



LEE VALLEY REGIONAL PARK AUTHORITY

**REGENERATION AND PLANNING
COMMITTEE**

21 SEPTEMBER 2017 AT 11:30AM

Agenda Item No:

7

Report No:

RP/02/17

CONSULTATION ON THE LONDON MAYOR'S DRAFT TRANSPORT STRATEGY

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

The Mayor of London is consulting on his draft Transport Strategy which sets out his vision for the efficient movement of people around the capital in a clean, safe and sustainable way. It is ambitious in its scope and targets. Although the essential thrust of this strategy is on Greater London it includes proposals for Cross Rail 2 which will extend to Broxbourne and includes the possible devolution of the management of 'suburban' services from the Department of Transport to Transport for London, a functional body of the Greater London Authority. The strategy is consistent with the Authority's adopted Environment and Cycling strategies which seek to encourage sustainable forms of transport within the Regional Park. Comments included in the draft email included in Appendix A to this report welcome the draft strategy's support for delivering modal shift to sustainable transport linked to the creation of a cleaner and safer environment. However, references to the role of the Regional Park in providing sustainable cycle/pedestrian routes linked to the delivery of Cross Rail 2 should be made. Whilst Cross Rail 2 will bring significant benefits to London in delivering housing growth and employment opportunities the significance of the Regional Park in this wider regeneration agenda should be explicitly referenced. A request is made for the Authority to be fully involved in the refresh of the Opportunity Area Planning Framework which will set the parameters for new development in the Upper Lee valley.

RECOMMENDATIONS

Members Approve: (1) the draft comments included in the draft email in Appendix A to this report.

BACKGROUND

- 1 The Mayor of London's draft Transport strategy is predicated on the anticipated rise in London's population from 8.7m to 10.5m over the next 25 years which it is anticipated will generate an additional 5 million additional trips by 2041. Transport is seen as the key to connecting communities, facilitating improved journeys to work and unlocking housing potential. The strategy sees transport

as shaping London and also the type and location of new development across the capital. All regeneration schemes will be required to incorporate the Mayor's principles of good growth based on the following principles:

- Good access to public transport;
- High density and mixed use development;
- People being given the choice to walk and cycle;
- Inclusive accessible design;
- Carbon free travel; and
- the efficient movement of freight.

It is considered that delivery of these principles will support modal shift from the car to sustainable forms of transport. Alone this change will address many of the problems experienced by Londoners including pollution, poor health, congestion and road safety.

- 2 The strategy seeks to shift the current mode share in favour of walking, cycling and public transport by 2041 to 80% of all trips compared to the current figure of 64%. It is acknowledged that increased physical activity can reduce type 2 diabetes by between 30-50%, coronary heart disease by 20-35% and breast cancer by 20%. This target is consistent with the Greater London Authority (GLA's) health agenda which seeks to encourage people to do at least 20 minutes active travel each day. Consistent with this aim the draft strategy aims for a progressive reduction in deaths and serious injuries on the roads which will be eliminated entirely by 2041. Linked to this are proposals requiring an earlier introduction and expansion of the 'ultra low emission zone' across the capital with all new road vehicles to be zero emission by 2040 and the entire transport system to be zero emission by 2050. These measures build upon the existing emission surcharge in central London.
- 3 A related strand essential to modal shift and safer streets is the concept of 'Healthy Streets', used to redefine how Londoners interact with their street environment; streets represents 80 percent of London's public space and is particularly important for the aged, the very young, disabled and those on low incomes. The street environment will be the main focus for the development of cycling and walking strategies and measures will be taken to address 'dangerous, polluting vehicles'. It is estimated that currently up to 5m journeys could be made by walking/cycle instead of by car. Modal shift will 'free' up space on the existing network and make it operate more efficiently.
- 4 The draft strategy identifies that across London the network has to be able to cater for a 50% increase in journeys by public transport from 10 million to 15 million trips per day. A series of measures are proposed to improve the bus network with a 'low emission route' along Meridian Way and bus priority given to the regeneration areas along the upper Lee valley including Lee Valley EastSide, Meridian Water and Ponders End.
- 5 The largest proposed investment to support modal shift is the proposed Cross Rail 2. This is described as a key project in a post Brexit United Kingdom designed to maintain the competitiveness of London as a 'global city'. The importance of the proposed line lies with the improved connectivity to 8 underground lines, the London overground line and the Elizabeth line, (Cross Rail 1). The draft strategy states that the business case for CrossRail 2 demonstrates that this is affordable and in future will create the capacity for an

additional 270,000 people to travel into and across central London with the capacity to unlock land for 200,000 new homes and support up to 200,000 new jobs.

