

WAY TO GO!

Planning for better transport



November 2008

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**Greater London Authority
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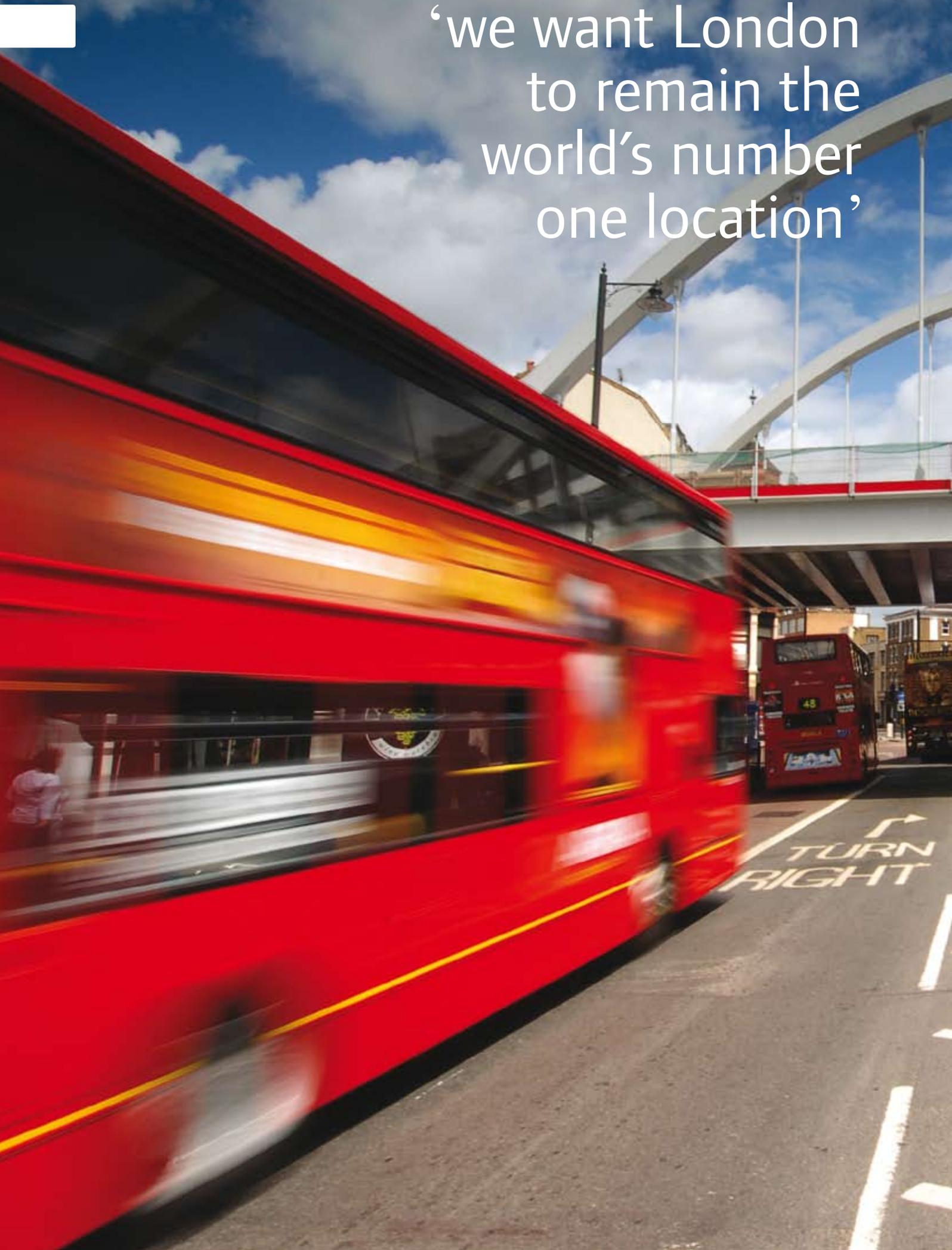
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‘we want London
to remain the
world’s number
one location’



What is our objective? It is very simple. It is to help get Londoners from a to b as quickly, as safely, as conveniently, and as cheaply as possible.

I want all Londoners to know that we in Transport for London and in City Hall are working flat out to keep our city moving. I want all Londoners to have the information they need, when they need it – about the bus, train, tube on foot or by bike that will make their journey easier.

With the right mix of policies, I believe we can reduce congestion, reduce emissions, and reduce the overall stress levels of the travelling public. That's not just because I want to make people happier in their daily commuting – though I do. It's also because we want London to remain the world's number one location – as a place to visit, a place to do business, a place to invest.



Let us know what you think about our ideas and help inform my new Transport Strategy.

A handwritten signature in black ink, which appears to be 'Boris Johnson'.

Boris Johnson
Mayor of London

‘The question now is not how to demolish that policy, but how to develop and improve it.’



The achievements

Get on a London bus. Look around. You are in the presence of one of the success stories of modern transport policy. Your London bus will probably be clean; it will be new or new-ish; it will have disabled access, it will have CCTV and it will contain an average of 16 people – not at all bad, by national standards, and making it one of the most environmentally friendly means of transport when measured by CO₂ emissions per passenger mile.

Look around at your fellow passengers, who have at least one reason for being pretty cheerful about their journey. The chances are that 40 per cent of them are travelling for free. It is hard to begrudge them their privilege. There may be older people enjoying the benefits of the Freedom Pass. There may be young people enjoying the right of free travel for under-16s and under-18s in full time education. And even for those who are paying, there is the ease and convenience of the Oyster Card, and fares that compare well with other UK cities.

Above all, there is the sheer number of buses – 8,300 of them – chuntering and roaring around an ever growing network, in such numbers that they have created a critical mass of reliability. After a long period of decline, the number of passengers on London buses

is growing fast, with 2.3 billion passenger journeys per year, back up to levels not seen since 1962. And in spite of the economic downturn, it is the same story on the Tube.

