 taxi journey turned into £28. No wonder they can't compete!! What with new vehicles rumoured to be 50k, you might aswell scrap the knowledge now as TFL are intent on destroying the trade to replace it with people who have never set foot in London and haven't got a clue!

You need to get plying for hire defined and set in stone as the way UB£R operate, there will be 150,000 minicabs plying for hire illegally by xmas. TFL need to be held to account for capitulating to them and letting them dictate how they want to operate.

Allowing them to be seen on an app means that now every nightclub, pub, hotel, railway station etc, has these rats parked up waiting to be hailed. Also, if you stopped their predatory pricing (surge) then every time it rained and demand went up, the streets wouldn't be flooded with more ub£r rats heading into the city plying for hire.

Minicabs should work by being PRE BOOKED! Working on demand is killing London due to thousands of TAXI's and now minicabs competing for the same work. But TAXI's are restricted to the vehicles they drive but minicabs are now doing the same job and can be done in a £500 Ford Mondeo!

TFL = WOEFULLY INADEQUATE, NOT FIT FOR PURPOSE. Words of the GLA report, yet more than 2 years on, its getting worse, not better.

TFL have caused more damage to London than the blitz

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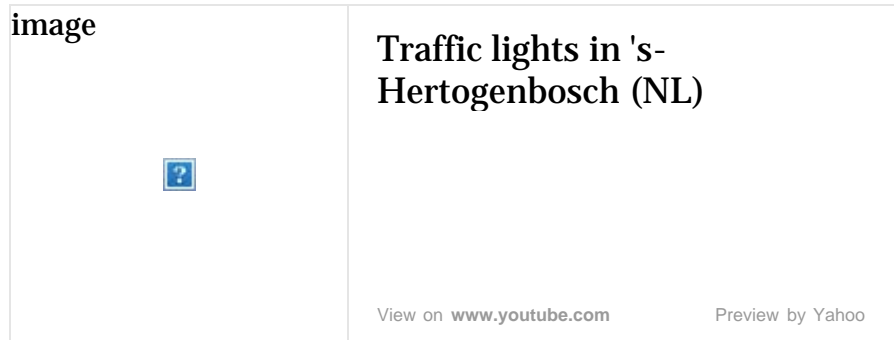
From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion consultation
Date: 18 July 2016 02:16:23

Hello,

I am going to say nothing new here, but the congestion is down the woeful administration at TFL, who are out of their depth.

Simple measures can be put into place, but the apathy shown by TFL management is extremely worrying.

1. Deliveries - need to be made later into the evening or early hours of the morning.
2. Buses - there are far too many! I stopped counting today when i got up to 28 following each other on Regent Street. We are pushing cycling to get people out of vehicles, but having buses every few minutes on the same route with stops not that far apart encourages people to get the bus rather than walk.
3. Bus drivers - too many block junctions and jump lights causing delays.
4. Light phasings - need to be more clever than being green for 5 seconds, then red for 60! watch this video on what could be done [Traffic lights in 's-Hertogenbosch \(NL\)](#)



5. Cycle super highway - despite major concerns raised with the designs, TFL steam rolled ahead with these disastrous plans. Yes, there is a need for segregation, but some of these designs have brought certain parts of London to a stand still. They are at peak use for maybe 4 hours a day, so for 20 hours of the day they are of no use. There are parts that have a 6 foot wide bit of pavement where there used to be road. Why is this??

6. TFL's 'modelling data' - The system they use to 'predict' traffic effects is useless. To go from Bridge Street, Westminster to Tower Hill used to take about 15 minutes on a good day. Now you are looking at 45+ minutes and even at 3am it can be a problem. The shortest most direct route is to follow the river, but now that is almost impossible. Sat navs even suggest using Vauxhall Bridge as the quicker route!?!?

7. Road works - there are far too many with seemingly no one working on them. Newgate Street is closed eastbound forcing vehicles up through Smithfield, or down to St Pauls, which is like a permanent bus park. Why do these contractors finish work at about 2 in the afternoon? someone is making a lot of money from these closures that are dragged out for far too long. Also, why do some roads take weeks / months to resurface? I have seen 2 mile stretches of motorway done overnight, yet the embankment took about 5 weeks and is still not finished.

