

Committee(s)	Dated:
Planning & Transportation Committee – For decision	03102017
Subject: Draft Mayor’s Transport Strategy	Public
Report of: Steve Presland	For Decision
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Summary

The draft Mayor’s Transport Strategy (MTS) was published on 21 June 2017, and sets out the Mayor’s policies and proposals for transport to 2041. This report summarises the policies and proposals, and our response to them. The City Corporation’s full response is provided in Appendix 1. A full list of policies and proposals can be found in Appendix 2.

The draft MTS recognises that reducing car use, including taxis and private hire vehicles, is key to addressing London’s transport challenges. It sets an ambitious target of reducing the London wide mode share for car trips to 20 per cent by 2041 (currently 36 per cent). Additional aims include reducing the number of people killed and seriously injured on London’s streets, reducing vehicle emissions and freight traffic, improving the experience of using public transport, and supporting the growth of London.

The Healthy Streets Approach provides the overarching framework for delivering the Strategy. This innovative approach to the design and management of streets and the wider transport network puts improving Londoners’ health and quality of life at the heart of transport decision making.

Overall, the City Corporation is supportive of the Strategy and welcomes the emphasis on traffic reduction and application of the Healthy Streets Approach. The delivery of the MTS will support corporate objectives and help ensure that the City, and London as a whole, remains an attractive place to live, work, invest and visit.

Recommendations

Members are asked to:

- Agree the City of London Corporations response for the Mayor’s Transport Strategy

Main Report

Background

1. The draft Mayor's Transport Strategy (MTS) was published for public consultation on 21 June 2017. The draft Strategy includes a number of consultation questions and these have been used to structure the City Corporation's response (Appendix 1).
2. The Executive Summary has been included with these papers and the full Strategy can be found at https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf
3. The closing date for responses is 2 October 2017, however Transport for London (TfL) has been advised that, due to the timing of this Committee meeting, the City Corporation's response will be submitted shortly after the deadline.
4. The MTS is a statutory document that sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. Each Mayor has produced a Strategy and the last Mayor's Transport Strategy was published in 2010.
5. The City and boroughs are required to support the delivery of the MTS and set out how they will do so in their Local Implementation Plan (LIP). The deadline for submitting LIPs to TfL for approval is October 2018 (approximately 12 months after the final MTS is published).

Mayor's Transport Strategy summary and City Corporation response

6. There are 24 Policies and 103 Proposals set out in the MTS, which are split into the following themes:
 - Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
 - Delivering the vision
7. A summary of the MTS policies and proposals, and the City Corporation's response to them, is set out below. The full City Corporation response can be found in Appendix 1 and a full list of policies and proposals is provided in Appendix 2.

The Challenge

8. The MTS identifies the key transport challenges facing London as:
 - Streets catering for cars at the expense of active travel and social interaction, with associated congestion, pollution and road danger
 - Overcrowding and unreliable public transport
 - Population growth resulting increased demand for more transport capacity and new homes

The Vision

9. The Mayor's Vision is to 'create a future London that is not only home to more people, but is a better place for all of those people to live and work in'. The overall aim of the MTS for 2041 is 'for 80 per cent of Londoners' trips to be on foot, on cycle or by using public transport' (currently 64 per cent).
10. To support the vision and overarching aim, the strategy proposes the following further aims:
 - by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day
 - for no one to be killed in, or by, a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from our streets by 2041
 - for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050
 - by 2041, to reduce traffic volumes by about 6 million vehicle kilometres per day, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public
 - to open Crossrail 2 by 2033
 - to create a London suburban metro by the late 2020s, with suburban rail services being devolved to the Mayor
 - to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared with the full network
 - to apply the principles of 'good growth' to ensure increasing population and employment does not lead to increased traffic.
11. The City Corporation supports the vision and aims of the MTS and welcomes the adoption of the Healthy Streets Approach as the overarching framework for delivery.

Healthy Streets & Healthy People

12. The MTS proposes to:
 - improve the experience of walking and cycling
 - adopt a Vision Zero approach to reduce road danger
 - ensure that crime and the fear of crime remain low
 - prioritise space-efficient modes to tackle congestion
 - reduce emissions and ensure resilience to climate change
13. The City Corporation supports these proposals, in particular reducing the dominance of vehicle traffic in central London. The ambition to eliminate death and serious injury on the Capital's streets through the adoption of Vision Zero is welcomed. However the need to reduce slight injuries also needs to be addressed. Clarity on the proposal to allow motorcycles into bus lanes is required as the safety benefits are inconclusive.

A Good Public Transport Experience

14. The MTS proposes to encourage greater use of public transport by:
- providing an attractive whole journey experience
 - ensuring public transport is affordable
 - improving customer service
 - improving accessibility
 - transforming the bus network
 - improving journey times and overcrowding on rail services
 - ensuring river services, regional and national rail connections, taxis and private hires contribute to the public transport system
15. Overall the City supports these proposals. However, the proposal to make greater provision for bus priority lanes, junctions and signals, and to deliver new bus priority corridors and protect existing bus priority in Central London, are not supported in their current form. The Bank on Safety scheme has demonstrated that effective bus priority can be delivered through a more holistic programme of traffic reduction that also offers significant benefits to people travelling on foot and by bike.
16. It is noted that the MTS lacks specific proposals to reduce the use of taxis and private hire vehicles. Taxis and private hire vehicles make up a significant proportion of traffic in central London and achieving the aim of reducing 10-15% of traffic by 2041 will require a reduction in these vehicle types, particularly private hire vehicles.

New Homes and Jobs

17. The proposals for this theme are concerned with ensuring new homes and jobs are delivered in line with the principles of 'good growth'. This includes delivering new rail links, extensions and stations, new river crossings and building homes on TfL land.
18. The City supports and agrees with the principles of good growth, and strongly supports the proposal to ensure delivery and servicing plans facilitate re-timing and re-modelling of freight and servicing trips.
19. The City supports all proposals that aim to increase capacity, connectivity and interchange for the rail network across London. However the MTS makes only passing reference to support for international rail connections.
20. The City supports and encourages expansion and capacity increases at all London airports. As such, the City Corporation does not agree with the proposal to oppose the expansion of Heathrow airport.

Delivering the Vision

21. The MTS proposes that the vision will be delivered by:
- ensuring changing technology contributes positively to the aims of the strategy

- collaborative working between TfL, boroughs and the government
- funding transport improvements through more efficient and fairer means
- monitoring and reporting to ensure delivery is on track.

22. The City supports the proposals associated with delivering the vision. Proposals for the Mayor to work with central Government to secure additional powers for the City of London and London boroughs as well as the GLA are particularly welcomed.

23. The City notes that the funding for this ambitious strategy will be a particular challenge for TfL. The City expects that the shift to active travel will potentially reduce farebox income, and so the reliance on transport fares as a source of income should be reduced accordingly, with any shortfall made up through other income streams.

24. The City suggests that funding for major schemes on the Transport for London's Road Network and on City and borough streets should be combined to a single funding pot, so that schemes are prioritised in accordance with the Healthy Streets Approach and the benefits they will deliver.

Corporate & Strategic Implications

25. The Mayor's Transport Strategy is a statutory document, which the City needs to consider amongst its own policies.

26. The MTS will support the delivery of the City's Corporate Plan, including investment in the transport network, 'keeping London moving' and cycle safety, as well as improving air quality.

Conclusion

27. The third Mayor's Transport Strategy is an ambitious strategy, which focuses on putting people first in the planning and transformation of London's transport system. Improving Londoner's health and reducing the reliance on private cars are recurring themes in the strategy, and the City Corporation supports the aims and ambitions of the plan.

28. There are a few specific policies and proposals that the City requests clarity on or believe need to be reviewed, however the majority of the strategy supports the City Corporation corporate aims and priorities.

Appendices

- Appendix 1 – Response to consultation questions
- Appendix 2 – List of MTS policies and proposals

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Appendix 1 – Response to consultation questions City of London Corporation Response to the Draft Mayor’s Transport Strategy

The City of London Corporation has a role and remit that goes beyond that of an ordinary local authority with three main aims:

- to support and promote London as the world's leading international financial and business centre and attract new business to the Capital and the whole UK
- to work in partnership with local communities to increase skills, employment and opportunities for all Londoners, including through the City Bridge Trust
- to enhance the Capital as a hub of culture, history and green spaces for Londoners – residents, workers, and visitors

This document sets out the City of London Corporation’s response to the Draft Mayor’s Transport Strategy.

Summary

- The City Corporation supports the overall vision of the Mayor’s Transport Strategy to ‘create a future London that is not only home to more people, but is a better place for all of those people to live in’. The central aim of the Strategy that, by 2041, 80 per cent of Londoners’ trips will be made on foot, by cycle or using public transport, is also supported.
- The City Corporation supports the application of the Healthy Streets Approach as the overarching framework for delivering the aims of the strategy. Putting human health and experience at the heart of transport decision making and investment is vital to ensuring London remains an attractive place to live, work and visit, and to visit.
- Measures to improve the public transport network, including the delivery of Crossrail 2 by 2033, improvements to accessibility and the transition of the entire bus fleet to zero emission by 2037 are welcomed. Given the scale of the air quality problem in central London, the City would support a more ambitious target for cleaning up the bus fleet in the final strategy.
- The City Corporation supports the Strategy’s aim to significantly reduce the amount of traffic on London’s streets by 2041, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public. This aim is considered critical for the achievement of other aims around road danger reduction and active travel. A review of the Congestion Charge, and provisions for local road pricing schemes are supported by the City Corporation.
- The Strategy adopts a ‘Vision Zero’ approach to road danger reduction, aiming to eliminate deaths and serious injuries on London’s streets by 2041. While this aim is considered a significant challenge for the City, given the high numbers of people walking and cycling in the Square Mile, it is fully supported.
- The City Corporation supports proposals to review the bus network and would like to see traffic reduction included in the suite of measures to deliver bus priority schemes.

Chapter 1 – The Challenge

London faces a number of growing challenges to the sustainability of its transport system. To re-examine the way people move about the city in the context of these challenges, it is important that they have been correctly identified.

Please provide your views on the challenges outlined in the strategy, and describe any others you think should be considered.

