



**Roads Task Force**

**Response to Consultation**

December 2012

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# 1 Background

1.1 Roads are vital to the Capital's economy and to movement around the city; roughly 80% of all passenger trips and many freight trips in London are made by road. London's roads are also important public spaces and are the location for economic and social activity.

However, London's roads face a number of challenges in the short, medium and long term:

- Conflicts between competing uses and users
- Need for significant investment and London's road asset, to ensure they are fit for a 21st century city
- Growth in London's population and employment will add to existing pressures on the road network
- Rising expectations of quality of public space
- Imperative to continue improving safety on London's roads

To meet these challenges, London needs a strategy for the development, design and management of its road network, building on the work of the Mayor's Transport Strategy and developing policies further.

A re-invigorated, integrated approach is needed to develop this strategy, it will also help define the Mayor's 2020 Vision for the Capital. The Mayor has asked for this vision to be developed with the help of the Roads Task Force.

The Roads Task Force has been set up to help shape the future of London's transport system. In his manifesto the Mayor set out his intention to develop a road network fit for the 21<sup>st</sup> Century. A road network that should support London's sustainable and social economic growth; be more reliable; be no more congested than it is today (and ideally less congested); safer; cleaner and healthier for all users; and better serve local communities and contribute more positively to the urban realm.

The Road Task Force is due to report to the Mayor in Spring 2013. Membership of the Roads Task Force can be found in Appendix A.

## 2 Introduction

- 2.1 The Roads Task Force was specifically tasked with advising on:
- The challenges facing London's road network in the short, medium and long-term; and
  - Potential options for short, medium, and long-term improvements in the network to help support London's growth while transforming the urban realm, cutting pollution and easing congestion.
- 2.2 To assist in this, Transport for London (TfL) invited comments from the wider stakeholder community and the public to ensure as broad a cross section of views are considered by the Roads Task Force.
- 2.3 A consultation was held from mid-July 2012 to late September 2012, the responses received are detailed in this note. The responses have been used by the Roads Task Force in confirming the challenges and potential solutions.

### 3 The consultation

- 3.1 The consultation was designed to enable TfL to understand the opinions of its partners and stakeholders in relation to the work of the Roads Task Force, its approach and priorities.

The objectives of the consultation were:

- To provide stakeholders with information about the work of the Roads Task Force and gather feedback on views of stakeholders
- To understand concerns
- To allow respondents to make suggestions

- 3.2 Details of the consultation were made available online at [consultations.tfl.gov.uk/roads/taskforce](https://consultations.tfl.gov.uk/roads/taskforce), and were sent by email (wherever possible) to stakeholders. Members of the public were also able to access the consultation website and submit their views online, by email or post.

- 3.3 Respondents were asked to provide their views on each of the following questions:

1. **CHALLENGES:** What are the main challenges facing London's roads, over the **Short-term**?
2. **CHALLENGES:** What are the main challenges facing London's roads, **Medium-term**?
3. **CHALLENGES:** What are the main challenges facing London's roads, over the **Long-term**?
4. **APPROACH:** How should the competing demands on road space be defined and managed systematically? For example the balance between the competing demands of different road users or between the role of London's roads as corridors for the movement of goods and people and their role as public spaces.
5. **SOLUTIONS:** What are the range of policy and investment options available to meet the short, medium and long-term challenges facing London's road network and how might these vary across London?
6. **DELIVERY:** Which of these options would you prioritise given the inevitable constraints in terms of physical space, funding and delivery capacity?
7. Are there any other issues you might want to raise?

## 4 Overview of consultation responses

- 4.1 A total of 118 responses were received. A breakdown of these responses can be found below:

**Table 1: Consultation responses by respondent**

<b>Respondent</b>	<b>Number</b>
Members of Public	58
London Borough*	25
Cycling Lobby and users	6
Academic	2
Utility companies and groups	2
Business Groups	4
Motoring Groups	3
Transport User Groups	2
Charities (age and sustainability)	2
Freight and Coach Industries	2
Emergency Services	1
GLA Transport Committee	1
LoTAG	1
Other transport modes (air and rail)	2
Property	1
Private Hire	2
Sustrans	1
Transport Partnership	2
Walking	1
Urban Design	1
<b>Total</b>	<b>119</b>

\*Two responses were received from London Borough of Tower Hamlets. These have been treated as one response.

- 4.2 Respondents submitted a range of comments and suggestions.

Although the comments that came back differed, they can be grouped into key themes. The analysis of responses has been broken down into three key categories, responses from the Boroughs, responses from other stakeholders and responses from the public.

- 4.3 Responses received to the challenges were either supplied based on the questions relating to short, medium and long-term challenges or provided as overall

challenges. These have been categorised into key themes, along with the solutions, approach and priorities outlined in each response.



## 5 Responses from London boroughs

- 5.1 25 London Boroughs responded to the consultation. There were two responses received from the London Borough of Tower Hamlets, these have been treated as a one response.

### Main issues and suggestions raised

- 5.2 The main points and suggestions raised by this group are listed below:

### Summary of comments received

- 5.3 **Challenges** - A wide range of challenges were identified by the boroughs, the key challenges were identified as below (in order of total number of responses received). The full list of challenges (overall, short, medium and long-term) can be found in appendix B:

- 60% of Boroughs identified the impact of population/economic growth as the main challenge.
- 60% of the Boroughs that responded stated increasing pressure on road space from all users (congestion) as a major challenge.
- Air Quality was listed by 56% of boroughs that responded as a key challenge.
- 48% of the Boroughs stated that noise pollution and vibration issues were a key challenge.
- Road Safety was identified by 44% of the boroughs
- The physical condition of the road network was mentioned by 44% of the Boroughs that responded.
- Encouraging the use of sustainable transport was a challenge mentioned by 28% of the Boroughs that responded.
- 25% of boroughs responded stated that the following three challenges were also of significant importance:
  - Prioritising smoothing traffic over road safety
  - Impact of freight service levels
  - Managing streetworks

- 5.4 **Approach** – again, the boroughs provided a wide range of responses to this question, the key themes (in order of total number of responses received), are as follows:

- A road hierarchy should be adopted
- Ensure the needs of cyclists and pedestrians are considered in all schemes
- Give priority to pedestrians and cyclists
- Continue to encourage sustainable modes



- Consider the balance of link and place

5.5 **Solutions** – the Boroughs provided a comprehensive list of solutions. The key themes are listed below:

- Maximise SCOOT, UTC and ITS
- Travel demand management and travel plans
- Reallocate/reprioritise road space in favour of sustainable modes
- Mitigate against impact of freight operations
- Investment in rail capacity to provide alternative to road

5.6 **Delivery** – the Boroughs provided a wide range of suggested priorities, the key themes are as follows:

- Consider retaining the most effective elements of the ORN/PRN/TLRN from games time
- Investment in roads to support local centres and economies
- Positive demand management
- Haulage to consider other modes of transport (rail/river/canals)

A table of all the Borough Responses can be found in appendix A. These have been categorised into key categories.

