



Unlocking development through investing in transport

Richard de Cani -- Managing Director, TfL
Planning



London is growing by...

6 new residents
every hour



That's a car load
every 40 minutes



or

2 Buses
every day



or

2 Tube trains
every week



Today the population is

8,600,000

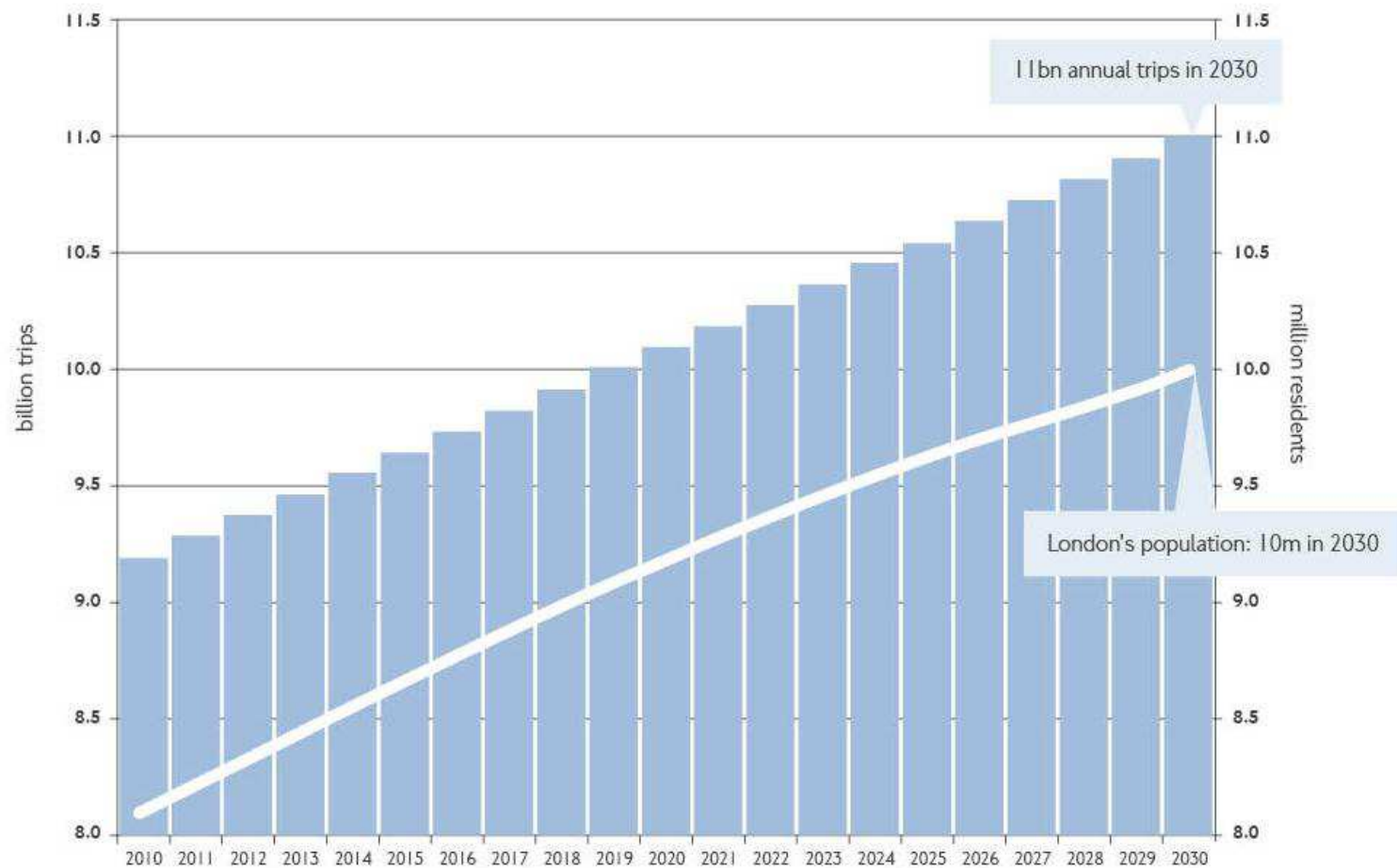
and by 2030, it will be

10,000,000



Billions more trips on public transport and roads

- Huge increase in trip numbers expected over the next 15 years
- Roughly 9.6bn trips in 2015 due to rise to 11bn by 2030



