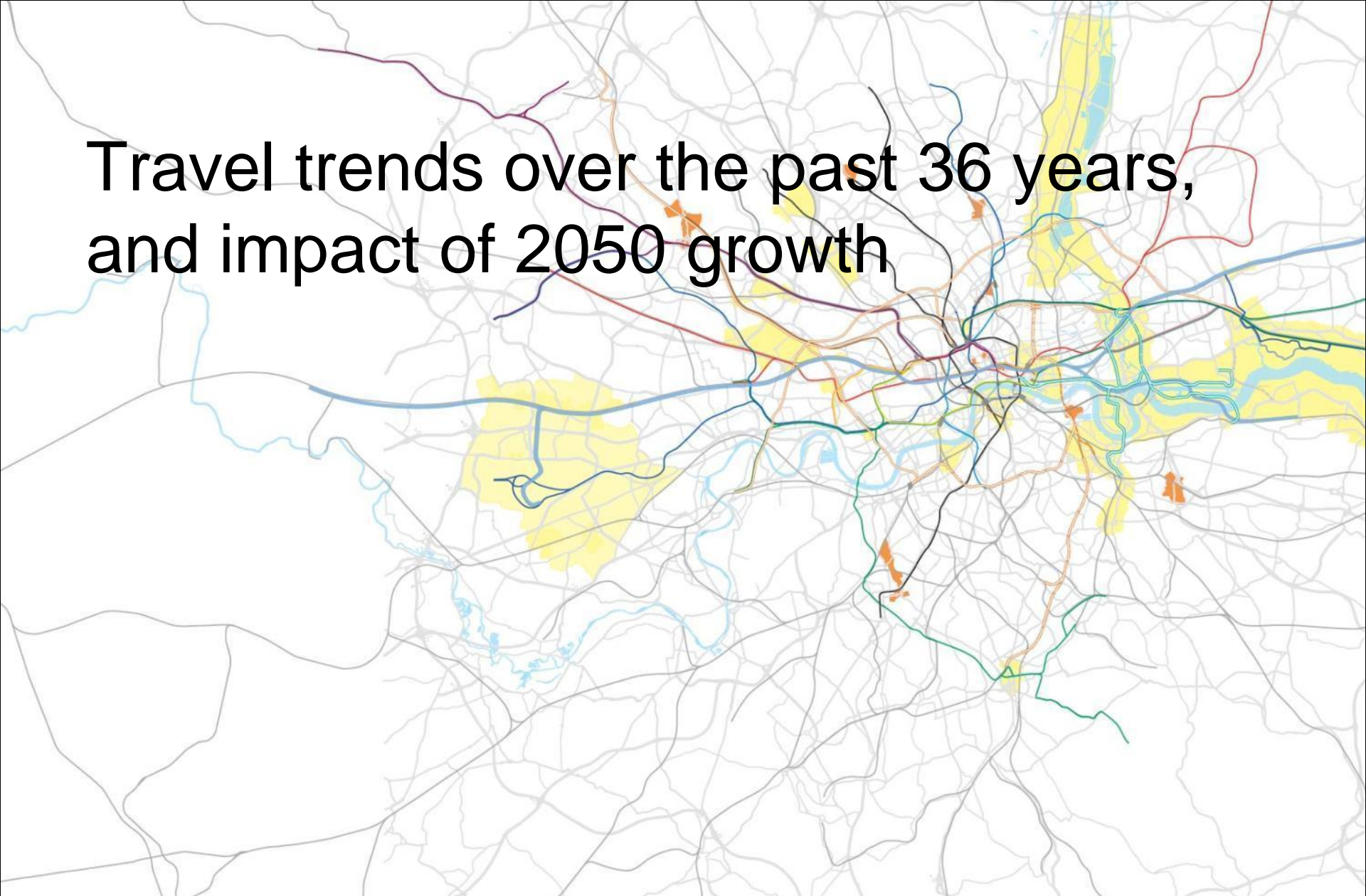
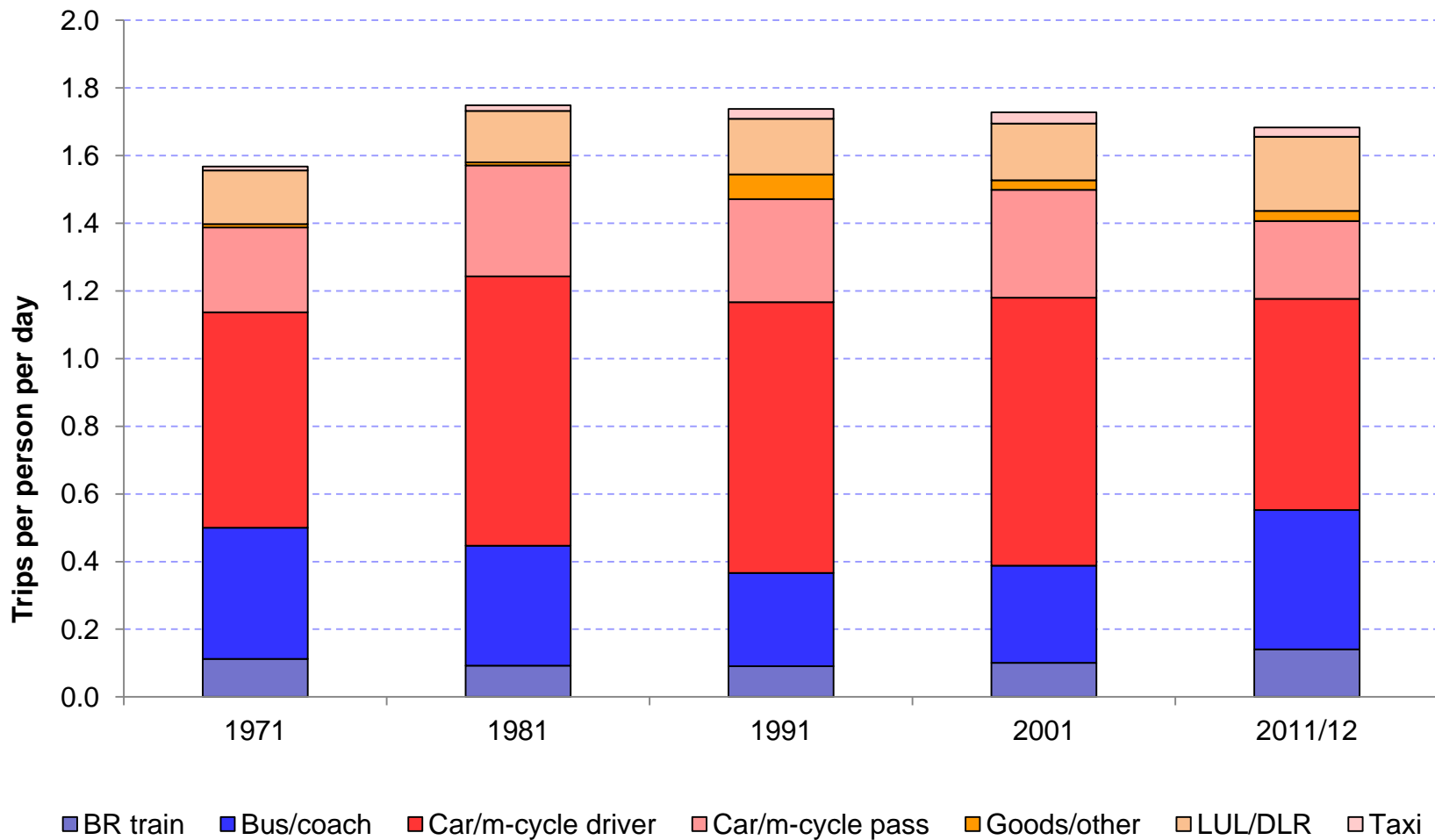


