

COUNCIL MEETING – 17 JANUARY 2011

Amendment to Motion Q (2010/11)

**(Amendments are shown in bold, deletions have been struck through)**

Sustainable Transport

This Council Notes:

- ~~• Cuts of £1.7bn to London's bus services and £16m cut to London Underground.~~
- Boris Johnson's decision to axe plans to make London Underground step free and close 400 ticket offices across the capital.
- Under Tory Mayor of London, Boris Johnson, bus fares have already increased by 20% last year, with further planned Tube and bus fares increases of approximately 7%.
- **Between 2005 and 2007, a single Oyster bus fare rose, under former Labour Mayor Ken Livingstone, by 42 per cent (from 70p to £1) – with a 25 per cent increase in 2005 alone.**
- ~~• The Coalition's decision to impose revenue savings of 21% to the Department of Transport, 28% cuts to TfL budgets, reduction of the bus subsidy by 20% and cuts of local government resource grants by 28%.~~
- ~~• The scrapping of the Western Congestion Charge resulting in a Transport for London revenue loss of £55 million per annum~~
- The low car ownership in the east of borough, and the subsequent importance of public transport
- ~~• The successful completion of Labour's manifesto pledge to establish a Sustainable Transport Commission.~~
- ~~• The Labour manifesto commitment to continue educational and awareness raising work on sustainable transport.~~
- Ongoing work to extend the successful car club, to reduce private car use in the borough.
- **The Liberal Democrat manifesto commitment implemented in government: "To help the transition to a green economy over the longer term, we will set up a United Kingdom Infrastructure Bank (UKIB) to attract private finance." - The creation of a UK-wide Green Investment Bank will be funded by a £1 billion spending allocation and additional proceeds from the sale of Government-owned assets. The**

bank will encourage significant additional investment in green infrastructure.”

- **The Liberal Democrat manifesto commitment implemented in government to include “promotion of safer cycling and pedestrian routes in all local transport plans.” - In September Norman Baker MP announced plans for a new Local Sustainable Transport Fund to challenge local transport authorities outside London to develop packages of measures that support economic growth and reduce carbon in their communities, as well as delivering cleaner environments, improved safety and increased levels of physical activity.**

This Council Believes:

- ~~That cuts to transport funding do not represent a “soft cut” and severely undermine our capacity to tackle climate change.~~
- Increased costs of public transport will place residents under greater financial strain.
- Reducing private car usage should continue to be a priority.
- ~~Income from the Western Congestion Charge could have been invested in services or used to keep bus and tube fares down~~

This Council Resolves:

- To lobby the ~~Tory~~ Mayor of London, and ~~Coalition~~ **government** ministers to ~~reconsider these plans.~~ **focus on sustainable transport**
- To continue to work towards ~~our~~ **the** goal of reducing carbon emissions ~~in spite of swingeing cuts to Local Government funding.~~

Propose – Cllr Robert Gorrie

Second – Cllr Richard Wilson