## 6 Overall Inner/Outer London Borough Feedback

10/12 Inner London Boroughs responded to the consultation:

Camden  
City  
Hackney  
Hammersmith and Fulham  
RBKC  
Lambeth  
Lewisham  
Southwark  
Tower Hamlets  
Westminster

15/20 Outer London Boroughs responded:

Barking and Dagenham  
Barnet  
Bexley  
Brent  
Croydon  
Ealing  
Enfield  
Haringey  
Harrow  
Hillingdon  
Hounslow  
Redbridge  
Richmond upon Thames  
Sutton  
Waltham Forest

Overall, both outer and inner London boroughs regarded noise and air pollution, increasing road space for all users and the impact of population and economic growth as key challenges. However, inner London boroughs cited the impact of freight and servicing levels as a key challenge for the central London Boroughs, as well as managing streetworks. In contrast, outer London boroughs highlighted the physical condition of the road network and smoothing traffic over road safety as key challenges. Short and long term challenges also reflected the condition of the road network. In the short term, inner London boroughs favoured improving air quality, noise pollution and cycle safety, and adopting more sustainable modes of travel.

Both inner and outer boroughs favoured adopting a London wide road hierarchy as an approach, with inner London boroughs also citing the adoption of sustainable modes of travel. Solutions varied between inner and outer boroughs, with the former seeking to manage demand and congestion, with a focus on buses, and the latter focusing on company travel plans and TDM and demand management technology. In terms of delivery,

both inner and outer boroughs favoured investment in roads to support local centres and economies, with outer boroughs highlighting the need for haulage companies to consider other methods of transportation such as rivers/canals.

## **Inner London boroughs**

### **Overall challenges**

- 80 per cent remarked on air quality as a key challenge
- 70 per cent cited increasing pressure on road space from all users (congestion) as a key overall challenge, the impact of population/economic growth and noise pollution. 70 per cent also think that road safety should be a prime consideration

### **Short term challenges**

- Key short term challenges include tackling air quality and noise pollution and cycle safety in inner London

### **Approach**

- 40 per cent believe a road hierarchy should be adopted London-wide
- 40 per cent believe that we should continue to encourage sustainable modes

### **Solutions**

- 50 per cent favour a collaborative approach with buses to review the way in which the bus network is developed

### **Delivery**

- 40 per cent believe we should consider retaining successful Olympic measures such as the ORN/PRN/TLRN

## **Outer London boroughs**

### **Overall challenges**

- 60 per cent cite the physical condition of the road network
- 53 per cent cite increasing pressure on road space from all users (congestion) and the impact of population/economic growth as key overall challenges
- 40 per cent cite air quality as key issue

### **Short term challenges**

- Improving the condition of all roads and footways is a key short term challenge

## **Long term challenges**

- Long term structural deterioration of all roads due to roadwork activities resulting in patch repairs

## **Approach**

- 40 per cent think that a road hierarchy should be adopted London wide

## **Solutions**

- 40 per cent favour company travel plans and TDM. Maximising the use of SCOOT, UTC and ITS was also mentioned by several outer boroughs as a possible solution.

## **Delivery**

- A wide array of delivery options were favoured, ranging from funding for schemes and improvements to demand management

## 7 Responses from other stakeholders organisations/groups

7.1 A total of 35 stakeholder groups/organisations responded to the consultation. These can be broken down into the following groups:

Cycling Lobby and users	6
Academic	2
Utility companies and groups	2
Business Groups	4
Motoring Groups	3
Transport User Groups	2
Charities (age and sustainability)	2
Freight and Coach Industries	2
Emergency Services	1
GLA Transport Committee	1
LoTAG	1
Other transport modes (air and rail)	2
Property	1
Private Hire	2
Sustrans	1
Transport Partnership	2
Walking	1
Urban Design	1

### Main issues and suggestions raised

7.2 The main points and suggestions raised by this group are shown below.

### Summary of comments received

7.3 **Challenges** – The stakeholder feedback was very similar to that of the Boroughs in terms of identifying the challenges. Listed below are the top challenges arising from stakeholders in order of number of responses received. A full list of all the responses received by stakeholders can be found in Appendix C:

- 47% of all stakeholders stated increasing pressure on road space from all users (congestion) as a major challenge
- 35% of all stakeholders cited the impact of population/economic growth as a key concern
- The physical condition of the road network was raised by 26% of stakeholders

- Air Quality and pollution were raised by 24% of stakeholders
- Road safety was also raised by 24% of stakeholders

7.4 **Approach** – There were a very wide range of responses to this question, many of them were very specific (full list in Appendix C). As there were so many different responses, the responses were then grouped into specific themes.

Of all the responses the top theme was Sustainable Transport and Behaviour Change. Within this theme, the top priority was to **prioritise sustainable modes of transport**.

There were several responses within this category that were similar, the general feeling being that priority should be given to walking and cycling in terms of funding, and road space allocation. In addition greater encouragement and incentives were suggested for using public transport.

There was a wide range of suggestions relating to **TfL Policy and Guidance**, including:

- Clear objectives for schemes
- Risk assessment should be at the core of road design and provision
- Clear London wide policy on the role of public space
- The wider needs of Londoners with regard to safety and the environment
- Ensure coordination between all policy areas

7.5 **Solutions** – The solutions suggested by stakeholders varied extensively, and the full details can be found on the table in Appendix C. The key themes that were identified were:

#### **Management of the road network**

Specific suggestions included:

- Greater use of traffic management
- Improve/review signage
- Provide capacity redundancy into the network

#### **Traffic Signal Upgrades**

Specific suggestions included:

- Maximise the use of SCOOT, UTC and ITS
- Review current signal equipment and technology, ensure upgrades are appropriately funded
- Review and re-phase traffic signals

#### **Freight Management**

Specific suggestions included:

- Review of over restrictive Lorry Control Scheme
- Work with logistics industry to do things differently, while developing multi-modal logistics strategy that maximises opportunities for freight by water and rail

## **Major Infrastructure**

Specific suggestions included:

- Removal of one way gyratory systems
- Focus on junction improvements, traffic light phasing, traffic calming and traffic flow management

7.6 **Delivery** – There were a wide range of priorities suggested by stakeholders (as outlined in Appendix C)

The most frequently mentioned priority was:

- Consider retaining the most effective elements of the ORN/PRN/TLRN from games time

Followed by:

- Segregated cycle facilities to minimise risk of collision
- Expedite the delivery of the new East Thames Crossings
- Deliver a network of freight consolidation centres around London to support smarter logistic operations and deliver savings