Travel trends over the past 36 years, and impact of 2050 growth

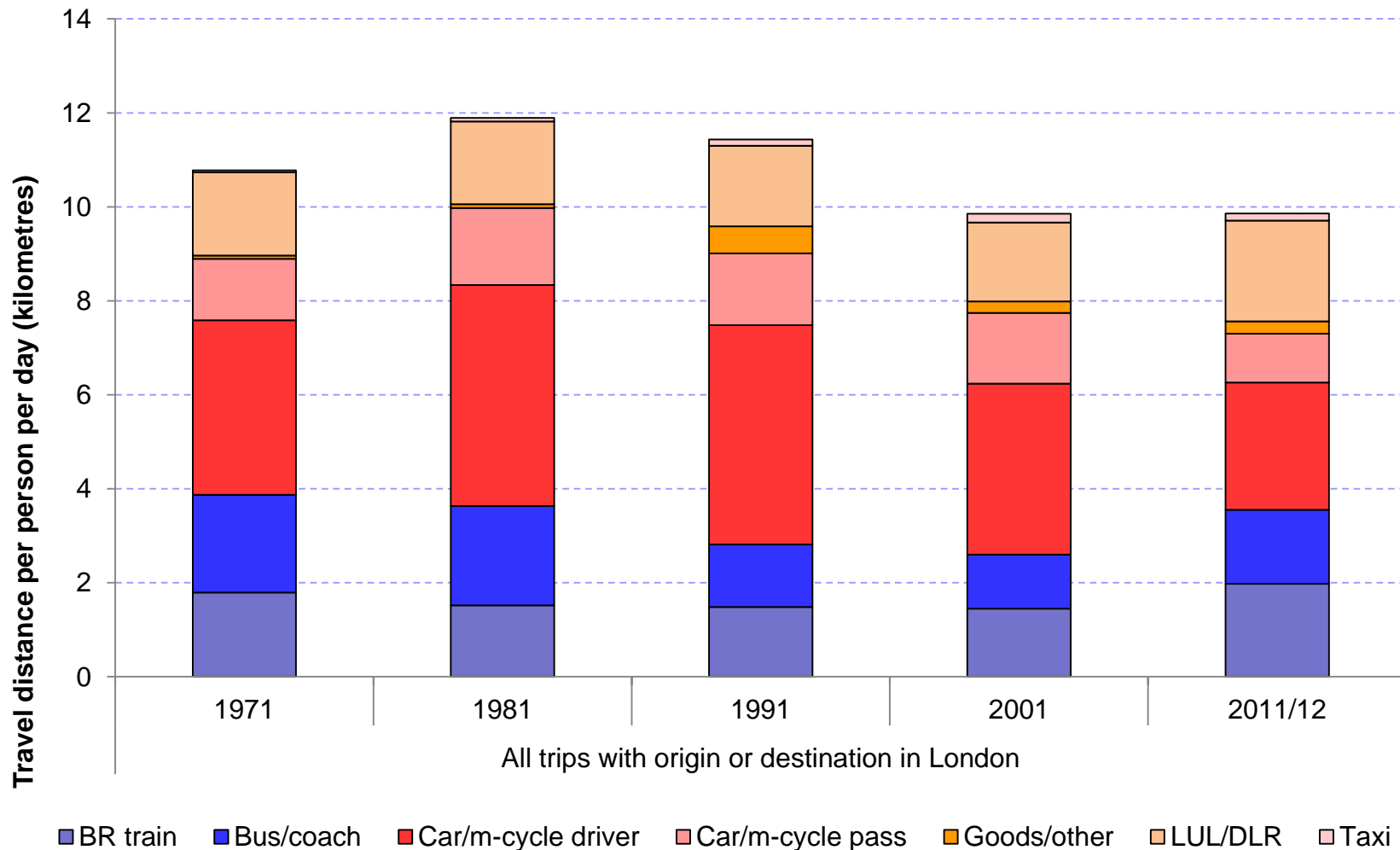


Londoners continue to make around 1.7 trips per day...



