

GREATER LONDON AUTHORITY

REQUEST FOR MAYORAL DECISION – MD2236

Title: Mayor's Transport Strategy

Executive Summary:

The Mayor is required to prepare and publish a transport strategy (the Mayor's Transport Strategy or 'MTS') which contains his policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London; his proposals for discharging his duty of exercising his powers under Part IV of the Greater London Authority Act 1999 ('the GLA Act') for the purpose of securing the provision of those transport facilities and services; and his proposals for providing accessible transport.

On 21 June 2017 the Mayor published his draft MTS and Integrate Impact Assessment (IIA) for public consultation. The consultation ran for 14.5 weeks, closing on 2 October 2017. This form summarises – and appendix B details – the thorough consultation and public and stakeholder engagement that took place.

The preparation of the final MTS (appendix A) has taken into account the comments received from stakeholders and the public through the consultation. The Mayor is asked to approve this final version of the MTS having considered the consultation report and other supporting documents. TfL will then undertake all the required pre-publication and post-publication steps on the Mayor's behalf.

Decision:


The Mayor approves the final recommended version of the MTS (appendix A) for publication in accordance with sections 41, 42B, 43, 141 and 142 of the Greater London Authority Act 1999 having had regard to and taking into account TfL's Report to the Mayor on the consultation of the draft MTS (appendix B) and the IIA on the draft MTS (appendix C).

Mayor of London

I confirm that I do not have any disclosable pecuniary interests in the proposed decision, and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature:



Date:

19/2/18

PART I – NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR

Decision required – supporting report

1. Introduction and background

- 1.1 The Mayor is required to prepare and publish a transport strategy (the Mayor's Transport Strategy or 'MTS') which contains his *policies* for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London; his *proposals* for discharging his duty of exercising his powers under Part IV of the Greater London Authority Act 1999 ('the GLA Act') for the purpose of securing the provision of those transport facilities and services; and his *proposals* for providing accessible transport.
 - 1.2 On 15 March 2017 the Mayor formally directed TfL (MD2081) to prepare a revised MTS, an Integrated Impact Assessment ('IIA') in respect of the draft strategy, and guidance to the boroughs and the City of London as to the implementation for the revised strategy ('LIP Guidance'). TfL was also directed to carry out related tasks, including undertaking the required consultations. All of the relevant powers of the Mayor needed to be able to comply with this direction were delegated to TfL.
 - 1.3 The MTS, as with all the other Mayoral strategies, has been revised to reflect the priorities and direction set out by the Mayor in 'A City for All Londoners', which the Mayor published for consultation in October 2016. These priorities include accommodating growth, providing more housing, supporting the economy, improving the environment, transport and public spaces, and ensuring social integration.
 - 1.4 For the MTS, this means outlining the necessary steps to make London an open, economically attractive, liveable and environmentally sustainable city. The MTS has taken this forward through the following three themes:
 - (a) Healthy Streets and Healthy People: providing more space for walking and cycling, adopting a Vision Zero Approach to reducing road danger, reducing levels of traffic on our roads and ensuring that the transport system contributes to improving the environment by enabling London to become a zero carbon city and to be more resilient to the impacts of climate change.
 - (b) A Good Public Transport Experience: Transforming the design and layout around stations to encourage the use of active and sustainable modes for onward journeys, improving customer service and ensuring public transport is safe, affordable and accessible, shaping the bus network to improve reliability and journey times, and improving rail services to tackle crowding.
 - (c) Supporting New Homes and Jobs: Embedding more sustainable travel patterns, planning infrastructure and services in an integrated way to unlock housing and support regeneration to respond to forecast population growth.
 - 1.5 The MTS takes into account the economic and population projections for London to 2041, how this growth can be sustainably supported, and what challenges this presents to London's transport system. The analysis underpinning the MTS was collated into an evidence base which was published alongside the draft strategy.
 - 1.6 The MTS has been prepared with engagement with other strategy teams within the GLA, covering all other statutory strategies including the London Plan, the London Environment Strategy and the Economic Development Strategy. All Deputy Mayors were also asked to have input and the Mayor approved the draft MTS for consultation (MD2136).
- Consultation*
- 1.7 On 21 June 2017 the Mayor published his draft MTS and IIA for public consultation. The consultation ran for 14.5 weeks, closing on 2 October 2017. The consultation period was extended from the usual 12 week period to account for the summer holidays.
 - 1.8 Section 42 of the GLA Act provides that when revising any mayoral strategy, the Mayor must consult the following:

- the Assembly
 - the functional bodies
 - each London borough Council
 - the Common Council of the City of London
 - voluntary bodies some or all of whose activities benefit the whole or part of Greater London
 - bodies which represent the interests of different racial, ethnic or national groups in Greater London
 - bodies which represent the interests of different religious groups in Greater London
 - bodies which represent the interests of persons carrying on business in Greater London
- 1.9 When revising the MTS, there is an additional requirement on the Mayor to consult the Disabled Persons Transport Advisory Committee and such other persons or bodies which represent the interests of persons with mobility problems as he considers it appropriate to consult.
- 1.10 The consultation process was conducted in accordance with the statutory requirements. A comprehensive consultation and public and stakeholder engagement programme was devised and implemented to ensure that stakeholders and the public were provided sufficient information to facilitate meaningful and constructive feedback.
- 1.11 The draft MTS and supporting documents, including an executive summary and an EasyRead version of it, the IIA and the evidence base were made available on TfL's on-line consultation portal. The portal also hosted a short video summarising the key elements of the strategy. A dedicated web page was present on both TfL's and the GLA's websites which signposted people to the consultation portal.
- 1.12 Respondents were able to submit their response to questions through a number of channels, including:
- By completing an online questionnaire
 - By email
 - In writing to a Freepost address
 - By phone
 - By completing a hard-copy of the consultation questionnaires which were made available on request

Stakeholder engagement

- 1.13 An extensive stakeholder engagement programme was undertaken to ensure stakeholders were briefed, and to provide opportunities to hear and understand their views. This included:
- A stakeholder breakfast briefing held on the morning of 21 June to launch the consultation
 - Six targeted workshops attended by 172 stakeholders, focusing on the following groups: boroughs; freight and business; communities; environment, health and road users; growth and development; and suppliers and industry
 - Further stakeholder engagement through business as usual meetings, specific briefing requests and third-party events
- 1.14 The London Assembly delegated responsibility for responding to the consultation to their Transport Committee. The Transport Committee held two sessions on the transport strategy. The first session took place on 12 July and was attended by:
- Stephen Joseph (Chief Executive, Campaign for Better Transport)
 - David Begg (Visiting Professor, Plymouth University)

- Nicole Badstuber (Researcher in Urban Transport Governance, University College London)
- Richard Dilks (Transport Programme Director, London First)
- Karen Lucas (Professor of Transport & Social Analysis, University of Leeds)
- Faryal Velmi (Director, Transport for All)
- German Dector-Vega (London Director, Sustrans)
- Steve Gooding (Director, RAC Foundation)

1.15 The second session was attended by:

- Valerie Shawcross (Deputy Mayor for Transport)
- Will Norman (Walking and Cycling Commissioner)
- Mike Brown (Commissioner, TfL)
- Alex Williams (Director of City Planning, TfL)

Public engagement

- 1.16 1,658,211 emails were sent to registered TfL customers and drivers to inform them of the consultation and explain how to respond should they wish to.
- 1.17 Press releases were published and two adverts were run in the Evening Standard. TfL also conducted a social media campaign and a digital advertising campaign, utilising paid for search and digital display advertising. 4,509 posters were placed on TfL poster sites across the Bus, London Overground, London Underground and DLR networks.
- 1.18 Four deliberative workshops were held with a sample of 77 Londoners across four locations in inner and outer London to capture the views of Londoners from different backgrounds and local contexts. The sessions represented the diversity of London's population, covering diversity in the following groups: gender; age, social economic grade; modal habits; ethnicity; disability, protected groups.

Consultation analysis

- 1.19 476 stakeholder responses were received regarding the draft transport strategy (361 responses from stakeholders, 115 from businesses) and 6,110 from the general public.
- 1.20 Steer Davies Gleave (SDG) were commissioned to undertake statistical and thematic analysis of the responses to the consultation. The thematic analysis refers to the categorisations of statements within consultation responses into distinct issues (or 'codes') and the further categorisation of these codes into themes. A series of comprehensive code frames were developed to help categorise and report the points made by both the public and stakeholders in their responses.
- 1.21 In order to manage this volume of comments it was necessary to apply a classification process to determine material issues. This consisted of the following:
- Reporting on issues raised by more than 20 public responders or 5 stakeholders/businesses responders, so long as they were strategic in nature and not a technical or geographically specific comment
 - To support this, and to ensure no pertinent issues were missed, TfL:
 - included the output of the policy team's own review of all stakeholder and large business responses; and
 - included all issues raised in the deliberative events with a sample of Londoners
- 1.22 There was broad support for the Vision, the Healthy Streets Approach and the 80 per cent mode share aim, although there were concerns about whether the level of behaviour change required would be achieved, especially in outer London. The strategy was welcomed by the majority of stakeholders, including boroughs, the transport industry, and notably the health sector.