## **8 Stakeholder Organisations by category/group**

Below are the main responses from key stakeholder groups, which illustrate the different priorities and challenges that were identified by each of the various stakeholder groups. :

### **Pan London Representative Groups (principally public transport)**

- The principle challenges identified were congestion arising from all road users and population growth
- The approach favoured by this group of stakeholders was to reinstate the road user hierarchy
- The solution favoured by each of these stakeholders was to encourage the use of sustainable transport through behaviour change
- There was no convergence on how to deliver this solution

### **Freight and Coach**

- The principle challenges identified were congestion arising from all road users and population growth
- Improving road safety was a key approach

### **Motoring**

- Diverse overall challenges identified, from the physical condition of the road to a full review of the congestion charge
- Main short term challenge of scrapping the Congestion Charge and maximising the provision of parking
- Several medium term challenges including addressing borough funding for road safety and focusing on road danger and casualty reduction
- Long term challenge of delivering transport projects such as upgrading north and south circular routes and adopting a life long learning approach to improve walking, riding and driving standards
- Approaches favoured include balancing competing demands between road space users, adopting a London-wide road hierarchy and incorporating risk assessment at the core of road design and provision
- Very wide range of solutions, from increasing road capacity to deal with congestion, providing more orbital routes and more reliable and higher volume routes between regional centres to encouraging higher polluting vehicles to move to less polluting ones
- Wide range of delivery options, from prioritising policies based on strict economic criteria to the formation of clear road hierarchies.



## **Sustainable Transport/Sustainability**

- Both support a long-term goal of changing behaviour
- Both favour an approach that addresses congestion and provides a greater emphasis on cycling
- Both favour solutions that promote sustainable transport and behaviour change

## **Walking**

- Overall challenges involve a range of environmental factors, including air quality and climate change issues, promoting sustainable transport and promoting healthier lifestyles, and
- Favour an approach that balances link and place, adopts a modal hierarchy/modal shift and promotes sustainable transport. Innovation through TDM is also favoured as an approach
- Focused on the public realm for solutions, including pedestrian-friendly streets and removal of street clutter. Also favour events and campaigns to promote road safety
- Favour travel demand management as a mode of delivery, as well as retaining successful aspects of Olympic travel. Also favour smarter travel schemes such as walk to school.

## **Cycling**

- Short term challenges involve demand management
- Long term challenges are wide-ranging, from economic and environmental factors to encouraging modal shift
- Favoured approaches to tackling these issues focus on improving aspects of roads, such as safety, pricing and space allocation. Also favour sustainable transport and behaviour change approaches
- Main focus on road pricing for delivery, also wayfinding for cyclists

## **Land**

- This stakeholder identified overall challenges including the effect of congestion, environmental factors, and road safety
- Short term challenge of maintaining journey time reliability, especially for buses
- Approach favoured of balancing link and place, especially concerning reviewing the function of the roads, and prioritising sustainable modes of travel

- A wide range of solutions put forward including reducing the impact of through traffic and bus stop redistribution to reduce congestion, junction improvements and the removal of one-way gyratory systems. Improvements to the public realm were also cited as key solutions as well as improving road space allocation and sustainable transport and behaviour change.
- Delivery methods include reviewing the likely impact of Crossrail and considering the retention of certain Olympic measures

## **Utilities**

- Overall challenges include lack of a systematic way of listening to users of the road network and utility and roadworks issues.
- Favour an approach that looks at enforcement such as timed loading bays and more flexible speed restrictions, in addition to encouraging more collaborative working
- Proposed solutions range from improving utility and roadworks management, an independent study into the causes of congestion and maximising on CIL, S106 and TIF.
- Delivery options favoured by both concern reviewing utility and roadworks policy and guidelines

## **Urban Realm**

- Overall challenge includes addressing the damage caused by climate change and other environmental factors
- An approach that favours strategies and tools for London wide policy

## **Business**

- Increasing pressure on road space from all users (congestion) and air quality are main overall challenge
- One approach is to provide additional capacity to support the Blackwall Tunnel and Dartford Crossings through additional river crossings
- Possible solution include learning lessons from the Olympics and using traditional and one way car clubs
- Favoured delivery option is to consider retaining the most effective elements of the ORN/PRN/TLRN

## **Other transport modes (Rail and Air)**

- Medium term solution of getting unnecessary traffic off the roads

## **Taxi and Private Hire**

- Overall challenges include conflicting priorities between road users and the impact of population/economic growth
- Short term challenges range from improving main arterial routes into London to improving road safety an increase in cycling against a backdrop of poor infrastructure
- Medium term challenges such as getting unnecessary traffic off the roads and encouraging sustainable modes such as public transport and cycling
- Range of long term challenges, including improving Journey Time Reliability and encouraging a shift from private car use to more sustainable modes of transport.
- Approach favours better communication and engagement with stakeholders and addressing conflicting priorities involving bus lanes. Road space allocation for cyclists in particular is also mentioned as another approach
- Solutions include better management of the road network, from integrated transport to the wider use of traffic management beyond London.

## **Academia**

- Short term challenges include cycle safety issues
- A range of medium term challenges, most focusing on sustainable transport
- Several different approaches favoured, from devoting more funding to cycling to learning lessons from the Olympics
- Solutions involve schemes to improve cycling safety
- Delivery methods also focus on cycling and promoting sustainable transport

## **Emergency Services**

- Several overall challenges such as the physical condition of the road, increasing pressure on road space for all users, impact of population/economic growth and improving the public realm and pedestrian safety
- Medium term challenge of addressing routes that bisect local centres and hinder non-motorised movements

## **Transport Consultancy**

- Overall challenges include the physical condition of the road, damage caused by climate and pressures caused by new developments/regeneration
- Several medium term challenges identified, including the potential impact of a major smog crisis, growth in cycling leading to an increase in conflicts and reintroducing trams
- Long term challenge of designing the road network to better withstand greater levels of use/climate conditions
- Approaches favoured include reducing impact of non-essential freight deliveries to free up road space, creating public space and ensuring the needs of cyclists and pedestrians in all schemes
- Solutions include initiatives that influence how and when the road network is used to make the best use of assets and greater use of traffic management control systems

## **Independent Transport Expert**

- Multiple overall challenges noted, from no systematic way of listening to users of the road network, the condition of the road network, higher priority given to investing in underground and rail and balancing between the needs and impact of parking
- Multiple approaches favoured, from better communication with road users to better management of the road network and a better approach to parking
- Several solutions put forward including improving bus hotspots, extending journey planner, ensuring more traffic police on patrol, better management of the road network and parking and improving traffic flow interventions
- Several delivery options favoured, from expediting the delivery of the new east Thames crossings to TfL should prepare a manual for boroughs with examples of good street management

## 9 Responses from the public

- 9.1 The main points and suggestions raised by this group are shown below, together with the number of respondents who stated the issue/suggestion. This consultation was not directly publicised, nor advertised to the public however we received 58 responses from members of the public via our online consultation portal.

