

A photograph of a busy city street, likely in London, showing a cyclist in a red shirt and white shorts in the foreground. The street is lined with brick buildings and has various signs, including 'E.B.S. ELEC' and 'CAL'. There are other cyclists and pedestrians in the background. A semi-transparent text box is overlaid on the image, containing the title and event information.

# **Mayor's Transport Strategy Public Consultation**

**Mike Keegan,  
Transport for London**

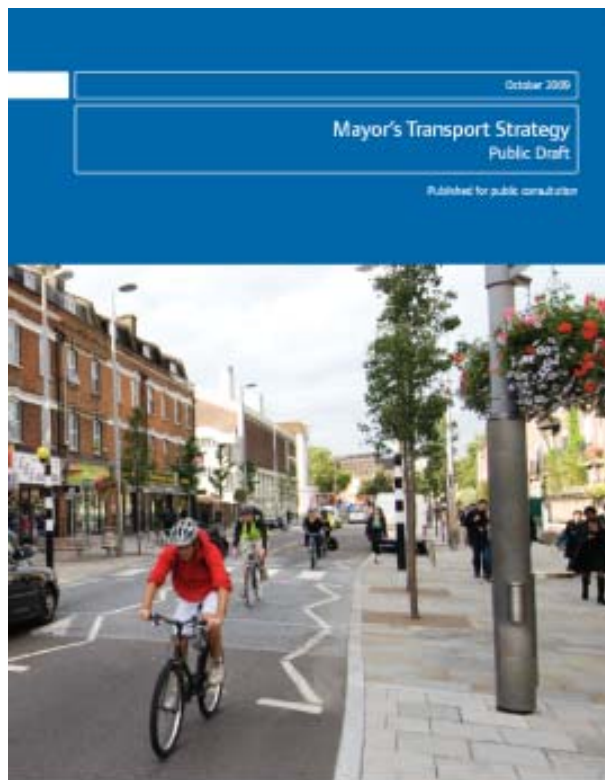
**Presentation to London Travel Watch**

**10<sup>th</sup> November 2009**

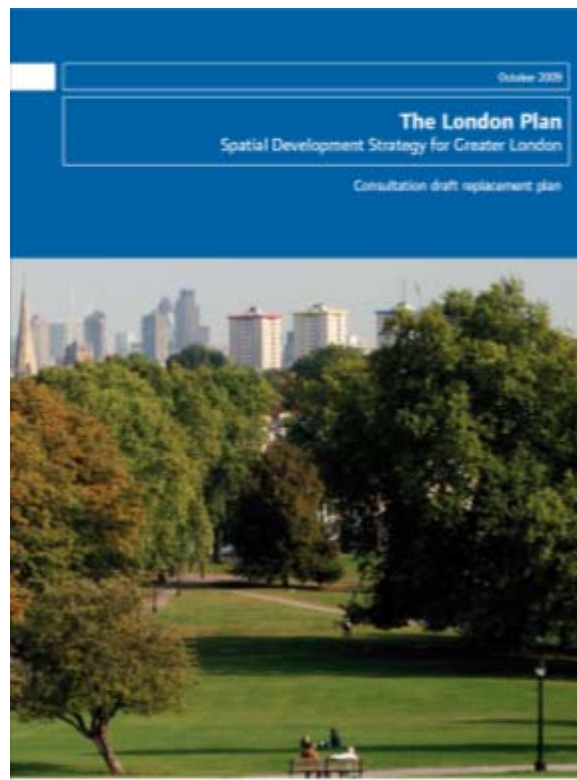


# Shaping London

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MAYOR OF LONDON



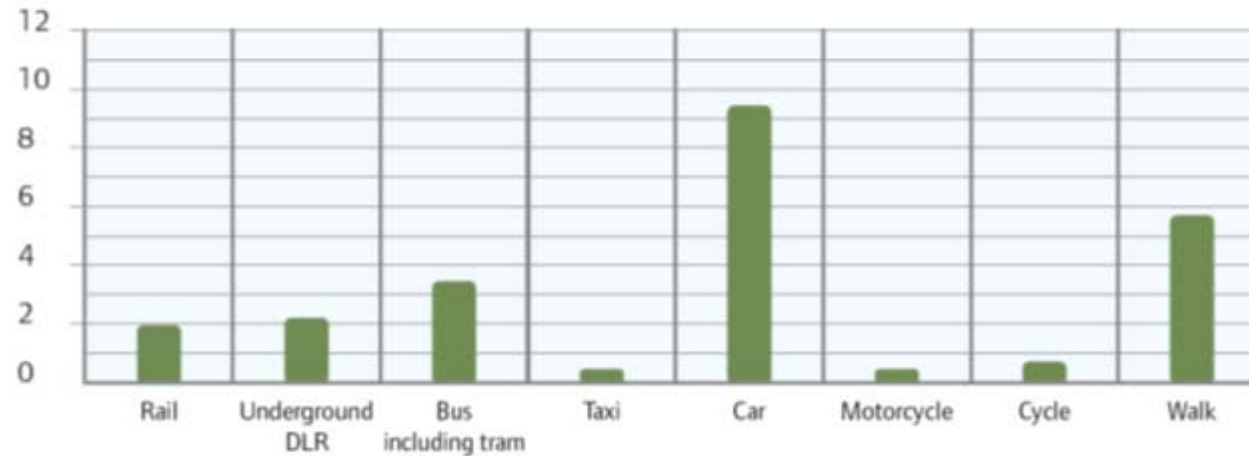
MAYOR OF LONDON



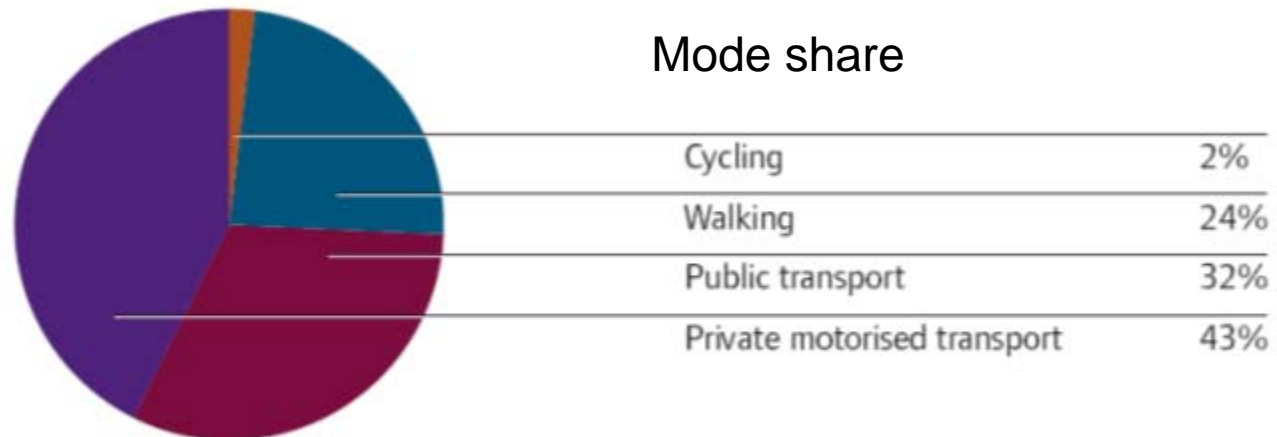
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# Current travel demand in London