By any conventional economic analysis, a period of market uncertainty should be followed by a fall in the use of public transport, as discretionary journeys fall away. But all the evidence is that ridership is up on both modes. On 7 December 2007 the Tube recorded its biggest day ever, with more than four million people on the trains, and the total Tube ridership is about 1.1 billion journeys per year.

What are we looking at? We are looking at the results of a successful policy to promote and invest in public transport – which is one of the primary functions of Transport for London (TfL). London has secured a budget of £39 billion for the period 2007 to 2017, and this will be spent on major projects for the improvement of mass transit: Crossrail, the tube upgrades, the expansion of the Overground rail network.

Take that together with the congestion charge, and other measures designed to deter the motorist; add in measures to promote cycling, which has gone up by 91 per cent on TfL roads since

‘On 7 December 2007 the Tube recorded its biggest day ever’

2000; add for good measure the additional bus lanes, the pedestrian-friendly phasing of the traffic lights, and the public realm projects such as Trafalgar Square, and you have a policy which – whatever its faults, whatever its side-effects – at least

amounts to a coherent attempt to get people out of their cars and on to public transport.

The question now is not how to demolish that policy, but how to develop and improve it.



The challenge

The reality is that the buses and the Tube are in some ways the victims of their own success. How many times have you stood on an underground station in stupefied disbelief as train after train goes by, packed to the gunwales with perspiring passengers?

How many times have you tried to prise yourself aboard the Victoria line at 8.45 am, and felt the embarrassment of being jammed uncontrollably next to your neighbours? We spend too long waiting in tunnels because of signal failures; there are not enough lifts for the disabled; and the more reliant we become on the Tube, the more acute the problem.

The same goes for the buses. The streets, especially Oxford Street, are now flooded with buses; and yet on some routes the demand has been so high that it was thought necessary to introduce the 60-foot bendy-bus – not only too long for many of London's older streets, but also inimical to the safety of cyclists.

Free travel for kids has brought a culture where adults are too often terrified of the swearing, staring in-your-face-ness of the younger generation. Though Oyster fares are low by comparison with many other parts of the country, cash fares have become pricey – and for tourists and

visitors from elsewhere in the country, that has contributed to an impression that London does not represent value for money.

That resentment is intensified when they notice how many Londoners seem to get on the bendies and fail to swipe their Oyster cards. And in many parts of London a feeling of oppression is compounded by the thought that public transport is the only option.

The congestion charge has worked, in the sense that thousands of motorists have been successfully priced out of the C-charge zones. Traffic lights seem to linger for an unconscionable time in red – sometimes all four at once – and the kerbs seem to have sprouted traffic-throttling excrescences.

‘a feeling of oppression is compounded by the thought that public transport is the only option’

Across London the roads and pavements are cratered with enigmatic holes, coned, fenced, deserted, as though the city were



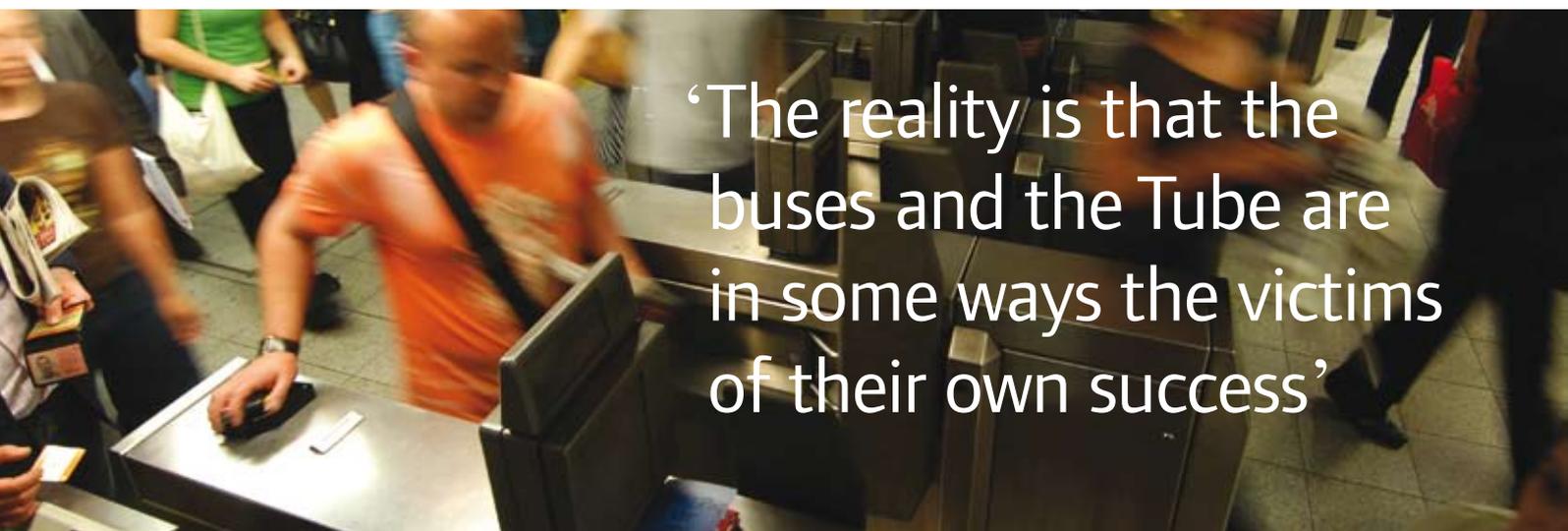
still recovering from a series of unexpected Scud attacks, and the cumulative result of this loss of road space is that for too many people the cabins of their cars are turned into torture chambers of steering-wheel-bending impatience.