### Challenges: Short Term

Safety of cyclists	28
Congestion	19
Safety of (vulnerable) pedestrians	19
Pollution	13
Poor road conditions	11
Competition for use	9
Dangerous road/junction designs	5
More awareness of all road users is needed	3
Too high KSI rate	3
Better enforcement of road laws	3
Too many taxis	2
Poor day time bus service	2
Too many unfit vehicles	1
Removal of counter-productive pedestrian guard-railing	1
How to do more with less	1
Population growth	1
Safety of all road users	1
More cycle parking needed to meet demand	1

### Challenges: Medium Term

Re-allocation of road space to accommodate walking and cycling more/ make attractive	27
Car congestion	14
Pollution	10
More transition to lower carbon vehicles	3
Introduce a comprehensive city-wide cycle network	3
Encourage 'Go Dutch' principles	2
Reduction in the number of car parking bays	2
Managing disruptions by utility companies	1
Changing business arrangements to off peak	1
Cost of maintaining and improving cycle lanes and facilities	1
Poor economic climate with growing population	1
Improvement in evidence base for to inform best approach	1
Just short of an outright ban on vehicle movements	1
Improve public transport	1
More bus lanes and/or cycle lanes in the suburbs	1
Introducing neighbourhood car rental schemes	1

## Challenges: Long Term

Car congestion/Reduce the need for car journeys	24
Encourage/ prioritise growing trend (cycling etc) with safe and accessible infrastructure	18
Pollution	10
Transition to low carbon vehicles	4
More carriages on tube/rail	3
Too high KSI rate	3
Discourage individual private car use through higher charge	3
Use more space/cleaner/efficient transport	3
Impact of shortage of fuel	2
Create an integrated public transport system	2
Net immigration bringing car-centric lifestyle to London	1
Every user group to co-exist safely and efficiently	1
Mobility	1
Need a sustainable target for expansion of road users	1
Improve streets to reflect importance of public not motor traffic	1
Lack of tree cover	1
Set an annual cap on to motorised traffic	1

## Approach

Cleaner/efficient transport (cycling/walking) should have more priority	27
Segregate motor vehicles and pedestrian/cyclist	12
Promote alternatives to car	11
Copy other successful world cities	9
Improve safety for cyclists	8
Ban HGVs during peak hours	8
Apply lessons from Olympics (ORN/PRN)	7
Define the role of every road and remove the need for users to compete	6
Reinstate road user hierarchy	6
Encourage policies which favour the use of sustainable forms of transport and discourage the use of private motor vehicles and taxis.	5
Safety for all users	3
Convert more roads into Pedestrian only areas	3
Ban private cars from Zone 1	2
Allocate every individual with same amount of space regardless of transport mode	2
Thorough cost benefit analysis for every scenario	1
Individual motorised transport should be asked to pay the full costs of their use of the streets	1
Balance private and social costs	1

## Solutions

<b>GENERAL</b>		
G	Cycle safety (paths which don't end abruptly/bridge safety) (19)	19
G	Force HGVs to avoid central London/ Improved congestion charge system (17)	17
G	'Go Dutch' (9)	9
G	Wider implementation of 20 mph zones (8)	8
G	Road budget should be more walking/cycling focused (8)	8
G	More pedestrian areas/pedestrian friendly areas (7)	7
G	Freight deliveries only at night (3)	3
G	Recognise huge potential of cycling (3)	3
G	Develop river services (2)	2
G	Large, safe cycle parking spots near major locations (2)	2
G	Expand cycle hire scheme (2)	2
G	Expand congestion charging into outer London (2)	2
G	More commercially funded infrastructure (emirates etc)	1
G	Use WHO's economic assessment tool	1
G	Taxis should pick up fares via the internet based on demand system	1
G	Tax energy inefficient vehicles as they also contribute to congestion and noise	1
G	High quality bike paths not bike lanes	1
G	Encourage less road use	1
G	Clearer exposition of the road network in return for higher charges.	1
G	Better collaboration with boroughs	1
G	Introduce road pricing	1
G	Manage 'blockage' incidents better (i.e. accidents, breakdowns)	1
G	Better sign posting (especially for roads with cycle lanes)	1
G	Clearly defined fines and penalties for careless driving	1
G	Introduce more pedestrian countdown crossings	1
<b>SHORT TERM</b>		
S	Redesign key junctions for safety (4)	4
S	Accelerate TfL's 500 Junction review	1
S	Define roles of roads	1
<b>MEDIUM TERM</b>		
M	Reduce number of (free) parking spaces (4)	4
M	Keep level of road space for motor travel at minimum and increase cycle space (3)	3
<b>LONGTERM</b>		
L	Put major roads underground (2)	2
L	Expand most suitable mode of transport with expansion of road users	1
L	Disconnect minor roads from road network, leave only for pedestrians and cyclist	1

## Delivery

Allocate more road space to cyclists	17
Give greater priority to vulnerable road users (pedestrians/cyclist)	12
Promote active travel (walking / cycling) and bigger share of budget	11
Restrict use of motor vehicles	7
Safety for cyclists	7
'Go Dutch'	5
Wider use of 20mph zones	4

Ban heavy polluting vehicles	3
Educate the benefits of green travel at grass roots	1
Freight deliveries only at night	1
Do more with less, apply to every option	1

### Other Issues

Encourage cycling	4
Reduce dominance of motor vehicle	3
Cycle Superhighways good idea but of low standard	3
Better safety will make cycling the most popular form of transport	2
Too many cyclist deaths, motor vehicles should have no future in our city	2
Air quality	2
New roads infrastructure = increase in road traffic	1
More CCTV to cut down on dangerous drivers	1
Increase parking	1
TfL should have control of entire road network	1
Walking as leisure activity is often forgotten	1
Not just about getting from A to B, but "more importantly", knowing how to get from A to B	1
Don't listen to cycling groups	1
Poorly worded question, hard to understand and should have closed on Sunday night	1
Public health	1
Free consultation with Lubetech	1
Send all TfL planners and London Assembly members for a cycling week in the Netherlands.	1



## 10 Appendix A

The Roads Task Force is made up of representatives from a wide range of experts and interest groups, including:

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

## 11 Appendix B & C

Appendix B shows a table of the key responses to each of the questions raised by the London Boroughs, these have been sub-categorised into key themes that arose from the consultation. Appendix C shows the key responses to the questions asked in the consultation document by Stakeholders.

Please note that on each table there are 4 different sections for the first question which asked about the challenges faced, this is due to the fact that some respondents replied to the question in the short, medium and long term, while others just provided the overall challenges.

