

HERTFORDSHIRE COUNTY COUNCIL
ENVIRONMENT, PLANNING AND TRANSPORT
CABINET PANEL
THURSDAY, 7 SEPTEMBER 2017 AT 10:00AM

Agenda Item No.

6

RESPONSE TO DRAFT LONDON MAYOR'S TRANSPORT STRATEGY

Report of the Chief Executive and Director of Environment

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Executive Member:- Derrick Ashley (Environment, Planning & Transport)

1. Purpose of report

1.1 The purpose of the report is for Members to review and provide any comment on the draft County Council response to the draft London Mayors Transport Strategy 2017.

2. Summary

2.1 On 21 June 2017 the Mayor of London, published his draft of the Mayor's Transport Strategy. This sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. A public consultation on the draft strategy is open until 2 October 2017.

2.2 Hertfordshire borders London to the north and the transport plan for the capital is highly significant given existing travel patterns, growth pressures and infrastructure requirements. The draft County Council response is supportive of the Mayor's draft transport strategy but raises a number of important issues.

3. Recommendation/s

3.1 It is requested that Panel:
Considers the Mayor's draft Transport Strategy and comments on the draft county council response.

3.2 The response will then be finalised by the Director of Environment in consultation with the Executive Member of Environment, Planning and Transport and sent off to the GLA by 2nd October 2017.

4. The Draft Mayor's Transport Strategy 2017

- 4.1 The Draft Mayor's Transport Strategy (MTS) sets out plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. The public consultation on these plans is now open until 2nd October 2017.
- 4.2 Appendix 1 is the executive summary to the Draft MTS. The executive summary and full draft plan can also be found by visiting <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/the-mayors-transport-strategy>. This web link also includes a 'have your say' link which directs to an online survey for less detailed, individual responses. It also highlights the transport challenges London faces, the Mayor's approach and the supporting evidence base gathered by TfL. A useful video of the Mayor explaining the approach behind the strategy is also available on this webpage.

5. The draft County Council response to the Draft MTS 2017

- 5.1 The draft County Council response is included as Appendix 2. Whilst it is broadly supportive of much of the content, it seeks to raise a number of important issues. In particular significant concern is expressed at the omission of the Metropolitan Line Extension (MLX) scheme from the MTS.
- 5.2 The response highlights that the transport strategy for London cannot be made in isolation from neighbouring areas given the significant interrelationship between London and neighbouring authorities. The MTS should not just focus on the fixed city boundary but include areas beyond, considering transport links across borders, in particular with areas experiencing substantial growth.
- 5.3 The response also highlights the need for improvements in how London, Hertfordshire and other neighbouring authorities work with each other to manage expected growth and the required transport infrastructure. The need for a wider political grouping covering London and surrounding areas to oversee passenger transport matters is suggested with a Capital Region Transport Board. The response suggests an initial first step would be the inclusion of Elected Member representatives on the TfL board from authorities bordering London.
- 5.4 Deep concern is expressed at the absence of the MLX scheme in the draft MTS investment programme, and the Mayor has been asked to

reconsider this. The response highlights how the project can play a critical role in supporting the continued growth of London.

- 5.5 In addition to the points above, the response seeks to highlight a number of other issues. This includes the importance of investment in the rail links between Hertfordshire and London, recognising that overcrowding is a major problem and supports the MTS aim to increase capacity. Commitment to investment in commuter rail stations is encouraged and for improvements to passenger information.
- 5.6 Regarding M25 reliability and capacity the response expresses support for managing the road jointly to cater for essential journeys whilst not increasing car dependency within or outside of London. Due to the role the A414 and A405 play in providing relief and resilience to the M25, the response seeks mayoral support for the County Council's developing A414 strategy and the investment plans that will feature in this.
- 5.7 The response welcomes opportunities to improve the London cycle network however, given strong travel patterns between London and Hertfordshire, suggests inclusions of links across the border.
- 5.8 Support is expressed for the Mayor's ambitions to achieve modal shift to more sustainable modes and to tackle air quality issues. This includes reference to the County Councils previous responses to proposals for an Ultra-Low Emission Zone (ULEZ), and support for the phasing in of more efficient bus vehicles, particularly those which operate within Hertfordshire.
- 5.9 The response supports the delivery of Crossrail 2 and early West Anglian Main Line four tracking.
- 5.10 The draft MTS aligns well with Hertfordshire's new Local Transport Plan by supporting ambitions to achieve travel behaviour change and modal shift, however the response highlights that Hertfordshire is seeking to achieve this whilst in a weaker position to London which has more powers over transport provision and funding. The draft new Local Transport Plan for Hertfordshire will be discussed at the October 2017 meeting of the Environment, Planning and Transport Cabinet Panel.

6. Next Steps and the Public Consultation

- 6.1 Subject to any amendments requested by the Panel, the county council response will be agreed by the Director of Environment in consultation with the Executive Member for Environment, Planning and Transport.

7. Financial Implications

- 7.1 There are no financial implications directly related to this report, as it is a proposed consultation response to a neighbouring Authority's strategy.

8. Equality Impacts

- 8.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are taking.
- 8.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equality Impact Assessment (EqIA) produced by officers.
- 8.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 8.4 The MTS approach and vision looks to make travel options accessible and appealing to all, reducing health and economic inequalities and removing barriers and taking steps to create equality. The MTS will be subject to an Integrated Impact Assessment (IIA), a systematic process for assessing the likely sustainability effects of the strategy in order to ensure they are fully considered and addressed at the earliest appropriate stage of decision-making. The transport policies and proposals within the draft strategy are subject to the following assessments: Strategic Environmental Assessment (SEA); Habitats Regulation Assessment (HRA); Equality Impact Assessment (EqIA);

Health Impact Assessment (HIA); Assessment of Economic Impact (AEI); and Community Safety Impact Assessment (CSIA).

Background Papers

Appendix 1: Mayor's Transport Strategy for London

Appendix 2: Hertfordshire County Council's Response Letter