

CABINET

19 September 2017

Title: Response to the Mayor of London's Draft Transport Strategy	
Report of the Cabinet Member for Economic and Social Development	
Open Report	For Decision
Wards Affected: All	Key Decision: Yes
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Summary	
<p>In June 2017 the Mayor of London published his draft Transport Strategy (MTS) for consultation. The MTS is the statutory document that sets out the policies and proposals to reshape transport in London over the next 25 years.</p> <p>Set against a backdrop of a rising population, increasing congestion, worsening pollution and public transport overcrowding across London, the MTS aims to change the way in which people travel so that, by 2041, 80% of all Londoner's trips will be made on foot, by cycle or by public transport. It is an ambitious plan with designs to transform London's streets, improve public transport and create new opportunities for homes and jobs. Its focus on 'Good Growth'; creating 'Healthy Streets'; providing a good public transport experience; and delivering new homes and jobs fit in well with the vision and themes of the Borough Manifesto.</p> <p>The Council has published its Borough Manifesto, endorsed the recommendations of the independent Growth Commission and is currently preparing the draft Local Plan and will shortly begin preparing its own Transport Strategy (the Local Implementation Plan). The MTS will be important to helping to deliver these and therefore this is an important opportunity for the Council to make clear to the Mayor of London what new transport infrastructure is necessary to deliver 55,000 homes and 20,000 jobs over the next 25 years and how the policies in the draft strategy could be improved to better serve borough objectives. The draft response to the draft MTS which Cabinet is recommended to agree is provided at Appendix 1 and summarised in the body of the report.</p>	
Recommendation(s)	
<p>The Cabinet is recommended to agree the draft response to the Mayor of London's Transport Strategy consultation, as set out at Appendix 1 to the report.</p>	

Reason(s)

To ensure that the MTS maximises benefits to the borough, including helping to deliver the Borough Manifesto priorities, the recommendations of the Growth Commission Report and the Health and Wellbeing Strategy outcomes, whilst helping to address the key transport and socio-economic challenges affecting the borough. This in turn will assist the Council in achieving all of its Community Priorities, in particular enabling social responsibility by protecting the most vulnerable; keeping adults and children healthy and safe; and growing the borough through supporting investment in public spaces to enhance our environment.

1. Introduction and Background

- 1.1 The Mayor's Transport Strategy (MTS) is the statutory document that sets out the policies and proposals of the Mayor of London 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', published in October 2016, and takes forward the approach of prioritising walking, cycling and public transport set out in 'Healthy Streets for London', published in February 2017.
- 1.2 The MTS is an ambitious strategy that puts people's health and quality of life at the heart of planning London's transport. Along with the new London Plan and the Mayor's strategies for economic development, the environment, housing, health inequalities and culture, the MTS provides the blueprint for making London a better place for people to live in - a city that will be home to 10.5 million people by 2041.
- 1.3 A draft MTS was published on 21 June 2017 for public consultation until 2 October 2017. This report highlights the key issues/implications for Barking and Dagenham and how it could be improved to maximise benefits for the borough and to help deliver the Borough Manifesto priorities and the Growth Commission recommendations. It identifies a set of transport priorities which are incorporated into the draft response which is included in Appendix 1 to this report.

2. Proposal and Issues

MTS Vision/Priorities

- 2.1 The Mayor's aim for 2041 is for 80% of Londoner's trips to be on foot, by cycle or by using public transport. To achieve this ambitious goal will require improvements to street environments to make walking and cycling the most attractive options for short journeys and the provision of more/better services to make public transport the most attractive option for longer journeys. Key objectives/targets in the draft MTS include:
 - By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day;
 - For 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;
 - For all taxis/PHVs 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;

- To reduce freight traffic in the central London morning peak by 10% on current levels by 2026, and to reduce total London traffic by 10-15% by 2041.
- Opening of Crossrail 2 by 2033;
- Devolution of suburban rail services to enable the creation of a suburban metro by the late 2020s;
- Improving the overall accessibility of the transport system, including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared to the full network;
- Incorporating the transport principles of 'good growth' in regeneration and new developments.

2.2 Recognising that the many and varied areas of London have different characteristics, the policies and proposals in the draft MTS have been tailored accordingly. For example, the key priorities for outer London include:

- Reducing the dominance of motorised transport;
- Delivering improvements to walking and cycling environments enabling shorter trips to be made on foot/by bike;
- Improving public transport services for longer journeys – including improved bus routes and new models for 'demand responsive' bus services;
- A more joined-up approach to planning transport services and housing to encourage sustainable travel patterns.