Appendix B

	Challenges	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBKC	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme
Category	Overall																											
Accessibility	Accessibility of road network for mobility impaired																										1	1
Congestion	Increasing pressure on road space from all users (congestion)																										15	
Congestion	Footway crowding and congestion at peak times																										2	
Congestion	Impact of traffic levels on bus frequencies and journey times																										2	
Congestion	Impact of freight & servicing levels																										6	
Congestion	Bus congestion (tailgating)																										1	26
Delivery of transport projects	Improve coordination between transport and public realm projects																										2	
Delivery of transport projects	Inflexible and slow decision making																										1	3
Demand management	Worsening reliability and environmental conditions with potential impact on residential areas through rat running																										1	1
Driver behaviour	Poor and erratic driver behaviour																										1	1
Environmental factors	Damage caused by climate (extreme hot and cold)																										3	
Environmental factors	Noise and vibration issues																										10	
Environmental factors	Air Quality																										14	
Environmental factors	Achieve 80% emission reduction target by 2050																										1	28
Funding	Availability of funding																										2	
Funding	Visibility of spending decisions by TfL																										1	
Funding	Level of investment																										1	
Funding	Ensuring roads are fit for purpose against backdrop of limited highway maintenance budgets																										3	7
Government policy	Rail fare policy impact on road use																										2	2
Management of road network	Managing the road network efficiently																										2	
Management of road network	Managing demand and reducing externalities																										2	4
Measuring performance	Ambitious road casualty reduction targets																										2	2
Modal hierarchy	Prioritising pedestrians																										3	
Modal hierarchy	Conflicts between competing uses and users																										1	
Modal hierarchy	Different priorities according to mode and according to journey type																										1	
Modal hierarchy	Prioritise public transport and cycling without causing grievance to drivers and local residents																										1	6
Operation of the road network	Bus Services (excess waiting time caused by congestion)																										2	
Operation of the road network	Tension between the need to ensure reliable and reasonably fast movement																										1	3
Quality of life	Quality of life Issues (impact on living close or on TLRN)																										1	
Quality of life	Quality of public realm, creating liveable streets, places and green spaces																										4	
Quality of life	How to create liveable new centres around major road corridors such as the A12 to meet population and employment growth targets																										1	
Quality of life	Coach travel impacts on local area																										1	
Quality of life	Understanding and quantifying the role of a street																										1	
Quality of life	Balancing link and place																										4	
Quality of life	Need to expedite strategic movements comes at a heavy price in terms of quality of public realm																										1	13
Road condition	The physical condition of the road network																										10	
Road condition	Impact of road severance on local communities																										5	15
Road safety	Road Safety should be a prime consideration																										11	
Road safety	Tackling collisions																										2	13
Social factors	Impact of population/economic growth																										15	15

	Challenges	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBK	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme
<b>Category</b>	<b>Overall (cont.)</b>																											
Sustainable travel & behaviour change	Growth in cycling (positive but presents a challenge)																										3	
Sustainable travel & behaviour change	Encouraging the use of sustainable transport																										8	
Sustainable travel & behaviour change	Creating more space for walking and cycling																										5	
Sustainable travel & behaviour change	Prioritise pedestrians and cyclists in development of new schemes																										2	
Sustainable travel & behaviour change	Deliver quality orbital cycle networks																										1	
Sustainable travel & behaviour change	Improve wayfinding for pedestrians and cyclists																										1	
Sustainable travel & behaviour change	Sustainable freight (and efficiency)																										2	
Sustainable travel & behaviour change	How to tackle poor health due to sedentary lifestyles through promotion of sustainable																										1	
Sustainable travel & behaviour change	Make and keep residential roads attractive and safe for active and independent travel, especially children and elderly people																										1	24
TfL policy and guidance	Clarity of TLRN inclusion criteria																										2	
TfL policy and guidance	Smoothing traffic over road safety																										6	
TfL policy and guidance	Greater standardisation in road furniture and facilities																										2	
TfL policy and guidance	Need for definition between the suburbs and inner London																										1	
TfL policy and guidance	Redress balance of movement at key locations to support sustainable policies and manage parking demand																										2	
TfL policy and guidance	Commitment to major transport infrastructure projects (e.g DLR extension and Bakerloo Line)																										1	
TfL policy and guidance	How to manage increasing car ownership																										2	
TfL policy and guidance	We should not allow predictions of what traffic levels might be like in 20 years prevent more immediate improvements that require loss of capacity																										1	17
TfL policy and guidance	Journey time reliability																										1	1
Utility & road works	Boroughs working to the road works concordat																										1	
Utility & road works	Poorly planned utility works																										2	
Utility & road works	Managing streetworks																										6	9

	Challenges	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBKC	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme	
<b>Category</b>	<b>Short term</b>																												
Congestion	Deal with congestion hot spots																										2	2	
Environmental factors	Tackle air quality																										4	8	
Environmental factors	Tackle noise pollution																										4	8	
Operation of the road network	Improve journey time reliability																										2	2	
Road condition	Improve conditions of all roads and footways																										2	2	
Road safety	Address cycle safety in inner London																										3		
Road safety	Improve road safety																										2	5	
Road space allocation	HGV cyclist conflicts should be addressed																										1	1	
Utility & road works	Reduce utility disruption																										2		
Utility & road works	Lane rental																										1	3	
<b>Category</b>	<b>Medium term</b>																												
Accessibility	Integration between modes to ensure full accessibility																										1		
Accessibility	Maximise existing and potential rail and underground connections																										1	2	
Congestion	Reduce extent of known congestion and prioritise those that impact on the economy																										1		
Congestion	Devise coherent and consistent policy for tackling congestion																										1	2	
Environmental factors	Strategy for meeting EU environmental standards on air and noise pollution																										1	1	
Government policy	Work with government to develop consensus on use of range of regulatory and fiscal tools																										1	1	
Journey time reliability	Improve JTR especially for buses																										1	1	
Modal hierarchy	Reintroduce road user hierarchy																										2	2	
Road safety	Reduction of speeds																										1	1	
Road space allocation	Rebalance use of road space																										1	1	
Social factors	Improve access to employment																										2	2	
Sustainable travel & behaviour change	Modal shift through behaviour change and financial incentives																										2		
Sustainable travel & behaviour change	Promote remote working with businesses and telecoms companies																										1	3	
<b>Category</b>	<b>Long term</b>																												
Congestion	Reduction of traffic volumes																										1	1	
Movement of freight	Improve freight transport efficiencies and access																										1	1	
Road condition	Long term structural deterioration of all roads due to roadwork activities resulting in patch repairs																										2	2	
Road space allocation	Different classes of roads are used by the appropriate traffic																										1		
Road space allocation	Segregation of HGVs through freight corridors																										1	2	

