

May 2010

Mayor's Transport Strategy

Executive summary



MAYOR OF LONDON

**Greater London Authority
May 2010**

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We can all think of small cities that are lovely to live in – tranquil and green and blessed with efficient public transport.

And then we can think of big cities that are global economic powerhouses – teeming with the noise, energy and ambition of millions of people.

I want London to have the best of both worlds.

I want London to be the best big city on earth.

That means a place that brims with opportunity and talent and economic activity of all kinds, but also one where the pace of life can suddenly slow from one street to the next; where children can grow up in safety – where people can be seen walking or cycling with no purpose other than enjoyment.

That is why we have developed this transport strategy in tandem with the London Plan and the Economic Development Strategy, because taken together they help to outline my vision for the Capital.

What is our objective for transport? As I said when I launched ‘Way to Go!’, it is very simple: to help people get from a to b as quickly, safely and conveniently as possible. That’s not just because I want to make people happier in their daily commuting, it’s also because I want London to be the world’s number one location as a place to visit, do business and invest.

London is a growing city and I am determined we support the employment and population growth expected here over the next 20 years.



I want all Londoners to know that we at City Hall and Transport for London, together with the boroughs and our railway colleagues, are working flat out to keep our city moving, both now and in the future. This twenty-year strategy is supplemented by the TfL Business Plan – showing how I shall put the strategy into effect in its first eight years.

We are investing billions of pounds in the transport system, including Crossrail and a transformed Tube network (complemented by Thameslink and other rail investment). These are all vital to the city’s growth and its ability to remain internationally competitive.

I am determined that we make the most of London’s existing infrastructure. With the right mix of policies, set out in this strategy, I believe we can smooth traffic flow, cut emissions, and reduce the overall stress levels of the travelling public. The new London Overground services and development of Strategic Interchanges will transform orbital travel in London.

I want people to have the information they need, when they need it to make their journeys easier, whether they travel by bus, train, Tube, bike or on foot. I want to create a cycling revolution and to make walking count – not only to help reduce congestion and carbon dioxide emissions, but also to improve the health of Londoners. I want Londoners to be inspired by the Olympics and Paralympic games – a fantastic honour for London and a great opportunity for us all to think afresh on how we get about.

I also want London to lead the world in new green technology – from electric vehicles to a new low carbon bus and bike hire scheme. These initiatives will help to reduce carbon dioxide, sweeten the air, generate jobs and save consumers money at the same time.

Wherever we can I want to protect green space and enhance the urban realm – creating new spaces where we can and tidying up existing ones – so that London's great spaces can be enjoyed by all.

You will note that the strategy involves the proposed removal of the western extension to the congestion charge zone. There has been public opposition to the western extension, confirmed during the consultation to this strategy and informal consultation on the zone's removal in 2008. I now intend to consult the public and stakeholders on the making of a draft order for the revocation of the western extension with a view to removing it by the end of the year.

The TfL Business Plan does not include any extension to the remaining congestion charging arrangements or the introduction of any new area-

based congestion charging as a Mayoral initiative, although I plan to use the legislation to step up the Low Emission Zone and do not rule out using it to introduce some form of tolling on particular routes in order to pay for new river crossings if appropriate. I believe on the evidence contained in this strategy that this approach will allow London to achieve its transport, congestion, air quality and health objectives during the next decade.

Whatever the current economic difficulties, it is vital we continue our work to transform London's transport system and the way we travel in London.

With its growing population and astonishing base of skills and resources, London will not only lengthen its lead as the greatest city on earth, it will come to be seen as the best big city on earth, the best big city to live in.

Given this transport strategy (together with my other strategies) I have no doubt that London can achieve this ambition.

Finally, I would like to thank all the individual members of the public, stakeholder organisations and London boroughs who responded to the consultation on the draft of this document, and particularly to all the TfL staff involved in producing this strategy.



Boris Johnson
Mayor of London



6 Executive summary

Introduction

- E1 The Mayor's Transport Strategy (MTS) is a statutory document, developed alongside the London Plan¹ and Economic Development Strategy² (EDS) as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision.
- E2 The MTS has been developed from 'Way to Go', published in autumn 2008, a consultation with the London Assembly in spring 2009, and a public consultation in autumn 2009. It takes into account the emerging policies in the London Plan and the EDS. It is supported by a detailed evidence base, including the Travel in London report³, strategic transport models and draft interim recommendations from the Outer London Commission. Analysis has focused on the outcomes of the committed investment programme⁴ and testing of further policies and proposals required to meet the goals of the strategy.
- E3 This executive summary is not a substitute for, nor does it derogate from, the policies, proposals and other text set out in the main body of the MTS to which the reader is referred.

The Mayor's transport vision

- E4 'London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.'
- E5 Achieving this vision will require a transport system with enhanced capacity and connectivity that: is efficient and integrated; encourages mode shift to cycling, walking and public transport; is accessible and fair to users; offers value for money; contributes to improving quality of life and the environment; and offers improved opportunities for all Londoners⁵.
- E6 Six goals set out how this overarching vision should be implemented. The transport strategy should:
- Support economic development and population growth
 - Enhance the quality of life for all Londoners
 - Improve the safety and security of all Londoners
 - Improve transport opportunities for all Londoners

¹ The London Plan: Spatial Development Strategy for Greater London, consultation draft replacement plan, October 2009

² Rising to the Challenge: The Mayor's Economic Development Strategy for Greater London, public consultation draft, October 2009

³ First published in 2009, the Travel in London report is an annual, in-depth analysis of travel patterns and trends in London. It is produced by TfL and is also the way in which the MTS outcomes will be monitored

⁴ The committed programme of rail investment to 2014, including Thameslink, plus TfL's programme of capital investments, outlined in its Business Plan to 2017/18, based upon the settlement with central Government. It will fund major upgrades to the Underground and the delivery of Crossrail

⁵ 'Londoners' refers to anyone in London, including permanent and temporary residents, visitors, workers, students and tourists



- Reduce transport's contribution to climate change and improve its resilience
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

