

## **Consultation response by the London Borough of Newham**

The London Borough of Newham welcomes the opportunity to respond to this consultation. We believe we are in a key strategic location for London and the UK and see the development of transport infrastructure as a crucial marker in the regeneration of the borough. We make some general comments below and provide responses on specific proposals in the attached appendix.

London Borough of Newham welcomes the opportunity to comment on the Mayor's Transport Strategy (MTS) and related strategy documents. Many of its proposals should enable the progression of much of the Borough's own regeneration strategy and programmes. This is timely for the London Borough of Newham as it enables the Mayor's Transport Strategy to reflect the future of Newham based on new economics and the shared aspirations of the 5 Olympic host boroughs expressed as the convergence principle. The London Borough of Newham urges that its commitment to transforming the lives of its residents through successful convergence is fully supported by the Transport Strategy and TfL funding streams. The MTS must explain convergence, why it requires transport policies and actions to contribute positively to convergence and that policies and actions failing to have a positive impact on the convergence principle will not be supported by the Mayor of London. This must also apply to the allocation of resources across London. Clear, frequent and integrated reference to the principle of convergence in the MTS is needed to emphasise that it is an essential part of London's ability to maintain and improve its world City status. Successful convergence will make a successful London. Convergence must be at the heart of decision making in all Mayoral Strategies. We look forward to discussing our revised social, economic and physical context and having a strong dialogue based on an ambitious shared vision that more swiftly and successfully brings convergence based on economic-led regeneration. The MTS as an implementation Strategy for the London Plan should show a clear bias to meeting the convergence agenda by primarily resourcing transport infrastructure in the 5 host boroughs. This is particularly the case for areas like the Royal Docks, for example, where our aspiration is to create a vibrant, mixed use development area.

One of the features of Newham's natural and man-made geography is that the transport arteries that cross the borough (water, rail and road) have created major perceptual and physical barriers that inconvenience residents and adversely affect the image of borough. We see Newham as a place to come to, not one to travel through, and (for example) £23m is being spent to replace the Canning Town roundabout with a less intrusive junction. Although the borough is well connected by various modes of public transport and by road there appears to be a strong perception that the River Lea and other barriers make Newham inaccessible - a problem that can only be addressed by forging more street connections and

encouraging high quality development along the Lea Valley. These are issues that we are looking to the London Plan and the Opportunity Area Framework to address.

Newham welcomes the Mayor's aim to achieve Eurostar stopping services at Stratford International as a first priority of his Transport Strategy. Proposal 1 of the draft Strategy indicates that the Mayor will 'encourage more international services direct to a wider range of European destinations, and that some of those new services will stop at Stratford International Station'. This is something the London Borough of Newham has been keen to secure for many years and its inclusion (and relative position as a high priority) is to be welcomed. It should be noted however that the current operator is not convinced of the economic case for this despite the efforts of the Council and other lobbying groups. It is hoped that the Mayor will take a lead role in future discussions with the operator.

We urge the Mayor to advocate for High Speed Two to be directly linked to High Speed One and therefore the European high speed rail network. International railway services from the UK regions could use Stratford International as their London stop to take on additional international passengers. In the longer term this would ensure a good international service level at Stratford International and prevent placing further strain on the already over-heated West of London.

We strongly support key transport schemes like Crossrail and appreciate the Mayor's vocal support in this. Newham will have 5 stations with a Crossrail link – more than any other borough – and this will contribute substantially to town centre development such as Forest Gate, Manor Park and Custom House. In April 2009, Colin Buchanan & Partners estimated that there would be nearly £100 million a year in journey time savings, and improved incomes and job prospects in the borough as a result of greater investment attracted by Crossrail.

We would like to emphasise the significance of our private sector partners in the delivery of Convergence. Without investment from them, it would be impossible to deliver regeneration of the scale and ambition we envisage. Arguably, the failure to connect employers with local people also meant that other large-scale regeneration projects in other areas had less impact on local residents than they could and should have, and I am keen to ensure we learn from the experiences of others and fully support our private sector partners.

London City Airport, for example, is a large employer in the area committed to promoting job opportunities to local residents. Our latest data from 2008 showed that the airport employs around 2,000 people on-site, with 27% of those residing in Newham. "Take Off Into Work" is a partnership project which provides residents with skills training and on-site work trials in preparation for them applying for live vacancies at the airport. We have a similar project with Bovis Lend Lease on the Olympic site, where we have supported over 200 residents with multiple barriers to work into vacancies. John Lewis has ring-fenced 250 jobs in its new Westfield store for the long-term unemployed in the borough. In a borough where we have 18,000

people who have never worked, these kind of partnerships with the private sector are invaluable.

In Newham, we believe that linking our residents up with the economic opportunities coming into the borough is a key plank to achieving Convergence, and continuing to develop London as a global business centre. Newham has a unique position in the capital as London's "gateway to Europe"; London City Airport, Eurostar stopping at Stratford International, and ExCeL are all key to maintaining and developing this reputation. We are also looking to develop Stratford into a major metropolitan centre, which we hope the Mayor will unequivocally support, with the Westfield development the first step to achieving this. We hope regional policy will fully support our endeavour to reach Convergence through partnership.

Despite the recent abandonment of the Transport and Works Order application for the DLR extension to Dagenham Dock, Proposal 15 of the draft Strategy proposes that Transport for London investigate the feasibility of the extension as part of housing proposals for Barking Riverside. The draft MTS shows the timing to be after 2020. While the rekindling of TfL interest in the extension is to be welcomed, the indicated timescale is disappointing.

A DLR extension northwards from Stratford International is also suggested, although the development of Stratford City and the Olympic Park may have already precluded some potential routing options. It is not clear which destinations could be served by such a northward extension of the DLR from Stratford International, although the emerging Olympic Fringe masterplans may provide greater clarity of ideas in time. The Council is happy to engage in discussions on the extension of the DLR network and would welcome the statement in principle.

The importance of the logistics sector to London's economic development and the contribution this makes to employment is well appreciated in Newham, with its past history as a centre of shipping, railway and other transport services. We agree that an efficient logistics system and related infrastructure is essential to London's competitiveness. Newham businesses could undoubtedly benefit from development of rail facilities adjacent to High Speed One in Barking. The expanded network of high-speed rail lines would be an alternative for high value, time critical freight that currently uses air to access Heathrow. This would be especially so if an intermodal freight centre were also located in close proximity.

This logistics issue is also crucial for business tourism to London, identified as relatively underdeveloped. As referenced, the ExCeL Centre based in Newham has a key role to play in this. ExCeL currently has a second phase development expansion underway so it can play a bigger role for European and other trade fairs, exhibitions and conferences from overseas. A third phase of development may follow.

However, the cancellation of the Thames Gateway Bridge has led to serious concern that its further development will be hindered by the lack of a suitable road-based river crossing ensuring the efficient flow of both goods and visitors to the Centre

both north and south of the Thames. The Silvertown Crossing was intended to be part of a package of three crossings with the Thames Gateway Bridge and DLR extension to Woolwich (now built and operational). A focus solely on Silvertown Crossing and its potential for providing increased resilience at Blackwall is not a solution on its own and we retain concerns over the potential local increases in commuter traffic this may generate in the Royal Docks and Canning Town wards if the capacity is not restricted by the provision of public transport only lanes, lanes to be used only in the event of an incident at Blackwall, or the use of differential tolls. Discussions with TfL over the outcome of modelling assessments of various crossing options are continuing and the Borough is committed to engaging fully in this process in order to both address resilience at Blackwall (as impacts on the Borough are severe during incidents) but also to investigate the wider benefits of other improved crossing options downstream at Gallions.

