

SCRUTINY REVIEW PANEL 4 – TRANSPORT

MINUTES

Wednesday 6th December 2017

PRESENT: Councillors: Kamaljit Kaur Nagpal (Chair), *Mohammad Aslam* (Substitute for Lauren Wall), Tej Bagha, *Jon Ball* (Substitute for Gary Busuttil), Joanna Dabrowska (Vice-Chair), Abdullah Gulaid, Gurmit Mann, Alex Stafford, *Chris Summers* (Substitute for Aysha Raza) and Ray Wall

Other Members Present:

Bassam Mahfouz - Transport, Environment and Leisure Portfolio Holder

Co-opted Members:

John Gashion

Ealing Officers Present:

Harjeet Bains - Scrutiny Review Officer
Nicky Batkin - Senior School Travel Advisor
Joanne Mortensen - Sustainability Manager
Russell Roberts - Principal Transport Planner
Lee Teasdale - Democratic Services Officer

External Attendees:

Andy Hillier - Make Uxbridge Road Safe Campaign
Helen King - Make Uxbridge Road Safe Campaign
Peter Mynors - Council Liaison, Ealing Cycling Campaign
Richard Walker - Chairman, Hillingdon Motorist Forum

1. Apologies for Absence

(Agenda Item 1)

Apologies were received from Councillor Dhindsa, Councillor Gavan, Councillor McCartan, education co-optee Ms Sighat, Transport Projects and Policy Manager Chris Cole and Victor Stoneham, the Vice-Chairman of Hillingdon Motorist Forum.

Councillor Lauren Wall was substituted by Councillor Aslam, Councillor Raza was substituted by Councillor Summers and Councillor Busuttil was substituted by Councillor Ball.

2. Declarations of Interest

(Agenda Item 2)

There were none.

3. Matters to be Considered in Private

(Agenda Item 3)

There were none.

4. Minutes (03.10.17)
(Agenda Item 4)

The Panel considered the minutes of the meeting which had taken place on 3 October 2017.

Resolved: That the minutes of the meeting of 3 October 2017 be agreed as a true and correct record.

5. School Travel
(Agenda Item 5)

The Chair invited Nicky Batkin (Senior School Travel Advisor) to present a report to the Panel which asked them to consider the school travel programme in the borough.

The aim of the school travel programme was to reduce car use, especially for short journeys, to improve road safety and to increase sustainable modes of travel which would in turn lead to reduced congestion, improvements in local air quality and the general health and wellbeing of the community.

The programme was primarily funded via a Transport for London (TfL) Local Implementation Plan (LIP) grant. The funding was used to employ School Travel Advisors, adopt School Travel Plans (STPs), deliver school travel behaviour change projects and road safety engineering. In addition, when new schools or school expansions were approved, funding from the developer was secured to mitigate the highway impacts of the development.

The majority of pupils in Ealing lived very close to their schools, with 84% of primary school pupils and 55% of secondary school pupils living less than 1 mile from the school they attended. For children this represented a maximum of a 30 minute walk or a 12 minute cycle. These short journeys were the core focus of the school travel programme as they could most easily be made by walking, cycling or scooting and were less likely to require a parental escort. Concerns had been raised that many children living within such proximities were still being driven to school.

With regards to children who lived slightly further afield from their schools, it was still considered to be important to encourage multi-modal forms of travel, rather than simply journeying solely by car.

Ealing's Transport Planning Service resourced the school travel programme with two full-time officers and currently allocated £170k of TfL grant funding annually. A variety of measures and approaches were being used and included:

- **Active Travel Challenge** – This piloted a two week challenge in relation to the Ealing Get Moving campaign. The pilot took place with Northolt schools and included family walks and prizes.
- **Perfect Parking Campaign** – An initiative promoting safe and considerate parking as well as encouraging sustainable travel and the reduction of car use.
- **Cycle Training** – Free cycle training made available for schools and individual children both within the school day and outside school times.