The context

- E7** Despite improvements in the last few years, there are major challenges facing London and its transport system. Public transport is crowded and many of the roads are already congested, with population and employment growth set to increase the pressure. Parts of London suffer from poor air quality and climate change is a serious issue that needs to be addressed. There is a need to strengthen the role of Outer London town centres in London's economy. It is also important to improve the accessibility of the transport system and the safety and security of people using it, and to ensure that journeys are as comfortable as possible.
- E8** It is forecast that, by 2031, there will be around 1.25 million more people and over 750,000 new jobs in the Capital. This is approximately equivalent to the current population of South Yorkshire. London makes a vital contribution to the UK economy and is essential to the wider southeast of England, which is the fastest growing part of the country. The provision of reliable and efficient transport, with the capacity and connectivity to accommodate this growth sustainably, is crucial to the continued success of the London and UK economies.
- E9** London's pattern of development has been largely dictated by the development of its transport network. Historically, the Capital

Proposed outcomes

Goals	Challenges	Outcomes
Support economic development and population growth	Supporting sustainable population and employment growth	• Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel
	Improving transport connectivity	• Improving people's access to jobs • Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow
	Delivering an efficient and effective transport system for people and goods	• Smoothing traffic flow (managing delay, improving journey time reliability and resilience) • Improving public transport reliability • Reducing operating costs • Bringing and maintaining all assets to a state of good repair • Enhancing use of the Thames for people and goods
Enhance the quality of life for all Londoners	Improving journey experience	• Improving public transport customer satisfaction • Improving road user satisfaction (drivers, pedestrians, cyclists) • Reducing public transport crowding
	Enhancing the built and natural environment	• Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives • Protecting and enhancing the natural environment
	Improving air quality	• Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets
	Improving noise impacts	• Improving perceptions and reducing impacts of noise
	Improving health impacts	• Facilitating an increase in walking and cycling
Improve the safety and security of all Londoners	Reducing crime, fear of crime and antisocial behaviour	• Reducing crime rates (and improving perceptions of personal safety and security)
	Improving road safety	• Reducing the numbers of road traffic casualties
	Improving public transport safety	• Reducing casualties on public transport networks
Improve transport opportunities for all Londoners	Improving accessibility	• Improving the physical accessibility of the transport system • Improving access to services
	Supporting regeneration and tackling deprivation	• Supporting wider regeneration
Reduce transport's contribution to climate change and improve its resilience	Reducing CO2 emissions	• Reducing CO2 emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025
	Adapting to climate change	• Maintaining the reliability of transport networks
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	Developing and implementing a viable and sustainable legacy for the 2012 Games	• Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London • Physical transport legacy • Behavioural transport legacy

has developed in a 'radial-centric' pattern, with employment concentrated in the centre and housing in Outer London, linked by high-capacity rail routes. A radial-centric transport network has been a large enabling factor in the development of the high density, highly productive service industries seen in central London today. While continuing to support central and Inner London, the Mayor is also determined to improve public transport and quality of life in, and to support the economic development of, Outer London.

E10 The current MTS 2001 (revised 2006) does not address the range of transport challenges described above that are likely to become more pressing with forecast employment and population growth. This revised strategy addresses these challenges under each of its relevant goals. The desired outcomes associated with each of the goals and challenges are detailed in the table 'Proposed outcomes'.

Supporting economic development and population growth

E11 **Supporting sustainable population and employment growth** – In the short to medium term, a package of investment in London's transport infrastructure has been secured that is unprecedented in recent generations. It includes Crossrail, a comprehensive upgrade of the Tube network, Thameslink and a massive expansion in the capacity of suburban rail services. This will increase public transport capacity in the three-hour morning peak by over 30 per cent in the period 2006 to 2031. It will also ease crowding on some parts of the rail and Tube network, but other areas will continue to be crowded as a result of the projected growth in population and employment. Committed investment in London's public transport system is illustrated in the following two diagrams:



Committed investment¹ in Tube upgrades and Docklands Light Railway

Bakerloo line

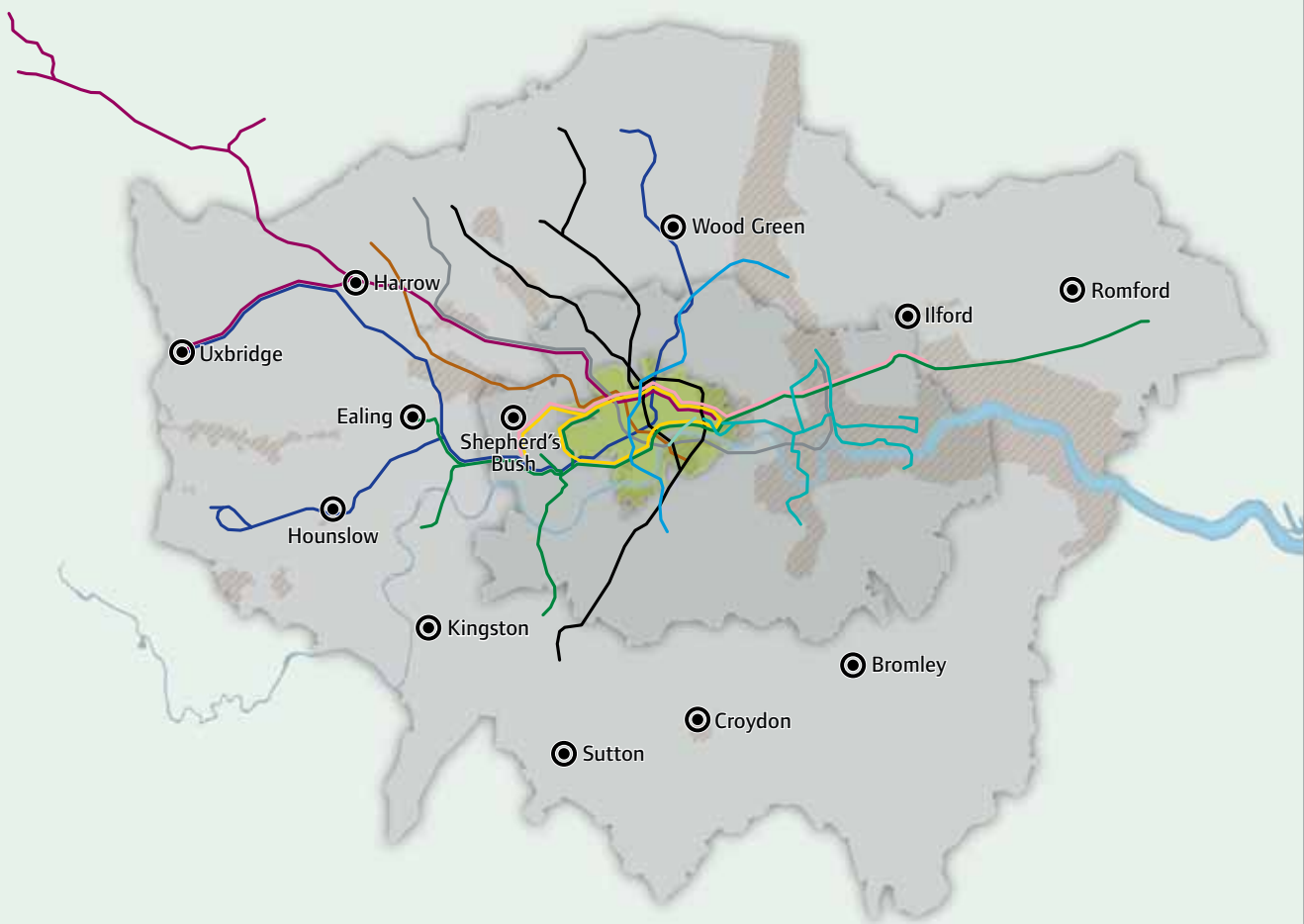
Line upgrade to provide new trains, more capacity and quicker journeys

