



**Mayor's Transport Strategy – Public consultation
London First Response
12/01/10**

INTRODUCTION

London First welcomes the opportunity to respond to the Mayor's Transport Strategy – Public Draft, and acknowledges that a number of points that were raised in our response to the Statement of Intent have been incorporated into this draft. We look forward to working with the Mayor, his advisers and officers on emerging policy and delivery of the strategy. We will also be responding to the Mayor's Economic Development Strategy and the London Plan.

London First is a business membership group whose aim is to make London the best city in the world in which to do business. We do this by mobilising the experience, expertise and enthusiasm of the private sector to develop practical solutions to the challenges London faces and to lobby government for the investment that London needs in its infrastructure. London First delivers its activities with the support of around 250 of the capital's major businesses in key sectors such as finance, professional services, property, creative industries, hospitality and retail. Our members represent around a quarter of London's GDP.

Economic growth is heavily dependent on the ability to fluently move people and goods within London and to and from other regions of the UK and the rest of the world. London First therefore strongly supports the Mayor's commitment to improve transport to support London's continued economic success in the face of severe and growing global competition for markets and investment.

London First welcomes:

- The clear and comprehensive statement of the major transport related challenges facing the capital, transport users, the economy and the environment.
- A greater focus on planning capacity increases in the medium and long term.
- The Mayor's commitment to deliver significant increases in public transport capacity with the building of Crossrail and the planned modernisation of the Tube.
- Recognition of the need to improve the reliability of the road network, in part by better co-ordinating roadworks.
- Recognition that additional airport capacity is required to prevent economic growth being put at risk.
- The Mayor's plans to complete the upgrades of overground rail system, including a greater emphasis on orbital movements.
- The package of river crossings identified, and the Mayor's support for improved river services, to improve accessibility and network reliability in east London.
- The Mayor's proposals to enhance the urban realm including the promotion of walking and in particular his support for the wider roll out of Legible London.
- The Mayor's intention to develop measures to manage demand as part of his overall approach to improving London's transport provision.

We believe that the revised strategy should include the following changes:

1. Include a proposal to develop and promote **new funding mechanisms** and **procurement strategies** to allow important but unfunded projects to proceed.
For example, by introducing tolls at Blackwall tunnel and on Woolwich Ferry and offering a DBFO PFI concession to address Blackwall unreliability by construction of Silvertown Crossing before 2020.
2. Attach greater weight to reducing **congestion** (and hence air pollution), state measurable **targets** for the Transport for London (TLRN) and Strategic Road (SRN) networks and include a holistic **plan** to deliver these.
This should include developing a central London freight consolidation centre, implementing a corridor-based approach to optimise major routes and improving the accident and breakdown response further on the TLRN and SRN.
3. Provide **medium** and **long-term strategies for airport capacity**.
To prevent a shortfall in capacity before 2030, the strategy should support medium-term expansion of Heathrow, in parallel with work to evaluate long-term solutions.
4. Include proposals to improve the availability of **real time information during disruptions** and **integration of service information** between Transport for London (TfL) and other providers.
For example, by improving access to information on alternatives via barrier signs, ticket hall terminals and PDAs.
5. **Suspend the western extension zone (WEZ) to assess impact on air quality**
Suspension for a period of 6 months would allow time for travel behaviours to adjust and air quality to be measured. From this, an informed assessment could be made of the importance of WEZ to the Mayor's ambitions to improve air quality and avoid a significant EU fine.
6. Require a **major strategic review of how bus services are planned**.
This should include revising fare and ticketing arrangements to encourage more multi-bus and multi-mode trips, to reduce subsidies, congestion and emissions.
7. Make proposals to alleviate the problems faced by **delivery and servicing** operators.
For example by, working with boroughs to reduce the worst unloading hot-spots, actively supporting out-of-hours deliveries (particularly in non-residential areas) and the rationalisation of the restrictions which influence operations, such as the London Lorry Control Scheme and the delivery windows specified in planning permissions.
8. Encourage the development of **road user charging schemes in the medium term**.
New peak time schemes are essential to improve heavily congested roads and could help fund local infrastructure improvements which are otherwise impossible in the current fiscal climate. The proposal should include an outline plan of how viable schemes will be developed in partnership with key stakeholders.
9. Encourage greater **technical innovation** on railways and the Tube in the longer term.
Experience demonstrates that new technology can provide additional capacity and improved reliability at lower cost, and support for greater innovation should be explicitly captured in the strategy.

