

Appendix B: Meetings with Councillors from LAs with good practice: 24.04.2023 - 24.04.2024

Meeting with Cllr James McAsh, Southwark Council: 24.04.2023

Southwark's Streets for People strategy explores how best to use street space moving away from the default position of providing space for cars and car storage: [Streets for People Strategy 2023-2030 \(1\).pdf](#) "Our Streets for People strategy sets out a bold vision and a firm commitment to improve our residents' quality of life and take action on climate change, by changing how we all travel and use streets in our borough." Although they recognise that EVs are a better option than petrol cars they want to reduce the amount of overall car usage.

The draft strategy was consulted on with the response that over 70% of residents wanted to see traffic reduced in Southwark. In the 8-month programme of engagement there was an aspiration to knock on all doors, talking to one tenth of all residents.

The strategy has 4 sub themes:

- Streets for communities: Reclaiming space to make it accessible for communities to connect, socialise and play, in a safe and pleasant environment.
- Streets for journeys: Making healthy and sustainable travel the safest, easiest, quickest, and most convenient choice.
- Streets for the economy: Supporting town centre economies to run efficiently and sustainably, reclaiming space to create high quality environments where people want to spend time.
- Streets for nature: Cleaning air and reducing the impact of climate change by increasing biodiversity, making streets greener and more resilient to extreme weather.

It includes five pledges to be fulfilled by 2030:

- Your home will be within 200m of a safe and pleasant walking route.
- Your local school will have a School Street or other new safety measures.
- Your bike will have a place in a cycle hangar within 6 months of applying.
- Your neighbourhood will have parking spaces for cycles, e-bikes, hire cars, electric vehicles, and disabled parking.
- Your street will have improvements to make it cleaner, greener, and safer, chosen by you.

Every road that Southwark controls has had a speed limit of 20 mph since 2015, and streets are designed to make it difficult to drive quickly rather than relying on enforcement measures.

ANPR is paying for itself, and they make a surplus from parking permits and violations of LTNs.

They have funding from Transport for Greater London.

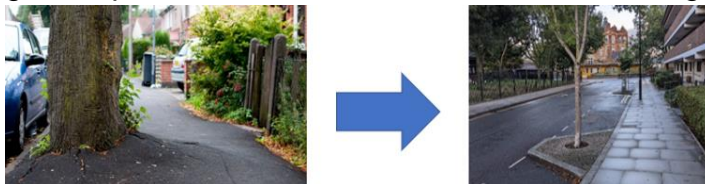
Meeting with Cllr Rezina Chowdhury, Lambeth Council: 04.10.2023

Lambeth Council's kerbside strategy was presented to us. This has the transformative goal of reimagining and revisioning public realm to enable 25% of kerbside space to be re-allocated by 2030 to uses which enhance community and business resilience to climate change such as tree planting, SUDS, cycle parking, child play, parklets, and shared community space, such as meeting and chatting spaces for young people. The aim is to ensure economic resilience, and create opportunities for people to walk, wheel, cycle safely so improving health and wellbeing: [Lambeth's Kerbside Strategy | Executive Summary \(lambeth-kerbside.org\)](https://www.lambeth.gov.uk/transport-and-travel/kerbside-strategy) 60% of residents in Lambeth do not have a car, so it is considered to be unfair that those without one are subjected to the impacts of car use, such as toxic air.

This initiative arose out of a 2020 climate assembly, which enabled residents to take full part in the process as well as Council Officers. Knowing that they had the support from the climate change assembly, political parties felt able to go faster and further on-air quality, traffic reduction, and School Streets.

They have four priority uses for the kerbside. The focus is on rebalancing priorities towards fairness and equity:

- **Enable accessible and active travel** – using the kerbside to ensure that pavements are clear and accessible, particularly for those with mobility impairments. This includes minimum commitments for cycle parking and shared bikes, and high-quality walking networks, safe crossings, and dropped kerbs. An example is ensuring that all households have free cycle parking within 50m.
- **Create places for people** – using the kerbside for social spaces, with every resident having the opportunity to apply for a community parklet, and businesses for outdoor seating.
- **Increase climate resilience** – increasing shade and preventing flooding by planting a tree every 25m on the kerbside, creating biodiversity, and providing green space with more shrubs, SUDS, and rain gardens.



- **Reduce emissions and traffic** – providing an electric car club on every street and shared cargo bike hire, with easy to charge EVs with income going to the Council.

They charge £30 a year for each bicycle space in a hangar with 6 parking spaces: [On street cycle hangars - for residential use | Lambeth Council](https://www.lambeth.gov.uk/transport-and-travel/kerbside-strategy)

Variable parking rates were launched in January 2023, and they hope to include the size and weight of car when they have the data to do so, with an increase in fees and charges related to this. Emissions based parking charging has divided opinion, with many drivers not happy with this in the consultation, but it has been decided that this will have to happen to clean up the air and to help with modal shift. They intend to introduce controlled parking zones on all streets. The costs of dropped kerbs have been increased, with a premium charged if residents want a faster service, and a requirement to have a semi permeable drive.