- 1.23 There was support for the strategic policy direction established in the strategy and a desire to see it delivered, although there were concerns that the strategy lacked sufficient detail in a number of areas. There were also calls from both the public and stakeholders for more ambitious timescales (and for the inclusion of interim milestones) especially for the proposals concerning the environment, safety and accessibility.
- 1.24 Regarding the 'Healthy Streets and healthy people' chapter, there was support for improving air quality; walking and cycling proposals; and Vision Zero to tackle road danger (although there were calls for this to be extended to all modes). There was a mixed response to road user charging with some seeing this as key to being able to deliver the strategy, while others expressed concerns about a revision of current, or development of any future, charging schemes. Regarding the 'A good public transport experience' chapter, there was support for delivering Crossrail 2; rail devolution and metroisation; and improvements to station capacity. In response to the 'New homes and jobs' chapter, there was support for the adoption of the transport principles of 'good growth'.
- 1.25 A number of areas of concern and suggestions for improvement were made across the strategy. Notable issues included:
- Regarding the 'Healthy Streets and healthy people' chapter, a request for the strategy to better address the challenges of mode shift in outer London. There were also concerns about the strategy being unclear about how we manage conflict between different road users, and how we allocate road space. There were calls for a clearer freight strategy (including river and rail) and concerns raised about the impact of multiple schemes on the industry and on small and medium sized businesses (SMEs). The requirement to co-ordinate borough traffic reduction strategies was also noted, as were concerns about how we ensure infrastructure is in place to allow growth in low emission vehicles.
 - Regarding the 'A good public transport experience' chapter, there were concerns as to whether the affordability of transport was fully addressed. There were also calls for the strategy to better address public transport accessibility and apply a broader definition of accessibility, to more explicitly include sensory and cognitive disabilities. There were also requests for a broader range of rail capacity improvements, more ambition on tram extensions and clearer proposals on buses, orbital public transport and better utilisation of the river.
 - Regarding the 'New homes and jobs' chapter, there were mixed views on the future of river crossings, along with calls for a range of options to be assessed for southern access to Heathrow.
 - Regarding the 'Delivering the vision' chapter, there were concerns that the opportunities for new technology were not fully recognised.
- 1.26 There were also concerns about deliverability and consistency in provision across multiple partner agencies, as well as concerns about how the strategy is funded and mixed views on future funding opportunities.
- Final draft strategy*
- 1.27 The preparation of the final MTS has taken into account the comments received from stakeholders and the public through the consultation. In addition, consistency between other emerging strategies has been checked and where appropriate amendments been made. Other changes in population data have also been to ensure consistency with the London Plan.
- 1.28 TfL has prepared a Report to the Mayor on the consultation, which is at appendix B. The report contains further information about the consultation process, the issues raised by respondents and TfL's recommendations to the Mayor for changes to be made to the MTS, as summarised below, in response to matters raised in the consultation.
- 1.29 TfL have recommended a number of changes to the strategy in response to issues raised during the consultation. Below is a summary of the changes – this is not an exhaustive list.
- In the 'Vision' and relevant chapters: strengthening the narrative on the opportunities from

new technology to ensure that innovations contribute to Mayor's Transport Strategy outcomes and the public good; and clarifying that Vision Zero applies to the whole transport system.

- In the 'Healthy Streets and healthy people' chapter: strengthening the narrative and proposals regarding freight and also strengthening proposals to clarify that improvements to air quality and mitigation against climate change will be taken forward as soon as practicable.
- In the 'Good public transport experience chapter': strengthening the narrative on accessibility and inclusion (this also applies across the strategy). Strengthening the narrative on bus services and bus priority (including a revised map showing the plans for buses in outer London), and also strengthening the narrative on national rail in London, including station capacity, interchanges, train service capacity, and rail freight.
- In the 'New homes and jobs' chapter: including a new section on setting out the potential route and benefits of a west London orbital rail line and adding narrative and a proposal to extend the tram network to Sutton, funded primarily from locally derived sources. Refreshing the narrative around southern rail access to Heathrow, including a basis to consider more options with Network Rail.
- In the 'Delivering the vision' chapter: including a new section on mode shift in outer London, referring to proposals from across the strategy which will contribute.

