

**MAYOR OF LONDON**

---

A wide-angle photograph of a busy London street. In the foreground, a paved pedestrian walkway is filled with people walking. A cyclist is riding on the left side of the path. In the middle ground, a red double-decker bus is visible on the left. The central focus is a large, ornate building with a sign that reads 'THE LION' and a red lion logo. To the right, a modern building features a red and white 'UNDERGROUND' sign. The sky is blue with scattered white clouds.

# Mayor's Transport Strategy

Draft for public consultation  
Executive summary

JUNE 2017

## Copyright

Greater London Authority  
June 2017

Greater London Authority  
City Hall  
The Queen's Walk  
More London  
London SE1 2AA

[www.london.gov.uk](http://www.london.gov.uk)  
enquiries 020 7983 4000

## The Mayor's Transport Strategy

The Mayor's Transport Strategy is the statutory document that sets out the policies and proposals of the Mayor of London, Sadiq Khan, to reshape transport in London over the next 25 years. It builds on the vision for a better London that the Mayor outlined in 'A City for All Londoners', and takes forward the approach set out in 'Healthy Streets for London'.

It is an ambitious strategy that puts people's health and quality of life at the very heart of planning the city's transport. Along with the new London Plan and the Mayor's other strategies for economic development, the environment, housing, health inequalities and culture, it provides the blueprint for making London a city that is not only home to more people, but is a better place for all of those people to live in.

This executive summary provides an overview of the draft strategy but does not substitute the full draft strategy, which can be viewed at [london.gov.uk/transportstrategy](http://london.gov.uk/transportstrategy).

## Have your say

The Mayor would like to hear your views on his draft transport strategy. To fill in the consultation questionnaire, go to [tfl.gov.uk/mayors-transport-strategy](http://tfl.gov.uk/mayors-transport-strategy). Alternatively, you can email your comments to [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk) or send by post to FREEPOST TFL CONSULTATIONS.

The public consultation will be open until 2 October 2017.

Paper copies of this executive summary, the full draft Mayor's Transport Strategy and the consultation questionnaire are available on request. Please get in touch using the details above if you would like information in alternative formats.

Following analysis and consideration of all the responses received, the Mayor's Transport Strategy will be published in 2018.

By 2041, rising public transport demand means that, without further action:

**71%** of travel on London Underground in the morning peak would be in crowded conditions

**65%** of travel on National Rail in the morning peak would be in crowded conditions

### Transport and quality of life

London's transport system helps to shape the city. As well as allowing people to get around, it has a big impact on quality of life – street space defines what London is like as a place to live and work, and public transport is part of many people's daily routine. Creating a city for all Londoners will require an approach that will help London to grow in a way that benefits everyone.

### London's challenges

In recent years, there have been important changes in the way people travel, but car use is still too high for a growing city. People remain dependent on their cars because street environments are not designed to promote walking and cycling, because overcrowded or unreliable services make public transport unattractive, or because parts of London have been planned around car use to the extent that few alternatives are available. As London's population grows from 8.7 million today to an estimated 10.5 million in 25 years' time, pressure on the city's transport system and the demand for new homes and jobs will increase. Limited space means that building more roads is not an option. For London to function well and be a great place to live, the way people move around needs to be re-examined.

