**TRANSPORT FOLLOW UP**

 We agreed to take forward the proposed transport plan as below:

| **Proposed Action** | **Note** |
| --- | --- |
| 1.    Invite TFL to Roehampton Partnership meeting | Complete and JPi agreed to report back progress at future RP meetings**.                                                                              JPi** |
| 2.    Set up a fully accessible ‘hopper’ bus that picks people up from their doors and drops them off exactly where they need to go. | Fleur Anderson is following up with Heidi Alexander.  Agreed that the Partnership would consider progressing at a later date.  ***Jeremy noted that the partnership could put in a proposal. Agreed that Matthew would champion proposal/ conduct research with other local residents and identifying the needs of local residents on the estates. Matthew to discuss further with Fleur Anderson***  ***MT***  **I (Matthew) have researched the possibilities and have two that I would like to present on at the next meeting. One is a demand-responsive bus service such as those trialled in Sutton and Ealing. The other is a plan for extending and rerouting two existing bus routes.**  ***MT*** |
| 3.    Develop a proposal for being able to catch a bus and take your bike on it | Fleur Anderson is following up with Heidi Alexander.  CG raised this with TFL at the August meeting, asking if there could be a pilot programme to trial this in Roehampton. They noted that this is unlikely. Folding bikes are allowed on the current bus network - CG noted that these can be expensive to buy, and that there are many such services in other global cities - TFL agreed to keep Roehampton in mind if they ever trial such a service.                                                                             **CG and JPi** |
| 4.    Develop a proposal for smart road charging | Noted that smart road charging was governed by national policy therefore Partnership Members agreed not take any further action. |
| 5.    Extend the ultra-low emissions zone to Roehampton | Noted that ULEZ was governed by national policy therefore Partnership Members agreed to not to action this. |
| 6.    Develop a proposal for a safe, high quality cycle lane on Roehampton Lane | **JA** and **JR** to work on 6 and 7 – ***see box 7.***  **JA and JR** |
| 7.    Develop a proposal for a network of cycle routes and better walking a pavements linking Barnes, Putney, Roehampton and Kingston | JR and JA and Miriam Howitt have meet and we have other consulting Roehampton cyclist on a proposed plan.  ***The main areas for improving cycle routes and are as follows:***           ***Priory Lane,***           ***Roehampton Lane linking to Red Rover Junction***  ***And Hammersmith Bridge.***           ***Roehampton High Street linking Ashburton Estate***  ***Through routes to Putney rail and East Putney tube station (Crestway, Carslake and Junction at St John’s Ave to allow bikes to cross).***           ***Crossing Roehampton Lane for pedestrians and cyclists.***             ***We also raised the new walking access to the Richmond Park.***  ***On 9th October we had a helpful meeting with Cllr John Locker (Cabinet member) to suggest all the above and he will discuss with Officers and come back to us.***  **JA/JR/JH/MH**  ***Claire reported that a location had been agreed for the additional gate at Richmond Park and reminded members that there is a shuttle bus that runs on Wednesdays from Alton School through the park. She encouraged that such information should be circulated in local forums and newsletters. Agreed that Joshua and Mathew would write an item in the newsletter.***  **JR/MT** |
| 8.    Start a community car club | *TfL is supportive of Community Car Clubs. Car clubs are short-term car rental services that allow member’s access to locally parked cars and pay by the minute, hour or day. Car clubs offer an alternative model to private car ownership for individuals and businesses. Car clubs reduce the need for private parking and can help more Londoners give up their cars while allowing for occasional car travel within London. London is full of car clubs, ranging from traditional 'back-to-base' returnable models to flexible one-way models, with dedicated parking bays and areas. More details can be found here:* [*https://tfl.gov.uk/modes/driving/car-clubs*](https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Ftfl.gov.uk%2Fmodes%2Fdriving%2Fcar-clubs&data=04%7C01%7CZakiya.Campbell%40roehampton.ac.uk%7C3a94d7a77d1c43d8d8cd08d96d5e6ad2%7C5fe650635c3747fbb4cce42659e607ed%7C0%7C0%7C637661074573687684%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=b8uY0h6T60bXdcZr1u92f1o%2B1ShGxnV6bGhGSLuPaIg%3D&reserved=0)    ***Agreed that no further action would be taken.*** |
| 9.    Develop more safe cycle parking spots in Roehampton | CG gathered a petition on this issue in 2019, and the Council is still working through the consultations required to put in the cycle hangars. Three have already been put in, at Cadnam Point, Overton House and Putney Vale. Several more were approved at the last Western Area Housing Panel (WHAP), and I’m told they will be installed by September - 3 at Sheffield Gardens, and 1 at Arnewood. (2 are being put in on the Ashburton Estate in West Putney ward). NB the new chair of the WAHP Cllr Jane Cooper queried the 4 in Roehampton and was apparently against Council funding being used to put such hangars in place. CG will continue to advocate for both funding sources, i.e. TFL and WBC, to be optimised.  WBC’s housing department is still working on a hangar at Highcliff Drive, but I was told recently that planning permission is needed for a hangar at this site. WBC is working on consultations on cycle parking at Woking Close and Lennox Estate.  **CG/SH** |
| 10.  Present our Roehampton Partnership on transport to the new developer (when appointed) and the Council’s regeneration team | Agreed that proposed action would remain on hold until the new developer had been confirmed. |
| 11.  Write letters to Minister / TFL / Mayor re Roehampton Partnership view on Hammersmith Bridge | MN and JA have written supporting the swift reopening of Hammersmith Bridge to the Minister Baroness Vere and to the Mayor of London Sadiq Khan. |