Source: TfL Planning Strategic Analysis, LATs and LTDS

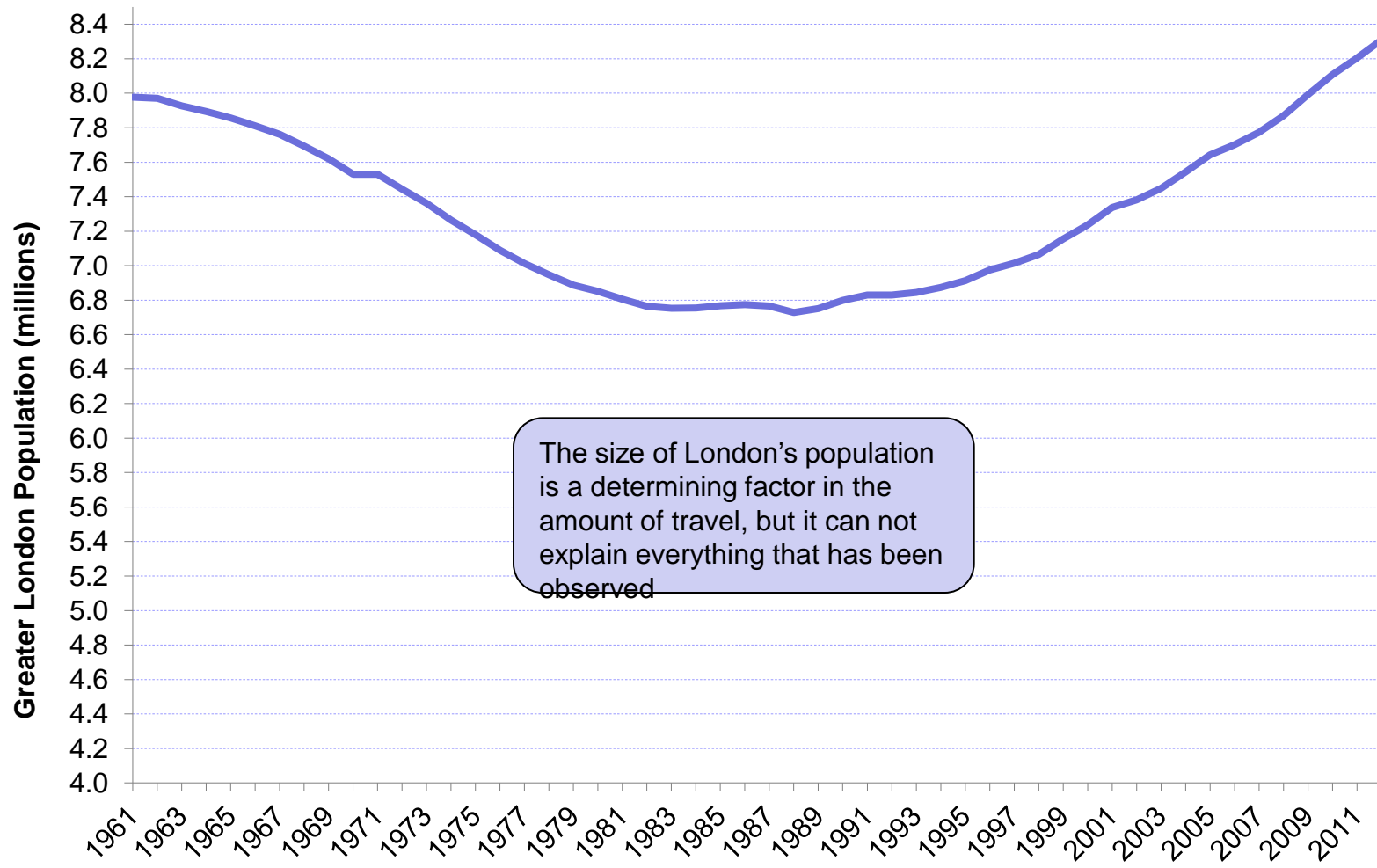
...and the distance people travel has not increased...



