

LONDON TRAVELWATCH PUBLIC BOARD MEETING 17 July 2024

Paper on Mayor's 2024 Manifesto and delivery of the Mayor's Transport Strategy

Context

On 10 July Michael Roberts gave evidence to the Transport Committee of the London Assembly on a panel also involving the Campaign for Better Transport, Transport for All, and London Councils. The topic was delivery of the Mayor's Transport Strategy.

Michael took the opportunity to provide an LTW assessment of the areas in the strategy which require more attention, and to set out a potential four-point plan for improving delivery and increasing the chance of meeting the key modal share target. This short paper summarises the analysis that he shared with the committee and sets out a proposed four-point plan for consideration by the Board.

Does the Board:

- Recognise the description below of the areas of progress and weakness against the Mayor's strategy
- Have any comments on the proposed four-point plan for accelerating progress?

Background

The Mayor's Transport Strategy, published in March 2018, outlines the Mayor's vision for transport in London. The overarching aim of the Mayor's Transport Strategy is to reduce Londoners' dependency on cars and to increase the active, efficient and sustainable (walking, cycling and public transport) mode share of trips in London to an ambitious 80 per cent by 2041.

In addition to the overarching mode share aim, the Mayor's Transport Strategy is focused on achieving nine outcomes under three themes:

Healthy Streets and healthy people

- Active: London's streets will be healthy, and more Londoners will travel actively
- Safe: London's streets will be safe and also secure
- Efficient: London's streets will be used more efficiently and have less traffic travelling on them
- Green: London's streets will be clean and also green

A good public transport experience

- Connected: The public transport network will meet the needs of a growing London
- Accessible: Public transport will be safe, affordable and accessible to all
- Quality: Journeys by public transport will be pleasant, fast and reliable

New homes and Jobs

- Sustainable: Active, efficient and sustainable travel will be the best option in new developments

- Unlocking: Transport investment will unlock the delivery of new homes and new jobs

The most recent assessment by TfL about the individual performance metrics is:

<https://board.tfl.gov.uk/documents/s20149/Delivering%20the%20Mayors%20Transport%20Strategy%20202223.pdf>

The key points made by Michael on behalf of London TravelWatch were:

We don't have all the detail, but the overall picture looks pretty challenging.

- There has been positive progress on some of the 12 MTS measures, building on pre-MTS (2018) trends - eg NO₂, CO₂, KSIs
- 2030 forecasts are unavailable for 8 measures in latest TfL delivery report - but looks (eg forecasts in 2022 report) like two-thirds of them not going to meet 2030 aims.
- Of the three priority areas, the most problematic is Healthy streets (5 of 6 measures off-target for 2030).
- Most noteworthy of off-target measures:
 - Modal share – this underpins so many of the other outcomes
 - Safety outcomes (x2) – though London is outperforming the national average in the reduction in KSIs, it is still far off target to reach vision zero.
 - Car trips – outer London cordon up from 2022 (70% of all traffic is in outer London)
 - CO₂ – “needs urgent & large-scale action” – TfL (27% cut car kms 2018-30)
 - Bus speeds – way off target and getting worse (matched 10 yr low in 2023-24).

A lot more needs to be done, but things could be worse.

- TfL is not complacent and has identified 3 areas for action (2022 & again 2023):
 - Reducing traffic, more progress on safety, continuing investment
- TfL's improved financial situation (operating surplus in each of next 3 years – nearly £500m in Y3 - & extra £250m from DfT 2024/5) has created options in its business plan including:
 - Prioritising investment in road safety
 - increases asset renewal investment building up to c £925m: this compares to £400-600m pa last 5 years but even this is less than £1bn pa steady state estimate
 - creates scope for borrowing if surplus sustained
 - NB investment in more rail capacity de-prioritised (apart from where fully funded by 3rd parties) due to forecast medium term excess capacity
- The Mayor's manifesto continues direction of travel: mix of
 - Re-stated existing plans eg new DLR & Piccadilly Line trains
 - Going further on existing initiatives eg ½ step-free Tube, quicker 100% Zero Emission buses
 - New plan to cut bus waiting times, review fares/ticketing – no detail yet available
- Political context on face of it looks favourable post general election:

- Longer term London funding London may be more likely (8 Mayoral combined authorities have deals to 2031/32) – quantum still uncertain.
- devolution of national rail may be more likely when contracts end eg Great Northern & Southeastern

LTW view: there now needs to be a reset of the strategy to deliver 80% modal share by 2041

- Mayor's third term implicitly gives a mandate for the goal – but how it is achieved needs to be re-thought. We need a new set of forecasts – show the road map and build buy-in for the mix of measures/scale of effort to 2030 and then to 2040 – “wedges” approach
- Collectively the tone of the Mayor's manifesto is less anti-car – eg pay-per-mile smart road user charging is off the table for now. London needs a coherent and compelling strategy to improve significantly the attraction of alternative modes (cost and quality) built on the following four point plan.

1. Develop a bolder, more strategic approach to **public transport fares**

- Set a goal over this mayoral term to improve the cost of PT relative to the cost of motoring and to projected changes in household income, and budget accordingly
- Consider in particular the scope for improving the attraction of fares in outer London – both for TfL services (eg special concession card?) and working with national Govt on rail fares (eg start with addressing price per mile anomalies)
- 1% cut = 0.3% increase in demand (but need for balance: don't skimp on quality)
- Others – Hopper from 60 to 90 mins, extend 18+ student Oyster to all 18-21 yr olds

2. Big push on **buses** – >15% of 10 mill car trips daily could “easily” be made by bus (TfL)

- Speed/reliability, info, cost are key factors (Yonder) – sweet spot to hit is 20% of bus users neither sat/dissat and get the average user (1-2/week, 37%) to increase use
- Superloop2 fine, but we need far more bus priority well beyond the 25 km of lanes by 2025 – also signals timing, extend lane rental scheme to borough roads
- NB demographic of bus users – ethnic minority, lower income, younger

3. Push forward with **public transport capital projects** backed by more predictable funding

- Elizabeth Line shows what's possible (increased London's rail capacity by 10%)
- Bakerloo Line (new trains + signalling), Piccadilly Line signalling (more tph), West London Orbital, DLR to Thamesmead – meanwhile Superloop-style services
- Aim to address outer-London PTAL weakspots through these + bus projects above

4. Improve access to public transport - better quality **of first/last mile journeys**

- Quality of streetscape (and so Healthy Streets programme) key – c 50% of all walking in London takes place as part of longer PT journey - increase LIP funding
- Quality of major PT interchanges and issues for other connecting modes eg dockless ebikes, taxis
- Road safety – vulnerable road users disproportionately affected: interested in potential for focus on work-related road accidents
- Disabled access – key metric (step free) & PTAL limited: look at care score among disabled Londoners (less than 50% and lower than non-disabled).