Implementing the MTS

2.3 The draft MTS compliments the vision and themes of the Council's Borough Manifesto and underlying strategies including the Council's Health and Wellbeing Strategy and independent Growth Commission report. For example, the draft MTS's focus on 'Good Growth' is consistent with the Growth Commission Report which highlighted the importance of improvements to transport infrastructure in ensuring no one was left behind in the pursuit of growth.

2.4 Similarly, the draft MTS's focus on 'Healthy Streets' will help achieve the Borough Manifesto target of increasing the proportion of people walking and cycling 30-90 minutes each week, increasing resident participation and reducing anti-social behaviour; its focus in reducing air pollution will help increase male and female life expectancy; and its focus on 'Good Growth' will help the delivery of 55,000 homes over the next 25 years.

2.5 The Council's new Local Plan and Transport Strategy (the Local Implementation Plan), which are due to be completed in early 2019, will be focused first and foremost on delivering the Borough Manifesto, but must also deliver the objectives and targets of the MTS and the forthcoming new London Plan. To help translate policy into action, each year TfL allocates circa £2.1m to the Council for local transport initiatives which must be focused on delivering the MTS outcomes.

3. Options Appraisal

Borough Transport Challenges and Priorities:

3.1 Barking and Dagenham faces some significant transport challenges which the Council needs to make sure the MTS helps address. Chief amongst these are:

- Poor public transport connectivity to and within parts of the borough and issues surrounding quality/frequency of some services. The areas to the north of the A12 and south of the A13 in particular remain poorly served with few connections to other parts of the Borough;
- Worsening of the performance of the road network. The main junctions on the A12 and A13 have frequent congestion problems (in particular, the Movers Lane, Choats Manor Way and Whalebone Lane junctions), whilst journey time reliability on a number of key corridors within the borough remains poor, particularly at peak hours;
- Poor air quality and traffic noise adjacent to some sections of the highway network. The A13 in particular has been identified as an area for improvement, having been designated an Air Quality Action Area by TfL;
- The fragmented nature of the borough's cycling and walking links which often acts as a deterrent to their greater use;
- Crime is a significant concern for residents in Barking and Dagenham, with 40% of people questioned in a recent Residents Survey rating it as their main concern, whilst nearly half of residents said they felt unsafe in their local area after dark;
- Although the number of adults and children killed and seriously injured on the borough's roads has decreased by more than half in the last 10 years (down from 52 in 2005 to 24 in 2015), the high percentage (62%) of pedestrian, cycle and motorcycle casualties remains a cause for concern (GLA casualty figures, 2016);
- Issues remain surrounding the accessibility of public transport services/facilities in some parts of the borough – particularly for the elderly and disabled. Station accessibility issues, compounded by lack of step-free access at Becontree and Dagenham East stations.

3.2 In addition to these, Barking and Dagenham experiences a number of social, economic and health issues including:

- A rapidly increasing population and workforce. The 2016 GLA forecast indicates that the borough's population will increase by 24% by 2030 and will become younger and more diverse, but with increasing numbers of older people;
- The borough is ranked as the third most deprived Local Authority in London and the twelfth most deprived in England (*IMD 2015 score*), with areas within the wards of Gascoigne, Heath, Chadwell Heath, Thames and Abbey being within the 10% most deprived in England;
- The borough has the highest proportion (43%) of overweight or obese children aged 10-11 in London and England, whilst one in four (25%) of children aged 4-5 are overweight or obese - the third highest in London and 18th highest in England (*NCMP 2015/16 figures*). In addition, 70.6% of adults are classified as overweight or obese – the highest proportion in London and significantly higher than the London (58.5%) and England (64.8%) averages (*PHOF 2013-15 figures*);
- The borough has the highest proportion of inactive adults in England, with more than 4 in 10 (44%) doing less than 30 minutes of exercise per week (compared with an English average of 29%). In addition, the percentage of adults achieving

at least 150 minutes of physical exercise a week is just 46% - the fourth lowest proportion in England, compared with an English average of 57%.

