

# MAYOR OF LONDON

**A City for all  
Londoners**



**...a transport focus**

# Agenda

**9:30 – Welcome and introduction**

Val Shawcross CBE, Deputy Mayor, Transport

**9:40 – Towards a new London Plan: a transport focus**

Lucinda Turner, Acting Director of Borough Planning, TfL

**9:50 – A borough perspective**

Spencer Palmer, Director of Transport and Mobility, London Councils

**10:00 – Workshop 1 introduction**

Lucinda Turner, Acting Director of Borough Planning, TfL

**10:05 – *WORKSHOP 1 – Strategic priorities for a growing city***

**10:45 – Summary of key themes**

Lucinda Turner, Acting Director of Borough Planning, TfL

**11:00 – BREAK**

# Agenda

**11:30 – A business perspective**

David Leam, Infrastructure Director, London First

**11:40 – A spatial approach – introduction to Workshop 2**

Lilli Matson, Head of Surface Strategy and Outcome Planning, TfL

**11:55 – *WORKSHOP 2 – A spatial approach***

**12:40 – Summary of key themes**

Lilli Matson, Head of Surface Strategy and Outcome Planning, TfL

**12:55 – Closing remarks**

Lucinda Turner, Acting Director of Borough Planning, TfL

**13:00 – EVENT CLOSE**

# Welcome and Introduction

**Val Shawcross CBE**

**Deputy Mayor, Transport**

# Towards a new London Plan and Transport Strategy

Lucinda Turner