Northern line

Phase 1: Line upgrade to provide more capacity and quicker journeys
Phase 2: Northern line Upgrade 2 to deliver a further increase in capacity through the simplification and recasting of service patterns

Victoria line

Line upgrade to provide new trains, more capacity and quicker journeys



Key

- Opportunity or Intensification Area
- Outer London
- Inner London
- Central Activities Zone

Piccadilly line

Line upgrade to provide new trains, more capacity and quicker journeys

Jubilee line

Line upgrade to provide more capacity and quicker journeys

Sub-surface lines

Line upgrade to provide new trains, more capacity and quicker journeys on Circle, District, Hammersmith & City and Metropolitan lines

Docklands Light Railway

Three-car trains Bank – Lewisham, with infrastructure capability to operate three cars across entire network
Canning Town – Stratford
International extension

¹ Based upon commitments in the TfL Business Plan

Committed¹ enhancements to London's rail network

London Overground

- New routes from: Dalston to New Cross, West Croydon and Crystal Palace
- Connection between East London line and North London line at Dalston
- Surrey Quays to Clapham Junction extension, completion of new orbital route

Chiltern

- Frequency improvements

Great Northern

- Frequency improvements

West Coast

- Trains lengthened and frequency increased

West Anglia

- 12-car capability Stansted and Cambridge

Crossrail core scheme

- New route from Maidenhead and Heathrow to Shenfield and Abbey Wood with 24 trains per hour through central London

Great Western

- Electrification
- New Crossrail services

Great Eastern

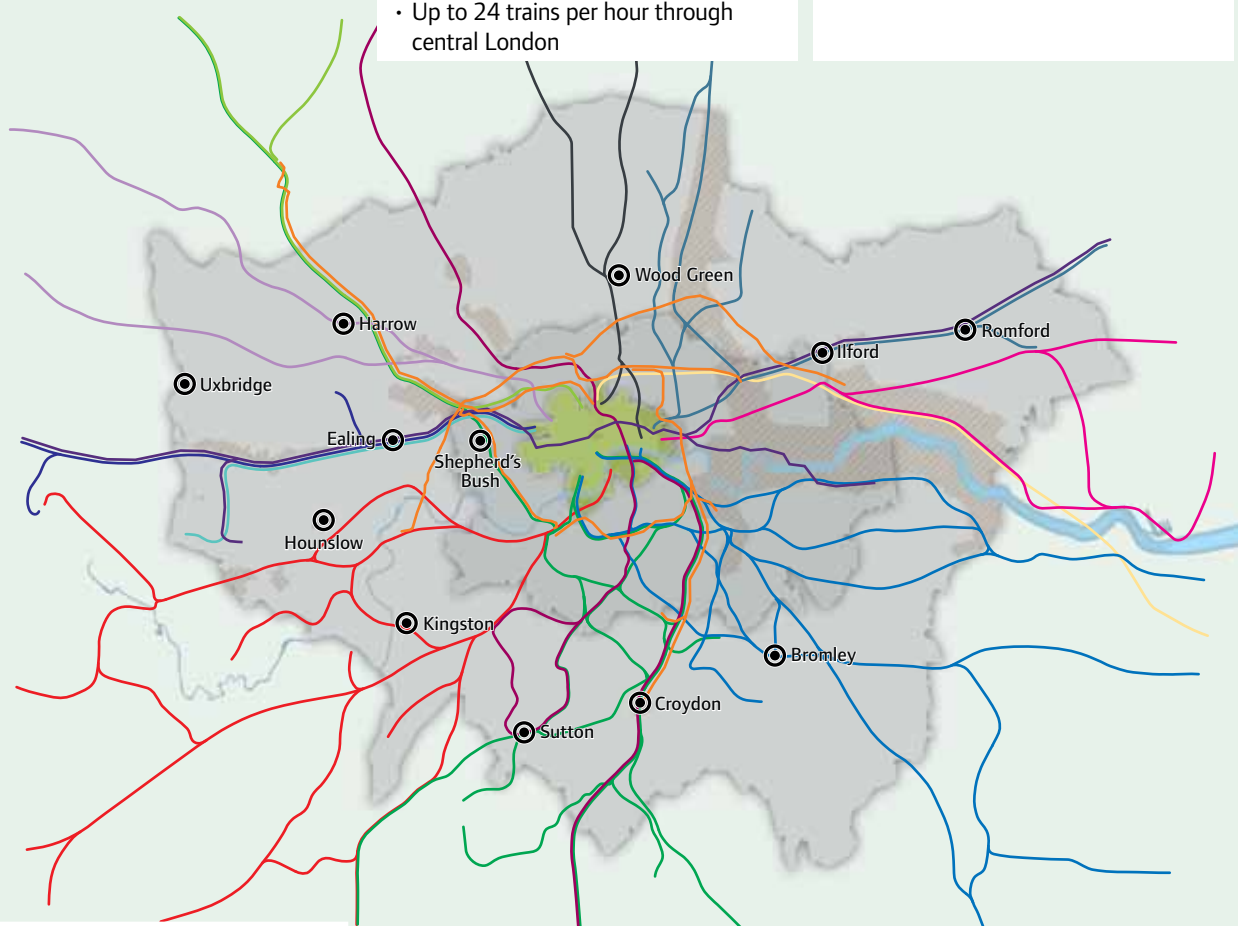
- Additional services
- New Crossrail service