- **Walking Maps** – There were now more than 30 school maps in place with a health focus available for distribution to parents. These maps showed walking routes and recommended places for parents to park away from school gates as part of the ‘park and ride’ initiative.
- **Walk Once a Week (WoW)** – West Acton Primary School and Holy Family Catholic School signed up to the Living Street’s WoW where children received a badge if they walked at least once a week to school.
- **Pedestrian Skills Training** – This was delivered to a total of 1,566 year three pupils during the 2016/2017 school year.
- **Safe Drive, Stay Alive** – Schools from Ealing and Hounslow took around 2,500 pupils from Years 12 and 13 to Questors Theatre to hear and experience tragedies caused by cars speeding, the dangers of not wearing seatbelts and the impact of peer pressure on poor driving and decision-making.
- **Balance Bike Training** – This was delivered by The Bicycle Society and funded through a TfL project to equip staff to teach their nursery, reception and Year 1 pupils to use balance bikes.
- **School Grants** – In 2015/2016 schools received grants to implement walking, cycling, scooting, public transport or road safety measures at their school.
- **Youth Travel Ambassadors (YTAs)** – Six schools participated in the YTA scheme this year which delivered peer to peer activities to promote active travel and road safety to pupils, staff and parents travelling to school.
- **Bike It Plus** – This aimed to increase the level of cycling to school through tailored assistance and activities to meet schools needs and create a pro-cycling culture.

The Chair thanked officers for the introductory report and invited Panel Members to comment and ask questions.

Questions

Councillor Ray Wall noted that rewards were being offered to schools for increased involvement. How much were these school offers for?

It was advised that it depended upon the level of accreditation. The amounts offered were not significant but could still contribute towards meeting their needs.

Councillor Ray Wall then asked about what else could be done in terms of the offer to people to encourage them not to drive.

It was advised that a variety of campaigns were taking place such as the ‘Perfect Parking’ campaign focussed on making sure that parking was safe and considerate. Schools were starting to run behaviour changing campaigns and pupil powered initiatives.

The Cabinet Member for Transport, Environment and Leisure, Councillor Mahfouz, stated that a lot of work had been taking place on supporting the behaviour change, and it was hoped that the Council would be able to expand the number of schools engaging. He advised that he had been on site visits with police and teachers outside schools and he had witnessed 'unbelievable' amounts of bad practice. Unfortunately there were restrictions on how the Council could challenge this in a legal sense. We are replicating changes throughout London to put restrictions in place at certain times of day near the schools.

Councillor Ball made reference to the grace period given to parents parking outside schools. Was there potential for removing or reducing this? Councillor Mahfouz advised that the grace period allowance for stopping on school keep clear markings had already been removed.

Councillor Joanna Dabrowska stated that she had raised the issue 18 months ago about possible 'buffer zones' to manage traffic around schools. She said that had been promised by the Council that this would happen, but residents were still waiting. When would these begin to take place? Grange School was cited as an example of a location where a buffer zone could be very helpful.

Councillor Mahfouz stated that obstructive parking and traffic congestion around schools was the 'number one' issue that residents contacted him about. Buffer zones were due to be trialled over the next year at certain locations, and if these were successful, then the Council would look to roll them out further.

Councillor Joanna Dabrowska made reference to travel plans, stating that schools did not appear to be utilising them. How could the Council ensure schools implemented them?

It was advised that planning enforcement could often be difficult as in many cases it would essentially be the Council enforcing against itself. Travel plans were now standard requirements in planning conditions for new schools and school expansions.

Councillor Gulaid asked if data was available on how many schools were using travel plans and the impact that the plans were having. It was advised that health improvement data had been collected by the Health in Schools Team.

Councillor Summers expressed particular concern about Willow Tree Primary School which he described at opening and closing time as 'chaotic'. With parents even parking on the mini-roundabout next to the school.

It was stated that this School was on the priority list of concerns. However, the School did not engage with the Council on travel plans currently.

Councillor Ray Wall enquired as to what was done with information gathered on injuries to children on their way to/from school. Were these monitored for causes and running themes?

It was advised that these were being looked at in detail with regards to priority school locations.

Councillor Ray Wall then asked if road casualty information for 2017 to date was available at present. It was stated that this information was not available yet as there was a time lag in receiving the information required from TfL and the Metropolitan Police.

Councillor Ball expressed concern that only around a third of schools were directly engaging with the Council in regards to travel. Had it been found that the schools with the biggest problems were often the same schools that were not co-operating?

Officers confirmed that this was usually found to be the case.