	Approach	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBK	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme
<b>Category</b>	<b>Approach</b>																											
Demand management	Efforts to reduce demand on road space should be pursued vigorously																										1	
Demand management	Provide sufficient capacity to accommodate growth																										1	2
Joint working	Cooperative joint working with boroughs can deliver better outcomes																										1	1
Modal hierarchy	Road hierarchy should be adopted London wide																										10	
Modal hierarchy	Re-instate road user hierarchy																										5	
Modal hierarchy	Give priority to pedestrians and cyclists																										4	
Modal hierarchy	Favour different road users at different times of																										1	
Modal hierarchy	Is focus of RTF movement of vehicles or movement of people and goods																										1	
Modal hierarchy	TfL to work with boroughs and other stakeholders to resolve competing demands on road space																										3	
Modal hierarchy	Demands of different road users needs to be prioritised in accordance with the role of the strategic importance of the respective roads within London's road network																										1	
Modal hierarchy	Competing demands on road space could be managed by engaging with residents and businesses at preparation stages of MTS and LIPS																										1	
Modal hierarchy	Balance needs of all road users																										3	29
Movement of freight	Freight route networks should be utilised as far as possible																										1	1
Performance measures	Set more ambitious cycling targets/infrastructure spending																										2	2
Quality of life	Consider the degree of use between link and place																										5	5
Road management hierarchy	Safety and environment to be given higher priority																										3	3
Road space allocation	Ensure needs of cyclists and pedestrians included in all schemes																										4	
Road space allocation	Allocate primary functions for each of London's roads																										3	
Road space allocation	Implement corridor strategies including public realm improvements																										2	
Road space allocation	Consider removing motor vehicles from heavy pedestrian/cycle routes during peak times																										2	
Road space allocation	Consider on street parking of residents																										2	13
Strategic planning	Audit of London's roads to assess how they are used																										1	
Strategic planning	Prioritise based on assessment of local circumstances and needs																										1	
Strategic planning	Scenario testing																										1	
Strategic planning	Develop an agreed London-wide prioritisation scoring system																										1	4
Sustainable travel & behaviour change	Become city of short distances, reduce car use and parking standards																										2	
Sustainable travel & behaviour change	Continue to encourage sustainable modes																										4	6
TfL policy & guidance	Coordinated and holistic when defining role of road network																										3	3
Traffic flow interventions	Transparency is needed over signal timings																										1	1
Urban Realm	Minimising the impact on public spaces should always be a central theme																										1	1

	Solutions	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBK	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme	
<b>Category</b>	<b>Solutions</b>																												
Bus services	Lack of multi-modal transport information and reliable roads has hampered the Council in making business cases for providing bus services which connect the north of the borough with major employment areas in the south																										1	1	
Congestion	Reduce traffic congestion																											2	
Congestion	Review congestion pinch point e.g. river crossings																											1	3
Cycle Hire	Extend cycle hire to outer London																											1	1
Demand management	Company travel plans and TDM																											7	
Demand management	Demand management measures could be looked at to reduce congestion and pollution																											3	10
Engineering measures for cycling	Cycle gaps to allow cyclists to bypass street closures for motor vehicles																											1	1
Environmental measures	Reduce pollution																											3	3
Expand lane rental	Implement lane rental on borough roads																											2	2
Express bus routes	Orbital express bus routes																											1	1
Freight movement	Freight consolidation schemes																											3	
Freight movement	Reduce impact of road freight at peak times																											3	6
Funding	Securing improvements to local road network																											4	
Funding	Maximise on CIL, S106 and TIF																											6	
Funding	Reinstate ring fenced funding for bus priority schemes																											1	
Funding	Enhanced developer contribution mechanisms for A roads																											1	
Funding	Investment in roads to support local centres and economies																											1	
Funding	Investment in rail capacity to provide alternative to road																											4	
Funding	Budget is required																											1	
Funding	Increase local flexibility for use of LIP principal road funding																											1	
Funding	Safeguard major infrastructure project funding where possible																											1	20
Government policy	Streamline bureaucracy																											1	
Government policy	Parking policy such as support for car free/low car housing through the development planning																											1	
Government policy	Cheap park and ride options																											1	3
Improve asset management	Improved asset management techniques to address backlog of repairs that exist																											1	1
Joint working	Work with buses to review way it develops bus network																											5	
Joint working	Establish working groups for cross Borough corridors																											1	6
Journey time reliability	Most damaging aspect of congestion is journey time unreliability rather than duration of journey																											1	1
Junction improvements	Improve roads as places by taking a more flexible approach to the question of junction capacity																											1	1
Management of road network	Tidal flow traffic lanes																											1	1
Mitigate against freight ops	Mitigation against impact of freight operations																											4	4
Modal hierarchy	Reallocate/prioritise road space in favour of cyclists, pedestrians and public transport																											6	6
Movement of goods and people	Primary route directional signage needs to be removed and improved																											1	
Movement of goods and people	Support regeneration and growth by building new roads																											1	2

	Solutions	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBK	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme
<b>Category</b>	<b>Solutions (cont.)</b>																											
New infrastructure	Maximise on rail freight infrastructure																										2	
New infrastructure	Thames River Crossings																										1	
New infrastructure	Transformation plan for A12 corridor																										1	4
New infrastructure	How the road network will support the Replacement London Plan, and aim for example to provide sustainable north-south access to the Heathrow Opportunity Area																										1	
New infrastructure	Crossrail station at Portobello																										1	
New infrastructure	Chelsea – Hackney Line station at Chelsea																										1	
New infrastructure	Streetscape improvements at Holland Park roundabout																										1	
New infrastructure	Streetscape improvements at junction of Warwick Road and West Cromwell Road																										1	
New infrastructure	Major infrastructure improvements																										1	6
Peak/off-peak interventions	Alter bus routes on congested routes																										1	
Peak/off-peak interventions	Night time and off peak access for service vehicles																										2	3
Performance monitoring	Good/Poor performance should be published. Continued poor performance should be financially penalised																										1	1
Prioritise and reallocate road space	New demonstration projects in boroughs could be used to prioritise and reallocate road space																										1	1
Prioritise sustainable travel	Ensure cyclist and pedestrian needs are factored in to all schemes																										3	3
Quality of life	Improve public realm																										2	2
Reduce accidents	Focus on reducing fatal road accidents and faster reopening of roads																										1	1
Reduce severance	Reduce severance experienced by pedestrians and cyclists																										1	1
Remove gyratories/one way systems	Removal of Earls Court One Way System																										1	1
Remove street clutter	Removal of unnecessary street clutter																										3	3
Road pricing	Future of a more sophisticated road pricing scheme which will provide motorist with choice of when to travel																										1	1
Road safety measures	Adopt London wide speed limits (20mph in all residential roads)																										3	
Road safety measures	Reduced vehicle speeds through design rather than formal speed limit																										1	
Road safety measures	Road Safety education and training programmes																										3	7
Road space allocation	Removal of gyratories and reallocation of carriageway																										1	
Road space allocation	Reallocate road space to promote efficient car use (HOV and Green Lanes)																										1	
Road space allocation	Parking bay monitoring																										1	
Road space allocation	Dynamic pricing for parking																										1	
Road space allocation	Using road space to support local businesses and high street																										2	6
Road Tunnels	Serious consideration should be given to the tunnelling of roads																										2	2
Road work coordination	Extension of road works and street-works coordination																										1	1
Sustainable travel & behaviour change	Introduce CO2 based car parking charges																										1	
Sustainable travel & behaviour change	Incentivise private electric vehicle use																										1	
Sustainable travel & behaviour change	Traditional and one way car clubs																										2	
Sustainable travel & behaviour change	Promotion of ride sharing databases																										1	
Sustainable travel & behaviour change	Eco-Driving course																										1	
Sustainable travel & behaviour change	Incentivise re-engineering existing vehicles																										1	
Sustainable travel & behaviour change	School travel initiatives																										1	7