8. Red lights - in the USA you can 'turn on red' which is indicated by a sign when it is safe to do so. Why can't we see more of this. Also, certain lights should be turned off at night. Last week it took 10 minutes to get from the Mondrian Hotel onto Blackfriars Road because of the phasing. A distance of 0.2 miles....

9. Minicab numbers - these have exploded from about 50k a few years ago to 110k plus!! TFL are licensing 600 (SIX HUNDRED) a WEEK!! I've heard far too many times that legislation needs to be brought in etc, but this is rubbish! It is all down to the illegal operations of UB&R who are a minicab firm, yet cannot be pre booked? Therefore they are working on demand which is the sole right of TAXI's. If numbers can't be stopped, why not out a limit on how many people can work for an operator? Addison Lee have around 4,800

vehicles in their fleet, but UBÉR are nearing 40,000!! This illegal plying for hire is not only causing congestion, it is leading to an increase in RTA's as the drivers are taking bookings on the phone whilst driving. You only have to go to Kings Cross / St Pancras or Paddington (London Street) to see drivers waiting for a booking. This blocks set downs and backs traffic up as nobody can get near the station.

10. More TAXI and PH compliance - TFL's enforcement is almost non existent, and this leads to more vehicles (UBÉR) on the road and illegally parking / ranking near hot spots like stations and the west end, looking for fares. It is now 1:50am and the streets around Soho are gridlocked with minicabs looking for fares because they are allowed to act like TAXI's and pick up off the street instantly. There is a lot of bullish1t that has been fed by UBÉR, but they are just a minicab firm, they haven't invented the wheel. What did people do before them? Yes, they 'pre booked' them or took public transport. They say that you are never more than 2 minutes away from one. Surely that suggests there are far too many?

11. TAXI ranks - there needs to be more taxi ranks to cut down on TAXI's roaming the streets plying for hire. The Bulgari hotel in Knightsbridge apparently blocked a rank being put outside, yet they are happy for minicabs to sit illegally parked outside on double yellow lines waiting to be booked. As mentioned before, they park here without fear of getting a fine as TFL's enforcement is non existent. They are given information by TAXI drivers of touting hotspots, but nothing is ever done.

12. TFL consultations - TFL use these as an excuse to plough ahead with poorly thought out schemes. For example, they will say they had 600 responses in favour of xyz. In a city of 8.6m people, this represents a response of 0.006% of the capital.

13. Rickshaws - whilst ripping off the public, these block roads (illegally ranked outside Hamleys / Selfridges etc) cause traffic to slow down or change lanes to overtake causing a knock on effect of congestion.

14. TAXI restrictions - they should have same access as buses as they are public transport. 2 examples are allowing them to turn right onto Waterloo bridge instead of having to lap the Aldwych. Allowing them to access Montague Place from Russell Square to access Gower Street (whole area is gridlocked due to cutting the Westbound route on Tavistock Place).

15. Banned turns - one example is TFL decided to ban the left turn onto Westminster Bridge from Victoria Embankment. This has forced traffic onto Whitehall, which is in turn gridlocked due to the bottlenecks created all around Parliament Square to accommodate a cycle lane.

16. Congestion charge - make it 24/7 and make minicabs pay it. Do we really need 110,000 and 3,000 added a month?

17. Red routes - major red routes should be kept clear 24/7 with no parking bays at all.

18. Ill thought out TFL plans - as mentioned before, someone with half a brain needs to look at the impacts these are creating, not an out of date computer program that paints the sky blue and all the roads flowing free. One example is the Westminster Bridge proposals. 3 lanes are going to become 2 just outside the Park Plaza with a Bus Stop just before the lights, which will in effect create a bottle neck and make it one lane. These bottle necks are already causing havoc on the other side of the bridge and in places like Blackfriars.

These are just a few, but unless there is a complete reshuffle at TFL and people like Leon Daniels and Garrett Emerson are sacked, then as you say, London will get worse and worse.

Regards

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From: [REDACTED]
To: [Scrutiny Team](#)
Subject: Public transport links to Greenford compared to Ealing
Date: 01 September 2016 16:50:53

Dear Sir/Madam

I would like to bring to the attention of the Transport Committee a number of public transport issues.

I have lived in Greenford for 34 years. During that time I have used, dependent on the location of my current job and/or the status of services, the Ruislip branch of the Central line or the Great Western 'push me pull you' which operated from Greenford through Ealing Broadway to Paddington every 30 minutes on a daily basis until this week.