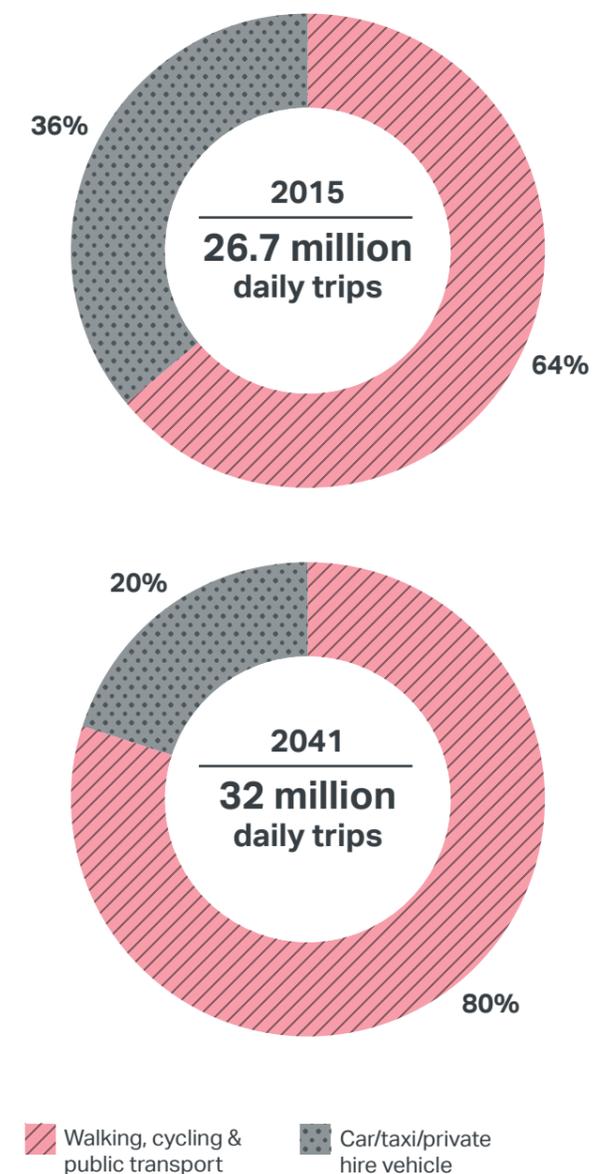
### The vision

Reducing the need to use cars will provide huge benefits for all Londoners. More walking and cycling can make everyone healthier. Older people, the very young, disabled people and those living on lower incomes are most likely to be affected by the problems associated with a car-dependent city, such as poor air quality and road danger. Therefore, reduced car use will make London fairer. Streets will function more efficiently, with less congestion and pollution. Public transport and essential commercial journeys will run more easily and there will be more space for people.

London will grow in a sustainable way, not only improving people's lives but supporting London's growing economy, the benefits of which will be felt across the whole of the UK.

For all of these reasons, this new draft transport strategy aims to change the way people choose to travel so that, by 2041, 80 per cent of all Londoners' trips will be made on foot, by cycle or by public transport. This will be a significant change from today, when only 64 per cent of journeys are made by these healthy, efficient and sustainable forms of transport.

FIGURE 1: MODE SHARE 2015 AND 2041 (EXPECTED)





▲ Central London vision: High levels of public transport connectivity are essential to central London's success. Given its limited space, a steady reduction in private car use is necessary, and walking, cycling and public transport use must increase. Deliveries must become more efficient through consolidation, rescheduling or switching to more sustainable vehicles.



