

## **A CITY FOR ALL LONDONERS – THE MAYOR’S STATEMENT OF INTENT FOR LONDON OVER THE NEXT FEW YEARS**

### **A RESPONSE FROM THE LONDON AND SOUTH EAST REGIONS OF THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT (CILT)**

The Chartered Institute of Logistics and Transport (CILT) is a professional body which represents around 18000 members in the Transport and Logistics Industries and welcomes being offered the opportunity to comment on this statement. The comments below concentrate on the transport elements of the Mayor’s plans and priorities.

Basically the Institute finds the aims of the mayor laudable in that they are aimed at making London a better and healthier place to live, work and travel in. However there are some areas of potential concern or reservations as well as others we particularly support and the areas that particularly interest or concern us are listed below.

#### **1. Modal Shift**

The CILT basically supports the objectives of moving to cleaner, more environmentally friendly transport. However, managing the available road capacity to minimise delays to essential road vehicles is equally important. The efficient delivery of goods and the servicing of properties are of vital importance to the economy of London and a considerable proportion of road freight has no alternative. Similarly, buses are a vitally important part of public transport provision and provision of reasonable capacity for car traffic is unavoidable as certain flows, particularly in the outer suburbs, at unsocial hours and for conveying purchases etc. are inevitable despite ongoing efforts to reduce car dependency. CILT welcomes any efforts by the Mayor and TfL to plan commercial, residential and business developments that minimise the need for private vehicle movements by planning for good public transport links.

Providing improved cycling facilities, whilst to be commended, must not be at the expense of buses, coaches and freight vehicles. It is unfortunate that the laudable efforts of the previous mayor to improve provision for cyclists appear to have contributed in no small measure to the recent reversal of the long term trend of increasing bus use in London. Improvements must ensure adequate highway space or alternatives both for vehicle movement and loading/unloading of goods and passengers. All proposals should be subject to proper impact and cost/benefit analyses before major changes are introduced.

The CILT fully understands the desire to minimise unnecessary vehicle flows and supports proposals such as freight transshipment on city corridors with the proviso that the freight industry’s ability to serve businesses in London and as a consequence their customers is not unduly impaired.

It is also accepted that technological changes such as online shopping have led to an explosion in light goods vehicle movements. CILT would support reasonable methods to rationalise such movements. The fairest and most efficient longer term plan would be to change the present congestion charge for all highway users to reflect distance travelled and time of day so that people who make a single trip at less congested times would pay less than those who make multiple trips or at peak periods.

Changing of modal balance must consider optimum connectivity for transport users as a key priority

## **2. Air Quality Issues**

CILT appreciates that improvements to air quality are needed in and around London and supports the moves to clean up vehicle emissions in principle. However, if, following the recent High Court decision, the most polluting diesel vehicles have to be phased out there should be financial assistance for both businesses and individuals either for vehicle modifications (if that is feasible) or for premature scrapping. In addition restrictions on delivery times or routes within London should be designed so as to minimise the effect on the London economy.

CILT welcomes TfL's lead in promoting electric vehicles and in particular the use of electric and hybrid buses in the London Bus Network. Other fuels such as Hydrogen (already under evaluation by London Buses) and CNG (for which deals for biodigestive sourcing may be possible) should not be discounted.

## **3. Improvements to Transport infrastructure and Networks**

CILT basically supports the desire to make improvements in a number of areas including additional road and rail river crossings, Crossrail2, Bakerloo Line and Tramlink extensions and better general bus links to accommodate growth and better link people to town centres. However there has to be a strong emphasis on affordability for users and putting extra financial onus on passengers and users of new crossings by imposing tolls should be kept to an absolute minimum, having regard to the effect on modal share and the overall strategy for the city.

## **4. Cross-Boundary Considerations**

The Transport Industry is not restricted to Local Government boundaries and therefore any improvements within London should not be at the expense of surrounding areas. Similarly improvements in public transport and highway networks should equally apply beyond London and any proposals should consider the wider area. The Mayor should take the lead in promoting pan-Regional bodies to foster co-operation at both political and officer levels.

A particular issue where this is of paramount importance is the proposed metro-isation of rail services currently part of the national network. Whilst CILT supports in principle the objective of the suburban rail networks being controlled by TfL, improvements to inner suburban services must not be at the expense of outer commuter and longer distance freight and passenger services beyond the London boundary where these share tracks with local routes. In addition certain Overground and other suburban routes share track with vitally important freight arteries, some of which such as the links to the Thames Gateway ports are growing rapidly in importance. Any increase in passenger traffic are likely to need junction and track capacity improvements to allow key freight links to flourish and expand to meet future needs.

Proposals for improved river crossings must consider current and future road and rail freight needs both within London and to areas beyond and in particular freight links to Thames and Channel ports/tunnels

## **5. Planning for the Future**

The world is currently experiencing rapid technological change and plans for the future of London and its surrounding areas have to consider these changes. Issues where technological developments could have wide ranging implications include the move to driverless vehicles, demand-responsive public transport and freight transshipment. The development of automated vehicle movement as well as next-generation scheduling, vehicle location and electronically generated booking systems by customers will allow far more intensive use of road space as well as more efficient transshipment. Combined with greater use of cleaner combustion systems there is a huge potential for improved flows of people and goods without undue effect on air quality. However this will be a gradual process and some benefits will come on stream before others, and if such technology succeeds to the full, demand levels will outstrip capacity, even with major efficiency gains. In addition, even if air is cleaner, increased traffic levels on all roads will have a major adverse effect on the general urban and on-street ambience.

Whatever happens in future road space rationing, probably through a charging methodology, will be needed to avoid gridlock.

## **6. Funding Issues**

The improvements sought by the new Mayor will come at a price at a time when funds from central Government are being massively constrained. Past experience has shown that if savings are made by increasing charges beyond inflationary levels and reducing service levels on public transport many benefits of modal shift are lost and traffic congestion will increase even faster. Therefore other ways of funding improvements will have to be found.

TfL are already being asked to make efficiency gains which should be an ongoing process as long as reductions in resources do not adversely affect service levels and quality and in particular public perception of safety and confidence in the level and standard of service provided. As well as the need to provide adequate front line resource, adequate planning and central support staff will be essential to allow for the longer term improvements and developments that are proposed.

As mentioned earlier in the response an extension of road space charging would be a very important source of funds for the desired transport improvements in London and its environs.

In addition, links between transport funding and the business taxation regime may need to be strengthened.