- 3.3 The provision of a comprehensive, sustainable high-quality transport network and reliable, affordable services into, out of and through Barking and Dagenham is central to delivering the Council's growth ambitions and ensuring that no-one is left behind. It will need to ensure that existing and new residents are connected to employment opportunities inside and outside the borough. With 55,000 new homes and 20,000 new jobs planned increasingly people will be working outside the borough.
- 3.4 In this context, on-going investment in the public transport network and services is required to ensure that accessibility to central London and the key sub-regional hubs of Stratford and Canary Wharf is maintained and improved; congestion and delays on the road network are minimised; and overcrowding on public transport services is reduced. In addition, there is a pressing need to reduce dependency on cars and make significant provision for walking and cycling in order to address problems with air and noise pollution across the borough and to tackle major health issues, such as obesity and cardio-vascular disease amongst borough residents.
- 3.5 To this end, the ambitious plans to transform London's streets, improve public transport and create new opportunities for homes and jobs outlined in the draft MTS are broadly welcomed, and the measures proposed, if delivered, will help address some of the key transport challenges faced by the borough as well as contribute to the delivery of the Council's Manifesto priorities. However, for the Council to achieve its ambitious plans for growth – including the delivery of 55,000 new homes and 20,000 new jobs across the borough – significant additional investment in transport infrastructure and services will be required.

Transport Infrastructure/Service Improvements - 2017-2041:

- 3.6 Cabinet on 21 October 2014 received a report asking members to agree an updated list of the top ten key transport projects necessary to deliver growth. These are provided below along with progress achieved on each of these since then. Some of these are now included in the Draft MTS.

1. A13 as a priority transport corridor for investment to relieve congestion and facilitate movement

Significant progress has been made on this. The A13 Riverside Tunnel has been included in the London Riverside Opportunity Area Planning Framework and in the Mayor's Draft Transport Strategy. This is the only remaining such project in London being pursued by TfL.

2. Barking to Stratford direct rail link with ultimately an eastern spur of Crossrail

Since December 2015 there have been regular Saturday C2C services to Stratford. Cabinet agreed 13 February 2017 to fund a study from LIP funding into a business case for this link at peak hours Monday to Friday. This will be issued in September 2017 and focuses in particular on the feasibility of running Crossrail 1 services from Stratford to Barking and further into the Thames Gateway. TfL have been clear that an eastern route of Crossrail 2 is not currently a priority although a spur has been safeguarded in the proposed plans at Hackney to allow this.

3. New C2C stop at Dagenham East underground station

The emerging plans for film studios at Dagenham East has given this added impetus. The Council has responded to Network Rail route planning consultations making the case for this stop and is currently in discussions with C2C about its potential.

4. Moving Barking Station from zone 4 to zone 4/3 and renaming Hammersmith and City line, Hammersmith to Barking line

This was raised again recently with the TfL Commissioner Mike Brown and TfL are currently looking into this.

5. Direct rail access from Stratford to Stansted

There is a limited rail service from Stratford to Stansted. If in the future Crossrail 1 trains serve Barking then this would provide a direct link to Liverpool Street from where the more frequent Stansted services run.

6. London Overground extension to Barking Riverside (zone 3/4) and to Abbey Wood Crossrail Station and continued safeguarding of the DLR from extension to Dagenham Dock

The London Overground extension was approved in August 2017 which includes passive provision for a station at Castle Green and the extension to Abbey Wood is included in the draft Mayor's Transport Strategy.

7. Barking Station Improvements

TfL have procured in partnership with Network Rail, C2C, Department for Transport and the Council a study into future passenger growth, taking into account the borough's ambitious growth plans and will identify short, medium and long term improvements to the station. This is due to be complete in October 2017. The route franchise commits C2C to delivering short term improvements by December 2019.

8. New road river crossing from South Hornchurch to Belvedere followed by Gallions Reach to Woolwich

The previous Mayor of London consulted on options for these two crossings and also did detailed modelling and feasibility. Following a report to 21 October 2104 Cabinet, the Council responded to these consultations expressing its support but on the condition that improvements were made to the A13 and a new lower River Roding crossing provided. However, the new Mayor has put the Thames river crossings on hold as he is prioritising the Silvertown Tunnel and the DLR extension to Thamesmead. Although these are included in the draft MTS we express our concerns in the draft response that these are not currently a priority of the Mayor of London.

