

Transport planning for the London City Region

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What I'm going to cover

- The challenge of growth – keeping London moving with millions of additional people and jobs
- How we use the transport network to deliver wider strategic planning objectives
- The Draft Mayors Transport Strategy

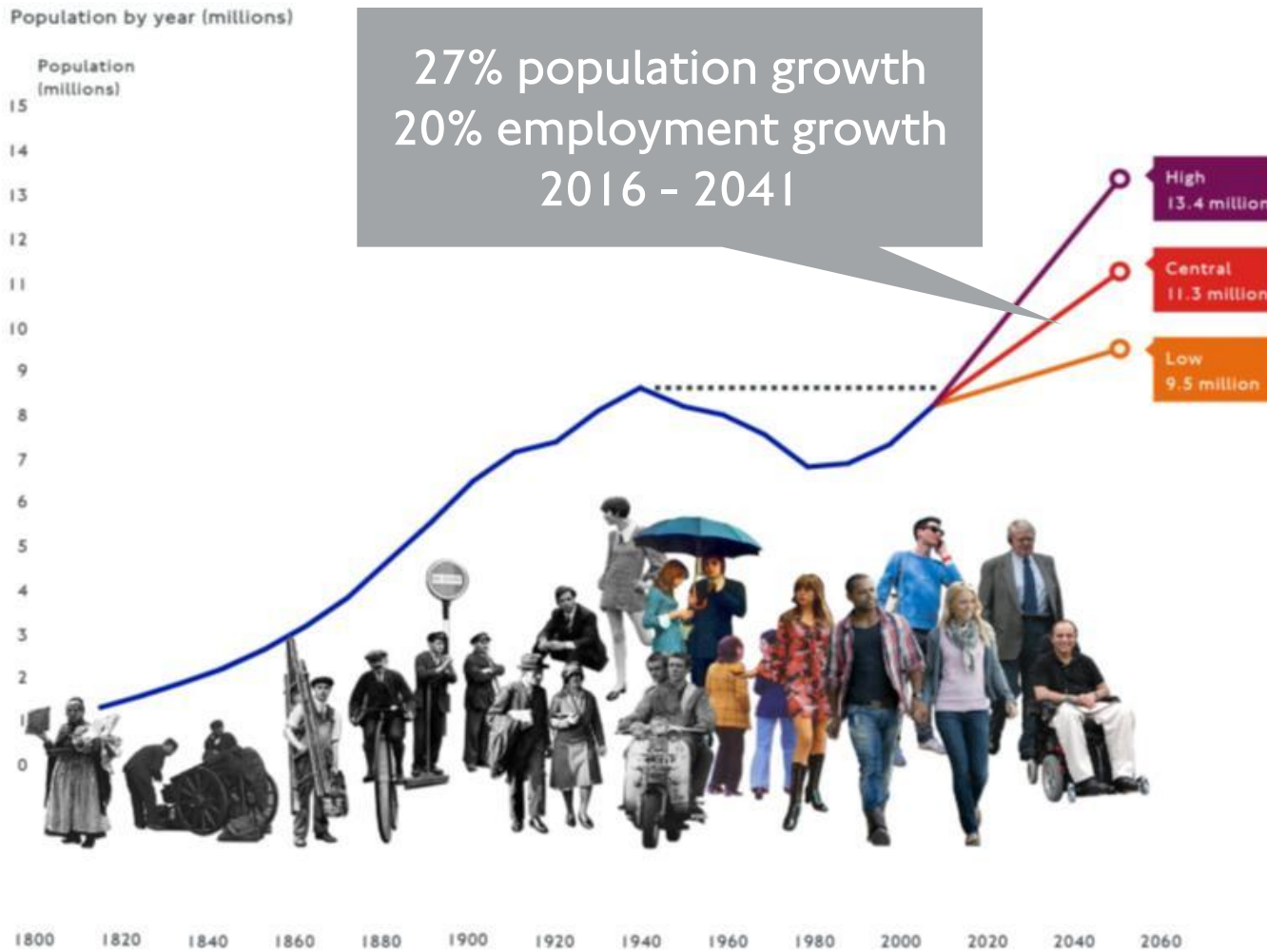


TfL's strategic planning role

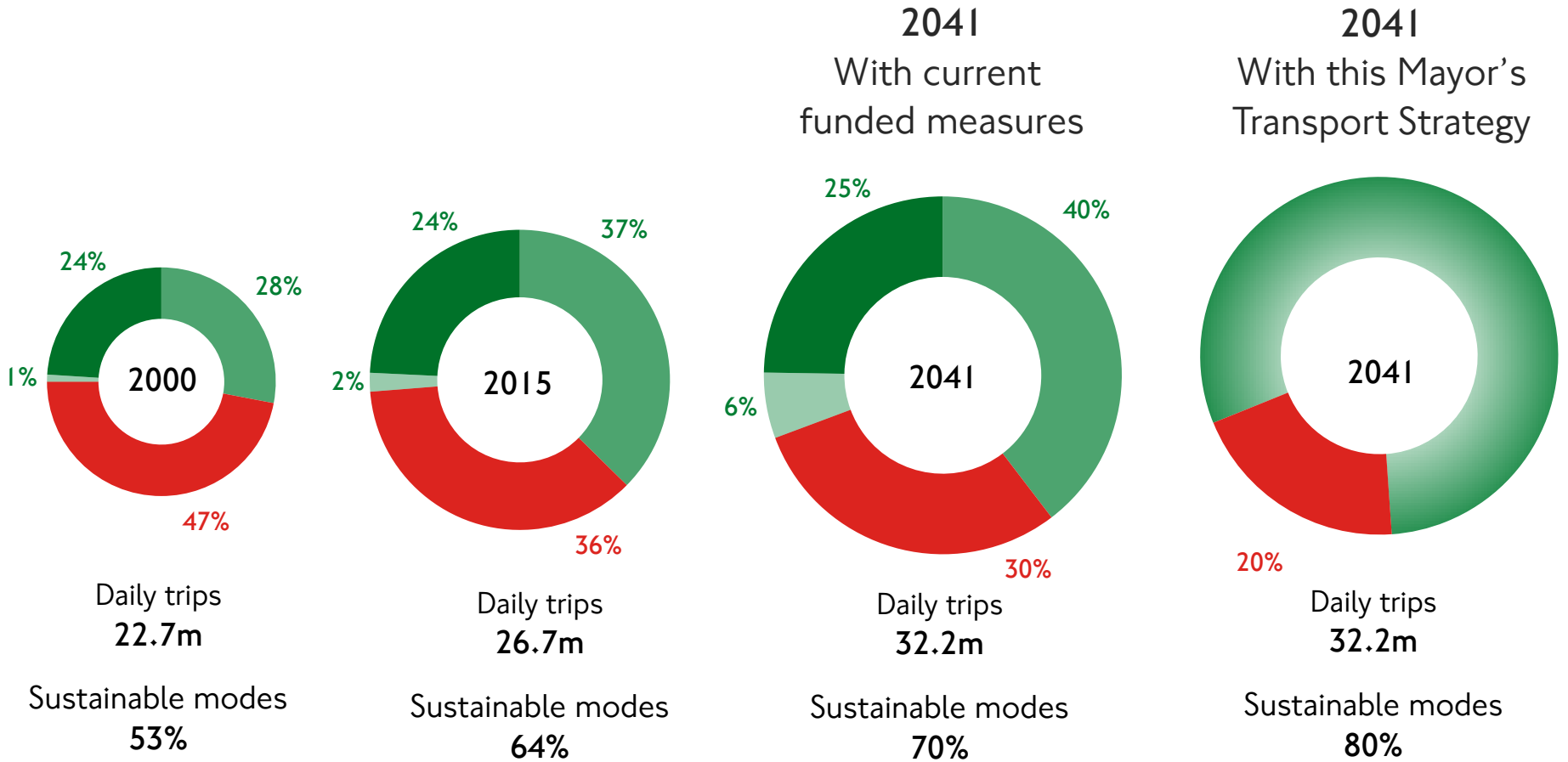
- Responsibility for operating LU, Trams, DLR, Overground, River Services, Buses, TLRN, regulating taxis
- We prepare the Mayors Transport Strategy which sets out policies and proposals for an integrated transport network across the city
- Vital to delivering strategic planning objectives of the Mayor – key delivery agency
- Involved in development of planning policy: London Plan, Borough Plans, OAPFs, Individual developments



London is growing rapidly...