Source: TfL Planning Strategic Analysis, LATS and LTDS

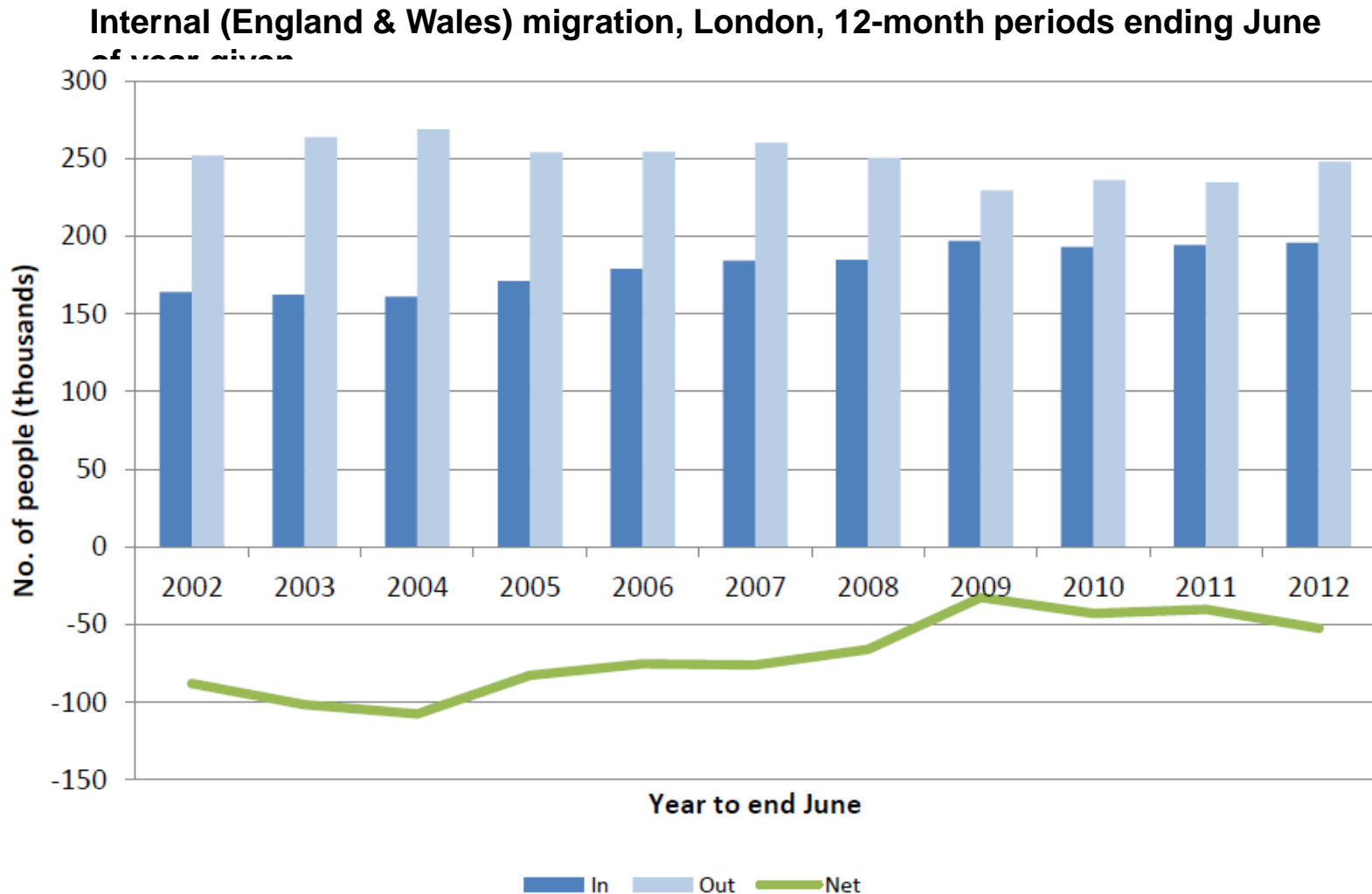


...but there are now about 1.5million more people living in London than in 1978



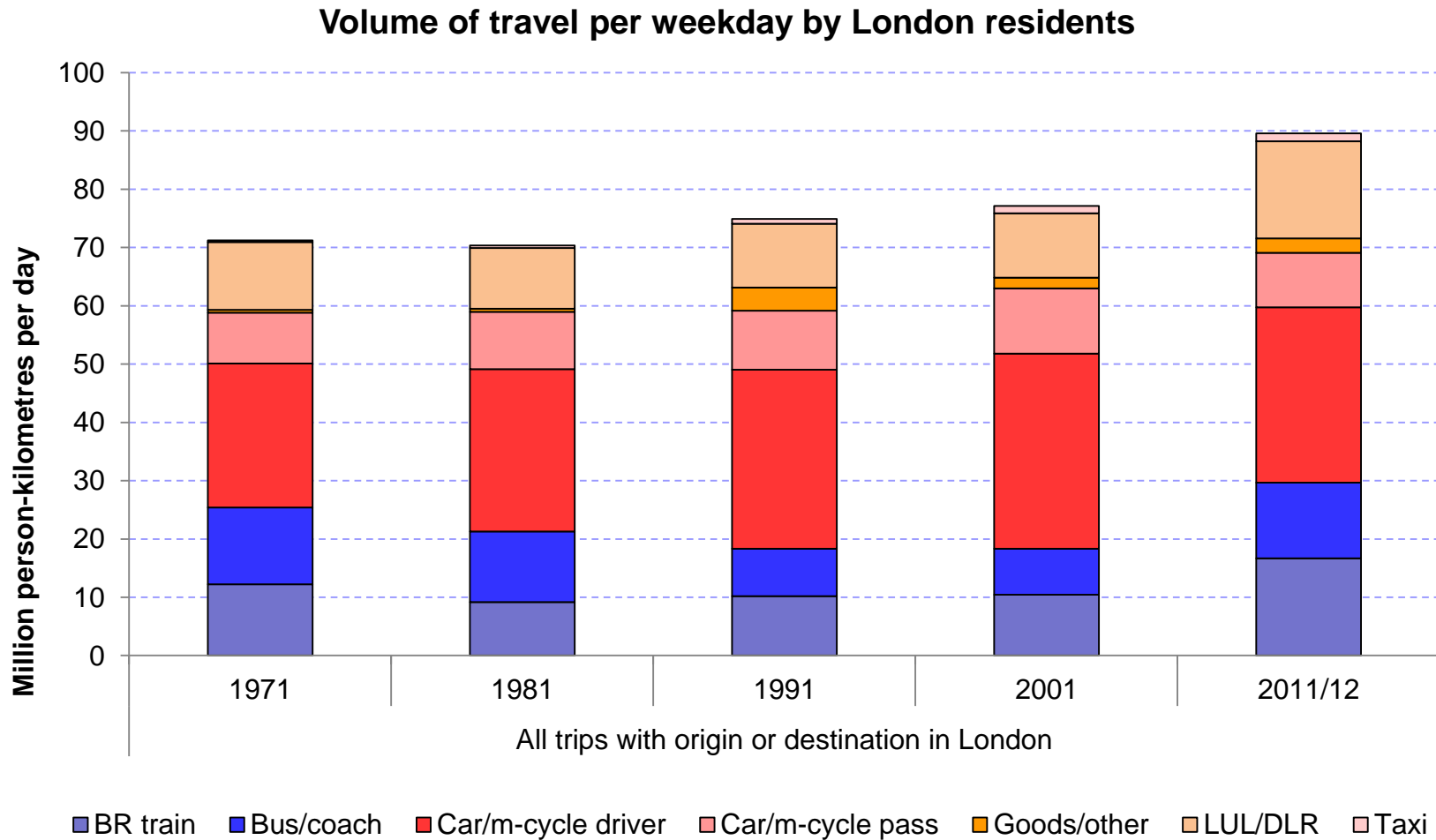
Source: GLA population estimates calibrated to census data

Net population outflow between London and the rest of the UK reduced to 2009 and has since stabilised



Source: GLA based on NHSCR moves and HESA data within the UK year ending June 2012 (ONS/PRDS)

