



Response to the Mayor of London's Transport Strategy, 2009-2031

The view of London's Unions and their Members

The Southern and Eastern Regional Trades Union Congress is pleased to respond to the consultation on the Mayor's Transport Strategy 2009-2031. The Government has shown, via the Eddington Review, that transport weaknesses are an obstacle to economic growth, economic regeneration and social regeneration. The success of the London economy is vital to all Londoners, to all those who live in the Greater South East, and indeed to all those who live in the UK. It is acutely important that the Mayor should fulfil his transport responsibilities successfully, as a matter of regional and national interest. We trust that our responses will be read in parallel to other senior regional partners' comments on this Strategy and the related Economic Development Strategy, London Plan and Housing Strategy. We, and London's transport unions, look forward to working with the Mayor and TfL on the further development of policy and its effective implementation.

The Southern and Eastern Regional TUC seeks to represent the interests of all working people and their families in London. More directly, we represent the interests of the 850,000 workers in London who have chosen to be a member of a trade union. As such SERTUC is simultaneously a key regional partner that seeks to contribute to effective public policy in London, it is a broad-based voice on behalf of the public as users of transport services and it is a voice on behalf of those unions that organise in the transport sector.

Before we respond to the 'consultation document' we offer some valuable advice to the Mayor; trade union density and organisation in the transport industries is amongst the highest to be found in any industry in London. Unions, representing the collective voice of the workers in transport industries, not only have a legitimate voice but also a wealth of experience and professional knowledge. Anyone and any institution who sincerely wishes to support, manage and improve transport services in London must work closely and positively with transport unions.

If London's transport system is a 'daily miracle' then that miracle is dependent upon the tens of thousands publicly employed transport workers who deliver that miracle. Anyone who has a pre-conception that transport unions have a 'can't do' mentality and that they do not have the public interest and public safety at heart are wrong, as is evidenced by transport workers responses to the 7 July 2005

bombings and the herculean efforts of transport workers during the extended spell of cold weather that London is presently experiencing. It is self-evident that anyone seeking to structure and manage change in transport services must recognise that the most effective path to positive change is via open and continuous dialogue with workers and their collective representatives, and not by imposition.

Building upon success

The first Mayoral Transport Strategy (MTS) was published in 2001. Its successes were considerable, including:

- An unprecedented six per cent increase in the overall mode share of public transport,
- Progress towards a much more managed and structured bus industry in London, through better procurement and investment,
- More walking and cycling,
- Better transport safety,
- Progress on environmental standards,
- The introduction of the Congestion Charge Zone, and its extension to West London,
- The phased introduction of the London Emissions Zone,
- The commitment of funding to refurbish the London Underground, (although the PPP programme, which we fundamentally opposed, has clearly been an expensive disaster),
- The winning of investment funds for infrastructure projects that are critical to London's and Britain's transport infrastructure, such as Crossrail, the DLR and Thameslink
- Balanced budgets at TfL, whilst achieving improved services, greater capacity and a structured programme of investment.

The achievements of the previous Mayor of London and TfL under his leadership set a very high standard for the present Mayor and TfL to meet.

To respond to the Strategy we will:

- Make some fundamental and over-arching points concerning 'budgets' and 'modal shift',

- Make comments aligned to the six goals that the MTS specifies,
- Attach detailed comments relating to the MTS from the Secretary of our Transport Industries Network.

Elements of MTS that SERTUC welcomes

SERTUC was particularly critical that *Way To Go* was 'business and economy light'. We are pleased that the needs of businesses and organisations have been much more explicitly factored into this strategy.

The Mayor has made a commitment to significantly increase transport capacity, with a successful public sector at its core.

The Mayor has re-affirmed the completion of the scheduled upgrade of the Underground.

The Mayor acknowledges the need for continued investment in improvement in the Overground rail system, and the need to integrate it fully with other transport modes, via through ticketing etc, eradicating the obstacles caused by privatisation. The recognition that congestion is an enduring problem that is detrimental to business competitiveness, health, the environment and the quality of life that all Londoners enjoy, and a recognition that demand management of the use of some parts of the road network by some types of users is a necessity.

Fundamental and overarching points

Modal Shift

In practical terms London's transport needs can only be met by a continued modal shift away from cars and towards rail, tube, bus, cycling, river transport and walking. A strategy that dilutes the commitment to achieving long-term modal shift away from car journeys will fail to meet London's needs. It is important to remember that nearly 40 per cent of London's households do not own a car and that therefore at least that percentage of London's female residents have not been either 'democratised' or 'emancipated' by this method of transport, as the Mayor claimed in *Way To Go*.