In that time period the level of demand for the Central line has risen from a situation where I knew I could get a seat as long as I was at the station by 8.15 to rarely being able to get breathing space let alone a seat at 7.30: so much so that in my last two or three years of working I frequently had to get off the train to avoid passing out. Furthermore, it could be guaranteed that if there was a problem on the line the Ealing service would be maintained at the expense of the Ruislip branch. So much so, that on occasion passengers at North Acton have on more than one occasion had to ask station staff to remind the controller that people living on the Ruislip branch would also like to get home.

I am writing now to enquire whether there is ever any 'joined up' thinking about provision in the future. Residents in Ealing can currently get into London via the Central, District and Piccadilly lines and the Great Western's service. Crossrail will shortly enhance the public transport in that area. Meanwhile, although HS2 will come through Perivale, Greenford, Northolt and Ruislip it will not stop - so we will get all the inconvenience and none of the benefits!

I had been pleased to hear that the night service on the tube would operate on the Central line. I was disappointed to learn that there won't even be one train an hour to the Ruislip branch. People living on that branch are expected to get a taxi from Ealing for their onward journey! Added to this I have recently learnt that Great Western are from September stopping the 'push me pull you' service at West Ealing at certain times of day. Understandable during the day when fewer people are using the service but not between 7am and 8am when many people are travelling to work. Two consecutive services are being cut at this time and again between 7pm and 8pm. This effectively means there will be no service to stops between Greenford and West Ealing for an hour and a half.

This seeming lack of consideration compounds the view I have come to hold over the years, that a two tier transport system is deliberately being operated in favour of residents who live in the wealthier areas of Ealing at the expense of people living in Greenford, Northolt and Ruislip.

I would like to know:

- Whether Great Western was required to consult the committee about the reduction in service and if so what consideration was given to the impact of the cuts
- what consideration was given to having at least one night train per hour going to the West Ruislip branch of the Central line
- what action the committee takes to ensure that access to transport links is equitable across West London and not overly focused on one area.

Yours faithfully

[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Date: 18 July 2016 12:46:40

You ask for ideas on what is the cause of the horrendous congestion we see daily on London's roads,

1- cycle lanes, you have removed a huge chunk of the available road space for a group of users that in the main only utilise said space for about 10% of the available 24/7 timeframe. Cyclists do indeed need protecting but a more temporary solution would have been far better and freed up space for the 90% of the day they don't use the space.

2- hundreds of mainly empty buses meandering all over the roads blocking junctions and creating congestions resulting in noxious fumes spewing out from all types of vehicles. Other than the rush hour period, 3 hours morning and evening most buses are empty. Do something about them. It must be pointed out that during recent bus staff strikes pollution levels actually dropped despite there being more cars being used by commuters, so it's clear, empty buses result in congestion and pollution! You can only ignore this for so long.

3- Thousands upon thousands of mini cabs doing u turns, going the wrong way along one way streets and involved in RTAs because mini cab hailing apps have removed the element of route plotting previously undertaken by phv drivers resulting in them relying on having their faces glued to phone screens following routes that are rarely up to date resulting in the above problems.

Resolving the above issues would go a huge way in alleviating many of London's congestion problems, shutting or pedestrianising more roads won't help one jot!

Regards

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Contribution - Investigation into traffic congestion in London
Date: 22 August 2016 23:43:53

Dear Georgina,

Please find my thoughts on this - https://www.london.gov.uk/sites/default/files/congestion_investigation_-_call_for_views_and_evidence.pdf - below:

1 Congestion has become worse, in my view. London feels similar to any clogged global city now - Beijing, Mumbai, Dubai etc. Pollution is off the scale.

2 Key causes are continuing appetite for car ownership, increasing population and homebuilding, increasing numbers of parents taking kids to school by car, increasing numbers of vehicles being used to deliver items bought online, increasing numbers of Uber and other private hire vehicles on the roads and a persistent lack of concern among residents for their own health and that of their fellow citizens.

