

BusinessLDN's response to the London Assembly Transport Committee's investigation on the Mayor's 2024 manifesto commitments and delivery of the Mayor's Transport Strategy (MTS)

Dear Chair of the Transport Committee,

We welcome the Committee's decision to use the first meeting of the new session to focus on the Mayor's Transport Strategy (MTS) and the opportunity to share our views on how the Strategy can ensure it delivers for individuals and businesses in the capital.

We support the Mayor's vision of a city that is not only home to more people but a better place to live and do business; a city where transport is affordable, reliable and accessible for all Londoners.

The capital today finds itself in one of the most challenging and competitive global environments. There is a real need for London to be open for business with the rest of the world and improving connectivity will be a key enabler for this.

To achieve this, Transport for London (TfL) needs a multi-year capital funding deal to enable key projects such as the Piccadilly Line upgrade, the Bakerloo Line Extension, extending the DLR to Thamesmead, the West London Orbital and re-developing the Euston station.

About BusinessLDN

BusinessLDN is a membership organisation with the mission to make London the best city in the world in which to do business, working with and for the whole UK. We represent 170 large businesses across London, spanning a wide range of sectors.

In response to the Committee's investigation, our views based on the five specific questions included in your letter are:

What do you think the Mayor's key priorities should be for delivering on the MTS targets during this Mayoral term?

1. The MTS provides an important strategic framework to drive the transport improvements London needs. **Having modal shift in its core** and the overarching target of 80% of trips to be on foot, by cycle or using public transport by 2041 is key in the efforts to tackle congestion and the climate emergency.
2. Creating a transport vision requires long-term strategic thinking which the MTS provides by setting roadmaps to 2041 and 2050. It is encouraging that the Mayor and TfL are working towards an interim target to reach 69.3% of sustainable and active travel by 2030 but it is **essential to regularly monitor and report progress against all interim targets**.
3. Whilst an update on the MTS is not deemed necessary at this stage, it is **vital that the approach is re-focussed** to ensure all stakeholders – TfL, GLA, Boroughs, industry,

communities – are working together as effectively as possible to meet MTS’s ambitious targets. More specifically, for the 80% target to be achieved, a more integrated approach should be taken to cater for all Londoners. While encouraging more use of public transport should remain the top priority, more consideration should be given for the needs of essential trips such as taxis, private hire and freight as well as those unavoidable car trips. There should be increased focus on the needs of outer London - which the Mayor has committed to in his manifesto - and particularly in areas where public transport provision is poor. Investment in improving bus speeds and simplifying rail fares and ticketing should be prioritised and better integration with London’s river transport services and airports will be needed.

4. Whilst TfL has received a one-year settlement, **securing a multi-year capital funding deal from central government** – similar to those already reached with Network Rail, National Highways and the other eight city regions across the UK – is essential to support the delivery of the MTS’s targets as well as keeping the capital moving. The new Government is committed to achieving growth, and money invested in London’s transport network sets the foundations for that growth for the capital and the rest of the UK.

What lessons have been learnt since the MTS was published in 2018 and how does this impact future delivery of the strategy?

5. Since its publication in 2018, there has been some **good progress made against the MTS targets**, in particular on reducing emissions and improving road safety. In recent years, London’s road casualty rate has fallen much faster than the average national rate as a result of the introduction of road safety measures such as the Bus Safety Standard, the Direct Vision Standard for HGVs, junction interventions and improved cycling and pedestrian infrastructure.
6. **Major projects have been delivered** such as the Northern Line Extension, the Elizabeth Line and the Superloop bus network which have increased transport capacity and improved customer experience across the capital’s network.
7. However, some interim MTS targets (e.g. modal shift, Vision Zero targets etc.) have not been fully met, mainly due to the pandemic and the lack of financial certainty for TfL. **Continuing to work closely with London’s business community** and other key stakeholders will be key for the Mayor to ensure the successful delivery of the MTS policy measures and 2041 targets.

What do you think the barriers are for the Mayor to deliver on the MTS targets and what more do you think needs to be done to overcome these and ensure successful delivery of the strategy?