	Solutions	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBK	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme
<b>Category</b>	<b>Solutions (cont.)</b>																											
Taxi management	Reduce the number of cruising taxis																										2	2
TfL policy & guidance	London wide policies and practices on network management through London Councils, TfL & LoTAG																										1	
TfL policy & guidance	Ensure congestion charging and parking controls are maintained																										3	
TfL policy & guidance	Action plan to be developed to deliver more accessible, safer, healthier, greener transport system																										2	
TfL policy & guidance	Longer term strategy beyond 2020 should be developed																										2	
TfL policy & guidance	Transfer ticketing for buses																										1	
TfL policy & guidance	Improve learning from best practice																										1	
TfL policy & guidance	Solutions need to be politically as well as practically and economically viable																										1	
TfL policy & guidance	Land use policy to guide development to locations well served by public transport																										1	
TfL policy & guidance	Cheaper public transport																										1	13
Time and space use	Utilisation of time as well as space should be considered																										2	2
Traffic flow interventions	Rationalisation of traffic signals																										3	
Traffic flow interventions	Maximise use of SCOOT, UTC and ITS																										6	
Traffic flow interventions	Pedestrian countdown																										1	
Traffic flow interventions	Smooth traffic flows through junction improvements signal times/removals																										2	
Traffic flow interventions	Holding traffic back at one junction will make no difference to journey times (all red phases improve safe crossing for pedestrians)																										1	13
Tram use	Consider other modes – such as trams, cross river tram and rail																										3	
Tram use	Croydon Core Strategy – links hubs and centres																										1	
Tram use	Tramlink extension to Sutton Town Centre																										1	5
Utility & road works	Service subways for cables and pipes																										1	
Utility & road works	Minimise disruption caused by road works																										3	4

	Delivery	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBK	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme
<b>Category</b>	<b>Delivery</b>																											
Asset management	Upgrade and maintain existing assets																										2	2
Cycle safety	Improve safety for cyclists																										1	
Cycle safety	Consideration given to cyclists when arriving in central London at end of Cycle Superhighway routes																										1	2
Demand management	Positive demand management																										4	4
Extend lane rental	Lane rental for Borough Roads and all of TLRN																										1	1
Funding	'whole life' investment planning																										1	
Funding	Reconsider prioritisation of funding (inner favoured over outer London – sets imbalance)																										1	
Funding	Use incentives such as augmenting LIP funding with additional pots for LCN, Greenways, improving accessibility etc																										1	
Funding	Improve funding for outer London cycling facilities																										1	
Funding	Commit to resurfacing funding and maintenance over longer timescale																										2	
Funding	The north-south transport corridor needs fundamental support from TfL before significant progress can be made																										1	
Funding	Rebalancing of funding priorities that acknowledges the contribution of well maintained highways																										1	
Funding	Agreement from TfL to apply LIP funding directly to road and pavement maintenance (beyond principal roads)																										1	9
Junction Improvements	Renwick Road Junction																										1	1
Local schemes	Coordinated action will be needed across a range of measures depending on the local circumstances																										2	
Local schemes	Pilot schemes or case studies to implement measures on the Borough's main roads																										1	
Local schemes	Investment in roads to support local centres and economies																										4	7
Major infrastructure	Investment in major infrastructure																										2	2
Management of road network	Maximise the capacity of the existing infrastructure																										1	1
New infrastructure	Measures to eliminate congestion along the A312 Hayes bypass and capacity enhancement along the A4180-A408 central spine via Long Lane																										1	
New infrastructure	Improvements to A4020 Uxbridge Road currently being developed																										1	
New infrastructure	Queens Road, Bexley Bypass and Thames Road schemes																										1	
New infrastructure	Streetscape scheme for Holland Park roundabout																										1	4
Olympic measures	Consider retaining the most effective elements of the ORN/PRN/TLRN during games time to																										4	4
Parking charges	Parking charges and rationalise parking on red route network																										1	1
Reduce speed limits	Cooperation between boroughs, TfL and police in enforcing and/or reducing London wide speed limits																										1	1
River crossings	Review locations of Thames crossings in favour of TGB																										1	1
River freight	Haulage companies to consider other methods of transportation such as rivers/canals																										3	3

	Delivery	Barking & Dagenham	Barnet	Bexley	Brent	Camden	City	Croydon	Ealing	Enfield	Hackney	Hammersmith & Fulham	Haringey	Harrow	Hillingdon	Hounslow	RBKC	Lambeth	Lewisham	Redbridge	Richmond	Southwark	Sutton	Tower Hamlets	Waltham Forest	Westminster	Total	Total by Theme
<b>Category</b>	<b>Delivery (cont.)</b>																											
Road safety	Target safety																										2	2
Road tunnelling	Longer term schemes such as A4 tunnelling should not be dismissed in favour of shorter term																										1	1
Road user charging	Expansion of congestion charge zone or road user charging for whole road network in London																										1	
Road user charging	Fund new infrastructure through tolls																										2	3
Servicing goods and people	Focus on servicing people and goods to maintain city as business centre																										1	1
Smarter Travel	Smarter travel initiatives offering excellent value for money																										1	1
Sponsorship	Fund new infrastructure through sponsorship																										1	1
Sustainable transport measures	Rebalanced approach in favour of sustainable urban living and transport																										2	2
Tackle severance	Tackle severance issues																										2	2
Target utilities	Target utilities																										2	2
Traffic signal upgrades	Focus on upgrading traffic signals																										2	
Traffic signal upgrades	Signal schemes that assist pedestrians and																										1	3
Travel demand management	TDM – effective and low cost																										3	3
TfL policy and guidance	Review role of existing road network with view to environmental, social and economic improvements																										2	
TfL policy and guidance	Route management strategies																										1	
TfL policy and guidance	Use TfL NMPs to guide investment priorities																										1	4





