

Board meeting 17.04.18

Secretariat memorandum

Author: Vincent Stops

Agenda item: 12
LTW583
Drafted: 09.04.18

The Mayor's Transport Strategy

1 Purpose of report

- 1.1. To update members regarding the publication of the Mayor's Transport Strategy and the changes made compared to the draft strategy.

2 Recommendation

- 2.1. Members are recommended to note the content of this report and discuss its response.

3 Background

- 3.1. The Mayor has a statutory requirement to have a transport strategy and from time to time will update it. Mayor Khan launched a draft strategy on 21 June 2017 for public consultation until 2 October 2017. Following consideration of responses, the Strategy was published in March 2018.
- 3.2. The draft Strategy was well aligned with London TravelWatch's policies.

4 Changes since the draft Strategy

- 4.1. There is now support for closing streets to improve the cycling environment. That London TravelWatch called for.
- 4.2. There is no longer any mention of extending cycle hire to include e-bikes. This will be because of the cost and benefits. Dockless cycle hire is mentioned.
- 4.3. There are some new ideas about responding to road collisions and road danger including addressing the locations with collision history. London TravelWatch called for this.
- 4.4. There is a mention of hostile vehicle mitigation in response to last year's attacks in London.
- 4.5. The scale of traffic reduction (6-7 million kms per day) to keep congestion in check is stated.

- 4.6 There is now a much stronger policy that specifically supports traffic reduction and the prioritisation of the space efficient modes. This is welcome.
- 4.7 There is an additional policy to reduce the number of freight vehicles entering central London in the morning peak. This is generally welcome, but caution is needed insofar as this may lead to larger vehicles that are unsuited to central London's streets.
- 4.8 There is a policy supportive of promoting the improvement of rail outside of London. London TravelWatch called for this.
- 4.9 A significant change is in the wording of the roads pricing Proposal 21. The proposal now states that 'TfL will investigate proposals for ... road user charging' and 'TfL will develop the design, operation and technical elements of these proposals...' London TravelWatch has called for these investigations.
- 4.10 There is greater emphasis on improved public transport that is welcome.
- 4.11 There is a greater emphasis on the safety of the transport network, extending 'Vision Zero' from just road safety to all modes.
- 4.12 There is greater emphasis on improving accessibility and inclusivity that is welcome.
- 4.13 There is more emphasis on improving the accessibility of bus services including hail and Ride services. This has been called for by London TravelWatch and is welcome.
- 4.14 There are commitments to deliver TfL's 'Road Map for Assisted Transport Services'. This is welcome, but will mean substantial change and innovation.
- 4.15 There is recognition of the step change needed to improve bus services – 'Trip times must be comparable to car journey times'. This is welcome
- 4.16 There is new text that states:

'Bus services will be focused on streets where high-quality bus priority can be provided, ensuring reliable and quick services. In central London, bus services could be concentrated on streets where they can be given the high priority required and thereby significantly increase reliability. Concentrating services on to fewer routes with higher frequencies on these streets would reduce waiting times for most passengers and offer a simpler network for all bus passengers.'

In addition, there is a proposal:

'The Mayor, through TfL, will adjust bus service volumes, and consider new types of bus service, to support measures to reduce car use in conjunction with improvements to rail services and walking and cycling environments.'

It is unclear what this will mean, but there may well be substantial change to how bus services are to operate in Central London, perhaps building on the Oxford Street proposals. It may mean less direct services and more changes for passengers.

- 4.17 There is a more about interchange including an acknowledgement that 'Lewisham needs a major upgrade'.

5 Discussion and recommendations

- 5.1. The draft Mayor's Transport Strategy was well aligned with London TravelWatch's priorities. The subsequent changes are generally welcome and many are in response to London TravelWatch's submission.
- 5.2. In particular, the commitment to investigate road user charging is welcome as it enables much of the strategy to be achieved and will contribute to its funding. However, there is still a large question mark as to the delivery of road user charging because of public reaction to such a proposal.
- 5.3. The other very welcome addition is to include Hail and Ride bus stops in the proposal to improve the accessibility of the bus network. However, this too will be difficult to deliver given the demand for parking on many of the streets these buses serve.
- 5.4. In considering what London TravelWatch might do to promote user interests that will also be distinctive from others and build on our present work, members are recommended to consider:
- Promoting road user charging;
 - The introduction of fixed bus stops to Hail and Ride sections of bus services;
 - Seeking a step change in the management of highways obstructions by London boroughs;
 - Press TfL to adopt our interchange standards and include us in the early stages of design;
 - Invite TfL to talk to London TravelWatch as soon as possible about their proposals for change to bus services in Central London

In the first instance, this could mean inviting TfL to discuss with members how it might progress these Mayor's Transport Strategy proposals.

6 London TravelWatch priority

- 6.1. Consideration of the Mayor's Transport Strategy is fundamental to the work of London TravelWatch.

7 Equalities and inclusion implications

- 7.1. The issues discussed in this report broadly cover equalities and inclusion.

8 Legal powers

- 8.1. 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 the Committee 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).

9 Financial implications

- 9.1. There are no financial implications for London TravelWatch arising from this report.