



A new emphasis on accessibility

TfL uses a definition of accessibility, which relates only to disability, not the broader definition used by the Department for Transport. Improving access for everyone is neglected. This could be achieved by ensuring that jobs, services and amenities are located near where people live and can be reached by a choice of transport including walking, cycling and local buses.

- The London Plan should be amended to promote accessibility and travel choice more effectively at the London, sub-regional and borough levels.
- Guidance should be given and accessibility planning should be mandatory for the boroughs.
- Local Development Frameworks should be required to cover sustainable transport and land use planning issues.

Providing information to sell sustainable transport

Despite recent improvements, TfL could still act more effectively as a central resource promoting sustainable transport policies by, for example:

- Producing information that can be used to 'sell' transport measures, such as bus lanes and cycling facilities, to borough members and the public.
- Rewarding boroughs with extra funding for pursuing sustainable transport programmes.

Changing travel behaviour

Resources for Travel Demand Management in TfL have recently been substantially increased. TfL is also carrying out a pilot study in support of Government policy to introduce national road-user charging. More can still be done, including:

- Requiring more use of workplace and residential travel plans in addition to school travel plans.
- Reducing maximum parking standards in the London Plan.
- Reconsidering the use of a levy on workplace parking, which would cut car commuting and generate transport income for the boroughs.

A new flexible approach to public transport

Providing new capacity in London's public transport system is mainly TfL's responsibility. A more flexible approach to public transport in outer London is needed, which could include:

- A review of existing bus routes, and running new services to meet demand created by travel plans.
- Introducing more 'demand responsive' transport in areas where there is insufficient demand for conventional bus services.
- Using a combination of bus and tram technology, such as ultra-light rail, to meet the need for high quality, energy efficient public transport.

More ambitious targets for traffic levels

The GLA and TfL should adopt a target of reducing traffic to 2000 levels and later cutting it by a further 15 per cent. One way of achieving this would be a London-wide road-user charging scheme.

IMPROVING TRANSPORT IN OUTER LONDON

Outer London faces increasing problems of traffic growth and congestion.

Two new reports from Transport 2000 show the way forward.



The reports...

Low Carbon Transport for Outer London and *Making Way for Better Transport in Outer London*

are available as pdf files from www.transport2000.org.uk/outerlondon/index.asp

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IMPROVING TRANSPORT IN OUTER LONDON

This pamphlet draws on two new reports published by Transport 2000:

- *Low Carbon Transport for Outer London*
- *Making Way for Better Transport in Outer London*

Traffic volumes have fallen recently in central and inner London, but in the outer boroughs, where two-thirds of Londoners live, they continue to rise. Congestion is severe, particularly around outer London town centres, and is set to increase.

Transport for London (TfL) projections show that traffic in outer London could grow by 14 per cent over the next decade. The increase in congestion would be even greater. In Croydon, for example, there could be delays at peak times of up to 60 per cent (personal communication from TfL, Sept 2005). Other traffic impacts could also get worse. Around 1,000 early deaths were attributed to air pollution in London in 2005 (*Transport 2025*, TfL, 2006). More traffic is likely to mean yet more pollution.

It's not just the roads that are under pressure. Rail services are overcrowded at peak times. Suburban buses are delayed by congestion. Local facilities have declined or disappeared. Residential areas are dominated by traffic, and walking and cycling often feel dangerous. Outer London's transport system no longer meets its needs. It lacks capacity for future growth, is damaging quality of life and urgently needs attention.

And of course there is another urgent imperative. The Government has set a target of a 60 per cent reduction in carbon emissions by 2050. The Mayor of London attaches the highest priority to reducing the capital's contribution to climate change, and the review of his *London Plan* will also focus on transport and London's suburbs.

New research for Transport 2000 underlines the critical role of outer London in addressing the issue of climate change and transport.

Outer London is crucial to the overall travel picture for the capital:

- 63 per cent of all journeys in London begin, end or are within outer London.
- 87 per cent of all car journeys by Londoners end in outer London.
- 53 per cent of journeys in outer London are made by car (30 per cent are made on foot).
- Only 13 per cent of trips in outer London are made by public transport (compared to 62 per cent of trips between inner and outer London).

