

TRANSPORT FOR LONDON

ENVIRONMENT AND PLANNING PANEL

SUBJECT: MAYOR'S TRANSPORT STRATEGY PUBLIC DRAFT

DATE: 21 OCTOBER 2009

1 PURPOSE

- 1.1 The public draft of the Mayor's Transport Strategy (MTS) was published on 12 October 2009 as planned. This marked the start of the public consultation for the MTS which will run until 12 January 2010. The consultation is being run jointly with that for the London Plan and Economic Development Strategy, providing for the first time a whole plan for London that will help shape its future.
- 1.2 The purpose of this paper is to update the Panel on the content of the MTS and the next steps.

2 BACKGROUND

- 2.1 Preparation of the MTS has been guided by a cross GLA working group comprising; Sir Simon Milton (Chair), Cllr Daniel Moylan, Kulveer Ranger, Alex Crowley, Michèle Dix, Andrew Barry-Pursell, Kevin Austin and Chris Bonner.
- 2.2 TfL Members have also been involved throughout the process of developing the MTS. Following the paper to the TfL Board on 29 July a draft of the MTS was circulated to all Members for comment and an opportunity to meet to discuss the document provided. Comments were received and incorporated and the specific meeting offered in September to discuss these was not required.
- 2.3 The MTS together with associated documentation was formally submitted for Mayoral approval on 14 September as planned. The Mayor approved the document and it was published on 12 October.

3 OVERVIEW OF THE PUBLIC DRAFT MTS

- 3.1 The draft Mayor's Transport Strategy sets out the Mayor's vision for transport in London over the next 20 years and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision. The Strategy aligns with other Mayoral documents, such as the London Plan (the Mayor's vision for the development of the city) and the Mayor's Economic Development Strategy. The MTS must contain policies for the 'the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London.'

- 3.2 There are major challenges facing London and its transport system. Public transport is crowded and many of the roads continue to be congested. Forecast growth of both population and employment will increase the pressure further. Parts of London suffer from poor air quality and climate change is a serious issue that needs to be addressed. There is a need to strengthen the role of outer London town centres in London's economy. It is important to improve the accessibility of the transport system, to ensure the safety and security of the people using it, and ensure that journeys are as comfortable as possible. The draft Strategy aims to meet these challenges head on and seeks to develop transport solutions that maximise the potential of the whole of London.
- 3.3 Table 1 below sets out the six goals of the strategy and summarises the key proposals (note there are 35 policies and 129 proposals in the MTS document).

Table 1 Goals and proposals summary

Goals	Proposals Summary
Support economic development and population growth	<ul style="list-style-type: none"> • Bringing about a revolution in cycling in London • Creating better, more attractive streets • Implementing Crossrail
Enhancing the quality of life for all Londoners	<ul style="list-style-type: none"> • Carrying out major upgrades to the Underground and potential extensions • Improving suburban and National Rail links
Improving the Safety and Security of all Londoners	<ul style="list-style-type: none"> • Improving interchange between bus, Underground, rail and other forms of transport • Promoting strategic interchange between Inner and Outer London rail to facilitate more orbital movement
Improving transport opportunities for all Londoners	<ul style="list-style-type: none"> • Providing new links to support development – both rail and road including new east Thames river crossings • Providing travellers with better information to help them plan their journeys
Reducing transport's contribution to climate change and improving its resilience	<ul style="list-style-type: none"> • Making walking count • Making more use of the river for transporting people and goods
Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy	<ul style="list-style-type: none"> • Promoting and encouraging new, cleaner technologies such as electric vehicles • Managing the roads better with new traffic control systems and better coordinated road works

- 3.4 The Strategy is aligned with TfL's 10-year business plan and builds upon committed schemes including the Tube upgrades, Crossrail and Thameslink recognising that more is needed to meet London's predicted growth of 1.3m more people and 0.75m more jobs by 2031.

- 3.5 The Strategy supports sustainable growth across both inner and outer London. It emphasises making the most of the extensive public transport networks we have already by encouraging better integration with national rail, better and new interchanges with London Rail orbital routes to enable easier orbital trips, making more use of the river for transporting people and goods, better information, better streets and an improved urban realm, significant walking and cycling improvements, promotion and encouragement of new, cleaner technologies such as electric vehicles, and better management of the roads with new traffic control systems and better coordinated road works.
- 3.6 The Strategy also contains some new transport links to improve connectivity, support development and ease crowding and congestion. These include east Thames river crossings, Northern Line separation and extension to Battersea, a southern extension of the Bakerloo Line, Crossrail 1 extensions and the Chelsea-Hackney Line (Crossrail 2). Of note, the Strategy proposes the removal of the Western Extension of the congestion charging zone (WEZ) and the deferral of the Low Emission Zone (LEZ) phase 3 from 2010 to 2012.
- 3.7 The Strategy will deliver a 5 per cent increase in public transport, walk and cycle mode share and a corresponding 5 per cent decline in car mode share by 2031.