Integrated Impact Assessment

- 1.30 An Integrated Impact Assessment (IIA) was done in respect of the draft MTS. The requirement to produce an IIA derives from various pieces of legislation which either impose a duty on the Mayor in respect of a specific subject area, for example, crime, or create an obligation to undertake a specific type of assessment of a plan or programme. At the IIA's core is the environment report which is a requirement of the Environmental Assessment of Plans and Programmes Regulations 2004 ('The SEA Regulations'). The Regulations impose a statutory obligation to consult certain agencies (Natural England, English Heritage and the Environment Agency) as well as the public.
- 1.31 The IIA collates and analyses, in one overall integrated report, findings from the following assessments in relation to the revised draft MTS: Strategic Environmental Assessment ('SEA'); Habitats Regulation Assessment; Equalities Impact Assessment, Health Impact Assessment, Assessment of Economic Impacts and Community Safety Impact Assessment. The IIA aims to provide for a high level of protection of the environment, protected groups, human health, economy and community safety and security and to contribute to the integration of such considerations into the preparation and adoption of the transport strategy. An explanation of the various duties and obligations which are relevant to the preparation of the IIA is further explained in the IIA Post-Adoption Statement (appendix D) but it should be highlighted that the environmental assessment satisfies mandatory requirements as set out in the relevant EU Directive and the SEA Regulations.
- 1.32 The management and delivery of the IIA was undertaken by independent consultants, Jacobs, with specialist knowledge across a range of sustainability topics. There are three stages relevant to an IIA: the scoping stage; the IIA report; and the post-adoption statement. A scoping report was subject to a five week statutory stakeholder consultation in September and October 2016 and responses informed the IIA process.
- 1.33 Following the scoping stage, the draft MTS was assessed using the IIA Assessment framework (on which the three statutory SEA consultees were consulted). The framework consisted of 23 objectives across a range of topics, with four priority objectives:
- To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality and reduce exposure
 - To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks
 - To reduce the threat of climate change through reducing greenhouse gas emissions and

moving towards a zero carbon London by 2050

- To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the City and between communities

- 1.34 The findings and recommendations of an IIA must iteratively influence the development of the strategy and throughout the development of the draft MTS, TfL and Jacobs worked closely together to ensure information was shared and proper regard given to all recommendations.
- 1.35 The IIA concluded that the draft MTS progressively addresses sustainability goals such as embracing health and wellbeing, facilitating more sustainable forms of transport and enhancing opportunities for all. The assessment also highlighted a significant challenge for the Mayor in terms of improving air quality and the role which transport assumes within this.
- 1.36 The IIA scored the overall performance of the draft MTS against each IIA objective. The IIA report did not identify any significant adverse effects from the implementation of the policies and proposals in the MTS. It identifies a positive impact across all objectives with the exception of geology and soils and water resources and quality, where a neutral impact was identified.
- 1.37 The Mayor was asked to have regard to the IIA when he approved the draft MTS for consultation and a copy is also provided at appendix C so the Mayor can also consider it when deciding on the final text of the MTS.
- 1.38 The IIA made four recommendations regarding: the need to ensure continued integrated delivery of statutory strategies; the need to continue to support investment in hydrogen fuelled transport technologies; the need to include proposals to address non-physical barriers to transport; and to include appropriate indicator for ecological data monitoring in TfL monitoring. Recommendations have been addressed, wherever possible, as outlined in the IIA 'Post Adoption Statement' (appendix D).
- 1.39 The IIA was published alongside the draft MTS and the public and stakeholders were invited to provide responses as part of the draft MTS consultation. Of the statutory consultees for the SEA, English Heritage and Natural England made no comment and the Environment Agency requested that the trans-boundary impacts of the transport strategy be better addressed, with more evidence provided on the assessment of the significance of secondary, cumulative and synergistic effects of the strategy outside of London.
- 1.40 It is a requirement of the SEA Regulations that a 'Post Adoption Statement' is produced to demonstrate how the IIA has served to influence the drafting of the final adopted strategy. The Post-Adoption Statement is appended for the Mayor to review (appendix D) and will be published alongside the final transport strategy.