9. Barking Riverside to Gallions Reach river crossing

The Council worked with the GLA and TfL in getting this included in the London Riverside Opportunity Area Planning Framework and now the draft MTS. It has also secured in the Barking Riverside S106 land to be used for any future public transport link to Barking Riverside Station. TfL, earlier this year, produced a Strategic Case for a lower River Roding crossing which examines routing options. It identified that the scheme has good public transport benefits and potentially a good

business case but that it was challenging to deliver and with an estimated cost of £100m that funding was an issue. For this reason, the Council put the scheme forward to the GLA in August 2017 for Housing Infrastructure Funding from the Government.

10. Improved public transport links to Royal Docks, Barking Riverside, South Dagenham, Chadwell Heath and Romford

In the last two years Transport for London has invested £2.1m in the local bus network which includes significant improvements to bus routes serving Barking Riverside which have been a success. The improvements include:

- Route 5 began serving Queen's hospital from 26 August 2017;
- Frequency of route 5 increased to one every 4-5 minutes into Barking between 7-9 am weekdays;
- Increase to the frequency of EL1 from 6 buses an hour to 10 and EL2 from 6 buses an hour to 7.5 during the day and extended to Becontree Heath;
- Increase to the frequency of 387 which is now EL3 and which will be extended to serve the Riverside Secondary School from September;
- Extension of route 145 to Dagenham Dock Station and new night service introduced;
- Increased frequencies on route N86;
- New double deck buses introduced on route 62 to provide additional capacity on Longbridge Road and improve capacity towards Chadwell Heath station in anticipation of Crossrail;
- Additional am and pm school peak bus service introduced on Route 174;
- Frequency on Route 366 increased to improve the quality of the bus connections into the Royal Docks;
- Route 368 converted to double deck operation and a higher frequency service introduced.

3.7 With regard to the above, officers recommend that the Council put forward the following revised top ten transport priorities in response to the draft MTS:

1. An A13 Riverside tunnel involving the undergrounding of a 1.3km stretch of the A13 to reduce severance, improve air quality and to unlock land at Castle Green for redevelopment as well as improve traffic flow supported by a new station at Castle Green on the recently approved London Overground Extension;
2. A13 junction improvements at Movers Lane, Lodge Avenue and Renwick Road to address issues of congestion, road safety and poor air quality and to enhance north-south connectivity, particular for ELT services;
3. A Lower River Roding crossing linking Barking Riverside with Beckton in Newham with provision for a DLR/tram link to Gallions Reach/Royal Docks. This would address the significant severance issues caused by the River Roding; link London Riverside to the Royal Docks, including Crossrail at Custom House and the DLR extension to Thamesmead; and act as a catalyst for the regeneration of the existing industrial areas around Creekmouth/River Road and help the delivery of Stage 4 of Barking Riverside;
4. An Upper River Roding crossing between Abbey Road and Quay Road/Freshwater Road in Barking Town Centre as a precursor to establishing a new DLR/tram linking Barking with Gallions Reach and the Royal Docks; and to support the development of new homes/jobs in Barking Town Centre;

5. A future onwards extension of the Barking-Gospel Oak line to Abbey Wood to link to Crossrail services;
6. Comprehensive improvements to Barking Station to address issues of overcrowding and poor access and to support future growth in Barking Town Centre;
7. A direct rail connection from Barking to Stratford to enhance connectivity to this important sub-regional hub, classified as an International Centre in the London Plan, and to maximise the growth potential of the borough and the economic regeneration potential of Barking town centre. Ultimately 15 Crossrail trains an hour will run into Stratford and track and signalling upgrades at Forest Gate would allow for some Elizabeth line services to divert to Barking via the existing Barking-Gospel Oak line;
8. A new mainline rail stop at Dagenham East station to bolster the ambitious plans for londoneast-uk, including the planned development of film studios;
9. Moving Barking station into Zone 3/4 and stations at Dagenham Heathway, Dagenham East and Dagenham Dock into Zone 4 to reduce the cost of travelling between the borough and other parts of London - particularly to those who may find it least affordable;
10. Securing improvements to the bus network and services, including the potential for a north-south transit system connecting Marks Gate to Barking Riverside, reviewing bus services to maximise accessibility to Crossrail services, an east-west transit system connecting the key town centres and growth areas in London Riverside; and improved connections to health and education facilities; improved journey time reliability and providing fully accessible bus and bus stop infrastructure.