EXPLANATION OF RECOMMENDATIONS

1. New funding mechanisms and procurement strategies

A number of the projects listed in Figure 80 are unfunded despite being essential to London's economic growth and the quality of life of Londoners and visitors. The economic and fiscal climate in the short to medium term is expected to be challenging, with traditional funding mechanisms - including the central government grant, section 106 contributions and farebox income – unlikely to support the required level of investment. Delays in obtaining funding, combined with considerable project lead times, may mean significant elements of this strategy are not realised.

Identifying and developing new funding mechanisms, without unduly impacting business, is therefore central to delivery of this strategy. Similarly, using a broader range of procurement strategies to reduce or defer funds required for capital investments appears essential in the current economic context. We welcome the development of the Business Rate Supplement and Tax Increment Financing, and believe that tolling Blackwall tunnel and Woolwich Ferry (with revenue hypothecated to fund Silvertown crossing and improved river transport) and new road charging schemes (Section 8) should be included in the options evaluated.

2. Reducing congestion

60% of journeys in London are made by road. Buses, taxis, and servicing and delivery vehicles, as well as the private car, are all dependent on the road network. Three million tonnes of freight travel by road in London each week. The road network is critical to business.

London has 12% of the country's population but over 30% of its congestion. It is a major concern that with ongoing utility works, the construction of Crossrail and the Thames Tideway project requiring over 30 central London sites, modelling shows that central London is facing extensive and regular gridlock.

Congestion costs the London economy £2 billion per annum, substantially increases carbon emissions from transport, significantly increases emissions harmful to health and substantially reduces the reliability of the road network – an issue which adversely affects business operations in nearly all sectors.

Despite decreasing traffic volumes in a number of areas across central and inner London, congestion continues to rise across London and these problems are likely to increase further.

London is more congested than many of its international competitor cities and this disadvantages existing businesses and has the potential to deter new investment.

While the actions listed in the statement to tackle congestion are welcome, the weight attached to this issue needs to be increased considering that congestion will, according to TfL's own figures, cost the economy over £40 billion during the life of this transport strategy.

We believe that the following actions are required to complement those outlined in the draft strategy:

- Agreement of challenging and measurable targets for the TLRN and SRN
- Development of a strategic and holistic pan-London plan to achieve these targets (including temporary, minimum network reliability to be provided during extended Olympic Games period)
- Implementation of a corridor-based approach to optimise major routes
- Introduction of a central London freight consolidation centre
- Further improved accident and breakdown response on the TLRN and SRN
- Increased programme to tackle congestion hot-spots
- Improved availability of real time congestion information for private and commercial drivers
- Commissioning of a study to assess if the current governance of strategic roads is effective
- Impact analysis of all schemes and developments affecting major roads to ensure peak time capacity is maintained
- Retention and modification of the western extension congestion charge zone (Section 5)
- Development of new road charging schemes (Section 8)

3. Medium and long-term strategies for airport capacity

We welcome recognition that airport capacity serving the capital and the wider south east of England must be sufficient to sustain London's competitive position, and the Mayor's recognition of the need for additional runway capacity in the south east.

London's competitiveness and attractiveness to international investment as a world city depend on easy and efficient connections to a wide range of business centres. We welcome the acknowledgment that the current constraint on capacity "could have the effect of limiting London's economic growth and putting its competitive position at risk".

We do not support the Mayor's opposition to any further capacity increases at Heathrow. The location of aviation capacity is a matter of national policy and it is therefore not appropriate for the Mayor's Transport Strategy to seek to oppose growth at Heathrow or promote alternative locations outside London (and the strategy's jurisdiction).

We agree that airport operators should take full account of the environmental impacts of operations. Policy should state what outcomes on noise and other impacts would provide the basis for the Mayor's support for further expansion at Heathrow, and take into account the Government's proposals for an independent enforcer of noise and air pollution thresholds - with the power to bring the airport back into compliance if they are breached - as necessary conditions for a further runway at Heathrow.