For too many people it is a choice between a packed and sweating Tube, getting a taxi (excellent but not an economical proposition for commuting), or the insanity of trying to drive. For those that try to walk, the pavements have become an obstacle course of pointless street furniture and sheep-dip-style railings, fencing and herding them and reducing their enjoyment of public space.

For too many people who make the smartest and most efficient choice – the bicycle – the roads are still too scary for comfort. All of us involved in London transport understand how important it is to improve your

journey to work. Our daily commute helps to set our mood for the day. It conditions our productivity. It is an integral part of our city's international reputation, and perhaps the single most important factor in determining its liveability – and therefore its attractiveness as a place to come to work and invest. It is a tribute to all involved in London's transport that our vintage infrastructure has coped so well with a fast-expanding population.

In spite of all our moans, we know – and passenger surveys reflect this – that by and large London's transport system performs a daily miracle of logistics. But with population and passenger numbers set to grow further, we cannot stand still. Our transport system is an ecosystem in which competing interests must sometimes be balanced, and as we bring forward new investment and new solutions, we must keep some basic principles in mind.



‘The reality is that the buses and the Tube are in some ways the victims of their own success’

Respecting your choice

It is fashionable to insist that there must be a hierarchy of transport modes, or that some must be always morally superior to others. This view is unhelpful and misleading. The motor car is not intrinsically evil. Of all the technological breakthroughs of the 20th century, the car did more to democratise the world, and to emancipate the female sex, than almost anything else.

Our job is not to punish the motorist, by treating every car journey as a sinful act – that’s why I scrapped the vindictive £25 Congestion charge for larger cars. It is to help people to recognise that there are cleaner, greener, cheaper and more efficient alternatives. And where those alternatives do not exist – as in many parts of outer London – our job is to supply them. Our ambition is to help people out of their cars by persuasion, not persecution.

Keeping you informed

You are more likely to make the right choices, and speed up your journey, if you are in possession of all the relevant facts. That is why it is so vital to let you know about diversions and disruptions – and to explain your options more clearly when you arrive at transport hubs. If it is quicker to walk, or to cycle, or if there is an excellent bus round the corner, you need to know.

‘It is our job to listen and learn from the boroughs, to help them achieve their objectives’

Protecting the environment

London’s air quality is poor. We have a worryingly high incidence of respiratory disease. Our CO₂ output continues to rise. The diesel fumes from London’s buses and taxis are continuing to erode our quality of life – and it is time we collectively recognised that we need to move beyond our dependence on the internal combustion engine: technology which, after all, is more than a century old.

TfL can play a pioneering role in introducing the new technology that will help to produce a cleaner, greener and happier city.

Developing outer London

London is 610 square miles – the most extensively (non-intensively) developed capital city in Europe. It is a constellation of villages and suburbs, some of them already developing into economic powerhouses in their own right. We can do much more to help the

transport development of the outer boroughs of London, to help people to live and work in the same area, rather than being propelled with the great tide of people that is washed in to the centre at the beginning of the day, and is washed out again at the end. We can do more to develop transport that is orbital as well as radial.

‘we need to remember the primacy of transport, and our duty to supply transport infrastructure that is... in keeping with the great traditions of London Transport’

Connecting transport and planning

Any student of the history of London can see that the city was in many ways the product of successive transport revolutions. The suburbs followed the trams and the overground; the Underground made possible the growth and dominance of the City of London. As London expands – especially to

the east – we need to remember the primacy of transport, and our duty to supply transport infrastructure that is distinguished and lasting and architecturally in keeping with the great traditions of London Transport. We will make sure our transport and planning policies are linked, as we revise the London Plan and develop the *Mayor’s Transport Strategy*.

Working with the boroughs

No one in City Hall or TfL is under any illusions. Time and again it will be London’s boroughs who supply the solutions to our transport problems. Most roads in London are borough roads. It is the boroughs who supply the Freedom Pass. It is often London councillors, with their intimate knowledge of their neighbourhoods, who have wonderful ambitions for the future of their streets. It is our job to listen and learn from the boroughs, to help them achieve their objectives, and to use the City Charter process to negotiate solutions that will benefit the whole of London.

Transport for all

We need to make sure that all London’s transport infrastructure is fully wheelchair accessible, and fully compliant with the Disability Discrimination Act. We have done well on the buses, where the fleet is wholly accessible. We have expanded door-to-door services for the



disabled, and we are working on the Tube. It will be hard, and it will be expensive – but those lifts must be built.

Value for money

Times are tight. With the country on the verge of a recession, it is absolutely essential for TfL to bear down on costs and do whatever we can to alleviate the burden on the travelling public. That is why we are making sure – with the boroughs – that we deliver the 24 hour Freedom Pass for older people, together

with other measures to help low-income people use the transport system. And that is why Peter Hendy, Transport Commissioner, has called in consultants to help with a thoroughgoing search for savings, on which I will be reporting in due course. One thing we cannot do is spend tens of millions keeping projects alive, for political reasons, when there is simply no government funding to deliver them. The truth is that we don't have to cash to do everything we would like, and it is better to be honest than continue to play upon false hopes.



An aerial photograph of a railway station with several high-speed trains. The trains are primarily blue with red and yellow accents. They are parked on multiple tracks, and the station infrastructure, including tracks and overhead lines, is visible. The perspective is from a high angle, looking down at the trains.

‘No matter how bad the recession, there are some economies we cannot afford to make – and that is in the big infrastructure investments that are already pledged’

And now for some of the solutions, and our projects and proposals for improving London transport. I have tried to distinguish as clearly as possible between schemes that are already well down the track, schemes that need to be speeded up, and schemes that are still on the drawing board.