Acting Director of Borough Planning  
Transport for London



# Towards a new London Plan and Transport Strategy

Lucinda Turner,  
9 November 2016



EVERY JOURNEY MATTERS

# A City for all Londoners provides the context for the new Transport Strategy.

MAYOR OF LONDON

## A City for all Londoners



October 2016

# Transport is at the core of creating a city for all Londoners

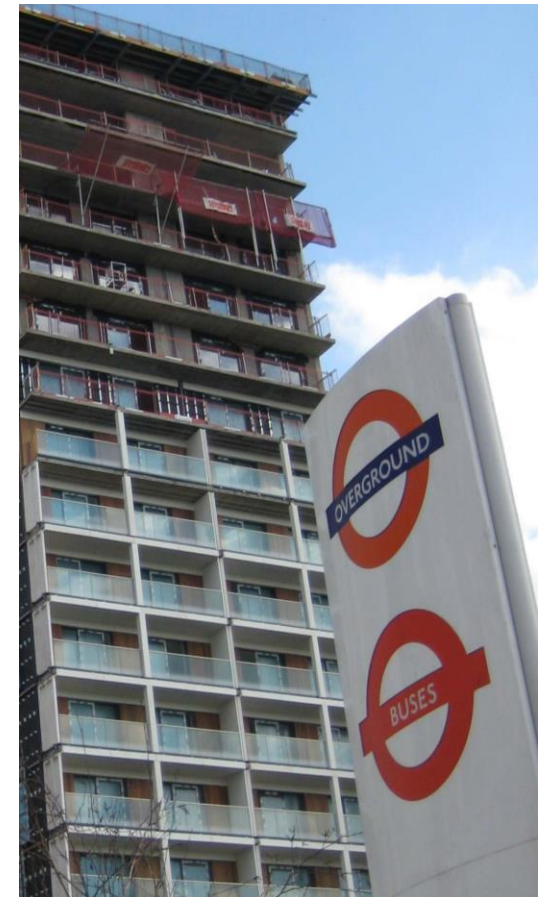
A good public transport experience



Healthy streets and pleasant places



Supporting the economy, new homes and jobs

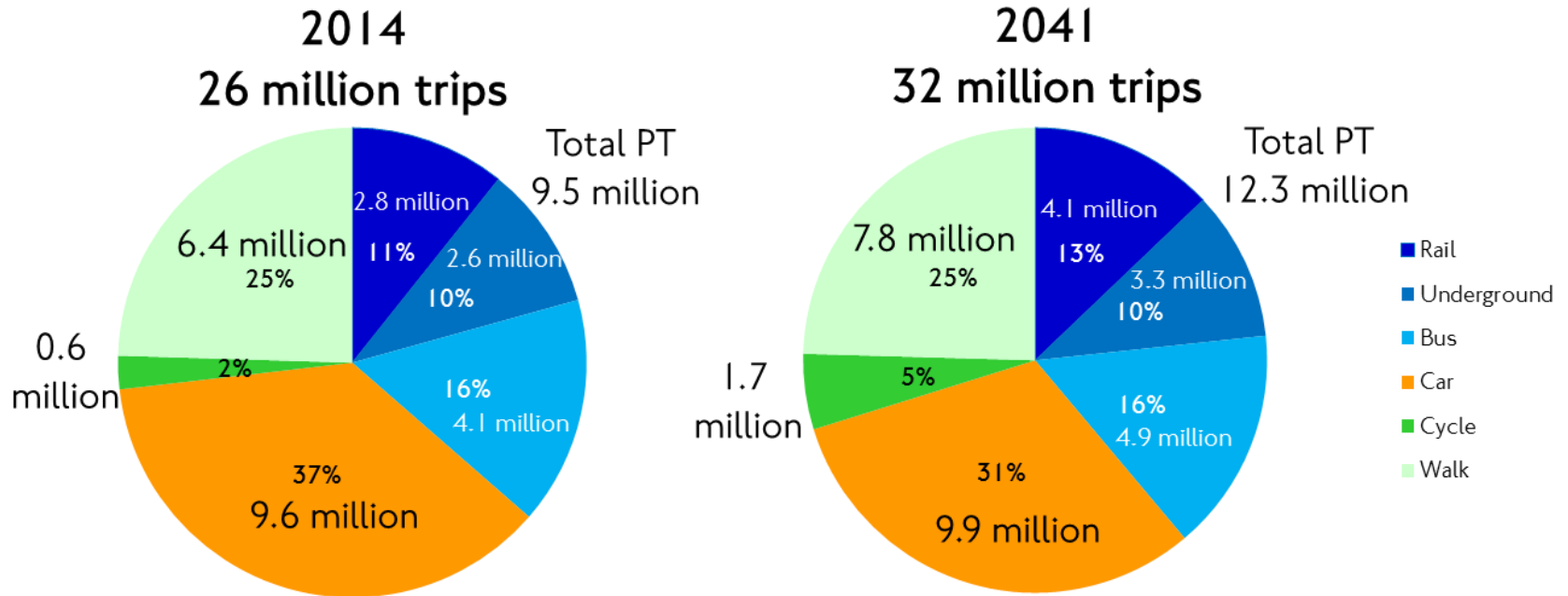




# The transport strategy is key to achieving the Mayor's vision



# Travel demand is forecast to increase by six million trips a day by 2041



assuming current funding commitments are maintained

It will not be possible to keep pace with these increases in demand unless we are prepared to change the way we travel.

# London's economy needs a strong transport strategy

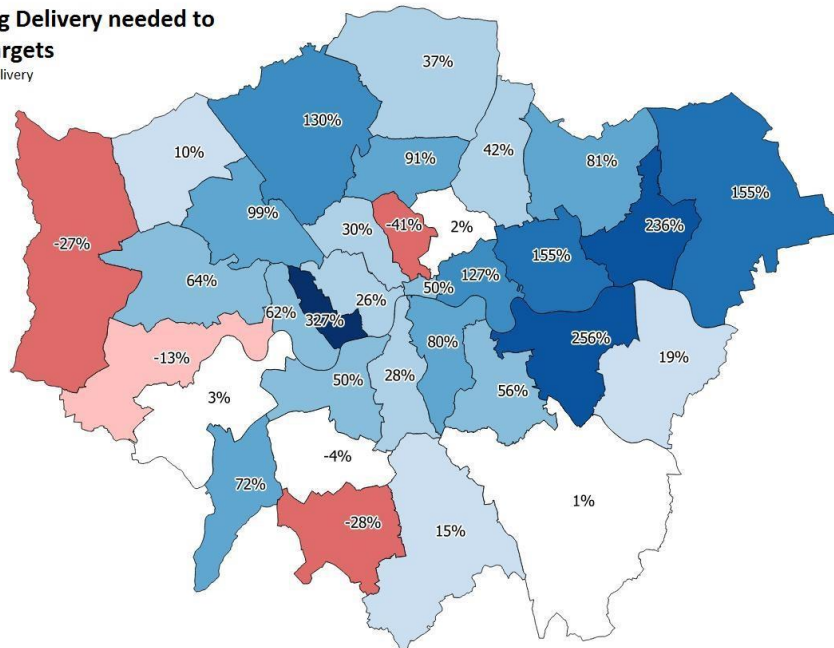


- Further investment to maintain access to the CAZ
- Also need to ensure other employment hubs are well connected
- World class public realm to make London an attractive place to locate business
- Reliable roads for movement of goods and for servicing trips

