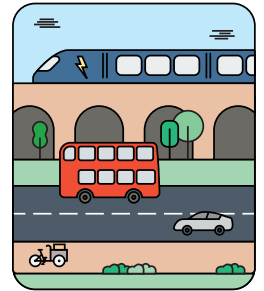


NLA Expert Panel Whitepaper:

Transport & Infrastructure



Reducing motor vehicle use remains the main priority for future transport and infrastructure policy and investment. This is essential to addressing a range of socio-economic and environmental issues, including reducing carbon emissions, improving health, tackling inequalities, and supporting local high streets. Less motor traffic unlocks the potential for transformational changes to our streets and public spaces. This is not just a numbers game. It is a recognition that the way we travel (and sometimes are forced to travel) can have a significant impact on the experience of living and working in the Capital.

There needs to be an explicit aim of making London a city where anyone can enjoy a high quality of life without the need to own or regularly use a car.

A wide range of factors influence car ownership and use, and many people will continue to own and/or use a car for a variety of trips, including some for which there is no viable alternative. However, we must work towards creating a city where anyone can live car-free or significantly reduce their car dependence, regardless of where they live and without compromising their quality of life or limiting access to family, friends, leisure activities, services or job opportunities. This will be more straightforward to achieve in some parts of London (where attractive alternatives already exist) compared to others, particularly those with lower density of settlement which favours car use and have comparatively poor public transport provision. This aim and the approaches to achieving it that are outlined below are focussed on enabling households to reduce car use and the number of cars they own; they are not an attempt to eliminate car use and or ownership in its entirety.

Achieving the goal of a London with reduced car dependency means focusing on outer London while continuing to invest in central and inner London.

The biggest opportunities (and the biggest challenges) for reducing car use and dependency are in outer London. While there is a need to continue investing in central and inner London, a renewed focus on outer London is needed. This includes improving cycling and public transport connections and exploring how to expand the availability of new transport options such as dockless cycles and e-scooters to less densely developed parts of the Capital. It also requires improvements to bus and rail services more generally, including investing in stations to create accessible hubs at the heart of local communities. Access to shared vehicles for trips that can only realistically be made by car needs to expand, for example increasing affordable access to car clubs. The transition to electric vehicles supported so that reaming motorised vehicles are cleaner and quieter.

Significant changes to the way streets are used and designed is required. These changes have the potential to cause pain for some; this needs to be recognised and mitigated, but it will be impossible to avoid entirely. The scale and pace of change required means there is a risk of unintended impacts that, if not identified and addressed, could disadvantage some people. However, we need both sticks and carrots. Measures to make driving less convenient and attractive need to sit alongside measures to make the alternatives more convenient and attractive. This includes investing and maintaining streets of all kinds, including residential streets, to make them better places to walk, wheel, cycle and spend time. It will be essential to ensure that policies do not inadvertently create social equity problems and that mitigating measures are made available for those who may be disproportionately affected (for example those that rely on a car, taxi or private hire vehicle for door-to-door journeys).

Alongside investing in improving streets, public spaces, and transport connections, we need to invest in research and technology to ensure no one is unfairly disadvantaged because of measures that seek to encourage and enable more trips to be made by walking, cycling, public transport and other forms of shared transport.

A smart approach to London-wide road user charging is likely to present the best opportunity to disincentivise non-essential motor vehicle trips at a city-wide scale and create opportunities to reallocate street-space while making essential travel, such as deliveries and servicing, more efficient. This approach would generate income to invest in making alternatives to the car more attractive, while allowing appropriate discounts where necessary, for example for some disabled people who need to use a car.

The way we travel is to a large extent determined by the way we use our land. As London continues to grow and evolve, we need to continue to maximise the potential for planning and development to reduce car dependency.

At all scales, development can help reduce the distances people need to travel and influence the modes of travel they choose for those journeys. Large scale developments can be the catalyst for (and the funders of) public transport and other social infrastructure that serves existing as well as new communities. Within existing communities, new developments can provide space for local services, and help foster population densities to support new and existing services and retail. Protecting commercial uses on local high streets means that people can continue to walk to shops, cafes, pubs and restaurants.

Finally, as with most (all?) other aspects of the New London Agenda, there is a need for strong leadership, a compelling vision, and clear communications around the need for change and the benefits it can deliver. There is also a need to find the resources required to deliver policy changes.

We need leaders who can make tough decisions in the face of opposition while listening to all sides (including from those that are less vocal). People need to be able to understand why decisions are being taken, why they might need to change their travel habits and how, ultimately, their lives might be better as a result. The equalities and socio-economic impacts of policies need to be clearly explained and the way in which they are being implemented must be fair and equitable. Not everyone will be convinced, or benefit to the same degree, but in an age of culture wars and social media echo chambers clear and compelling vision and communication of that vision will be key to making the case and dispelling the myths.

Potential measures and interventions that could be developed as case studies:

- Work done as part of bids for GLA and TfL Architecture and urbanism framework on enabling active travel in an outer London borough and by Public realm, landscape and green infrastructure panel on reimagining London's inner ring road.
- Walking and cycling route mapping, e.g., Open Street Map and Enfield Journeys and Places.
- Extending both docked and dockless cycle hire, plus car clubs and sharing.
- On-demand shared services to complement public transport, e.g., minivans in South East Asia and Uber Pool.
- Joined up approach to provision of social infrastructure and other services to reduce car dependency, e.g., school provision and reviewing catchment areas.
- Use of technology, e.g., apps, to better communicate potential cost and time savings.
- Cycle facilities, etc in new developments.
- Car free developments and policies.
- Expansion of bus lanes and new Superloop orbital services.
- Wider regional considerations of outer London alongside surrounding counties.

About the Transport & Infrastructure Expert Panel

The Mayor of London has launched ambitious new plans that will dramatically transform London's streets to accommodate new cycle lanes and space for walking. This Panel focusses on the future of mobility and modal share of streets for all users, as well as the impact of transport infrastructure in unlocking growth and accessibility across the capital.

Chair: *Bruce McVean, City of London*

Mike Axon, Vectos

Neil Baker, Weston Williamson+Partners

Vanessa Bold, Gardiner & Theobald LLP

Anthony Dewar, Network Rail

Ayako Henson, HOK

Alexander Jan, CPA

Kosh Kar, GLA

Bosco Lam, WilkinsonEyre

Neill McClements, Grimshaw

Hazel Needham, Expedition Engineering

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