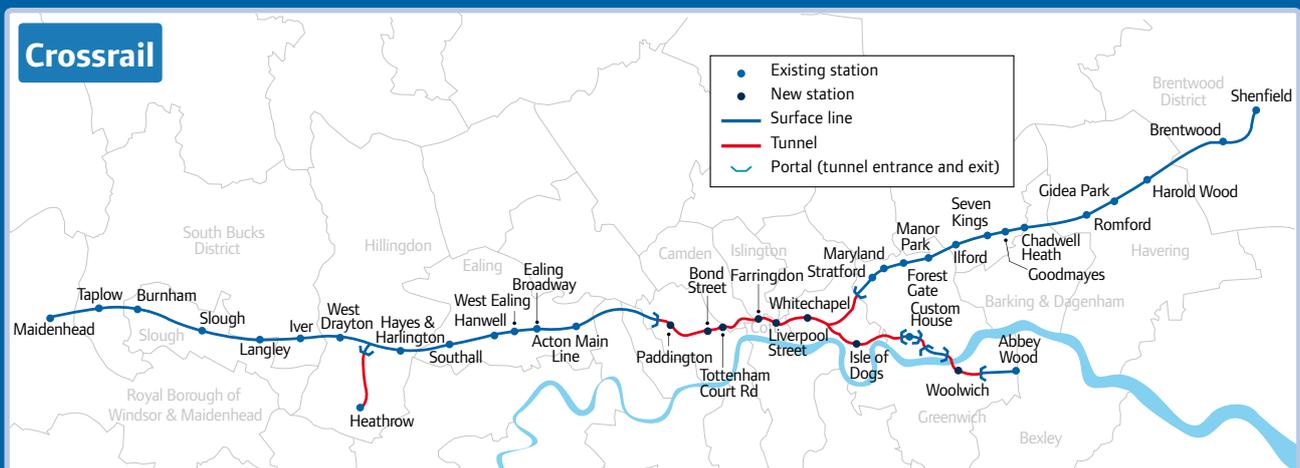
The big projects

No matter how bad the recession, there are some economies we cannot afford to make – and that is in the big infrastructure investments that are already pledged, and that are vital to the future competitiveness of the city.

Incredible though it may seem, and after the longest and most agonising parliamentary process of any Transport Bill, Crossrail is going to happen. The first hole will be dug next year. By the end, there will be

a fast and efficient rail link running from east to west, connecting Maidenhead with Essex, linking Heathrow to the City, Canary Wharf and south-east London. There will be 21 km of new track through the heart of London, and the project will boost the overall capacity of London’s public transport network by 10 per cent. At its peak, the project will generate another 14,000 highly skilled engineering jobs.

Take that together with the necessities of the colossal new Cloaca Maxima called the Thames Tideway tunnel, the Olympic park and the Underground, and you can see why TfL is right to launch an academy for instruction in tunnelling. For the first time in a generation the nation of Brunel will be able to say to our sons and daughters that they have a bright future in the engineering of London projects.



But if ministers deserve credit for Crossrail – and they do – they need to be reminded of the equal if not greater importance of the Tube upgrades. For so many millions of Londoners that Underground experience is one of the single biggest factors in determining whether they have had a good day, or a lousy day.

We are on the verge of delivering changes that will hugely improve the Tube. The process has not been made easier, frankly, by the collapse of Metronet and the structure of the PPP. Tube Lines, the other big PPP contractor, has been considerably better administered. But even here there is a risk of contractual problems and cost overruns caused by a system that has not been remotely protective of taxpayer value – and as we go forward it is vital that the inventors of that PPP structure (they know where they are) take responsibility for their creature, and recognise that what matters is the outcome.

‘We are on the verge of delivering changes that will hugely improve the Tube’



By 2010 we will have begun the process – for the first time in the history of the oldest Tube system in the world – of introducing air conditioning on the District, Circle, Metropolitan and Hammersmith and City Lines. We are buying 191 new S-stock trains, designed like gigantic worms, without partitions between the carriages, and by the end of the process 40 per cent of the network’s trains will be air-conditioned.

To which the response will of course be: what about the rest? Like children seeing a sibling get a treat, the other Tube lines will demand the right to a similar blessing, and that spirit of emulation will drive further improvements. The sheer scale of



the Crossrail enterprise provokes this thought: if we are going to buy these new tunnelling machines, as we are, why not see if we can use them to dig south of the river, and expand the Tube network there?

The beauty of these investments in Crossrail and the Tube is not just that they will deliver jobs and growth at a time when the city is going to need it. They will help to ensure that London comes out of the recession in a better state to compete with the rest of the world. This is one of those moments when we may find ourselves in a hole – but when it is a hole the size of Crossrail, the best thing is to reverse the normal laws of politics, and keep digging.

Improving the underground

- Largest investment plan for 70 years
- 30 per cent increase in capacity of the Tube, including new trains and signalling systems – including:
 - 33 per cent more capacity on the Jubilee line;
 - 20 per cent more capacity on the Northern line;
 - 19 per cent more capacity on the Victoria line;
- 191 aircon trains on Metropolitan, Hammersmith and City, District and Circle Lines; the largest car order in LU history
- More work on cooling the tube

The overground railway

And then there are the solutions that don't involve huge holes in the ground. The London Overground is one of the unsung success stories of TfL. When TfL took over the North London route in November 2007, customers immediately noticed improvements, including stations staffed at all times, a deep clean of the premises, and Oyster 'Pay as You Go'.

Now is the time to continue to develop that Overground potential, so we are increasing the frequency of all the Overground services, and creating links with the East London Line so as to make a kind of orbital rail equivalent of the M25, with new air conditioned trains. We are also boosting the capacity of the DLR, with three-car trains.