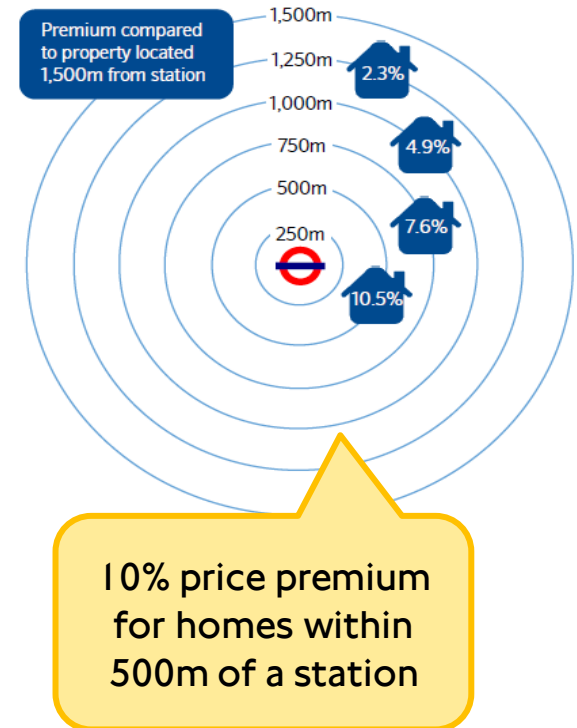
# Transport is integral to providing more housing

## Increase in Housing Delivery needed to meet draft FALP targets

Comparison with last 5 years delivery  
LLDC target shown by borough



barneystinger.wordpress.com  
@barneystinger



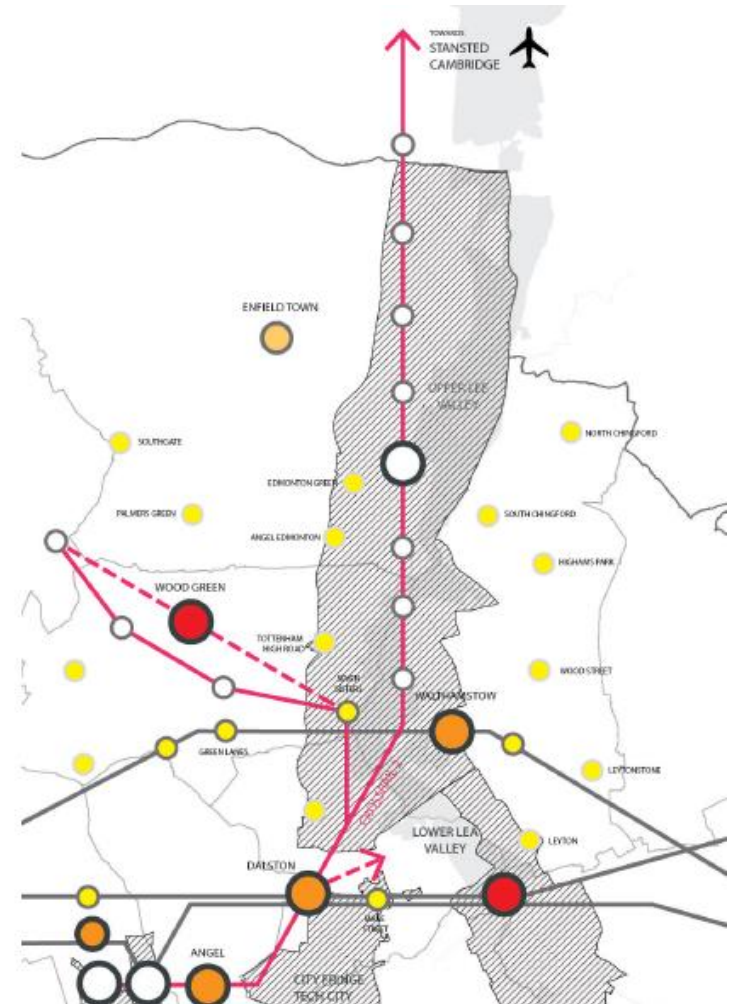
- Good transport links are fundamental to unlocking housing
- But some areas with big potential for growth are less well connected

Key challenges: balancing investment in existing system vs new connections; securing funding from beneficiaries; making the case; ensuring good growth

# Good growth requires an increased focus on integration between land use planning and transport strategy

Transport can unlock housing and economic opportunity through:

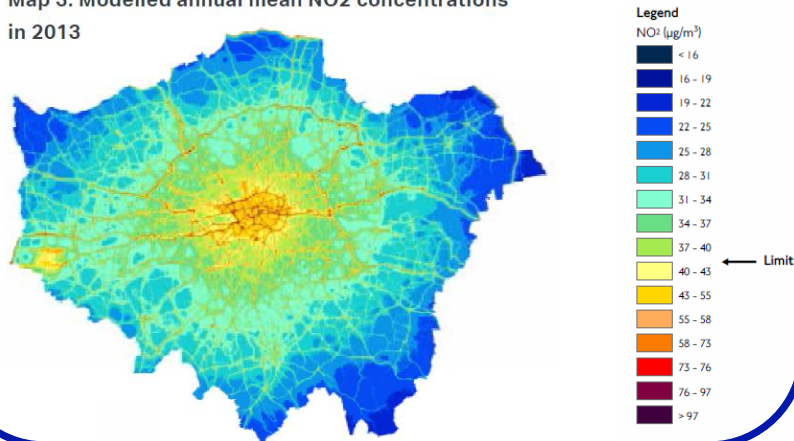
- **Growth Corridors** eg Upper Lee Valley, served by Crossrail 2
- **Station Intensification Areas** eg suburban areas of south London supported by 'Metroisation'
- **Opportunity & Intensification Areas** eg unlocking brownfield land in Royal Docks, supported by a package of transport investment
- **Town centres** – densifying town centres by making better use of existing and planned bus and rail services and improved walking, cycling and urban realm



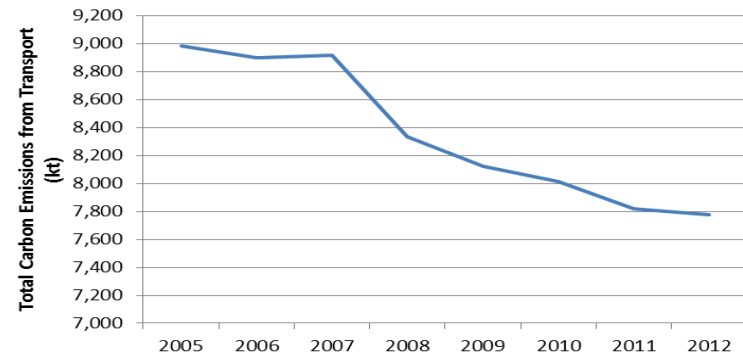
# Our transport strategy is fundamental to improving the environment and public space