A bridge in the location of the former Thames Gateway project is a vital need in order to prevent stifling the regeneration of the eastern Royals and Beckton areas. Newham can also see merit in a new Gallions ferry with the principal role of carrying goods, which could help build the market for the bridge.

We welcome many of the initiatives related to cycle hire schemes, cycle hubs at key nodes, training, education, publicity and events to change people's minds about cycling. Specific cycle initiatives which require the reallocation of already scarce road space must continue to be assessed on their individual merits on a site-specific basis. While Newham is supportive of segregated cycle super highways *in principle*, these proposals must be assessed fully in relation to their impacts on other road users. Cycle lanes should not be provided where the safety of cyclists and other road users is decreased due to lack of road space to properly accommodate them. In this regard, the Council has severe reservations about such a cycle super highway being achievable on Romford Road, where carriageway cross-section is severely limited and the potential for segregated cycle provision without a major adverse impact on other road user groups is equally limited.

The strategy proposes the improvement of the walking experience by enhancing the urban public realm and taking focussed action to ensure safe, comfortable and attractive walking conditions. Newham welcomes this approach and aims to continue the already successful initiatives implemented to further increase the number of walking trips in the Borough.

The ongoing commitment to the improvement of bus operations and services is welcome. The majority of residents of Newham do not have access to a private car and therefore must use public transport for their work and leisure journeys. Socio-economic factors in the Borough make the bus service a vital resource and ongoing improvements to journey times and service provision and frequencies will benefit the majority of Newham residents.

Stratford is currently classed as a "Major" centre, but earmarked by the draft London Plan to be upgraded to "a Metropolitan Centre". Although acknowledging the

important role of Stratford as a transport hub, the draft MTS is unclear as to its status as a Metropolitan Centre. This should be clarified in the final document so as to be consistent with the London Plan.

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## Responses to specific proposals

<p>The Mayor, through TfL, and working with the DfT, Network Rail, the operators of international rail services and other transport stakeholders, will encourage more international rail services direct to a wider range of European destinations, and that some of those new services also stop at Stratford International station.</p>	
<p><i>This proposal is particularly welcomed. Stratford is to become a new Metropolitan Centre and has excellent links to Canary Wharf and to the Royal Docks</i></p>	
<p>The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, freight operating companies, boroughs and other transport stakeholders, will support the development of more rail freight terminals in or near London, including connections to HS1 for international freight, in line with London Plan policy to identify new sites for strategic rail freight interchanges.</p>	
<p><i>Bow Midland terminal needs to be protected under Legacy proposals for the Olympic Park</i></p>	
<p>The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, freight operating companies, boroughs and other transport stakeholders, will support the development of National Rail routes that relieve London of freight without an origin or destination in the Capital.</p>	
<p><i>Whilst supporting railfreight the Borough is concerned that increasing freight flows will constrain the development of passenger service frequencies, particularly on the Gospel Oak-Barking Line, the North London Line and other routes. Stratford is particularly affected by through freight trains, often stationary for several minutes. This proposal is therefore supported</i></p>	
<p>The Mayor and TfL support the development of a national high-speed rail network and will work with the DfT, Network Rail, High Speed Two and other transport stakeholders to ensure that the London terminal for any new high-speed line is centrally located, well-connected to the existing public transport network, and widely accessible in order to maximise access to jobs and London's population. It is currently considered that Euston best meets these criteria and further evaluation will be made of this and other locations.</p>	
<p><i>The key issue here is for HS2 to connect to HS1 so the original promise of international rail services from the regions near the West Coast Main Line with Stratford as a London stop to take on additional passengers can be fulfilled.</i></p>	
<p>The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, freight operating companies, boroughs and other transport stakeholders will seek to ensure that Crossrail is delivered by 2017, and that it is fully integrated with the rest of London's public transport system; that the impacts of construction on residents and businesses are minimised so far as possible; and that the future benefits Crossrail brings are monitored to ensure the rail link achieves its objectives.</p>	

<i>In terms of transport and economic benefits, it has been calculated that Crossrail is worth nearly £100m a year to Newham. In addition, with 5 stations in Newham served by Crossrail- the largest number in any one borough- key town centres will receive a major boost from these links, in particular Forest Gate, Manor Park and Custom House. This proposal is strongly supported. However, the associated complementary measures to improve the public realm and facilities/connectivity for bus users, cyclists and pedestrians need to be adequately funded and supported.</i>	
The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies and other stakeholders, will consider future extensions of Crossrail that reduce congestion and improve connectivity on London commuter routes.	
<i>Provided take-up capacity from stations in Newham is maintained this proposal is supported.</i>	
The Mayor, through TfL, will seek to ensure that Network Rail and the train operating companies deliver the committed improvements to the rail network and services in London as set out by the DfT's High Level Output Specification for the period 2009-2014.	
<i>This proposal is supported by the Council</i>	
The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, boroughs and other transport stakeholders, will seek further rail capacity across London's rail network, beyond those schemes already committed. The highest priorities are to further increase capacity on London Overground, southwest routes, the West Anglia Main Line and at congested stations.	
<i>Further capacity is urgently required on the Gospel Oak -Barking Line. Public transport links from the north to the new Metropolitan Centre at Stratford are inadequate. LB Newham supports the construction of the Hall Farm Curve allowing a local rail service from Chingford to Stratford. Four tracking of the West Anglia Main Line to allow a greatly enhanced frequency to Stratford from the Lea Valley and Stansted Airport is very strongly supported.</i>	
The Mayor supports new rail capacity in the broad southwest to northeast corridor, for example, new lines or services using the Chelsea Hackney line safeguarded alignment. TfL will undertake a review of the route to ensure it is providing the maximum benefits and value for money.	
<i>Consideration should be given to a station serving the north end of the Olympic Park in legacy</i>	
The Mayor, through TfL, will seek to ensure that the DfT, Network Rail and the train operating companies achieve the HLOS 'public performance measure' for reliability, as well as an overall reduction in significant lateness and cancellations for London and southeast services.	
<i>Reliable rail services are essential, particularly when travel is for employment purposes. This proposal is supported.</i>	
The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies and boroughs, will seek to deliver capacity enhancements at some of London's most congested stations. The highest priorities include: a) Central London termini station congestion relief and onward distribution enhancements (the potential of all onward modes will be considered) b) Clapham Junction station capacity enhancement (new improved links between	

platforms, additional entrances and more ticketing facilities) c) Improved capacity at National Rail stations with severe congestion, including Finsbury Park, Bromley South, Wimbledon, Vauxhall and Barking d) Improved capacity at National Rail stations with moderate congestion, including Willesden Junction, Balham, West Croydon, Norwood Junction and Surbiton	
<i>After the opening of Crossrail, 8 tracking of the approaches to Liverpool Street should be considered. This will enable greater numbers of services from the Lea Valley to serve Stratford. Barking Station, though outside Newham, is an important interchange for people living, working and visiting in the Borough and improved capacity is welcomed.</i>	
The Mayor, through TfL, and working with Network Rail, train operating companies and other transport stakeholders will encourage the achievement of a 'seven day railway' by better planning and management of necessary engineering and maintenance work on the railway.	
<i>Newham residents have and continue to face considerable disruption from station and line closures in the Borough. Many residents of Newham work at weekends and at unsocial hours. This proposal is therefore welcomed.</i>	
The Mayor, through TfL, and working with Network Rail, train operating companies and other transport stakeholders will encourage the provision of rail services in London that meet common service standards including improved ambience, amenities and wayfinding at all stations, and staff availability at each station. It is intended these improvements will be rolled out as franchises are renewed.	
<i>There should be a commitment to ensuring all rail stations reach London Underground standards including the provision of passenger help points on the DLR.</i>	
The Mayor, through TfL and working with DfT and Network Rail, will investigate the feasibility of providing extra capacity to assist orbital movement on the Overground network and will review potential benefits of extensions to the network of services.	
<i>A number of orbital services pass through Newham and Stratford is a major hub for such services, therefore this proposal is welcomed.</i>	
The Mayor, through TfL, will investigate the feasibility of further capacity and network expansion of the DLR including an extension to Dagenham Dock, as part of the housing proposals for Barking Riverside, and further network extensions, including options south of Lewisham, west of Bank and north of Stratford International.	
<i>The Council is supportive of proposals to extend DLR eastwards to Dagenham Dock and, if feasible, would also support any proposals to extend the line north of Stratford International</i>	
The Mayor, through TfL, and working with the London boroughs and other transport stakeholders, will investigate the feasibility of providing extra capacity on the Tramlink network and will review potential benefits of extensions to the system.	
<i>No comment</i>	