Expanding the Overground

- 2009-14: Major investment on national rail in London and South East: on more and longer trains, longer platforms, better signalling and major projects like Thameslink
- Working towards Tube-level frequencies, staffing and policing for every suburban London station
- Ensuring that Oyster is accepted everywhere
- Building Crossrail to link east and west
- Funding and building East London Line Phase 2b to Clapham Junction

We should do even more to integrate the national rail in London with the rest of the transport network, not least by ensuring that all passengers have the convenience of swiping on and off with their Oyster cards. Oyster 'pay as you go' is already accepted on some parts of the national rail network, such as First Great Western, with our intention to ensure it is universally accepted by the end of next year.

Nor have we reached the limits of convenience offered by the Oyster system. We are already testing ways of fitting the payment systems to mobile phones, and the day is surely not far off when passengers will swipe through the turnstiles with their mobiles or other hand-held device.

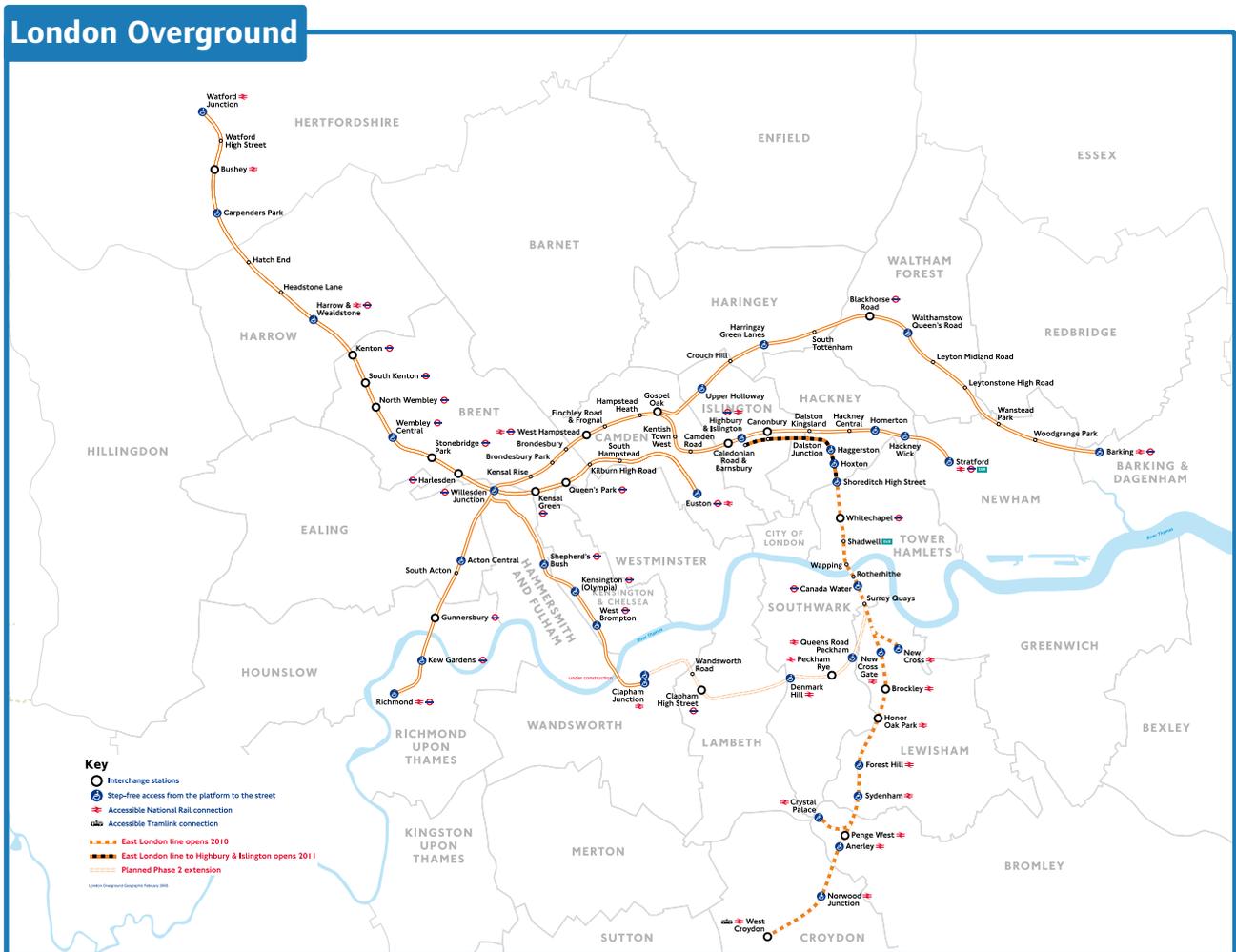
Improving your journey

Our mission is at every turn to improve the experience of travel, and that is why we have banned alcohol on the Tube, the buses, the trams and the DLR – a measure which, in spite of some early scepticism, is being effectively enforced by the collective will of the public.

That is why we have moved cash over from advertising budgets to double the size of the Safer Transport Teams, so that by the end of the programme there will be more people in uniform on the buses than at any time in the last 30 years.

There is a small minority of kids who are abusing their privilege of free travel. They need to be deterred, and if they continue we will take steps to remove that privilege, allowing them to earn it back through a scheme of voluntary service called Payback London. We are also trialling the use of live CCTV on buses, so that the police can get swiftly to the scene, with all the evidence they need.

‘Our mission is at every turn to improve the experience of travel’



If we are to make London more liveable, we need a transport network that is as safe and attractive as possible, but which also gets you where you need to go as quickly as possible.

‘Is there anything that we can do to improve the efficiency of buses, without reducing valuable services?’

Unblocking the traffic

It is no use having complete calm on the top deck of a bus, if that bus is itself beached in the traffic like an expiring whale, or indeed if it forms a queue of expiring whales. It is time for a ruthless review of all the obstacles to the free flow of traffic in London. Why is it that so many buses seem half-empty?