Challenges	GLA Transport Committee	London Travelwatch	Campaign for Better Transport	Confederation of Passenger Transport	FTA	RAC	Institute of Advanced Motorists	Association of British Drivers	Sustrans	Institute for Sustainability	Living Streets	LCC, LJAG	Cycle Herts	The Trak	The Porters Estate	NIJG	LHAUC	Urban Design London	LoTAC	Confederation of British Industry (CBI)	Inmidtown	South London Partnership	NWEC	East and South East London Partnership	Canary Wharf Group	All Parliamentary Rail Group	Heathrow Airport Limited	Independent Age	Licensed Private Hire Association	First Class Cars (Private Hire)	Uni East London - Sustainable Mobilities	Open University	London Fire Brigade	Matt MacDonald	David Lebling	Total	Total by Theme																		
<b>Category</b>	<b>Short term</b>																																																						
Accessibility																																							1	1															
Delivery of transport projects																																							1	1															
Delivery of transport projects																																							1	2															
Demand management																																							1	1															
Demand management																																							1	1															
Demand management																																							1	4															
Enforcement																																								1	4														
Enforcement																																								1	2														
Environmental factors																																								2	2														
Environmental factors																																								1	3														
Funding																																								1	1														
Government Policy																																								1	1														
Journey time reliability																																								2	2														
Link and place																																								1	1														
Management of Road Network																																								1	1														
Modal shift																																								1	1														
Olympic measures																																								3	2														
Parking																																								1	1														
Road pricing																																								1	1														
Road safety																																							1	1															
Road safety																																							1	1															
Road safety																																							3	3															
Road safety																																							1	1															
Road safety																																							1	1															
Road safety																																							1	8															
Social factors																																								1	1														
Sustainable transport and behaviour change																																								1	1														
Sustainable transport and behaviour change																																								1	2														
Trams																																								1	1														
Social factors																																								1	1														

Challenges	GLA Transport Committee	London Travelwatch	Campaign for Better Transport	Federation of Passenger Transport	FTA	RAC	Institute of Advanced Motorists	Association of British Drivers	Sustrans	Institute for Sustainability	Living Streets	LCC LJAG	Cycle Herts	The Trak	The Porters Estate	NUJG	LHAUC	Urban Design London	LoTAC	Confederation of British Industry (CBI)	Inmidtown	South London Partnership	NWEC	East and South Essex Local Enterprise Partnership	Canary Wharf Group	All Parliamentary Rail Group	Heathrow Airport Limited	Independent Age	Licensed Private Hire Association	Fleet Cities Cars (Private Hire)	Uni East London - Sustainable Mobility	Open University	London Fire Brigade	Matt MacDonald	David Lebling	Total	Total by Theme																			
<b>Category</b>	<b>Medium term</b>																																																							
Cycling facilities																																							2	2																
Delivery of transport projects																																							2	2																
Delivery of transport projects																																							1	2																
Demand Management																																							1	2																
Demand Management																																							1	2																
Environmental factors																																							2	2																
Environmental factors																																							1	2																
Environmental factors																																							2	2																
Environmental factors																																							1	6																
Funding																																								1	1															
Government policy																																								1	1															
Government policy																																								1	2															
Journey time reliability																																								1	3															
Journey time reliability																																								2	3															
Management of road network																																								2	3															
Management of road network																																								1	3															
Modal hierarchy																																								1	1															
Modal shift																																								1	1															
Road safety																																								1	1															
Road safety																																								1	1															
Road safety																																								1	1															
Road safety																																								2	6															
Sustainable transport and behaviour change																																								2	6															
Sustainable transport and behaviour change																																								1	1															
Sustainable transport and behaviour change																																								1	1															
Sustainable transport and behaviour change																																								2	7															
Sustainable transport and behaviour change																																								2	7															
TfL policy and guidance																																								1	1															
Trams																																								1	1															

Challenges	GLA Transport Committee	London Travelwatch	Campaign for Better Transport	Confederation of Passenger Transport	FTA	RAC	Institute of Advanced Motorists	Association of British Drivers	Sustrans	Institute for Sustainability	Living Streets	LCC LJAG	Cycle Herts	The Trax	The Porters Estate	NUJG	LHAUC	Urban Design London	LoTAC	Confederation of British Industry (CBI)	Innuitown	South London Partnership	NWEC	East and South East Transport Partnership	Canary Wharf Group	All Parliamentary Rail Group	Heathrow Airport Limited	Independent Age	Licensed Private Hire Association	First Class Cars (Private Hire)	Uni East London - Sustainable Mobilities	Open University	London Fire Brigade	Mott MacDonald	David Lebling	Total	Total by Theme			
<b>Category</b>	<b>Long term</b>																																							
Congestion	Congestion and its impact on air quality																																						1	1
Delivery of transport projects	Implement key junction improvements for cycle safety and traffic circulation																																						1	2
Delivery of transport projects	Upgrade north and south circular routes to full grade separated dual carriageway																																						1	1
Driver behaviour	Adopt lifelong learning approach to improve walking, riding and driving standards																																						1	1
Economic factors	Cost of fuel and insurance will start to drive large numbers of people out of cars to other forms of transport. Will we be																																						1	1
Environmental factors	Pollution and global warming will make London a place only for the poor or the rich who stay indoors. Inner suburbs will decay and we will follow American donut pattern of deprivation																																						1	1
Journey time reliability	Average journey times in and out of London are increasingly unpredictable																																						1	1
Management of road network	Designing the road network to better withstand greater levels of use/climatic conditions																																						1	1
Modal shift	How to shape London into an attractive city while reducing car dependency																																						2	3
Modal shift	Public transport capacity needs to be improved to reduce traffic on roads. It should be possible to take bikes on all London underground trains at all times																																						1	2
Olympic measures	Learn lessons from Olympics. Look at runs in and out of London from North West East and South																																						2	2
Population Growth	Road network needs to be able to support the increase in population growth																																						2	2
Sustainable transport and behaviour change	Philosophical debate in either re-defining cycling or redefining road use away from mass motoring toward better public transport and cycling and walking																																						1	3
Sustainable transport and behaviour change	change in transport away from car use to more sustainable modes e.g. walking and cycling and public transport																																						1	1
Sustainable transport and behaviour change	Changing user behaviour and supporting a step change in walking and cycling with a new road infrastructure																																						1	3
Trams	Implement Trams for more pleasant ambient atmosphere																																						1	1
Travel demand management	Contribute towards meeting increased travel demand from larger population																																						2	2

















