

Board



Date: 24 July 2024

Item: **Annual Update on 2023/24 Delivery of the Mayor's Transport Strategy**

This paper will be considered in public

1 Summary

- 1.1 Appendix 1 to this paper is the draft of the seventh annual progress report, summarising delivery of the Mayor's Transport Strategy (MTS) and the relevant elements of the London Environment Strategy in 2023/24.
- 1.2 Information on the six-month monitoring report on the London-wide Ultra Low Emission Zone (ULEZ) will be provided in Appendix 2, which will be issued as a late appendix as the information is still being analysed ahead of the report being issued.
- 1.3 This paper summarises the layout of the report.

2 Recommendation

- 2.1 **The Board is asked to note the draft copy of Delivering the Mayor's Transport Strategy 2023/24, prior to publication and note:**
 - (a) **progress against the desired outcomes of the Mayor's Transport Strategy (MTS);**
 - (b) **that securing stable long-term funding is key to enabling us and the boroughs to continue to deliver on the MTS; and**
 - (c) **the need for a particular focus on further improving bus journey times and safety, which, together with long-term funding, are key to unlocking the full benefits of the MTS.**

3 Report Highlights

- 3.1 The report summarises patterns of travel demand in 2023/24. Demand for public transport has substantially recovered but is not yet at pre-pandemic levels, and recovery varies by day of the week. Progress in 2023/24 continues to be affected by hybrid working patterns, and other factors including the cost of living and ongoing industrial action. The consolidated statistics for walking, cycling and public transport show an increase in 2023, to a level higher than 2022 and pre-pandemic in 2019.

- 3.2 Chapters three, four and five of the report set out our progress in delivering the three key themes of the MTS: Healthy Streets and Healthy People; A Good Public Transport Experience; and New Homes and Jobs. Data from the MTS tracker is used throughout to illustrate the pace of progress being made to deliver key MTS outcomes and illustrates that in many policy areas the direction of travel set out by the MTS requires an increased pace of delivery.
- 3.3 Under Healthy Streets and Healthy People, we outline how we and the boroughs are continuing to deliver on the Healthy Streets programme. We discuss the progress made on safety, including further roll-out of 20mph speed limits on the TfL Road Network and borough roads, our new Bus Safety Strategy and preparation for a new phase of the Direct Vision Standard later in 2024. We summarise our work to make our streets more efficient including managing the impact of streetworks through the Network Operating Strategy. Improving London's air quality remains a priority and we detail the expansion of the Ultra Low Emission Zone London-wide and how we have supported Londoners with a £210m scrappage scheme. We also describe how we have supported the growth of the electric vehicle charging infrastructure, and report on passing the milestone of more than 1,000 zero-emission buses in our fleet. We conclude this section with our progress related to green infrastructure and biodiversity and climate change adaptation and resilience.
- 3.4 Under a Good Public Transport Experience, we show how we are continuing work with upgrades and increasing capacity on the Underground, and the delivery of a new fleet of walkthrough DLR trains in the next financial year. We have continued delivery of Superloop services, which have enhanced connectivity between outer London town centres. We describe our progress on step-free access, assisted transport and how we are tackling hate crime and sexual harassment on our network. The section also outlines how we have continued to roll out 4G and 5G connectivity on the Tube network and Elizabeth line.
- 3.5 Under New Homes and Jobs, we outline our continued work with boroughs on their local plans and how we have used our powers as a statutory consultee to secure funding for public transport from developments as well as collecting the Mayoral Community Infrastructure Levy, which is a key part of the Elizabeth line funding. We outline the impact of projects including the Elizabeth line, as well as consider the potential impacts of current and future projects including the Elephant & Castle station capacity upgrade. This section also reports on the achievements of Places for London in delivering new homes and commercial properties on our land.
- 3.6 In chapter six, we summarise our progress in achieving our three key priority areas of improving bus journey times, making more progress on safety and continuing to seek long-term investment from central Government (following on from our short-term Government funding) and third-party funders. While we have made progress against the delivery of the MTS, long-term sustainable funding is crucial so we can continue to focus on delivering interventions across the capital, so that we move closer to achieving the ambitious targets of the MTS.

List of appendices to this report:

- Appendix 1: Draft of Delivering the Mayor's Transport Strategy 2023/24 (July 2024)
Appendix 2: ULEZ six-month monitoring update

List of Background Papers:

None

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