Passengers may like it, but it is expensive in subsidy. Is there anything that we can do to improve the efficiency of buses, without reducing valuable services, particularly the three

quarters of the bus service that forms the main basis of local public transport in Outer London?

Our city depends on thousands of businesses, small and large. Those businesses need vans and trucks to service their needs and deliver their goods. How can we help those vans make the best use of our roads – and how can we prevent the parked delivery van from adding to delays?

Traffic lights

It is incredible that we have successfully deterred tens of thousands of vehicles from entering the Congestion Charge zone, and yet congestion – and frustration – have continued to rise.

We are now in the process of reviewing all of London’s 6,000 traffic lights, and already we have shaved seconds off red on about 150 of them. A couple of extra seconds on green can cumulatively make a huge difference to traffic flow, and where it is possible to make a difference without prejudicing the rights of pedestrians, we will do so.

We are reviewing 1,000 lights per year, and in many cases we will be asking what the lights are doing there in the first place. Why were they put there? What risk were they addressing? Can we address that



in any other way, without bringing traffic to a standstill?

Motorbikes

We have decided to help traffic flow by allowing the introduction, from January, of motorcycles in bus lanes on Red Routes. This already works well in cities such as Bristol and in some London boroughs. Provided motorcyclists use this privilege sensibly, and do not do anything to undermine the confidence or compromise the rights of cyclists, there seems no reason why this should not be extended.

A war on roadworks

And then there is London's biggest villain, the biggest enemy of smooth-flowing traffic – the hole in the road. It is time for a holy war against holey streets. The utility companies (and others) need to understand the true cost of the chaos they cause by their unheralded excavations. Penalties under the current scheme

are piffling compared to the scale of the disruption they cause, and utter peanuts compared with the turnover and profits of the utilities companies. That is one of the reasons why we are in the process of introducing a permit system – as fast as Government will let us, and working with 14 farsighted boroughs. For the first time, we will be able to stop works which would cause mayhem in our city.

But we need to go much further, and come up with a powerful penalty scheme so that the sight of an abandoned roadwork – untended and blocking the traffic in the middle of the day – would be as unthinkable on the streets of London as it is in Singapore.

Getting London moving

- Launching a War On Roadworks, complete with a new permit scheme
- Seeking fitting financial penalties for needlessly unattended holes
- A New Routemaster bus to replace the log-jamming bendy
- Reviewing traffic lights, without compromising the rights of pedestrians
- Moving on from the road hump – a traffic calming method that has had its day
- Exploring new ways of preventing deliveries from choking traffic
- Giving motorbikes a trial period in bus lanes

Environmentally friendly

The ambition to smooth traffic flow is not some regressive, anti-environmentalist agenda. It does not mean that City Hall has been captured by J Bonington Jagsworth of the Motorists' Liberation Front.

Smooth-flowing traffic helps buses as well as private vehicles, and in general traffic that is not endlessly stalled will be emitting considerably less CO₂, NO_x and particulates. One of the reasons for phasing out the bendy bus (in addition to its other disadvantages) is that it is a famed blocker of the traffic, and the introduction of the next generation Routemaster – scheduled for 2011 – will have several key environmental merits.

London's new Routemaster

The new vehicle will have some of the advantages of the old Routemaster, in the sense that it will be much lighter than the double deckers currently plying the streets, some of which make a noise like the last trump when they pull off in low gear. It will be specified to run on a hybrid engine,

so that it will be not only quieter, but more fuel efficient and less polluting.

It will also restore the beauty and virtue that was lost, a sense – at the risk of being rhapsodical – of integrity and continuity between the bus platform and the street, of a constantly accessible public transport surface that it is easy to hop on and hop off. And that idea is of a piece, philosophically, with one of the most important things we need to do to improve our urban realm.



‘Smooth-flowing traffic helps buses as well as private vehicles’

A NEW BUS FOR LONDON

Improving urban realm

After all, the advantage of a hop-on, hop-off platform is that you can decide on the spur of the moment that you like the look of the weather or the scenery or the shops, and opt to walk; and with the nation



engaged in a struggle against obesity, we at TfL are going to do everything in our power to make walking through this city as attractive and enjoyable as possible.

That means zapping, one by one, the baffling posts that have sprouted in the pavements for reasons that no one can quite remember. It means removing the railings, many of them installed to prevent illegal parking, in the days before traffic wardens became so punishingly effective.

It means slowly shifting the utility boxes and other bits of kit that have been planted just where pedestrians want to go, and that are particularly irritating for the disabled. And it means encouraging some of the wonderful urban realm projects that are now being pioneered in boroughs across London.

Some streets are being redesigned with great care, with new paving, using traditional materials, and more trees and other greenery. But the most important transformation is in the balance of power between the pedestrian and the motorist. It is not that the car is banned from these spaces.

It simply introduces an idea of shared space, an imperative that all road users have to think responsibly

about the needs of each other. I passionately want to encourage these projects, because I believe that if we can pull them off without excessive (or any) damage to traffic flow, they will add greatly to the look and feel of living in London.

The cycle revolution

Which brings me – you knew it was coming – to the possibilities of the bicycle. I love my bike, and in the moments when it is not raining in London – 94 per cent of the time – I simply can't understand why people would want to use any other method of transport.

But I am the first to admit that some cyclists do not go out of their way to earn the admiration of other Londoners. They jump the lights. They go the wrong way down one-way streets. They mount the pavements and terrify pedestrians. If we are going to do so much more to encourage cycling – and we are – then cyclists

must understand that I will encourage – with my policing hat on – whatever steps are possible and necessary to crack down on aggressive cycling.