- 6 These opportunities have prompted the GLA to commence work on a 'refresh' of the Opportunity Area Planning Framework (OAPF 2013) for the Upper Lee Valley which will amongst other matters identify the potential for the release of strategic industrial land for housing. The draft strategy identifies that new investment in the rail line requires a complementary programme for streets and routes that support walking and cycling and references are made to improving connectivity around the newly emerging neighbourhoods of Meridian Water, Lea Bridge/Leyton and North East Enfield. The strategy also refers to the improved capacity of the new rail line as creating 'excellent opportunities' to support growth beyond London's boundaries building on the synergies within the London Stansted Cambridge Consortium.
- 7 The draft strategy seeks to extend the high quality of service experienced by travellers in London through the devolution from the Department of Transport to Transport for London of specifications for local train services both within London and potentially beyond its administrative boundaries. This would facilitate the opportunities to create a London suburban metro service operating to the same standards enabling full integration with services across the capital.
- 8 Delivery of the draft strategy will be supported by the use of mobile technology which facilitates the provision of information and payment which could lead to demand response bus services. The potential for autonomous vehicles or 'driver assisted vehicles' will be explored to improve road capacity and safety. The draft strategy re-iterates the findings of the London Finance Commission to enable greater revenue raising powers. Further work is being considered as part of a development rights auction model for major infrastructure, with additional revenue from taxes including property, business rates and stamp duty and in addition the potential to direct revenue from vehicle excise duty to investment in major roads.

COMMENT

- 9 The scope and intent of the draft strategy is ambitious. The focus on sustainability is consistent with the Authority's adopted strategies for the Environment and Cycling. However the strategy doesn't adequately recognise the significance of London's Parks to provide sustainable and alternative routes for pedestrians and cyclists in contrast to the congested highway network. This is a significant omission and although references to additional routes are included in the sections on the proposed Cross Rail 2 there is no explicit reference to the potential role of the Regional Park in this regard.
- 10 Whilst Cross Rail 2 will bring significant benefits to London in delivering housing growth in the upper Lee Valley the draft strategy identifies a series of regeneration areas which include the Regional Park. Although the Authority was involved in the development of the OAPF in 2013 it has not been involved in the 'refresh' which is underway. A request is made for the Authority to be fully involved again as the opportunities and challenges for the Regional Park are even greater than before.

ENVIRONMENTAL IMPLICATIONS

- 11 Environmental implications have been addressed in the body of this report.

FINANCIAL IMPLICATIONS

- 12 There are no financial implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 13 Planning applications referred to this Authority are submitted under the consultative arrangements of Section 14 (4-7) of the Lee Valley Regional Park Act 1966. The Act requires a local planning authority to consult with the Authority on any planning application for development, whether within the designated area of the Park or not, which might affect any part of the Park.
- 14 The Park Act enables the Authority to make representations to the local planning authority which they shall take into account when determining the planning application.

RISK MANAGEMENT IMPLICATIONS

- 15 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

- 16 There are no equality implications arising directly from the recommendations in this report.

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BACKGROUND REPORTS

Mayor's draft Transport strategy

June 2017

APPENDICES ATTACHED

Appendix A	Authority Response Email
Appendix B	Plan of Transport Proposals for homes and jobs in the ULV