1. The City Corporation agrees with the three identified challenge areas. Ensuring that London has a comprehensive and fit for purpose street and transport network to enable the Capital's significant forecast growth is a key challenge. An ambitious transport strategy will help grow the London and UK economy and support London as the world's leading place to live and do business. The challenge of reducing traffic dominance of London streets is vital for supporting this growth, and shaping London as a place where society to flourish, where people feel safe and enjoy a good quality of life.
2. A significant challenge that is not mentioned is future developments in transport. The time horizon for the Strategy is long, so there are likely to be significant changes in travel habits and demand over this time. The strategy needs to address this challenge to ensure that the potentially rapid development of technology in day-to-day use, as well as the transport sector, delivers benefits for London by contributing to, rather than working against the Mayor's vision.
3. The challenge of affordability is significant, both for authorities charged with delivering this strategy, and for the users of London's transport system. The work of the Mayor since his election on making transport fares more affordable is welcomed, but the impact of this policy along with other budget constraints presents a significant challenge to delivering the Strategy. To achieve the vision and central aim of the strategy, TfL and the GLA must work closely with boroughs and the City of London on ambitious and innovative approaches to transport and income generation.

Chapter 2 – The Vision

The Mayor's vision is to create a future London that is not only home to more people, but is a better place for all of those people to live and work in. The aim is that, by 2041, 80 per cent of Londoners' trips will be made on foot, by cycle or using public transport.

To what extent do you support or oppose this proposed vision and its central aim?

4. The City Corporation supports this vision and central aim and welcomes the application of the Healthy Streets Approach as the overarching framework for the Strategy.
5. Applying the Healthy Streets Approach in a central London context will aid the City Corporation's ongoing support for active travel and help improve the experience of people choosing to walk, cycle and use public transport. It is essential that TfL responds positively to this step change in the management and delivery of transport in London. This includes ensuring that appropriate public health skills and resources are in place to oversee the implementation of the Healthy Streets Approach.
6. The vision and central aim of modal shift away from the car will support the City Corporation's work to improve air quality, public health and the public realm.
7. Mode shift away from the private car, taxis and private hire vehicles will also support the efficiency of the freight and servicing that is required by City businesses.

To support this vision, the strategy proposes to pursue the following further aims:

- *by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day*
- *for no one to be killed in, or by, a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from our streets by 2041*
- *for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050*
- *by 2041, to reduce traffic volumes by about 6 million vehicle kilometres per day, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public*
- *to open Crossrail 2 by 2033*
- *to create a London suburban metro by the late 2020s, with suburban rail services being devolved to the Mayor*
- *to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to*

make a public transport journey on the step-free network compared with the full network

- *to apply the principles of good growth*

– To what extent do you agree or disagree with the aims set out in this chapter?

8. The City Corporation supports all the further aims of the Strategy, with the following comments:
9. The City Corporation welcomes policies and proposals to improve the liveability of London as a whole. Improving quality of life across the Capital is vital to ensuring London remains an attractive place to live, work, invest and visit. The acknowledgement of spatial differences between central, inner and outer London in the Vision is welcomed, but this approach does not appear to carry through to the rest of the Strategy, and is not included in most policies and proposals.
10. Peak time travel within the City of London is dominated by 'last mile' trips from transport hubs to places of work – predominantly undertaken on foot. The aim to encourage active travel and support the large numbers of people choosing to walk and cycle in the Square Mile is supported. Improvements to the whole journey are important, and policies to improve walking and cycling access to public transport in inner and outer London is also vital to the accessibility of the City.
11. The City Corporation supports the adoption of 'Vision Zero' by 2041. This is an ambitious aim for the Square Mile where the numbers of people walking and cycling are especially high. It is clear that significantly reducing the number of motor vehicles will play a key role in achieving Vision Zero, and that this will not happen in the short term. A programme needs to be implemented as a priority to ensure the most short term safety targets in 2022 are achievable – including an ambitious approach to reducing casualties on the TLRN. This programme may include projects aimed at reducing vehicle speeds, targeted campaigns and enforcement against poor driver behaviour.
12. Poor air quality is a major concern for the City Corporation. Buses make up a significant proportion of vehicles in the City and the aim for all buses to be zero emission is welcomed. The strategy could, however, be more ambitious in the timescale for achieving this. Similarly, while the aim for all new vehicles to be zero emission by 2040 and the entire network being zero emission by 2050 are supported. Again these targets could be more ambitious given the rapid development of zero emission technologies and recent announcements by Government. The Strategy should ensure that London remains a leader in this vital area and does not simply follow national policy.
13. While Crossrail 2 does not directly serve the City, the scheme will provide a significant increase in capacity to London's congested transport network, and is a key requirement to support the High Speed 2 link. The scheme will support growth and provide access to thousands of new homes and jobs. The City Corporation supports the delivery of Crossrail 2 as soon as possible.

14. The benefits to the rail network through devolution of suburban metro services are clear from the success of the London Overground network. The City Corporation supports the devolution of these services to the Mayor to increase the attractiveness of London as a world class city to live and work, and to benefit of the thousands of commuters already using the rail network to access jobs in the City.
15. Improvements to support accessibility of the rail and Underground network are supported. The City Corporation encourages the Mayor and TfL to explore ways to accelerate the timetable for these improvements.
16. For all aims in the Strategy, the City Corporation would welcome short and medium term targets where only long term targets are stated. Providing interim targets, particularly for challenging areas such as Vision Zero, modal shift and reducing emissions will help drive more urgent change, ensure timely delivery of policies and allow for improved monitoring.

Chapter 3 – Healthy Streets and Healthy People

Policy 1 and proposals 1-8 set out the Mayor's draft plans for improving walking and cycling environments (see pages 46 to 58).

To what extent do you agree or disagree that these plans would achieve an improved environment for walking and cycling? Please also describe any other measures you think should be included.

17. The City Corporation agrees that the plans will help provide an improved environment for walking and cycling, but the different approaches to delivering this in central, inner and outer London should be acknowledged. Pedestrians and cyclists are the predominant users of City streets and the City Corporation is continuously seeking to improve the environment and safety of these groups.
18. The City Corporation would support the inclusion of proposals to improve facilities for pedestrians and cyclists during street works. Construction, utility work and street maintenance are a constant in the centre of a growing city and it is essential to provide effective and safe passage for pedestrians and cyclists through areas of work.
19. The City Corporation would also support proposals that encourage modal shift from public transport to walking or cycling where appropriate in central London, especially for short trips where they are a feasible alternative. This would help alleviate some of the congestion on public transport at peak times, and potentially reduce the number of buses on central London streets.
20. The City Corporation particularly supports Proposal 2 (reducing the dominance of vehicle traffic in central London). This is likely to be one of the key proposals to achieve the improvement in walking and cycling environments in the Square Mile. Reducing traffic will support the take up of cycling amongst groups of people who are currently discouraged by high volumes of traffic and safety concerns, particularly on streets that are not suitable for protected cycling infrastructure.
21. Improvements to the street environment will also support businesses and investment, and make central London a more attractive place to work and visit.
22. The City Corporation would welcome clarity/consideration of;
 - Providing more cycle parking (Proposal 1C). While this is important; places where it is most needed are often the most congested i.e. public transport interchanges and the public space around them at peak times. More cycle parking is vital, but provision cannot be detrimental to the quality and quantity of space for people walking.
 - The delivery of new cycle routes and improved infrastructure (Proposal 3). The City Corporation would expect the Strategy to provide more clarity on how the competing demands for street space will be managed to enable the

delivery of cycle infrastructure without negatively impacting pedestrian movement, or significantly impacting bus passengers or freight and servicing.

23. Introducing a Street User Hierarchy into the strategy would help support the delivery of Healthy Streets, particularly Policy 1 and associated proposals. This would provide a clear statement of intent for the delivery and prioritisation of Healthy Streets and active travel. The inclusion of a Street User Hierarchy should be accompanied by a clear process for setting the priorities for individual streets that takes account of local context and the role of the street in the wider transport network.

Policy 2 and proposals 9-11 set out the Mayor's draft plans to reduce road danger and improve personal safety and security (see pages 62 to 67).

To what extent do you agree or disagree that these plans would reduce road danger and improve personal safety and security? Please also describe any other measures you think should be included.

24. The City Corporation supports the adoption of Vision Zero and ambitious targets to reduce the number of people killed or seriously injured on London's streets.

25. While Vision Zero provides a clear statement on managing fatal and serious injuries, the strategy does not cover slight injuries, which can still be significant. A clear statement on the ambition to reduce slight injuries should be included in the Strategy.

26. High and increasing levels of walking and cycling in the City makes achieving the targets more difficult, but also more important. Achievement of the targets in the strategy will require radical changes to the way that all streets, including the TLRN, are used and managed. The strategy should make clear how TfL will deliver Vision Zero on its own street and road network.

27. The City Corporation welcomes measures associated with motorcycle training and safety, as motorcyclists have the highest incidence of risk of injury of any vulnerable road user. Motorcyclists are also involved in a relatively high percentage of injury to other road users, in particular pedestrians.

28. The City Corporation endorses any proposals that improve the visibility of vulnerable road users and Direct Vision lorries are a move in the right direction. Similarly with buses, any intervention to improve safety, both in the design of and training of drivers to look out for vulnerable road users and drive defensively are welcomed.

29. The City Corporation would wish to participate in the programme to achieve Vision Zero (Proposal 10). A Road Danger Reduction Partnership of TfL, City officers, GLA and the City Police, already exists and this might be a model that all

London Boroughs would follow. As the conditions in central, inner and outer London differ, regional partnerships could be the best approach. Some clarity would be welcome on what information the joint report would provide. The preparation of this programme also needs to be a priority, to allow sufficient time for 2022 targets to be achieved.

30. The City Corporation does not support the Mayor's stance on allowing motorcycles into bus lanes (Proposal 11C). The evidence of the safety benefits is currently inconclusive. It is known that the high speed passing of large engine bikes can alarm cyclists and is therefore likely to discourage less experienced cyclists.
31. There is no reference in the Strategy to the increased risk of collision and injuries involving electric and zero emission vehicles due to their lower levels of noise. Proposals on how this might be addressed in light of the predicted uptake in electric vehicles while also supporting efforts to reduce noise disturbance would be welcomed.

Policy 3 and proposals 12-14 set out the Mayor's draft plans to ensure that crime and the fear of crime remain low on London's streets and transport system (see pages 68 to 69).

To what extent do you agree or disagree that these plans would ensure that crime and the fear of crime remain low on London's streets and transport system? Please also describe any other measures you think should be included.