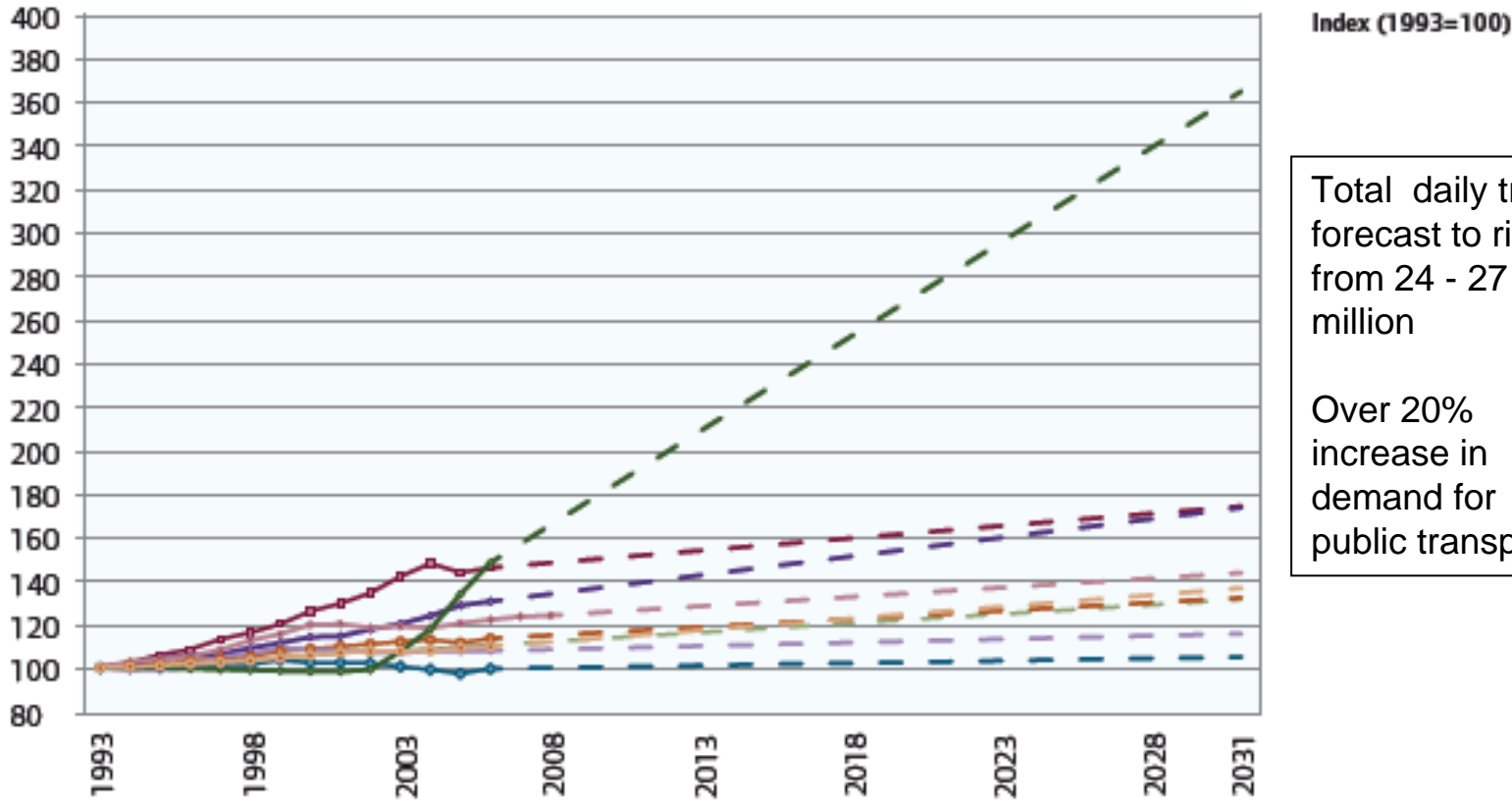
**Figure 12:** Daily average number of trips (millions) in Greater London, 2007



Note: Estimates of the daily average number of trips in Greater London (including trips to, or from, London)



# Future projections



Total daily trips forecast to rise from 24 - 27 million

Over 20% increase in demand for public transport

- Cycling
  - Public transport trips
  - LGV traffic
  - Employment
  - Walk trips
  - All trips
  - Population
  - OGV\* traffic
  - Car trips
- \* OGV: Other goods vehicle

London trends (since 1993) and 2031 projections for population, employment and trip-making – with TfL Business Plan and HLOS National Rail investment. The MTS package, including currently unfunded policies, will affect the trends in trips including achieving the Mayor’s aim of a 400 per cent increase in cycling since 2000

# MTS Goals

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Support economic development and population growth

Enhance the quality of life for all Londoners

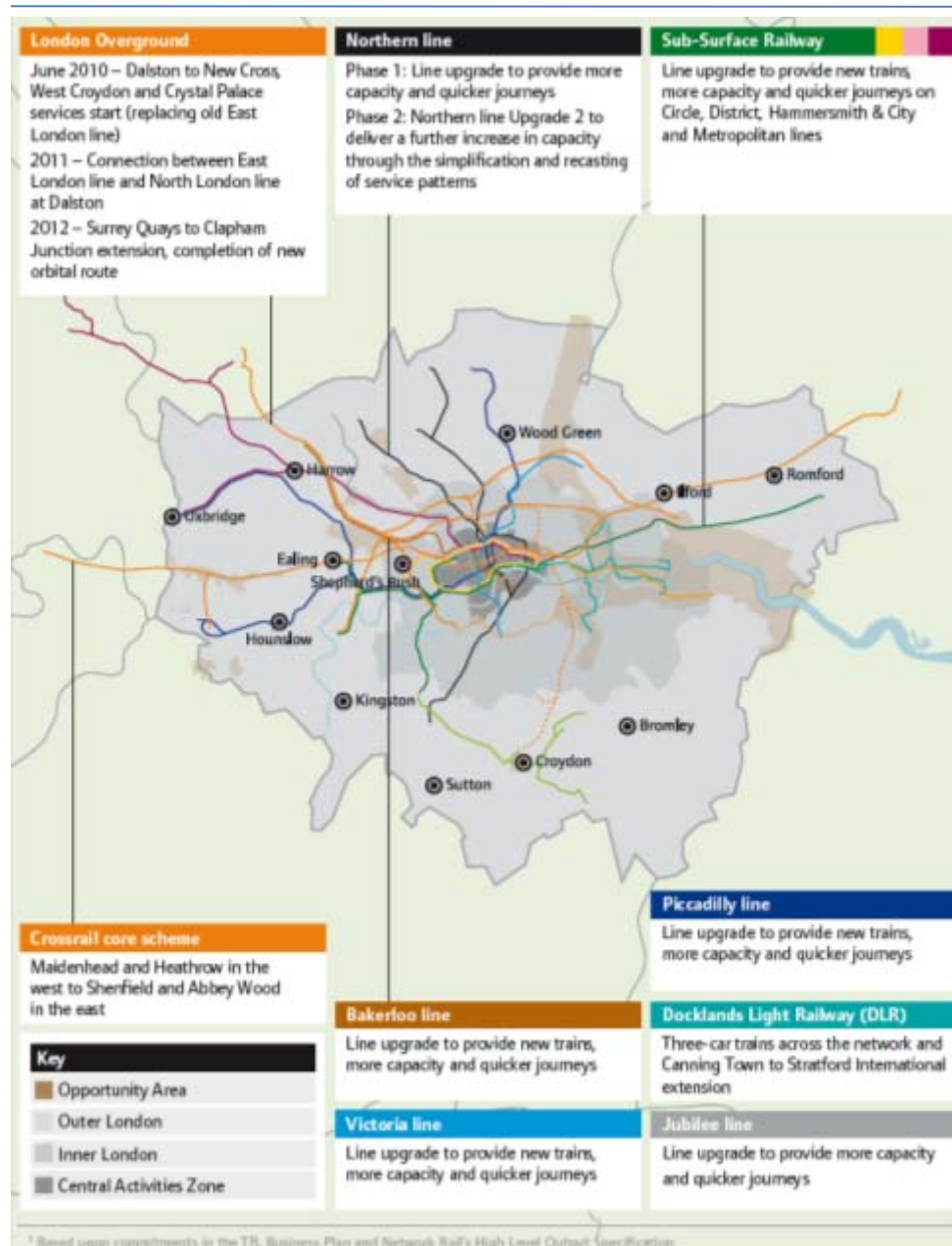
Improve the safety and security of all Londoners