They are looking at gaining revenue by charging hire bicycle companies to hire out pavement space and chasing them up if they find a bike cluttering the pavement, increasing revenue from EV charging points, investing in owning EV charging points so they can keep the income and charging for car clubs. They have a free market approach on bicycle hire but would prefer a TfL approach.

They are an ideal market for car clubs as they have such low car ownership rates, and they are being lobbied by companies. They aim to have an electric car on each street. They have data that this does create modal shift.

School Streets cameras are paying for themselves, and installing cameras is paid for by parking charges. They use mobile ANPR on cars and fixed cameras for LTNs and school streets. More people are now taking children to school on cargo bikes. They have an aim of 85% coverage for school streets by 2026.

They have invested a lot of money in behaviour change in the community. They have a community influencer programme aiming to change the image of what a cyclist or cycling family looks like, that it is not just the norm for white middle class people and tackling the image that everyone needs a car. An example of this is their work with Pedal My Wheels. [Welcome | PeddleMyWheels](#). 30 people were recruited as a cross section of the community. They were each given a bike, kit, support and cycle confidence training, and a community was created for them to share their journey, posting on social media, thus enabling, and empowering them to become community influencers and cycle leaders.

Consultations are highly targeted to reach those with varying views on the issues, working with a variety of community groups including schools, colleges, older and young people.

An ambitious cohesive Council Officer team is considered to be essential, with Officers who are keen on delivering the commitments of the strategy and skilled at bidding for pots of money.

Meeting with Cllr Clyde Loakes, Waltham Forest Council: 09.01.2024

Waltham Forest do not have a specific policy strategy, preferring a pragmatic approach. Action initially arose in 2013 due to Sadiq Khan wanting outer boroughs to make bold changes towards active travel, offering £27m for infrastructure packages, such as redesigning the streets to change who has priority, implementing 20mph, making pavements wider, narrowing junctions, installing blended crossings to allow pedestrian to be prioritised and complementary measures such as parking, free cycle training, cycle hangars, cycle stands, adapted bicycles, free loaning of bikes including e cargo bikes, free doctor bikes, 900 trees, and support groups to encourage diverse communities to walking and cycling. 50% of householders do not own a car.

This has resulted in huge improvements in air quality, a huge boom in cargo bikes, which have become a status symbol and far more children feeling confident to walk to school, with 22 ANPR camera enforced School Streets. The cost of installing ANPR has been balanced out and they find it extremely gratifying to see children walking down the middle of the road safely. Parking spaces have been removed from residential streets.

Resident parking charges have been increased, with extra charges for second and third vehicles, as has the charge for a dropped kerb.

Car clubs have 20,000 members, with car club bays located in many places, which they see as playing a key part in helping people make the transition.

They have their own cargo bike delivery company, Zed, which is a partnership between the Council and Zedify: [ZED Waltham Forest | London Borough of Waltham Forest](#)

They work with diverse community groups, engaging with those who may be less likely to cycle, such as the Cycle Sisters project: [Cycle Sisters | Waltham Forest](#)

There was again acknowledgment that it is important to speak to those who sit in the middle ground with a neutral position on this, rather than those with entrenched views, so that they can take ownership rather than feeling that something is being done to them and that skilled Council Officers, politicians and activists are fully involved in the process. From consultations, it was found that people wanted wider pavements, reduced traffic, and not free parking.

Meeting with Cllr Mike McCusker, Salford Council: 15.8.2023

Salford Council have a clear vision on reducing car dependency based on GM's Streets for All policy as part of the GM 2040 Transport Strategy. Cllr McCusker spoke of the imperative of having courage, strong leadership, and commitment, and braving out hard decisions. They have a change in demographics with many young people living in blocks of flats and not owning cars.

They are aware of the difficulties arising from reactive consultations, and are reviewing the consultation process, with Councillors engaging residents early on in projects with appropriate messaging, listening to feedback and adapting and making changes in response.

They have enough officer capacity to be proactive, getting bids lined up ready for when funding is available, their clarity and forward thinking resulting in strong bids. They recently took the Council Officers on a trip to Waltham Forest, a leader in reducing car dependency.

They have partnered with a car club, Salford Co Wheels, a CIC, to offer cheap car hire: [Salford | Co Wheels \(co-wheels.org.uk\)](http://co-wheels.org.uk)

They stressed how important it is to work across Councils on this agenda.

Meeting with Cllr Tracey Rawlings, Manchester Council: 14.11.2023

Manchester's active travel strategy was presented to us which aims to reduce car dependency by improving walking routes, cycle lanes and public transport.

