

## Board Meeting 6.7.10

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### Secretariat's Memorandum

Author : Tim Bellenger

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LTW 357

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### Mayor's Transport Strategy – final published version May 2010

#### 1 Purpose of report

- 1.1 To give an overview of the final version of the Mayor's Transport Strategy for the period up to 2031.

#### 2 Recommendations

- 2.1 Members are invited to note this report

#### 3 Background

- 3.1 London TravelWatch submitted a response to the draft Transport Strategy in December 2009. It may be viewed on the London TravelWatch website (<http://www.londontravelwatch.org.uk/document/3996/get>)
- 3.2 The Mayor has now published his final version of the Transport Strategy. It may be viewed on the GLA website (<http://www.london.gov.uk/publication/mayors-transport-strategy>).

#### 4 Commentary

- 4.1 In many ways this published Transport Strategy for the most part is substantially unchanged compared to the draft version. The extent of the changes that have been made are outlined in Appendix A.
- 4.2 It is disappointing that many of the substantive areas that London TravelWatch commented on which have implications for transport users as consumers have not been addressed. These include :
  - There is lack of commitment to further extensions to the Docklands Light Railway (DLR) and Croydon Tramlink networks which could relieve pressure on key Underground and Rail corridors;

- There is a lack of prominence for bus priority schemes or maintaining or improving the bus network – something which our recent research on bus passenger priorities for improvement showed was of great importance to passengers;
- There are no substantive proposals for new road capacity, and proposals to help manage road capacity generally by introducing road user charging have been withdrawn;
- The issue of access to health care facilities, and the need to give priority in the planning process to providing this has been totally ignored.

## **5 Equalities and inclusion implications**

- 5.1 Section 5.9 of the Mayor's Transport Strategy deals with these issues.

## **6 Financial implications**

- 6.1 The contents of this report have no specific financial implications for London TravelWatch.

## **7 Legal powers**

- 7.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider – and where it appears to it to be desirable, to make recommendations with respect to – any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the Greater London Authority Act 1999 places a duty upon London TravelWatch (as the London Transport Users Committee) to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

## **Appendix A**

### **Changes since the Draft Mayor's Transport Strategy**

#### **Overview**

Overall most of the changes in the document relate to updates to take account of events since the publication of the draft Mayor's Transport Strategy (MTS). Changes of this kind include the mention of the High Speed 2 (HS2) report published in March 2010. Other changes in the document are largely editorial in nature and there have been improvements in the clarity of some of the diagrams.

The specific changes for the main chapters, Chapters 5 and 6, which London TravelWatch commented on in our responses to the draft MTS are detailed below. The main changes in the document relate to roads, and road user charging. Whereas previously it was alluded to that road user charging could deal with congestion, now it is suggested that better management of the road network would decrease congestion, but we are not told by how much.

One area which London TravelWatch made general comments on across the document was the absence of transport dimension of healthcare. These comments do not appear to have been taken up in the document.

There have been some modifications/additions to proposals but there appears to be only one new proposal, which relates to the Olympics.

#### **Chapter 5**

##### **National Rail**

- The MTS is now forecasting 35% growth in rail passengers by 2031, which is 5% more than was in the draft;
- The 2016 completion date of the Thameslink Programme is now reflected in the MTS;
- HS2 report of March 2010 is now mentioned in the document rather than the Network Rail high speed lines study;
- Figure 32 – this diagram now includes a best and worst case scenario where no further investment is made beyond the committed schemes in rail. This is used to emphasise the MTS's argument that more investment is required to cater for forecast transport demand;
- Paragraph 262 – this is a new paragraph which advocates the consideration of new stations in London. This may reflect London TravelWatch's comments about incremental rail schemes being absent from the draft MTS;
- Proposal 8 has been slightly modified;
- Proposal 13 now includes a plea for more powers to be transferred to the Mayor in relation to suburban rail.

##### **Docklands Light Railway**

- No changes of any substance.

## **Tramlink**

- No changes of any substance.

## **London Underground**

- Some changes to further emphasise the importance of continuation of the Public-Private Partnership upgrade;
- Proposal 22 now includes Northern line upgrade 2.

## **Bus**

- Paragraph 314 now explicitly starts with the words 'Bus priority' this may reflect London TravelWatch's comments that the draft MTS did not sufficiently promote bus priority measures.

## **Roads**

- There have been some changes in emphasis and reordering of the proposals (proposal 33 is now proposal 31). Some of the proposals have also been made more detailed (32 and 35);
- Figure 42 (was figure 63) shows the mitigations for increased congestion. It is notable that road user charging is not strongly stressed as a solution to the growth in road congestion. In the draft this diagram clearly advocated the need for road user charging in the final version it is far less emphatic;
- There is a new 'spot light' on road network management.

## **Olympics**

- New section on the Olympics and an associated proposal.

## **Cycling**

- Some minor changes but nothing substantial.

## **Walking**

- Some minor changes but nothing substantial

## **Road User Charging**

- Figure 61 (figure 58 in draft) had been the primary part of the draft MTS which put a strong case for road user charging as it identified a Green House gas emissions policy gap between the measures in the draft MTS and the target reduction in carbon dioxide emissions. This graph still shows the same basic information but the policy gap is now not so obvious and road user charging not mentioned as a possible policy solution to this gap;
- Figure 63 in the draft MTS which quantified the 14% of CO<sub>2</sub> reduction which would be required from road user charging. This means that the main element of the MTS which had appeared to suggest the imminent need for the introduction of further road user charging. The figure has now been moved to earlier (now figure 42) in the document and made less emphatically in favour of charging. The paragraphs that support the diagram

now state that TfL has no plans before 2017/18 to extend congestion charging and that while it may be necessary, it would only be as a long term solution;

- Proposal 130 which relates to road user charging has been toned down.

## **Chapter 6**

This chapter describes the outcomes of the strategy by 2031. There are only two changes.

- In the draft :

Road journey time reliability expected to increase. Congestion limited to a 15% increase – would decrease with road user charging schemes;

In the final strategy :

Road journey time reliability expected to increase. Congestion limited to a 14% increase – would decrease with better management of the road network;

There is now a figure detailing how the strategy will support the Olympic legacy – a convergence of social and economic outcomes between the five Olympic boroughs and the rest of London.

## **Chapter 7**

There have only been very minor changes to the schemes listed in Chapter 7. These reflect things such as the changed completion date for Thameslink.

Other changes :

- Capacity enhancement for the Felixstowe to Nuneaton route is recognised;
- Oddly the removal of the Watford Euston stopping service from Euston is still a proposal in Chapter 7;
- The Bakerloo southern extension was previously said to be under development. It is now noted as a potential extension;
- East London Transit (Barking to Dagenham Dock) is now included with services starting in 2013;
- There have been some small changes in the walking and cycling section;
- A low emission Taxi programme has been dropped;
- National Rail's step free access programme to increase the number of stations to 160 has drifted out from 2015 to 2017.