While we support any credible evaluation of long-term potential solutions to London's air transport needs, we believe it should be consistent with national policy formulation and proceed in parallel with the medium-term expansion of Heathrow. The report commissioned by the Mayor to examine the feasibility of building and operating an International Hub Airport within the Thames Estuary (Thames Estuary Airport Feasibility Review, October 2009) states that "the overwhelming evidence... on passenger growth and future capacity of London's airports shows a shortfall in capacity of about 70 million passenger movements a year by 2030 even when all other potential expansion is put in place" (our emphasis) and that an estuary airport is not expected to be operational much before 2030¹.

¹ <http://www.testrad.co.uk/pdf/TEAFRreport.pdf>

We do not believe the case for future high-speed rail services obviates the need to consider increased runway capacity at Heathrow, not least because Heathrow is now running at nearly 99 per cent capacity, and that even with the recession, monthly passenger traffic in September 2009 was only 0.3 per cent down on the previous year. Only three per cent of flights from Heathrow are to Manchester or Leeds - the two most likely destinations for a potential high-speed line - and all future domestic and short-haul flights combined will account for only approximately 15 per cent of the traffic to and from Heathrow².

A London First study (Imagine a world class Heathrow, June 2008) highlighted the key drivers of poor service quality at the UK's largest business airport and put forward proposals to tackle them. Flight delays are a key driver. Only a capacity increase will overturn Heathrow's position as the most delayed airport of its size in Europe, a position that threatens to undermine London's standing as a world city long before 2031.

In addition to the services offered by the larger airports and carriers, high quality and readily accessible facilities are required for a small but important group of senior executives who use private aviation. Amongst those facilities in Greater London serving this niche business aviation market, Biggin Hill for example has the potential to grow within its permitted limits as a Strategic Outer London Development Centre. The existing heliport facility at Battersea is difficult to access from the main business centres and is already at capacity. We therefore consider that a heliport is required in a suitable location in east London to improve the accessibility to the City and Canary Wharf, reduce the overfly of central London and to subsidise the business case for new emergency service facilities which are unlikely to be viable otherwise.

4. Real time disruption information and integration of service information

Fully integrating TfL and non-TfL services - within and connecting to London - to provide a seamless and high quality 'end to end' journey experience is rated as a top priority by our members. London First recognises the work TfL has undertaken in improving information and better integrating the different transport modes it provides. In a recent survey, members strongly praised the Journey Planner and we welcome the steps recently announced to extend Oystercard pay-as-you-go to services provided by Thames Clippers and on London commuter lines.

Our members believe that a key aspect of providing a seamless journey is improving the accessibility of information available during service disruptions and the integration of information between TfL and the many other transport providers in London. While delays are inevitable during disruptions, the delay, confusion and potential frustration due to poor information can and should be minimised. For example, a passenger not familiar with local transport arrangements will face difficulties if they are merely told that a service is suspended. Greater recognition that the passenger, who may not be an English speaker, needs support in planning their alternative route is essential.

While we do not have the necessary technical competence to prescribe solutions, there seems merit in including one or more additional proposals which specifies the desire to increase the real time accessibility of operational delay data and route finding information to the user. A recent member workshop suggested that access to information on alternative services via barrier signs, ticket hall terminals and PDAs would be well received by business users.

² Rt Hon. Lord Adonis, 19 October 2009 (Lord Hansard 19 Oct 2009 : Column 438)
<http://www.publications.parliament.uk/pa/ld200809/ldhansrd/text/91019-0002.htm>

5. Western extension zone (WEZ)

Following recent analysis, we remain concerned that the impacts of the removal of WEZ cannot be adequately assessed and are likely to lead to a worsening of air quality and congestion – both significant issues to business.

Suspension for a period of 6 months would allow time for travel behaviours to adjust and stabilise, and for comprehensive air quality measurements to be taken. From this, an informed assessment could be made of the importance of WEZ to the Mayor's ambitions to improve air quality and avoid a significant EU fine.

If after other measures implemented by the Mayor, WEZ is required to achieve his environmental goals, we would support the retention of a modified scheme to reduce the unnecessary restrictions to local businesses, local journeys and delivery and servicing operations and avoid the significant costs of decommissioning WEZ.

Traffic patterns in WEZ are different to those in central London. In WEZ, there is a discernible drop in traffic levels between peaks. We therefore believe that reducing the operational hours to 07:00-11:00 would better match local conditions. In this instance, the charge would continue to encourage those who commute by car to use more sustainable modes while at the same time reducing the deterrent for local trips and essential delivery and servicing journeys for most of the day.