The Mayor, through TfL, will seek to deliver upgrades to all Tube lines in a phased programme to provide a significant increase in network capacity. This will involve a combination of new rolling stock and/or signalling systems and other asset replacement. As part of this, continued investment to bring the network to a good state of repair and maintain it at that level will be supported.	
<i>Newham has been concerned at unreliability caused by signal failures, particularly on the District Line. The opportunity to resignal this line in advance of the Olympics has already been lost and further delays now seem likely due to the collapse of Metronet. The District Line should be resignalled at the earliest opportunity.</i>	
The Mayor, through TfL, will continue to deliver an ongoing programme of Tube station refurbishments and asset stabilisation to ensure stations are operable and deliver customer service requirements, as well as continuing to improve station accessibility over the life of the strategy.	
<i>We support provision of step free access to stations where practicable if it is currently not provided. Tube station refurbishment programmes should be prioritised to deliver tangible and worthwhile improvements rather than just cosmetic ones. Restoration of heritage features should be an essential requirement of any such works.</i>	
<p>The Mayor, through TfL, and working with the London boroughs and other transport stakeholders, will develop and implement a prioritised programme to deliver station capacity and accessibility enhancements at London's most congested Underground stations, including:</p> <p>a) Congestion relief schemes to complement Tube line upgrades and/or integrate with Crossrail at the key central London interchanges of Victoria, Tottenham Court Road, Bond Street, Paddington (Hammersmith &amp; City) and at Bank</p> <p>b) Schemes at further strategic Tube interchanges that are critical to London's transport system (eg Vauxhall, Finsbury Park, Highbury &amp; Islington, Holborn, Camden Town, Oxford Circus, Edgware Road and Northern line City branch, in particular Old Street and Moorgate)</p> <p>c) Major strategic multi-modal/National Rail interchanges on to the Underground network to disperse onward demand arising from National Rail proposals (HLOS2 and HS2 proposals), eg London Bridge, Euston, Liverpool Street, Paddington, Elephant &amp; Castle and Waterloo</p>	
<i>Notwithstanding the current capacity enhancements associated with the Olympic Games, Stratford should be included in the list under c) given its capacity to relieve Liverpool Street</i>	
<p>The Mayor, through TfL, will implement the following measures in order to cool the Underground:</p> <p>a) New air-conditioned rolling stock across the sub-surface (Metropolitan, Circle, Hammersmith &amp; City and District) lines, introduced progressively from 2010</p> <p>b) Improved ventilation shafts and replacements of out of service fans</p>	
<i>We support this given the improvement in travel experience and comfort that would result, making use of the service more attractive. The Council welcomes this move, but is concerned at the reduced amount of seating to be provided in the new 'S' stock.</i>	
The Mayor, through TfL, will continue to develop and implement measures to	

deliver the highest standards of customer care on the Underground, including the high quality provision of information about engineering works that affect regular Tube services, and an accessible Tube map showing step-free and mostly step-free routes.	
<i>Upton Park and Plaistow are the only Tube Stations in Newham without step free access. The early provision of such facilities would be welcomed as Newham has above the London average number of disabled people.</i>	
<p>The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, boroughs and other stakeholders will seek longer-term enhancements and extensions to the Underground network, including:</p> <ul style="list-style-type: none"> <li>a) A further upgrade of the Northern line (Northern line Upgrade 2) to significantly increase train capacity through the City</li> <li>b) A privately funded extension of the Northern line to Battersea to support regeneration of the Battersea/ Nine Elms area</li> <li>c) A potential southern extension to the Bakerloo line will be reviewed further to utilise spare line capacity, improve connectivity and journey times, while providing relief to congested National Rail approaches to central London from the south/southeast, subject to resources and the results of further study</li> <li>d) A link at Croxley to join the Watford branch of the Metropolitan line to Watford Junction (funding to be secured by Hertfordshire County Council in conjunction with the DfT)</li> </ul>	
<i>No Comment</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders will keep the development of the bus network under regular review to cater for growth in population and employment, maintain ease of use, attractive frequencies and adequate capacity, reliable services, good coverage and good interchange with other modes. All proposals for change will be appraised to ensure that they deliver good value for money and that the funds available are being invested in optimum service improvements.	
<i>Buses are a lifeline to many residents and workers in Newham many of whom are on low wages. With the exception of route 25 no other routes offer a direct service to central London during the day. In view of this the Council would support a more radical approach to the development of the bus service with a network restructure to provide better and faster links within the Borough including express bus routes.</i>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders, including developers, will improve bus passengers' journeys by measures, including:</p> <ul style="list-style-type: none"> <li>a) Incentivised bus operating contracts and expanding staff training in order to consolidate reliability improvements</li> <li>b) Introducing measures such as bus priority at critical locations</li> <li>c) Ensuring that the appropriate enforcement of bus priority is carried out</li> <li>d) Implement the Countdown 2 project to deliver expanded access to realtime information and develop further integration with digital communications to provide realtime bus information</li> </ul>	
<i>The Council is supportive of measures which bring improvements to the quality of the operation of the bus service and would suggest that running time is optimised</i>	

<p><i>to take advantage of existing bus priority measures and provide faster journeys. On the issue of real time information at bus stops and using mobile phone technology London lags behind many European cities and would suggest that this should be urgently addressed.</i></p>	
<p>The Mayor, through TfL, will upgrade its bus fleet to meet increased emissions standards and will appoint bus manufacturers as part of the New Bus for London project by the end of 2009. It is intended that the first prototype will enter service during 2011.</p>	
<p><i>Route 25 is currently operated by articulated vehicles. LB Newham will wish to be satisfied that any other vehicles used will offer similar or enhanced numbers of seats, particularly for bus users with limited mobility and frailty.</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders will support improvements to the taxi service through a number of measures, including:</p> <ul style="list-style-type: none"> <li>a) Continued highway priority for taxi services, for example, access to bus lanes</li> <li>b) Reduce taxi vehicle emissions and develop low emission taxis</li> <li>c) Provision of parking and waiting facilities, including rest facilities</li> <li>d) The provision of ranks and facilities at interchanges</li> <li>e) Taxi marshalling</li> <li>f) Action against touting and illegal cabs</li> <li>g) Improved driving behaviour, to be encouraged through the licensing procedure of taxi drivers</li> <li>h) Ensuring regulated taxi fares changes allow drivers and owners to continue to recover the costs of providing the taxi service and provide a sufficient incentive for taxi provision to meet demand, in particular at night</li> <li>i) Continuous process improvements to provide a modern and cost effective licensing service</li> </ul>	
<p><i>These proposals are supported by the Council. The Council would like to see a more demanding target for taxis. The use of age limit, while simple to manage and enforce is however not well-linked to emissions. Dates where certain emission standards need to be met would be better and could allow for retrofit technology.</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders will support improvements to private hire services (especially minicabs) through the following:</p> <ul style="list-style-type: none"> <li>a) Initiatives that deliver further the success of the Safer Travel at Night scheme</li> <li>b) Provision of facilities to pick up as well as drop off passengers where appropriate</li> <li>c) Action against plying for hire, touting, unroadworthy vehicles and illegal cabs</li> <li>d) Continuous process improvements to provide a modern and cost effective licensing service</li> <li>e) Lower emissions from PHVs</li> </ul>	
<p><i>These proposals are supported by the Council. It would be beneficial if there was some detail on what environmental improvements were being considered.</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs, coach operators and other stakeholders, will seek to maximise the use of the existing facilities to increase capacity for coaches, given the anticipated growth in demand for coach</p>	

