

Board

Date: 19 July 2017

Item: TfL's response to the public consultation on the Draft Mayor's Transport Strategy

This paper will be considered in public

1 Summary

- 1.1 The purpose of this paper is to seek the Board's approval to issue the attached response to the consultation on the draft Mayor's Transport Strategy (MTS).

2 Recommendation

- 2.1 **That the Board approves submission of the response to the consultation on the draft Mayor's Transport Strategy, attached in Appendix 1, to be sent as a letter from the Commissioner to the Mayor.**

3 Background

- 3.1 The Draft MTS was published for public consultation on the 21 June 2017. The consultation period ends on 2 October 2017.
- 3.2 TfL has been instrumental in the development of the draft strategy's policies and proposals as the Mayor has delegated the preparation of the draft MTS and associated tasks to TfL.
- 3.3 The Board has been involved in the development of the draft strategy, outside of normal Board meetings. This includes a bespoke session for Board Members and Mayoral advisors in January 2017 and a post-Board meeting discussion on the full draft MTS in March 2017.
- 3.4 As with the other GLA group functional bodies, TfL is a statutory consultee and it is appropriate that TfL provides a formal response to the consultation. Appendix 1 contains a suggested response that would be sent from the Commissioner to the Mayor.
- 3.5 We have now embarked on an extensive internal and external communications programme. The internal programme is to ensure that all teams within TfL are fully aware of the contents of the draft strategy and how, subject to the outcome of the consultation process, the MTS will affect their work. The external programme is part of the consultation process and is with key stakeholders, including the London boroughs, business groups and our supply chain.
- 3.6 It is essential that the strategy informs TfL's next Business Plan and the annual scorecard. Progress in delivery, and outcomes achieved, will be tracked on a regular basis by the TfL Executive Committee. In addition, full monitoring reports

will be considered by the Board and will be included in the annual Travel in London report.

4 Timetable

4.1 The key dates in the timetable for the development of the MTS are:

21 June	Draft MTS published for public consultation
12 July	London Assembly Transport Committee session on MTS
18 July	London Assembly Transport Committee session on MTS (TfL attending)
19 July	Board meeting (this paper)
2 October	Consultation closes
January 2018	Publication of the final MTS as approved by the Mayor

5 Legal Implications

5.1 The Mayor is required to consult TfL when revising any of his strategies. TfL is not required to submit a response to the consultation but it is appropriate that it does so given the role it plays in delivering the Mayor's transport duty and the MTS itself.

6 Financial Implications

6.1 The transport strategy sets the strategic direction for transport investment over the next 25 years. Specific funding commitments are taken forward within the annual business planning process.

List of appendices to this report:

Appendix 1 – Draft TfL response to the public consultation on the Draft MTS

List of Background Papers:

None

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Appendix 1 – Draft TfL response to the public consultation on the Draft MTS

Sadiq Khan
Mayor of London
Greater London Authority
City Hall
The Queen's Walk
London SE1 2AA

20th July 2017

Dear

Mayor's Transport Strategy – Draft for Consultation

Thank you for providing an opportunity for Transport for London (TfL) to comment on your draft Transport Strategy (MTS), published on 21 June 2017.

We have worked closely with your Deputy Mayor for Transport, the TfL Board and colleagues within the GLA to develop the policies and proposals in the draft strategy, building on the vision set out in 'A City for All Londoners', and have already begun the process of embedding it within TfL's prioritisation and planning processes subject to the outcome of the consultation process and your approval of the final MTS. We have also liaised with other teams at the GLA to ensure that the policies and proposals within the draft strategy are consistent with the other developing Mayoral strategies, most notably the London Plan, the London Environment Strategy and the Economic Development Strategy.

We welcome this draft strategy and fully support the Mayor's vision and approach that it reflects – to create a fairer, greener, healthier and more prosperous London by placing people's health and experience at the heart of transport planning for a growing city. We consider creating 'Healthy Streets' to promote active and sustainable travel, making more efficient use of the street network, and addressing London's air quality crisis are all essential parts of the strategy. Providing a good public transport experience to ensure Londoners have attractive and accessible alternatives to using a car is also of vital

importance. We also welcome the recognition of the crucial role transport has to play in shaping the city as it grows and supporting the delivery of new homes and jobs.

At the heart of the strategy is the aim to achieve an 80 per cent sustainable mode share in London by 2041. This mode-shift is required to provide a long-term solution to the challenges London faces as it grows, without threatening its status as an efficient, well-functioning city. This is an ambitious and challenging aim. However, our strategic analysis (published in the MTS Evidence Base) has demonstrated that it is achievable with the implementation of the whole strategy – together with the support of appropriate land use policies in the forthcoming London Plan – over the next 25 years. While we at TfL will demonstrate leadership in taking this forward, the strategy's aims and outcomes can only be achieved with sufficient funding and resources, and with the continued and collaborative efforts of the boroughs and other organisations that share the responsibility of planning and delivery.

I am, together with all of us at TfL, totally committed to delivering your transport strategy. The draft MTS sets an ambitious agenda for TfL and steps will be taken to embed the final strategy within the organisation. We are running an extensive programme of briefings for colleagues across the organisation so that the vision and aims of the strategy are understood by those tasked with delivering it.

We are refocussing our internal governance arrangements to take forward policies and proposals which require further development. These groups will take forward all areas of the strategy including Healthy Streets, Vision Zero, efficient use of road space (including freight and servicing proposals, traffic reduction strategies and new ways of paying for roads), air quality and the environment, customer service, accessibility and inclusion, public transport services development (including Crossrail 2, creating a London Suburban Metro and re-shaping the bus network), and transport to enable 'good growth'.

We are also ensuring that the strategy will inform the development of our next business plan over the next five years and that our investment decisions contribute to achieving the expected outcomes of the strategy. The strategy will also be reflected in the annual TfL scorecard, setting out clearly the expected timescales and milestones for delivery of the strategy.

Progress against the aims and outcomes will be comprehensively monitored to ensure that the strategy is delivered. I and my Executive Committee will review progress every quarter and regular reports will be provided to the TfL Board. In addition, an annual progress report will be published as part of the Travel in London reports. This outcomes monitoring will inform annual adjustments of the TfL budget and business plan to ensure we remain on track to deliver the strategy.

We will continue to deliver efficiencies across the organisation and seek value-for-money in its business activities, as well as seeking additional sustainable funding sources and project-specific grants. We welcome the recommendation of the London Finance Commission and the Mayor's call on the government for additional powers and other similar mechanisms, including Vehicle Excise Duty and Land Value Capture, to create a fairer way of funding the delivery of transport schemes and services. We also support the Mayor's continued commitment to work with the Department for Transport to progress vital transport schemes that are of national as well as regional importance, such as the delivery of Crossrail 2, and to obtain the powers necessary to deliver your strategy, such as the devolution of the operation of suburban rail services to TfL and the powers to limit the numbers of private hire vehicles in London.

We also acknowledge the critical role that the London boroughs have in delivering the strategy's proposals and is committed to working collaboratively to support them in the development and implementation of their Local Implementation Plans. Those authorities outside London are also important and TfL will continue to work with them to ensure that the benefits of the transport strategy support jobs and economic growth across the Wider South East and rest of the UK.

We look forward to working with you to finalising the strategy for publication next year.

Yours sincerely,

Mike Brown MVO
Commissioner