3 Pollution is appalling for our health, sitting in traffic jams is bad for our bodies and our mental state, our social lives suffer because congestion often makes visiting friends and relatives difficult because of the travel ordeal involved, whether travelling by car or bus or indeed bicycle. This makes us more socially isolated and lonely. Stunted social lives also mean less money for the local economy. Wasted time is bad for the economy. The wasteful guzzling of petrol and diesel is bad for the national economy and funnels money to repressive governments in the Arab Gulf, which is then funnelled into the hands of Islamist terror groups around the world.

4 I have lived and travelled in several different places around the world. Here are some things I think we could learn from what I have seen elsewhere:

a Public transport is too expensive in London and the UK generally. In New York and Paris, subway or metro travelcards cost a fraction of what they cost in London. This makes driving more attractive.

b Dutch, Danish and German cities generally have networks of fully segregated cycle lanes. This makes cycling safe and thus people of all ages, genders and ethnicities cycle around rather than driving. In London, where there are few protected cycle lanes, cycling is rightly seen as dangerous and most cyclists are white men under 40 with an appetite for speed and risk. A couple of Cycle Superhighways in central London will not change this picture across most of the rest of the city. Recalcitrant boroughs must not be allowed to block proper cycling infrastructure, no matter how rich their residents.

c Paris is making strides in reclaiming streets from car use. It is closing major thoroughfares to cars. London is following with its welcome and overdue plan to pedestrianise Oxford Street but it needs to do more of this. The economic benefits would be huge - look at the popularity of the South Bank, central London's main big pedestrian zone.

d Beijing and Chinese cities generally are full of e-bikes. There are about 120 million in use across China. If people would get about on such bikes instead of taking the car, their movements would take up far less space and there would also be far less pressure on parking. This would still need protected infrastructure but could attract people who would not otherwise cycle. It would give people the mobility and independence seen in scooter cities such as Rome, Bologna or Ho Chi Minh City (which are a blast to ride around) but without the pollution and noise that goes with it.

6-8 The Congestion Charge and ULEZ are good things and the cumulative impact of endless separate charges will make driving hellishly expensive and complex. This complexification is also happening in other areas of London life. I can't help feeling that their combined effect risks making life in the capital not worth living. These punitive measures must therefore be accompanied by the creation of simple ways of getting around and the best of these is protected cycle infrastructure.

12 With the hopper bus ticket there do not have to be so many services into central London. That will reduce congestion without unfairly punishing bus users.

13 SEGREGATED CYCLE LINES. Just painting cycle lanes onto existing roads will not get people out of their cars because it does not really improve safety or perceptions of safety. Protected cycle infrastructure must also run the full length of a route. If there are just a couple of 100 metre sections then people will still view the unprotected sections as unsafe. At an administrative level, there needs to be a London-wide strategy able to be implemented by TFL. Individual boroughs vary wildly in their enthusiasm for proper cycle infrastructure and most councillors are too easily swayed by a few anti-cycling nimbies.

There should also be more secure cycle parking at transport hubs. For example, I cycle from my home in E4 to Blackhorse Road tube station and then take the tube. But I do not do this for night shifts because I do not want my bike stolen. Instead I cycle to Walthamstow Central and use the secure bike parking there overnight. If this facility did not exist I would use the Overground from Highams Park but this would lose me time on both journeys as well as costing extra money and I would lose the health benefit and enjoyment of active travel.

For public transport, Crossrails 1 and 2 will help, as would more trains on the Overground lines and more trams.

14 No. Build it and they will come - building new roads encourages people to fill them up. Conversely, remove it and they will not come - getting rid of roads leads to traffic evaporation (see the Cheonggyecheon stream in Seoul - used to be a highway, now a stream and tourist attraction, no noticeable increase in congestion in the rest of the city).

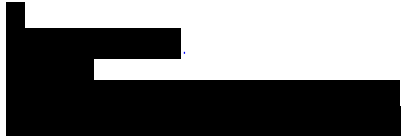
15 I'm afraid this risk cannot be avoided.

16 Do not fund more roads. Fund proper cycling and walking infrastructure - that means routes away from roads. Fund more trains and trams. Building more roads is asking for more congestion. Roadbuilding - especially where tunnels are involved - is expensive and that money could revolutionise cycling across the whole city.

18 Taking away road space from cars for the cycle superhighways has probably increased congestion along those routes in the short term as there will be a lag time before driver behaviour changes. In the long term I would expect that extra congestion to dissipate somewhat as drivers make different decisions. Meanwhile every additional cyclist using the new lanes represents fewer cars on the roads, less overcrowding on buses and trains, greater public health through active travel and a greater sense of life enjoyment on the part of the riders themselves.