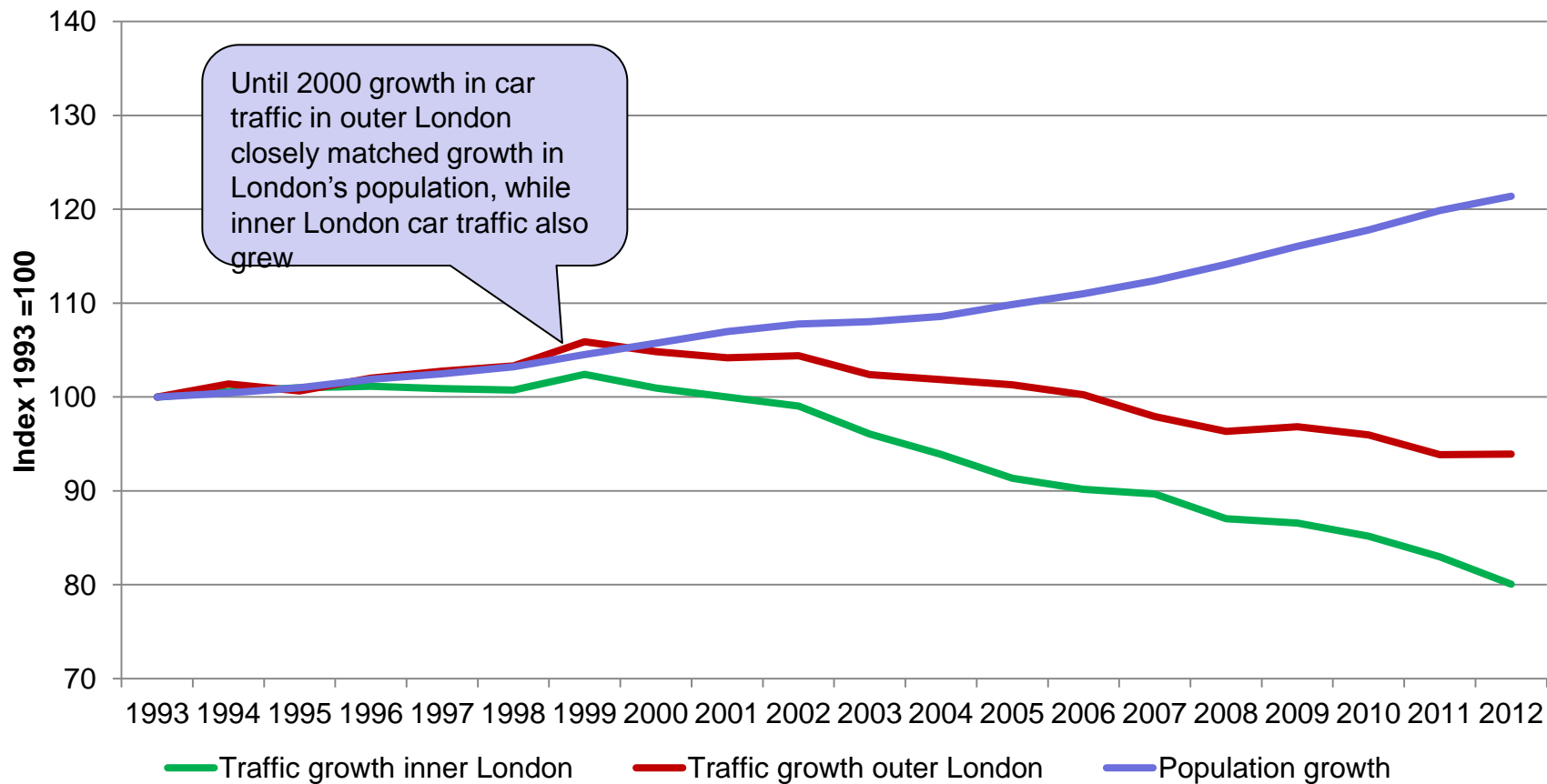
The total amount of motorised travel in London in terms of person-kilometres has increased



Source: TfL Planning Strategic Analysis, LATs and LTDS

From around 2000 the volume of car traffic in London started to fall while the population continued to grow

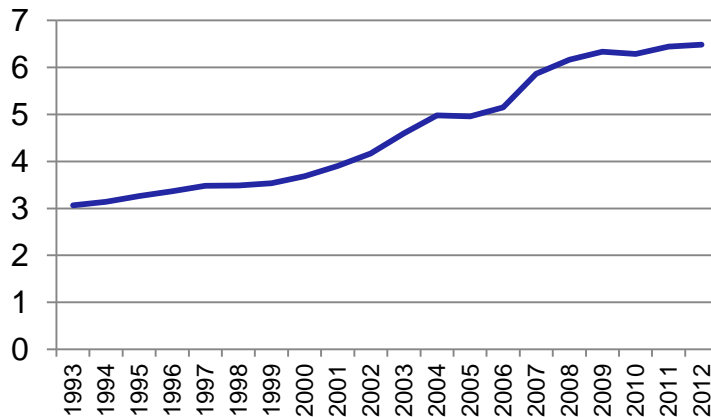
**Indices of growth:
Car traffic in inner & outer London; Population of London**