LIST OF ABBREVIATIONS

GLA	Greater London Authority
OAPF	Opportunity Area Planning Framework

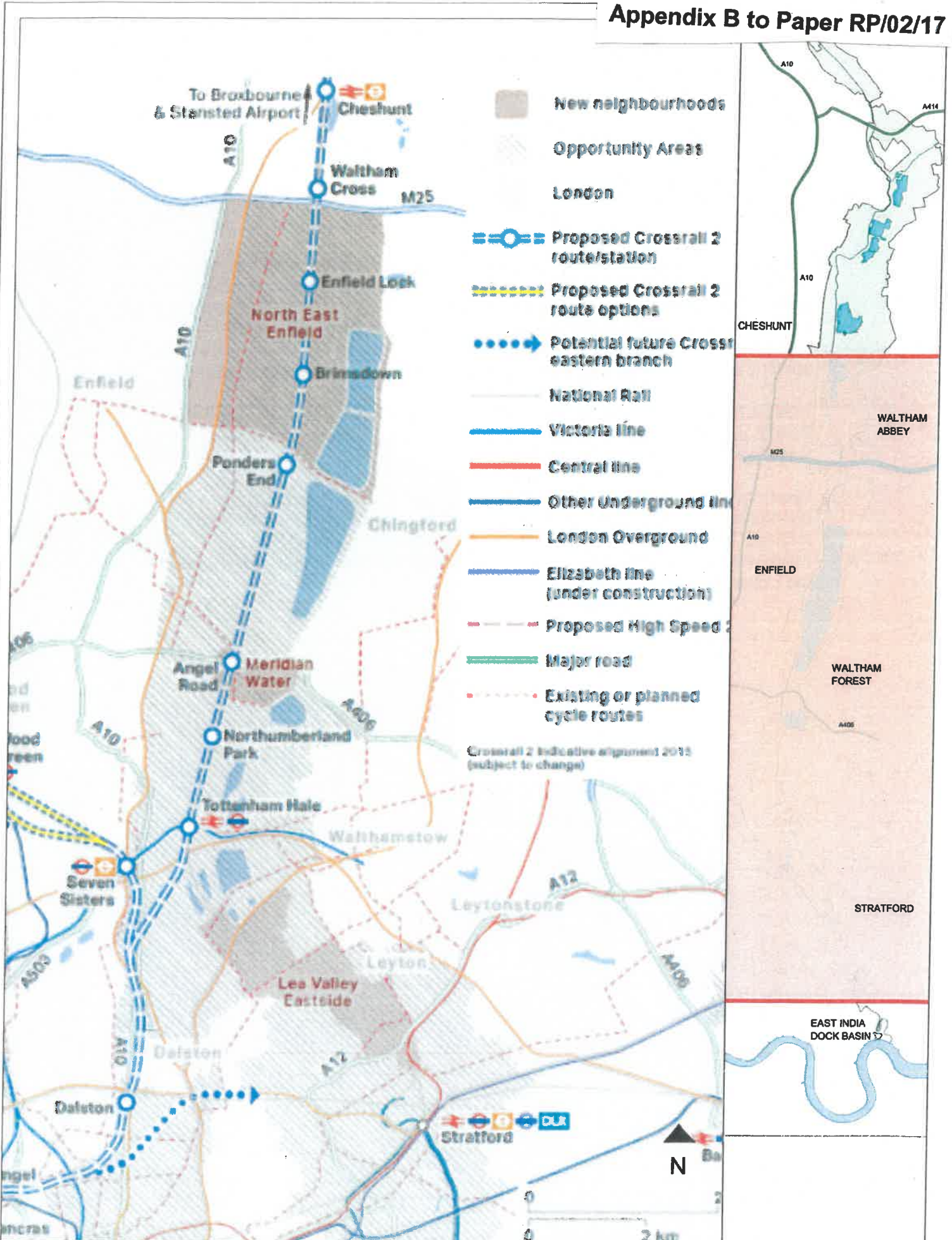
Appendix A to Paper RP/02/17

Formal response by email
consultations@tfl.gov.uk

The Authority welcomes the ambitious scope and intent of the draft strategy. The focus on sustainability is consistent with the Authority's adopted strategies for the Environment of the Regional Park and Cycling. Although the essential thrust of this strategy is on Greater London the proposals for Cross Rail 2 will include improvement to stations at Waltham Cross, Cheshunt and Broxbourne which will serve to extend the Regional Park's visitor catchment by public transport.

However the strategy should have a clearer recognition of the role of the Regional Park in providing sustainable cycle/pedestrian routes linked to the delivery of Cross Rail 2 and homes and jobs in the upper Lee valley.

Given the increasing importance of the Regional Park in supporting the growth agenda and its role in the London Stansted Cambridge corridor the Authority requests full involvement in the 'refresh' of the Opportunity Area Planning Framework which will identify areas for growth and set the parameters for new development in the Upper Lee valley.



Transport Proposals for Homes and Jobs in the Upper Lee Valley