32. The City Corporation agrees with the policy and proposals to keep crime levels low and reduce crime and the fear of crime on streets and the public transport network.
33. The proposal to design secure environments is supported. Measures to improve security should contribute to the delivery of the Healthy Streets Approach and not negatively impact on people's ability to walk, cycle and use public transport, or spend time on London's streets.

Policy 4 and proposals 15-17 set out the Mayor's draft plans to prioritise space-efficient modes of transport to tackle congestion and improve the efficiency of streets for essential traffic, including freight (see pages 70 to 78).

To what extent do you agree or disagree that these plans would tackle congestion and improve the efficiency of streets? Please also describe any other measures you think should be included.

The City Corporation supports tackling congestion and improving the efficiency of streets for essential traffic, and the associated proposals.

34. The City Corporation supports this policy, but 'essential traffic' needs to be clearly defined as including walking, cycling, public transport, freight and private transport for people with particular access needs. It should also take account of the variation in the traffic mix across the City, central, inner and outer London, and at different times of day. For example, freight makes up around a third of the City's motorised traffic. As such, there must also be a significant reduction in goods vehicles in central London to tackle congestion and improve the efficiency of streets.
35. Proposal 15a (targeted approaches to individual sectors) is supported. Working with the freight industry is important as efficiencies and measures from the supply side have a major part to play in reducing the impact of freight traffic. The Mayor is in a strong position to work with the industry for the whole of London.
36. With regards to Proposal 15b (planning a strategic consolidation and distribution network), the City corporation is actively pursuing opportunities for consolidation of deliveries to businesses in the Square Mile. A London-wide strategic consolidation and distribution network should be developed to ensure that the network does not add additional vehicle mileage through central London.
37. The City Corporation supports proposals to discourage personal deliveries to central London businesses (Proposal 15e), but a blanket ban is not considered workable or desirable for the diverse range of businesses in the City.
38. The City Corporation supports Proposal 17 (provision of car clubs) in inner and outer London where the provision of car clubs could assist in reducing the number of car trips. The City Corporation would like to ensure that any encouragement in car club schemes does not result in an increase in private car trips in the City or central London.
39. Proposals to limit the number of Private Hire Vehicles (PHVs), and manage driver behaviour to reduce the number of vehicles 'circulating' while awaiting a fare are an important part of reducing traffic. A statement on how Taxis and PHVs will be managed to improve the efficiency of the street network should be included in the strategy.

Proposals 18 and 19 set out the Mayor's proposed approach to road user charging (see pages 81 to 83).

To what extent do you agree or disagree with this proposed approach to road user charges? Please also describe any other measures you think should be included.

40. The City Corporation supports these proposals and this approach; being wholly within the charging zones, they have a direct impact on traffic volumes and timings, and air quality in the City.

41. The City Corporation would welcome advancements in the various charging systems to ensure they stay relevant, efficient and impactful. As the basis of the Strategy is modal shift from the car, enhanced or improved versions of the current charging schemes are likely to be a key component in delivering the 80% mode share target for walking, cycling and public transport.
42. Timescales for undertaking a review of the Congestion Charge should be included in the Strategy. The long lead-in for any major changes to the charging scheme should be recognised and interim measures such as charging PHVs should be considered until a full review can be undertaken.

Proposals 20 and 21 set out the Mayor's proposed approach to localised traffic reduction strategies (see page 83).

To what extent do you agree or disagree with this approach? Please also describe any other measures you think should be included.

43. The City Corporation supports this approach and the proposals. The City Corporation welcomes support from the Mayor and TfL for the City of London and boroughs to consider local traffic-reduction strategies and traffic demand management measures.
44. Locally developed measures should be managed appropriately and there must be communication between TfL and neighbouring boroughs to ensure collaborative planning. Consideration must be given to ensuring any measures do not displace traffic to other boroughs. The relationship between local charging schemes and any future London-wide charging scheme (and existing Congestion Charge, if required) would need to be carefully managed. TfL should retain an overview of schemes, and ensure transparency with the development of a Congestion Charge review to ensure that efforts are not duplicated resulting in unnecessary investment by boroughs.

Policies 5 and 6 and proposals 22-40 set out the Mayor's draft plans to reduce emissions from road and rail transport, and other sources, to help London become a zero carbon city (see pages 86 to 103).

To what extent do you agree or disagree that these plans would help London become a zero carbon city? Please also describe any other measures you think should be included.

45. The City Corporation supports these plans to reduce transport emissions, but a clear statement on the need to first reduce traffic, and then reduce emissions from remaining vehicles, in order to improve air quality should be included in the Strategy.
46. The City Corporation supports the implementation of the Ultra Low Emission Zone in 2019. Given the emission profile of Euro IV HGVs, the expansion of the ULEZ for HGVs by 2020 is supported. Due to the cost of new HGV vehicles, an

appropriate certified retrofit system should be in place in advance of implementation. In light of the large reduction in NO_x achieved by fitting selective catalytic reduction to London buses, it is likely that a similar system could be very effective for reducing emissions of NO_x from HGVs.

47. Comment cannot be given on the proposal to expand the ULEZ to inner London for all other vehicles by 2021 until the feasibility study has been produced.
48. Additional measures to remove diesel private hire vehicles (PHV) from the fleet in the shortest possible time should be included in the Strategy. It is the City Corporation's view that no new diesel PHVs should be licenced and that existing licences for diesel PHVs should be phased out from 2020. These are some of the vehicles that travel the greatest distance in central London and alternatives to diesel are readily available. Consequently, there are large benefits to be gained by targeting these for emission reduction. A cap on the total number of PHV licences issued, and removing PHV exemptions for the Congestion Charge and T Charge should also be included in the Strategy.
49. Interventions such as zero emission only taxi ranks/rest bays and ULEV only streets would support the transition to Zero Emission Capable Taxis (Proposal 28) and the usage generally of ULEVs (Proposal 31).

Policies 7 and 8 and proposals 41- 47 set out the Mayor's draft plans to protect the natural and built environment, to ensure transport resilience to climate change, and to minimise transport-related noise and vibration (see pages 104 to 111).

To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

50. The City Corporation supports these plans and proposals to protect the natural and built environment, and minimise the impact of transport.
51. Proposals 46 and 47 should align with the emerging GLA Environment Strategy.
52. The operation and maintenance of London Underground, as well as National Rail should be included in proposal 47.
53. Helicopter noise can be a significant disturbance in central London, particularly to residents. Measures to address this should be included in this section of the Strategy.

Chapter 4 – A Good Public Transport Experience

Policy 9 and proposal 48 set out the Mayor’s draft plans to provide an attractive whole-journey experience that will encourage greater use of public transport, walking and cycling (see pages 118 to 119).

To what extent do you agree or disagree that these plans would provide an attractive whole journey experience? Please also describe any other measures you think should be included.

54. The City Corporation supports policies and proposals to improve the streets around stations. The majority of trips made to the City are undertaken by public transport, walking or cycling, with a large proportion of City workers arriving into the Square Mile by public transport and completing the last mile on foot. Street improvements and the environment around public transport stops and stations will ensure journeys made to the City are pleasant, and provide a welcoming and positive first impression.

55. Policy 9 and Proposal 48 should also include the need to improve the safety, quality and accessibility of walking and cycling routes to and from public transport.

Policies 10 and 11 and proposals 49 and 50 set out the Mayor’s draft plans to ensure public transport is affordable and to improve customer service (see pages 121 to 125).

To what extent do you agree or disagree that these plans would improve customer service and affordability of public transport? Please also describe any other measures you think should be included.

56. The City Corporation supports policies to set fares at affordable levels for all Londoners, including those served by undeveloped National Rail. Londoners already pay higher public transport fares than in other world cities, so keeping fares at an affordable level is an important part of London remaining competitive on the world stage.

57. The proposal to improve customer service is welcomed, and a focus on ‘getting the basics right’ is important. The success of the London Overground has demonstrated the value of this approach in improving passenger satisfaction.

58. Making the most of new technology for the proactive distribution of information to passengers is welcomed, but the value of having staff available to provide information for those unable to use these technologies should not be underestimated and adequate staffing of stations should be maintained.

Policy 12 and proposals 51 and 52 set out the Mayor's draft plans to improve the accessibility of the transport system, including an Accessibility Implementation Plan (see pages 127 to 129).

To what extent do you agree or disagree that these plans would improve accessibility of the transport system? Please also describe any other measures you think should be included.

59. Policies and proposals to improve the accessibility of the transport network are supported. Bank Underground station is already undergoing upgrades to provide step-free access, and the City supports the expansion of step-free access and improving the quality of the public transport system to help facilitate accessibility and mobility. Options to accelerate the programme of accessibility improvements should be explored.

60. Improvements to stations and services in outer London that will ensure that the whole journey is accessible for more people are supported.

Policy 13 and proposals 53 and 54 set out the Mayor's draft plans to transform the bus network; to ensure it offers faster, more reliable, comfortable and convenient travel where it is needed (see pages 133 to 137).

To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included

61. The policies and proposals to transform the bus network are partially supported.

62. The City Corporation recognises that the bus network is inefficient in central London and agrees that the quality of services need to be improved. The City Corporation looks forward to working with TfL to review the bus network in the City. The completion of Crossrail provides a significant opportunity for updates to the network, but any changes in routes and frequency need to take into account the significant fare gap between bus and rail-based modes.

63. The proposals to make greater provision for bus priority lanes, junctions and signals to prioritise buses over other vehicular traffic, and to deliver new bus priority corridors and protect existing bus priority in central London are not supported in their current form. The City Corporation has delivered significant bus priority as an additional benefit of the Bank on Safety Interim Scheme. The scheme is transformative to the whole City area. As a consequence, this requires a long term review as part of the agreed 18 month monitoring period before a decision on further bus infrastructure investment on City streets can be made. The Bank on Safety scheme has demonstrated that effective bus priority can be delivered through a more holistic programme of improvements that are not traditional bus priority projects, but offer significant traffic reduction that also benefits people travelling on foot and by bike. TfL are encouraged to work with the City Corporation on taking a wider view of how bus services can be improved.

Policy 14 and proposals 55 to 67 set out the Mayor's draft plans to improve rail services by improving journey times and tackling crowding (see pages 140 to 166).