2. Objectives and expected outcomes

- 2.1 Once published, the MTS will replace the 2010 strategy and will cover the period up to 2041, or until such time as the Mayor decides to revise the strategy. The Mayor must have regard to the MTS when exercising any transport function. In addition, TfL must exercise its own powers for the purpose of securing or facilitating the implementation of the transport strategy generally. Persons and organisations exercising statutory functions in respect of Greater London, including the 32 London boroughs and the Corporation of London, are under a statutory duty to have regard to the transport strategy when exercising any function.
- 2.2 The transport strategy also forms the basis for the Corporation of London and London boroughs' LIPs, which must contain transport proposals that are consistent with the transport strategy and must seek to implement its policies and proposals in their particular area. The LIP guidance will provide guidance to the boroughs on preparing their LIPs.

3. Equality comments

- 3.1 Under section 149 of the Equality Act 2010 ('the Equality Act'), as public authorities, the Mayor and TfL must have due regard to the need to eliminate unlawful discrimination, harassment and

victimisation, and to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not. Protected characteristics under the Equality Act are age, disability, gender re-assignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage or civil partnership status (the duty in respect of this last characteristic is to eliminate unlawful discrimination only). Further, s 33(1) of the GLA Act requires the Mayor to make appropriate arrangements with a view to securing that in the formulation of the policies and proposals to be included in any of his statutory strategies, and in their implementation, there is “due regard to the principle that there should be equality of opportunity for all people”.

- 3.2 The Mayor has an express duty to consult the Disabled Persons Transport Advisory Committee and such other persons or bodies which represent the interests of persons with mobility problems as the Mayor considers appropriate when revising the MTS. The consultation materials in respect of the draft MTS were made available in a format that was accessible to blind and visually impaired people who use screen readers and the executive summary was available in an EasyRead format for people with learning disabilities. Deaf and hearing impaired people were provided with a means of contacting TfL’s Customer Contact Centre if they required further information or were not able to access the internet or email. In addition, people were be able to request paper copies of the consultation questionnaire and were welcome to provide responses in writing to a freepost address. Requests for the documents to be made available in other formats and translated into other languages were to be considered on a case by case basis, although no such requests were made.
- 3.3 An Equalities Impact Assessment in respect of the draft MTS is included in the IIA and the IIA Post-Adoption Statement sets out how consultation responses which raised concerns relevant to disabled passengers have been addressed.

4. Other considerations

a) Key risks and issues

- 4.1 GLA officers consider that TfL has adopted sound project management techniques meeting its obligations under the Mayor’s delegation and that risk has been appropriately mitigated throughout the process of the development of the revision of the strategy.

b) Consistency with other Mayoral strategies and priorities

- 4.2 Section 41 of the GLA Act provides that in revising the strategies, the Mayor shall have regard to the need for each of the mayoral strategies to be consistent with each other. Section 41 also requires the Mayor to have regard to the need to ensure that the transport strategy is consistent with national policies and with such international obligations as the Secretary of State notifies to the Mayor.
- 4.3 On October 2016 the Mayor published for consultation ‘A City for All Londoners’ in order to set the context for the development of his statutory strategies, including the transport strategy. ‘A City for All Londoners’ set out the Mayor’s priorities including accommodating growth, providing more housing, supporting the economy, improving the environment, transport and public spaces, and ensuring social integration. All mayoral strategies are in the course of being revised to reflect the priorities and direction set out by the Mayor.
- 4.4 TfL has developed working arrangements to ensure that statutory obligation and good practice are met in relation to integration and consistency between the Mayor’s statutory strategies, most notably with the London Plan, the London Environment Strategy and the Economic Development Strategy. At the date of the publication of the MTS, the other statutory strategies are yet to be adopted. While regard has been had to the issue of consistency with the Mayor’s strategies at present in force, these strategies do not address current circumstances, in particular, the up-to-date forecasts of population and employment growth. Accordingly, consistency in the transport strategy has been sought with the current drafts of the emerging revised strategies and not with the, soon to be superseded, statutory strategies currently in force.
- 4.5 Consequently, the draft MTS was prepared with engagement with other strategy teams within the GLA, covering all other statutory strategies including the London Plan, the London Environment

Strategy and the Economic Development Strategy. The final draft strategy has been amended to reflect any updated available data, such as revised population and employment statistics included in the draft London Plan published on 29 November 2017, and revised emissions concentration modelling.