Councillor Ball felt that the incentives must not be attractive enough to them. He stated that enforcement through planning conditions was important as it made schools 'sit up' and engage more directly with the Council.

Councillor Mahfouz stated that as most Councillors also acted as school governors at schools, Councillors also needed to be active in 'bending the ears' of head teachers to engage with travel plans.

Councillor Ray Wall made reference to parents who parked on zigzags outside schools. Could anybody take a photo of such incidents to be used as evidence for enforcement and fines?

Councillor Mahfouz stated that unfortunately the Council could not issue fine unless a parking enforcement officer saw the incident in person.

The Chair then invited Andy Hillier as a representative of the Make Uxbridge Road Safe campaign to address the Panel. He suggested that a 'cycle safe route' should be created and trialled by the Council, with speed limits in such zones lowered to 10mph. This would help to create a safer atmosphere for cyclists, and thus encourage public uptake. He also felt that Bikeability training should be offered to younger children and their parents to encourage more school travel by bicycle.

Officers stated that they would be considering ideas along these lines over the next year, though it was also stated that Bikeability training was particularly resource intensive.

The Chair then drew the item to a close thanking all involved for their contributions.

Resolved: That the report detailing the school travel programme in the borough be received.

6. **Cycling** (Agenda Item 6)

The Panel was asked to consider a report by Russell Roberts (Principal Transport Planner) updating them on cycling matters in the borough, including the new draft cycling strategy.

In October 2010, the Council had launched its ‘Cycling Strategy 2010-2016’. This had set the footprint for the Borough to strive towards becoming a “biking borough” and to start the desired move towards being an exemplar borough for cycling.

As part of this strategy – during the course of 2016 the Council had achieved the completion of the Ealing Broadway Cycle Hub, the establishing of Political Champions for Cycling in the Council, the construction of Corridor 4 segregated cycle lanes, the introduction of the Cycle Safety Shield warning system for lorries and the substantial completion of the Ealing Broadway Mini-Holland segregated cycle lanes.

The Cycling Strategy 2017-21 was being developed and led by the outcomes of the Ealing Cycling Commission. The Ealing Cycling Commission had been set up in September 2016 and was led by Councillor Julian Bell. Influencers and academics had been invited to provide evidence on how Ealing could become a beacon authority for cycling. Following debates, a clear mandate emerged to turn Uxbridge Road into Ealing’s first primary cycling corridor. The commissioners also supported high quality cycle parking at both ends of the journey and supporting measures, such as cycle training, as essential to growing the number of residents using bicycles.

In regards to cycling safety – on average eight cyclists were killed or seriously injured (KSI) in the borough each year, out of 3.75 million weekday trips per year. This equated to a KSI rate of just over one for every 600,000 trips. The current level represented a fall from 13 KSIs a year in 2010 and 19 KSIs a year in 2003.

Councillor Mahfouz stated that the Council wanted to set ambitious cycling goals for the borough. The new cycling strategy would focus on a modal shift away from polluting vehicles to environmentally friendly alternatives. It was unfortunate that the Panel had to talk about cycling safety in the light of two recent tragic deaths of cyclists in the borough. It was important that technologies such as the Cycle Safety Shield were expanded in order to help reduce the risk of such tragedies.

Peter Mynors of the Ealing Cycling Campaign was then invited to make a presentation to the Panel.

Ealing Cycling Campaign (ECC)

Mr Mynors stated that the two absolutely key priorities at the present time in the borough were to:

- Provide a borough cycling network – helping residents to feel confident in undertaking most local journeys by cycling. A two-dimensional network was required to provide this, and not just east-west “Cycle Superhighways”.
- Reduce the unacceptably high level of accidents on Uxbridge Road – Many local trip destinations were on Uxbridge Road and also for those who commuted by cycle to central and inner London it provided the fastest route.

In relation to the borough’s cycling network – there had been numerous initiatives over the years, though he said that none of these had been carried through to completion. This left little, if any, connection between the network of routes and the cycle infrastructure programme.

It would be helpful to the borough's cyclists to have a definitive source of information when planning cycle journeys, for everyone to be provided with a map or app showing all streets and not just the cycle routes, to have clear signage on the ground to aid in following a route and to be provided with decent riding conditions on the defined cycle routes.