To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

64. The City Corporation supports policies and proposals to improve rail-based services in London. A number of public transport lines and routes that terminate and run through the City already suffer overcrowding at peak times. Additional capacity is vital for the City to accommodate employment growth, and to provide an improved quality of journey for existing commuters. The ambition of the target to increase capacity by 80 per cent by 2041 is welcomed, but represents a significant technical and financial challenge. The Mayor must ensure that the resources are allocated to realise this level of ambition.
65. In the short term, proposals to improve real-time information on congestion and crowding to passengers are welcomed – allowing passengers to make informed decisions about how and when they choose to travel. It is recognised however, that this approach will not deliver the additional capacity required to serve the growing City population.
66. Crossrail 2 is a vital part of this additional capacity. While the new line would not directly serve the City, the knock-on capacity increases that the scheme can deliver on the West Anglia Main Line is vital, particularly in improving links from Stansted Airport. The funding of the scheme remains unclear, and while the principle of a new Mayoral CIL to contribute to the scheme funding is supported, the City Corporation has concerns over the level of this proposed charge, which may deter investment in the City.
67. Continued investment in rail-based networks is welcomed, and the City Corporation looks forward to the opening of the Elizabeth Line in 2019. The City also looks forward to working with TfL as the project comes to completion to ensure that the line delivers maximum benefit for London and to keep the level of service under review through the 2020s.
68. The planned upgrades to the Tube network are supported. The modernisation of the sub-surface lines in particular is important for linking the City to London National Rail Terminals, and an increase to the frequency and reliability of these services is long overdue. The planned upgrades are vital to the ongoing international competitiveness of London, and it is vital that the programme is delivered to the timetable set out in the Transport Strategy. Station capacity enhancements to help realise the improvements in public transport services are supported. These enhancements should be carefully targeted and prioritised to take account of changing passenger demand and travel habits.
69. The City Corporation welcomes the Mayor's endeavours to improve National Rail services into London. In particular the devolution of suburban services to TfL control to improve frequencies, journey times and interchange is supported. The

importance of long-distance rail services into the City should not be ignored, and improvements to local journeys should not be to the detriment of inter-city travel.

70. The development of the London Overground has been a real success, and increases to the capacity of this network are encouraged; particularly on the West Anglia routes.

71. The development of orbital public transport routes is supported – reducing the need for people to travel into central London and out again will help address crowding on some links into the City. Similarly, the development of rail freight routes outside London to increase capacity for passenger services is supported. The use of central London passenger terminals for supporting the movement of freight outside peak times should also be considered.

72. The DLR network provides an important link to the City from the east, and the development of this network to provide greater capacity and additional routes is supported.

Policies 15 to 18 and proposals 68 to 74 set out the Mayor's draft plans to ensure river services, regional and national rail connections, coaches, and taxi and private hire contribute to the delivery of a fully inclusive and well-connected public transport system. The Mayor's policy to support the growing night-time economy is also set out in this section (see pages 176 to 187).

To what extent do you agree or disagree that these plans would deliver a well-connected public transport system? Please also describe any other measures you think should be included.

73. The policy and proposals to use the River Thames to its full potential are supported. The City of London has a protected wharf in the waste transfer station at Walbrook Wharf. This wharf is likely to have a vital role to play in the future of providing for river freight in central London, and the opportunity for the City Corporation to be represented on a new River Group to help develop this role would be welcomed.

74. The development of a Pier Strategy is supported. While the river presents significant opportunities for the movement of passengers, walking and cycling connections between existing piers and key parts of the City could be improved. The re-instatement of the disused pier at Swan Lane could also play a part in increasing the connectivity of river services, and would complement proposals to extend the reach of river services in east London.

75. The policy and proposals to support wider investment in public transport around the UK are strongly supported. The national and international connectivity of London is vital to the competitiveness of the city and the UK as a whole. The integration of transport links into the London transport networks is important, and the City Corporation supports the Mayor in working with stakeholders to ensure that these improvements benefit London.

76. The delivery of High Speed 2 is an important part of increasing connectivity with the rest of the UK, and the delivery of this scheme as quickly as reasonably possible is supported. The development of the London transport networks, particularly Crossrail 2 and Northern Line upgrades (including Bank and Camden Town capacity upgrades) to accommodate the new national links are an essential part of this delivery.
77. Proposals to work with stakeholders on a replacement for Victoria Coach Station are supported. Coach services cater for a small but significant number of commuters into the City, and the impact of these vehicles on the City streets needs to be managed. The City Corporation supports the introduction of coach hubs outside central London to cater for the coach industry while reducing the number of coach miles travelled in central London.
78. The City of London also seeks to work with TfL to trial new 'smart' technology to support the coach industry where possible, specifically with the goal of reducing circulation times to find a space. This will help reduce congestion and meet wider strategic priorities around air quality and road safety.
79. The policy to support the night time economy through improvements to overnight transport is supported. The extension of the Night Tube to parts of the sub-surface network is supported – and this should extend to the City. The provision of Night Tube services on the Bank Branch of the Northern Line is not included in the Strategy, but should be included following the Bank Capacity upgrade works. Both these extensions would support the recently-announced Culture Mile, which will see increased numbers of people visiting the Square Mile outside traditional working hours.
80. The policy to support a safe, secure, accessible and world-class taxi and private hire service is supported. Taxi and private hire are both important parts of the transport mix in central London, but represent a significant proportion of traffic on the streets. Proposals to effectively manage these industries are required if the targets for traffic reduction set out in this strategy are to be achieved. This will help achieve wider strategic objectives including air quality and pedestrian/cycle safety benefits. The proposal for the Mayor to seek powers to limit the number of private hire vehicles is an important part of this.
81. The transparent regulation and enforcement of taxi and private hire industries is welcomed to ensure the support of these industries in the future.

Chapter 5 – New Homes and Jobs

Policy 19 and proposals 75 to 77 set out the Mayor’s draft plans to ensure that new homes and jobs are delivered in line with the transport principles of ‘good growth’ (see pages 193 to 200).

To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

82. The City Corporation agrees with the principles of good growth and Policy 19. Proposal 75 (densification of development) is supported in principle. It should enhance an area and facilitate the creation of healthy, inclusive communities through place-making and public realm improvements. The very high public transport accessibility level throughout the City means that densification of development can occur in several places in the Square Mile.
83. Proposal 76 should be supported by the new London Plan, and by boroughs through their Local Plans.
84. The restriction of parking in new development is supported, but note that there may be scope for developers to work with off plan buyers early to review disabled space requirements on site.
85. The City Corporation strongly supports proposal 77 and is in the process of developing a Supplementary Planning Document to support proactive management of delivery and servicing in new developments. Given the strategic importance of accommodating employment growth within the City (and the central London more generally), it is important that the MTS and the London Plan provide a clear strategic steer on the most suitable locations for consolidation centres/facilities. A clear and consistent direction for developers and freight operators across all of central London will be vital for the effective management of delivery and servicing trips.
86. Initiatives such as the promotion of Click and Collect should be carefully managed to ensure that it does not lead to an increase in total delivery trips. In particular, consumers should be directed to collection locations outside central London to discourage additional vehicles entering the most congested and poorest air quality areas.

Proposals 78 to 95 set out the Mayor’s draft plans to use transport to support and direct good growth, including delivering new rail links, extensions and new stations, improving existing public transport services, providing new river crossings, decking over roads and transport infrastructure and building homes on TfL land (see pages 202 to 246).

To what extent do you agree or disagree that these plans would ensure that transport is used to support and direct good growth? Please also describe any other measures you think should be included.

87. The City Corporation supports proposal 78 (growth through transport investment) in the Central Activity Zone. As part of the City Plan 2036, sustainable modes of transport will be promoted and encouraged, and priority will be given to forms of transport other than the private car. The recognition of differing ambitions between central London and elsewhere is welcomed, and mode share targets for the City will be directed towards enabling walking and cycling.
88. Proposals related to the effective implementation of Crossrail 2 (proposal 79) are supported. The proposed route will support housing development within reach of the City.
89. The City Corporation support all proposals (80-84) that aim to increase capacity, connectivity and interchange for the rail network across London. The Mayor's encouragement for Network Rail to proceed with improvements to the West Anglia Main Line (proposal 80) is strongly supported, improving the City's rail links to the Upper Lea Valley and Stansted airport. Whilst many of the other schemes are located outside the City, they will help release capacity on lines which traverse the City boundary. Support for Proposal 81 is conditional on any further extension of the Bakerloo line, as has been consulted on in the past, not significantly impacting commuting times to the City by reallocating services away from Cannon Street and London Bridge for South East London commuters.
90. The City Corporation partially supports proposal 85 (improvements to bus services to compliment transport investment) dependent on the range of infrastructure proposed. Within the City, traffic reduction schemes should be strongly considered as part of the bus priority suite of options. The City Corporation recognises the need for bus network investment to unlock growth in more outer London regions, and would welcome a review of the bus network to help achieve this.
91. Proposal 87 (demand responsive bus services) is supported. Whilst bus frequency does not change through the inter-peak period in the City, demand significantly decreases at this time, highlighting inefficiencies in the network and causing unnecessary air quality and road safety impacts.
92. As part of promoting active travel where possible, the City is supportive of proposal 89 (pedestrian, cycle and PT crossings). The City Corporation has a long term aspiration to review the possibility for providing a crossing on the Cannon Street rail bridge and would be keen to work with the Mayor and TfL on a review of this scheme as part of this MTS proposal.
93. The City Corporation supports proposal 90 (new road and rail crossings in the east), specifically the DLR extension to Thamesmead to increase connectivity to the City. However, support is conditional on a compelling case considering all

impacts, including air quality, and full consultation will all boroughs and the City Corporation, not just those in the immediate vicinity.

94. The City Corporation supports the inventive use of TfL land for development as a method for delivering commercial or residential space and help fund TfL's capital expenditure for future road and rail schemes (Proposals 91 + 92).
95. The City Corporation is supportive of the relevant sections of proposal 94 (D+E – good growth and travel planning). Transport assessments are required as part of planning applications for larger schemes in the City, which are set out according to the City's Local Plan. The production of Travel Plan Guidance appropriate to the City's circumstances would be welcomed.
96. The strategy makes only passing reference to support for international rail connections – this should be strengthened. International rail connections to the continent are vital for maintaining London as a global city. The strategy should support an increase in the number of European destinations served by direct rail services from St Pancras, as well as improving connections with the London transport network, including walking and cycling routes.

Policy 20 and proposal 96 set out the Mayor's proposed position on the expansion of Heathrow Airport (see pages 248 to 249).

To what extent do you agree or disagree with this position? Is there anything else that the Mayor should consider when finalising his position?