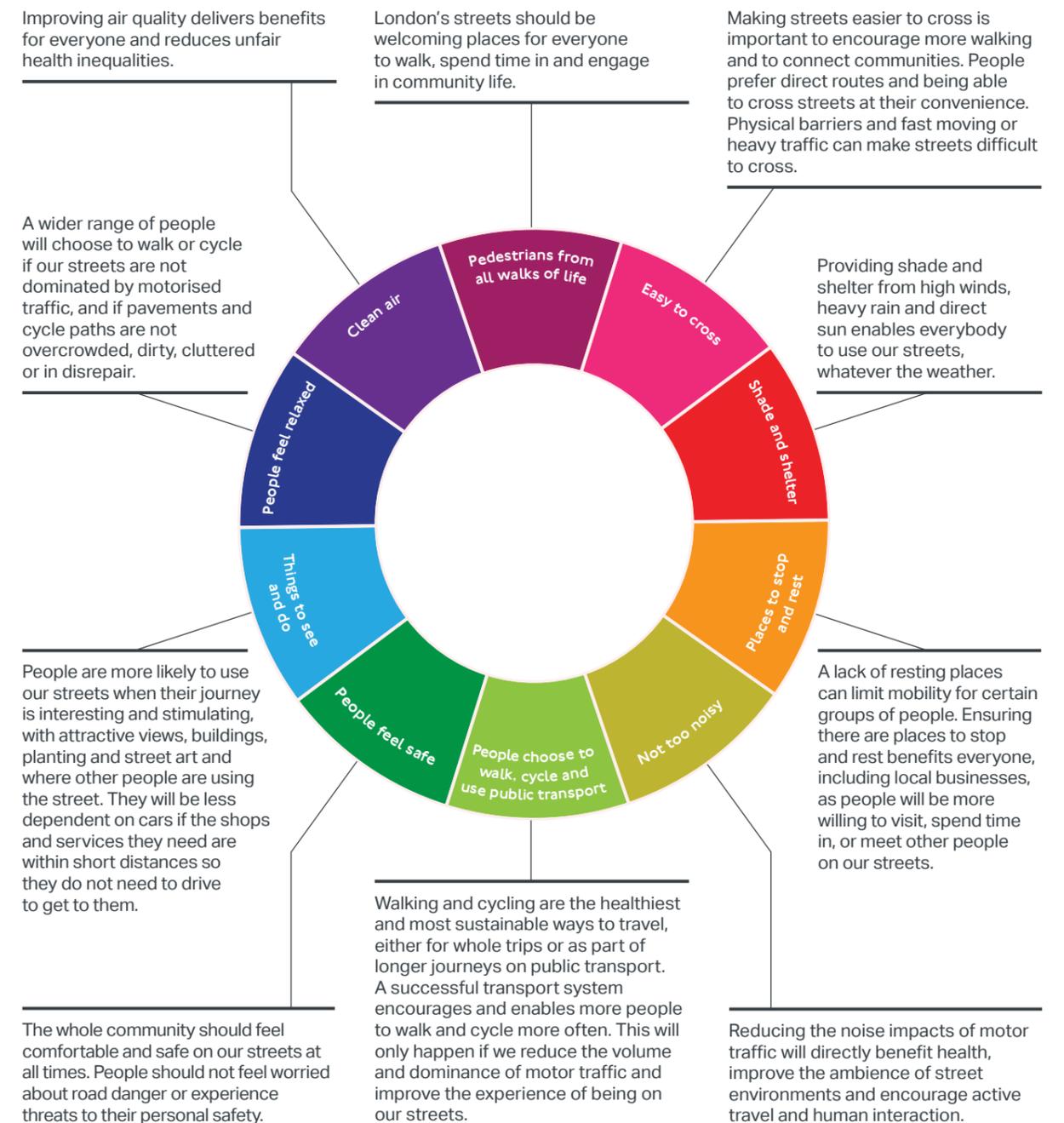
## The Healthy Streets Approach

This draft transport strategy uses the Healthy Streets Approach to prioritise health and quality of experience in planning the city. Good performance against the ten Healthy Streets indicators (Figure 2) shows that streets are appealing places to walk, cycle and spend time, and that the transport system as a whole is accessible and inclusive to all. Improvements against all the indicators across the city's streets will radically transform the day-to-day experience of living in London and will help to create a city that is not only home to more people, but is a better place for all of those people to live in.

Applying the Healthy Streets Approach means that this transport strategy will create streets that are appealing to people because they are not dominated by cars. It will mean improving public transport services and better linking them with the walk or cycle to the stop or station, so that the whole journey becomes a more attractive option than using a car. It will mean planning new homes and jobs around walking, cycling and public transport so that London's growth does not lead to greater car dependency.

◀ Outer London vision: Improving walking and cycling environments and providing better bus and rail services will reduce car dependency.

FIGURE 2: THE TEN HEALTHY STREETS INDICATORS



By mode of travel, the amount of time spent being physically active during an average journey is:

by car

<1 minute

by public transport

8–15 minutes

on foot

17 minutes

by bicycle

22 minutes

## Healthy Streets and healthy people

Creating streets and routes that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates. Streets make up 80 per cent of London's public space, so making them Healthy Streets has the potential to dramatically improve the experience of living, working and spending time in the city.

Most people can get the minimum physical activity they need to stay healthy by walking or cycling as part of trips they already make. Improving the experience of being on streets is the most effective way of encouraging more people to do this. The Mayor's aim is, by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.