Improve transport opportunities for all Londoners

Reduce transport's contribution to climate change, and improve its resilience

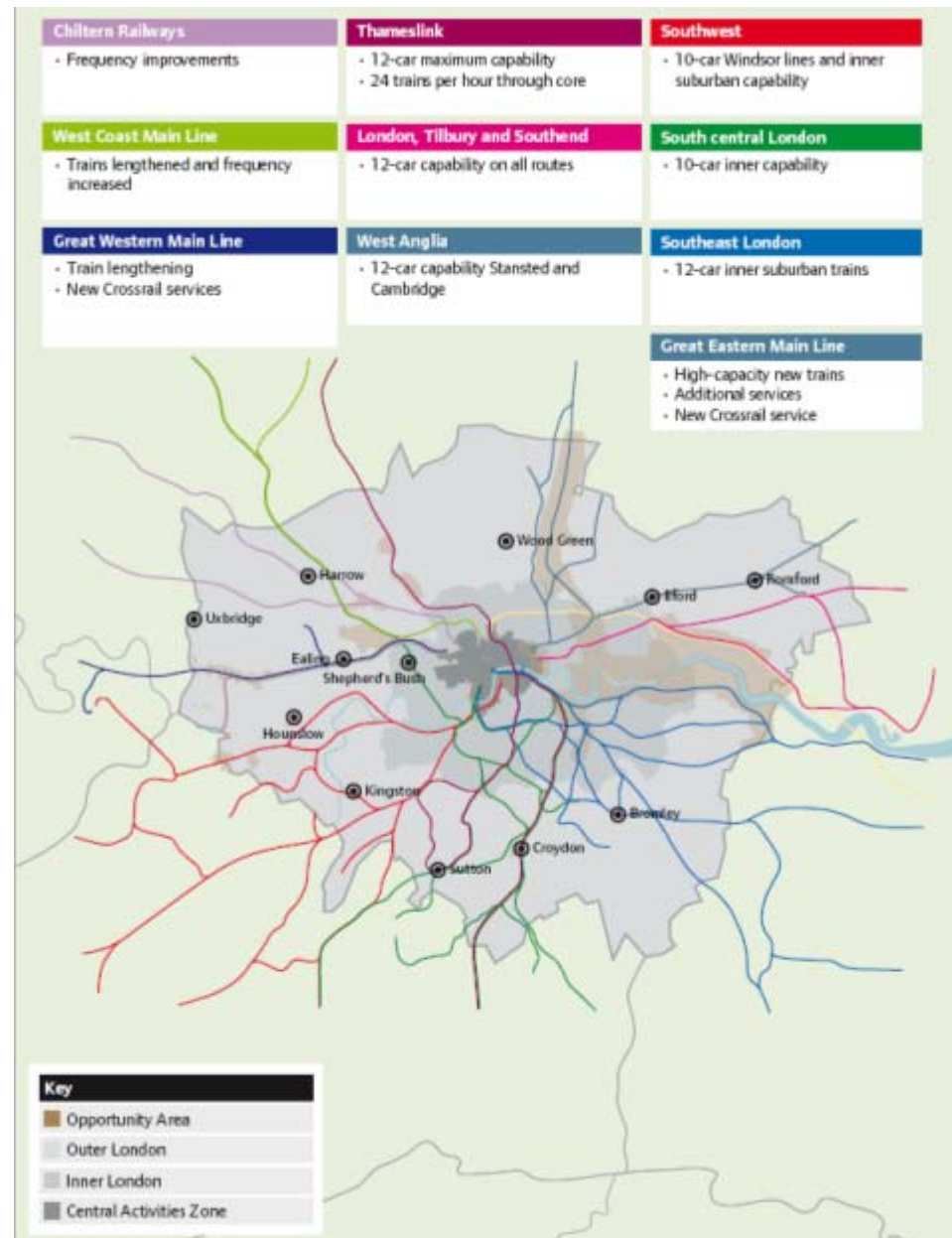
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

# Committed TfL Business Plan investments to 2017/8 - overview





# Committed National Rail investments to 2014 - overview



# Radial corridor congestion and crowding



## Severely 'stressed' corridor:

On average users in the corridor experience severe levels of crowding on rail public transport on their way to central London during AM peak for some part or all of their journey