Thameslink

- 12-car capability
- Up to 24 trains per hour through central London

Essex Thameside

- 12-car capability on all routes



Key

- Opportunity or Intensification Area
- Outer London
- Inner London
- Central Activities Zone

South Western

- 10-car Windsor lines and inner suburban capability

South Central

- 10-car inner capability

South Eastern

- 12-car inner suburban trains

¹ Committed in High Level Output Specification (HLOS) control period four (CP4) and TfL Business Plan

E12 The growth of London will lead to more trips, up from 24 million per day within London to more than 27 million in 2031. Thinking differently about travel to encourage a shift away from the private car, smoothing traffic flow, continuing the cycling revolution and making walking count will help the environment and reduce congestion. Better integrated systems with enhanced interchanges will also help to get the most from the transport system. Locating homes, services and employment opportunities together and encouraging the use of new technology to allow more people to work and shop from home, will help reduce the need to travel. Making more use of London's Blue Ribbon Network¹

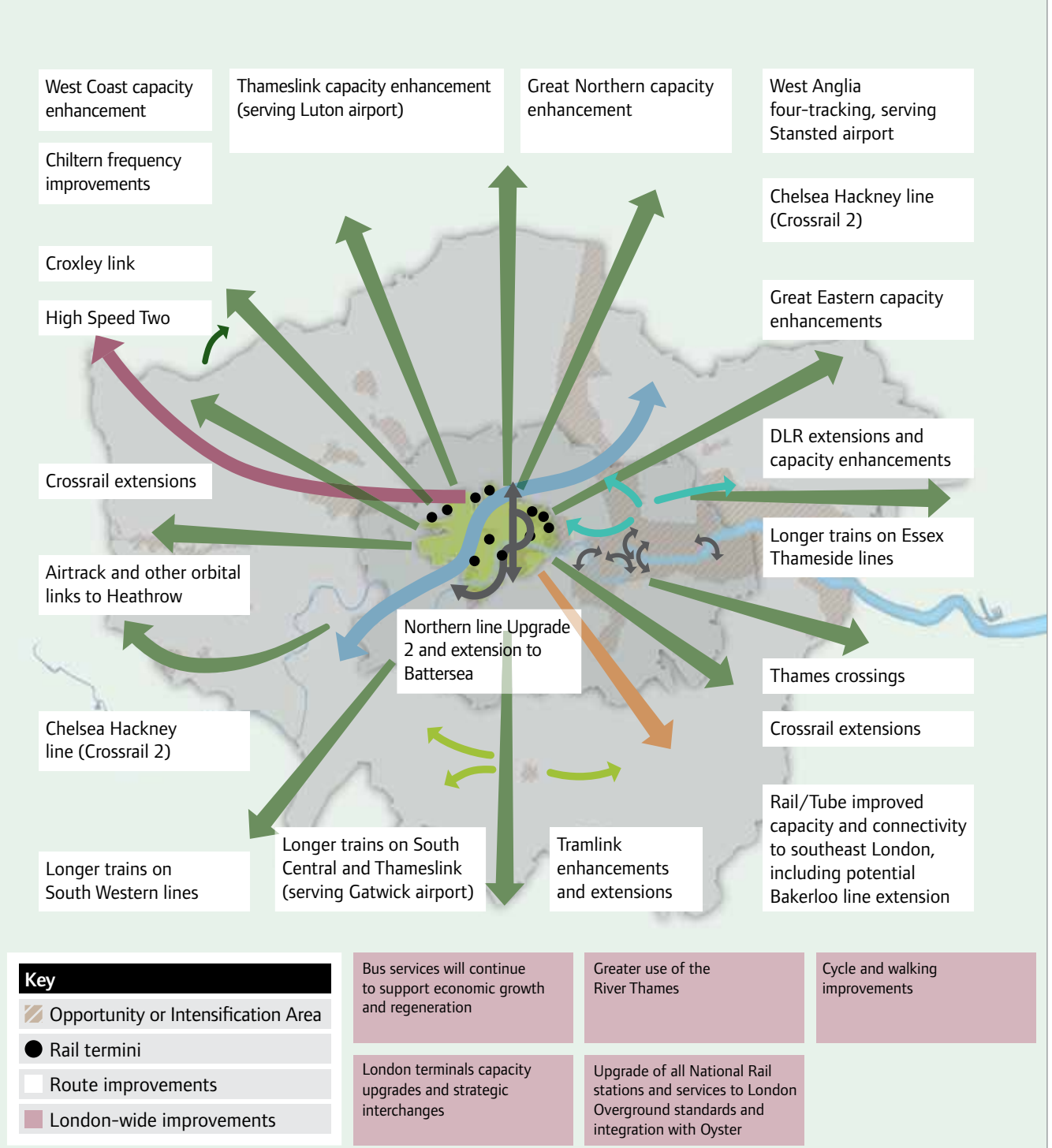
for passengers and freight will also provide an alternative to congested roads and public transport. Measures will be progressed principally through the River Concordat.

E13 Improving transport connectivity – However, in the longer term, in order to reduce crowding and maintain the efficiency and effectiveness of the transport system, further investment in transport infrastructure will be required. To support a thriving economy in London, the Mayor recognises that efficient and effective connectivity is required at all levels: international, national, inter-regional, London-wide, sub-regional and local. Adequate airport



¹ The Blue Ribbon Network is the name for the network of London's major watercourses. It incorporates the Thames, canals, other tributaries, rivers and streams within London and London's open water spaces such as docks, reservoirs and lakes. Additionally, it includes culverted (or covered over) parts of rivers, canals or streams