## Air quality

Map 3. Modelled annual mean NO<sub>2</sub> concentrations in 2013



## Zero carbon city by 2050

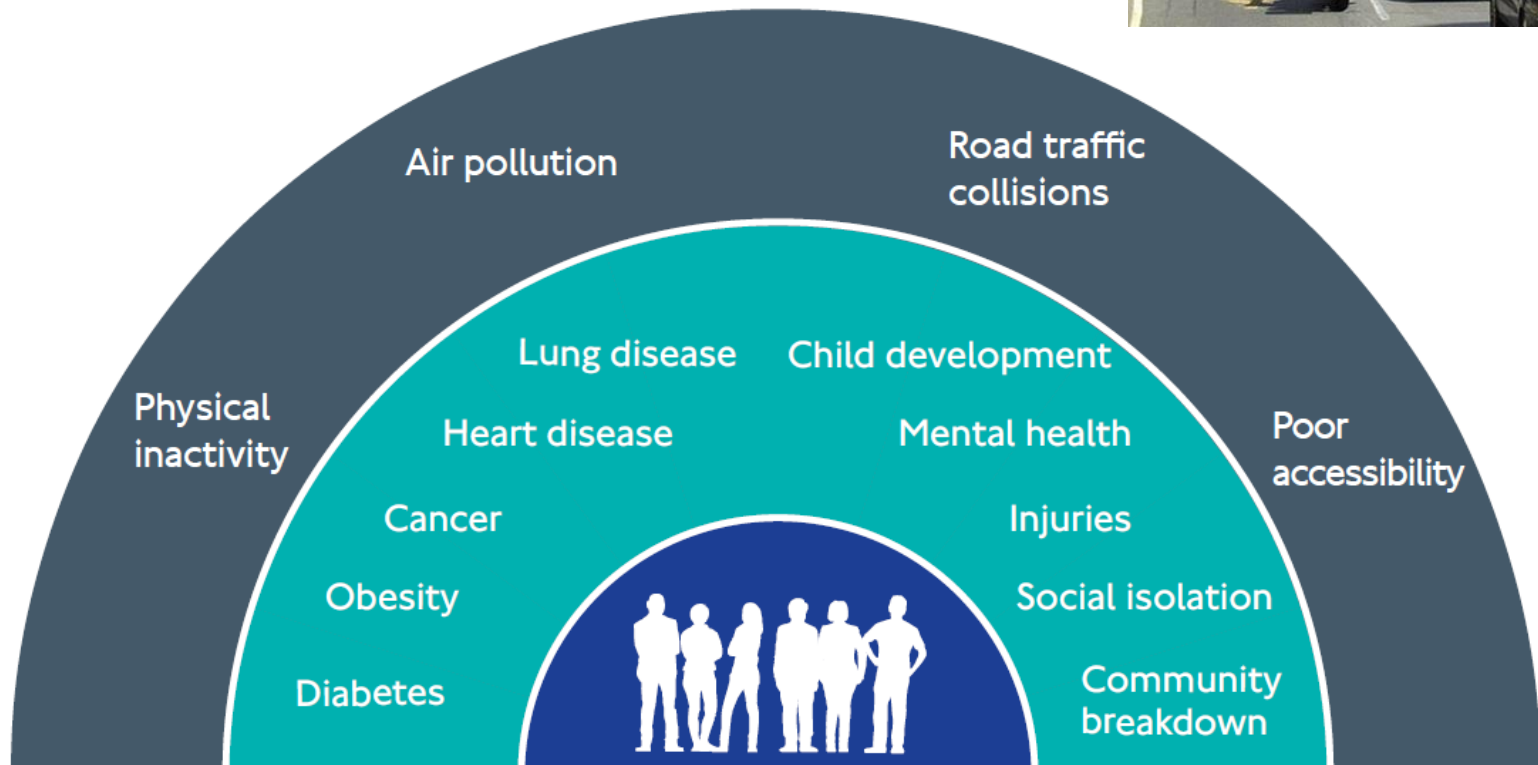


## Reducing traffic dominance



# Street environments and transport are central to the health of Londoners

The health impacts of the transport system in London relate mostly to **motorised road transport**



# The transport system needs to be developed to meet the requirements of all Londoners



- Service development and infrastructure improvement to meet the diverse needs of Londoners
- To improve accessibility and inclusion
- To support regeneration so that growth benefits all Londoners



# What does this mean for the transport strategy?

## 1. Can we make more of the transport system to help people get about easily?

- a) Mode shift to walking, cycling, public transport, and shared mobility options?
- b) Reducing, rerouting and retiming journeys where possible?
- c) Using technology to increase efficient use of space on our networks?
- d) Catering to diverse needs eg older people



## 2. Can we better integrate transport and land use to ensure a well-planned city?

- a) Influencing the location, shape, densities and land-use mix of new development and regeneration schemes?
- b) Improving the capability / reach of the transport system for movement of people & goods in order to support future growth?



# A borough perspective

**Spencer Palmer**

Director, Transport and Mobility

London Councils



A City for All Londoners – 9 November 2016

# A perspective from the London Boroughs

Spencer Palmer  
Director, Transport & Mobility  
London Councils

# About London Councils

- Cross-party organisation
- Represent London's 32 boroughs and the City of London
- Make the case to the Mayor and Government to get the best deal for Londoners
- Run London-wide Services
- Develop Policy
- Statutory Roles

















# About London's Councils

- All very different – not just Central, Inner and Outer
- One size does not fit all
- Local priorities and distinctiveness – not just borough by borough but within boroughs
- Borough councils understand their local areas, people and businesses

# Borough Engagement is Essential



# Shared Transport Priorities

- Reducing congestion
- Supporting economic growth
- Housing
- Equal access and inclusion
- Safer and better places
- Improving air quality and health

# Air quality poll findings (1 of 5)

A panoramic view of the London skyline, including the Shard and other skyscrapers, with green foliage in the foreground.

“Nearly half of Londoners  
feel poor air quality has had a  
negative impact on their health”

Air Quality Poll  
September 2016

The London Councils logo, consisting of the words "LONDON" and "COUNCILS" in a bold, sans-serif font, with a white swoosh underneath.

# Air quality poll findings (2 of 5)

A photograph of two young girls in school uniforms. The girl on the left is holding a small, blue, cylindrical air quality monitor to her nose. The girl on the right is looking towards the camera with a slight smile. The background is a brick wall.

**“12 per cent of Londoners say their children’s health has been affected by air pollution”**

Air Quality Poll  
September 2016

The London Councils logo, consisting of the words "LONDON" and "COUNCILS" in a bold, sans-serif font, with a white swoosh underneath.