Local streets and neighbourhoods will be designed to make them pleasant places for people to walk, cycle, use public transport and spend time. Walking will be prioritised across London's streets, including around schools, so this easy means of getting around becomes even easier and more appealing. Streets will be made more accessible for disabled people, with wider, clutter-free pavements and crossings that are easier to access and use. A new London-wide network of strategic cycling routes – which will also be good environments for

walking – will transform the convenience and experience of cycling for all types of trips. More traffic-free areas will be created, starting with the transformation of Oxford Street and including trial closures of streets to motor traffic to help people see their streets differently.

Reducing road danger will make people feel safer and more comfortable walking and cycling. The Mayor's aim is that no one is killed in, or by, a London bus by 2030, and for deaths and serious injuries from road collisions to be eliminated by 2041. Designing streets that encourage lower speeds and demanding safer standards for buses and lorries will help to make this happen.

Transport emissions can blight streets, harming health and contributing to climate change. London must meet legal pollution limits as soon as possible, which requires an earlier introduction and expansion of the Ultra Low Emission Zone. The Mayor's aims are for all taxis and private hire vehicles to be zero emission capable by 2033, for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050. Air quality and climate change are such pressing issues with such dire potential consequences that London will provide international leadership.

A shift away from car use will help London's streets work more efficiently, reducing congestion so bus services can run reliably, and essential freight and business journeys can keep London operating. Working to achieve fuller vans and fewer missed deliveries, the Mayor aims to reduce freight traffic in the central London morning peak by 10 per cent by 2026. The Mayor also aims to reduce total traffic in the capital by 10-15 per cent by 2041, with London boroughs leading on reducing traffic in their areas. The Mayor will give consideration to the development of the next generation of road user charging systems and will seek additional powers from the Government to limit the number of private hire vehicles in London.



▲ Street environments: Londoners need quiet, safe, accessible streets that are not dominated by motorised traffic and are pleasant for walking, cycling and spending time.

### A good public transport experience

Public transport is the most efficient way for people to travel distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.

Applying the Healthy Streets Approach will make the switch from car to walking, cycling or public transport simpler. Stations, stops and streets will be designed so onward journeys by walking, cycling and public transport are the easiest choice, with the whole journey becoming as straightforward as a car trip.

To make public transport services more attractive, they will become easier and more pleasant to use. New technologies will provide better travel information and wider benefits, such as bringing WiFi to Tube tunnels. Buses will be given proper priority, and services planned to match demand.

Fares will be kept affordable. Services and infrastructure will be designed to be more accessible and inclusive. This includes making more stations step-free. The Mayor will aim to halve the extra time it takes for people who need to use step-free stations to get around on the Tube network by 2041.

Following the opening of the Elizabeth line, investment in new trains and technology on the Tube and rail networks, including an extension of the Bakerloo line to Lewisham and beyond, will help tackle crowding and create more capacity on existing lines. To bring rail services up to TfL standards, and to keep fares affordable, suburban services should be devolved to the Mayor's control, creating a London suburban metro.

Crossrail 2 is a major new rail project that must be at the heart of London's response to its current challenges. It will benefit businesses, residents and commuters across London, the Wider South East and the whole nation. It will enable London's highly productive economy to continue to grow by helping 270,000 more people get into the city centre in the morning peak. It will support 200,000 new jobs, and unlock 200,000 new homes – more than 30 per cent of them outside of London.

People need to make local trips, however many have no choice but to use cars because there are no suitable public transport alternatives. New and better services are required, particularly in outer London where car use is high and public transport links are relatively poor. Providing reliable bus services and improving rail services are essential to avoid reliance on cars.

FIGURE 3: CROSSRAIL 2 ROUTE (CONSULTATION 2015)





▲ The whole journey: Reducing car dependency means improving the whole journey experience of using public transport, walking and cycling. Areas around stations should be designed to make active and sustainable modes the easiest choice.

## New homes and jobs

More people than ever want to live and work in London. Each year, 50,000 new homes are needed to accommodate this demand, and by 2041 around 1.2 million more jobs will need to be created. People want to live and work in well-connected places so transport will help to make this growth happen.