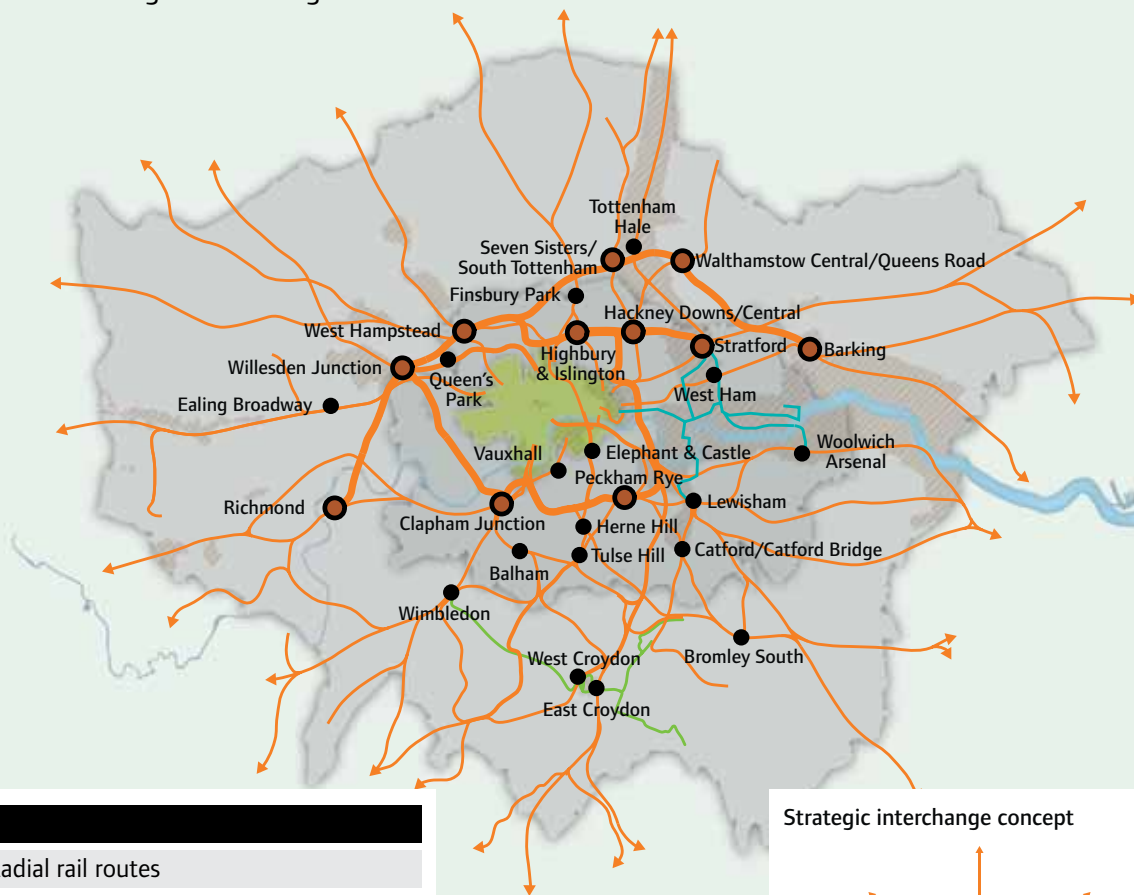
Significant additions to transport capacity and connectivity in London



capacity is needed but the Mayor is opposed to further expansion of Heathrow airport. The strategy supports the development of high-speed rail in the UK and better rail services to Europe as an alternative to short and medium-haul air travel. Schemes such as the Chelsea

Hackney line (Crossrail 2), an extension of the Northern line to Battersea, new river crossings in east London, as well as a possible extension of the Bakerloo line in southeast London, would also improve the connectivity of areas currently less well-served by public transport.

Examples of strategic interchanges



Key

— Radial rail routes

— London Overground orbital routes

— Docklands Light Railway

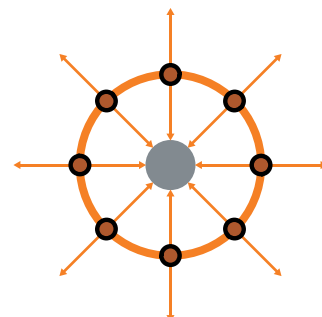
— Tramlink

Interchanges between radial rail routes and:

● London Overground orbital routes

● Other lines

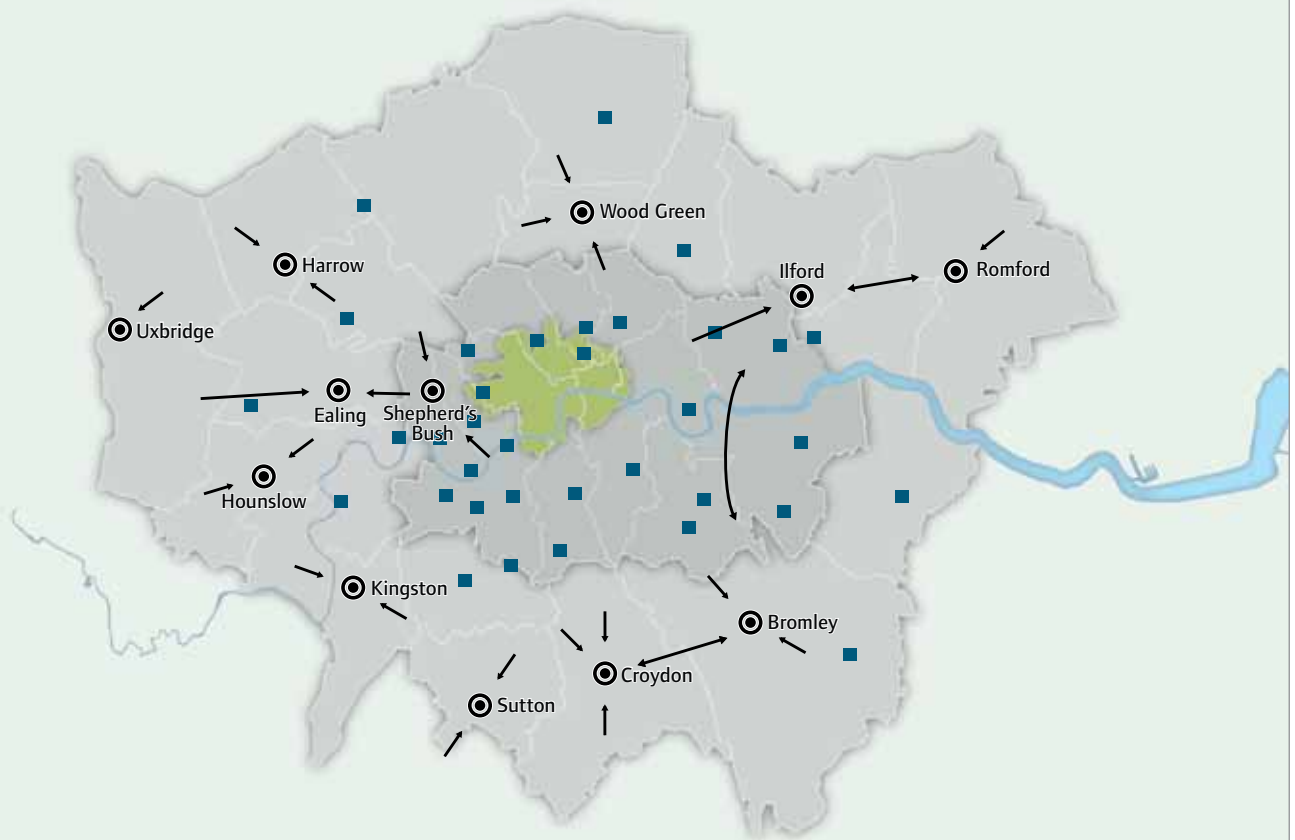
Strategic interchange concept



E14 The 'Significant additions to transport capacity and connectivity in London' diagram, identifies priority schemes for implementation in the period following the current investment programmes (from 2014 for schemes funded by Network Rail and from 2020 for schemes funded

by TfL and others). These will relieve particularly crowded corridors, improve accessibility in areas of most need, for example, deprived areas of Inner London, and support London's wider regeneration. Better National Rail services will be vital in delivering the strategy. The Mayor is

Enhanced links to, and between, metropolitan town centres



Key

⊙ Metropolitan town centre

■ Major centre

↔ Illustrative enhanced link

Enhancements will reflect local need and travel characteristics, and include:

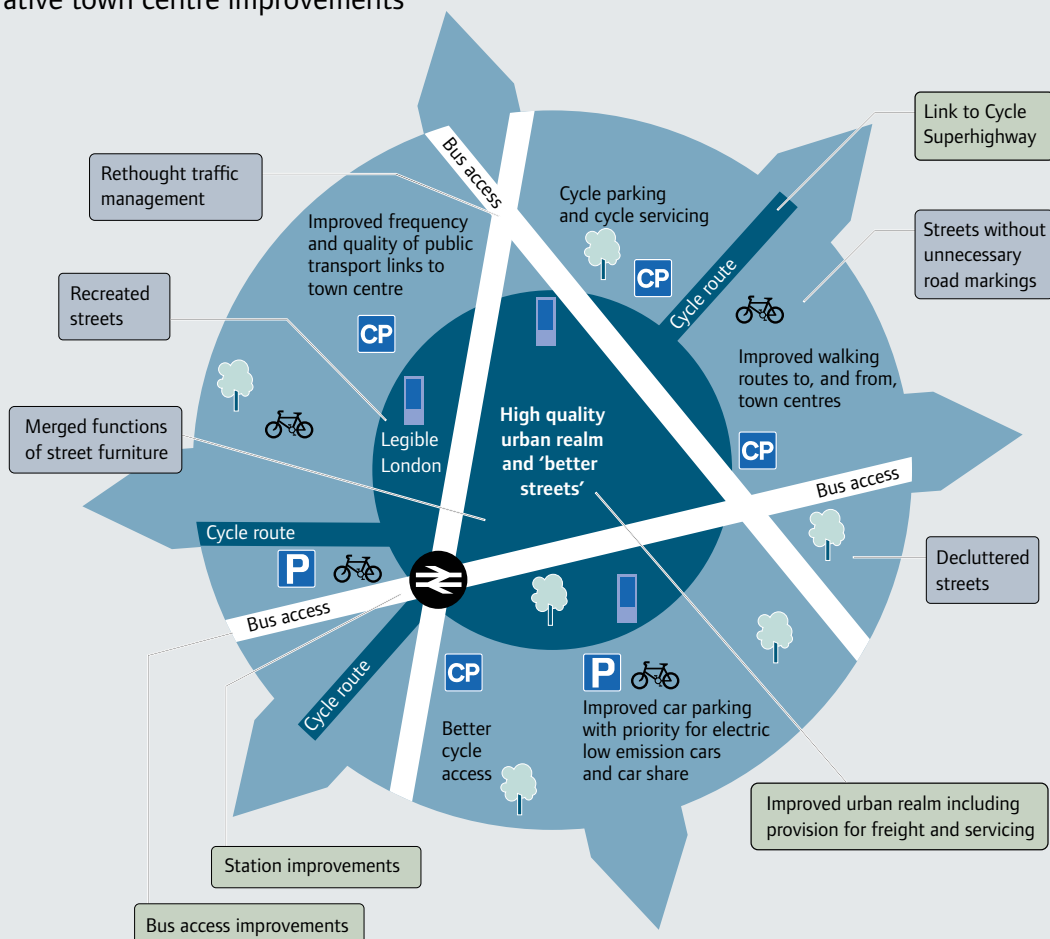
- Better information and marketing for bus and rail links
- Improved bus, walking and cycle routes to/from town centres
- Maximising the benefits of existing public transport services

therefore seeking to have greater influence over the development of rail services in London to improve capacity, service levels and integration with the wider transport system.

- E15 The Mayor recognises the capacity and resilience challenges presented by the lack of river crossing

options in east London. He is keen to maximise the possibilities afforded by new public transport infrastructure in east London, and freight efficiency measures. Nevertheless, improved links for freight and those with no alternative to private transport will improve the economic performance of the sub-region.

Illustrative town centre improvements



Key

Car park	'Better streets' interventions
Cycle parking	Other transport improvements
Biking Borough initiatives	More trees



- E16** The strategy also seeks to improve interchange between radial and orbital rail lines, and between modes, in order to facilitate orbital travel. The priority strategic interchanges include those shown in the diagram, 'Examples of strategic interchanges'.
- E17** Working with the London boroughs, this strategy aims to develop locally agreed improvements that enhance the vitality of Outer London, including improved accessibility to, and between, metropolitan town centres and a greatly improved urban environment within town centres. Working closely with the boroughs, locally agreed approaches to improving orbital connectivity will be encouraged through better integration between public transport services and better information provision. Potential measures to enhance accessibility to, and within, Outer London town centres are illustrated on the diagram
- 'Enhanced links to, and between, metropolitan town centres'.
- E18** Working with the London boroughs, this strategy aims to develop locally agreed improvements to town centres and better integrate transport with local conditions. The 'Illustrative town centre improvements' diagram, highlights the improvements that could be made in a typical town centre.
- E19** **Delivering an efficient and effective transport system for people and goods** – Congestion on London's roads is a huge hindrance to businesses, costing about £2bn each year. The Mayor will implement a package of measures to smooth traffic flow and, in particular, achieve more reliable journey times. These include improved traffic control, minimising the impact of planned and unplanned events (such as roadworks and collisions), maintaining road

network assets in a state of good repair, and – where there is a net benefit – developing the road network. Tackling congestion is especially important for the freight industry and the efficiency of freight distribution will be further improved through a number of measures, such as the Freight Operator Recognition Scheme (FORS), to promote best practice.