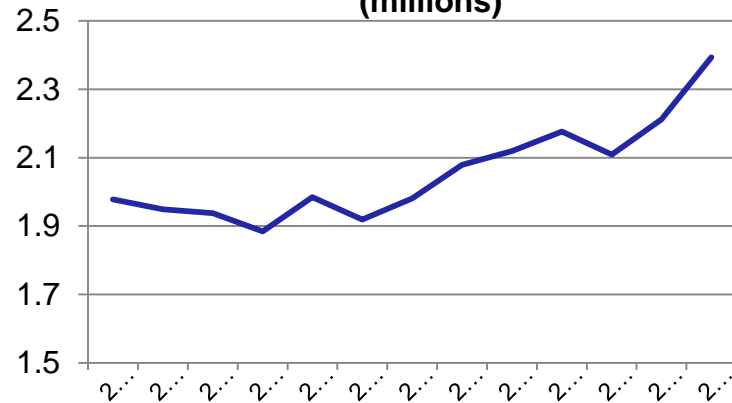
Source: DfT vehicle-kilometre estimates

Public transport and cycle travel has increased since 2000

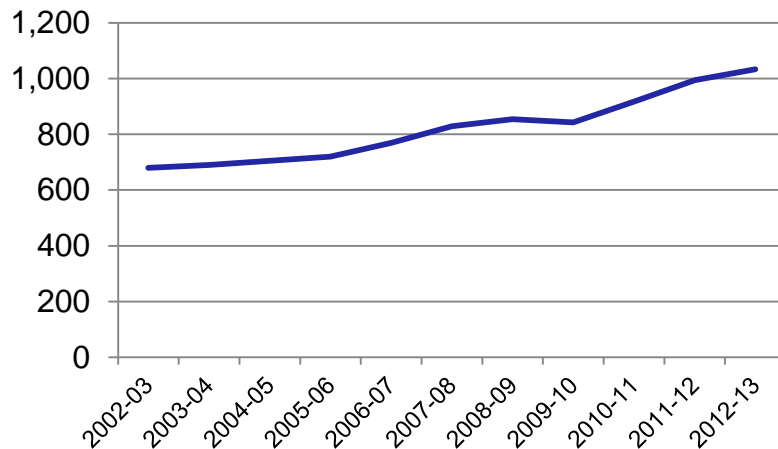
Bus journeys per day (millions)



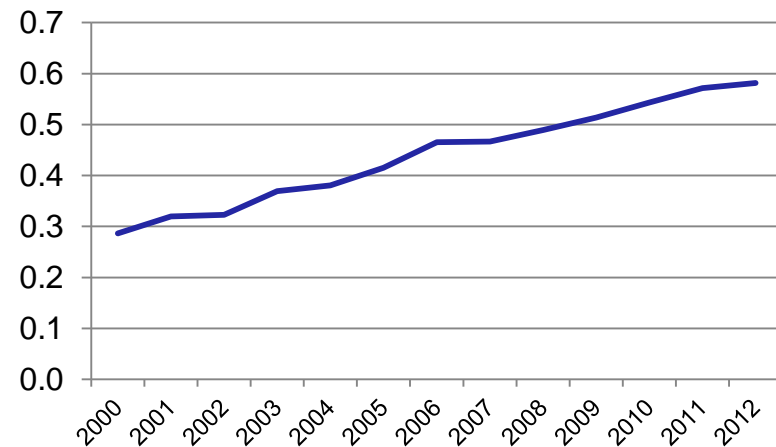
Trips per day, London Underground (millions)



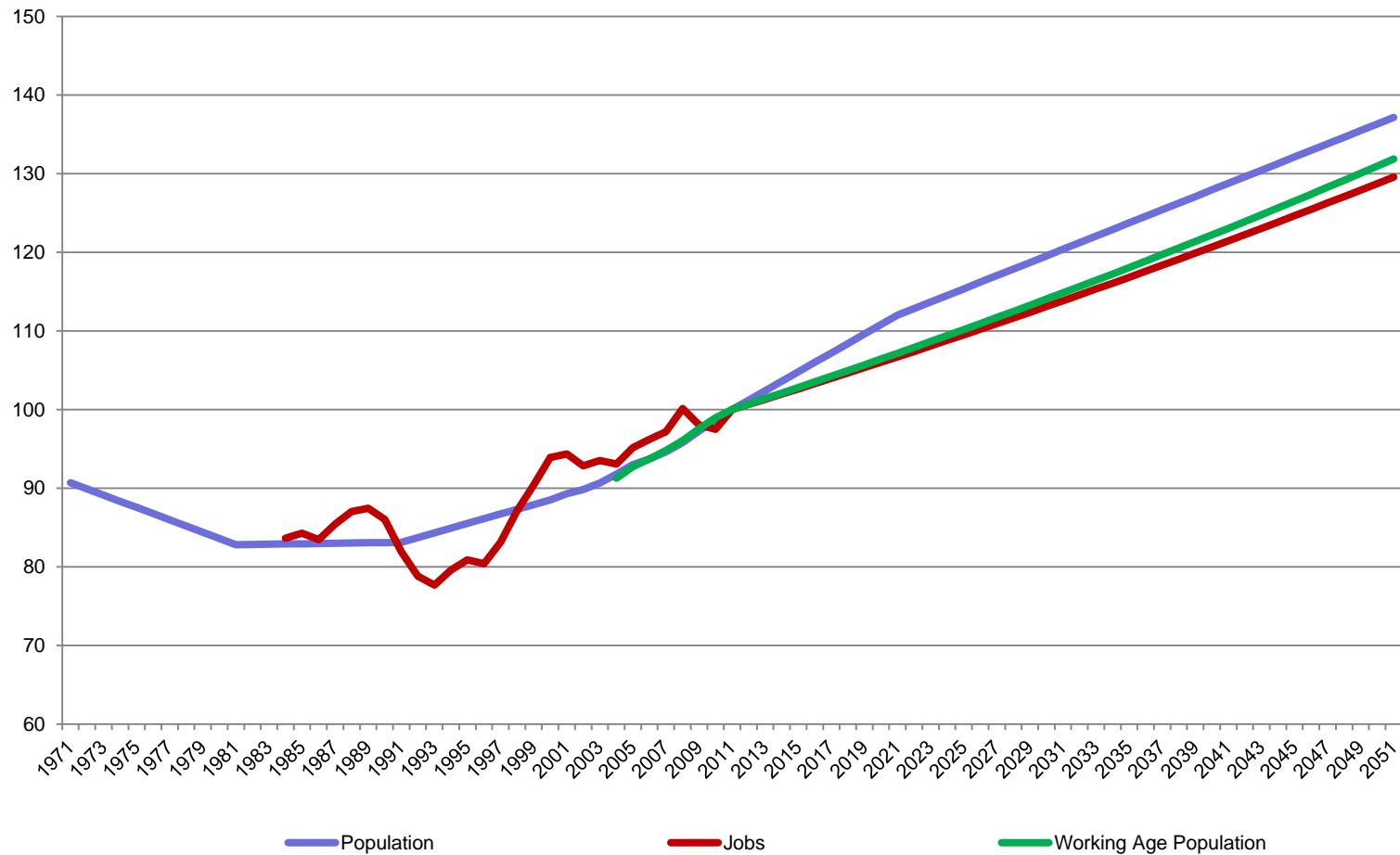
Rail journeys, London and South East (millions)