...which means millions more trips



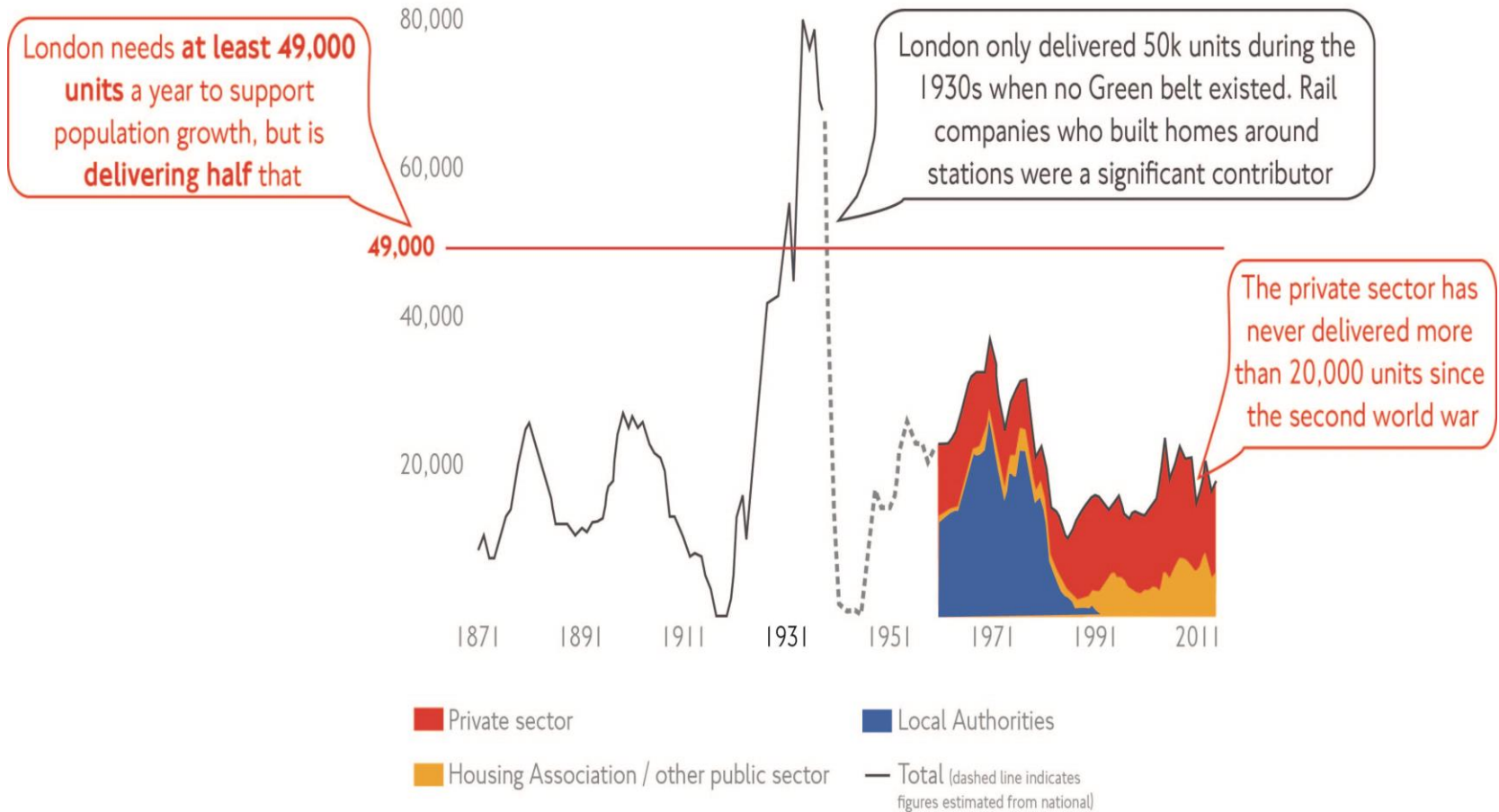
The policies and projects we develop have a much wider impact than on just the transport network