## Highly 'stressed' corridor:

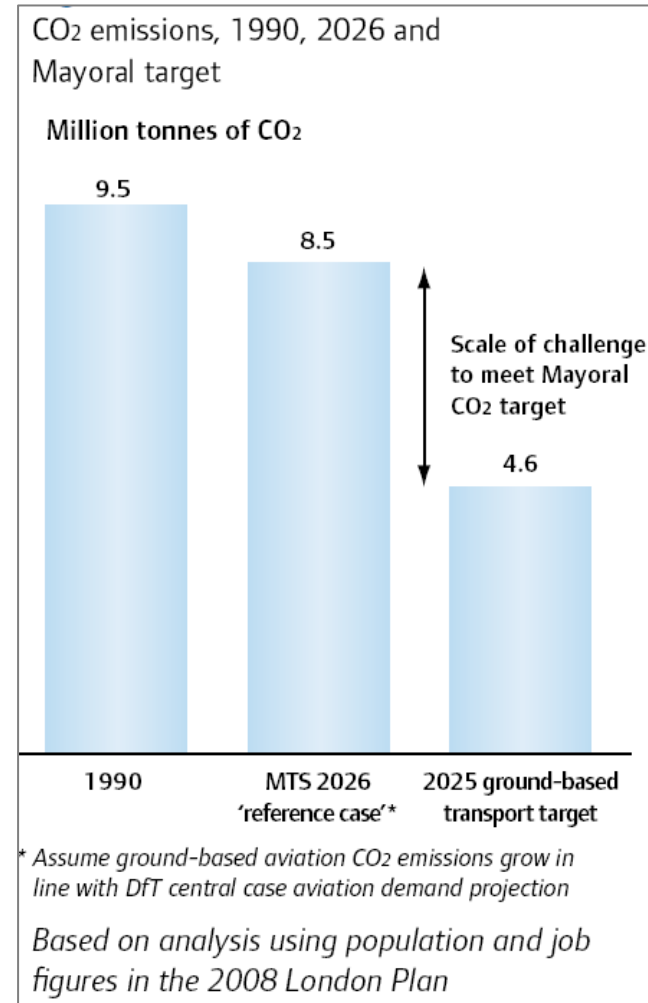
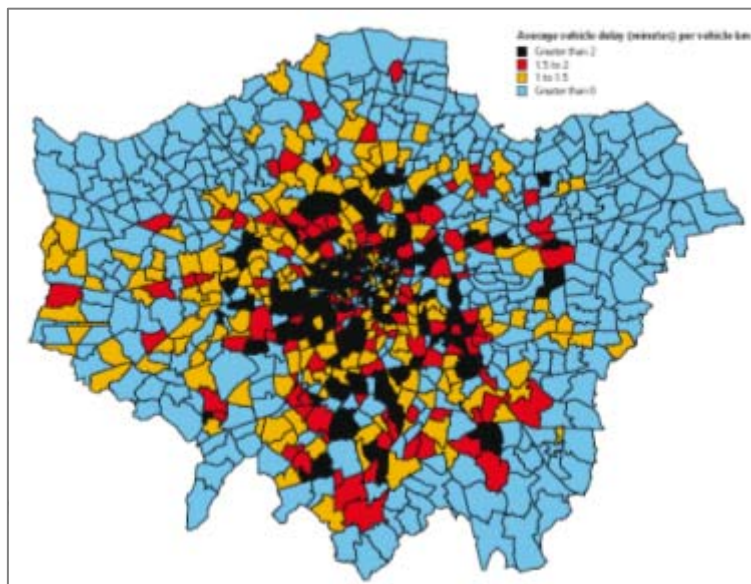
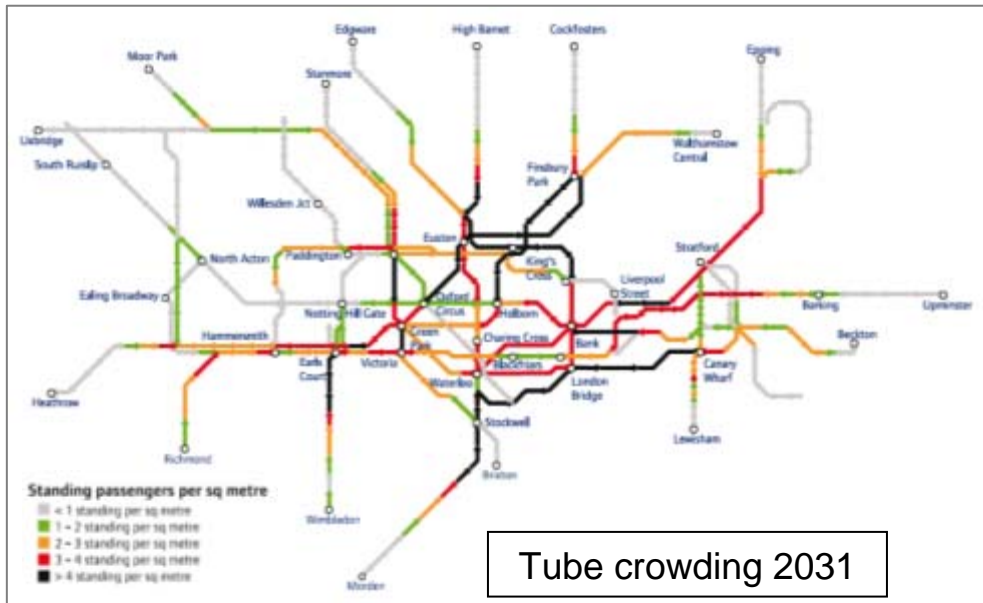
On average users in the corridor experience high levels of crowding on rail public transport on their way to central London during AM peak for some part or all of their journey

## Moderately 'stressed' corridor:

On average users in the corridor experience moderate levels of crowding on rail public transport on their way to central London during AM peak for some part or all of their journey



# Shortfalls between committed investments and future requirements



# 3 key aspects to MTS policies

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Better coordination and integration of planning