London First originally opposed the implementation of WEZ but revised its position because of serious and increased concerns about the impacts of its removal.

6. Bus service planning

Bus services have been one of London's major transport success stories, but one which has led to a significant increase in subsidies to a level which we believe is difficult to sustain, particularly in the current fiscal environment. Additionally, the current bus patterns significantly contribute to high levels of pollution and congestion in sensitive areas, such as the West End.

As a full review of route planning was outside the scope of the recent TfL KPMG review, we believe that a wholesale review is prudent to examine how these service levels can be maintained but at better value. Increasing average occupancy levels by better matching supply to demand is important to greater financial efficiency. This is likely to necessitate adopting a new philosophy which recognises that some journeys may need to be made by multiple modes or multiple buses, supported by 'through' ticketing. We should seek ways to encourage greater innovation by operators.

7. Delivery and servicing provisions

Delivery and servicing vehicles account for 15-20% of all traffic in London. In the charging zone, they complete over four times more mileage than buses and coaches combined. These operations and many of these journeys are essential to London. Growing congestion, the reduced availability of official and safe kerbside unloading facilities and complex and contradictory regulation have unduly contributed to difficult operational conditions.

While we welcome the proposals included in the strategy, we believe that these need complementing to reverse the decline witnessed over the last decade. Additional actions required include:

- Working with boroughs to reduce the worst unloading hot-spots
- Actively supporting out-of-hours deliveries, particularly in non-residential areas
- The rationalisation of the restrictions which influence operations, such as the London Lorry Control Scheme and the delivery windows specified in planning permissions.

8. Medium-term road user charging schemes

As described above, an unreliable road network creates significant problems for most businesses operating in London and these effects are set to worsen due to major developments and growth.

With finite road space, limited ability to increase effective capacity with the 'supply' measures outlined in Section 2, it is inevitable that demand management schemes are required to ensure that the TLRN and SRN can support economic prosperity in the medium and long term.

The growing necessity to tackle emissions which contribute to poor air quality and climate change cannot be addressed by low or no emission vehicles alone in the medium term without either significantly reducing traffic or congestion.

Furthermore, as outlined in Section 1, existing funding mechanisms are insufficient to fund the capital investment requirements for London's transport system.

Without unduly restricting business, new road user charging schemes, designed to reduce congestion and pollution on the most heavily congested roads during peak periods, could raise funds for reinvestment in transport infrastructure which are otherwise impossible to fund in the current fiscal climate. This would be an important step towards a financially and environmentally sustainable transport provision and, as such, should be included in the strategy as soon as is reasonably practical. After examining the implementation barriers and assessing international progress, we believe new schemes on heavily congested routes are politically and technically possible in the medium term. The proposal should include an outline plan of how viable schemes will be developed in partnership with key stakeholders.

9. Technical innovation on railways and the Tube

International experience demonstrates that new technologies can provide additional capacity and improved reliability at lower cost, without compromising safety or operational performance.

The continuing need to reduce operational costs and minimise the impacts of unreliability, combined with TfL's position as a world leading transport provider, suggest that greater technical innovation should be encouraged in the longer term and hence feature in the strategy.

SPECIFIC PROPOSAL COMMENTARY (additions are shown in capitals)

