

Board meeting

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Secretariat memorandum

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LTW466

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The London Plan (Further Alterations)

1. Purpose of report

- 1.1. To seek guidance from members regarding the London TravelWatch response to further alterations to the London Plan.

2. Background

- 2.1 The latest London Plan was adopted in July 2011. The Plan was revised in tandem with the Mayor's Transport Strategy (MTS). London TravelWatch contributed to its development including participating in the Enquiry In Public (EIP). It is now proposed to alter the London Plan.
- 2.2 The main driver for these alterations is the population figures of Census 2011 which have shown that London's population has been growing at a much greater rate than previously thought. The 2011 Plan was informed by population growth assumptions of 46,000 pa between 2001 and 2011 and assumptions that London would grow by 51,000 pa in the two decades to 2031. However, the 2011 Census showed that during the previous decade London grew at a much more substantial rate – by an average of 87,000 pa, to 8.2 million in 2011 rather than the 7.8 million expected by the 2011 Plan.
- 2.3 These figures then lead to new assumptions about housing numbers and employment growth. Housing targets have been revised upwards from 32,210 to 42,389 pa., the highest numbers again being assigned to east London. Employment will, of course, also grow, but not in the same locations as the housing. This will translate into further intensification of housing and an increased demand for travel.

3 Discussion

- 3.1 Broadly, the 2011 London Plan sought to accommodate housing in the areas with the highest levels of accessibility – town centres and rail corridors. The Mayor's Transport Strategy has sought to improve accessibility with new infrastructure, policies to encourage modal switch and to smooth traffic flow.
- 3.2 The further alterations seek to respond to the rise in growth projections by increasing, by a large amount, the housing numbers per borough. This will mean i)

areas of intensification being intensified further, ii) new areas of intensification and iii) a general rise in housing density.

- 3.3 The very large transport schemes listed in London Plan 2011 are progressing, for example, Thameslink, Crossrail 1 and, to a degree, Crossrail 2. There are plans for additional capacity to be created by the lengthening of trains and additional services and there are now worked up proposals to increase the mode share of cycling to 5%. However, there are no additional infrastructure proposals going beyond those suggested in London Plan 2011 to support this further growth.
- 3.4 The Mayor's Road's Taskforce proposals are reflected in a change of emphasis on the management of London's roads. 'Smoothing the traffic flow' now features less and creating better places for people to live receives more emphasis. It is particularly welcome to see that the role of bus priority is recognised to a greater degree. However, there are still no substantive proposals to address the 2011 London Plan forecast rise in congestion (14% across London), let alone the additional congestion that will arise from these new growth forecasts and the loss of road space to new cycling infrastructure.
- 3.5 London is continuing to grow, but it seems at an even faster rate than London Plan 2011 envisaged. This will mean further intensification. However, there is not an equivalent substantive review of the transport infrastructure and policies to support this additional growth.

4 Recommendations

- 4.1 It is recommended that, subject to consultation with members, London TravelWatch submits a response to the London Plan further alterations containing the following themes:
- i) London TravelWatch notes that there will be further intensification to accommodate London's growing population. However, we are concerned that the additional transport infrastructure and new policies to support this growth have not been identified.
 - ii) The MTS should be revised to take account of the further intensification of London suggested by the London Plan further alterations. This may mean both additional rail based infrastructure and new measures to improve the efficiency of the road network.
 - iii) We should welcome the outcomes of the Roads Taskforce, but ask that that wider roads pricing, as a means to tackle rising levels of congestion on London's roads, is again considered.
 - iv) We should welcome the greater recognition of the role of bus priority, but ask that this should include further whole route bus priority.
 - v) We should again ask that a number of smaller rail schemes that London TravelWatch has previously promoted be further considered.

5 Prioritisation criteria

- 5.1 The London Plan is a crucial document for guiding the future development of London and although this is technically just an update it has very significant implications for London's transport users.

6 Equalities and inclusion implications

- 6.1 The London Plan affects all Londoners, there are no specific equality issues except insofar as disadvantaged and disabled groups will be more reliant on public transport.

7 Legal powers

- 7.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider – and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

8 Financial implications

- 8.1 There are no financial implications for London TravelWatch arising from this report, beyond the cost of publication which will be undertaken within the existing budget.