

## The Mayor's Draft Transport Strategy

A response by CPRE London to the consultation draft ,September, 2017

### Healthy Streets

We strongly support healthy streets approach and active travel goals

- The strategy should include a **separate walking/cycling target from bus use** to enable better targeting and monitoring
- The strategy should **include far more targeted action on particular locations beyond Oxford St and Parliament Square**
- We support Legible London expansion (proposal 5)
- Proposal 1 says that the Mayor, 'through TfL and the boroughs' will improve etc... , but does not specifically propose also tapping into the **potential impact from NGOs, resident groups and individuals**. The strategy could make specific mention of their potential impact in implementing the Healthy Streets agenda, and perhaps articulate the involvement of these groups as something which the emerging **National Park City movement can help to promote and support**.
- It would also be helpful to make specific mention that the Mayor would wish to see **boroughs supporting communities** which want to improve their areas, e.g. through introducing cycle parking, filtering, street tree planting etc.
- Borough strategies and supporting ambitious change: the Mayor could **promote a minimum standard of action for boroughs** alongside providing funding for action.
- We strongly support closures of streets and would promote an **ambitious approach to street closures** including around parks affected by noise and pollution, for example closing streets around badly affected parks regularly, for instance on Sundays.
- The costs associated with temporary closures mean we would also encourage the Mayor to adopt an **ambitious target for permanently filtering traffic** in residential areas in particular.

### Outer London/Beyond London

Modal shift and our evidence on whether new housing developments are car dependent or not

- We have identified 450 sites allocated in Local Plans for housing development in London's Green Belt (in and outside of Greater London). We are currently assessing the extent to which these new developments will be car-dependent. We are extremely concerned that the un-strategic nature of site allocation for housing development will derail the Mayor's plans to reduce car dependency and believe **TfL needs to engage urgently with the wider City Region to establish an integrated approach to housing development insofar as transport is impacted**.

### New homes and jobs on transport land

We support good growth agenda, space efficient transport modes and unlocking housing potential both through use of TfL land and underused space with high density/mixed use development.

- There should be a greater focus on addressing low density areas and reducing PTAL levels in Outer London Boroughs

- **Reclaiming land from redundant or over-purposed car-related infrastructure should be included** here as there will be a considerable amount of land becoming available as modal shift is encouraged and cars are used less. For example, redundant car parking spaces and garages, too-wide roads or large, unnecessary road schemes such as the Clapton roundabout in Hackney, can be reclaimed – and explicit planning is needed for this. The strategy should **lead thinking in this area and create an ambitious target for reclaiming road space for purposes other than car use.**
- TfL should lead dissemination of good practice modelling on, and support NGOs promoting, reclamation of road space.

### Air Quality and Noise

We strongly support air quality targets, zero emission goals

The strategy should include **more specific action on noise reduction/attenuation**, with specific reference / links to tranquil places commitments in the Mayor's draft environment strategy.

- The strategy should make more specific proposals on engine noise and a **programme of action to identify and promote the use of noise reducing surfacing.**
- Promoting and integrating in transport works, **planting and design measures to reduce noise** spreading from new infrastructure.
- **More ambitious street closure programme.** We strongly support attempts to reduce traffic related noise and believe that **stronger measures need to be explicit in the strategy, to improve tranquillity in the city.** In particular, this section could link more clearly to the healthy streets agenda and take an ambitious approach to permanent filtering and regular, temporary closures, for example around badly affected parks.

Isle of Dogs / Outer East London and the Thames Corridor/ Lower Thames Crossing

- We support Crossrail 2 in principle but press for more emphasis on green space protection, not just protecting SINCs 'where practicable' (this wording is very weak and should be strengthened to, for example, 'except in (defined) exceptional circumstances'.
- Where new transport infrastructure is provided it should be of the highest design quality to enhance the local environment and protect existing environmental and heritage assets. This should include provision of high quality green infrastructure including soft landscaping, tree planting, sustainable urban drainage, and green walls and roofs where appropriate.
- **River crossings must achieve traffic reductions:** otherwise new roads will simply generate more traffic in direct opposition to the Mayor's strategy. We strongly support **user charging for Silvertown and Blackwall as well as any proposed crossing at Barking and in the Lower Thames.** These crossings must not displace freight on rail and walking, cycling and public transport options.
- We **support the opposition to Heathrow expansion and believe the strategy should be stronger on restrictions on London City expansion.**