5	<p>“The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, freight operating companies, boroughs and other transport stakeholders will seek to ensure that Crossrail is delivered by 2017, and that it is fully integrated with the rest of London’s public transport system; that the impacts of construction on residents, ROAD USERS and businesses are minimised so far as possible; and that the future benefits Crossrail brings are monitored to ensure the rail link achieves its objectives.”</p>
20	<p>“The Mayor, through TfL, will implement the following measures in order to cool the Underground:</p> <ul style="list-style-type: none"> a) New air-conditioned rolling stock across the sub-surface (Metropolitan, Circle, Hammersmith & City and District) lines, introduced progressively from 2010 b) Improved ventilation shafts and replacements of out of service fans C) OTHER MEASURES REQUIRED TO ACHIEVE AND MAINTAIN ACCEPTABLE AMBIENT CONDITIONS”
24	<p>“The Mayor, through TfL, and working with the London boroughs and other stakeholders, including developers, will improve bus passengers’ journeys by measures, including:</p> <ul style="list-style-type: none"> a) Incentivised bus operating contracts and expanding staff training in order to consolidate reliability improvements b) Introducing measures such as bus priority at critical locations (WITHOUT DETRIMENT TO GENERAL TRAFFIC CONDITIONS ON MAJOR ROUTES) c) Ensuring that the appropriate enforcement of bus priority is carried out d) Implement the Countdown 2 project to deliver expanded access to realtime information and develop further integration with digital communications to provide realtime bus information”
25	<p>“The Mayor, through TfL, will upgrade its bus fleet to meet increased emissions standards and will appoint bus manufacturers as part of the New Bus for London project by the end of 2009. IF AFFORDABLE, it is intended that the first prototype will enter service during 2011.”</p>
26	<p>“The Mayor, through TfL, and working with the London boroughs and other stakeholders will support improvements to the taxi service through a number of measures, including:</p> <ul style="list-style-type: none"> a) Continued highway priority for taxi services, for example, access to bus lanes b) Reduce taxi vehicle emissions and develop low emission taxis c) Provision of parking and waiting facilities, including rest facilities d) The provision of ranks and facilities at interchanges e) Taxi marshalling f) Action against touting and illegal cabs g) Improved driving behaviour, to be encouraged through the licensing procedure of taxi drivers h) Ensuring regulated taxi fares changes allow drivers and owners to continue to recover the costs of providing the taxi service and provide a sufficient incentive for taxi provision to meet demand, in particular at night i) Continuous process improvements to provide a modern and cost effective licensing service J) INTEGRATION INTO RELEVANT WAYFINDING SCHEMES AND INFORMATION PROVISIONS”

28	<p>“The Mayor, through TfL, and working with the London boroughs, coach operators and other stakeholders, will seek to maximise the use of the existing facilities to increase capacity for coaches, given the anticipated growth in demand for coach use and to develop parking standards for coaches, WITH SCHEMES IN CENTRAL LONDON CAREFULLY ASSESSED TO MINIMISE THE LAND REQUIREMENT IN AN AREA VITAL TO LONDON’S ECONOMY. In the longer-term, the Mayor will work with all relevant partners to investigate the feasibility of developing a series of coach hubs or the potential for alternative locations for coach station facilities to provide easier access to the coach network, while retaining good access to central London for coach operators.”</p>
30	<p>“The Mayor, through TfL, and working with the London boroughs and other stakeholders will introduce measures to smooth traffic flows to manage congestion and improve journey time reliability for all people and freight movements, and maximise the efficiency of the road system from a business and individual perspective by, for example:</p> <ul style="list-style-type: none"> a) Investment in intelligent traffic control systems and the infrastructure to support it b) Allowing motorcycles and scooters to use TLRN bus lanes for a trial period and evaluating its impact c) Upgrading, optimisation and rationalisation of equipment at signal controlled junctions d) Working with the DfT to pilot and develop the concept of pedestrian countdown at traffic signals to optimise the amount of ‘green time’ for both pedestrians and road traffic e) Implementing a targeted programme of road network improvements, potentially including junction upgrades, to improve traffic flow on the most congested sections and to improve conditions for all road users f) Working with utility companies to reduce the impact of their street works on traffic congestion G) AGREEMENT OF CHALLENGING AND MEASURABLE TARGETS FOR TLRN AND SRN (INCLUDING TEMPORARY, MINIMUM NETWORK RELIABILITY TO BE PROVIDED DURING EXTENDED OLYMPIC GAMES PERIOD) H) DEVELOPING A STRATEGIC AND HOLISTIC PAN-LONDON PLAN TO ACHIEVE TARGETS I) IMPLEMENTING A CORRIDOR-BASED APPROACH TO OPTIMISE MAJOR ROUTES J) INTRODUCING A CENTRAL LONDON FREIGHT CONSOLIDATION CENTRE K) FURTHER IMPROVING ACCIDENT AND BREAKDOWN RESPONSE ON THE TLRN AND SRN L) IMPROVING AVAILABILITY OF REAL TIME CONGESTION INFORMATION FOR PRIVATE AND COMMERCIAL DRIVERS M) COMMISSIONING A STUDY TO ASSESS IF THE CURRENT GOVERNANCE OF STRATEGIC ROADS IS EFFECTIVE N) CONDUCTING IMPACT ANALYSIS ON ALL SCHEMES AND DEVELOPMENTS AFFECTING MAJOR ROADS TO ENSURE PEAK TIME CAPACITY IS MAINTAINED”