SERTUC remains very concerned that the Mayor is diluting the essential commitment to foster modal shift toward public transport. A draft of the

'Statement of Intent' to be associated with the MTS once carried a commitment to increasing the operational bus mileage by 8 per cent. That target has been deleted.

The previous MTS calculated the public private transport split using 'journeys', and from a position in 2005 of 37 per cent public and 41 per cent private was working towards a 2025 position of 41 per cent public and 32 per cent private.

The new MTS, using 'trips' as a unit, records 31 per cent public and 43 per cent private in 2005 and aims towards 34 per cent public and 37 per cent private in 2025.

We are not sure why the methodology has been changed and on first analysis the Mayor's proposed target would seem to be less ambitious.

Public ownership and transport success

We urge the Mayor to be objective in respect to the relative performance of the public and private sector in the provision of transport services. Experience of PPP, the collapse of Metronet, the inefficiency and fragmentation of the rail franchise system that those travelling in the Greater South East endure daily, and the greatly improved performance of South East Trains when run by the public sector, all demonstrate the operational benefits of publicly provided transport services.

Budgets and value for money

The increases in fares at the beginning of 2010 were disproportionate, unfair and unwise, and are particularly punitive on those living in poverty and the low paid. The investment in the new Routemaster bus is wasteful, as would be the decommissioning of 'bendy buses' before their service life is complete. The reciprocal arrangement with Venezuela should not have been cancelled as a political gesture. The West London Extension Congestion Zone should not be cancelled, thus wasting investment, denuding TfL of the income and no doubt incurring cancellation costs to contractors. Each of these factors has contributed to the size of the fare increases.

We are further concerned that sensible contingency sums in the Business Plan are protected and not squeezed to impracticable levels for reasons of political expediency.

The headline figure for ‘so-called’ efficiency savings is £5.2 billion. Those savings must not be achieved by cutting the jobs or the terms and conditions of those that provide or manage transport services. Cuts are not without detriment to services. Part of the success story of bus services in London has been some progress away from dismal pay and insecure work. A reverse in this trend is guaranteed to lead to worse service provision.

In fact, the reverse is true. If the Mayor of London wants to achieve a stable and durable platform for improving bus service provision in London it would be helpful to have a single pay scale for workers in the industry aligned to common terms and conditions and training and equalities regimes.

SERTUC supports the use of measures to secure proportionate contributions from businesses to fund transport improvements, including the use of a form of ‘land value tax’ to tax windfall gains from commercial property owners, resulting from proximity to transport improvements funded by the public sector.

Fit with the London Plan and TfL Business Plan

The MTS must have consonance with both the London Plan and TfL’s Business Plan, as well as with the budgets and plans of other functional bodies. Whether this is achieved is an open question. However, we perceive a diminution of commitment to bus services in outer London areas, which is contrary to early Mayoral pronouncements.

Freight and river transport

Way to Go was silent about freight transport and there is insufficient attention paid to this area in the MTS. Reportedly, 3 million tonnes of freight travels by road in London each week.

Eighty-eight per cent of all freight in London is carried by road transport which presently constitutes 17 per cent of all road journeys. That volume is projected to grow by 25 per cent in the period to 2031. Given the proposed port expansion at Felixstowe and the port development at Thames Haven that estimate might be a considerable underestimate of the freight that will seek to flow through London. The expected efficiency in the rate of recycling across London will add further demand for freight movement.

The MTS recognises the need for additional rail freight terminals but does not address the issue of investment in infrastructure. The MTS recognises the potential of London's waterways but again does not address the issue of investing in infrastructure. The development of waterways, especially in the Lea Valley, offers new capacity. London needs a transport strategy that prioritises the movement of freight. Such initiatives would be a major economic opportunity for outer London and of strategic benefit to all Londoners.

Mayoral Goal 1: Supporting economic development and population growth

London already endures a high level of congestion and fragility in its transport system resulting from running so close to maximum capacity on the road, the underground and the airports, and from fragmentation in the overground network. Transport weaknesses, and the anticipation of increasing weaknesses through time, are self-evidently detrimental factors in the decision making process as to whether to start up a business, or where to locate a business. The MTS must take a combination of actions to add capacity, optimise the utility of existing assets and manage demand at peak times and in peak places, whilst making the necessary progress on environmental outcomes.

Maintaining the investment in the bus system, including the level of subsidy proposed in the previous MTS, which is funded by DfT, completing all planned tube modernisation and securing improvements in the overground system, in order to maintain the stimulus towards maintaining the rate of modal shift towards the use of public transport.

Tackling road congestion on major routes.

SERTUC welcomes the proposed extension of the DLR.

SERTUC believes that the proposal to build a new Thames Gateway Bridge is essential to delivering this Mayoral Goal.

