

Item No.	Classification: Open	Date: July 21 2009	Meeting Name: Executive
Report title:		Response to Mayor's Transport Strategy, Statement of Intent	
Ward(s) or groups affected:		ALL	
From:		Strategic Director of Regeneration and Neighbourhoods	

RECOMMENDATION(S)

1. That members agree the council's formal response to 'Mayor's Transport Strategy, statement of intent.' as set out in appendix A.

BACKGROUND INFORMATION

2. The 1999 Greater London Authority Act requires the Mayor to produce a transport strategy for London and also requires the 33 local authorities in London to implement it. The first Mayor's Transport Strategy (MTS1) was published in 2001 and was revised in August 2004 to support the western extension to the congestion charge zone and again in July 2006 to reflect the London Low Emission Zone.
3. The Mayor is reviewing the transport strategy with the aim of publishing a revised Mayors Transport Strategy (MTS2) in 2010. As the first stage in this process, the Mayor produced a Direction of travel document titled 'Way to Go! – Planning for Better Transport'. This document listed the principles that the Mayor proposed would shape the next MTS.
4. Since the publication of 'Way to Go', the Mayor has decided to undertake a full review of the London Plan and the Mayor's Economic Development Strategy in parallel with the development of the new MTS. The council's response to these strategies is covered in a separate report.
5. Following on from this, on May 18 2009, the Mayor published the Mayor's Transport Strategy – Statement of Intent (Sol) for consultation with the London Assembly and GLA Group. This document provides a framework for developing the new strategy and outlines potential policies and proposals which could be developed further.
6. Public consultation on the revised MTS is scheduled to begin in autumn 2009 and the final strategy is expected to be published in spring 2010. The Sol confirms that the new MTS will be more high level and less prescriptive than the last one and will give boroughs increased input to develop the transport solutions that are most appropriate to their own local situations.
7. The MTS2 will be developed to the following proposed timetable:

Assembly and functional bodies consultation	May - July 2009
Public consultation	Autumn 2009
Publication	Spring 2010

8. The Mayor seeks to create further cohesion between housing, planning, economic development, air quality and transport and this is being delivered through the revision of all these documents at the same time.

Sub regional transport plans

9. To assist with the preparation of the Mayors Transport Strategy and to better understand the implications of the London Plan policies, local regional transport plans are being developed in partnership with the boroughs. Southwark is included in both the central and southern sub regional areas and the borough's needs will be reflected in both plans. These sub regional transport plans will reflect the MTS and translate the policies into specific schemes and measures. These sub regional plans, in conjunction with MTS, will provide the overarching framework for the preparation of local implementation plans, which will prioritise transport schemes in the boroughs.
10. It is through this mechanism that local implementation plans are linked to local development frameworks to ensure that local transport projects and priorities are matched to transport improvements required by the delivery of new housing and jobs.

Outer London Commission

11. The outer London commission was established by the Mayor to explore how outer London can better realise its economic potential and is due to report its preliminary findings in July 2009.
12. The work undertaken by the commission will inform how transport is providing balancing the needs for travel for in central, inner and outer London. This may impact on the way transport is improved in Southwark, for example by placing greater emphasis on intermediary interchange at stations such as Peckham Rye.

KEY ISSUES FOR CONSIDERATION

Statement of Intent

13. The statement of intent covers a period from 2009 to 2031. However, many of the initiatives set out to 2017 largely relate to the projects and proposals already committed to in TfL's nine-year business plan to 2016, such as improvements to the National Rail network to be delivered by Network Rail and the government up to 2014, and by other major agencies delivering transport improvements impacting on London, such as the Highways Agency.
14. Alongside the existing proposals, the document makes it clear that more will need to be done between 2017 and 2031 to meet the challenges that remain unaddressed. The Mayor is therefore considering three broad approaches including:
15. **Changing land use assumptions** – looking in particular at how the promotion of 'strategic outer London development centres' to reflect a more polycentric approach to development could affect the volume of radial journeys into central London and the number of journeys to outer London town centres.
16. **Providing further transport capacity** – including measures necessary to improve connectivity as well as catering for demand on existing corridors. Under present

growth assumptions for London, there will be an increased demand for transport by around an extra two million trips a day by 2031 but providing for this would entail provision of significant further public transport capacity and potentially more road capacity.