Figures taken from *Low Carbon Transport for Outer London*, Transport 2000.

Transport 2000's research concludes that improving the fuel efficiency of vehicles is important but cannot, on its own, deliver carbon reduction targets. Reducing traffic in outer London is also essential.

We can change things right away. There are many examples of good practice, and almost every outer London borough is employing at least some measures to improve transport conditions. There is a great deal of evidence that widespread small schemes and 'smarter choice' measures, such as travel plans, really can make a difference.

A piecemeal approach to good practice

The trouble is that good practice is not being followed across the board. For example:

- Several boroughs have not taken the elementary step of adopting travel plans to reduce car use by their own employees and few are promoting the full range of school, workplace and residential travel plans.
- Some boroughs are not using the most effective measures. Many short car journeys could be made on foot or by bicycle. More journeys could be made by bus and, where appropriate, bus priority schemes, which have been shown to work in central London, could be used much more widely. Not enough use is being made of London's rail infrastructure.
- Some measures, such as introducing a workplace parking levy, are not being used or considered at all.
- Sometimes things are going in the wrong direction as development schemes with thousands of parking spaces are given planning approval.

In short, outer London boroughs are taking a piecemeal approach to transport change and TfL is not providing all the support they need.

The boroughs do have difficulties. Many face financial constraints and problems recruiting staff for transport and planning departments. But Transport 2000 found that councillors often do not understand what measures work and fail to back officers in tackling sensitive transport problems. Many councillors are sceptical about the benefits of walking and cycling schemes and 'soft measures' in general, such as travel planning, which do not need any new physical infrastructure. Cycling especially is often seen as having only a

marginal role to play, yet we know from other European countries that these measures work well and create economic benefits.

Ways forward

'*Low Carbon Transport for Outer London*' shows that a 60 per cent carbon reduction target could be met by a combination of improved fuel efficiency and traffic reduction. A reduction of 17 per cent in car use from today's level could readily be achieved by 2050.

Such targets are realistic. The congestion charge reduced traffic in central London by around 15 per cent. More co-ordinated transport and land use planning would improve access and travel choice. Travel by other means than the car would have to increase but only by realistic amounts: walking would go up by a third, cycling would quadruple from a very low base and public transport use would double.

There is much the local authorities can do now to encourage alternatives to the car and make better use of London's road network, 90 per cent of which they control. This would improve current transport conditions and help provide transport capacity for future population and employment growth.

'*Making Way for Better Transport in Outer London*' identifies four types of measures available to the boroughs:

- **promoting access and increasing travel choice**
 - measures to bring jobs, services and amenities nearer to where people live
- **improving alternatives to the car**
 - measures to improve public transport and make walking and cycling easier and more attractive



- **managing demand for car travel**
 - parking control and enforcement, managing road space efficiently and charging for road use and workplace parking
- **changing travel behaviour**
 - school and workplace travel plans, individual travel marketing, restricting parking provision in developments, travel awareness campaigns.

However, the boroughs need additional support and the Greater London Authority (GLA) and TfL could do more to help. The following issues are particularly important for outer London.

Continued overleaf →

Protecting and enhancing the suburbs

Some London suburbs are clearly thriving. But too many show signs of decline. Often these signs are transport related: a loss of community facilities; deteriorating local centres; a growing need to travel to meet everyday needs; car domination and congestion; and unattractive alternatives to travel by car.

It does not need wholesale change of the suburbs to tackle these problems and meet climate change objectives for transport in outer London. The leafy, open character of many suburbs can still be protected and enhanced.

Instead, the use of land should be intensified around town and local centres and locations such as suburban railway stations, which are well served by public transport. There is often redundant or under-used land in these areas, which is ideal for higher density, mixed development. This would bring far more facilities within easy walking and cycling distance of where people live.

The new research from Transport 2000 shows that it is feasible to set more ambitious targets for traffic reduction in outer London. Combined with technological improvements, this would allow a 60 per cent reduction in climate change emissions from transport in outer London, in line with national targets. It would also allow real improvements in many suburban environments and in the health and quality of life of the 60 per cent of Londoners who live in the outer boroughs.



"A major transport challenge is to manage traffic levels and road capacity"

(*Transport 2025*, Transport for London, 2006)