97. The Mayor's position on the expansion of Heathrow is noted. The City Corporation supports expansion at Heathrow and has generally supported increases in London airport capacity as required to allow the City and wider business community to continue to flourish.
98. As such, the City Corporation does not support Policy 20 to oppose the expansion of Heathrow. Connectivity improvements to all airports outlined in Proposal 96 however are supported.

Chapter 6 – Delivering the Vision

Policy 21 and proposals 97 to 101 set out the Mayor's proposed approach to responding to changing technology, including new transport services, such connected and autonomous vehicles (see pages 258 to 262).

To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

99. The City Corporation is supportive of the principles outlined in policy 21 to deliver the Healthy Streets Approach. Proposal 98 (kerbspace) should ensure that accessibility requirements for kerbspace across all modes are considered, and not just for private vehicles.
100. Proposal 99 (demand responsive bus services) mirrors proposal 87 and is most relevant to outer London.
101. The consideration of new technology in support of the Healthy Streets Approach is supported. Strong consideration of the interaction between pedestrians, cyclists and Autonomous Vehicle technology should be given as part of regulation development to ensure that AVs have a positive impact on London. AVs have the potential to improve the transport network in some ways, but they must be carefully managed to ensure that the benefits are harnessed for the good of the city.

Policy 22 and proposal 102 set out the Mayor's proposed approach to ensuring that London's transport system is adequately and fairly funded to deliver the aims of the strategy (see pages 265 to 269).

To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

102. Proposals for the Mayor to work with central Government to secure additional powers for the City of London and London Boroughs as well as the GLA, are supported. Devolution of Vehicle Excise Duty would be a significant benefit to London - this is supported.
103. Funding for this ambitious strategy will be a particular challenge for TfL and there is some concern over the delivery of significant change with a limited budget. The proposed shift to active travel will potentially reduce farebox income, so the reliance on transport fares as a source of income should be reduced accordingly, with any shortfall made up through other income streams.

Policies 23 and 24 and proposal 103 set out the proposed approach the boroughs will take to deliver the strategy locally, and the Mayor's approach to monitoring and reporting the outcomes of the strategy (see pages 275 to 283).

To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

104. Continued funding for Boroughs and the City of London through the LIP is supported. Funding for major schemes on City, borough and TfL streets should be combined into a single funding stream. This will allow schemes to be assessed against the Healthy Streets Approach and prioritised accordingly. This approach would ensure that the schemes that deliver most benefit for Londoners are taken forward regardless of whether they are on TLRN or City and borough streets.

Are there any other comments you would like to make on the draft Mayor's Transport Strategy?

105. There is some concern over the deliverability of the ambitions in the Strategy, particularly with TfL's reduced income. Change on the scale envisaged in the Strategy will require significant investment in London's streets and strong political support.

106. The Strategy, while ambitious, is very high level, with little commitment to specific schemes. More information on what the Mayor expects to deliver, particularly in the short and medium term, would be welcomed.

107. In order to achieve the level of change expected in the Strategy, a review of road user charging is fundamental. A step-change in the amount of traffic in the City and across London would enable much of the rest of the vision.

Appendix 2 – List of MTS policies and proposals

Chapter 3 – Healthy Streets and Healthy People

Policy 1-8, Proposal 1-47

Policy 1

The Mayor, through TfL and the boroughs, and working with other transport providers, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by bike, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.

Proposal 1

The Mayor, through TfL and the boroughs, will improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by:

- a) Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.
- b) Providing 'Healthy Routes' to create attractive, safe and accessible walking routes to schools and other local destinations, such as shops, health services and parks, with a particular focus on improving conditions for children, older people and disabled people.
- c) Providing more cycle parking, particularly in residential areas, town centres, public transport interchanges and at key destinations.
- d) Improving the accessibility of streets for older and disabled Londoners through measures including removing obstacles, widening pavements for wheelchair access, introducing tactile paving, raising sections of roadway to make crossing easier, providing seating and, where possible, ensuring onstreet cycling facilities cater for the wide range of cycles used by disabled people.
- e) Ensuring any scheme being undertaken on London's streets for any reason improves conditions for walking and cycling.

Proposal 2

The Mayor, through TfL, will work with the central London boroughs to transform the experience of the walking and cycling environment in central London by reducing the dominance of vehicular traffic, including by transforming Oxford Street and looking urgently at changes to Parliament Square.

Proposal 3

The Mayor, through TfL and the boroughs, will deliver a Londonwide network of cycle routes, with new routes and improved infrastructure to tackle barriers to cycling. The Mayor's aim is for 70 per cent of Londoners to live within 400 metres of a high-quality, safe cycle route by 2041.

Proposal 4

The Mayor, through TfL and the boroughs, and working with other stakeholders, will protect, improve and promote the Walk London network and create new leisure walking routes.

Proposal 5

The Mayor, through TfL and the boroughs, will make it easier for people to walk and cycle in London by;

- a) Maintaining, expanding and improving 'Legible London' pedestrian wayfinding maps and ensuring that on-street cycle network signage is clear and consistent.
- b) Using new data to develop and improve online journey planning and navigation tools that will make walking and cycling trips the most easy journeys to plan.

Proposal 6

The Mayor, through TfL, will seek to increase the use of TfL's Cycle Hire scheme, as well as future models of cycle hire, reinforcing the role of cycle hire as an integral part of London's cycling infrastructure and public transport network.

Proposal 7

The Mayor, through TfL and the boroughs, will work with schools, employers and community and user groups to promote walking and cycling, whether for the whole journey or as part of a longer journey.

Proposal 8

The Mayor, through TfL and the boroughs, will work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently

Policy 2

The Mayor, through TfL, the boroughs, police and enforcement authorities, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

Proposal 9

The Mayor, through TfL, the boroughs and policing and enforcement partners, will seek to reduce danger posed by vehicles by:

- a) Introducing lower speed limits and by improving compliance with speed limits through enforcement, information and appropriate training.
- b) Introducing road danger reduction measures at locations that pose the highest risk to vulnerable road users.
- c) Working to ensure that vehicles driven on London's streets adhere to the highest safety standards, starting with a new Direct Vision Standard for HGVs. TfL will develop a new Bus Safety Standard which will be introduced across the city's entire bus fleet featuring design and technological measures to protect passengers and other road users.
- d) Launching a programme of training, education and (working with the police) enforcement activities to improve the safety of vulnerable road users, including the development of a new London Standard for motorcycle training.

Proposal 10

The Mayor, through TfL and the boroughs, will set out a programme to achieve the Vision Zero aim of reducing the number of people killed or injured on London's streets to zero. A joint police/TfL report will provide annual updates on progress.

Proposal 11

The Mayor, through TfL, the boroughs, police and stakeholders, will seek to improve motorcycle safety by:

- a) Improving the safety of street design by following the guidance set out in TfL's Urban Motorcycle Design Handbook.
- b) Improving the quality of motorcycle safety training by delivering a 'London Standard' for motorcycle training that goes beyond the minimum required by law. The 'London Standard' of motorcycle training will involve: improving the standard of motorcycle training in London by encouraging training providers to become accredited through the Motorcycle Industry
- c) Calling on all boroughs to allow motorcycle access to their bus lanes, to end the inconsistency between highway authorities that causes unnecessary confusion and risk to motorcyclists.
- d) Educating other road users on the shared responsibility for safer motorcycle journeys, through the promotion of driver and cyclist skills training and communications.
- e) Supporting the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the streets with a higher risk of motorcyclist collisions.

Policy 3

The Mayor, through TfL and the police, will seek to ensure that crime and the fear of crime remain low on London's streets and transport system through designing secure environments and by providing dedicated specialist and integrated policing for London's transport system.

Proposal 12

The Mayor, through TfL and working with other transport providers, police, local authorities and other partners, will:

- a) Prioritise the tackling of 'high harm' crimes, such as sexual offences and hate crime, on London's streets and public transport system in order to protect and offer reassurance to those who feel most vulnerable when travelling in London.
- b) Improve the safeguarding response to protect vulnerable adults and children using the transport network in London. This includes building on the work already underway to tackle rough sleeping on the transport network, linking in to the appropriate support services.

Proposal 13

The Mayor, working with the police and local authorities, will take action to reverse the rise in motorcycle theft and motorcycle-enabled crime, especially that carried out using mopeds. Measures could include improving security by designing out crime, such as through the provision of secure parking both on street and in developments; targeted crime prevention messaging; and working with manufacturers to reduce the risk of theft. The police will maintain their focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime.

Proposal 14

The Mayor, through TfL, will seek to work with Government, law enforcement and

security agencies, transport providers and other relevant organisations to respond to, and counter, current and future terrorist threats to the London transport system.

Policy 4

The Mayor, through TfL and the boroughs, will prioritise space efficient modes of transport to tackle congestion and improve the efficiency of streets for essential traffic.

Proposal 15

The Mayor, through TfL and the boroughs, will work with business and the freight industry to improve the efficiency and safety of freight and servicing in London by:

- a) Developing tailored and targeted approaches to address the unique challenges faced by the individual sectors such as food and construction deliveries.
- b) Planning a strategic consolidation and distribution network, including a review of funding requirements, and protecting industrial land through the London Plan.
- c) Encouraging London's businesses, starting with Business Improvement Districts, to work together to use their procurement power to reduce or re-time their deliveries and servicing trips to avoid traffic congestion.
- d) Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.
- e) Encouraging businesses in central London to ban personal deliveries, and extending the network of collection points in order to reduce the overall number of work place personal deliveries.
- f) Working with Business Improvement Districts to promote waste and recycling consolidation, using the waste consolidation toolkit.
- g) Developing a 'London lorry standard' to simplify the regulatory environment for HGVs operating in London.

Proposal 16

The Mayor, through TfL, will work with Network Rail and the Port of London Authority to move, where practicable, freight off London's streets and on to the rail network and the river Thames.

Proposal 17

The Mayor, through TfL and the boroughs, will support the provision of car clubs for residents when paired with a reduction in the availability of private parking, to enable more Londoners to give up their cars while allowing for infrequent car travel in inner and outer London.

Proposal 18

The Mayor, through TfL, will keep existing and planned road user charging schemes, including the Congestion Charge, Low Emission Zone, Ultra Low Emission Zone and the Silvertown Tunnel schemes, under review to ensure they prove effective in furthering or delivering the policies and proposals of this strategy.