20 The committee would be more effective if it were able to push through more cycle superhighways and force boroughs to cooperate on other through routes such as the quietways, which appear to have been blocked by unwilling boroughs such as Kensington, Islington and Hackney.

Thanks,



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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion in London
Date: 17 July 2016 22:22:39

TFL request for input regarding worsening traffic congestion in London is a welcomed invitation.

By your own figures earlier in the year you stated that traffic volume had reduced 11% since tfl came into being.

The fact that congestion has worsened these last 2/3 yrs speaks volumes of the over management at roundabouts badly thought out junctions and the absolutely lunacy of the cyclesuperhighway,,the idea in principle is good one but the cost and implementation is scandalous. Swathes of road space given over to cycle lanes that 80% of the day are empty while every one else is choking on fumes caused by the gridlock it's created. The project should be halted and a impact survey implemented.

All approaches to Parliament Square gridlocked, Blackfriars Southwark Street a complete mess. Victoria embankment constantly at a standstill. as for Hyde Park why is it necessary to take up all the road space for cycles,
The most gauling thing is cyclist don't even bother using the lanes.

The facts are these you have to decide if you want the traffic moving or as your policy seems to indicate grind and frustrate motorists. London traffic can move if narrow minded planners and councilors did not approve ill advised schemes. Also the pathetic all red phases on traffic signals are a hazard on many occasions I've witnessed pedestrians as welk as vehicles go though on red as they believe there is a fault which has nearly caused an accident.
I doubt anyone working on traffic management has any practical experience of driving and negotiating the streets and pavements of the capital and computer simulation and algorithm is no substitute for physical experience.

Furthermore these whosale 20mph Zones absolute stupidity, 2am driving along a main road at 20mph is pathetic.
Residential roads understandable, statistics show more accidents happen at low speed as concentration is not as focused.

I would rip up the cyclesuperhighways. Stop narrowing the junctions creating bottlenecks, cut down on the amount of PH vehicles plying4Hire using live availability on phone apps. No coincidence that congestion has grown since Uber has flooded the streets of London with Prius driving PH with no knowledge of driving in London and even with satnav struggle to get around.
All PH drivers should hold a uk licence for at least 2yrs before being considered for PH.

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From: [REDACTED]
To: [Richard Berry](#); [Georgina Wells](#)
Subject: Investigation into traffic congestion - call for evidence
Date: 12 September 2016 14:31:04
Attachments: [Investigation into traffic congestion in London Responses to key questions by \[REDACTED\]](#).

Hi Richard and Georgina

Please find attached my submission with answers to your key questions regarding your investigation into traffic congestion. I hope you find this interesting and helpful, and I'd be happy to come and talk to you about it when you are ready.

best regards

[REDACTED]

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From: [REDACTED]
To: [Georgina Wells](#)
Subject: Grid-locked London
Date: 23 August 2016 10:42:13

Hi Georgina

I was thrilled to see in my last London Assembly newsletter that the Transport Committee is looking to reduce traffic congestion - under the headline 'Grid-Locked London'.

I think in fact a lot of improvement can be achieved by migrating residents more on to public transport in the way I have done over the last few years and I'd be happy to contribute to the development of a strategy to achieve that if you think that could be useful.

I was however disappointed to see a separate newsletter recently from David Silvey at the TfL Consultation team saying that they will put a cycle path across the Hammersmith Broadway which they know will worsen congestion but the solution is for "users of the gyratory to seek out alternative routes".

I think I'd be keen to think that initiatives like that were done in conjunction with a broad overall strategy to address the various needs of road users rather than just knowingly cause more pain - I'm sure you agree.