- E20** In central London, with diverse and competing demands on the road network, effective management of scarce road capacity is a key priority. To assist with this, the central London Congestion Charging scheme was introduced in February 2003, delivering significant congestion reduction benefits. The scheme was extended in February 2007 to cover the area to the west of the original central London zone (the Western Extension zone). However, the Mayor recognises that to be beneficial to businesses, road user charging must be accurately targeted to achieve set objectives. Therefore, having listened to public opinion he proposes to remove the Western Extension to the central London Congestion Charge scheme.
- E21** In the life of the strategy, the Mayor may consider road user charging schemes if other measures at his disposal are deemed insufficient to meet the strategy's goals and where there is a reasonable balance between the objectives of any scheme and its costs and other impacts.

Enhancing the quality of life for all Londoners

- E22** Transport affects the quality of life of Londoners in many ways. Five challenges have been identified:
- E23 Improving the journey experience** – Journeys can be comfortable and smooth or slow and unreliable with an impact on people's day-to-day lives. The Mayor will improve the quality of public transport services through raising standards of cleanliness, reducing crowding, cooling the Tube where feasible, and providing more journey planning information. The strategy also promotes a fair approach to traffic enforcement on the roads.
- E24 Enhancing the built and natural environment** – The city has unique historic character and diversity which enriches people's quality of life as well as benefitting the economy, culture and environment. Well-designed public spaces can provide attractive places to spend time and can also support walking and cycling. The strategy promotes the innovative remaking of London's streets through flagship schemes and good practice using 'better streets' principles. These include well-designed streets with less clutter, high quality materials and redesigned layouts providing a better balance between all road users to create attractive streets that are a pleasure to use. The strategy will support biodiversity and improve the quality of the natural environment.

E25 Improving air quality – Air quality in London is the worst in the country. It exacerbates heart and lung conditions such as asthma, particularly in children, older people and those with poor health. The Mayor has a legal obligation to meet national and European targets for reducing concentrations of particulates (PM) and oxides of nitrogen (NOx). The strategy therefore promotes incentives to use low emission vehicles, develops the current Low Emission Zone (LEZ) and takes a lead by promoting a cleaner public service fleet, including buses, taxis and Greater London Authority (GLA) Group vehicles.

E26 Improving noise impacts – Unwanted noise can cause annoyance, anxiety, sleep disruption and health problems. The Mayor will reduce noise impacts from transport through providing speed control alternatives to road humps, promoting smoother driving and the use of quieter vehicles.

E27 Improving health impacts – Transport is a key determinant of health and wellbeing, with direct effects through road collisions and air pollutants, and indirectly through stress and physical activity. The uptake of physically active modes of transport will be promoted



through information campaigns, travel planning, training and improved infrastructure such as cycle hire schemes, Cycle Superhighways, cycle parking provision, key walking routes and consistent wayfinding (such as Legible London). In addition, new developments will be planned in a way to increase the attractiveness of walking and cycling.

Improving the safety and security of all Londoners

E28 Crime, the fear of crime and antisocial behaviour are all barriers which dissuade people from using London's transport system. The Mayor recognises that feeling safe while

cycling, walking, or using public transport is a very important part of the journey experience.

E29 Reducing crime, fear of crime and antisocial behaviour – Despite low crime levels on public transport, fear of crime and antisocial behaviour remain barriers to travel for some people. The strategy will seek to reduce the rate and fear of crime on London's transport network through better policing and enforcement by TfL, the boroughs and police. This will enable integrated reporting of antisocial behaviour and crime on the transport system and focus staff resources at times and places when people feel particularly vulnerable, for example, at night.





Designing out crime through careful design and good use of lighting and CCTV will improve surveillance and make people feel safer.

E30 Improving road safety – Great progress has been made in the last decade, with the number of people being killed or seriously injured (KSI) on London's roads falling by more than 40 per cent since 1998. The Mayor is committed to working with the boroughs and police to further improve road safety for all communities in London and, in July 2009, endorsed the European Road Safety Charter. The strategy will therefore promote better balanced streets and an improved urban realm to make the roads physically safer, particularly for vulnerable users such as pedestrians and cyclists. It will also provide more advice on staying safe, such as road safety campaigns aimed at young people,

and the Mayor's cycle safety action plan. In addition, the strategy will seek to create a culture of mutual respect, where all road users show consideration for each other.

E31 Improving public transport safety – Public transport in London is already safe and injury rates are low. The strategy will promote partnership working to maintain and improve operational safety and security on public transport in order to reduce injury rates.

Improving transport opportunities for all Londoners

E32 The Mayor is committed to ensuring 'equal life chances for all'¹. Meeting the needs of, and expanding opportunities for, all Londoners – and where appropriate, the needs of particular groups and communities – is key to tackling

¹ 'Equal Life Chances for All' is the Mayor's framework to address deprivation and inequality. Published by the GLA, 2009

the huge issue of inequality across London. The provision of a more accessible transport system and improved transport connectivity and capacity is an important part of meeting this commitment. Fares have an important role to play in ensuring they make an adequate contribution towards the provision of services.

E33 Improving accessibility – Physical accessibility of the public transport system has been improved in recent years. All buses are low-floor and committed investment will provide step-free access from street to platform at some Tube and National Rail/London Overground stations. However, the Mayor recognises that more is needed. Using the 'whole journey approach', the strategy will seek to increase accessibility for all Londoners by promoting measures to further improve the physical accessibility of the transport system (streets, bus stops, stations and vehicles). Enhancing information provision, more visible and better-trained staff and providing better interchange will also increase accessibility. Fares will be kept under review, ensuring they are affordable (both to passengers and to TfL), and offer concessions to those most in need.