34	<p>We believe that the assessment criteria listed, including the overall net benefit analysis, generally provides a practical balance between supporting economic prosperity and due consideration of any potential environmental and social concerns.</p> <p>However, as an overall net benefit impact analysis is specified, a net benefit analysis of environmental impacts (part c) provides an unnecessary level of duplication, which could lead to future confusion and as such we believe that part c should be deleted, as follows:</p> <p>“The Mayor, through TfL, and working with the London boroughs and other stakeholders will take a criteria-based approach to road schemes which would allow them to go ahead if there is an overall net benefit, taking into account the following factors:</p> <p>a) The contribution to London’s development/regeneration b) The extent to which congestion is reduced c) How net benefit to London’s environment can be provided cd) How conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved de) How safety for all is improved”</p>
36	<p>London First supports the development of new and improved piers in central London, and would wish to see a more proactive approach to strategic pier development. We believe that London River Services should be supported and strengthened to assist this objective.</p> <p>We believe that centralised management of all strategic London piers would facilitate the introduction of rigorous docking information provision and waiting arrangements, and efficient turnaround of scheduled services</p> <p>“The Mayor, through TfL, and working with the Port of London Authority, the ODA, boat operators, pier owners, riparian boroughs and other interested parties will continue the River Services Concordat to work together to enable the development of London’s river services to reach their full potential and to better integrate river services into the overall transport network. THE MAYOR, THROUGH TFL, WILL ASSESS WHETHER THE GOVERNANCE OF STRATEGIC CENTRAL LONDON PIERS IS APPROPRIATE TO ENCOURAGE THE EFFICIENT TURNAROUND OF SCHEDULED SERVICES THROUGH IMPROVED DOCKING, REAL TIME INFORMATION PROVISION AND WAITING ARRANGEMENTS.”</p>
47	<p>“The Mayor recognises that adequate airport runway capacity is critical to the competitive position of London in a global economy AND WILL SUPPORT THE OPTIMAL USE OF LIMITED CURRENT CAPACITY AT LONDON’S LOCAL AIRPORTS, WHILE RECOGNISING THAT CURRENT CAPACITY IS INSUFFICIENT TO MEET FORECAST DEMAND, but opposes any further increases in capacity at Heathrow.”</p>

53	<p>“The Mayor, through TfL, and working with the boroughs and other stakeholders, will deliver improvements to cycling infrastructure and training to support the cycling revolution, including:</p> <ul style="list-style-type: none"> a) The London Cycle Hire Scheme in 2010 in central London b) Twelve Cycle Superhighways will be developed for commuters and others to cycle to central London, improving the capacity of the radial network, WITHOUT DETRIMENT TO CONDITIONS FOR GENERAL TRAFFIC ON MAJOR ROUTES c) Enhanced cycle links to the Olympic Park by 2012 and the development of a wider network of Greenways across London d) Cycle hire schemes and cycle superhighways introduced elsewhere, particularly in Outer London, if the initial schemes are successful and there is sufficient demand e) Increased provision of secure bicycle parking facilities, particularly at stations, workplaces, schools, retail and leisure sites f) Improving the permeability of the road network for cycling g) Delivering road enhancements to make cycling easier and safer, including managing car access to residential areas, through physical or design measures, to create pleasant and safer cycling environments h) Offering cycle training for people of all ages i) Adequate enforcement to ensure safety for cyclists and other road users is improved”
82	<p>“The Mayor, through TfL, and working with the London boroughs and other stakeholders, will use the principles of ‘better streets’ to seek to improve town centres, in particular: removing clutter and improving the layout and design of streets; enhancing and protecting the built and historic environment; increasing the permeability of streets; and creating clear and easily understandable routes and spaces to make it easier for cyclists, pedestrians and disabled people to get about, WITHOUT DETRIMENT TO CONDITIONS FOR GENERAL TRAFFIC ON MAJOR ROUTES.”</p>
86	<p>“The Mayor, through TfL, and working with the London councils, London boroughs, freight industry, and other stakeholders, will explore opportunities to use the London Lorry Control Scheme TO REDUCE CONGESTION ON MAJOR NON-RESIDENTIAL ROUTES AND encourage companies to operate quieter vehicles as well to promote improvements in air quality and reduce CO₂ emissions.”</p>
92	<p>“The Mayor, through TfL, and working with the London boroughs and other stakeholders, will take further action to reduce private vehicle emissions by:</p> <ul style="list-style-type: none"> a) Supporting the SWAP FROM CONVENTIONAL VEHICLES to uptake of low emission vehicles, such as electric cars and vans b) Incentivisation of low emission vehicles through pressing for changes to vehicle excise duty and parking regulations c) Working with the European Commission, the Government and vehicle manufacturers, the Mayor will seek new technologies which help vehicles be cleaner, such as better tyres which wear less, more sophisticated abatement technology and automatic hybrid-switching”
94	<p>“The Mayor, through TfL, will continue to operate the existing London LEZ. The Mayor will consider further tightening of the standards of the current LEZ, WITHOUT UNDULY INCREASING COSTS FOR BUSINESS, as well as the introduction of further emissions control schemes to encourage the use of cleaner vehicles in London:...”</p>