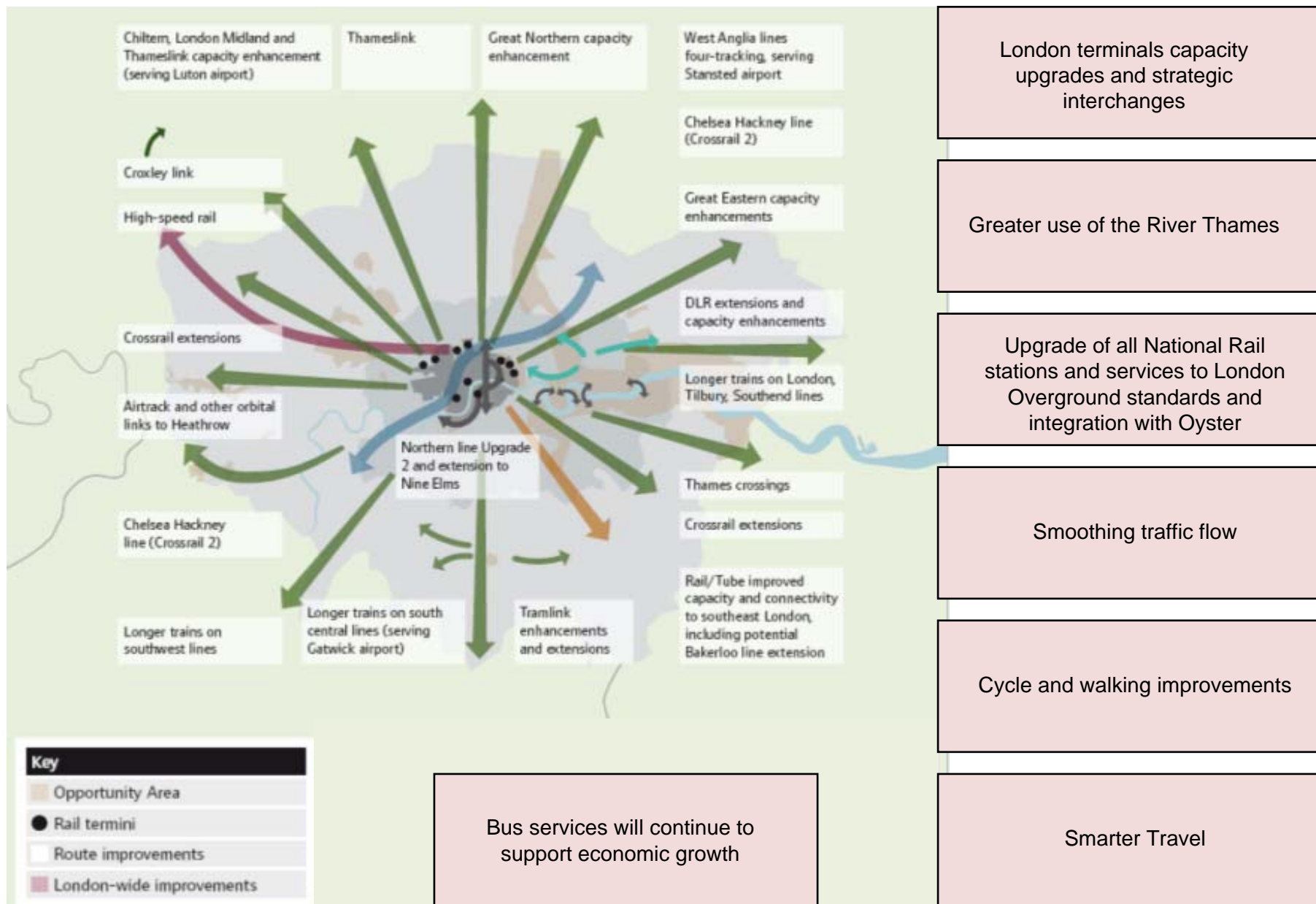


Providing further transport capacity



Managing demand for transport

# Proposals to manage and enhance the transport system





# Proposals to manage and enhance the transport system

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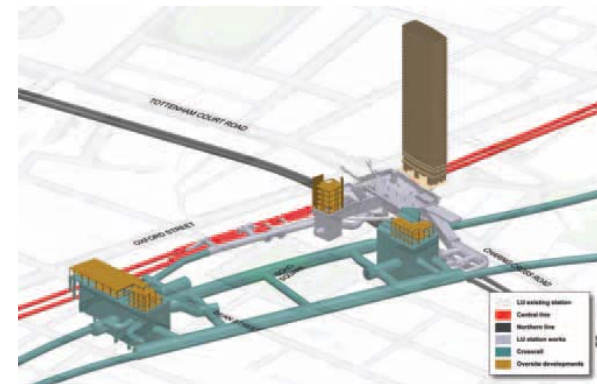
## National Rail, Crossrail, Thameslink, Overground, DLR and Tramlink

- Crossrail
- London and the South East rail links and services, including Thameslink



### *Longer term proposals:*

- Domestic high-speed rail
- Chelsea Hackney line
- Station capacity enhancements



# Proposals to manage and enhance the transport system

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## London Underground

- Renewal and repair of the network
- Station refurbishments and accessibility
- Station congestion relief
- Cooling the Tube



## *Longer term proposals*

- Further improvements and extensions to the network  
Northern line Upgrade 2
- Extension of the Northern line to Battersea
- Potential southern extension to the Bakerloo line will be reviewed further



# Proposals to manage and enhance the transport system

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## London's bus network

- Bus network development
- Bus service quality
- Bus fleet development

## Taxis, private hire, coaches and community transport, including:

- Support for low emission taxis, taxi marshalling and action against touting

## Blue Ribbon Network, including:

- Making better use of the Thames for passenger services
- Making better use of rivers and canals for waterborne freight





# Proposals to manage and enhance the transport system

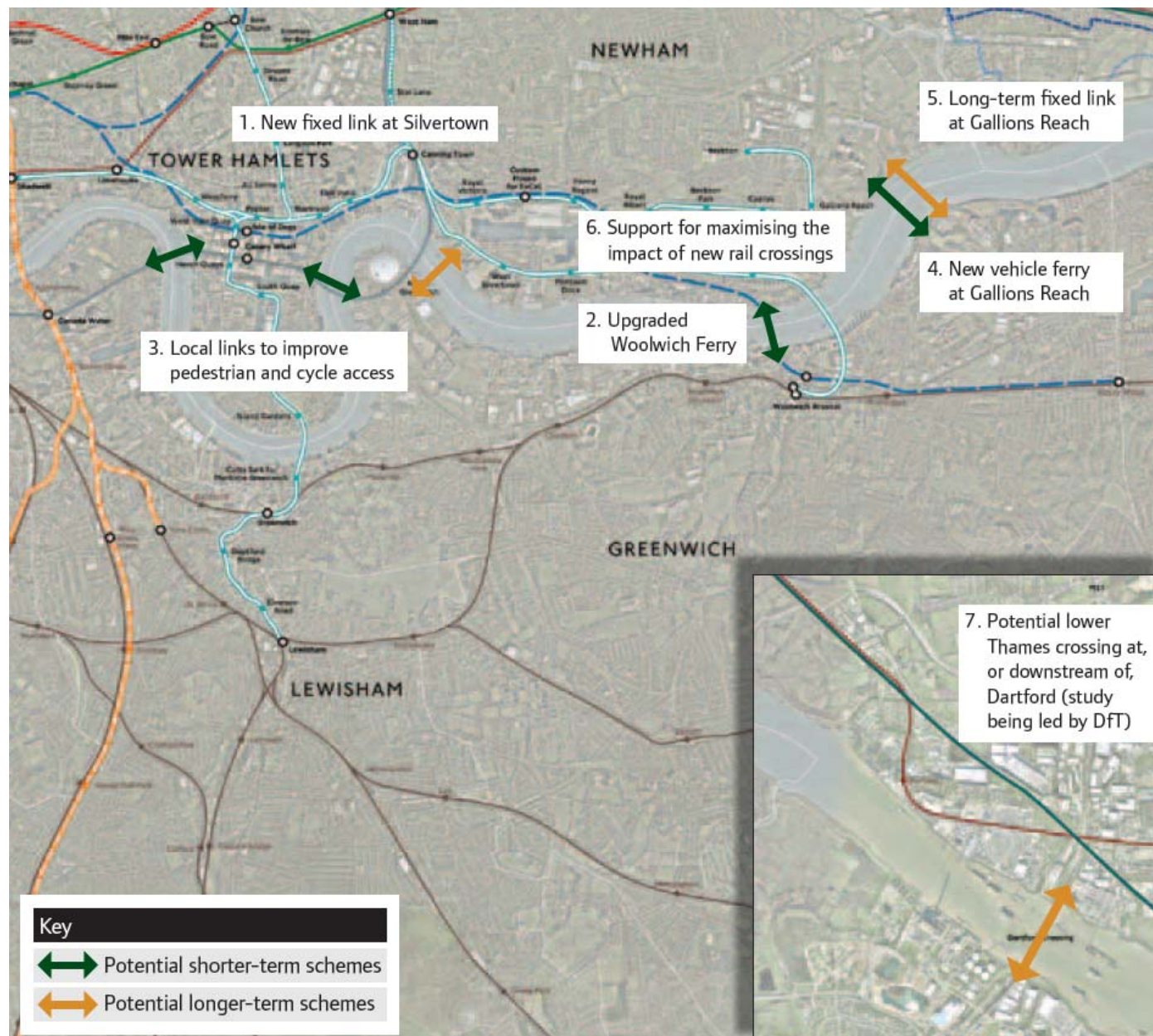
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## Managing the road network

- Smoothing traffic flow, including investment in intelligent traffic control systems (such as 'SCOOT')
- Minimising the impact of planned interventions on the road network, including lane rental charges for utilities
- Minimising disruption from unplanned events
- Technology development
- Development of the road network
- Maintaining road network assets for safety and efficiency
- Providing new links to support development - including new east Thames river crossings for vehicles, including a potential fixed link at Silvertown