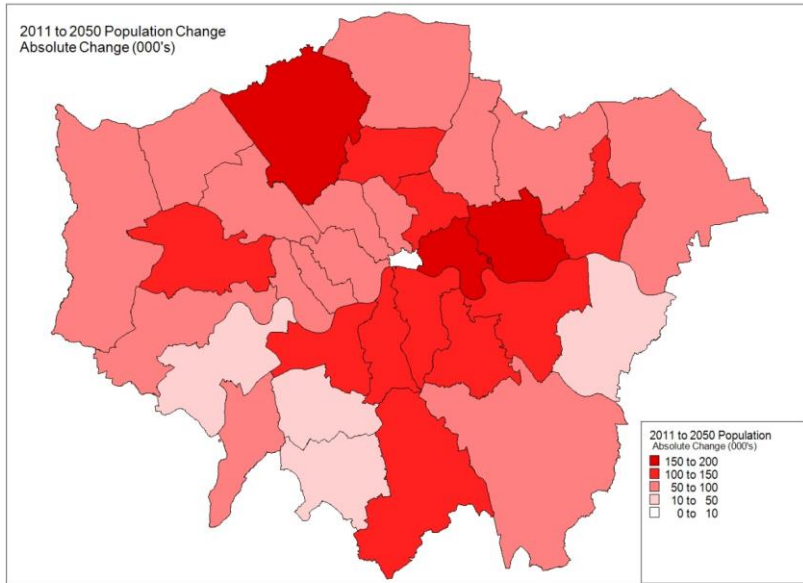
Cycle journey stages per day (millions)



London's population and jobs are projected to continue to grow to 2050 - an extra 3 million people in London