98	<p>“The Mayor, through TfL, and working with the London boroughs, road freight operators and other stakeholders, will:</p> <p>a) Adopt planning conditions that specify Delivery Service Plans for major developments (by spring 2011)</p> <p>b) Aim for 50 per cent of HGVs and vans serving London to be members of Freight Operator Recognition Scheme by 2016</p> <p>c) Encourage, and where appropriate specify, improved freight movement efficiency through, for example, greater consolidation, DEVELOPMENT OF A CONSOLIDATION PROVISION SERVING CENTRAL LONDON BEFORE THE OLYMPIC GAMES, more off-peak freight movement and greater use of water and rail-based transport.</p> <p>d) Support freight industry land requirements for locally focused consolidation and/or break-bulk facilities and access to waterways and railways”</p>
101	<p>“The Mayor, through TfL, and working with the London boroughs, Highways Agency, and other stakeholders, will implement a package of measures (including the rephrasing, REMOVAL and coordination of traffic signals) to reduce road traffic emissions by smoothing the flow of traffic and optimising the efficiency of London’s road network.”</p>
114	<p>“The Mayor, through TfL, and working with the London boroughs, DfT, Network Rail, train operating companies, and other stakeholders, will enhance the provision of information to improve customers’ knowledge and understanding on service availability, delays and other information to improve customer satisfaction and the way in which Londoners use public transport and make travel decisions by:</p> <p>a) Upgrading the TfL web-based Journey Planner, allowing further improvements to realtime performance, accuracy and personalisation</p> <p>b) Providing customers with a range of paper-based information (Tube, cycle and bus ‘spider’ maps, timetables, fares and service changes)</p> <p>c) Raising public awareness and knowledge of existing public transport provision, particularly, orbital public transport services</p> <p>d) Further development of journey planning, including web-based information, for local trips to town centres</p> <p>e) Developing town centre journey planning tools</p> <p>F) INCREASING ACCESSIBILITY OF OPERATIONAL DELAY DATA AND ROUTE FINDING INFORMATION TO THE USER INCLUDING INFORMATION ON ALTERNATIVES VIA BARRIER SIGNS, TICKET HALL TERMINALS AND PDAS.”</p>
116	<p>“The Mayor, through TfL, and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of ‘delivery and servicing plans’, ‘construction logistics plans’, the Freight Operator Recognition Scheme, ADDRESSING THE WORST UNLOADING HOT-SPOTS, ACTIVELY SUPPORTING OUT-OF-HOURS DELIVERIES (PARTICULARLY IN NON-RESIDENTIAL AREAS), AND THE RATIONALISATION OF THE RESTRICTIONS WHICH INFLUENCE OPERATIONS and other efficiency measures, across London.”</p>
118	<p>“The Mayor, through TfL, and working with the London boroughs, freight operators and other stakeholders, will PROGRESS support the introduction of consolidation centres and break-bulk facilities where appropriate, especially at Strategic Industrial Locations to allow distributed goods to be transferred from lorries using the trunk road network to more environmentally friendly vehicles for servicing urban centres.”</p>