5. Financial comments

- 5.1 TfL's business planning process is aligned with the transport strategy. However, the transport strategy looks beyond the business planning period and funding this far ahead is necessarily attended by a degree of uncertainty. The Mayor is required to have regard to the resources available for implementation of the MTS when revising it.

6. Legal comments

- 6.1 The MTS has been prepared in accordance with the statutory obligations which apply to the Mayor when revising any of his statutory strategies (s 41 of the GLA Act) or which are particular to the revision of the MTS (ss 141 and 142 of the GLA Act).

MTS revision

- 6.2 As with all the mayoral strategies, the Mayor must keep the MTS under review and make such revisions as he considers necessary. When revising any of his statutory strategies, the Mayor shall have regard to the principal purposes of the GLA, the effect that the strategy will have on various themes (health, health inequalities, sustainable development and climate change) as well as on the need to ensure consistency with national policies, the UK's EU obligations and such other international obligations as the Secretary of State notifies the Mayor of. As discussed in section 4 above, the MTS must be consistent with the Mayor's other strategies and action has been taken to ensure that there has been synergy between all the emerging strategies as best as that can be achieved given the varying stages they are at in the drafting process. It is also relevant that the Mayor has regard to the resources available to implement the strategy.
- 6.3 The various policies and proposals that must be included in the MTS have been described in section 1 above of this document. These, in effect, are the policies and proposals which will enable the Mayor to discharge his general transport duty of promoting and encouraging safe, integrated, efficient and economic transport facilities and services to, from and within Greater London including facilities and services for pedestrians and persons living or working in, or visiting, Greater London, and those required for the transportation of freight.
- 6.4 The GLA Act also provides that mayoral strategies in general shall include such of the available policies and proposals as the Mayor considers are best calculated to promote improvements in the health of persons in Greater London and the reduction of health inequalities between persons living in Greater London and contribute towards the achievement of sustainable development in the UK and the mitigation of, or adaptation to, climate change in the UK. This requirement is subject to the qualification that such policies and procedures need not be included if the Mayor considers that any action that would need to be taken as a consequence is not reasonably practicable in the circumstances. The inclusion of health targets in a transport strategy and the health orientated aims of the MTS were questioned by some consultation respondents but the relevance and appropriateness of such proposals must be considered in light of the statutory framework in which the MTS has been drafted and the inclusion within that framework of health as a 'cross-cutting theme' for all of the Mayor's strategies.
- 6.5 Although the functions relevant to the preparation of the MTS were delegated to TfL pursuant to section 38 of the GLA Act by MD2081, approval of the final version of the MTS is reserved to the Mayor.

Consultation

- 6.6 The consultation requirements which applied to the MTS are described in section 1 above of this document. The consultation undertaken by TfL on behalf of the Mayor satisfies those statutory requirements. TfL's Report to the Mayor (appendix B) provides full details of the consultation exercise and sets out TfL's recommendations as to whether, and if so how, particular issues have been taken into account in the final recommended strategy or have been otherwise addressed. Given

the number of responses received and the issues raised within each response, it is appropriate that a materiality threshold has been applied to the report as this has enabled the consultation responses to be appropriately managed and a proper assessment made as to whether changes to the final version of the MTS are warranted or not. Should the Mayor wish to see individual responses they can be provided.

- 6.7 In addition to the public and stakeholder consultation, s 42B of the GLA Act requires the Mayor to lay before the London Assembly the version of the MTS which he proposes to publish and allow the Assembly the opportunity to pass a motion to reject the MTS within 21 days of the date on which the MTS is laid. The Mayor is, therefore, being asked to approve the final version of the MTS for publication but the final version will first be deposited with the London Assembly in accordance with their Standing Orders. It will only be published if a motion to resolve to reject the MTS within the permitted 21 days is not carried by the London Assembly.