Any future cycle network should have prioritised road maintenance and re-surfacing, as well as the removal of any traffic calming features that were non-compliant with the London Cycling Design Standards 2014 (LCDS). These included non-sinusoidal speed humps, cushions with a layout that did not conform to LCDS section 3.5.5, or barriers at subways under arterial roads such as the A40.

At any junction between a Quiet Route and a Direct Route, it should be possible to safely cross or join/leave the Direct Route in two stages – and on the “adjacent provision for cyclists” routes (controlled by TfL), there should be a conscious policy of avoiding the need for traffic to turn across the path of cyclists wherever the opportunity arose.

The Uxbridge Road was the single biggest cause of complaint by ECC members. There was insufficient width in places, particularly at junctions. Therefore a more proactive approach was required to deal with the problems, including property redevelopment where necessary, such as at the Lido Junction in West Ealing.

Cllr Mahfouz acknowledged that road width was an issue in many locations. However, the opportunities for compulsory purchase and property redevelopment are extremely limited by the significant costs and length of time involved, citing the Ealing Cinema redevelopment as an example.

The Chair thanked Mr Mynors for his input and then invited Richard Walker of the Hillingdon Motorist Forum to provide a counter-point from the view of motorists of West London.

Hillingdon Motorist Forum

It was stated that pollution caused by motor vehicles was falling rapidly, and the latest Euro 6 diesel regulations were subject to zero congestion charge in London. In general congestion had increased, but the reductions seen in the availability of carriageways was thought to be a cause of this equal to the increase in vehicles. It was these levels of congestion that caused a significant amount of the road pollution.

There was concern that cyclists were not required to have insurance. Cyclists were often involved in collisions with pedestrians and vehicles and faced no consequences for their actions. Many people (including some cyclists themselves) felt that cyclists should have to hold a form of basic insurance.

Motoring provided significant benefits to the economy with tax receipts contributing to the national infrastructure. However, car sales were currently falling due to the increasing restrictions being placed upon drivers. Good vehicles were also vital, as goods could not be delivered to all areas of London by train.

The Chair then invited questions and comments from Members of the Panel.

Questions

Councillor Bagha expressed concern around the dangers of cycling. He proposed that Council officers and the Cabinet Member should visit school assemblies to let them know about cycling policies and provide safety advice.

Councillor Alex Stafford noted that 2.4% of journeys were by cycles in the borough at present. What was the target figure? He also queried the demographics being targeted by cycling campaigns and asked if cycling could be looked at within context of the larger infrastructure rather than being viewed in isolation.

It was answered that the Council did not have a strict set target figure for cycle journeys in the borough at present, however, a mayoral target of 5% by 2025 had been in place.

With regards to demographics, the profile of a typical cyclist in the borough was currently white, male, young and middle class. The Council was working to encourage a wider mix of demographics, as seen in places like Cambridge.

With regards to viewing cycling in the context of the wider infrastructure – the way London transport was set up made it hard to integrate cycling infrastructure. However, Council officers had worked very hard with Crossrail to integrate cycling elements where possible.

Councillor Summers suggested that TfL should trial having a carriage (or half a carriage) in a train being reserved for cycles. He did not think that the A40 route was a huge problem on the whole – however there were parts of the route that suddenly become unusable for cyclists, when this was a route that should be encouraged as a cycling spine.

It was advised that a vastly improved infrastructure was now in place on the A40 with marked off blue zones. This was not under the direct control of the Council but they were pushing for a more cycle friendly route. With regards to cycle carriages on trains, it was not felt that this would be considered.

Mr Walker of the Hillingdon Motorist Forum asked whether cycling proficiency tests could be made available to adults as well as children.

Councillor Mahfouz advised that free training was available for anyone who lived or worked in the borough. He stated that it was important to remember that bad cyclists formed a tiny minority, just like motorists.

John Gashion expressed concern that so much effort was being put into place just to satisfy 2.4% of transport users the borough, with the remaining 97.6% having to tolerate restrictions to satisfy a handful of cyclists. He argued that people either have the confidence to cycle in traffic or they naturally do not. He stated that in East Acton he regularly witnessed cyclists travelling on public footpaths at about 30mph. Not paying heed to the sections specifically marked for them.