<p>use and to develop parking standards for coaches. In the longer-term, the Mayor will work with all relevant partners to investigate the feasibility of developing a series of coach hubs</p> <p>or the potential for alternative locations for coach station facilities to provide easier access to the coach network, while retaining good access to central London for coach operators.</p>	
<p><i>Football matches at West Ham and events at Excel generate significant coach-borne traffic. This proposal is supported. Stratford is also becoming a key node for National Express coach services and will become even more significant in Olympic Legacy with a significant new destination in place.</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders will encourage and support the community transport sector's contribution to the development and provision of transport services in London.</p>	
<p><i>Community Transport provides important user-led services and employment through social enterprise. This proposal is supported by the Council</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders will introduce measures to smooth traffic flows to manage congestion and improve journey time reliability for all people and freight movements, and maximise the efficiency of the road system from a business and individual perspective by, for example:</p> <ul style="list-style-type: none"> <li>a) Investment in intelligent traffic control systems and the infrastructure to support it</li> <li>b) Allowing motorcycles and scooters to use TLRN bus lanes for a trial period and evaluating its impact</li> <li>c) Upgrading, optimisation and rationalisation of equipment at signal controlled junctions</li> <li>d) Working with the DfT to pilot and develop the concept of pedestrian countdown at traffic signals to optimise the amount of 'green time' for both pedestrians and road traffic</li> <li>e) Implementing a targeted programme of road network improvements, potentially including junction upgrades, to improve traffic flow on the most congested sections and to improve conditions for all road users</li> <li>f) Working with utility companies to reduce the impact of their street works on traffic congestion</li> </ul>	
<p><i>The Council broadly support the aims of this proposal, but there are some concerns with regards to the proposals for pedestrian countdown, from the pedestrian safety perspective. It would be beneficial if there was a commitment to monitoring the impact of these schemes which would aid the development of best practice.</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and utility companies will seek to minimise the impact of planned interventions on the road network on the movement of people and goods by:</p> <ul style="list-style-type: none"> <li>a) Utilising 'LondonWorks' to provide a way of improving street works planning and coordination</li> <li>b) Developing a new roadworks permit system</li> <li>c) Developing the concept of 'lane rental' charges for utilities to reflect the value of their temporary possession of road capacity (in terms of cost of delay to the road user)</li> </ul>	

<p><i>The Council supports the aims of this proposal and looks to introduce closer liaison with TfL on coordination of works affecting the GLA road network, the Strategic Road Network, Transport for London Road Network and the boroughs own Principal Road Network. This is of particular concern to Newham given the scale of both existing and planned redevelopment and the associated roadworks that accompany their delivery and their utility connections. The Council will also work to introduce permitting before October 2010.</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve the realtime management of unplanned interventions and incidents on the road network, and improve communications to minimise the disruption and improve public satisfaction with road network management.</p>	
<p><i>The Council supports this proposal and will work with TfL where it can to mitigate the impacts of unforeseen occurrences that impact the GLA, SRN, TLR networks from the boroughs own network. (i.e. Events)</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders, will utilise advances in ITS technology to better manage the road network, improve realtime traffic management capability and lay the foundations for communication with in-vehicle systems, with the aim of developing a state-of-the art traffic signal control system for the 21st century.</p>	
<p><i>The Council supports this proposal and welcomes the Traffic Signal Instrumentation Upgrades that will result from the ORN in Legacy.</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders will take a criteria-based approach to road schemes which would allow them to go ahead if there is an overall net benefit, taking into account the following factors:</p> <ul style="list-style-type: none"> <li>a) The contribution to London's development/regeneration</li> <li>b) The extent to which congestion is reduced</li> <li>c) How net benefit to London's environment can be provided</li> <li>d) How conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved</li> <li>e) How safety for all is improved</li> </ul>	
<p><i>This is supported in Newham allowing resilience schemes by utilities to be brought forward before 2011 to improve supply networks, i.e. VMR, DMR, Gas and water main replacements, new HV cable routes not only in the Stratford area but in areas of likely regeneration. It would be beneficial if there was a direct reference to air quality and possibly noise, rather than the weaker term "environment" which is much wider. The UK is currently being prosecuted by the European Commission for failing air quality targets, transport is a significant source and it is the cause of the areas of failure for which the UK is being prosecuted. The MTS must recognise the air quality (as well as climate change) issues associated with transport and make air quality improvement a key part of the strategy.</i></p>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders will work in collaboration with the boroughs and other stakeholders to cost-effectively maintain London's road network assets in a good state of repair in order to maximise their operational effectiveness and safety, and to promote road user satisfaction. This will include:</p>	

<p>a) Conducting programmes of roads, pavements, bridges, tunnels and traffic systems maintenance so that the TLRN and borough road network is serviceable</p> <p>b) Continuing to ensure highway structures are inspected regularly</p> <p>c) Developing a Tunnels Safety Enhancement Programme with regards to fire, closure and monitoring, lighting, communications and surveillance</p>	
<i>This is supported in principle subject to identification of appropriate funding</i>	
The Mayor, through TfL, and working with the Port of London Authority, the ODA, boat operators, pier owners, riparian boroughs and other interested parties will continue the River Services Concordat to work together to enable the development of London's river services to reach their full potential and to better integrate river services into the overall transport network.	
<i>The River Services Concordat is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will encourage the provision of more pier capacity, particularly in central London and will seek financial support for new piers when considering development proposals in the vicinity of the Thames. The Mayor, through TfL, will also work with the Port of London Authority, boroughs and operators to identify and promote suitable boat yard facilities in London.	
<i>These proposals are supported by the Council, particular in respect of the transport of aggregates and spoil associated with the Thames Tideway project.</i>	
The Mayor, through TfL, and working with the Port of London Authority, London boroughs and operators, will seek to ensure that existing safeguarded wharves are fully utilised for waterborne freight (including waste), and will examine the potential to increase the use of the Thames and London's canal network for waterborne freight transport.	
<i>The Council supports the consolidation of wharves and the Superwharf proposals made in the London Plan and these should be included in the MTS to ensure consistency</i>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders, will progress a package of river crossings in east London, including:</p> <p>a) A new fixed link at Silvertown to provide congestion relief to the Blackwall Tunnel and provide local links for vehicle traffic</p> <p>b) An upgraded Woolwich Ferry and consideration of a new vehicle ferry at Gallions Reach to improve connectivity</p> <p>c) Local links to improve connections for pedestrians and cyclists</p> <p>d) Consideration of a longer-term fixed link at Gallions Reach to improve connectivity for local traffic, buses, cyclists and to support economic development in this area</p> <p>e) Support for maximising the impact of new rail links including High Speed One domestic services, Crossrail and the DLR extension to Woolwich to enable more people to use public transport where possible</p> <p>f) Support for government proposals to reduce congestion at the Dartford crossing</p>	
<i>LB Newham is currently unconvinced of the case for a new fixed link at Silvertown and has concerns about local traffic increases in the Royal Docks and Canning Town wards. However, a new vehicle ferry and longer-term fixed link at Gallions Reach is a suggestion worthy of further development.</i>	

