

**TRANSPORT FOR LONDON**

**PLANNING AND CORPORATE PANEL**

**SUBJECT: UPDATE ON DEVELOPMENT OF MAYOR'S TRANSPORT STRATEGY AND LONDON REGIONAL TRANSPORT PLANS**

**DATE: 8 JULY 2009**

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**1 PURPOSE AND DECISION REQUIRED**

- 1.1 To provide an update on the development of the new Mayor's Transport Strategy and London Regional Transport Plans. No decision is required.

**2 BACKGROUND**

- 2.1 The Statement of Intent for the new Mayor's Transport Strategy (MTS) was published for statutory consultation with the London Assembly and GLA Functional Bodies on 18 May 2009. The Statement of Intent contains the Mayor's initial thoughts on the new strategy and provides a framework for the full public consultation draft.
- 2.2 In parallel with the development of the MTS, London Regional Transport Plans are being developed for the five London regions. The development of these Plans has informed the MTS. In turn, they will reflect how the London wide challenges stated in the MTS can be addressed in the London regions.

**3 UPDATE ON MTS DEVELOPMENT**

- 3.1 Work is ongoing, under the guidance of the MTS Working Group, building on the policy proposals contained within the Statement of Intent. For each broad policy statement given in the MTS, TfL is examining a range of potential proposals that reflect the needs of London as well as views and aspirations from stakeholder engagement to date.
- 3.2 The MTS Working Group is chaired by Sir Simon Milton, with membership of Daniel Moylan (on behalf of TfL), Kulveer Ranger (Mayor's Director of Transport Policy), Alex Crowley (Mayor's political advisor), Andrew Barry-Purssell (Head of the London Plan team), Kevin Austin (Head of GLA Transport) and Michele Dix (on behalf of TfL). Michele chairs an internal TfL Strategy Board to ensure views across the modes are properly represented at the MTS Working Group.
- 3.3 Work is ongoing in identifying proposals to address the following challenge areas:
- Economic development and population growth - potential new links to relieve congestion/overcrowding problems as well as to provide 'improved connectivity' between key centres.

- (a) quality of life - proposals for improving journey experience, enhancing the built environment, improving air quality, reducing noise and improving health.
- (b) safety and security - proposals for reducing crime, fear of crime and antisocial behaviour and improving safety on the roads and on public transport.
- (c) transport opportunities for all - proposals to improve access to jobs and services for all Londoners and to support regeneration and tackle deprivation.
- (d) climate change - proposals to reduce land transport based CO<sub>2</sub> emissions and how the transport system can be adapted for climate change.

In addition, specific pieces of work are focussed on:

- (e) interchange - proposals to enhance key interchanges to improve connectivity between London's metropolitan town centres.
- (f) parking strategy - how parking policies could be amended to help meet MTS objectives, particularly to encourage economic development in outer London.
- (g) freight Strategy - how the distribution of freight could be improved, through service plans, efficiency measure and smoothing traffic flow.

- 3.4 Flowing from these, we anticipate identifying a 'core strategy'. This will set out the key schemes aimed to deliver the MTS objectives assuming various potential funding scenarios – low funding, medium funding availability and high funding availability. We will also set out what can be delivered in the short, medium and long term.
- 3.5 A key determinant of the proposals in the core strategy will be the findings of the Outer London Commission. The Commission will advise the Mayor on the extent to which growth can be encouraged in the outer boroughs and the measures required to support this. The findings will influence the new London Plan as well as the MTS and Economic Development Strategy (EDS).
- 3.6 The initial findings of the Outer London Commission are due in early July and will inform the first draft of the MTS, along with the responses from the Assembly and Functional Body consultation and other respondents. Although TfL has been delegated responsibility to produce the MTS on behalf of the Mayor a formal TfL response to the Sol is being prepared for approval at the next TfL board (29 July).
- 3.7 A programme of detailed, face to face engagement with key stakeholders on the Statement of Intent is continuing; recent engagements include CBI/ London First:- London TravelWatch, Thames Gateway London Partnership, the North London Directors' Forum and West London Partnership. The response from these groups has been positive though most are seeking more detail. The draft MTS will provide this detail.
- 3.8 The timing for the completion of the current consultation (end July), and dates required to have a draft MTS for the public consultation and Mayoral sign off (mid September), do not fit well with the dates of the meetings of TfL.

Therefore, it is proposed that the draft MTS text will be sent to TfL Board Members in early August for comment. The draft will then be refined over the summer, reflecting comments from Members. A meeting will be offered to Members in early September to discuss any comments on the draft MTS. A final draft for Mayoral approval is due to be produced in mid September. Public consultation is planned to take place alongside that on the London Plan and EDS in October (see timetable below). The programme has gone back slightly in order to accommodate findings from a housing capacity study which, when concluded, will inform the London Plan.

- 3.9 The removal of the Western Extension Zone is dependent on the completion of the MTS, therefore TfL wishes to avoid any further slippage to the timetable.

#### **4 UPDATE ON LONDON REGIONAL WORK**

- 4.1 The London Regional work is being developed alongside the MTS. This work has involved developing closer relationships with the cross borough/business partnerships that cover the London Regions. We have worked together to confirm the challenges each region faces, the key issues we are seeking to address and the range of schemes the partnership consider are needed for their region.
- 4.2 This work is informing the draft MTS. In turn, the MTS will set the framework for more detailed plans for each region. Much of the analysis to date has been based on a London wide model – LTS. However, to inform better the detailed requirements of each London region we are developing five London Regional models. These will be kept up-to-date for ongoing development and assessment of key schemes across London.
- 4.3 Detailed plans for each region highlighting key schemes and proposals will be developed in conjunction with London regional policies post the publication of the final MTS.

#### **5 TIMETABLE**

- 5.1 13 July 2009 – Responses to MTS Sol due (London Councils and the London Assembly have been given until 20 July)
- 29 July 2009 – Meeting of TfL (briefing on MTS together with the formal TfL response to the MTS Statement of Intent)
- Early August 2009 – Draft MTS sent to Members for comment
- Early September – Meeting offered to Members
- 14 September 2009 – Final draft sent to Mayor’s Office for decision
- By 28 September – Mayoral Approval to publish Public Draft of MTS
- 12 October 2009 - Publish MTS public draft alongside London Plan
- Mid October to mid January 2010 - Public Consultation
- March 2010 – Mayoral Approval to publish final MTS
- April 2010 – Publish MTS, and Variation Order for WEZ**
- April to Early June 2010 - WEZ Variation Order consultation

## **Summer 2010 – Draft Sub-Regional Plans issued**

June to July 2010 – Consultation analysis and reporting on Variation Order for WEZ

### **6 RECOMMENDATION**

- 6.1 The Planning and Corporate Panel is asked to note the contents of this paper.

### **7 CONTACT**

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