127	<p>“The Mayor, through TfL, AND IN PARTNERSHIP WITH THE BOROUGHES AND BUSINESS subject to consultation, will SUSPEND remove the Western Extension of the central London Congestion Charging zone TO ALLOW AIR QUALITY IMPACTS TO BE MEASURED AND WILL THEN ASSESS ALL OPTIONS IN PARTNERSHIP WITH BOROUGHES AND BUSINESS after putting in place such measures in mitigation of negative impacts as are both desirable and practicable.”</p>
129	<p>“The Mayor, through TfL, and working with the London boroughs and other stakeholders, may consider managing the demand for travel through pricing incentives (such as parking charges or other charging regimes) in order to meet the overall objectives of the transport strategy. IN THE MEDIUM TERM tThe Mayor WILL INVESTIGATE may consider road user charging schemes if other measures at the Mayor’s disposal are deemed insufficient to meet the strategy’s objectives and where there is a reasonable balance between the objectives of any scheme and its costs and other impacts. Any scheme would need to take account of local conditions, as well as the impact on surrounding regions AND BUSINESSES, and to be fair and flexible relating charges to the external costs of travel, with sensitivity to time of day and with scope for discounts or exemptions for specific user groups. The Mayor will also consider imposing charges or tolls to support specific infrastructure improvements, such as river crossings.”</p>

ADDITIONAL PROPOSALS

	<p>“THE MAYOR, THROUGH TFL, AND WORKING WITH BUSINESS AND OTHER STAKEHOLDERS IN THE PUBLIC AND PRIVATE SECTORS, WILL DEVELOP AND PROMOTE NEW FUNDING MECHANISMS AND PROCUREMENT STRATEGIES TO ALLOW THE DELIVERY OF PROJECTS IDENTIFIED IN FIGURE 80 TO SATISFY FORECAST DEMAND.”</p>
	<p>“THE MAYOR, THROUGH TFL, AND WORKING WITH THE LONDON BOROUGHES AND OTHER STAKEHOLDERS (INCLUDING OPERATORS) WILL CONDUCT A ONE-OFF MAJOR STRATEGIC REVIEW OF HOW BUS SERVICES ARE PLANNED, INCLUDING ASSESSING THE POTENTIAL REVISION OF FARE AND TICKETING ARRANGEMENTS TO ENCOURAGE MORE MULTI-BUS AND MULTI-MODE TRIPS, TO REDUCE SUBSIDIES, CONGESTION AND EMISSIONS. THIS WILL INCLUDE A MAJOR REVIEW OF PUBLIC TRANSPORT IN THE WEST END, PHASED TO COINCIDE WITH THE OPENING OF CROSSRAIL.”</p>
	<p>Coach parking in London has historically been insufficient, especially in areas adjacent to major tourist attractions. Areas such as Theatreland are heavily dependent on coach parties and are poorly served in this respect. The impacts of this situation are worsened as passengers are regularly elderly or have other mobility impairments.</p> <p>“THE MAYOR WILL WORK WITH ALL RELEVANT STAKEHOLDERS TO ENSURE THAT COACH PARKING PROVISION WHICH SERVES THE NEEDS OF MAJOR TOURIST ATTRACTIONS IS ADEQUATE WITHOUT REDUCING THE QUALITY OF ADJACENT PUBLIC REALM, INHIBITING DEVELOPMENT OR INCREASING LOCAL CONGESTION.”</p>
	<p>In addition to the services offered by the larger airports and carriers, high quality and readily accessible facilities are required for a small but important group of senior executives who use private aviation. The existing heliport facility at Battersea is difficult to access from the main business centres and is already at capacity. We therefore consider that a heliport, is required in a suitable location in East London to improve the accessibility to the City and Canary Wharf, reduce the overfly of central London and to subsidise the business case for new emergency service facilities which are unlikely to be viable otherwise.</p> <p>“THE MAYOR WILL WORK WITH ALL RELEVANT STAKEHOLDERS TO SUPPORT THE DEVELOPMENT OF A HELIPORT PROVISION IN EAST LONDON WITHOUT UNDUE DETRIMENT TO RESIDENTS AND THE ENVIRONMENT.”</p>
	<p>“THE MAYOR, THROUGH TFL, AND IN PARTNERSHIP WITH THE INDUSTRY, WILL ENCOURAGE THE DEVELOPMENT AND ADOPTION OF NEW TECHNOLOGIES ON THE RAILWAYS AND THE TUBE TO DELIVER ADDITIONAL CAPACITY AND IMPROVED RELIABILITY AT LOWER COST, WITHOUT COMPROMISING SAFETY OR OPERATIONAL PERFORMANCE.”</p>