4 INTEGRATED IMPACT ASSESSMENT

- 4.1 The MTS is subject to a number of legal requirements and complementary assessments to show how the Strategy might affect people, places and conditions in London. TfL has prepared an Integrated Impact Assessment (IIA) of the Strategy which has enabled it to meet all of the legal requirements in relation to impact assessment simultaneously and to maximise the contribution which the Strategy can make in progressing sustainability. The IIA will be made available during the public consultation.
- 4.2 The IIA integrates the required complementary assessments in order to take into account all aspects of sustainability and includes the following assessments: Strategic Environment Assessment, Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA). It also includes an Economic Impact Assessment. Community safety, including crime and disorder, is considered as part of the HIA and EqIA. A Habitats Regulations Assessment screening exercise has also been undertaken to determine if there is potential for impacts to the integrity of Natura 2000 sites¹. Further detail about the scope of each of these assessments is provided within the IIA report.

5 ASSEMBLY AND FUNCTIONAL BODIES CONSULTATION

- 5.1 The MTS Statement of Intent was consulted on with the Assembly and the four Functional Bodies (the London Development Agency, the London Fire and Emergency Planning Authority, the Metropolitan Police Authority and TfL) and

¹ Natura 2000 is a European network of protected sites which represent areas of the highest value for natural habitats and species of plants and animals which are rare, endangered or vulnerable in the European Community.

- 5.2 In response to the Assembly and Functional Bodies consultation, TfL produced a Report to the Mayor which analysed their responses, highlighted key issues and noted how they had been considered in drafting the MTS.
- 5.3 The Mayor was required to submit a written statement to the Chair of the Assembly prior to undertaking the wider public and stakeholder consultation which set out how the Assembly comments have been dealt with in the draft MTS. The Assembly still can comment on the public draft MTS through the public consultation if it wishes.
- 5.4 For a summary of Assembly comments and responses see Appendix 2.

6 PUBLIC CONSULTATION

- 6.1 In order to promote a joined up approach to both Londoners and Stakeholders as well as to achieve value for money, an integrated communications campaign has been developed spearheaded by a single unifying advertising campaign under the banner 'Help Shape London's future'.
- 6.2 The campaign will use a multimedia approach featuring local and London wide press, roadshows, and online advertising supported by a single web portal at london.gov.uk/shaping-London. The objectives of the campaign are to raise awareness of the consultation, to encourage Londoners to visit a roadshow or call for a leaflet and to provide their views.
- 6.3 The following roadshows are planned across London and these will be staffed by TfL, LDA and GLA:

Region	Venue				
Central	Kensington 6 Nov	Liverpool Street 18 Nov	Westminster 30 Nov	City Hall 7 Dec	
North	Wood Green 2 Nov	Brent Cross 19 Nov	Leytonstone 20 Nov	Islington 25 Nov	Mill Hill 3 Dec
South	Bromley 20 Oct	Croydon 11 Nov	Sutton 24 Nov	Clapham 4 Dec	
East	Romford 22 Oct	Bexleyheath 26 Oct	Stratford 9 Nov	Canary Wharf 13 Nov	
West	Hounslow 23 Oct	Ealing 5 Nov	Harrow 16 Nov	Shepherds Bush 27Nov	

- 6.4 Together with the public consultation, there is also a programme of engagement with key stakeholders.

7 NEXT STEPS

- 7.1 On completion of the public consultation, the Strategy will be finalised and is due to be published in spring 2010. TfL will deliver the Strategy through its future annual Business Plans.
- 7.2 Subject to the outcome of the Strategy consultation, the Mayor will decide on whether or not he wishes to proceed with removal of the Western Extension. If so, he will need to make a variation order for this and other changes he is considering for further consultation.
- 7.3 Running in parallel with the MTS public consultation, the implications of the policies and proposals in the Strategy for each of London's five sub-regions (north, east, south, west and central) will be assessed ahead of the launch of TfL's sub-regional transport programme with the London boroughs in November 2009. At this, the overarching challenges for the boroughs arising from the MTS will be presented and the role of the sub-regional transport plans in addressing these will be discussed. This will be followed by individual workshops in each of the sub-regions, building on existing engagement, to agree the challenges and issues in each sub-region for an interim deliverable in December 2009.
- 7.4 The impacts of the MTS and, in due course, the sub-regional transport plans will be monitored with TfL's Travel in London Report being the main vehicle for reporting progress against the strategy for TfL and the boroughs.

8 RECOMMENDATION

- 8.1 The Panel is asked to NOTE this paper.