# River Crossings in East London





## Orbital connectivity: public transport integration

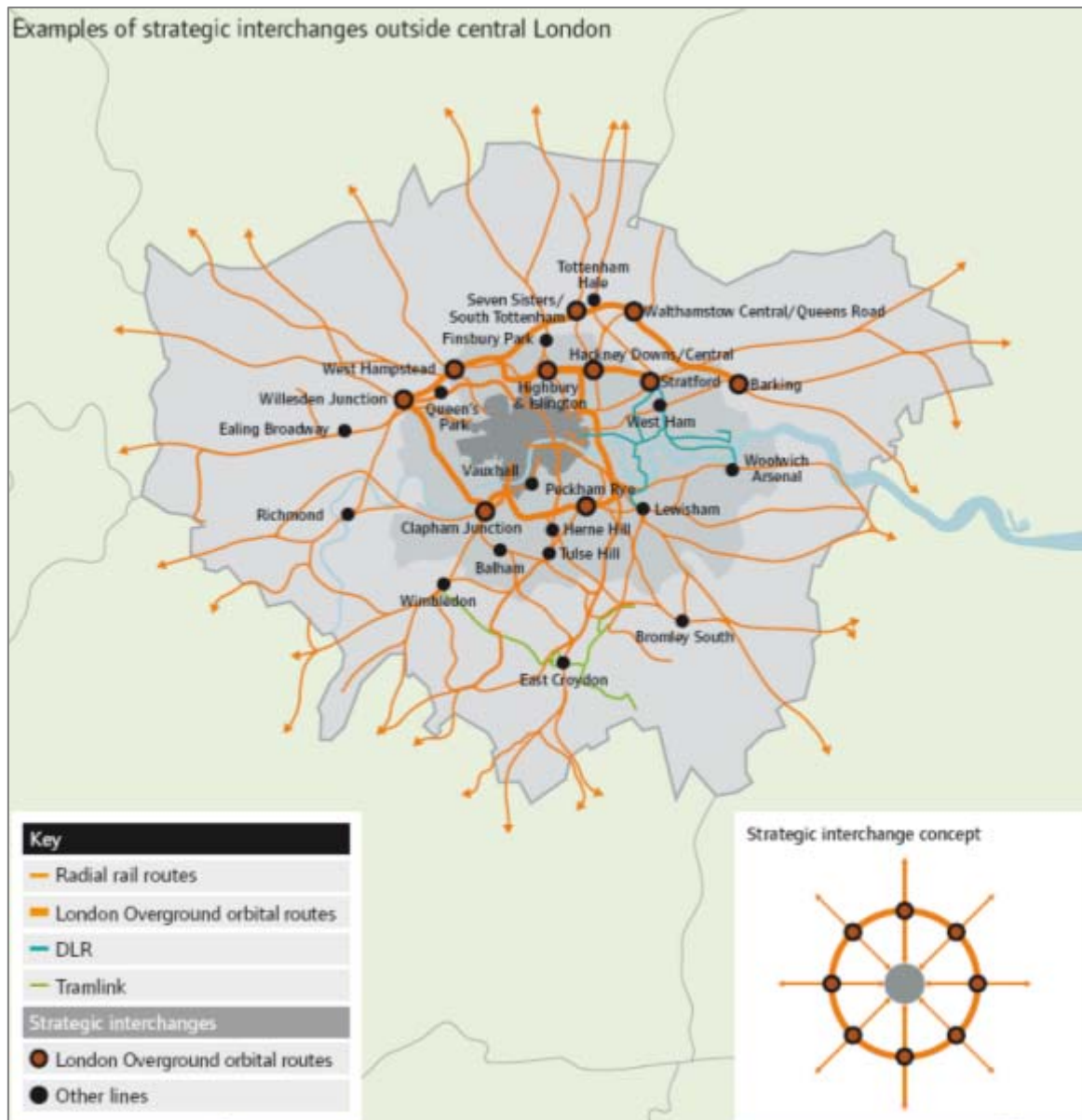


- Improve interchange opportunities to make orbital journeys by public transport easier
- Provide better information on existing orbital journeys

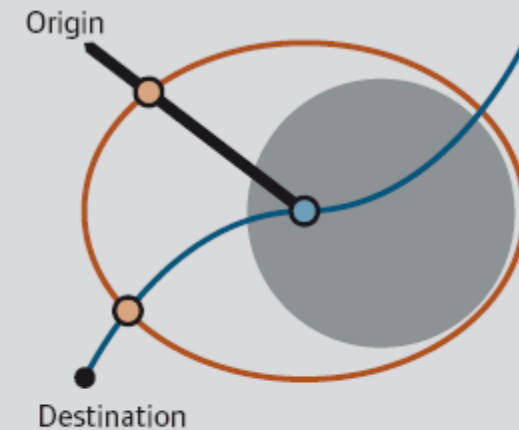




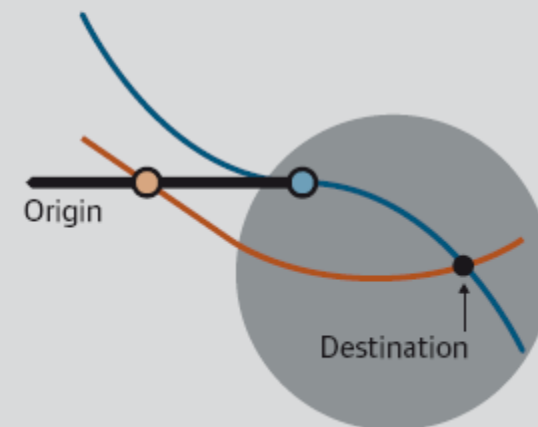
# Orbital connectivity: strategic interchanges



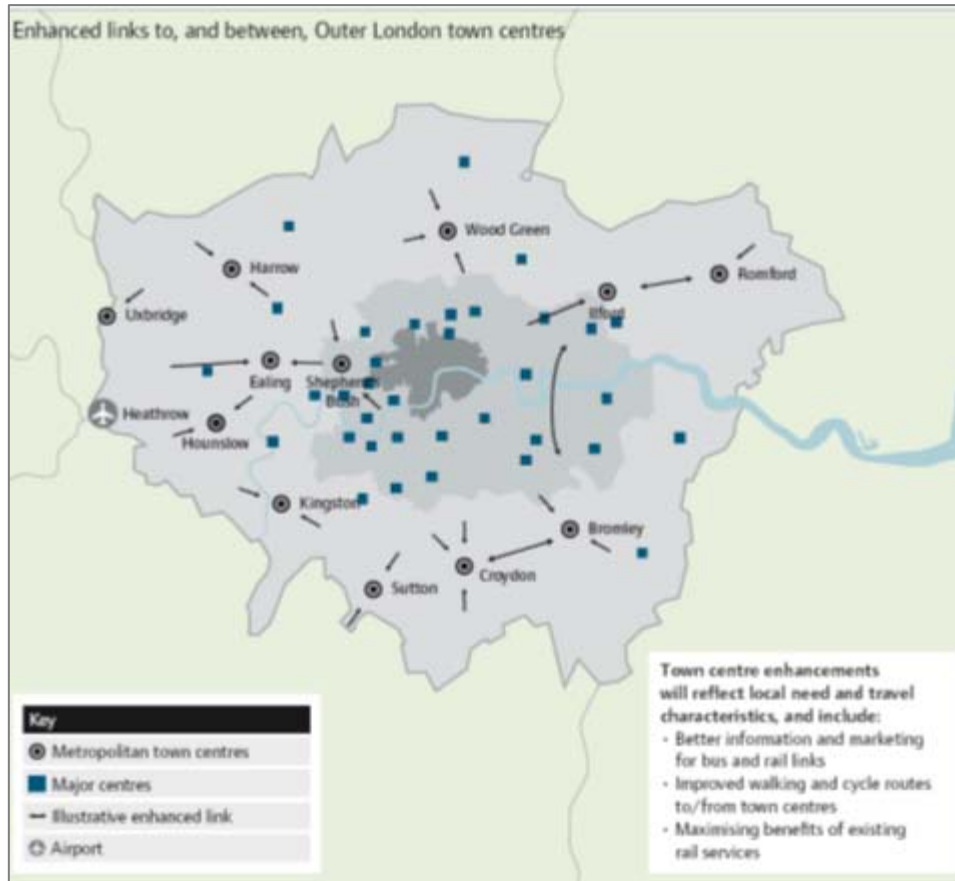
- 1) Enable interchange to orbital public transport services to avoid the need to enter central London