At the moment this behaviour is spoiling the reputation of what could and should be the most efficient and exhilarating way of getting around town. Though cycling has increased in popularity, it only represents one per cent of journeys – nowhere near the achievements of Copenhagen (20 per cent) or Amsterdam (30 per cent). If we are to attain a level of even five per cent of journeys by bike, we will need a step change – and that can only be accomplished with a series of deeply-meditated improvements.

The first is a cycle hire scheme, of a kind begun in Paris. We are on a very tight timetable, aiming to introduce the new bikes by 2010. We will start with between 6,000 and 10,000 bikes in the central London boroughs. The evidence from Paris is that the scheme is attractive to people who have given up on their bike since school or university. They get the habit; they are hooked, and then they buy their own.

But then there are huge numbers of people who are simply too nervous. They might take a hire cycle a short distance, but the idea of a daily commute is just too much. We need

Improving the urban environment

- Championing electric vehicles and car clubs
- Moving to hybrid buses
- Encouraging imaginative urban realm projects and the use of 'shared space'
- Planting trees where possible
- Removing railings and other street clutter
- Encouraging walking

Cycling ‘should be the most efficient and exhilarating way of getting around town’

to think creatively about how we can overcome those fears. That is why we are now looking at promoting a series of routes in which cyclists KNOW they will be safe, where cars will not howl past them at 50 mph and where they will not be punished for nervous wobbling with an angry parp of the horn. That will mean thinking creatively about ‘barrier-busting’ on routes into the centre, helping cyclists to deal with the palio-style gyratories and one-way systems.

It is an utter disgrace that there is no decent cycle lane on the Victoria Embankment or on the north side of the Park – and I cannot understand the ban on cycling virtually everywhere in the Royal Parks. And then there is the huge potential to develop cycle hubs in the outer boroughs – since it is a key principle of this policy that not every journey need involve going to the centre of town.

Why not develop parallel cycle hire schemes in the outer boroughs, or electrically-assisted cycles, to save the expense of catching a cab or driving from the station? Those



who object to the expansion of cycling say that London is 'too big' and does not have the same 'feel' as Copenhagen or Amsterdam. But London is a huge collection of suburbs and villages, and each of those centres might benefit from a culture where people genuinely felt it was safe to cycle with their kids to school.

Fairness to all

I believe that the cycle-ised city is the civilised city – but as I write those words, I want to reassure motorists and pedestrians that City Hall has not been captured by militant cyclists. City Hall is in the possession of cyclists, motorists, bus-users, tram-users, tube-travellers, pedestrians, scooter-enthusiasts, motorcyclists, river boat users and inveterate enthusiasts for the taxi and the minicab.

Encouraging more cycling

- Launching a full-scale cycle hire scheme by 2010 in nine London boroughs
- Creating dedicated routes that give nervous cyclists the confidence they need
- A big increase in cycle stands and secure parking for cyclists
- Helping to create cycle hubs and hire schemes in the outer boroughs
- Considering the possibility of allowing cyclists to turn left on red



We want to be fair to all modes, and we believe we can do this by improving public transport, increasing safety, smoothing traffic flow, encouraging cycling, speeding the development of urban realm projects and thereby making the city easier to get around and more liveable.

Onwards to 2012

And as we look ahead there is so much more to be done, so many ideas on which we would also like your views. Please get in touch with us to help inform the Mayor's Transport Strategy.

Oxford Street is still bisected by a panting wall of red metal. Can we really leave it as it is?

The Low Emission Zone has huge potential to improve air quality in London – how should it be developed? And without prejudging the results of the consultation of the WEZ, there is the whole question of how to reform the Congestion Charge. We have greatly reduced the number of penalty charge notices since May,



on the grounds that the regime was too draconian, and from next year we will be using new technology to bring more flexibility to the system. Tell us what you think.

We all know that Heathrow is in the wrong place, and no Mayor could accept the greatly increased noise and pollution resulting from a third runway. That is why I have asked GLA and TfL officials to produce an initial report into an island airport in the Thames estuary; and if they think it could work, then I will commission a full-blown feasibility study into an idea already gaining strong support in Parliament and among the public.

We are considering a tunnel under Park Lane, releasing land for development and green space, which could be funded from the development it produces.

We are continuing to work on electric vehicles as well as hydrogen and hybrid vehicles, because I am absolutely determined that London

should be in the forefront of the green revolution, in both the development and application of new technology.

Above all there is the urgent and unmissable deadline of the Olympics, with all their potential to drive change in London's transport

‘As we look ahead there is so much more to be done, so many ideas on which we would also like your views’

and infrastructure. There is the Woolwich Arsenal extension of the DLR, which will open next January, the other DLR extensions, and the improvements to the North London Line. But there is so much more that could be done.

Think how magical it would be to pick up a boat from central London, and take a day trip downriver to see the Games at Stratford. Now is the moment to use the Games at last to expand river transport, to coordinate the wharves, to see what we can do to find the right fuel-efficient vessels.

When the Games come to London, the centre of town will be transformed into a festival zone. The reality is that cars will be a rarity in

