

**LSDC Secretariat
City Hall
The Queen's Walk
London
SE1 2AA**

020 7983 6519

Our ref: WtG response

Your ref: LSDC 2009

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**Way to Go!
Post Point 22
City Hall
The Queens Walk
London SE1 2BR**

Dear Mayor Johnson,

Way to Go! Consultation Response

The London Sustainable Development Commission (LSDC) welcomes the publication of the Mayor's draft direction of travel document on the Mayors future transport strategy – Way to Go!

Although many of us on the Commission actually enjoyed reading the forward plan, a most unusual event, we do have concerns that some of the language was inaccessible to the general public and those without knowledge of the classics!

Detailed below are the LSDC's comments on the direction of travel document:

Overview

A means of communication

- **The transport strategy needs be placed in a wider perspective - Travel in London is not a goal in itself. Most often it is a means of communication - between people who need to work together for instance. Thus the overall objective of a transport strategy should be to reduce travel by, for instance, incorporating that objective into land use development plans and by enabling imaginative use of technology. So transport and planning not only needs to be linked, but linked to reduce the need to travel. Does "planning for a better**

**Direct telephone: 020 7983 6519 Fax: 020 7983 4706 Email:
nusrat.yousuf@london.gov.uk**

London" and "way to go" complement each other? - Which in turn leads to an issue of timetabling.

Hierarchy of transport modes

- **The Commission feel that a hierarchy of transport modes is indeed needed rather than modes assessed on an equal footing. The different environmental impacts of different modes needs to be reflected more strongly in the strategy with policies and projects developed to reflect this resulting in the power balance between motorists and pedestrian/ bicycles being resolved in favour of the pedestrian/bicyclists. More innovative thinking is needed to address this balance for example, can planning policies be developed to reflect this basic premise such as video conferencing facilities in all public buildings?**
- **We feel that there is a need for at least one dedicated radial route and realisation that different forms of transport do not always mix.**
- **Although the East London river crossing has been cancelled (although this is not mentioned in the strategy) there is still a need for a pedestrian/bicycle crossing from the Dome to Stratford and the Lee - ideal for environment friendly travel to the 2012 Games.**

Climate Change

- **There is insufficient emphasis in the document on the climate change consequences of fossil fuel travel. Many of the sensible policies on walking and bicycling will reduce CO₂ and we should emphasise the great importance of this, as well as stressing that traffic reduction is imperative for London to meet its CO₂ targets. Transport policy must reflect the overriding need to meet our CO₂ targets. Could a carbon reduction target be set in the Mayor's Transport Strategy (MTS) linked to the CCAP?**
- **Aviation and Heathrow is mentioned in the Way to Go! document and we understand a review of aviation is expected early next year and the Thames Estuary plan is also expected. The impact of airport expansion will need to be looked at closely particularly around the issue of whether air travel will actually occur (allowing for the present recession and recent figures showing a decline in use of London's airports). If expansion does occur the question of where it is best placed to occur and whether environmental impacts can be managed or mitigated are all questions to be answered. The Commission's research into the impacts, benefits and beneficiaries of air travel remains relevant and can be found at:
http://www.londonsdc.org/documents/research/lfdc_airtransportimpacts.pdf**

General comments

- **The budget for TfL has already been set until 2017/18 from central government of £39 billion. It is not clear, how this fits into the timetable for the Mayor's Transport strategy and what impact this will have on future projects. What opportunity will there be to bid for extra funding required to update, the underground system and other public transport schemes?**
- **The MTS this time round should be a more general high-level strategic document than previously. However there is the issue that for policies and measures to be included in Local Implementation Plans (LIPS) they also need to be in the MTS. We envisage that more detailed measures and work will be in the sub regional frameworks and would request clarification of this.**
- **The Commission feel that the MTS should develop policies for raising money for public transport improvements through such mechanisms as S106 agreements –through taxing properties/developments that benefit from increased property prices from new transport links e.g. Jubilee Line extension.**
- **More inspirational issues need to be included in the strategy document which we feel are missing at present. We sense a lack of innovative thinking being presented in the strategy even though this may reside in TfL thinking or projects. We would welcome the opportunity to discuss such innovative ideas and how these can be made more central to the strategy.**
- **If shared space schemes are being considered these should be large scale rather than pockets in isolation.**
- **Using the river as a transport route, particularly in relation to the Olympics should be re-examined more closely for example express services to reduce congestion (current barrier is pier capacity).**

We are happy to meet with you to discuss these comments further and look forward to hearing more about any amendments to the proposals. We would also welcome the opportunity to have a wider discussion with the GLA and TfL on how the LSDC may be able to assist in the development of further transport options and policies for London.

Yours sincerely,



| **Paul de Zylva**
Acting Chair
London Sustainable Development Commission