They are looking at joining up travel routes, so they are more efficient and reduce waiting times for those using public transport and increase the numbers of children walking to school. They are building paths as this is the way people want to walk and looking at designing areas to encourage alternative forms of transport rather than favouring cars.

As they do not have funding for all their plans, they are focusing on the behavioural aspects of car dependency, such as highlighting the health benefits of active travel and public transport. They are getting information out to people on how fast other forms of transport can be in order to challenge preconceptions. It has been found difficult to find a way for people to access information. They use Facebook pages and community engagement. It is important to consider the barriers that people have when using other forms of transport, such as the cost of living and the expense of buying bicycles. Similar to how smoking was stopped, they are messaging that people have the right to the streets.

To get people on side Cllr Rawlings recommends having a conversational approach with residents, with broad discussions around travel, not looking at a single element and having many conversations before formal consultation to ensure people are informed and their voices are heard. They engaged with the public by speaking to people in school halls, libraries, empty shops in shopping precincts, telling human stories, and highlighting the impact of traffic collisions.

Using cameras has helped with School Streets, but community and school engagement is still required. Volunteers are being recruited by door knocking around

the school area, finding retired people who are not connected to the school who were happy to volunteer.

20mph zones are to be implemented across the whole city and they have mapped the zones to plan them. They have been gradually reducing speed limits after doing an audit of all their streets.

They are looking at different charges for parking, conversing with Sheffield council on this.

The importance of having a clear vision and aim and holding one's nerve was stressed, being bold when it is necessary to deliver change. Cllr Rawlings is unable to drive due to disability, so is very aware of the issues.

They are keen to work with Trafford on this agenda.

Meeting with Cllr Liz Grey, Wirral Council: 20 mph: 24.04.2024

A meeting was arranged with Wirral Council due to their successful implementation of 20 mph speed limits which they hope to do across the Council: [lcr-road-safety-strategy-final.pdf \(merseysidepcc.info\)](#)

[Appendix B - Wirral Road Safety Plan.pdf](#)

They achieved this by setting up a Road Safety Working Group, looking at evidence from around the world, including the road safety charity, Brake, RoadPeace, which supports those bereaved or injured in road crashes and advocates for justice and road safety, a Wirral pedestrian campaign group, and the EU guidance for Vision Zero. Data suggests that each road fatality has a costing of £2m. Following this a wish list was created with the aim of implementing vision zero with safer speeds in all residential, retail and education areas, with cross party support apart from Conservative Councillors.

With this objective, they divided the potential 20 mph streets into 50 areas and 4 phases, based on their do ability and costing, using near miss data, and looking at collision hot spots. Phase 1 took a year, they are now implementing phase 2, with plans for phase 3 to be completed over the next 2 years.

The TRO consultation was minimal. As they had gone through the election with 20 mph speed limits on their agenda, they felt they had a democratic right to go ahead, rather than asking residents for permission, as they had received lots of complaints about speeding. The consultation asked residents if they envisaged any road safety issues if 20 mph was rolled out in their area and they received useful feedback, with residents generally pro 20 mph where they live but not in other areas: [20mph Scheme | Have your say Wirral](#) During phase 1 there was little negative response, however during phase 2 well-funded protesters, representing about 2% of the population, leafleted against the issue. However, despite this, there appeared to be far more in favour than against. Cllr Grey stressed how important it is not to budge and to be resilient, but also that cross party unity is important.

They recruited new Council Officers who were on side. Plans need to align with the Combined Authority.

Regarding funding, there is a lot of money available for road safety. They received £4m from their Combined Authority, and spent £300,000-350,000 a year, but the cost may go up if it is necessary to instal infrastructure and TROs and statutory consultations are time consuming and expensive. It is important that Council Officers bid early and work with the Combined Authority to get the bids right.

Clearly implementing 20 mph as a default is cheaper. Wales only required one TRO to change 30 mph to 20 mph, with LAs able to opt out. But Wirral Council Officers saw this as too risky.

Signage is minimal. All that is required are 20 mph roundels on the tarmac and repeater signs on lamp posts, with the only street signage being entrance and exit markers at the start of each zone. They do not want to put in chicanes or speed bumps due to the cost. 20 mph zones would need at least one physical traffic calming measure within its zone, so speed limits are cheaper to install and maintain.

They work closely with the police as they can provide good insight and evidence and it is important to get them on side. Police are likely to want 20 mph. Police are called in if drivers do not adhere to the speed limit.

There has been no evidence that it slows down ambulances.

Summary of meetings with Councillors from LAs with good practice

Overall, we were really impressed with the level of ambition and vision that these Councils displayed, with the courage to move forward on contentious issues for the wellbeing of their residents despite the voice of the car lobbyists. Clearly, more funding is available to some of these Councils, but also having enough Council Officers to secure bidding seemed fundamental to their success.