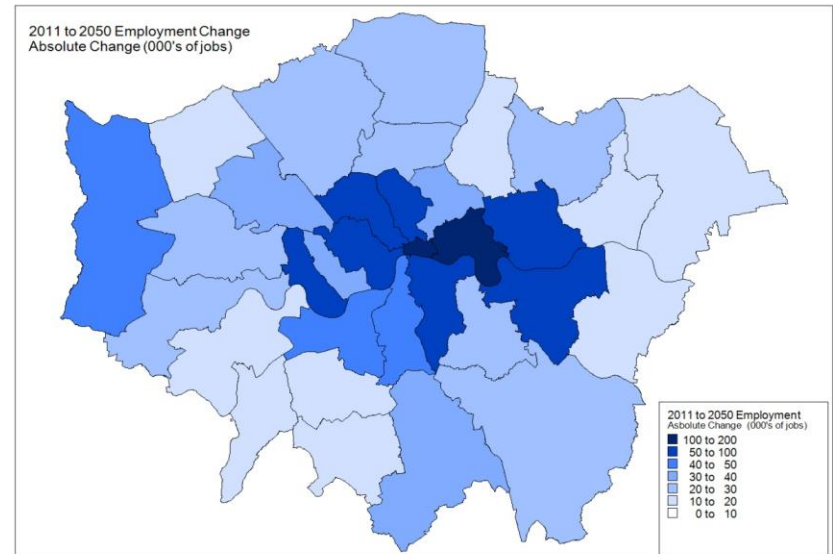


The 2050 growth projections suggest a similar pattern to the London Plan

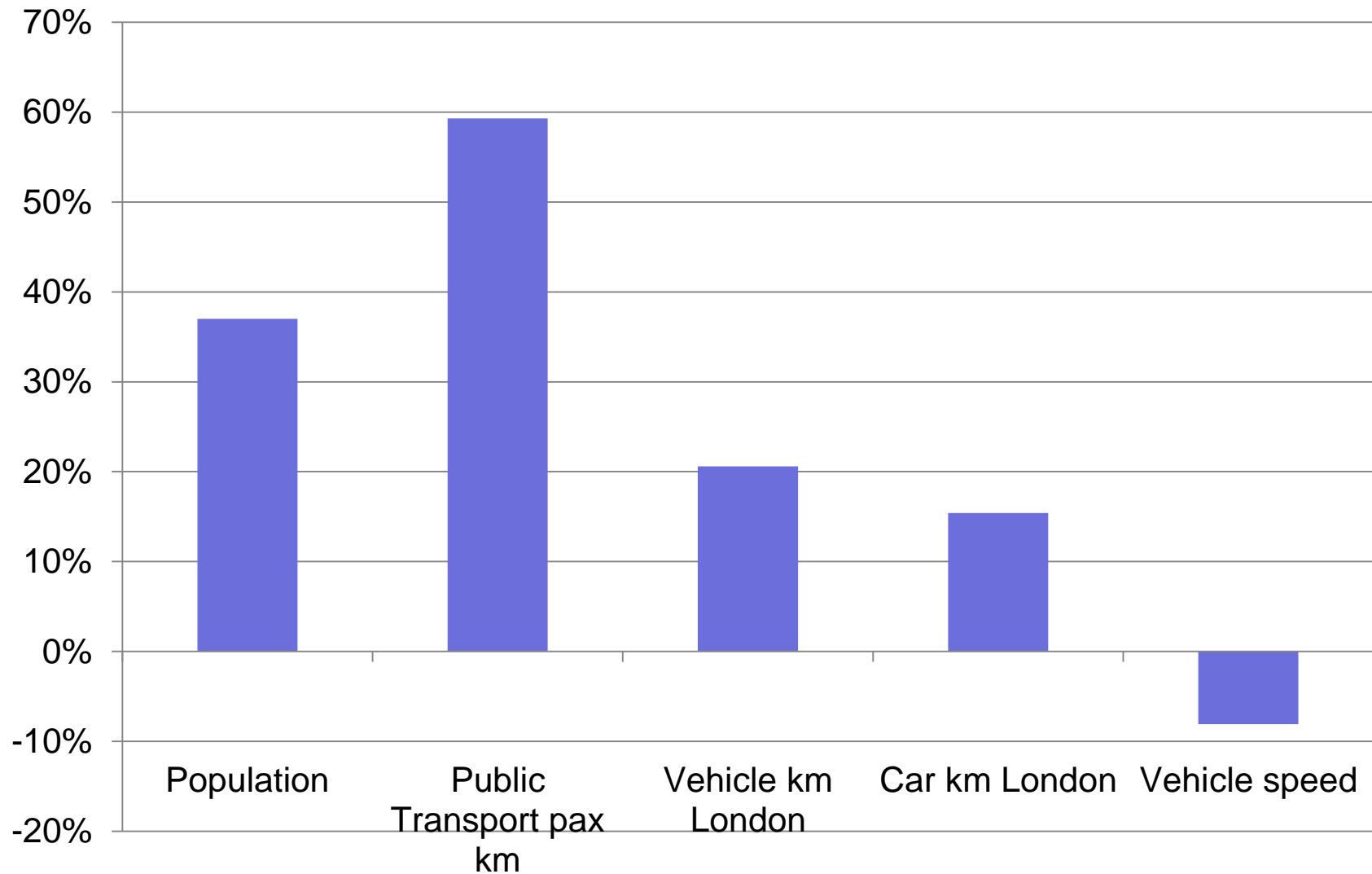


<< Population Change 2011-2050

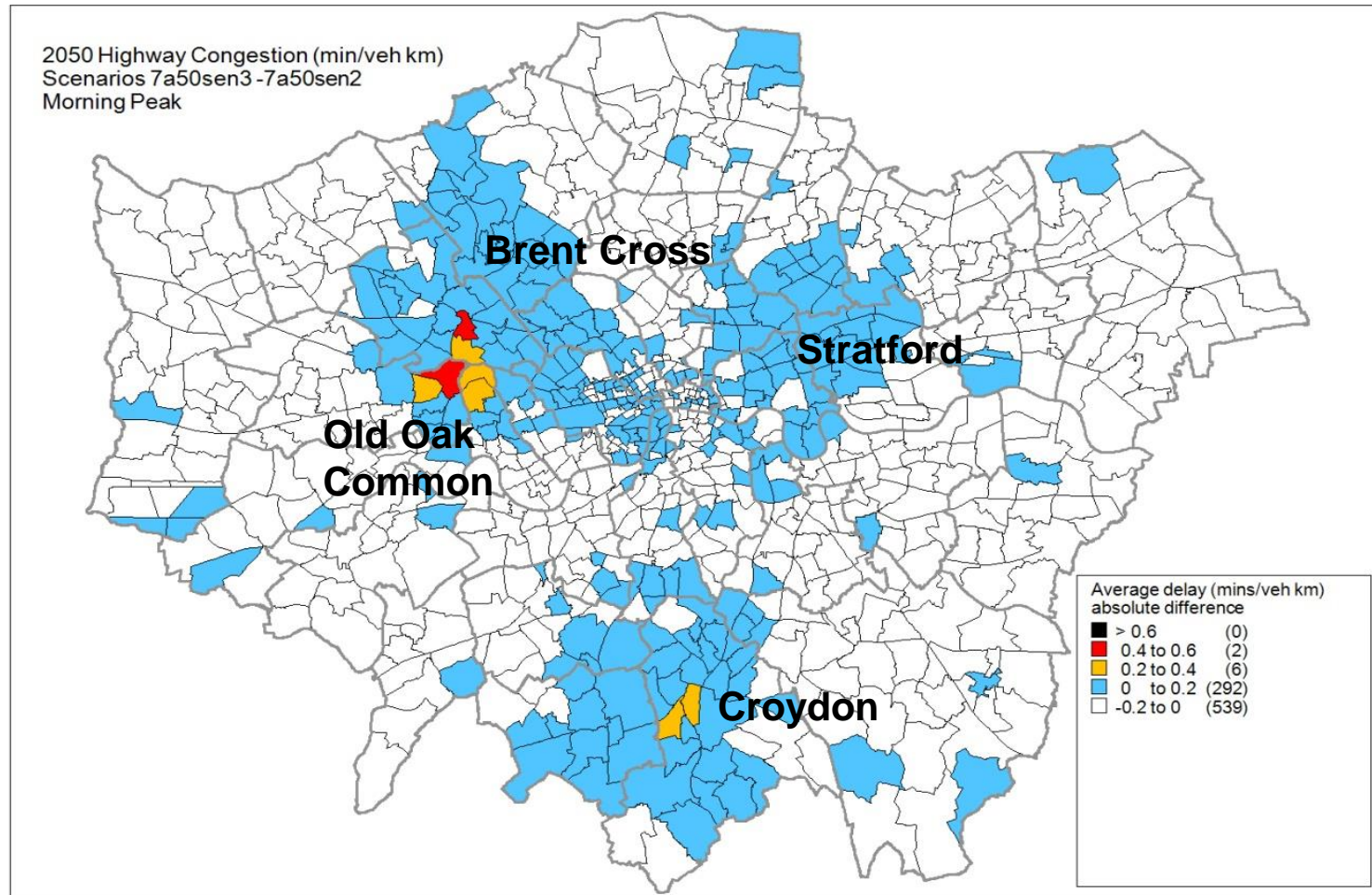
Employment Change 2011-2050 >>



The growth will add more pressure on the transport system



We are looking at alternative land use patterns, such more growth in hubs...but these increase traffic congestion



Next Steps ...

- Further analysis of capacity limits of current investment programme, working with TfL LU/Rail teams to take account of queuing.
- Test impact of additional investment.
- Work with GLA to define out-of-London growth centres, and scale of impact on London growth, then re-run transport models.
- Possible additional alternative land use tests, such as other hubs
- Examine impacts using other transport measures, including connectivity.
- Examine environmental and social impacts.