E34 The London Plan identifies areas that have a greater need for investment to accommodate London's growth, expand opportunities for all and address deprivation. Prioritising transport investment in these areas will maximise the benefits of regeneration. Better integration of land use and transport planning will also ensure that new housing and employment is supported by good public transport accessibility and adequate capacity.

E35 Supporting regeneration and tackling deprivation – Some of London's most deprived areas have relatively poor integrated transport and insufficient access to essential services, while others are well-served by public transport. Other factors, such as fear of crime and antisocial behaviour in deprived areas can dissuade people from walking, cycling or using public transport. The strategy therefore promotes measures to enhance connectivity, improve the urban realm and provide better accessibility to jobs and services in deprived areas.

Reducing transport's contribution to climate change and improving its resilience

E36 The Mayor aims to establish London as a role model city in addressing the climate change challenge.

E37 Reducing CO₂ emissions – The Mayor has a target to reduce London's CO₂ emissions by 60 per cent by 2025, compared to 1990 levels. Given the growth in population and employment that is expected, meeting this target will be a huge challenge that will set London on course to be a global leader in reducing CO₂ emissions. Road vehicles currently account for around 72 per cent of transport-related CO₂ emissions in London. Meeting the Mayor's target will require strong commitment from TfL, the boroughs, Government, the EU and others to catalyse the introduction and use of low carbon road vehicles. This also includes the provision of charging points for electric vehicles (EVs) and a package of incentives to ensure price competitiveness of low carbon vehicles and, if required, to introduce further demand management measures.





E38 The Mayor will take a lead in reducing emissions from vehicle fleets under his control through initiatives such as low emission buses and an electric vehicle fleet by 2015. Encouraging walking, cycling and public transport use together with smarter travel initiatives for people and goods will further reduce the environmental impact of transport in London.

E39 **Adapting to climate change** – London's transport system is vulnerable to the long-term changes in climate and the more frequent, extreme weather conditions. The Mayor will take steps to risk assess the transport system and take appropriate risk mitigation actions. This will include designing and constructing infrastructure to withstand future climatic conditions and urban greening measures such as planting additional street trees.

Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

E40 Hosting the 2012 Games is a great honour for London. It also presents a huge challenge. The Mayor is committed to making it the

most accessible, inclusive and environmentally friendly games ever. The strategy will ensure the delivery and successful operation of the committed transport infrastructure required for the event. Also, the strategy will ensure the legacy of the 2012 Games supports the principle of convergence. Namely, that within 20 years the communities who host the Games will have the same social and economic chances as their neighbours across London. Maximising the benefits of the 2012 Games by encouraging walking and cycling will help promote more sustainable and healthy lifestyles. It will also help people to access opportunities within their communities and support the delivery of convergence in the Olympic boroughs.

Summary of policies and proposals

E41 The table opposite summarises the strategy's proposals.

Summary of the MTS proposals

Goals	Proposals summary
Support economic development and population growth	• Implementing Crossrail • Improving suburban and National Rail links • Carrying out major upgrades to the Underground and potential extensions • Keeping the bus network under review • Improving interchange between bus, Underground, rail and other forms of transport • Promoting strategic interchange between Inner and Outer London rail to facilitate more orbital movement • Smoothing traffic flow with new traffic control systems, better coordinated roadworks, management of unplanned events and asset management • Providing new links to support development – both rail and road including new east Thames river crossings • Making more use of the river for transporting people and goods • Improving the accessibility of the transport network • Bringing about a revolution in cycling in London • Making walking count • Creating better, more attractive streets • Promoting and encouraging new, cleaner technologies such as electric vehicles • Improving the management of freight and servicing • Providing Londoners with better information to help them plan their journeys • Removal of Western Extension zone and continuation of central London Congestion Charging scheme
Enhance the quality of life for all Londoners	
Improve the safety and security of all Londoners	
Improve transport opportunities for all Londoners	
Reduce transport's contribution to climate change and improve its resilience	
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	

Delivery, funding, monitoring and reporting

E42 Funding and delivery of the MTS will be dependent on partnership working with a number of stakeholders, including the boroughs, Government, Network Rail, the London Development Agency (LDA), developers and other stakeholders. TfL's Business Plan provides detail in terms of planning and budgeting for schemes to be delivered by TfL. National Rail improvements will be made through the High Level Output Specification (HLOS) and franchising processes. Sub-regional transport plans will be developed that will outline in greater depth how the strategy will be implemented at a sub-regional level. Borough

Local Implementation Plans (LIPs) and Local Area Agreements will be important mechanisms through which the strategy will be delivered. The Mayor has reviewed, improved and simplified the previously cumbersome process.

E43 The works required to improve London's transport system will inevitably lead to some disruption. TfL and other delivery agencies will consult local communities and the public to minimise the impact of disruptions required to deliver a transport system London can be proud of.

E44 Monitoring and reporting the effectiveness of the strategy will take place on an annual basis, through the Travel in London report.



Other formats and languages

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Chinese

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Vietnamese

Nếu bạn muốn có văn bản tài liệu này bằng ngôn ngữ của mình, hãy liên hệ theo số điện thoại hoặc địa chỉ dưới đây.

Greek

Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος εγγράφου στη δική σας γλώσσα, παρακαλείστε να επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχυδρομικά στην παρακάτω διεύθυνση.

Turkish

Bu belgenin kendi dilinizde hazırlanmış bir nüshasını edinmek için, lütfen aşağıdaki telefon numarasını arayınız veya adrese başvurunuz.

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਬਤਾ ਕਰੋ:

Hindi

यदि आप इस दस्तावेज की प्रति अपनी भाषा में चाहते हैं, तो कृपया निम्नलिखित नंबर पर फोन करें अथवा नीचे दिये गये पते पर संपर्क करें

Bengali

আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলি (কপি) চান, তা হলে নীচের ফোন নম্বরে বা ঠিকানায় অনুগ্রহ করে যোগাযোগ করুন।

Urdu

اگر آپ اس دستاویز کی نقل اپنی زبان میں چاہتے ہیں، تو براہ کرم نیچے دیئے گئے نمبر پر فون کریں یا دیئے گئے پتے پر رابطہ کریں

Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى الاتصال برقم الهاتف أو مراسلة العنوان أدناه

Gujarati

જો તમને આ દસ્તાવેજની નકલ તમારી ભાષામાં જોઈતી હોય તો, કૃપા કરી આપેલ નંબર ઉપર ફોન કરો અથવા નીચેના સરનામે સંપર્ક સાધો.