The Mayor, through TfL, and working with the DfT, Network Rail, the London boroughs and others to improve the physical accessibility of the transport system by prioritising step-free access at strategic interchanges, improving street accessibility in town centres and around accessible stations and maximising the accessibility benefits of new transport schemes, such as Crossrail. In doing so, the Mayor will seek to maximise the benefits of investment by ensuring that resources are focused on improving accessibility for the maximum number of people, while ensuring an equitable balance across London.	
<i>Existing stations that are part of the Crossrail network such as Maryland and Manor Park need to be made accessible that disabled, mobility impaired and elderly people in Newham can take equal advantage of the new journey opportunities.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve the availability, quality, quantity and timeliness of information about the transport system to remove barriers to travel.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve attitudes of transport staff and travellers towards each other to ensure excellence in customer service and a courteous, safe and friendly travelling environment that does not present a barrier to travel.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, will work to ensure a greater staff availability to provide direct assistance to customers and continue to improve customer experience, by enhancing staff training, to ensure that the access needs of disabled passengers are understood by all frontline staff.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, will support Dial-a-Ride services for mobility impaired people who require this form of transport service.	
<i>LB Newham has above the London average of disabled people per head of population. Additional resources for Dial-a-Ride would be greatly welcomed.</i>	
<p>The Mayor, through TfL, and working with Network Rail, the train operating companies, boroughs and other stakeholders will improve the customer experience and physical accessibility at interchanges across London through the application of the principles set out by the TfL Interchange Best Practice Guidelines of 'efficiency', 'useability', 'understanding' and 'quality' to all interchange schemes in London. Such measures include:</p> <ul style="list-style-type: none"> <li>a) Provision of consistent and enhanced travel information</li> <li>b) Improved walking and cycling facilities at, and on routes to, public transport stations and stops</li> <li>c) Improved integration of public transport services in London, both in terms of service planning and physical location</li> <li>d) Improved efficiency, effectiveness and quality of interchanges across London to further integrate London's transport system</li> <li>e) Provision of consistent customer service delivery standards</li> <li>f) Assurance that interchange facilities have sufficient capacity to meet travel demand</li> </ul>	

<i>This proposal is supported by the Council particularly in relation to the new Crossrail station at Custom House.</i>	
<p>The Mayor, through TfL, and working with Network Rail, the train operating companies, boroughs and other stakeholders will prioritise improvements to strategic interchange that will:</p> <ul style="list-style-type: none"> <li>a) Provide opportunities for orbital public transport services</li> <li>b) Provide interchange opportunities before arriving in central London, in order to reduce interchange capacity pressure at London's rail termini</li> <li>c) Provide opportunities to accommodate population and employment growth, with developer contributions towards the interchange improvements sought in appropriate circumstances</li> </ul>	
<i>This proposal is supported by the Council particularly in relation to Stratford, Canning Town and Custom House.</i>	
The Mayor recognises that adequate airport runway capacity is critical to the competitive position of London in a global economy, but opposes any further increases in capacity at Heathrow.	
<i>No comment</i>	
The Mayor supports the position of the Government's White Paper 'The Future of Air Transport', which states that airport operators should be responsible for paying the costs of upgrading or enhancing road, rail or other transport networks or services where these are needed to accommodate additional passengers travelling to, and from, expanded or growing airports.	
<i>This particularly applies to London City Airport in relation to improving bus accessibility from the east for workers at the Airport</i>	
The Mayor, through TfL, and working with the London boroughs, DfT, airport operators, Network Rail, train operating companies and other stakeholders, will seek to improve access to London's airports for passengers and staff by public transport, particularly from those parts of London which do not currently have good access by rail or bus, and for goods through better management of the road network, development of consolidation/break-bulk centres and encouragement of access by rail and waterway.	
<i>As commented above, in relation to the airport workforce.</i>	
The Mayor, through TfL, and working with the boroughs and other stakeholders, will provide support, including sharing best practice, to enable and empower boroughs, employers, schools, community groups, other organisations and individuals to deliver the improvements necessary to create a cycling revolution in London.	
<i>With the proviso that the needs of pedestrians and other road user groups are fully considered, this proposal is supported by the Council</i>	
The Mayor, through TfL, and working with the London boroughs that are keen to pilot the 'Biking Borough' approach, will develop the Biking Borough scheme including measures such as cycle hubs and marketing initiatives to promote cycling.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, will work with the DfT, boroughs and stakeholders to raise the profile of cycling using information and behavioural change measures,	



including smarter travel initiatives, and major events.	
<i>This proposal is supported by the Council.</i>	
<p>The Mayor, through TfL, and working with the boroughs and other stakeholders, will deliver improvements to cycling infrastructure and training to support the cycling revolution, including:</p> <ul style="list-style-type: none"> <li>a) The London Cycle Hire Scheme in 2010 in central London</li> <li>b) Twelve Cycle Superhighways will be developed for commuters and others to cycle to central London, improving the capacity of the radial network</li> <li>c) Enhanced cycle links to the Olympic Park by 2012 and the development of a wider network of Greenways across London</li> <li>d) Cycle hire schemes and cycle superhighways introduced elsewhere, particularly in Outer London, if the initial schemes are successful and there is sufficient demand</li> <li>e) Increased provision of secure bicycle parking facilities, particularly at stations, workplaces, schools, retail and leisure sites</li> <li>f) Improving the permeability of the road network for cycling</li> <li>g) Delivering road enhancements to make cycling easier and safer, including managing car access to residential areas, through physical or design measures, to create pleasant and safer cycling environments</li> <li>h) Offering cycle training for people of all ages</li> </ul>	
<p><i>There is little detail on what infrastructure improvements will be made. However the Council believes that the Cycle Superhighway proposal for Romford Road is impractical. Parking for cycling will need to be supported by the London plan to ensure adequate provision in new developments.</i></p> <p><i>Removing restrictions regarding bicycles on trains and underground would also provide a significant impetus to cycling.</i></p>	
The Mayor, through TfL, and working with the London boroughs and the DfT, will encourage changes to be made to the Highway Code that improve conditions for cyclists.	
<i>With the proviso that the needs of pedestrians and other road user groups are fully considered, this proposal is supported by the Council</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will press for specific primary legislation to establish an effective legal framework for pedicabs, including specific licensing powers for the boroughs.	
<i>To be supported, a rigorous licensing regime would need to be introduced that would allow them to be covered by certificates of fitness i.e. brakes, lights and tyres as well as ensuring public liability insurance is effective, similar to the regime covering licensed private hire vehicles under Public Carriage Office rules.</i>	
<p>The Mayor will seek to use his planning powers set out in the London Plan and work with the boroughs to encourage cycling by supporting development that:</p> <ul style="list-style-type: none"> <li>a) Provides cycle parking to an appropriate standard</li> <li>b) Integrates the needs of cyclists into the design</li> <li>c) Promotes the co-location of key trip attractors to make cycling a more viable and attractive travel option.</li> </ul>	
<i>This proposal is supported by the Council.</i>	