Planning for these changes provides a unique opportunity to reshape the city, learning from mistakes made in the past. Transport has an important role to play in making sure that London's growth is 'good growth' – providing more opportunities, delivering affordable homes and improving quality of life by creating places where people can enjoy living and working in good health.

People should be able to live in areas where many of the places they want to go to are within walking and cycling distance, and good public transport connections are available for longer trips. The places they live in should be planned around people, not vehicles, with attractive public spaces, cycle parking and storage. New developments will be expected to be designed to encourage efficient, safe and low-emission delivery and servicing trips, that do not disrupt local people.

Applying the Healthy Streets Approach to planning transport creates a set of principles that will help London grow in a way that works for Londoners.

### The transport principles of 'good growth'

- Good access to public transport
- High-density, mixed-use developments
- People choose to walk and cycle
- Car-free and car-lite places
- Inclusive, accessible design
- Carbon-free travel
- Efficient freight

The Mayor will use these principles to help create the new homes and jobs London needs in the coming years.

Crossrail 2, the Bakerloo line extension and other new public transport connections will generate opportunities for new homes and jobs across London. Bus services will be developed to support regeneration and new development, including pilots of new types of high-capacity, high-frequency routes and demand-responsive services. New river crossings that prioritise walking, cycling and public transport will be developed to connect communities, such as the Rotherhithe to Canary Wharf bridge and a DLR extension to Thamesmead.

The Mayor will also take full advantage of any TfL land that could be used to deliver more housing, beginning the construction of 10,000 homes on TfL land by 2020/21 – with 50 per cent of those brought to market since May 2016 being affordable.

Good growth: The principles will be applied to new developments to create high-density, mixed-use places. ►





▲ Inner London vision: New development for inner London's growing population should be designed so that walking and cycling are the most appealing choices for getting about locally. Good bus services are particularly important in inner London, and improved suburban rail services are also needed to reduce car dependency.

## Summary: vision and aims of the strategy

This draft strategy is the start of an ambitious plan that will reshape London over the next 25 years.

The Mayor's vision is to create a future London that is not only home to more people, but is a better place for all those people to live in. At the heart of this vision is the aim that, by 2041, 80 per cent of Londoners' trips will be made on foot, by cycle or using public transport.

### Healthy Streets and healthy people

- All Londoners to do at least the 20 minutes of active travel they need to stay healthy each day
- No one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041
- All taxis and private hire vehicles to be zero emission capable by 2033, for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050
- Reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041

### A good public transport experience

- Open Crossrail 2 by 2033
- Create a London suburban metro by the late 2020s with local train services devolved to the Mayor
- Improve the overall accessibility of the transport system including halving the average additional time taken to make a public transport journey on the step-free network compared to the full network

### New homes and jobs

- Incorporate the transport principles of 'good growth' in regeneration and new developments

## Expected outcomes

By 2041, the strategy is expected to have delivered the central aim of 80 per cent of Londoners' trips made on foot, by cycle or using public transport. The following outcomes are also expected:

### Healthy Streets and healthy people

- London's streets will be healthy and more Londoners will travel actively
- London's transport system will be safe and secure
- London's streets will be used more efficiently and have less traffic on them
- London's streets will be clean and green

### A good public transport experience

- More people will travel on an expanded public transport network
- Public transport will be affordable and accessible to all
- Journeys by public transport will be pleasant, fast and reliable

### New homes and jobs

- Sustainable travel will be the best option in new developments
- Transport investment will unlock the delivery of new homes and jobs

## Making it happen

A great deal of determination, investment and collaboration will be required to make this vision a reality. The Mayor and TfL will work with the Government, other transport operators, businesses, stakeholders and others to fund and deliver the proposals set out within the strategy.

The boroughs in particular have an important role to play. During 2018, they will draft their Local Implementation Plans, demonstrating how they will achieve the aims of this strategy locally.

Ultimately, this draft transport strategy is about making London a better city for all Londoners. The Mayor would therefore like to hear your views.