9 CONTACT

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Summary of Respondents to the MTS Assembly and Functional Bodies consultation

Type	Number	Names
Assembly and GLA Functional Bodies	6	London Assembly Transport Committee, London Development Agency, London Fire and Emergency Planning Authority, Metropolitan Police Authority, Olympic Delivery Authority, TfL
London Boroughs	22	Barking & Dagenham, Bexley, Waltham Forest, Bromley, City of London, City of Westminster, Ealing, Enfield, Hackney, Hammersmith & Fulham, Havering, Hillingdon, Islington, Lambeth, London Councils, Merton, Royal Borough of Kensington & Chelsea, Royal Borough of Kingston upon Thames, Sutton, Tower Hamlets, Haringey, and Wandsworth
London Political representatives	3	Jenny Jones AM (Green Party), London Assembly Democrat Group, London Assembly Labour Group
Transport and environment representative organisations	9	Campaign for Better Transport, East London Line Group, Energy Saving Trust, Friends of the Earth, London Cycling Campaign, Railfuture, Southwark Rail Users Group, Sustrans, Living Streets
Business representative organisations/ Economic and regeneration partnerships	9	Association of International Courier & Express Services, Central London Freight Quality Partnership, Central London Forward, Federation of Small Businesses, London First, London Thames Gateway Development Corporation, Motorcycle Industry Association, Park Royal Partnership, South Bank Employers Group
NDPBs	4	English Heritage, Environment Agency, Highways Agency, Port of London Authority
GLA Commissions	2	London Sustainable Development Commission, London Travelwatch
Aviation / motoring organisations	4	Association of British Drivers, BAA Gatwick, BAA Heathrow, RAC Foundation for Motoring
Local health/ community representative organisations	1	Enfield PCT

Partnerships	2	South London Partnership, West London Partnership
Disability and mobility organisations	2	Croydon Mobility Forum, London Visual Impairment Forum
Other	7	Age Concern, British Telecom, British Vehicle Rental and Leasing Association, Institute of Civil Engineers London, London Forum of Amenity and Civic Services, Network Rail, Tandridge District Council
Public and businesses	22	16 businesses, 6 members of public
Other smaller organisations	4	4 other smaller organisations
Total	97	

Summary of Assembly Comments and Responses

A précis of Assembly comments and responses is set out below:

Future Schemes

Assembly: Draft MTS should set out plans for future schemes, including unfunded schemes to increase capacity and manage demand. May be need for further capacity N-S and E-W beyond Crossrail and Thameslink.

Response: Accept: start with maximising efficiency of existing network but draft MTS also includes schemes (including DLR and Tramlink extensions, river crossing, Underground extension); also demand management measures, including the use of pricing if necessary. Also includes proposals for further and unfunded schemes and proposal to review safeguarded Chelsea-Hackney line.

Outer London

Assembly: Draft MTS needs to reflect findings of Outer London Commission; in developing outer London, care should be taken not to increase CO₂ emissions (from car use) and congestion. May need orbital links in outer London, express bus routes if there is not the case for rail; also better 'mini-radial' routes between suburbs and metropolitan town centres.

Response: The development of the three London strategies (MTS, London Plan and EDS) has been aligned and informed by OLC, and its recommendation not to pursue development centred on a few hubs, but spread development across a range of outer London centres, has been reflected in draft MTS, for example in improving connectivity into and between metropolitan town centres. Analysis does not justify fixed rail links but will consider options to improve orbital and 'mini-radial' links as suggested, and focus on radial and orbital trips (e.g. by improving interchange and rail integration).

Accessibility

Assembly: Accessibility investment has been cut and should not always be first to go in a constrained economic climate.

Response: Agree there are funding restraints but draft MTS includes proposals to improve accessibility, including step-free access at key stations and interchanges, better information and staff training.

Road user charging

Assembly: Draft MTS should set out detailed scheme options for road user charging and assessment of costs and benefits; set out framework for how public opinion would be taken into account; and involve boroughs in development of any scheme.

Response: Request for detailed scheme options and framework for public opinion not accepted. It is not clear yet that a scheme is required, or what its aims and context might be. Details of costs and benefits would be provided as and when a scheme option was developed; any scheme would be subject to public and stakeholder consultation. Agree that Mayor would work with boroughs and others in developing any such scheme.

Soft Travel Demand Management and Infrastructure Investment

Assembly: Should set out extent to which soft travel demand management can contribute to balancing capacity with demand, especially workplace travel planning. Asked for comparison of costs and benefits for demand management measures versus extra capacity.

Response: Agree that 'soft' TDM is important, and draft MTS includes proposals to use this, but its precise contribution will depend on circumstances and measures applied; potential new schemes would be subject to cost-benefit analysis as is usual, and cost details would be provided in annual Business Plan.

CO₂ Emissions reduction

Assembly: Asked for specifics on how the 60% CO₂ reduction will be met, and what proportion of vehicles would need to be electric. Also set out how modal shift will contribute and plans for investment in high capacity, low-CO₂ modes.

Response: Request to provide specific details not accepted because there are uncertainties about future technology and behaviours, but draft MTS sets out a range of policy levers (e.g. use of low carbon vehicles, promotion of sustainable modes) to achieve the overall reduction, to which the Mayor remains committed.