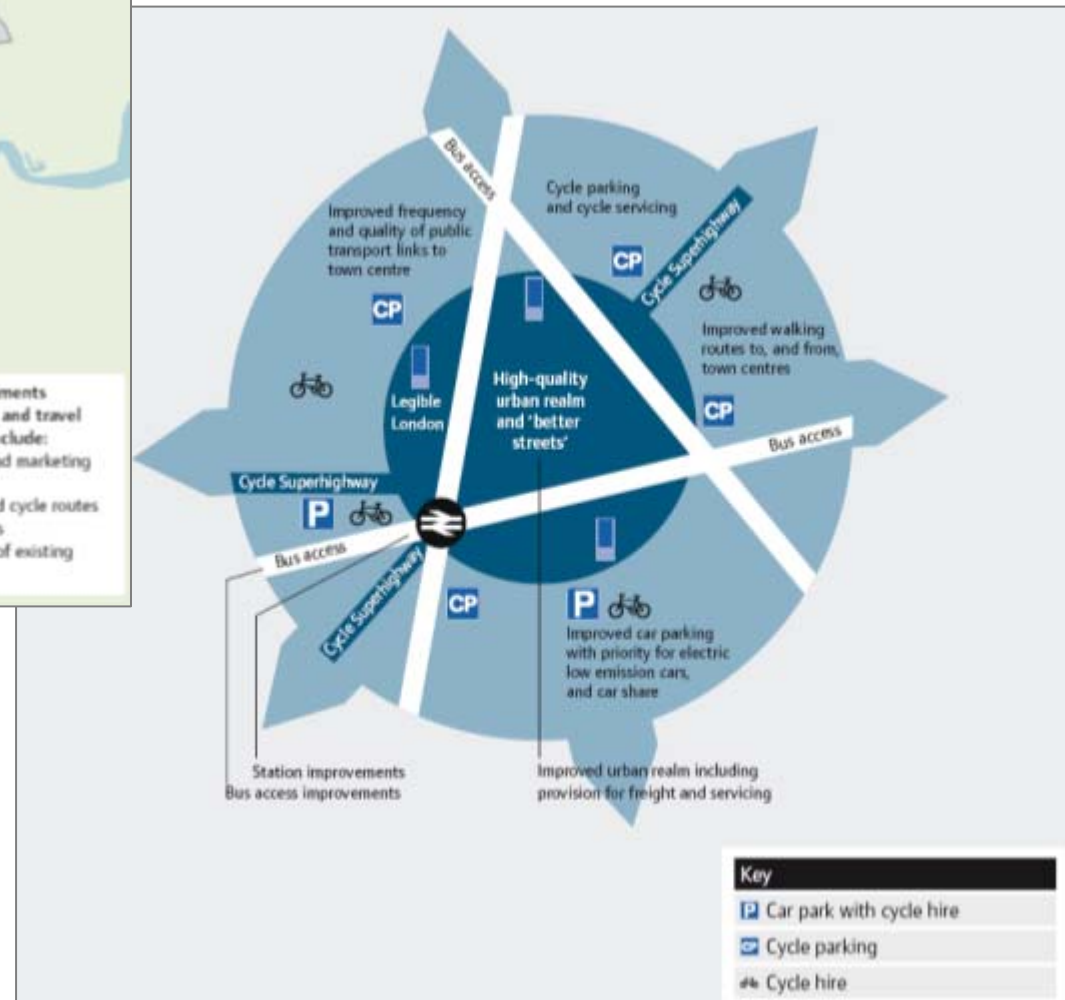
- 2) Enable interchange between National Rail and Underground/bus services at a point prior to the rail termini, thereby reducing pressure at overcrowded rail termini interchanges



# Considering the needs of outer London



## Illustrative town centre improvements



# Improved information for passengers



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Check before you travel	Out and about	Out late
Travel planning tools	Mobile services	Take the
<b>Journey Planner</b> Get the best public transport, walking and cycling routes with Journey Planner.	<b>Free mobile travel alerts</b> Get free personalised text alerts warning you of Tube and DLR delays.	<b>05:30</b> <b>00:41</b>



# Better streets, walking and cycling

## Five stages to improve streets



## Proposals for 'making walking count'

- Better streets
- Making it easier to plan journeys on foot
- Development of the Key Walking Route approach

## Bringing about a revolution in cycling in London

- Working in partnership
- Raising awareness and 'mainstreaming' cycling
- Improving cycle infrastructure, cycle training and safety
- Superhighways and cycle hire



# Improved air quality

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- At least 25,000 EV recharging points by 2015
- Promotion of behavioural change and smarter travel measures aimed at encouraging more use of lower carbon modes
- Low Emission Zone
- Promotion of cleaner vehicles
- Smoothing traffic

# International connectivity

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- Improved connections to London's airports eg Airtrack

- Maximising impact of HS1 (e.g. Stratford International Station)



- Support for HS2 and terminal location at Euston



# Regeneration and accessibility

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- Maximising impact of existing/new infrastructure

- Improving links to new rail nodes and interchanges from the surrounding area

- Maximising legacy benefits of the Olympics

- Coordinated planning between TfL, HCA and others re. new development



# Safety and Security

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- Focus on safety across all transport modes
- More effective enforcement e.g. 20 mph zones
- Community safety strategy to tackle crime and antisocial behaviour
- Better integration of policing across the transport network