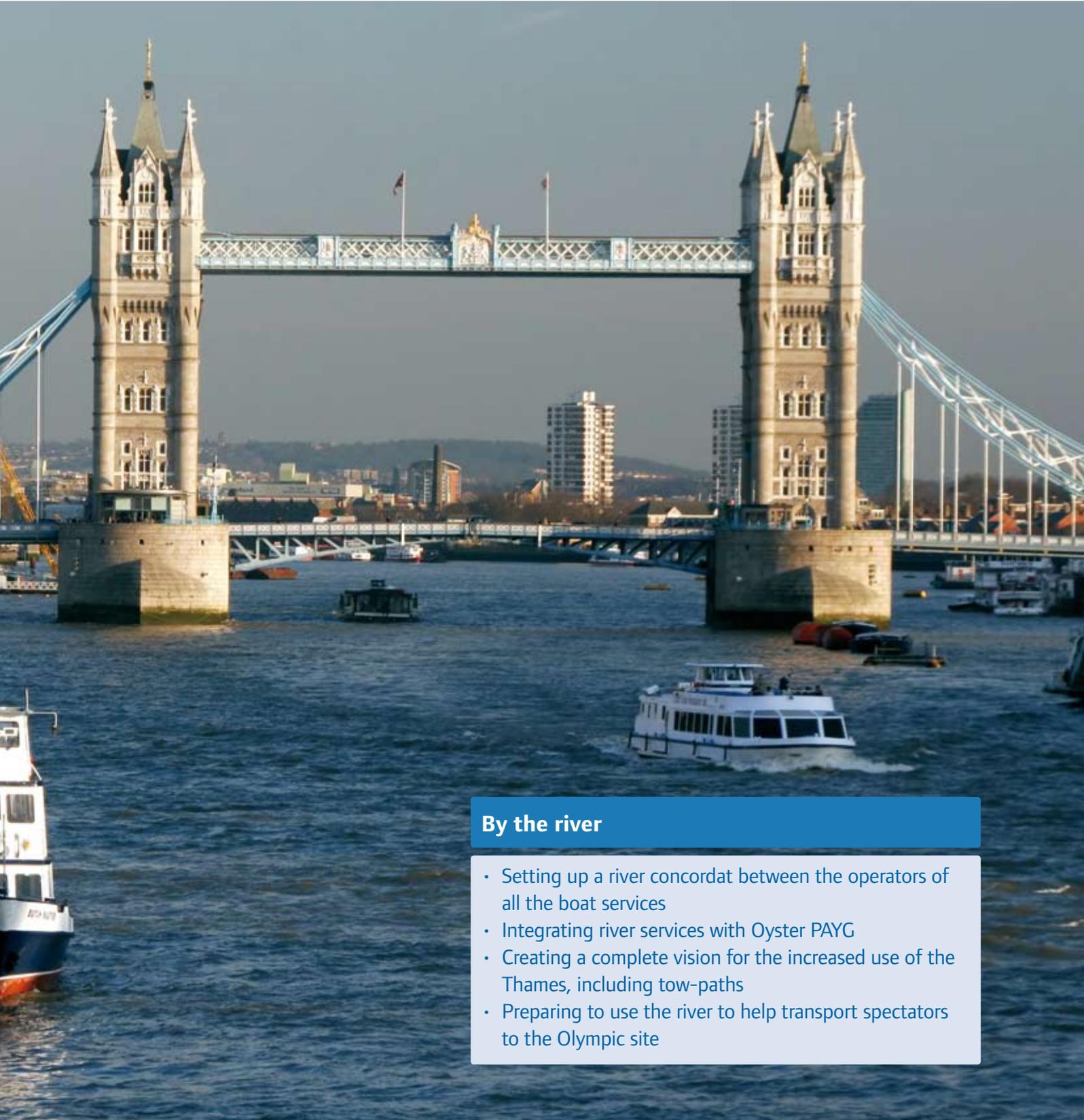
that small central area – and for some people that will be a joy that they might like to preserve. What about you?

Transport in London is a vast mosaic of competing interests, which must be assembled with the utmost skill. But many of those pieces are still up in the air, and the concrete has yet to set.

Now is the moment to show us your preferred move.



‘Think how magical it would be to pick up a boat from central London, and take a day trip downriver to see the Games at Stratford’



By the river

- Setting up a river concordat between the operators of all the boat services
- Integrating river services with Oyster PAYG
- Creating a complete vision for the increased use of the Thames, including tow-paths
- Preparing to use the river to help transport spectators to the Olympic site



This document is a precursor to the *Mayor's Transport Strategy*, and although it does not form part of the formal process of consulting on the *Strategy*, your views and comments on these issues and ideas are invited in order to inform the forthcoming strategy. Your comments on this document will be considered by the Mayor prior to drafting the Transport Strategy. The *Mayor's Transport Strategy* will be issued in draft form according to the following proposed timetable:

Assembly and functional bodies consultation	Spring 2009
Public consultation	Summer 2009
Publication	Winter 2009

This 'direction of travel' document is not intended to cover all of the transport matters that will be covered in the formal consultation, and the fact that something is not mentioned here does not mean that it is not important nor that it will be excluded from the Transport Strategy.

Comments on this document

We would like to receive your views on the issues raised in this document. In order to help you structure your response we have set out below some key questions. Please would you let us have your comments by Friday 16 January 2009.

Key questions :

- 1 Do you generally support our principles for developing policy?
If not what other principles should apply?
- 2 Have we identified the key challenges facing transport in London?
If not what other issues should we be considering.
- 3 We have emphasised an approach to encourage more people to walk and cycle. Do you agree with this?
- 4 Are there things you think the Mayor should do to improve transport in London which are not identified here?

Please send your comments to:

By post: Way to Go!
Post Point 22, FREEPOST LON15799, City Hall,
The Queen's Walk, London SE1 2BR

By email: waytogo@london.gov.uk

Other formats and languages

For a large print, Braille, disc, sign language video or audio-tape version of this document, please contact us at the address below:

Public Liaison Unit

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

Telephone **020 7983 4100**
Minicom **020 7983 4458**
www.london.gov.uk

You will need to supply your name, your postal address and state the format and title of the publication you require.

If you would like a summary of this document in your language, please phone the number or contact us at the address above.

Chinese

如果需要您母語版本的此文件，
請致電以下號碼或與下列地址聯絡

Vietnamese

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

Greek

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

Turkish

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

Punjabi

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

Hindi

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

Bengali

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

Urdu

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

Arabic

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

Gujarati

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

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