The Mayor, through TfL, and working with Network Rail, the train operating companies and boroughs, will aim to implement minimum levels of cycle parking provision at any new station or as part of any comprehensive station redevelopment works, in accordance with guidance laid out in the London Plan. Additional cycle parking provision will also be provided at other stations to meet demand, wherever possible.	
<i>This proposal is supported by the Council subject to the required space being available without impacting adversely on circulation or on the quality of the public space.</i>	
The Mayor, through TfL, and working with London boroughs, employers, schools, community groups, other organisations and individuals will bring about a step change in the walking experience in London to make walking count.	
<i>This proposal is supported by the Council. Major progress has been made in this area by the Council and support for continuing these programmes is welcomed.</i>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve the walking experience by enhancing the urban realm and taking focused action to ensure safe, comfortable and attractive walking conditions, including:</p> <ul style="list-style-type: none"> <li>a) Development of the Key Walking Route approach</li> <li>b) Providing direct, convenient pedestrian access (for example, with surface crossings) where appropriate</li> <li>c) Street audits to identify pedestrian needs and guidance (such as pedestrian comfort levels)</li> <li>d) Completing the seven Strategic Walking Network routes</li> <li>e) Training for those involved in the design and delivery of walking schemes</li> <li>f) Enhancing pavement space for pedestrians and removing guardrails and other obstacles</li> <li>g) Seeking to manage car access to residential areas, through physical or design measures, to create pleasant and safer walking environments</li> <li>h) Tackling the fear of crime and feeling unsafe on the streets</li> <li>i) Supporting major projects such as high street revitalisation through good quality urban realm designed to support regeneration of small businesses and encourage local shopping and activity</li> <li>j) Improving access and safety between the station and surrounding areas for pedestrians (and cyclists) to encourage active and smarter travel</li> <li>k) Encouraging the extension of a network of linked green spaces (ie a green grid approach) throughout London</li> </ul>	
<i>This proposal is supported by the Council.</i>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve the quality and provision of information and resources for walking, especially at stations, interchanges and in town centres, by:</p> <ul style="list-style-type: none"> <li>a) Creating an online one-stop walking resource to facilitate walking, linked to an enhanced Journey Planner with advanced walking options</li> <li>b) Developing consistent wayfinding formats and making use of new wayfinding technologies</li> </ul>	

c) Roll out of Legible London to other areas	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with London boroughs, developers and other stakeholders will promote walking and its benefits through information campaigns, events to raise the profile of walking, and smarter travel initiatives such as school and workplace travel plans	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, Network Rail, train operating companies and other stakeholders, will seek to reduce accidental fatality and injury rates on London's transport system further; and will aim to reduce London Bus road user fatality, major and minor injury rates.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, Highways Agency, road safety partnerships and other stakeholders, will seek to achieve any new national road safety targets and such further road safety targets as the Mayor may set from time to time.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the Highways Agency, boroughs, road safety partnerships and other stakeholders, will develop a new Road Safety Plan to reflect any new road safety targets to be set by the Government or the Mayor and review progress every five years.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the Highways Agency, boroughs, road safety partnerships and other stakeholders, will develop a new Road Safety Plan to reflect any new road safety targets to be set by the Government or the Mayor and review progress every five years. The Mayor, through TfL, will continue to publish road safety casualty reports and research.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, the DfT and other stakeholders, will undertake public information and engagement to improve road user behaviours and reduce the risk of collisions.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the DfT, boroughs, road freight operators and other stakeholders, will seek enhanced vehicle and driver safety from organisations operating corporate fleets by working with the freight sector and other stakeholders, promoting increased membership of the Freight Operator Recognition Scheme, and encouraging operators to uptake and demonstrate freight best practice.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and by working with the DfT, boroughs and Health and Safety Executive, will seek to improve road safety by developing initiatives and working with employers to increase work-related road safety and to reduce casualties involving work-related vehicles and activities.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, Highways Agency and other stakeholders, will implement targeted physical engineering and	

other design considerations to improve road safety across London's road network	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the DfT, boroughs, vehicle manufacturers and other stakeholders, will encourage the early introduction of voluntary 'intelligent speed adaptation', subject to the outcome of trials in corporate fleets, including freight, passenger transport and company cars and vans.	
<i>This proposal is supported by the Council subject to the outcomes of trials and pilot studies.</i>	
The Mayor, through TfL, and working with the London boroughs and other enforcement partners will continue implementing effective enforcement measures, targeted at locations with poor collision records across London's road network, including new time-distance cameras which will be trialled, for example, on main roads and for enforcing speed in 20mph zones.	
<i>The Council supports this proposal provided the benefits can be demonstrated</i>	
The Mayor, through TfL, and working with the London boroughs, transport operators, the police and local communities, will establish a statutory community safety partnership for transport and travelling in London. These partners will seek to ensure a strategic, effective, integrated and financially sustainable approach to improving safety and security across the transport system. The partnership will develop and implement a rolling three-year community safety strategy to tackle crime, fear of crime and antisocial behaviour. The strategy will set out shared priorities, objectives and targets based on a joint annual strategic assessment.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, the police and other stakeholders, will make best use of available resources, basing decisions on evidence and shared intelligence to: a) Increase the visibility and accessibility of uniformed staff and officers, including special constables, at the right times and locations and provide them with the right powers to maximise their impact on crime, antisocial behaviour and public confidence in travelling in London b) Target enforcement activity on priority crimes, antisocial behaviour and behaviour that feeds the fear of crime using a problem-solving approach c) Create a small joint intelligence unit between TfL and policing agencies to improve intelligence sharing and the efficiency and effectiveness of resource deployment	
<i>The Council supports this aim and encourages The Mayor to promote the increase of resources through the MPA of officers (Special Constables) into the MPS Traffic Division.</i>	
The Mayor, through TfL, and working with the London boroughs, the police and other stakeholders will integrate local policing structures on the transport system; improve coordination and deploy resources collectively. Joint tasking of uniformed staff will help maximise their effectiveness.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, the police and	

other stakeholders, will integrate reporting systems for antisocial behaviour, crime and disorder on the transport system.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce a package of measures including marketing, education and engagement activities to help passengers make informed, safer travel choices, and raise awareness of the effect of inconsiderate and antisocial behaviour on others.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, the police, and other stakeholders, will seek to ensure that: a) Safety and security considerations are incorporated into the planning and design of transport facilities b) Existing transport infrastructure, including pedestrian routes and cycle parking facilities, are kept in a good state of repair and have adequate lighting, signage, clear lines of vision and CCTV coverage where appropriate	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, the police, and other stakeholders, will exploit the opportunities provided by new technology to prevent crime and disorder.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, the police, and other stakeholders will seek to: a) Improve the safety of night time public transport services b) Improve the safety of cabs c) Provide better information about, and access to, safer travel options	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, the police and other emergency services and stakeholders, will seek to reduce the likelihood and impact of potential terrorist attacks on the transport system.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will use the principles of 'better streets' to seek to improve town centres, in particular: removing clutter and improving the layout and design of streets; enhancing and protecting the built and historic environment; increasing the permeability of streets; and creating clear and easily understandable routes and spaces to make it easier for cyclists, pedestrians and disabled people to get about.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce accessible for all, 'better streets' initiatives. Consideration will be given to trialling the removal of traffic signals where safe and appropriate.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL and the LDA, and working with the London boroughs, Network Rail and other stakeholders, will seek to implement integrated and complementary improvements to town centres, streets and pedestrian and	