- Transport is a means to an end – it effects everything from where people live, how the economy works, equality and environment and is therefore central to most of London’s strategic planning challenges
- London’s big challenges:
 - Low levels of housing delivery
 - Growing inequality (including health inequality)
 - Poor environmental quality
- All of these require strategic planning across the City Region



The housing delivery challenge

New homes built in Greater London, 1871 to 2014



How transport can address the housing delivery challenge

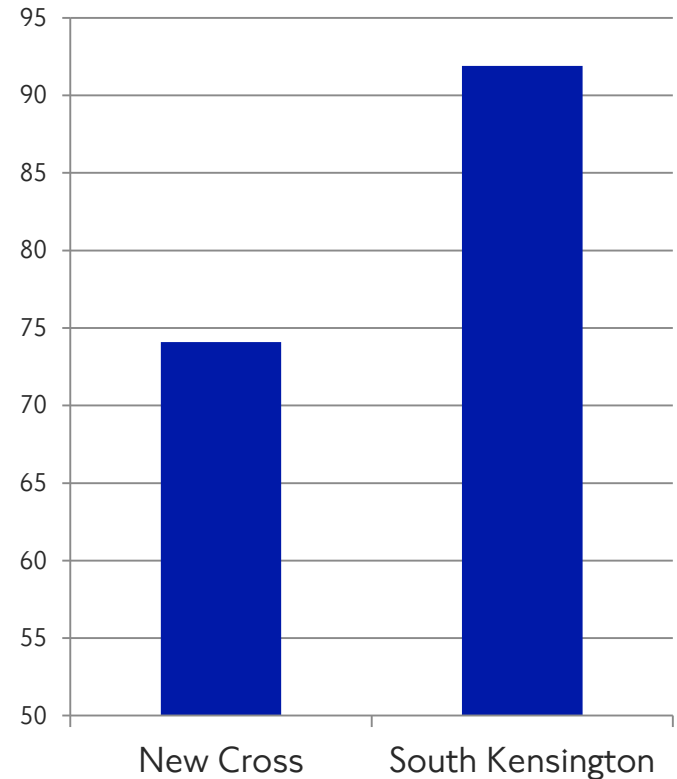
- Transport has always been a key factor in influencing the type and scale of new development – but we've perhaps forgotten the importance of this until recently
- As we become less car dependent, we expect there to be greater demand to live closer to stations
- How we invest in the existing network and where we decide to expand its reach is therefore critical to supporting higher levels of housing growth.
- Not all about rail though – we need a network that will spread the benefits of rail connectivity more effectively to local areas



The challenge of inequality

- 27% of Londoners live in poverty compared to 20% in rest of UK
- Wealth of those in top 10% is 173 times greater than the wealth in the bottom 10%
- 11% of children in Richmond are obese, compared to 26% of children in Barking & Dagenham