Integrated Impact Assessment and SEA requirements

- 6.8 As explained in section 1 above, an IIA was carried out in respect of the draft MTS and formed part of the consultation materials that were made available to stakeholders and the public. The Mayor had regard to the IIA report when approving the consultation draft version of the MTS.
- 6.9 It is a requirement of the UK Regulations that a Post Adoption Statement is produced to demonstrate how the Strategic Environmental Assessment ('SEA'; expanded in this case to include the whole of the IIA) has served to influence the drafting of the final adopted strategy. The following particulars have been included in the Post Adoption Statement in satisfaction of the statutory requirements:
- How the environmental considerations have been integrated into the MTS;
 - How the IIA Report has been taken into account;
 - How consultation responses have been taken into account;
 - The reasons for choosing the transport strategy as adopted, in the light of the other reasonable alternatives dealt with; and
 - The measures that are to be taken to monitor the significant environmental effects of the implementation of the transport strategy.
- 6.10 The changes made to the final version of the MTS as a consequence of the consultation exercise or otherwise are not considered significant such that an additional IIA is required to be undertaken. A copy of the IIA Post-Adoption Statement as well as the IIA itself are attached (appendices C and D) and the Mayor is asked to have regard to the IIA, in particular, when deciding whether to approve the final version of the MTS for publication.
- 6.11 As soon as practicable after the Mayor publishes the MTS, TfL will publish the Post-Adoption Statement and undertake the publicity requirements of the SEA Regulations (see 6.13 below) including making a copy of the Post-Adoption Statement and the IIA itself available for inspection with the MTS.

Implementation target

- 6.12 Section 41(9) of the GLA Act states that the Mayor shall from time to time set such targets with respect to the implementation of the MTS as he may consider appropriate, having regard to any related targets or objectives set nationally, and any performance indicators set by the Secretary of State, whether nationally or locally, which affect the exercise of functions by authorities involved in the implementation of the strategy. The MTS includes some formal targets and others are likely to be set separately outside the framework of the MTS.

Publicity Requirements

- 6.13 Section 43 of the GLA Act and regulation 16 of the SEA Regulations require that adequate publicity be given to the publication of the final version of the MTS, the IIA and the IIA Post-Adoption Statement.

- 6.14 A copy of the MTS must be sent to each London Borough Council and the City of London Corporation. A copy must also be made available for inspection at City Hall and such other places as the Mayor considers appropriate. It is proposed that a copy be available for inspection at TfL's Palestra offices since this provides a central London venue for people to attend who wish to view the MTS in hard copy. An electronic copy will also be available for download via the GLA's website.
- 6.15 The IIA and IIA Post-Adoption Statement will be made available for inspection with the MTS as well as being published online. To comply with the SEA Regulations, TfL will write to respondents to the IIA consultation and the Secretary of State on behalf of the Mayor to advise them of the publication of the MTS and the IIA Post-adoption Statement and where the documents may be inspected.
- 6.16 A copy of the MTS may be supplied to any person requesting it for a fee which the Mayor may determine. The setting of this fee (if any) was previously delegated to TfL by the Mayor by MD2081.

7. Planned delivery approach and next steps

- 7.1 The key dates for the delivery of the transport strategy are as follows:
- 2 March – Copy provided to the Chair of the London Assembly to formally lay the final draft strategy in front of the Assembly for consideration
 - 5 March – Assembly to publish papers (including the final draft strategy) for their plenary on the strategy
 - 13 March – London Assembly plenary to consider the final draft strategy
 - March – Final transport strategy formally published

Appendices and supporting papers

The following documents are attached to this form:

- Appendix A: Recommended final Mayor's Transport Strategy
- Appendix B: TfL's report to the Mayor on the consultation on the draft Mayor's Transport Strategy
- Appendix C: IIA Report
- Appendix D: IIA post-adoption statement

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOI Act) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will either be published within one working day after approval or on the defer date.

Part 1 Deferral:

Is the publication of Part 1 of this approval to be deferred? No

If YES, for what reason:

Until what date: (a date is required if deferring)

Part 2 Confidentiality: Only the facts or advice considered to be exempt from disclosure under the FOI Act should be in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form – NO

ORIGINATING OFFICER DECLARATION:

Drafting officer
to confirm the
following (✓)

Drafting officer:

Claire Hamilton has drafted this report in accordance with GLA procedures and confirms the following:

✓

Sponsoring Director:

Fiona Fletcher Smith has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities.

✓

Mayoral Adviser:

Valerie Shawcross has been consulted about the proposal and agrees the recommendations.

✓

Advice:

The Finance and Legal teams have commented on this proposal.

✓

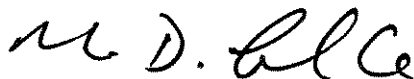
Corporate Investment Board

This decision was agreed by the Corporate Investment Board on 12 February 2018.

EXECUTIVE DIRECTOR, RESOURCES:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature



Date

19.2.18

CHIEF OF STAFF:

I am satisfied that this is an appropriate request to be submitted to the Mayor

Signature



Date

19/2/2018