# Outcomes (overview)

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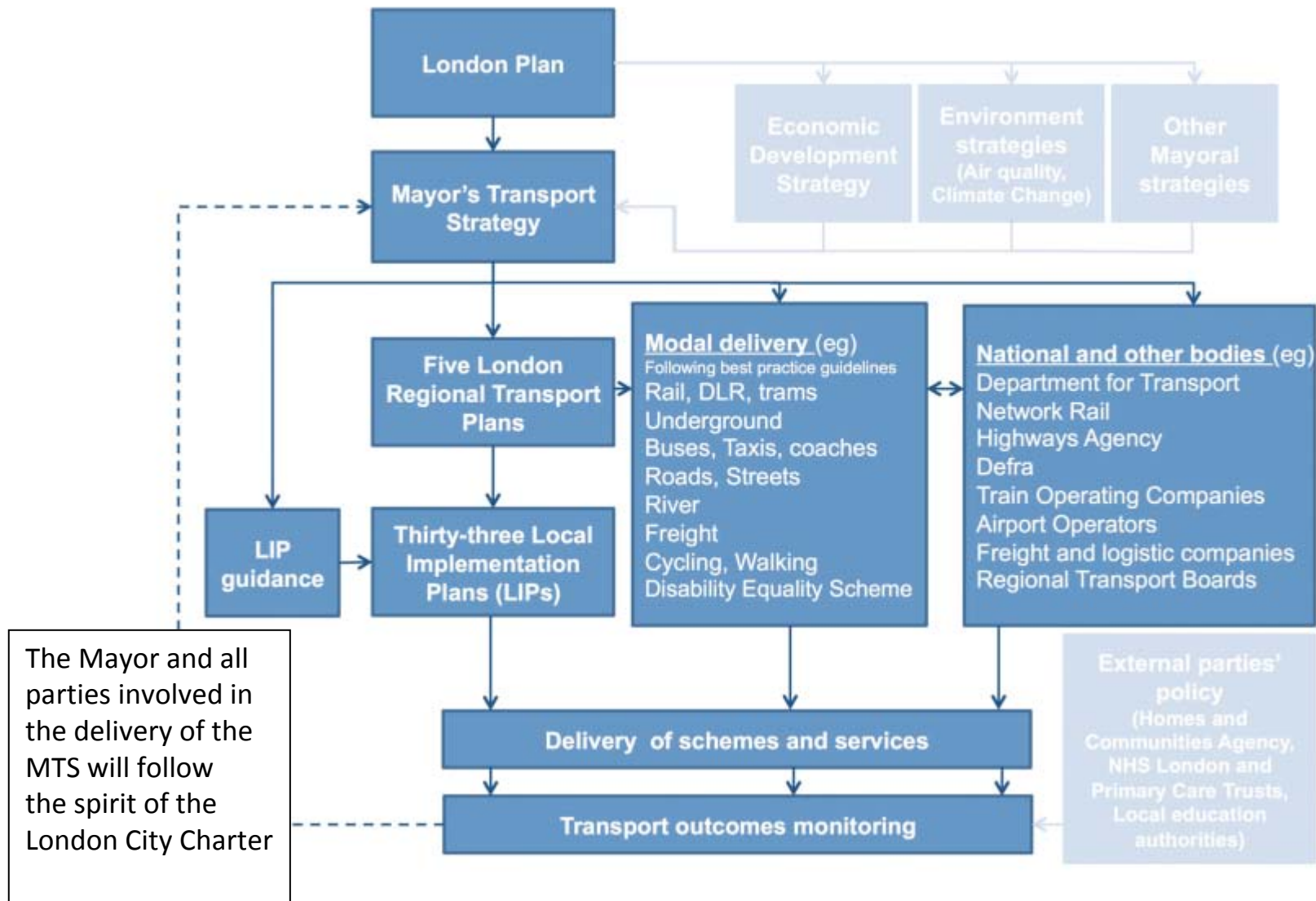
- Public transport capacity and connectivity improvements
- Less crowding
- Less congestion
- Reduced Carbon Dioxide emissions from transport
- Improved air quality
- Fewer KSI road casualties
- Improved accessibility to jobs
- Improved accessibility of the transport network

But if we want to achieve more, we have to think differently about influencing people's behaviour.





# Implementation and delivery of MTS

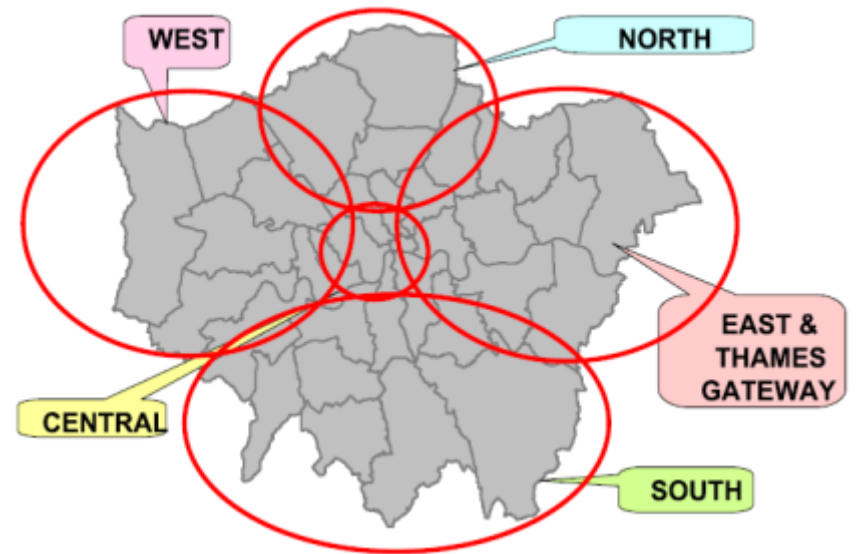


# Development of sub-regional plans

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## Linkage with sub-regional transport plans

- MTS provides framework for development of more detailed sub-regional transport plans (SRTPs)
- SRTPs are non-statutory but should influence modal and local planning and delivery
- Sub-regional model development and analysis to support this, with a focus on evidence base
- Working with boroughs on defining sub-regional challenges / opportunities and options to address



# City Charter

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Intended to identify key issues where joint action is needed by the Mayor and Boroughs, where it is likely to accelerate progress.

- Campaign jointly for a fairer share of funding and investment from Government
- Lobby government to ensure the 2011 Census provides an accurate count of London's population

## **City Charter and strategic transport planning**

- Revised LIPs to provide more flexibility: Ensure the requirements for a LIP to demonstrate consistency with MTS policies and proposals, and other legal requirements are kept to a minimum.





# Local Implementation Plans

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## Delivering transport at the local level

- London's 33 boroughs have wide transport-related responsibilities
- LIPs provide framework for boroughs to set out how they will deliver transport in their area, in the context of the revised MTS
- There are major reforms to the current LIP system, and is a key area in the City Charter
- Key objectives for the next round of LIPs:
  - Support delivery of the new MTS, whilst also being locally relevant
  - Give boroughs greater ownership of programmes and flexibility
  - Reduce resource burdens in the production of LIPs, and the allocation and monitoring of funding
  - Enable transport to integrate with wider policy objectives at the local level



# Local Implementation Plans

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- For 2010/11, there is a reduction in the overall number of programmes from >20 to 5, introduction of needs based formula for most funding - so no wasteful bidding process, and greater flexibility to determine spending priorities.
- Boroughs to produce their next LIP when final version of MTS published – demonstrating how they will deliver the five goals of MTS, rather than each policy and proposal
- Funding allocations for the five programmes to support boroughs' three year Programme of Investment (2011/12 to 2013/14) are worth a total package of £150m per year:
  - Corridors & Neighbourhoods
  - Smarter Travel
  - Signals
  - Maintenance
  - Major Schemes



# Next Steps: Public consultation

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Road show events will be held across London October - December 2009.

Public consultation began 12<sup>th</sup> October 2009

Comments must be returned by 12<sup>th</sup> January 2010

Further information online:  
[www.london.gov.uk/shaping-london](http://www.london.gov.uk/shaping-london)

Consultation email address:  
[mts@london.gov.uk](mailto:mts@london.gov.uk)





# Public consultation process

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