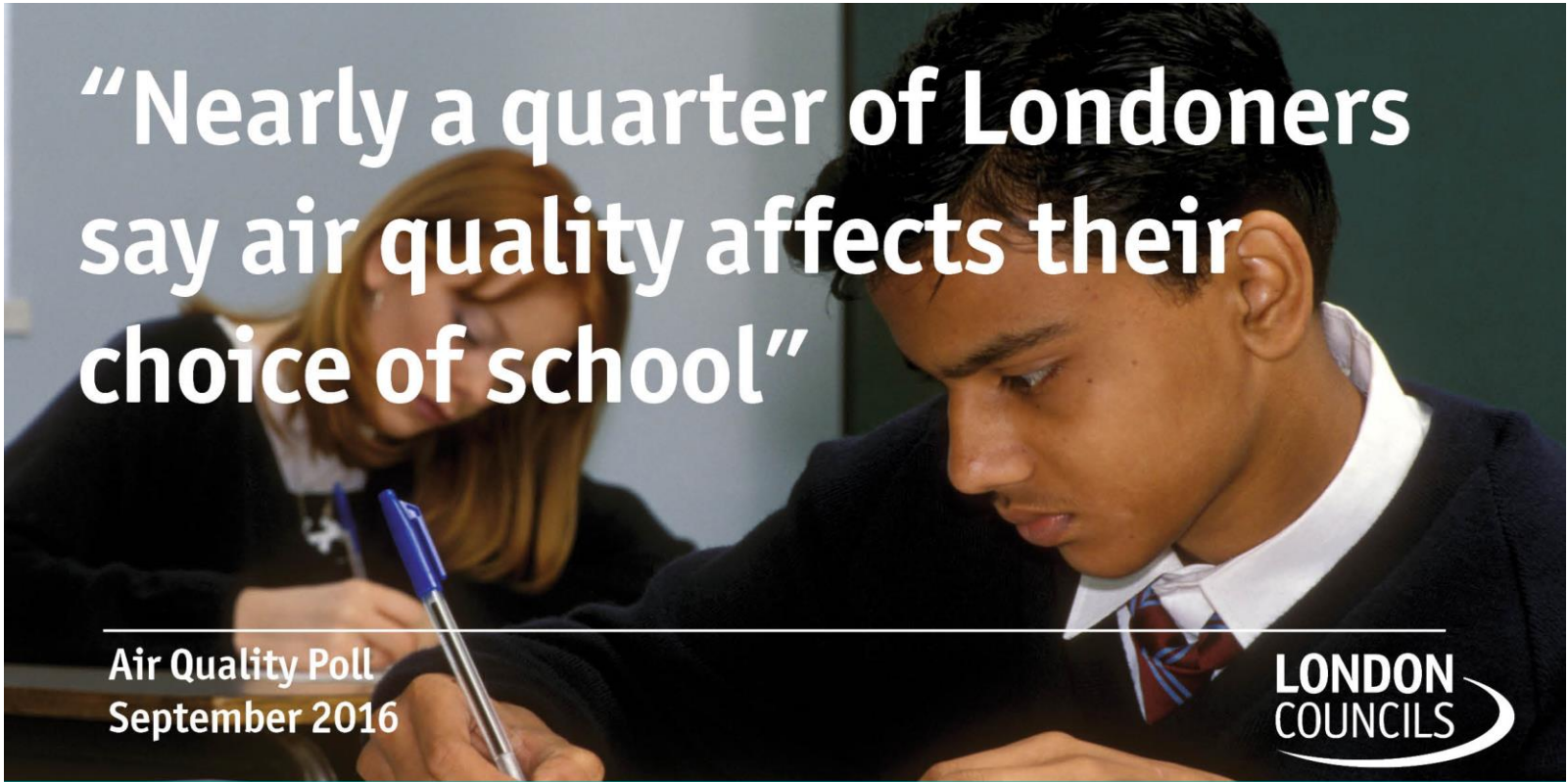
# Air quality poll findings (3 of 5)

**“Cyclists and people using public transport are more likely to think tackling air pollution should be a priority”**

Air Quality Poll  
September 2016

LONDON  
COUNCILS

# Air quality poll findings (4 of 5)

A photograph of two students in school uniforms sitting at a desk. The student in the foreground is a young man with dark hair, wearing a dark blazer, white shirt, and red tie, looking down at a notebook. The student in the background is a young woman with long brown hair, also in a school uniform, looking down at her notebook. They appear to be in a classroom setting.

**“Nearly a quarter of Londoners  
say air quality affects their  
choice of school”**

Air Quality Poll  
September 2016

The logo for London Councils, featuring the words "LONDON" and "COUNCILS" in a bold, sans-serif font, with a white swoosh underneath.

# Air quality poll findings (5 of 5)

A photograph of a diverse crowd of people at what appears to be a public event or meeting. The focus is on a woman in the foreground, looking towards the right. The background is slightly blurred, showing other attendees.

**“38% of Londoners say air pollution affects where they choose to live”**

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Air Quality Poll  
September 2016

The London Councils logo, consisting of the words "LONDON" and "COUNCILS" in a bold, sans-serif font, with a white swoosh underline.