Please could you pass on my email to the Transport Committee and let me know what they think and if they would be interested in hearing further from me ?

many thanks

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
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From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic problem in London
Date: 16 August 2016 16:52:22

The traffic problem now London is becoming unbearable it's caused by csh & thousands of uber drivers. I don't even know why I'm bothering to write this as I'm pretty sure you already know the causes of this massive problem.
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From: [REDACTED]
To: [Transport Committee](#)
Subject: Roads
Date: 17 July 2016 20:42:58

The cycle super highway while on paper sounds good, london is a major capital city, look at our motorways they are widening to take more traffic flow yet london is reducing? With tourists numbers incresing, more shops and restaurants opening meaning more deliverys, phv's have doubled there isn't enought space in or around london yet the super highway is under used and cost to maintain with out any income is a waste of time and tax payers money, there was enough pavment space that could've been used, there was never a need for a dedicated lane (the size of an hgv) for bikes, inalso feels that phv's need to be reduced and not allowed into central london without a booking as they are ment to be pre booked not waiting around taking up parking space for shoppers who would help london's economy because they park in bays without paying, or in places that reduced the road even more, causing congestion,
Thank you for your time
[REDACTED]

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Re: Congestion
Date: 13 September 2016 09:48:23

Dear Transport Committee,

I would like to offer a few comments on congestion in London.

1. We have 6.8 million parking spaces in London (TFL) many on prime road space, which take up at least 78.5 km sq, based on the minimum parking space. Parking private vehicles on public land is an economically illiterate use of public road space. Cars are used an average of 5% and for the rest of the 95% time lingering on the roadside, causing congestion and inhibiting safe walking and cycling. The car door corridor is notorious for causing life changing injury and death. It blocks the view for children, wheelchairs and even average height Londoners crossing the road on foot or bike.

2. Donald Shoup, parking 'guru' has done research which shows cheap parking on public roads causes congestion. <https://www.xerox.co.uk/en-gb/services/transport-solutions/insights/innovative-parking>

3. Separating out modes of traffic with cycle lanes has shown to be more efficient for all modes and reduce congestion.

<http://www.peopleforbikes.org/blog/entry/real-talk-bikes-cant-reduce-congestion-without-bike-lanes>

4. Electric vehicles will not reduce congestion as they take up the same space as conventional vehicles. Paul Gerrard of National Joint Utilities Group warned that putting in widespread Electric vehicle infrastructure will cause major disruption and more congestion. And of course zero emission claims are fraudulent. Brake and tyre wear, gas/ coal majority electric grid, high CO2 production of batteries. Is it worth it when cycling could do 60% of journeys! much more efficient congestion reduction infra and actually zero emissions transport. I say minimise electric motorised vehicles to essential traffic, we have a chance to get rid of highly polluting diesel vehicles and not replace most of them.

5. Congestion iswaiting in line to use an underpriced road.

24 hr road pricing across Greater London for private vehicles and commercial to represent true cost of motorised vehicles in London. Congestion at night is causing noise pollution and many on main roads sleep deprived, especially in the Summer.

6. Driverless electric vehicles don't mean 'disappearing cars' . Congestion claims don't stack up. The public don't want them, a pointless and dangerous distraction for these 'mobile couch potatoes' with security and safety implications for vulnerable road users.

7. Create a car-free cycling network, accessible for all ages and abilities, using rat runs and stripping out parking. Access only for delivery, emergency services, blue badge.

Best wishes



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From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic Failing London /TFL
Date: 28 August 2016 13:43:24

The only cause of the ridiculously high levels of traffic in London is the inept management of TFL. Why are Leon Daniels and Helen Chapman still in a job? They should be arrested for collusion and taken to court for their underhand helping of Uber to circumnavigate TFL rules.

Stop having more meetings on what you already know and have the evidence for to cancel ubers licence in London, who as a company are destroying London's transport infrastructure. 750 PHV licences a WEEK! Week in week out, 110,000 and going up!

Static traffic, increased pollution, roads blocked by so many phv's illegal parked up everywhere plying for hire. Emergency vehicles unable to get through the catastrophic Traffic jams. Hundreds of accidents all over London with drivers looking at sat navs and not the road, going down one way streets the wrong way because they can't read or understand the signs because of their lack of English. Many of these cars only have social and domestic insurance.

All of this and more you are aware of but you do nothing. ACT NOW AND STAND UP FOR LONDON! No need to schedule another meeting to discuss the last meeting just put a stop to this for the public's safety.

Regards [REDACTED].

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Traffic congestion.
Date: 17 July 2016 21:09:35

The reasons for the congestion in London are already know but are being ignored!

London's pollution level are through the roof what a shock! Reason: Static traffic all over London, this has been caused by the super cycle highways everywhere. It's so blatantly obvious that this would happen that it's a joke.