Proposal 19

The Mayor will give consideration to the development of the next generation of road user charging systems. These could replace schemes such as the Congestion Charge, Low Emission Zone and Ultra Low Emission Zone. More sophisticated road user charging and/or workplace parking levy schemes could be used to contribute to the achievement of the policies and proposals in this strategy, including mode share, road danger reduction and environmental objectives, and to help reduce congestion on the road network and support efficient traffic movement. In doing so, the Mayor will consider the appropriate technology for any future schemes, and the potential for a future scheme that reflects distance, time, emissions, road danger and other factors in an integrated way.

Proposal 20

The Mayor, through TfL, will support borough traffic-reduction strategies, including through the Local Implementation Plan funding process, where they are consistent with the policies and proposals set out in this strategy.

Proposal 21

The Mayor, through TfL, will work with those boroughs who wish to develop and implement appropriate traffic demand management measures, for example local (TfL or borough) road user charging or a workplace parking levy scheme, as part of traffic reduction strategies where they are consistent with the policies and proposals set out in this strategy.

Policy 5

The Mayor, through TfL and working with the boroughs, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures will include retrofitting vehicles with equipment to reduce emissions, promoting electrification, road charging, the imposition of parking charges/ levies, responsible procurement, the making of traffic restrictions/ regulations and local actions.

Proposal 22

The Mayor, through TfL, will seek to introduce the central London Ultra Low Emission Zone standards and charges in 2019; the zone would be expanded London-wide for heavy vehicles by 2020 and to inner London for all other vehicles (except taxis) by 2021.

Proposal 23

The Mayor, through TfL, will ensure all TfL buses meet the Euro VI diesel standards for NO_x and particulate matter by 2020 by accelerating the uptake of new vehicles, installing proven retrofit technology and creating priority Low Emission Bus Zones.

Proposal 24

The Mayor, through TfL and the boroughs, will create a comprehensive alert system to inform Londoners about air pollution episodes and, where appropriate, will implement additional emergency measures to reduce or restrict vehicle use when forecast or actual periods of very high air pollution risk have the potential to cause immediate adverse health effects.

Proposal 25

The Mayor, through TfL and the boroughs, will tackle pollution in local air quality hotspots and at sensitive locations (such as around schools) including through the Mayor's Air Quality Fund and other funding.

Proposal 26

The Mayor proposes that Government amends fiscal incentives, including vehicle excise duty, so that only the cleanest vehicles are incentivised for purchase; and implements a national diesel vehicle scrappage fund to enable cities to take the most polluting vehicles off their streets.

Policy 6

The Mayor, through TfL and the boroughs, and working with other transport providers, will seek to make London's transport network zero carbon by 2050, which will also deliver further improvements in air quality, by transforming London's streets and transport infrastructure so as to enable zero emission operation, and by supporting and accelerating the uptake of ultra-low and zero emission technologies.

Proposal 27

The Mayor, through TfL, will seek to ensure that, from 2018, all new double-deck buses will be hybrid, electric or hydrogen. In central London, all double-deck buses will be hybrid by 2019 and all new single-deck buses will emit zero exhaust emissions by 2020. The aim is for the whole TfL bus fleet to emit zero exhaust emissions by 2037 at the latest.

Proposal 28

The Mayor, through TfL, will work with stakeholders to produce and implement a comprehensive plan to encourage and accelerate the transition from diesel-powered to Zero Emission Capable taxis by providing financial incentives and necessary infrastructure and by regulation (including maintaining a taxi age limit, currently set at 15 years) with the objective of achieving a minimum of 9,000 such vehicles in the fleet by 2020.

Proposal 29

The Mayor, through TfL, will require all newly licensed private hire vehicles to meet continually improving minimum emission standards. Currently, there is a ten-year age limit for PHVs, all new private hire vehicles younger than 18 months need to be Zero Emission Capable (ZEC) from 2020, and private hire vehicles older than 18 months at time of first registration will have to be ZEC from 2023.

Proposal 30

The Mayor will seek to ensure that the GLA and its functional bodies lead by example in the use of ULEVs in their own vehicle fleets and will also encourage the boroughs to adopt the use of ULEVs.

Proposal 31

The Mayor, through TfL and the boroughs, will introduce regulatory and pricing incentives to support the transition to the usage of ULEVs in London.

Proposal 32

The Mayor, through TfL, and the boroughs will work with Government and stakeholders across London to ensure that sufficient and appropriate charging and refuelling infrastructure is put in place to support the transition from diesel and petrol-powered vehicles to ULEVs, including ensuring that London's energy-generating and supply system can accommodate and manage the increased demand associated with this transition.

Proposal 33

The Mayor, through TfL and the boroughs, and working with Government, will seek to implement zero emission zones in town centres and aim to deliver a zero emission zone in central London from 2025, as well as broader congestion reduction measures to facilitate the implementation of larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest.

Proposal 34

The Mayor, through TfL, and working with Government, manufacturers and other relevant organisations will support and accelerate the development and uptake of technologies to tackle tyre and brake wear.

Proposal 35

The Mayor, through TfL, will seek to ensure that the energy impact of increased provision of transport services in London is minimised.

Proposal 36

The Mayor, through TfL, will contribute to London's overall emissions reductions by (a) continuing to monitor, report and reduce operational CO₂ and other air pollutant emissions from all of TfL's assets and infrastructure, including stations, buildings and street lighting, and (b) seeking to work with stakeholders such as Network Rail to undertake measures to ensure that CO₂ and other air pollutant emissions from the construction and operation of transport infrastructure are minimised.

Proposal 37

The Mayor, through TfL, will work with the Port of London Authority to publish an emissions strategy for the River Thames to reduce air pollutant and CO₂ emissions from all river vessels and urges Government to introduce new legislation to ensure that emissions from vessels can be effectively reduced.

Proposal 38

The Mayor, through TfL, will seek to deliver a package of measures both to increase the level of low-carbon energy generation on TfL's land and for supply to its assets.

Proposal 39

The Mayor, through TfL, will meet or exceed the emissions standards set out by the NRMM Low Emission Zone for TLRN construction and maintenance activities and urges Government to introduce new legislation to ensure that all emissions from NRMM can be effectively reduced.

Proposal 40

The Mayor, through TfL, will conduct further research into the health risks of

particulate matter on the London Underground network and take appropriate measures to mitigate the adverse effects of any risks found where practicable.

Policy 7

The Mayor, through TfL and working with the boroughs, will:

a) Ensure that transport schemes in London protect existing and provide new green infrastructure wherever practicable to deliver a net positive impact on biodiversity.

This will be achieved through the requirement for specific commitments to be made under the relevant planning or development consent regime, including Habitat Regulation Assessment and other environment protection undertakings. Designated spaces such as Sites of importance for Nature Conservation shall be protected where practicable.

b) Maximise opportunities to protect, promote and enhance London's built heritage and sites of cultural importance.

Proposal 41

The Mayor, through TfL and the boroughs, will retain existing trees and plant new ones on the Transport for London Road Network (TLRN) and borough roads to protect tree canopy cover. Street tree numbers on the TLRN will be increased by 1 per cent every year between 2016 and 2025; and the Mayor will encourage boroughs to increase the numbers of trees along their streets.

Proposal 42

The Mayor, through TfL and the boroughs, working with Highways England, will implement sustainable drainage infrastructure to enable the removal of 50,000m² of impermeable highway surface per year in London. Other nonroad transport projects should be designed to achieve appropriate greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible (in accordance with the drainage hierarchy set out in the London Plan). In all cases, drainage should be designed and implemented in ways that deliver other Mayoral priorities, including improvements to the water quality, biodiversity and amenity of the highway network.

Proposal 43

The Mayor, through TfL, will support London's transition to a circular economy by encouraging transport providers to follow GLA Group Responsible Procurement Policy guidance.

Policy 8

The Mayor, through TfL and the boroughs, and working with other transport and infrastructure providers, will seek to ensure that London's transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.

Proposal 44

The Mayor, through TfL, will work with transport and other infrastructure providers in London to undertake a dedicated programme of research to understand and prioritise the risk of severe weather and climate change adversely affecting the operation of London's transport network and to minimise any such impacts on the most vulnerable user groups.

Proposal 45

The Mayor, through TfL, will seek to undertake and implement an evidence-based programme of measures to adapt existing and to design and build new transport infrastructure to make it resilient to severe weather conditions and climate change.

Proposal 46

The Mayor, through TfL and working with the boroughs, will reduce the number of Londoners exposed to excessive noise and vibration levels from road transport in London by:

- a) Reducing traffic volumes by encouraging mode shift from travelling by car to walking, cycling and using public transport
- b) Minimising the noise impacts of vehicular traffic on streets by encouraging the use of quieter vehicles, reducing vehicle speeds and discouraging poor driver behaviours such as rapid acceleration and braking.
- c) Developing quieter road infrastructure including low-noise road surfacing, and minimising the noise impacts from road and street works
- d) Monitoring noise levels close to major road corridors to measure the adverse impacts of road transport on affected communities.
- e) Seeking to reduce the noise impacts of servicing and deliveries through appropriate design and management of delivery areas, promoting responsible behaviours, adopting best practice and encouraging the use of quieter vehicles and equipment.
- f) Working with the Department for Transport to investigate ways of reducing noise from the loudest vehicles such as some types of motorcycle and supercars.

Proposal 47

The Mayor, through TfL, will seek to work with Network Rail and train operating companies to mitigate the effects of noise and vibration caused by rail services in London where reasonably practicable, and thereby minimise their adverse impact on the health and quality of life of Londoners. Key measures will include:

- a) Addressing noise issues as part of all planned railway works and taking steps to minimise their impact on neighbours.
- b) Specifying and procuring quieter trains.
- c) Ensuring new rail infrastructure incorporates technology that is effective in reducing noise and vibration such as shock-absorbent track fastenings.
- d) Investigating complaints of noise and vibration disturbance from railway construction and/or operations and endeavouring to eliminate the disturbance at source or otherwise mitigate its adverse effects.
- e) Maintaining open communication with residents before and during construction works, where levels of noise may be above what is normally expected and/or heard at unusual times
- f) Continuing to reduce the impact of night services by reducing noise and vibration at their source and taking a robust approach to responding to complaints.

Chapter 4 - A Good Public Transport Experience

Policy 8- 18 Proposal 47 -74

Policy 9

The Mayor, through TfL and the boroughs, will use the Healthy Streets Approach to direct complementary public transport and street improvements to provide an attractive whole journey experience that will facilitate mode shift away from the car.