Average life expectancy 2015

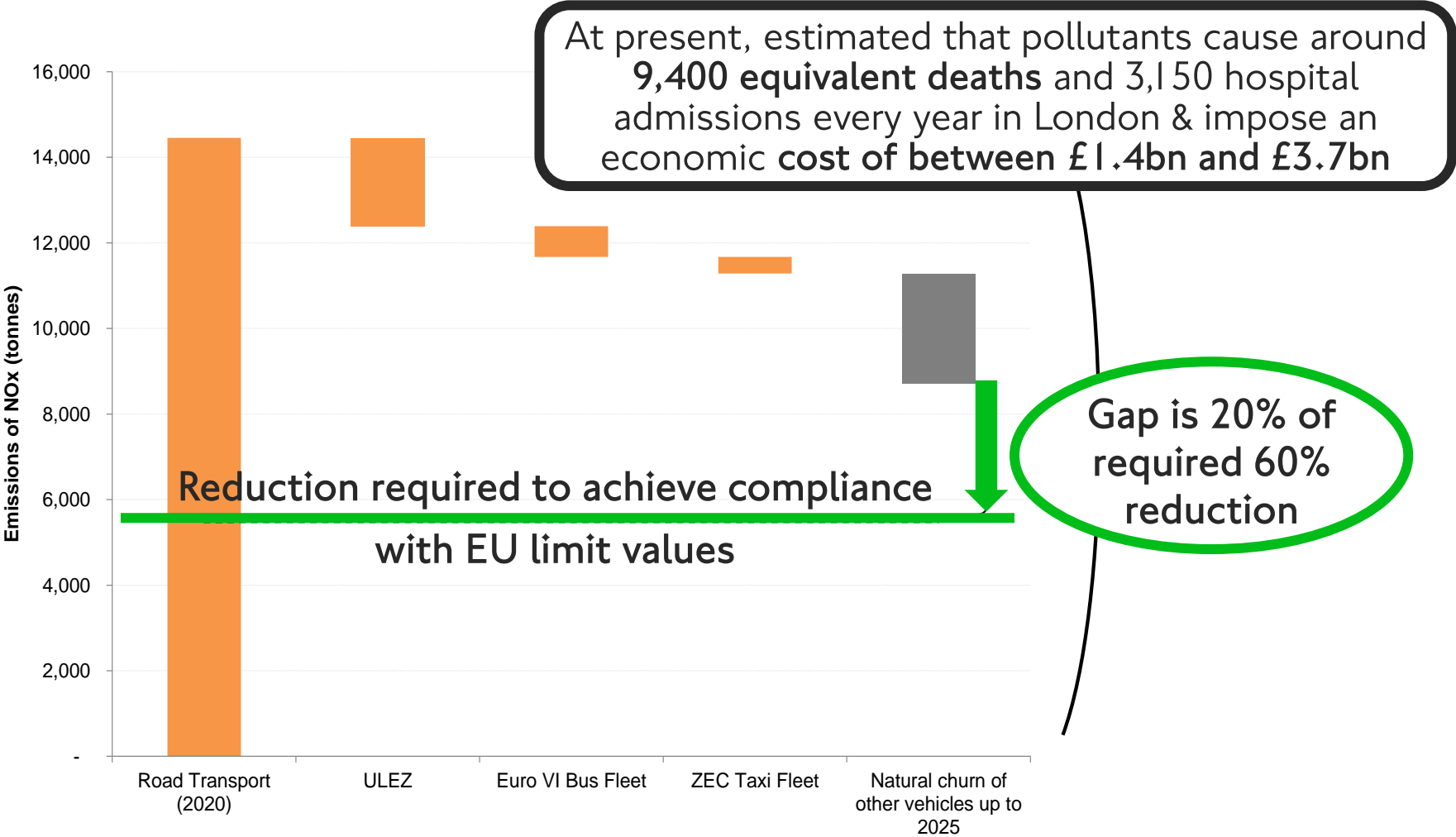


How transport can address this

- Access to employment opportunities and services require a good quality transport network – we need to make sure that there is good access to PT across all parts of the city
- Those on lower incomes take less trips, travel shorter distances and are much less likely to use rail or to cycle – we need to ensure the network is affordable and safe
- Air quality and noise disproportionately affects those on lower incomes as they are more likely to live close to busy roads – we need to minimise the use of private vehicles as much as possible



Environmental challenge: London is in breach of legal limits on NO2 damaging health



How transport can address this

- Supporting continued mode shift to reduce reliance on private motor vehicles
- Reducing the emissions of our own vehicles (mostly buses)
- Set up charging schemes of our own to disincentivise use of the most polluting vehicles



Our vision for transport

Transport is of such fundamental importance to the lives of all Londoners that it will be crucial in addressing many of the city's present and future challenges.

The central aim of this Strategy is to create a future London that is not only home to more people, but is a better place for all of those people to live in.