17. **Managing demand for transport** – introducing measures to control or ‘manage’ demand for transport to meet capacity constraints, such as smarter travel programmes, variations in public transport fares, parking charges, congestion charging and road pricing or restrictions to encourage changes in the journeys people make. Final decisions on the nature of demand management and transport capacity-related interventions and the relative priority accorded to them, will depend on the final shape of the London Plan.
18. In developing the new MTS, the Mayor is considering a series of policy measures aimed at achieving a series of ‘thematic goals’ as set out below:
 - Economic development and population growth
 - Providing a better quality of life for all Londoners
 - Ensuring the safety and security of all Londoners
 - Improving transport opportunities for all
 - A draft accessibility plan will be prepared alongside the public consultation draft of the MTS.
 - Tackling climate change

Policy implications

19. Through the GLA Act, the borough is required to prepare a local implementation plan which details how the authority plans to deliver the aims and ambitions of the Mayor’s transport strategy. This revision will require the authority to revise Southwark’s local implementation plan which may have implications for the direction of delivery of transport improvements within the borough.
20. Further clarity will be identified through the formal consultation process which will occur in spring/summer 2009.

Community Impact Statement

21. The impacts of MTS2 will have a secondary impact on Southwark’s transport improvement programme delivered through the Lip. A fuller assessment of this impact will be undertaken through the statutory consultation of MTS2 as well as the revision of the boroughs local implementation plan.

Resource implications

22. The submission of a letter to the Mayor will have no financial, budget or staffing implications. Staff time for submitting the consideration, preparation and submission of this response has been allowed for in existing revenue budgets and work plans.

Consultation

23. Consultation will be undertaken to accompany the statutory consultation of MTS anticipated in autumn 2009.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

24. The council's position has been developed over a number of years from a number of departments, including relevant sections within environment and housing, health and social care, major projects and regeneration and neighbourhoods.

Finance Director

25. There are no financial implications in respect of the submission of the letter; there are however likely to be longer term implications as a result of the Mayor's Transport Strategy once this has been implemented. The Mayor's Transport Strategy forms the framework and ambition for the development of the borough's Local implementation plan (Lip) and associated funding mechanisms from Transport for London. Consequently changes to the strategy are likely to lead to changes in funding.

Strategic Director of Communities, Law & Governance

26. Through the Greater London Authority Act, London boroughs are required to prepare a local implementation plan setting out how they will implement the Mayor's Transport Strategy. Therefore a review to the transport strategy will require the borough to subsequently review its local implementation plan. 'Mayor's Transport Strategy' is a precursor to the review of the Mayor's transport strategy for which there will be a formal consultation as such there are no legal implications in providing a response to this consultation.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Mayor's Transport Strategy 2001	Transport Planning, 160 Tooley Street	Sally Crew 020 7525 5564
Southwark's Local implementation plan 2006	Transport Planning, 160 Tooley Street	Sally Crew 020 7525 5564

APPENDICES

No.	Title
Appendix 1	Response to Mayors Transport Strategy, statement of intent

AUDIT TRAIL

Lead Officer	Anne Lippitt, Strategic Director of Regeneration and Neighbourhoods	
Report Author	Sally Crew, Group Manager Policy & Programmes	
Version	Final	
Dated	Jul 10 2009	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES /		
Officer Title	Comments Sought	Comments included
Strategic Director for Communities, Law & Governance	Yes	Yes
Finance Director	Yes	Yes
Executive Member	Yes	No
Date final report sent to Constitutional/Community Council/Scrutiny Team		