Proposal 48

The Mayor, through TfL and the boroughs, will make improvements measured against the Healthy Streets Indicators to transform the design and layout of street space and transport facilities around bus, rail, underground, London Overground, DLR and other stations, as far as practicable, to create safe, secure, accessible, welcoming, well-designed gateways to and from public transport.

Policy 10

The Mayor will ensure public transport fare levels are set to enable access to affordable travel for all Londoners.

Proposal 49

While a Government decision on further devolution of rail to London has not been forthcoming, the Mayor will press the Government to match TfL's fares freeze in London until 2020, and to prioritise affordability beyond then.

Policy 11

The Mayor, through TfL and working with other transport operators, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable, confident, safe and secure, informed and stress-free travel.

Proposal 50

The Mayor, through TfL and the boroughs, and working with other transport operators, will improve customer service across the transport system with a focus on:

- a) improved staff training, including the training of bus drivers
- b) providing a more consistent level of service across all transport modes (including rail services where devolved from the DfT)
- c) making the most of new technology and innovations in customer service, including provision of mobile phone access underground.

Policy 12

The Mayor, through TfL and the boroughs, will seek to enhance London's streets and public transport network so as to enable all Londoners, including disabled and older people, to travel spontaneously and independently, making the transport system navigable and accessible to all.

Proposal 51

The Mayor, through TfL, will continue to provide improved accessibility training to all bus drivers, and will ensure that new buses provide better accessibility for all users,

including more onboard space for wheelchair users, improved boarding ramps and induction loops.

Proposal 52

The Mayor, through TfL and working with Network Rail and other stakeholders, will improve the overall accessibility of the transport network by:

- a) Improving journey planning tools, ensuring advances in technology make the tools more accessible and easier to use, and also better guide people to the most accessible journey options.
- b) Using Inclusive Design, for example for station and train layout and facilities, including signing, information and seating
- c) Providing step-free access at selected rail and Underground stations and on all new infrastructure, to halve the additional journey time required by those using the step-free network only, so that journey times on the step-free network become comparable to those on the wider public transport network.
- d) Providing staff, and facilities to board trains, creating a 'turn-up-and-go' service for wheelchair users.
- e) Improving the accessibility of taxi ranks, river piers and services, and Victoria Coach Station.
- f) Providing travel mentoring and other opportunities to help Londoners gain confidence to use public transport.

Policy 13

The Mayor, through TfL and the boroughs, will transform the quality of bus services so that they offer faster, more reliable, accessible, comfortable and convenient travel by public transport, while being integrated with, and complementing, the rail and Tube networks.

Proposal 53

The Mayor, through TfL, will adjust bus service volumes to support measures to reduce car use in conjunction with improvements to rail, walking and cycling modes

Proposal 54

The Mayor, through TfL and the boroughs, will seek to improve bus journey times and reliability by;

- a) Reviewing and, where necessary, extending the operating times of bus lanes to improve their contribution to a reliable service for customers.
- b) Making greater provision for bus priority lanes, junctions and signals to prioritise buses over other vehicular traffic.
- c) Delivering new bus priority corridors and protecting existing bus priority in central London.
- d) Improving bus priority on key radial routes from inner to central London, targeting those routes with high patronage to the benefit of bus users.
- e) Continuing with an improved approach to coordinating road works and reducing the number of times streets have to be dug up to limit disruption to bus services.

Policy 14

The Mayor, through TfL and working with Network Rail and train operating companies, will seek to transform London's rail-based services to provide safer,

modern, reliable, integrated, accessible and user-friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail.

Proposal 55

The Mayor, through TfL, will seek to consistently deliver real-time data, information and visualisations for the Tube, rail, buses and streets via multiple customer channels. TfL will develop real-time tools for operational staff to improve the communication of overcrowding and congestion information to customers.

Proposal 56

The Mayor, through TfL, will work with Government and stakeholders to finalise the Crossrail 2 route alignment and stations, ensuring the project progresses through the detailed design phase to gain powers to enable construction to start in the early 2020s, with the line opening by 2033 in time for the opening of Phase 2b of High Speed Two.

Proposal 57

The Mayor, through TfL, will work with the DfT to open the Elizabeth line in 2019, with services initially providing 24 trains per hour through central London and increasing in frequency during the 2020s as demand requires.

Proposal 58

The Mayor, through TfL, will invest in the Tube network to improve the capacity and reliability of its train services.

Proposal 59

The Mayor, through TfL, will work to encourage the DfT to increase the capacity of the national rail network in London to manage crowding on both local and longer distance services.

Proposal 60

The Mayor, through TfL, will work with Network Rail, train operating companies and stakeholders to seek the modification of the planning of local train services from Moorgate, Victoria and London Bridge to create a London suburban metro, offering improved frequencies, journey times and interchange opportunities by the late 2020s.

Proposal 61

The Mayor, through TfL, will continue to seek the devolution from DfT to the Mayor/TfL of the responsibility for local stopping rail services in London in the interest of providing improved customer services more efficiently and more quickly, and to enable better integration with London's wider transport system.

Proposal 62

The Mayor, through TfL, will work to encourage the development and integration of inner and outer London rail services and multi-modal interchange hubs to create 'mini-radial' public transport links to town centres and to provide improved 'orbital' public transport connectivity.

Proposal 63

The Mayor, through TfL, will work with the DfT to continue to increase capacity on the London Overground network, with the aim of a 45 per cent increase in capacity by 2030.

Proposal 64

The Mayor, through TfL, will work to encourage the DfT to upgrade rail freight routes outside London so that non-London freight can be taken around London, thereby freeing up rail paths through the capital for additional passenger services.

Proposal 65

The Mayor, through TfL, will upgrade the Docklands Light Railway (DLR) with the introduction of a new higher-capacity train fleet, improved frequencies (towards 30 trains per hour across more of the network) and greater station capacity at major development sites and transport interchanges. The Mayor's aim is to increase capacity on existing DLR lines by 120 per cent by 2040.

Proposal 66

The Mayor, through TfL, will upgrade the tram system to improve its reliability and to increase its capacity by 85 per cent to/from Croydon by 2030.

Proposal 67

The Mayor, through TfL and working with Network Rail and the boroughs, will deliver a programme of station capacity improvements to complement line capacity enhancements and to improve the overall public transport journey experience in London.

Policy 15

The Mayor, through TfL and working with the Port of London Authority and river services operators, will seek the use of the full potential of the Thames to carry passengers, to integrate river services with the public transport system, walking and cycling networks, and to enable the transfer of freight from road to river in the interests of reducing traffic levels and the creation of Healthy Streets.

Proposal 68

The Mayor, through TfL, will work with the Port of London Authority to produce a London Passenger Pier Strategy which will promote new piers and additional capacity at strategic piers. TfL will also investigate the feasibility of new cross-river ferry services, including services between the Isle of Dogs and North Greenwich to enhance resilience in the busy Jubilee line corridor.

Proposal 69

The Mayor, through TfL, will work with host boroughs and river service operators to investigate the potential for an extension of river transport services to Barking Riverside by the early 2020s to connect key growth areas with Canary Wharf and other new developments in east London.

Policy 16

The Mayor, through TfL, will support improvements to public transport to enhance travel between London and the rest of the UK, and require regional and national

public transport schemes to be integrated into London's public transport system wherever practical.

Proposal 70

The Mayor, through the GLA and TfL, will work with relevant stakeholders to seek to ensure that transport investment on corridors in the Wider South East supports the realisation of any associated economic and housing growth potential.

Proposal 71

The Mayor, through TfL, will work to encourage the DfT to ensure the delivery of High Speed Two is complemented by Crossrail 2, new gateway stations at Euston and Old Oak Common and other improvements to London's transport system so that people are able to reach their final destination efficiently and in a timely manner by public transport, cycling or walking.

Proposal 72

The Mayor, through TfL and the boroughs and other stakeholders, will ensure new coach facilities are well connected with London's public transport system while, at the same time, seeking to reduce coach kilometres travelled in central London. This will include:

- a) Working with stakeholders to identify and deliver replacement facilities for Victoria Coach Station through the provision of one or more hubs.
- b) Continuing to work with the coach industry to enable the provision of adequate on-street and offstreet coach infrastructure in appropriate locations across London for commuter and tourist coach services.

Policy 17

The Mayor, through TfL and the boroughs, Network Rail and train operating companies, will seek the development of London's public transport services to support the growth of the night-time economy.

Policy 18

The Mayor, through TfL, will seek to ensure London has a safe, secure, accessible, world-class taxi and private hire service with opportunity for all providers to flourish.

Proposal 73

The Mayor, through TfL, will seek:

- a) Powers to limit the overall number of private hire vehicles licensed for use in London so as to manage their contribution to overall congestion, particularly in central London.
- b) Powers to introduce a requirement to ensure that taxi and private hire journeys by TfL-licensed drivers must either start or end in the Greater London area.

Proposal 74

The Mayor, through TfL, will raise the safety standards for all customers travelling by taxi and private hire vehicles through effective and transparent regulation and enforcement.

Chapter 5 – New Homes and Jobs

Policies 18 – 20 Proposals 74 – 96

Policy 19

The Mayor, through TfL and the boroughs, will ensure that new homes and jobs in London are delivered in line with the transport principles of ‘good growth’ for current and future Londoners by using transport to:

- a) *create high-density, mixed-use places, and*
- b) *unlock growth potential in underdeveloped parts of the city.*

Proposal 75

The Mayor, through TfL and the boroughs, will seek opportunities for densification of development supported by the public transport network, in particular around public transport stations and stops. Investment in improving station environments, interchanges and local walking and cycling networks, including third-party investment in the redevelopment of surrounding lower-density sites, will act as a catalyst to create wider growth.

Proposal 76

The Mayor, through TfL and the boroughs, will:

- a) Impose high expectations on developers to deliver transport solutions that will promote sustainable mode shift, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.
- b) Restrict car parking provision within new developments, with those locations more accessible to public transport expected to be car free. New developments should contain high levels of cycle parking and storage, and contribute to the provision of on-street cycle parking in town centres and other places of high demand.

Proposal 77

The Mayor, through TfL and the boroughs, will seek to ensure that delivery and servicing plans facilitate off-peak deliveries using quiet technology, and the use of more sustainable modes of delivery, including cargo bikes and electric vehicles where practicable. Largescale developments and areawide plans should include a local consolidation strategy (consisting of measures such as shared procurement for consumables, coordinated waste and recycling collection, timetabled deliveries, ‘click and collect’ for residents and flexible loading bays). TfL will work with boroughs and other stakeholders to pilot ambitious plans in Opportunity Areas and around major developments such as High Speed Two (HS2) to reduce the impact of construction and freight related trips.

