

The policy priorities for transport in London

Our vision for transport in London

For nearly 200 years, London has been at the forefront of innovation in transport. From the building of the London Underground to the newest innovations in clean travel, ideas from our city are in use across the world. Our transport system has helped us become an economic powerhouse, and helps millions of Londoners and visitors access the brilliant opportunities our city has to offer.

But we need to do more. More to decarbonise and protect Londoners from toxic air. More to make sure everyone, in every part of the city and on every type of journey, benefits from the best of transport in London. And more to support our businesses and public sector. This paper is about how candidates in the mayoral and general elections can set policies which help Londoners to thrive, and London to play its part in a fair and prosperous UK.



Recommendations for the UK Government

To enable the Mayor of London to improve transport in London, the UK Government should:

1. **Give the Mayor of London and the boroughs new powers to raise funds** themselves for the delivery of sustainable travel measures such as improvements to public transport or the introduction of new bike and walking routes.

Until new fundraising powers are introduced, the government should **make funding available** to local authorities and Transport for London (TfL) so that they can make transport in London greener and fairer, engage residents meaningfully over any changes to what's on offer, and support those who are most impacted with complementary measures. This could also enable TfL to work closely with the private sector to develop innovative solutions that make it easier for Londoners to easily use multi-modal travel options.

To boost the capital's economy through improved transport links, the UK Government should:

1. **Work with TfL to improve the reliability, speed and frequency of services** in outer London. Capital investment here will allow improvements that will deliver a range of long-term benefits – including making it easier to travel into and around London.
2. **Legalise private ownership of e-scooters** which can be ridden safely alongside cycles, and meet key safety standards for speed and visibility. Give TfL the power to make arrangements for shared micromobility across London to improve the consistency of what's offered.
3. **Freeze public transport fares** until inflation has returned to its target level as a way of helping people with the cost of living crisis.

Recommendations for the Mayor of London

To make the economic incentives for travelling greener and fairer, the Mayor of London should:

1. **Expand the scrappage scheme** so that it is available to all Londoners on low incomes or disability benefits to dispose of their cars (irrespective of the car emissions), and should offer in exchange mobility credits that can be used to pay for public transport and a range of shared mobility providers.
2. **Work with transport operators to integrate payment and journey planning platforms** for shared forms of transport such as shared e-bikes and car clubs with payments for public transport in London to make it easier for people to choose and use mixed modes of shared transport rather than just the private car.
3. **Develop a single road user charging scheme to replace all existing schemes** (i.e. ULEZ, LEZ and the Congestion Charge). The scheme should be designed so that driving a private car remains more expensive than using public transport, even for short distance journeys in lower-emission vehicles. This could be done by introducing a minimum charge of at least a single bus fare for any trips driven in a private car.

To improve the transport environment for all Londoners, the Mayor of London should:

1. **Develop an Outer London Transport Strategy** to systematically consider people's travel needs – with more weight given to local journeys that don't commence or terminate in central London. This will support the shorter trips that are disproportionately made by women, as opposed to longer trips for commuting. This Strategy would recognise the different transport needs across Outer London and should be developed in collaboration with local authorities.
2. **Commit to introducing new bus routes and other forms of sustainable transport for new developments** before those developments are completed, so that they can offer better public transport links and new residents don't need private cars. This could be paid for partly through the early release of developer funding (or borrowing against such funding), but additional funding may also be required.
3. **Support boroughs to introduce kerbside strategies** that commit to finding on-street space for cycle hangars, shared micromobility schemes, and car club vehicles – even if this means reallocating space allocated to private cars.
4. **Reduce unnecessary clutter on London's streets**, by which we mean poorly placed or redundant objects on the pavement that negatively impact pedestrians or other pavement users. For instance, by banning A boards outside of shops and cafes and supporting local authorities with their decluttering efforts to make walking and wheeling easier, including removing redundant telephone boxes.

To find out more about Centre for London's recommendations for transport policy, see our website: centreforlondon.org