cycling routes directly adjacent to where major public transport investment projects are being delivered, using sustainable materials.	
<i>This proposal is supported by the Council.</i>	
<p>The Mayor, through TfL, and working with the London boroughs and other stakeholders, will target the provision of noise reduction measures and noise mitigation measures in areas significantly affected by transport noise, to improve perceptions of noise and reduce the impacts of noise by:</p> <ul style="list-style-type: none"> <li>a) Timely and effective rail maintenance and replacement works</li> <li>b) Working to the TfL Health Safety and Environment policy</li> <li>c) Ensuring all new transport projects consider noise mitigation</li> <li>d) Introducing road maintenance programmes to replace road surfaces with low-noise surfacing where possible</li> <li>e) Improving traffic management and signal control techniques</li> <li>f) Introducing speed enforcement measures which do not encourage noisy, rapid acceleration and deceleration</li> <li>g) Introducing quieter buses</li> <li>h) Procuring new quieter public sector service vehicles, potentially through joint procurement to achieve efficiency</li> </ul>	
<i>This proposal is supported by the Council. It would be beneficial if the Mayor could consider proactive steps to protect existing premises that are very badly affected by noise, in particular where existing developments have been effected by traffic growth. The highways agency has operated such a scheme.</i>	
The Mayor, through TfL, and working with the London councils, London boroughs, freight industry, and other stakeholders, will explore opportunities to use the London Lorry Control Scheme to encourage companies to operate quieter vehicles as well to promote improvements in air quality and reduce CO2 emissions.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, motorist organisations, the freight industry and other stakeholders will encourage quieter driving through publicity campaigns aimed at private drivers and motorcyclists, and training programmes for professional drivers.	
<i>This proposal is supported by the Council.</i>	
<p>The Mayor, through TfL, and working with DfT, the national air traffic control service, and the European Commission will:</p> <ul style="list-style-type: none"> <li>a) Encourage the development and use of quieter aircraft</li> <li>b) Seek to coordinate flight paths so they minimise their impact on London</li> </ul>	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the DfT, Highways Agency, London boroughs, Network Rail, and other stakeholders, will work to make the most of open spaces across the transport system (eg green spaces alongside roads, rivers, cycle Greenways, strategic walking routes, green grids, roof tops, and railway lines) to improve the quality and diversity of London's natural environment.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with London boroughs, transport operators and other stakeholders, will promote behavioural changes to reduce vehicle	

emissions by:	
a) Promoting walking and cycling, the use of car clubs, car sharing, the use of fuel-efficient vehicles and smarter driving techniques and raising awareness about air quality	
b) Implementing eco-driving training for all GLA/functional body and bus drivers	
c) The Mayor will also reduce emissions from the wider fleet by supporting eco-driving training for members of the public, freight drivers (through the existing FORS scheme) and tackling emissions caused by unnecessary idling	
d) Providing better information about emissions from the public transport fleet	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, DfT, Network Rail, train operating companies, and other stakeholders, will introduce measures to reduce emissions, including:	
a) Cleaner buses which pollute the air less	
b) Cleaner taxis, PHVs	
c) Further rail electrification, including the recently announced Great Western line electrification scheme, and the Barking to Gospel Oak line	
d) Cleaner passenger boats and other river vessels, which use more environmentally friendly fuels	
e) Encourage the introduction of cleaner public service and local authority vehicles	
<i>These proposals are supported by the Council. In particular, the electrification of the Barking – Gospel Oak line is an essential project.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will take further action to reduce private vehicle emissions by:	
a) Supporting the uptake of low emission vehicles, such as electric cars and vans	
b) Incentivisation of low emission vehicles through pressing for changes to vehicle excise duty and parking regulations	
c) Working with the European Commission, the Government and vehicle manufacturers, the Mayor will seek new technologies which help vehicles be cleaner, such as better tyres which wear less, more sophisticated abatement technology and automatic hybrid-switching	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce targeted local measures at air quality hotspots to reduce emissions and improve local air quality.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, will continue to operate the existing London LEZ. The Mayor will consider further tightening of the standards of the current LEZ, as well as the introduction of further emissions control schemes to encourage the use of cleaner vehicles in London:	
a) The current LEZ scheme will continue to operate to reduce emissions from the heaviest vehicles, and phase four will be introduced in 2012	
b) The Mayor will defer the implementation of phase three of the scheme covering LGVs and minibuses (which was due to commence in 2010) to 2012	
c) In 2015, the Mayor will, subject to technical feasibility, introduce an emissions	

<p>standard for NOx (EuroIV) into the London LEZ for HGVs, buses and coaches (phase five)</p> <p>d) If necessary, the Mayor may consider introducing minimum requirements for other vehicles or tighter standards in particular locations within London</p> <p>e) The Mayor will work with boroughs that wish to take local action to address air quality through local low emission zones or similar measures</p>	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, transport operators and other stakeholders will promote behavioural change and smarter travel measures aimed at encouraging more use of lower carbon modes, eco-driving practices and better vehicle maintenance to reduce CO2 emissions.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, transport operators, and other stakeholders, will support, promote and improve sustainable, low CO2-emitting transport (including public transport, cycling and walking, and rail and water for freight), and reduce the need to travel through integration of transport and land use planning.	
<i>This proposal is supported by the Council particularly in relation to the major key development sites in the Borough.</i>	
The Mayor, through TfL, and working with the London boroughs, car club operators, and other stakeholders, will support expansion of car clubs and encourage their use of ultra low carbon vehicles.	
<i>This proposal is supported by the Council. The promotion of social inclusion by making car club vehicles available to low-income groups should also be considered.</i>	
<p>The Mayor, through TfL, and working with the London boroughs, road freight operators and other stakeholders, will:</p> <p>a) Adopt planning conditions that specify Delivery Service Plans for major developments (by spring 2011)</p> <p>b) Aim for 50 per cent of HGVs and vans serving London to be members of Freight Operator Recognition Scheme by 2016</p> <p>c) Encourage, and where appropriate specify, improved freight movement efficiency through, for example, greater consolidation, more off-peak freight movement and greater use of water and rail-based transport</p> <p>d) Support freight industry land requirements for locally focused consolidation and/or break-bulk facilities and access to waterways and railways</p>	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, will introduce automatic train control (a tool that can optimise energy efficiency through driving style) across the Tube network. Drivers of non-automatic railways, such as London Overground, will be given training on energy efficient driving style, as will London's bus drivers.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, or otherwise, will work with the DfT to promote research, investment and regulation to achieve improved aviation carbon efficiency.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, Highways	



Agency, and other stakeholders, will implement a package of measures (including the rephasing and coordination of traffic signals) to reduce road traffic emissions by smoothing the flow of traffic and optimising the efficiency of London's road network.	
<i>Pedestrians should be fully considered when assessing the benefits and disbenefits in changing signal timings</i>	
The Mayor, through TfL, and working with the London boroughs, will encourage the purchase and/or use of low CO2-emitting road vehicles and low carbon fuel sources where feasible. The Mayor will lobby Government and other stakeholders to follow suit in order to establish a package of integrated incentives across national, regional and local government to ensure low carbon road vehicles are price competitive with conventional technology.	
The Mayor, through TfL, or otherwise, will continue to examine the feasibility of increasing the use of sustainable biofuels in vehicle fleets controlled or regulated by Mayoral bodies, and will encourage the boroughs and other vehicle fleet operators to do likewise.	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will enable and support the development and mass market uptake of low carbon road vehicles (including electric vehicles) through, for example, the delivery of infrastructure required for the distribution of alternative transport fuel sources, including electric recharging points by 2015.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with Network Rail and the DfT will: a) Provide low-loss electricity supply infrastructure and regenerative braking on London's rail networks b) Implement regenerative braking across the entire LU network c) Develop, trial and seek to implement measures to minimise the loss through electricity distribution on the Underground	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with DfT, energy companies, and other stakeholders, will deliver additional low/zero carbon electricity-generating capacity and investigate the potential for micro-generation at sites on the transport system.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will promote CO2 standards for vehicles and infrastructure controlled, procured or regulated by the Mayor, GLA Group and/or other public sector bodies (eg public transport vehicles, taxis, street and station lighting and infrastructure embodied carbon) to reduce emissions from existing and new vehicles and infrastructure, including the following specific measures: a) The Mayor, through his functional bodies, will have an increased electric-powered vehicle fleet by 2015 b) All new buses entering fleets operated on behalf of the Mayor from 2011/12 will be lower carbon	