8. Over the last few years, London has experienced huge period of disruptions due to the pandemic which has changed the focus of activity and ridership levels across the transport network. The **short-term financial settlements have made it difficult for TfL to plan ahead and meet the MTS targets**. As a result, reliability of the public

transport network has been compromised which has had a negative impact on modal shift (today's 61.5% falls short of the MTS's interim expectations set out in 2018).

9. Londoners and businesses want to see **improvements to the network and longer-term investments**. Long-term financial certainty is now urgently needed to enable investment for major transport projects. Schemes which can unlock housing, create jobs and generate wider growth for the capital and across the UK should be prioritised, such as the Piccadilly Line upgrade, the Bakerloo Line Extension, extending the DLR to Thamesmead, the West London Orbital and re-developing Euston station. As travel demand is anticipated to increase in the capital, stronger and longer-term support is needed from the Government to deliver these projects.
10. We support the vision and key principles of the Strategy but due to recent changes in the way people and goods move, some **figures and/or relevant documents (e.g. Vision Zero Action Plan, Taxi and Private Hire Action Plan, modal shift interim targets etc.) need refreshing** to re-focus on what needs to be done by 2030 – we understand that some of this activity is already underway.
11. Also, given 95% of London's roads are managed by boroughs, a **collaborative effort is needed between the Mayor, TfL and boroughs** to deliver necessary policy measures and ensure London-wide targets are supported by individual borough plans. There is also a role for the Mayor to play in helping boroughs receive necessary funds to improve road infrastructure.

How do you think the Mayor's manifesto commitments could help to speed up delivery on the targets set out in the MTS?

12. The Mayor's manifesto commitments to deliver the next generation of major transport projects, improve outer London's networks and reduce road congestion reflects the aims of the MTS to create active travel options, transition to net zero and get more people using public transport.
13. These ambitious manifesto commitments are, however, currently unfunded. **Government support is needed, including long-term capital investment**, to deliver these projects to allow innovative new infrastructure that meets the MTS targets. A stable long-term funding settlement **will also create market confidence and attract more private investment**.
14. The Government is committed to kickstarting the economy and creating a modern transport system for the UK. Political alignment between London and central Government should create opportunities to help speed up delivery of the MTS, invest in London's transport network and ensure it benefits the rest of the UK.

Are there any other key areas that you think the Mayor should be focusing on?

15. Our [manifesto for the next Mayor of London](#) sets out key recommendations to unlock the full potential of London and to keep the city moving as its population grows and to

maintain its international competitiveness. Securing a multi-year capital funding deal for TfL from central government is a top priority for BusinessLDN, but other areas the Mayor should focus on include:

- working with business to innovate further on fares across London's public transport network, building on recent initiatives, such as the off-peak #LetsDoFridays, to develop a more flexible system that is fit for post-pandemic travel patterns;
- working with Government, Network Rail and train operating companies to simplify rail fares and encourage flexible ticketing;
- making the case for further devolution of local rail services to TfL;
- working with Government, Camden and the private sector to ensure HS2 reaches Euston, and that the full potential of area's transport connections and regeneration are realised;
- consulting with businesses and the public to explore an integrated congestion-busting system of road pricing;
- ensuring TfL works with bus operators and local authorities to deliver good connections within London, including measures such as bus priority programmes, to reduce journey times and increase ridership;
- championing London as a trail blazer in sustainable aviation fuels (SAF) and urging central government to establish a price support mechanism to enhance our global connectivity and support growth – see recent announcement of the SAF (Revenue Support Mechanism) Bill in the King's Speech;
- boosting international rail connectivity and continuing to develop strong public transport links to all London airports;
- accelerating the expansion of contactless ticket payments to all London airports;
- driving better use of the Thames as part of a proper city-wide strategy, coordinated by a new senior leadership role, such as a River Commissioner, to encourage the efficient and environmentally sustainable movement of people and goods around the capital; and
- brokering a solution to stalled efforts to reopen Hammersmith Bridge, which has been closed to motor traffic since April 2019.

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