TFL licencing 700PHV'S A WEEK, week in week out 110,000 now and rising clogging the roads, illegally parking up, dangerous driving, accidents every day. Public safety is being put at risk. Thousand of people are dying of cancer because of the toxic fumes.

I known lets make it worse and close Oxford st and Tottenham court road, Jam up the roads more. Move the traffic to smaller street like Wigmore St and cause more traffic and fumes. Really!

Camden councils traffic schemes in Tavistock place is absolute folly! Are our city planners that crazy but hey we will do it any way because we know better, it's utter madness.

Thousands of unneeded empty buses blocking box junctions and being used as weapons by their aggressive drivers.

Solutions?

Taken out the cycle lanes make them temporary.

Sack Leon Daniels who is on the payroll of Uber.

Stop and cap PHV to 45000 cars.

Stop the crazy obviously bad traffic schemes.

Reduce the buses back to 4000.

You don't need a degree to figure this all out it is common sense but "who cares about that".

Regards [REDACTED].

Ps email me back and I will gladly talk sense to you as I am stuck with this every day.

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From: [REDACTED]
To: [Transport Committee](#)
Subject: Congestion.
Date: 17 July 2016 18:27:40

Without doubt the CSH. Absolute joke.
Thanks

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From: [REDACTED]
To: [Transport Committee](#)
Subject: TFL Appeal for Thoughts on Traffic Congestion
Date: 23 July 2016 17:00:58

Dear TFL, many thanks for providing me with the opportunity to contribute to traffic congestion problems in London.

I believe the only progressive way to address the problem is to actively seek ways to reduce access for motorised vehicles in central and wider London forcing people to use alternative modes of transport. Obviously the implementation of this approach has to go hand-in-hand with investment in better public transport services and cycle routes making the alternatives quicker and more appealing for people. To maintain services to central London, incentives should be considered for trades vehicles that are cleaner and have less impact on the environment.

We shouldn't be building any new roads or widen them. Complex one way systems don't necessarily help and certainly don't contribute to reductions in pollution and improved safety for pedestrians and cyclists.

There's nothing particularly novel or revolutionary about this approach however no government in the UK has ever really tackled the problem with conviction, instead successive governments have tinkered at the edges. The benefits are obvious and well known - reduced pollution, safety for pedestrians and cyclists, a healthier fitter community etc. etc.

Therefore I think the following approaches should be used.

Extend congestion charge zone (however 0 charge for small trades vehicles and taxis with electric or 0 emissions engines).

Impose 20 mph limits within the whole of central London.

Increase space for cyclists and pedestrians and be stricter with motorists who breach these areas.

Broaden the Ultra Low emission Zone and increase the penalty to reduce the number of diesel vehicles on central London

Implement more charging nodes for electric vehicles

Implement curfews on heavy goods vehicles accessing central London (as was briefly imposed during 2012 Olympics) - nothing between 07:00 - 09:00 or 15:00 to 20:00.

Legislate to prevent companies that run incentive based delivery services, or similar, they encourage the wrong behaviour from a safety and congestion point of view.

Close rat runs\back-roads making them access only and promote as cycle routes.

A fantastic example of this last point is currently being demonstrated - the temporary closure of Wightman Road in North London. The road has been closed due to work on the rail bridge. Motorists and tradesmen can still access the road but there isn't a through route. It is used by many cyclists, pedestrians can walk safely in the road, there is far less pollution and noise and for the first time ever I've seen children in the evening playing in the street. Its a fantastic example of how an inner London road could be.

Conversely, I live in Enfield where there is currently a fantastic opportunity to revolutionise how Green Lanes is accessed - mini Holland scheme. That is currently subjected to a legal challenge from a minority group. Yesterday a 4 year old was critically injured in a hit a run at the Hedge Lane/Bourne hill junction - if

we'd had cycle lanes and a 20 mph limit...need I say more?

On a personal level - I am an IT Consultant based in the City of London, married with 3 children. I have commuted to central London for many years now. I used to use trains/buses constantly, however in 2012 I decided to try cycling. It doesn't take a lot of effort, it isn't expensive (in fact I've saved money) and it has transformed my fitness and general well-being. I strongly believe most people don't cycle because of traffic - if we address that issue can you imagine how we can revolutionise not only our city but also ourselves for the better?

Regards



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