# Public Transport

- Buses
  - Welcome better and cleaner service
  - Boroughs need more say on route planning
- Rail
  - Welcome new infrastructure and metroisation proposals
  - Support devolution of suburban services

# Key Mayoral Initiatives

- ULEZ
  - Consultation on boundary is key
- T-Charge
  - Need to consider impacts on small businesses
- Healthy Streets
  - Need to recognise local priorities
- Vision Zero
  - Need clarity about what this means
  - Support schemes such as HGV direct vision standard

# Borough-led schemes

- Go Ultra Low City Scheme
  - OLEV funded project to increase residential electric vehicle charging
- London Lorry Control Scheme Review
  - Most comprehensive review for 30 years
  - Will ensure scheme continues to deliver environmental benefits, whilst supporting growing freight needs

# Summary

- Shared Priorities
  - Safer, cleaner and more reliable transport to support our growing diverse communities.
- Funding (Particularly LIPs)
  - Flexibility for local needs
  - Long-term funding certainty for better planning design and recruiting/retaining skilled staff
- Engagement is the key

# Thank you

Spencer Palmer

**Director, Transport and Mobility**

**London Councils**

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**Workshop 1 introduction:  
Strategic priorities for a growing city**

**Lucinda Turner**

**Acting Director of Borough Planning**

**Transport for London**



# Workshop 1

## Strategic priorities for a growing city

We would like your help in identifying key issues, challenges and opportunities that you think the London Plan and the Mayor's Transport Strategy should address.

Each of your tables has a theme we would like you to focus on.

I will be dropping in on your conversations and will summarise at the end.

# Workshop 1

## Strategic priorities for a growing city

- Transport and the economy
- Transport and regeneration and housing
- Transport and the environment
- Transport and health
- Transport and inclusion
- Transport and place (a city for people)

# Workshop 1

## Strategic priorities for a growing city

### Discussion ideas

- What are your top three priorities for your theme?
- What role can transport play in addressing them?
- What are the main challenges and opportunities that the Mayor should consider?

Workshop 1  
Strategic priorities for a growing city  
Summary of key themes

## Tea and Coffee Break

We would be grateful if you could vacate the room while we change over.

Please remember to change tables after the break.

Find the table that matched the colour on your name badge.

# A business perspective

David Leam

Director of Infrastructure

London First



Workshop 2 introduction:  
A spatial approach

Lilli Matson

Head of Surface Strategy and Planning  
Transport for London





# A spatial approach to achieving Healthy Streets

The transport priorities for  
central, inner and outer London

Lilli Matson  
Head of Surface Strategy &  
Outcome Planning

9 November 2016



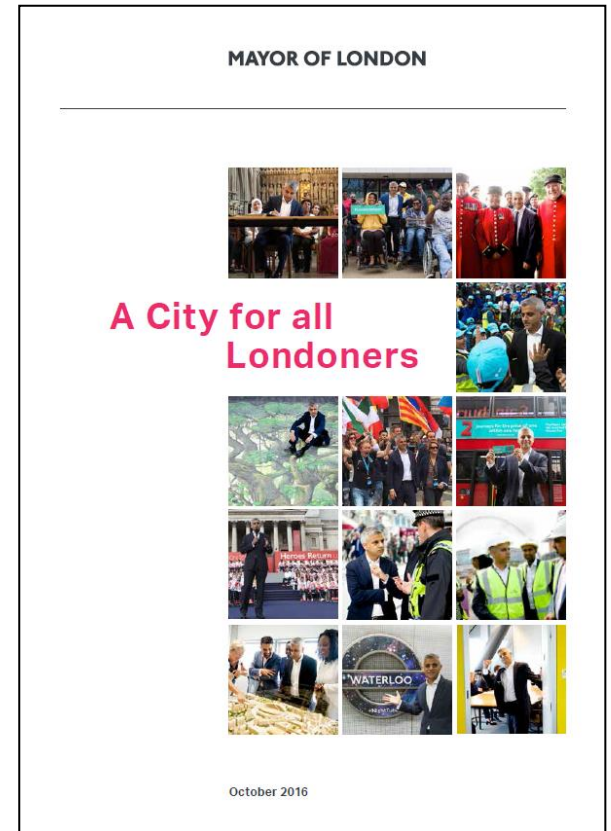


# A City for all Londoners – a spatial approach

'A City for all Londoners' sets out an ambitious new policy direction for transport in the Capital centred around the delivery of 'Healthy Streets' with less traffic, less pollution, more walking and cycling, and better public transport.

To deliver this vision we need to use our space and transport infrastructure more efficiently and accomplish long lasting mode shift away from the car.

Achieving this will mean different things in central, inner and outer London, and will depend on overcoming local challenges and maximising local opportunities.