3.8 In addition, there are number of other improvements which are necessary to support the borough's ambitious growth plans and which have been included in the draft response:

Short term – to 2021:

- a) The extension of night Tube services to the borough is supported, particularly as a means of boosting the night time economy;
- b) Introduction of river passenger services from Barking Riverside to provide a direct link to the key employment hubs of Canary Wharf and central London and improved cross-river connections;
- c) Providing infrastructure to encourage greater levels of cycling and walking – especially for shorter journeys – and to enhance inter-borough connectivity. This includes the potential eastwards extension of Cycle Superhighway 3 and a new segregated cycleway from Barking station to Chadwell Heath station; and securing the extension of the Mayor of London's and/or other Cycle Hire Schemes to the borough;
- d) Renaming the Hammersmith and City line as the Hammersmith and Barking line to reflect that Barking is the terminus for Tube services on this line;
- e) Facilitating a network of charging points, including rapid-charging points, to encourage the up-take of electric and other low-emission vehicles.

Medium term – to 2031:

- f) Improvements to and the longer-term redevelopment of key borough transport interchanges, at Dagenham Heathway, Dagenham East, and Becontree to unlock new homes and improve access;
- g) Exploring how the potential, set out in the strategy, for rolling out distance based road charging across London could be applied to Barking and Dagenham as a means of reducing traffic and encouraging a switch to more sustainable modes of travel and to generate income to fund new and improved public transport infrastructure and services.

Long term – to 2041:

- h) Exploring the potential for a future HS1/HS2 interchange at Barking Station to provide improved links between east London and the rest of the UK and Europe and to stimulate growth in the wider Thames Gateway area;
- i) Lobbying the Department for Transport (DfT) to upgrade rail freight routes outside London so that non-London freight can be taken around London, thereby freeing up rail paths on the Barking-Gospel Oak and C2C lines for additional passenger services.

3.9 Delivering the schemes identified in the MTS will require an average capital investment by TfL and others of around £3.3bn a year. This level of capital spend is ambitious and can only be achieved through close collaboration between London's various delivery agencies, including the government, national rail, the boroughs and the private sector. Additional sustainable funding sources and project-specific grants are therefore needed to deliver the aims of the MTS, alongside contributions from London boroughs and the private sector.

4. Consultation

4.1 Work to identify the key transport challenges for the borough and the potential opportunities to address these has been undertaken in conjunction with the relevant Council services - including planning and regeneration; highways and parking; environmental services; and public health – as well as with TfL and the GLA, and this has helped shape the Council's response to the draft MTS consultation questions as set out in Appendix 1 to this report. The main issues incorporated into the response are as follows:

- The plan is not ambitious enough in seeking to address the needs of people with disabilities or older people. For example, the draft MTS only commits to step free access at selected rail and underground stations and on all new infrastructure. This is unlikely to include Becontree and Dagenham East. Officers consider the plan must target making all stations step free by 2041 so all groups have equal access to the rail and underground network and that future improvements to accessibility are made at Dagenham Dock Station given the plans for the Ford Stamping Plant and Beam Park which will see this become an important interchange;
- The lack of commitment to extending the Mayor's Cycle Hire scheme to outer London. This would help achieve the draft MTS's ambitious active travel target and also compliment the similar targets in the Borough Manifesto and Health and Wellbeing Strategy;