Other Transport Issues raised:

JA asked if there were any additional issues previously raised with TfL**.**

CG raised issues relating to transport in the area as she received complaints about bus frequency and capacity especially during the rush hour. Often buses were filled to capacity very quickly and were not frequent enough to deal with the demand in the community. James agreed to report back to the Bus Planning Team to investigate the 85 and 430 bus routes from Putney during rush hour and report back.

Our bus planning team have agreed to monitor usage on the 85 and 430 routes once schools have returned and travel patterns have started to settle into more normal routine and arrange for some surveys to be done in late September.

Based on pre-pandemic data, it is fair to say that some routes like the 85 could be quite busy during peak times. This is because both the 85 and the 265 start from locations farther south than Roehampton so there are already a fair number of passengers on board these routes by the time the pass through Roehampton. However, we have mitigated this by having additional routes (170, 419 and 430) which start from Roehampton and serve many similar locations.

**JPi**

Other concerns related to the timing of the lights at pedestrian crossings on Roehampton Lane and removal of barriers at crossings and islands. CG suggested that more protective infrastructure would make crossings safer in addition to speed and red light cameras would address these concerns. Members also raised concerns that residents no longer find Roehampton High Street accessible and members of the community are choosing to opt out of using the street at certain times.

A meeting was held between TfL and local Cllrs on 25 August to discuss these items. TfL have agreed to take these back to the business and discuss how we can improve these crossings and islands.                 **JPi**

CG also raised concerns regarding the roundabout at Asda falling apart she continued that a plan was developed in 2016 to rectify issues however there had been no change or update on progress.

JPi says he is awaiting further information regarding this item.

**JPi**Pam Harries (PH) raised concerns that the London Cycle Route on the A3 has a narrow walkway making difficult for people coming out cemetery and it was very dangerous for pedestrians. KJ requested that TfL to do a review of that area.

I have reported this matter to our Network Sponsorship team who are investigating whether a solution can be investigated.

**JPi**

James reported that whilst there were aspirations to improve Roehampton Lane, he would report back when TfL’s plans for the area were more concrete. James agreed to do walk around with CG and JA of the local area and CG to send James Asda Roundabout plans to investigate further.

TfL is looking to improve the Red Rover junction on Roehampton Lane. It is a complex five-arm junction with limited road space and poor provision for pedestrians and cyclists.

***Walk around Roehampton Lane area by JA/CG/ JPi on 25th August.***