# A spatial approach to achieving Healthy Streets

## VISION FOR LONDON

'A transport system to meet all Londoners' needs'

### What does this mean?

- A more healthy, liveable, cleaner, safer and more environmentally sustainable city
- Londoners mainly get about by walking, cycling or public transport
- Freight, taxis, cars and other vehicles that are used are clean and safe
- An affordable, user friendly transport system with an improved 'whole journey' experience
- More efficient use of space to accommodate the forecast growth in travel demand
- Increases in overall public transport capacity





# Central London: Current and future challenges

We already have high levels of bus use, walking and cycling in central London, but the following key challenges need to be addressed:

## 1) Traffic dominates with chronic congestion in many places

- Deters pedestrians and cyclists
- Causes delays to freight and buses
- Results in poor air quality

## 2) Crowded conditions on public transport

- Makes London less pleasant for visitors, residents and workers
- Requires station closures at busy times, causing delays to journeys

## 3) Alignment of street space no longer fit for purpose

- Crowded pavements and pedestrian congestion
- Needs rethinking about the space allocated for traffic, pedestrians and cyclists





# Central London: Vision for living and travel

## VISION FOR CENTRAL LONDON

'A world-leading cultural and economic centre that is highly accessible by public transport and a great place to be for both people and businesses'

### What does this mean?

- 'Feet-first' approach
- Safe and accessible streets
- Iconic places free of traffic
- Fewer deliveries at busy times
- Vehicles that do remain are clean
- Reduced motorised traffic and congestion
- Public transport reliable and not overcrowded
- Onward travel by foot or bike
- Affordable and efficient options for those not able to walk or cycle



### Possible policy responses?

- Address bus speeds
- Invest in cycling and walking
- Options to reduce car traffic
- Increase capacity on the Tube network
- Re-time freight deliveries



# Inner London: Current and future challenges

Inner London already has quite sustainable travel characteristics, with low car use and a significant proportion of cyclists, but several key challenges exist:

1) Without assertive action traffic dominance will worsen as population grows

- Causes delays to necessary traffic e.g. buses, servicing vehicles
- Results in poor air quality on key corridors
- Deters pedestrians and cyclists

2) Crowded conditions on public transport links to central London

- Makes it difficult and stressful to commute to work

3) Can be difficult to move between town centres by public transport

- Means 'orbital' journeys are sometimes more attractive to do by car

**750k**

more trips  
could be  
cycled to the  
centre

**2m**

more trips  
could be  
cycled in  
inner London





# Inner London: Vision for living and travel

## VISION FOR INNER LONDON

'A dense, mixed place to live and work with most travel by public transport, walking and cycling'

### What does this mean?

- People friendly places
- High levels of cycling and bus use of 'mini-radial' transport systems (strategic interchange hubs)
- Expand ULEZ
- Safe cycling network
- Reduced car dependency
- Less traffic and more efficient freight



### Possible policy responses?

- Increase rail and bus capacity on radial routes into Central London
- Expand bus priority measures
- Encourage more land use densification around local centres and transport hubs
- Improve conditions for cyclists, pedestrians and bus users



# Outer London: Current and future challenges

It is difficult to provide a comprehensive public transport service in many areas of outer London due to the existing low density patterns of development

As a result outer London has significantly higher levels of car ownership and use. So the key challenges in achieving our vision are:

## 1) Dependency on the car

- Traffic causes severance, congestion, poor air quality and delays to essential traffic

## 2) Crowded conditions on rail links to central London

- Makes it difficult and stressful to commute to work

## 3) Off peak & weekend public transport services can be poor

- Creates cultural reliance on car ownership and travel

## 4) Difficult to move between town centres and trip attractors by public transport

- Means 'orbital' journeys are often more attractive by car & increases crowding on rail routes into centre

56% of  
Outer  
London's  
work trips  
are made by  
car







# Outer London: Vision for living and travel

## VISION FOR OUTER LONDON

‘A diverse place with lively town centres where the majority of Londoners live and a significant proportion work, with travel within and between centres by public transport, walking and cycling’



### What does this mean?

- Vibrant town centres and high streets
- Short journeys on foot or bike
- Better access by bike to local services and interchanges
- More space for pedestrians
- ‘Turn up and go’ bus and rail services
- More efficient road network and less traffic on local roads
- Reduced car use

### Possible policy responses?

- Encourage/provide sustainable and safe alternatives to private car use, such as shared travel, or electric vehicles
- Improve public transport links between town centres
- Provide new links to growth areas

## Workshop 2

### A spatial approach

We would like your help in identifying key issues, challenges and opportunities for central, inner and outer London.

I will be dropping in on your conversations and will summarise at the end.

## Workshop 2

### A spatial approach

#### **Discussion ideas**

- What are your top three priorities for your area?
- What does a 'car reduction strategy' look like in your area?
- What are the main challenges and opportunities that the Mayor should consider?

Workshop 2  
A spatial approach  
Summary of key themes

## Next steps and closing remarks

Lucinda Turner

Acting Director of Borough Planning

Transport for London



**Thank you**

**MTSengagement@tfl.gov.uk**