- Greater emphasis needs to be placed on delivering improvements to cycle routes/infrastructure in outer London if car dependency is to be reduced, with a particular need for more orbital routes, especially between key town/district centres;
- Officers welcome the move to embed active travel in new development and the need for developers to plan to deliver improvements against the 10 Health Streets Indicators. However, given the particular health challenges facing many Londoners, we would like this to go much further and for all new strategic developments to adopt the 10 'Healthy New Town Principles' as are being applied to the Barking Riverside Development;
- Many of the measures proposed in the MTS are uncosted and unfunded and require new funding mechanisms – and the Mayor's call for the devolution of taxes such as Vehicle Excise Duty is supported;
- Officers welcome the focus in the draft MTS on improving motorcycling safety – but remain unconvinced of the merits of allowing motorcycles to access bus lanes;
- The requirement of the Metropolitan Police for certain types of vehicle mitigation measures to be installed on streets to counter the threat of further terrorist attacks, could potentially discourage cycling and walking as well as acting as a barrier to those with certain types of disability;
- Officers are concerned that the proposals to tackle pollution and improve air quality do not go far enough to address what is a significant problem affecting large swathes of the capital and is a particular issue in parts of Barking and Dagenham. Considered imperative that the Mayor and TfL introduce a London-wide Ultra Low Emission Zone (ULEZ) as soon as possible;
- The last two years has seen C2C services withdrawn from Barking as demand for them increases. This is clearly unacceptable and the wrong response to planning for growth. As a result, despite the commitment to a train stopping every three minutes at Barking in the AM peak, fewer C2C services now stop at Barking than under the old franchise. For this reason the Mayor's ambition to take over the running of suburban rail services is supported so that the needs of Londoners come before the needs of those commuting from further afield and the metro service originally promised can be reinstated;
- Many of the rail schemes outlined in the draft MTS are not 'new' and it is likely further enhancements will be required beyond what is already committed or under development as London's population increases;
- The issue of further Thames road crossings in east London being pushed into the long-grass as any options will not be considered until after the completion of the Silvertown Tunnel, the Lower Thames Crossing and the DLR extension to Thamesmead. This may limit the potential for growth in some parts of east London.

5. Financial Implications

Implications completed by: Katherine Heffernan – Finance Group Manager

- 5.1 Any specific schemes that are to be implemented at a local level will be subject to Cabinet approval with the funding clearly identified. These schemes could be part of the Local Implementation Plan (LIP) which is funded by TfL, external partners or the Authority's own resources.

6. Legal Implications

Implications completed by: Dr. Paul Feild, Senior Governance Lawyer

- 6.1 The Mayor for London is obliged to consult with the London Local Authorities when revising any of his transport strategies. The Council is not required to submit a response to the consultation but it is appropriate that it does so given that it will have an impact on the Councils Borough Manifesto and to make clear to the Mayor the necessary transport infrastructure for the ambition to deliver 55,000 homes and 20,000 jobs over the next 25 years. Furthermore, it is an opportunity to have a say in how the policies in the draft strategy could be improved at the local level in delivering the Mayor's transport duty and potential the grant funding. Finally, the draft strategy is in alignment with the Council's duty under the Health & Social Care Act to protect and improve the health of the population with an emphasis on healthy transport options.

7. Other Implications

- 7.1 **Risk Management** – The various transport priorities identified in this report are critical if the Council is to achieve its ambitious targets for new housing and jobs in the borough as well as to fulfil its Community Priorities.
- 7.2 **Corporate Policy and Customer Impact** – The policies and proposals outlined in the draft MTS and the list of borough transport priorities are in line with Council priorities. In particular, the measures will contribute to enabling social responsibility through protecting the most vulnerable, keeping adults and children healthy and safe. The proposals will also benefit all those who live on or travel through the borough including motorists, pedestrians and cyclists and will improve safety on the transport network. The proposals also contribute to the Council's 'Growing the borough' priority through investment in enhancing our environment.
- 7.3 **Safeguarding Children** – The draft MTS contains policies and proposals to improve road safety both through highway safety measures and also through initiatives such as cycle training. It also aims to improve the safeguarding response to protect vulnerable children using the transport network in London.
- 7.4 **Health Issues** – It is widely acknowledged that walking and cycling is one of the best ways for people to achieve good health and fitness. The promotion and enabling of increased levels of walking and cycling as outlined in the draft MTS aligns closely with the ambitions of the Council's health and wellbeing strategy. Similarly, the various measures proposed to tackle air pollution from road transport will directly benefit the health and wellbeing of all those living and working in the borough.
- 7.5 **Crime and Disorder Issues** – Personal safety has been highlighted as a concern by both users and non-users of the local transport network in the borough. The draft MTS plans to address these concerns through the design of secure environments and by providing dedicated specialist and integrated policing for London's transport network.
- 7.6 **Property / Asset Issues** – Many of the proposals in the MTS are likely to result in the need for significant new infrastructure in the borough. Where this is the case the

Council will require the delivery of well designed and engineered schemes to ensure that short term maintenance is not required which might then place an additional cost burden on the Council.

Public Background Papers Used in the Preparation of the Report:

- Mayor's Transport Strategy – Draft for public consultation; Greater London Authority, June 2017 (<https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/>)

List of Appendices:

- **Appendix 1:** Draft response to MTS consultation