<p>c) Completion of the Low Carbon Taxi Development Programme by 2012, working with vehicle manufacturers and the taxi trade to develop a new low carbon and low air pollutant version of the London taxi</p> <p>d) A three-year trial of at least five hydrogen-powered buses from 2010</p> <p>e) Trialling of low energy station lighting and automatic meter reading</p> <p>f) LED traffic signals preferred to conventional technology when replacing life-expired signal sets and trialling of LED street lighting</p> <p>g) Major infrastructure schemes will conduct a carbon footprint assessment</p>	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, DfT, Highways Agency, and other stakeholders, will keep under review the option of road user charging and/or regulatory demand management measures to influence a shift to more CO2-efficient private and commercial road vehicles and to lower carbon travel options such as walking, cycling and public transport.	
<i>This proposal is supported by the Council, though support for any resultant scheme would be contingent on the detail.</i>	
The Mayor, through TfL and by working with the boroughs, Network Rail, Highways Agency, airport operators and other stakeholders, will determine the vulnerability of transport assets to the impacts of climate change and maintain existing infrastructure (including remedial works where effective and affordable) to improve resilience to climate change.	
<i>This proposal is supported by the Council</i>	
<p>The Mayor, through TfL, and working with the London boroughs, Network Rail, and other stakeholders, will prepare adaptation strategies to improve safety and network resilience to threats posed by climate change and ensure that new transport infrastructure is appropriately resilient. The adaptation strategy should include:</p> <p>a) Climate change impacts risk assessment of infrastructure and operations to identify key risks and mitigation opportunities</p> <p>b) The prioritisation of identified risks and proposals for appropriate management and/or mitigation action plans, including emergency planning and investment plans</p> <p>c) Guidelines for major procurement contracts (including design, construction and maintenance) to demonstrate a climate risk assessment for the lifetime of the investment</p>	
<i>This proposal is supported by the Council.</i>	
<p>The Mayor, through TfL, and working with the London boroughs, Network Rail and other transport infrastructure owners, will ensure the transport system is developed with climate change in mind by:</p> <p>a) Designing, locating and constructing new infrastructure to withstand climatic conditions anticipated over its design life</p> <p>b) Introducing energy efficient air-conditioned rolling stock where feasible, for example, on London Overground services and sub-surface Tube lines</p> <p>c) Continuing to investigate the feasibility of innovative methods of cooling the deep tunnelled sections of the Tube network</p>	

d) Ensuring that all new buses entering the London fleet will feature specific climate change adaptation measures	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, Network Rail and other transport infrastructure owners, will plant an additional 10,000 trees on London's streets by 2012, with the ambition of an additional two million trees in London by 2025.	
<i>Subject to funding and ongoing maintenance considerations this proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, Network Rail, and other stakeholders, will develop and test plans and procedures to minimise risk to person and property, manage disruption and ensure rapid transport system recovery from the impact of climate change-related events.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, DfT, Network Rail, train operating companies, and other stakeholders, will enhance the provision of information to improve customers' knowledge and understanding on service availability, delays and other information to improve customer satisfaction and the way in which Londoners use public transport and make travel decisions by: a) Upgrading the TfL web-based Journey Planner, allowing further improvements to realtime performance, accuracy and personalisation b) Providing customers with a range of paper-based information (Tube, cycle and bus 'spider' maps, timetables, fares and service changes) c) Raising public awareness and knowledge of existing public transport provision, particularly, orbital public transport services d) Further development of journey planning, including web-based information, for local trips to town centres e) Developing town centre journey planning tools	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, will work with the boroughs and other stakeholders to use smarter travel initiatives across London to facilitate more efficient use of the transport system, achieve mode shift to cycling, walking and public transport and encourage the take-up of healthier travel options.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of 'delivery and servicing plans', 'construction logistics plans', the Freight Operator Recognition Scheme and other efficiency measures, across London.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, the freight industry, and other stakeholders, will develop the London freight information portal to exchange information and share knowledge to ultimately improve the performance of freight operators, boroughs and TfL.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, freight	

operators and other stakeholders, will support the introduction of consolidation centres and break-bulk facilities where appropriate, especially at Strategic Industrial Locations to allow distributed goods to be transferred from lorries using the trunk road network to more environmentally friendly vehicles for servicing urban centres.	
<i>This proposal is supported by the Council. Olympics Logistics Centres have shown this approach can work very well.</i>	
The Mayor will ensure that fares provide an appropriate and necessary level of financial contribution towards the cost of providing public transport services to ensure that public transport continues to play a central role in London's transport system and overall economic development.	
<i>The Council would suggest that fare levels are set so as to encourage modal shift from car and to assist low paid workers going to and from work.</i>	
The Mayor will keep the range of concessions for which he is responsible under review to ensure that they are focused on where they will be most effective at helping those in most need of them. Concessions for schoolchildren are also conditional on good behaviour. If removed for poor behaviour, concessions can be earned back through programmes of community activity and good behaviour.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, will seek to conclude the creation of a fully-integrated fare collection system for London that covers both TfL and National Rail services, with a common set of travel products simplified to the maximum extent possible, in cooperation with the Association of Train Operating companies (ATOC) and the DfT.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, train operating companies, other transport operators, and other stakeholders, will explore ways to reduce the cost of revenue collection and to make fare payment quicker and more convenient for passengers through the use of new technology and other initiatives.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, London councils, and other stakeholders, will seek to ensure fair and consistent enforcement of parking and loading regulations across London, together with more consistent regulations, clearer signage, and more advance information regarding parking availability. Pan-London parking provision and regulations information will be published on the internet in an easy to access format.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and working with the London boroughs, car park operators, and other stakeholders, will encourage implementation of pricing differentials based on vehicle emissions, including banded resident parking permits and other on and off-street parking charges, including incentives for electric vehicles.	
<i>The first Residents Parking Permit per household is currently free in Newham. Any pricing differential scheme would need to be capable of allowing this benefit.</i>	
The Mayor, through TfL, and the LDA, and working with the boroughs and other	

stakeholders, will seek to ensure that new developments generating significant volumes of freight activity provide adequate off-street lorry parking and waiting facilities.	
<i>This proposal is supported by the Council.</i>	
The Mayor, through TfL, and the LDA, and working with the London boroughs and other stakeholders will support those park and ride schemes in Outer London that lead to an overall reduction in congestion, journey times and road vehicle kilometres.	
<i>Park and Ride Schemes are considered to be inappropriate in Newham</i>	
The Mayor, through TfL, subject to consultation, will remove the Western Extension of the central London Congestion Charging zone after putting in place such measures in mitigation of negative impacts as are both desirable and practicable.	
<i>No Comment</i>	
The Mayor, through TfL, will operate and monitor Congestion Charging in the original central London Congestion Charging zone, with periodic reviews to enable the Mayor to make variations to ensure the continued effectiveness of the policy, reflect best practice, improve the operation of the scheme, or to help it deliver the desired outcomes of the transport strategy	
<i>No Comment</i>	
The Mayor, through TfL, and working with the London boroughs and other stakeholders, may consider managing the demand for travel through pricing incentives (such as parking charges or other charging regimes) in order to meet the overall objectives of the transport strategy. The Mayor may consider road user charging schemes if other measures at the Mayor's disposal are deemed insufficient to meet the strategy's objectives and where there is a reasonable balance between the objectives of any scheme and its costs and other impacts. Any scheme would need to take account of local conditions, as well as the impact on surrounding regions, and to be fair and flexible relating charges to the external costs of travel, with sensitivity to time of day and with scope for discounts or exemptions for specific user groups. The Mayor will also consider imposing charges or tolls to support specific infrastructure improvements, such as river crossings.	
<i>The details of road user charging schemes would need to be provided before LB Newham could come to a view. River crossings fulfilling a local strategic economic need, such as at Gallions Reach should be toll-free and justified by economic benefits.</i>	