Transport has a unique role to play in Londoners' quality of life:

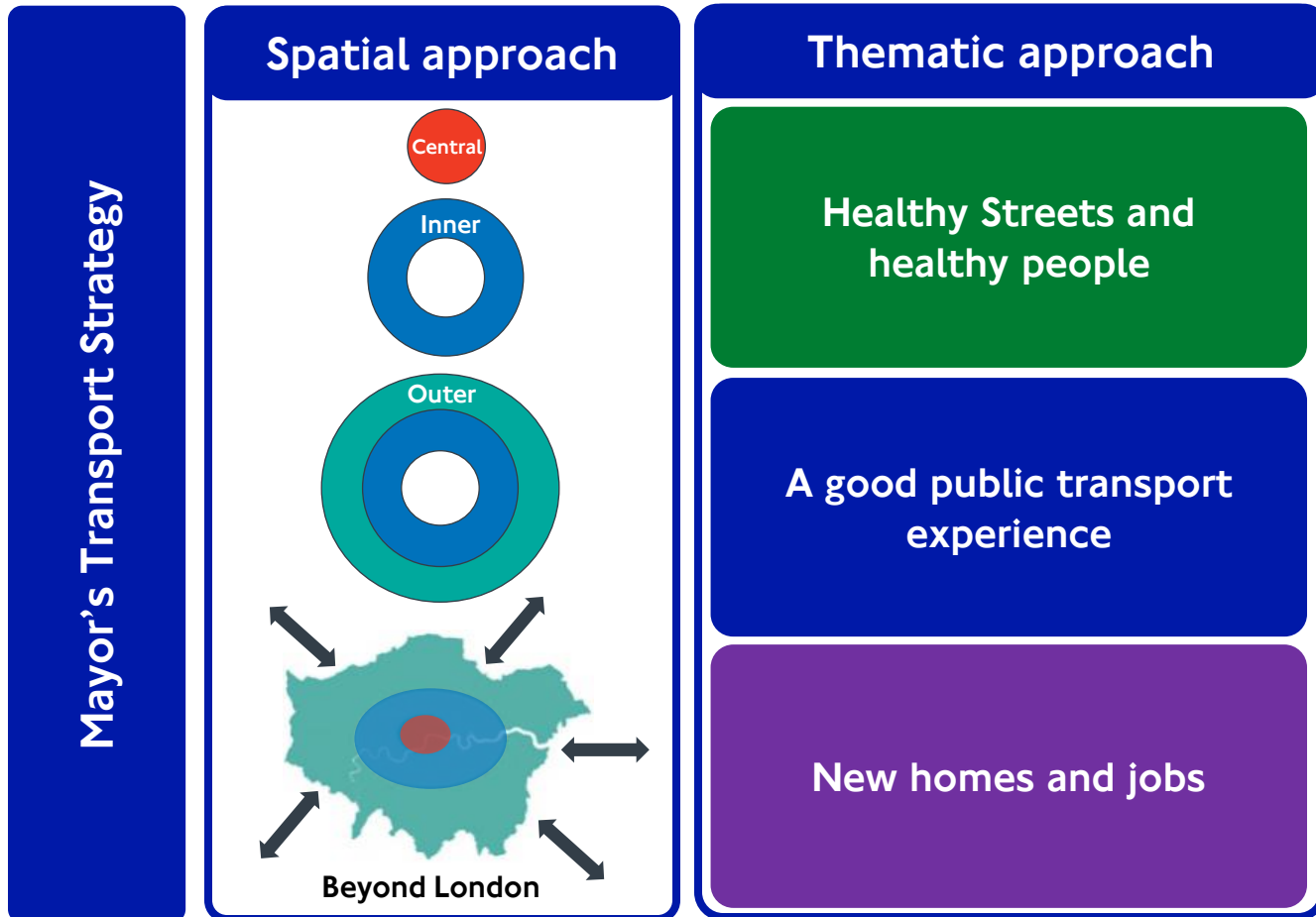
- Unlocking new areas for housing development
- Tackling inequality by solving health challenges, supporting economic growth across the city and opening up new opportunities to access employment and services; and
- Improving the quality of the environment

Making London a better city for more people to live in requires transport networks that use space more efficiently, and which put people before cars.

By 2041, 80% of Londoners' trips are to be conducted by foot, by cycle or using public transport



Structure of the Draft MTS



Conclusions

- We have a huge challenge to accommodate 6million additional daily trips by 2041 – delivering continued mode shift is absolutely critical
- This MTS recognises that decisions we make on the transport network have a far wider impact than on simply how people travel – assessing and balancing all of the potential impacts of schemes and policies is our focus now
- Please comment on the Draft MTS this summer!