Proposal 78

The Mayor, through TfL and the boroughs, will support growth through transport investment and planning in the Central Activities Zone, in and around town centres and Opportunity Areas. The Mayor expects planning frameworks in these areas to set mode share targets that are significantly more ambitious than elsewhere in London and will require boroughs and other stakeholders to demonstrate how development plans will contribute to mode shift away from car use towards walking, cycling and public transport.

Proposal 79

The Mayor, through TfL and the boroughs, will seek to ensure that full advantage is taken of the opportunity presented by Crossrail 2 to maximise housing delivery and the creation of healthy new places that are fully integrated with their surroundings.

Proposal 80

The Mayor, through TfL and the relevant boroughs, will seek to encourage Network Rail to proceed with enhancements to the West Anglia Main Line to enable and serve sustainable development of the Upper Lea Valley.

Proposal 81

The Mayor, through TfL, the relevant boroughs and Network Rail, will seek to extend the Bakerloo line to Lewisham and beyond in order to improve public transport connectivity in this part of London and support the provision of new homes and jobs. The extension will be designed to enable the creation of an attractive, dense area in inner London, with sustainable travel behaviours and a mix of uses.

Proposal 82

The Mayor, through TfL and relevant boroughs, will support a Government-led extension of the Elizabeth line eastwards from Abbey Wood to provide up to 12 trains per hour, facilitating the sustainable development of the Thames Gateway corridor within and beyond London.

Proposal 83

The Mayor, through TfL and relevant boroughs, will examine the feasibility of delivering a new London Overground rail link between Hounslow and Old Oak and assess options for an extension towards Cricklewood.

Proposal 84

The Mayor, through TfL and the boroughs, will make the most of the transport network in London by identifying opportunities for new rail stations that will unlock the potential for significant numbers of homes and jobs to be created.

Proposal 85

The Mayor, through TfL and working with the boroughs, will complement major transport infrastructure investment with improvements to local bus services, bus priority and bus infrastructure in order to enable high-density development over a larger area and thus spread the benefits of the infrastructure investment further.

Proposal 86

The Mayor, through TfL and the boroughs, will pilot bus transit networks in outer London Opportunity Areas with the aim of bringing forward development, either ahead of rail investment or to support growth in places without planned rail access.

Proposal 87

The Mayor, through TfL and the boroughs, will explore the role for demand-responsive bus services to enable further sustainable housing development, particularly in otherwise difficult to serve areas of outer London.

Proposal 88

The Mayor, through TfL, will continue to support the construction and operation of the Silvertown Tunnel, together with the introduction of user charges on the Blackwall and Silvertown tunnels (once the latter is opened), to address the problems of traffic congestion and associated air pollution, frequent closures and consequential delays, and the lack of network resilience and reliability at the Blackwall Crossing.

Proposal 89

The Mayor, through TfL, will promote new walking, cycling and public transport river crossings where such infrastructure would accord with the policies and proposals of this strategy.

Proposal 90

Following the delivery of the Silvertown Tunnel, the Government's Lower Thames Crossing and the Docklands Light Railway (DLR) extension to Thamesmead, the Mayor will give consideration to the case for further road crossings of the river in east London where the following criteria are met:

- a) The proposal is shown to meet a growth and development need that cannot be met through the provision of a public transport only crossing.
- b) The proposal has been developed through engagement with all affected boroughs, and its location and utility are determined by reference to demand and growth modelling.
- c) The proposal is consistent with the Mayor's overall vision for a healthy city, and includes provision for a mechanism to ensure that any negative impacts of the likely volume of traffic carried can be managed within relevant environmental limits
- d) In conjunction with the Silvertown Tunnel, the Government's Lower Thames Crossing and the DLR to Thamesmead, the proposal would support future sustainable development and reduce barriers to trade and employment between east and south east London.
- e) The proposal includes appropriate provision for pedestrians, cyclists and public transport services (unless there is already alternative provision for these users nearby).
- f) Legal limits for air quality are met, and there would be no significant adverse air quality impacts at sensitive receptors, including schools.
- g) The use of the river for the movement of freight will be maintained and protected.

Proposal 91

The Mayor, through TfL, will consider, when surplus transport land becomes available, its accessibility to the transport network and its potential for the development of sustainable, affordable housing. Any capital receipts generated from the sale of TfL surplus land shall be allocated to TfL's transport investment programme.

Proposal 92

The Mayor, through TfL, will pursue opportunities for mixeduse development and redevelopment in and around operational sites such as rail or bus stations to deliver

much-needed housing and regeneration, while continuing to protect, and enhance where practicably possible, transport operations.

Proposal 93

The Mayor, through TfL and working with the relevant boroughs, will examine the feasibility of decking over the A13 at Barking and assess the case for its potential to provide sustainable housing, jobs, and to improve the character of the surrounding environment for the benefit of existing communities.

Proposal 94

The Mayor, through TfL, the boroughs, planning authorities beyond London and other delivery agencies, will:

- a) Develop mechanisms for coordinating planning and investment along transport growth corridors, building on approaches such as the London Stansted Cambridge Corridor and Old Kent Road.
- b) Develop Opportunity Area Planning Frameworks with ambitious mode shares for walking, cycling and public transport, maximising the use of investment in transport infrastructure and services.
- c) Use public sector funding to deliver smaller-scale transport schemes that help to unlock directly the potential for the creation of new homes and jobs, and leverage funding for such purposes from other sources. TfL's Growth Fund is currently funding 15 schemes that will support 50,000 new homes and 30,000 new jobs by 2024.
- d) Embed 'good growth' principles in TfL assessment of development proposals and Transport Assessment requirements, and then use and apply them.
- e) Update TfL's Travel Plan guidance to encourage sustainable travel, reflect the aims of the Healthy Streets Approach and ensure developers take account of the need to deliver carbon-free transport in London by 2050.

Proposal 95

The Mayor will promote the improvement of surface links to London's airports, with airport operators contributing a fair share of the funding required.

Policy 20

The Mayor will continue to oppose expansion of Heathrow airport unless it can be shown that no new noise or air quality harm would result and the benefits of future regulatory and technology improvements would be fairly shared with affected communities. Any such expansion must also demonstrate how the surface access networks will be invested in to accommodate the resultant additional demand alongside background growth.

Proposal 96

The Mayor will seek a commitment from Government to fund and deliver within an appropriate timescale the extensive transport measures required to support the expansion of Heathrow.

Chapter 6 – Delivering the Vision

Policies 21 – 24, Proposal 97 - 103

Policy 21

The Mayor, through TfL, will manage new transport services in London so that they support the Healthy Streets Approach, guided by the following principles:

- a) Supporting mode shift away from car travel: new transport services should not encourage more car journeys, especially where there are good walking, cycling or public transport options.*
- b) Complementing the public transport system: new services should help more people who would otherwise complete their journey by car to access the public transport network, while not reducing walking and cycling to and from stops and stations. They should also provide a means of travel in areas where public transport connectivity is currently poor (especially in outer London).*
- c) Opening travel to all: new services should be accessible to all Londoners and should not contribute to the creation of social, economic or digital divides in which some Londoners would have better travel options than others.*
- d) Cleaning London's air: new services should prioritise ultra-low and zero emission vehicles to reduce emissions of carbon dioxide, nitrogen oxides and particulate matter in London and enable faster switching to cleaner technologies.*
- e) Creating a safe, attractive environment on our streets: new services and technology should help create a safer, quieter and more pleasant environment on London's streets, where it is more attractive to walk or cycle, and should not lead to existing active trips being made by non-active modes. There must always be an emphasis on the safety of passengers, pedestrians, cyclists and other road users.*
- f) Using space efficiently: new services must make efficient use of road and kerb space, be appropriate for the area of London in which they operate, and share data where possible to enable improved monitoring, operating and planning of the transport network.*

Proposal 97

The Mayor, through TfL, will work to ensure its provision of information and payments platforms take account of technological advances and evolve and remain fit for purpose.

Proposal 98

The Mayor, through TfL, will explore and monitor the relationship between access to kerb space and the level of demand for all forms of car travel to inform assessment of how demand management measures should evolve over time.

Proposal 99

The Mayor, through TfL, will explore and trial demand-responsive bus services as a possible complement to 'conventional' public transport services in London.

Proposal 100

The Mayor, through TfL, will take part in trials of new vehicle technology, adopting a

safetyfirst approach, and will consider the application of new vehicle technology in support of the Healthy Streets Approach.

Proposal 101

The Mayor, through TfL and working with the DfT and other stakeholders, will adopt an appropriate mix of policy and regulation to ensure connected and autonomous vehicles develop and are used in a way consistent with the policies and proposals of this strategy.

Policy 22

The Mayor will seek to ensure that London's transport system is adequately and fairly funded to deliver the aims of the Transport Strategy. Additional powers should be devolved to the Mayor, the GLA or TfL to enable the Mayor and his agencies to respond effectively to economic, social and environmental change. This includes financial, regulatory and other powers to enable London's challenges to be met, and emerging opportunities to be optimised.

Proposal 102

The Mayor, through TfL and working with Government, will fund the delivery of the strategy by:

- a) Maximising any available efficiencies, subsidising services at appropriate levels and ensuring that value for money is otherwise achieved from the existing and planned transport network.
- b) Seeking to ensure a sustained level of funding from fares, Business Rate Retention and other existing sources of income.
- c) Seeking additional taxes, powers or other similar mechanisms, including Vehicle Excise Duty in London, to create a fairer way of funding the delivery of transport schemes and services, to better capture and conserve the benefits they create and to enable the delivery of the transport and community benefits that the pursuit of this strategy will bring to London, the Wider South East and the UK as a whole.

Policy 23

The boroughs shall prepare and implement Local Implementation Plans (LIPs) containing proposals for the implementation of the Mayor's Transport Strategy in their area. Each LIP should also contain a delivery plan and a performance monitoring plan

Proposal 103

The Mayor, through TfL, will offer support and guidance to ensure that local transport schemes and initiatives as set out in Local Implementation Plans are supported by monitoring plans that demonstrate delivery against the policies, proposals and expected outcomes of this strategy.

Policy 24

The Mayor, through TfL and the boroughs, will review their delivery plans should monitoring show that the expected transport outcomes of this strategy are unlikely to be achieved.