He expressed concern that the proposed strategy did not mention important elements for increasing cycle uptake, such as employers providing lockers and shower rooms for staff and whether lights and bells should be mandatory when

cyclists were travelling after dark. He also expressed concern regarding cyclists travelling uphill, should cycling lanes be made wider for travelling uphill? Overall, he felt that the Strategy was made up of expensive ideas for minimal benefits.

Officers agreed that 2.4% was a small amount and that was why it was important to facilitate further cycling uptake to help improve better air quality for the benefit of all living and working in the borough. It was also agreed that the infrastructure did need to be better, however not every single element to consider could be included within the report. With regards to employers, it was noted that any businesses wishing to expand in the borough were required to have travel plans in place. Lights were a legal requirement for cyclists at night but bells were no longer mandatory.

Councillor Ball noted that there was a 'colossal' difference between cycle uptake in the inner and outer wards of the borough. What could be done to reach a broader range in the outer boroughs?

It was advised that officers were looking at a range of things – such as the 'normalisation' of cycling, encouraging more women to cycle, offering cycling training and offering quieter routes through backstreets with better and clearer signage. All new housing developments had to include cycle route plans.

Councillor Ball agreed with earlier comments that a lack of joined up connections between initiatives was concerning. He then asked for the Cabinet Members opinion with regards to potentials around undertaking compulsory purchase orders on buildings at Lido Junction to make it safer.

Councillor Mahfouz advised that this would require the Council to buy up all the shops at the junction. This would prove to be very time consuming and very expensive, and there would need to be a very strong rationale to proceed with a compulsory purchase order.

Councillor Ray Wall stated that bicycle versus driver conversations did not help and that there needed to be a sense of balance that reasonably satisfied all parties. He did agree however that to cycle on public roads, there really should be some form of cycle licence. He stated that off-road routes (such as through parks) in the borough should be explored. Whilst this might require extra lighting, at least you would be separating cars, trucks and buses from bicycles.

Officers stated that the parks issue was a good point and something officers were internally debating. If such developments were to happen, path widths and lighting would likely need upgrading. Parks did have environmental issues with light however, and there were also concerns regarding anti-social behaviour in parks after dusk.

Councillor Joanna Dabrowska stated that she had been pushing on such developments in Gunnersbury Park and been in discussions with private utilities companies over the last few years. More environmentally sound solar powered park lighting had been pioneered successfully in Poland

Councillor Dabrowska also expressed concern regarding cycle storage. There had been space available at Ealing Common Station; however there had still been no movement after two years of discussions. Officers advised that the land in reference had proved to be common land, so no progress could be made.

Andy Hillier of the Make Uxbridge Road Safe Campaign expressed concern about works undertaken at the Hanwell Clock Junction which upon actual delivery had resulted in very little change. It was felt that the Junction would still not meet the requirements of TfL's Healthy Streets Check. There had not been an opportunity given to all cycle campaigners to consult on the Junction.

Councillor Mahfouz stated that as a fellow cyclist he did share in such frustrations, and that the Council did try to seek as many views as possible. He stated that the work undertaken by cycling campaigners and by officers was vital to ensure continued progress in making Ealing a safer place to cycle.

The Chair then thanked all for their input into the item and drew it to a close.

Resolved: That

- (i) the update on cycling matters in the borough including the draft strategy be received:
- (ii) the submission by the Ealing Cycling Campaign be received; and
- (iii) the verbal submission given by the Hillingdon Motorist Forum be noted.

7. Panel Work Programme (Agenda Item 7)

The Scrutiny Review Officer advised that Panel that feedback had been attached to the report from two recent site visits:

- Safe Drive Stay Alive – Road Safety for Young People; and
- Cycling Workshop with Local Stakeholder Groups

The Panel were also advised that a test ride journey had been scheduled with the Ealing Community Transport service for early February 2018 as part of the travel support strategy review.

The site visit to the Royal Borough of Greenwich to view The GATEway project was delayed due to issues around safety.

Resolved: That the updated Panel Work Programme be received.

8. Date of Next Meeting (Agenda Item 8)

The next meeting of the Panel was due to take place on Thursday 1 March 2017.

Councillor Kamaljit Kaur Nagpal, Chair.

The meeting ended at 9.30pm.