The Crossrail project must proceed in full, on the agreed timetable, and any phasing that delays the outer London sections should be fiercely resisted.

SERTUC supports proposals to extend the Croydon Tramlink.

SERTUC supports the building of a third runway at Heathrow and opposes the waste of money on the exploration of the feasibility of an airport in the Thames Estuary.

SERTUC supports the pan-London management of the road network for strategic and balanced gains. SERTUC would not support any decentralisation of TfL's responsibility for roads to London Boroughs. The response to the winter weather

late 2009-early days of 2010 amply demonstrates the need for London-wide management of London's roads.

Delivery and service vehicles are undeniably vital to businesses based in London, but London suffers nearly half of all the congestion endured in England as a whole. It is estimated that delivery and service vehicles form perhaps as much as a fifth of all traffic flows in London, travelling many times more miles than the entire bus fleet. Congestion, and the instability of the system are already significant business costs. SERTUC proposes that TfL should explore the potential and practicality of introducing road pricing for service and delivery vehicles to address issues of congestion, to introduce an incentive to optimise road use by such vehicles, to create a new funding stream for TfL and to lessen emissions.

Mayoral Goal 2: Enhancing the quality of life of all Londoners

Expanding and improving the bus network.

Providing additional capacity on the underground.

Providing additional capacity on the rail network at times of peak use.

Promotion of schemes to lessen demand on public transport at times of peak use, such as staggering working hours, home and remote working etc.

Integrating public transport services; by the provision of better information to users and by building a fully unified ticketing service.

Tackling road congestion in London, to lessen the environmental impact.

There are more than 120,000 people who live in London who could register as 'visually impaired'. Their needs must be fully considered, particularly in relation to amendments to the crossing time at traffic lights, use of electric vehicles which make virtually no noise and proposals for 'shared surfaces'/'better streets'.

Dial-a-Ride services need to be protected and extended.

Mayoral Goal 3: Improving the safety and security of all Londoners

TfL should liaise closely with transport unions on this issue. Transport workers are themselves the victims of many attacks and of abuse.

Maintaining the presence of platform and ticket staff at stations is key to passenger safety.

Continue to support a high profile 'Safe Travel at Night' campaign.

Given the promotion of cycling, there need to be investment in 'cycling classes' in order to increase safety.

SERTUC is concerned, both from a public safety and worker perspective, that these operations are totally unregulated.

Mayoral Goal 4: Improving transport opportunities for all Londoners

It is important to improve bus services to outer London Boroughs, both radial and orbital. We are concerned that the reduction of proposed bus miles indicates a weakening of Mayoral commitment to improve outer London bus services. SERTUC believes that it is important to maintain concessionary fares on public transport services.

The level of unemployment among disabled people is very high and it is wrong that so few Underground stations are fully accessible to wheelchair users. This is not a feature that is acceptable in a city that is seeking to be 'world class' and offer quality transport services to all its passengers. SERTUC opposes the decision to reduce the target for the number of tube stations that are fully accessible to disabled persons.

Mayoral Goal 5: Reducing transport's contribution to climate change

Continue to drive modal shift towards the use of public transport and away from the use of private cars and vans.

Schemes to reduce road congestion, including road charging for delivery and service vehicles.

Scheme to promote the use of LPG and electric vehicles.

Initiative to incentivise freight off roads and onto rail and water.

SERTUC supports cost effective and safe programmes to encourage walking and cycling.

UNITE the union believes that there should be a medium term aspiration for all buses and taxis to be emission free. It would assist this aspiration for all buses and black taxis to be owned and maintained by TfL. Thus, the highest environmental standards could be enforced.

SERTUC supports the continued purchase of bus garage capacity, to minimise wasteful parking and storage journeys.

SERTUC supports the scheduled Low Emission Zone proposals in the previous MTS and we believe they should have been/be implemented in full and on schedule.

Mayoral Goal 6: Supporting the delivery of London 2012

Effective transport service will be critical to the successful delivery of the 2012 Olympic and Paralympic Games. It is important that a dialogue about the transport plans with transport unions, who are specialists in their field, takes place as a matter of urgency. The TUC has sought to broker a dialogue with the ODA and LOCOG and transport unions, but to date the ODA has been reluctant to engage meaningfully with them. Transport problems were the most acute problems that arose at the Sydney Olympics, largely due to the failure of private sector bus and coach companies. Unions' role in solving these problems was pivotal. Presently, the ODA is seeking to out-source all responsibility for workforce relations by contractual processes. This will not work. The Olympic Board should insist on some risk analysis on the ODA's and LOCOG's 2012 Transport Strategy.

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Please see addendum that is attached for more detailed comments