

# Subject: Traffic congestion

Report to: Transport Committee

Report of: Executive Director of Secretariat

Date: 2 February 2017

This report will be considered in public

## 1. Summary

- 1.1 This paper provides details of the Committee's recent report on traffic congestion.

## 2. Recommendations

- 2.1 **That the Committee notes its report, *London stalling: Reducing traffic congestion in London*, as agreed by the Chair under delegated authority in consultation with party Group Lead Members.**

## 3. Background

- 3.1 The Committee has been investigating traffic congestion in London during 2016/17. The terms of reference for were:
- To identify the reasons behind recent trends in traffic congestion in London;
  - To examine the impact of traffic congestion on London;
  - To consider the effectiveness of existing initiatives aimed at managing congestion, including national and international good practice; and
  - To explore proposals for new interventions to tackle congestion and reduce traffic, and make recommendations to the Mayor and Transport for London.
- 3.2 Meetings in September and October 2016 were used to discuss this topic, with a range of experts and stakeholders including representatives of Transport for London (TfL), the AA, National Joint Utilities Group, London Cab Drivers Club, the Campaign for Better Transport and London First. Members also held informal meetings with other organisations and conducted site visits. A large number of written submissions were received by the Committee.

## 4. Issues for Consideration

- 4.1 The report, *London stalling: Reducing traffic congestion in London*, was published by the Committee on 19 January 2017.<sup>1</sup> The report was agreed under delegated authority by the Chair in consultation with party Group Lead Members.
- 4.2 Two Members of the Committee made objections to recommendations in the report, which have been published:
- David Kurten AM, UKIP Group Lead on the Committee, agrees with Recommendations 4, 5, 6, 7, 8, 9 and 11 of the report. He disagrees with Recommendations 2 and 3, and partially disagrees with Recommendations 1 and 10. The full text of David Kurten AM's statement can be found in Appendix 1 of the report.
  - Steve O'Connell AM, GLA Conservatives Group Member, has provided an addendum to the report clarifying his views on Recommendation 1 of the report. This addendum has been published on the London Assembly website.<sup>2</sup>
- 4.3 The recommendations of the report are:

### Recommendation 1

In the short-term, the Congestion Charge should be reformed, so the payments levied better reflect the impact of vehicles on congestion. The daily flat rate should be replaced with a charging structure that ensures vehicles in the zone at peak times, and spending longer in the zone, face the highest charges.

For the longer-term, the Mayor needs to start to develop proposals now for replacing the Congestion Charge with a new citywide road pricing scheme, which charges vehicles according to the extent, location and timing of their road usage. Road pricing could also replace Vehicle Excise Duty, which should be devolved by the Government to the Mayor. There may be a case for the scheme to be wider than the existing Congestion Charge zone; discussions with all boroughs should take place to determine whether and how road pricing should cover their local road network.

The Mayor's forthcoming Transport Strategy should set out plans for both Congestion Charge reform and for the potential introduction of road pricing. The Mayor should also update the committee by the end of April 2017 about discussions with the government on the devolution of Vehicle Excise Duty.

### Recommendation 2

TfL should ensure that new monitoring technology introduced to identify vehicles in the proposed Ultra Low Emissions Zone should be compatible with the future requirements of a road pricing scheme. TfL should confirm it will do this when responding to the recent consultation on ULEZ proposals.

### Recommendation 3

TfL should take steps to encourage bids from boroughs interested in piloting a local Workplace Parking Levy (WPL). Provided the plans fit with any wider road pricing scheme, TfL should offer

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<sup>1</sup> The report is available on our website at: <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications/london-stalling-reducing-traffic-congestion>

<sup>2</sup> Please see: [https://www.london.gov.uk/sites/default/files/addendum\\_to\\_london\\_assembly\\_transport\\_committee\\_report.pdf](https://www.london.gov.uk/sites/default/files/addendum_to_london_assembly_transport_committee_report.pdf)

support to a WPL pilot programme if proposed by a borough. This should include offering additional funding to the borough(s) to initiate the scheme.

#### **Recommendation 4**

The Mayor and TfL should take steps to encourage more delivery consolidation. This will involve working with those running large construction schemes and retailers, potentially through Business Improvement Districts. The new London Plan should promote consolidation for new developments. TfL should also work with London Councils to reduce restrictions on night-time deliveries. The Mayor and TfL should write to the committee by the end of April 2017 setting out their plans to reduce commercial traffic in these ways.

#### **Recommendation 5**

TfL should pilot a ban on personal deliveries for staff. Based on the findings, the Mayor should consider extending this to all GLA Group premises, and promote this change in practice to other large employers in London. We ask that TfL write to the committee setting out plans for a pilot by the end of April 2017.

#### **Recommendation 6**

TfL should reconsider its approach to 'click and collect' at Tube and rail stations. Stations should be identified for a pilot programme in which multiple retailers and/or freight operators can deliver packages to a station for collection. We ask that TfL write to the Committee confirming plans to seek partnerships of this type by the end of April 2017.

#### **Recommendation 7**

The Mayor should set out how his new regulations for the private hire industry and the legislative changes he is advocating will affect congestion levels in London. He should also commit to assessing the impact of making private hire vehicles subject to a new road pricing regime, and different options for implementing this proposal. The Mayor should write to the Committee by the end of April 2017 confirming these plans.

#### **Recommendation 8**

TfL should conduct and publish an analysis of the impact of the Road and Transport Enforcement Team and, if it is proven to be cost-effective, set out plans to expand the size and coverage of the team. We ask that TfL writes to the Committee by the end of April 2017 with an update.

#### **Recommendation 9**

The Mayor and TfL should carry out an assessment of the effectiveness of the London Permit and Lane Rental schemes for roadworks. This should be aimed at ensuring the cost of delayed roadworks on London's road users is reflected in the amount companies must pay. We ask that TfL write to the Committee by the end of April 2017 with an update.

#### **Recommendation 10**

TfL should continue to implement its Road Modernisation Plan schemes including the proposed network of safer cycling routes such as Cycle Superhighways and Quietways. It should report back to the Committee by the end of April 2017 on how the construction of additional Superhighways and other major projects will be planned more effectively to minimise traffic congestion.

## **Recommendation 11**

TfL should conduct and publish an analysis of the impact of the pilot scheme displaying traffic notices on buses and, if it is proven to be cost-effective, set out plans to roll out the programme more widely. We ask that TfL writes to the Committee by the end of April 2017 with an update.

## **5. Legal Implications**

5.1 The Committee has the power to do what is recommended in this report.

## **6. Financial Implications**

6.1 There are no financial implications arising from this report.

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### **List of appendices to this report:**

1. London stalling: reducing traffic congestion in London

<b>Local Government (Access to Information) Act 1985</b>
List of Background Papers: None
Contact Officer: Richard Berry, Scrutiny Manager Telephone: 020 7983 4000 E-mail: <a href="mailto:scrutiny@london.gov.uk">scrutiny@london.gov.uk</a>