New transport links unlock homes and jobs



1981



1987

Transport links at Canary Wharf

- New road links
- Buses
- DLR
- Jubilee
- Crossrail



1999



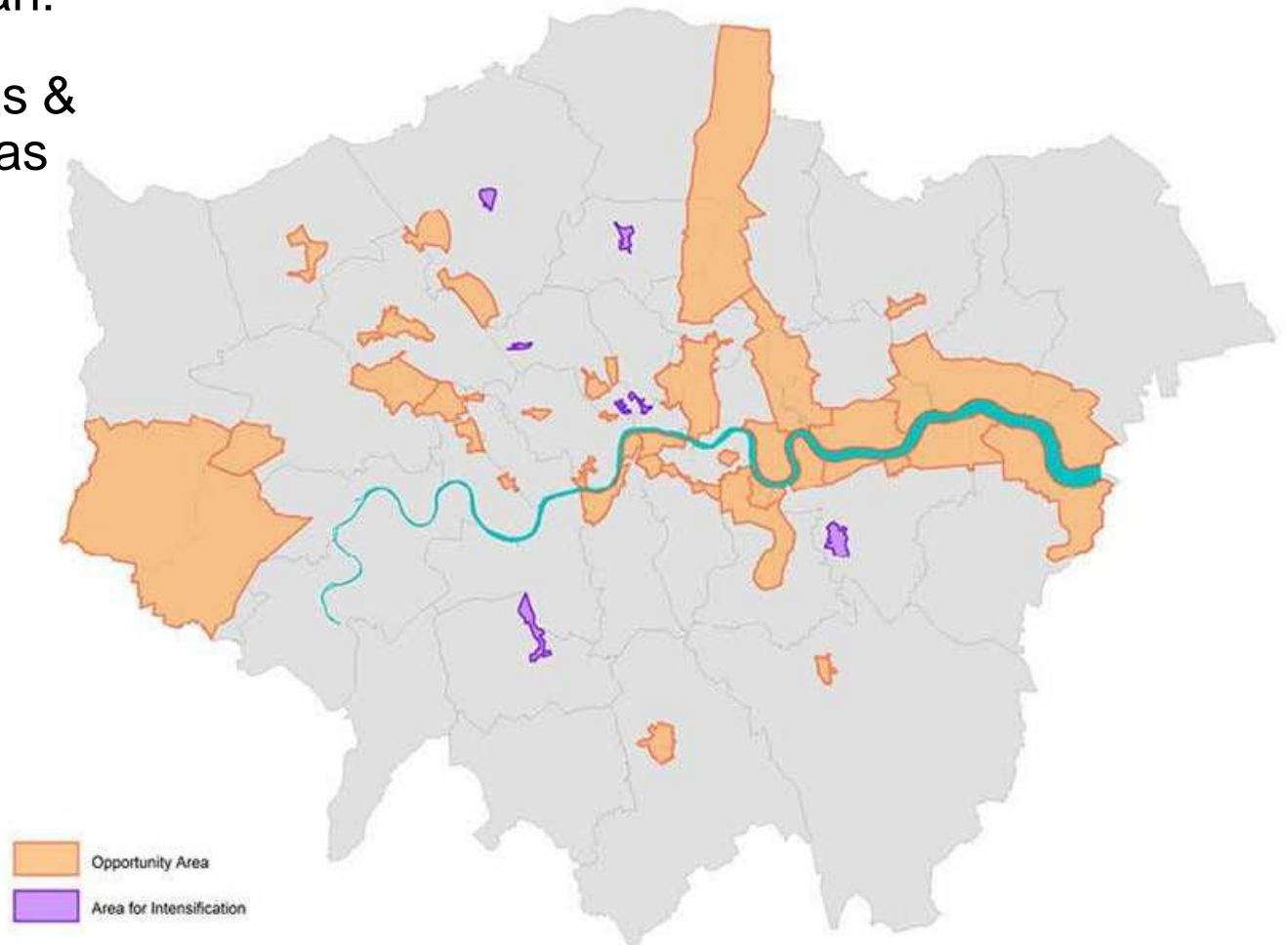
2019

- There's plenty of evidence for how transport connections have supported growth across London
- Canary Wharf is a good example of this, with each new link facilitating a new wave of development

Opportunities for Growth across London

In the latest London Plan:

- 38 Opportunity Areas & 7 Intensification Areas
- 19,000 hectares
- 311,650 homes
- 583,000 jobs



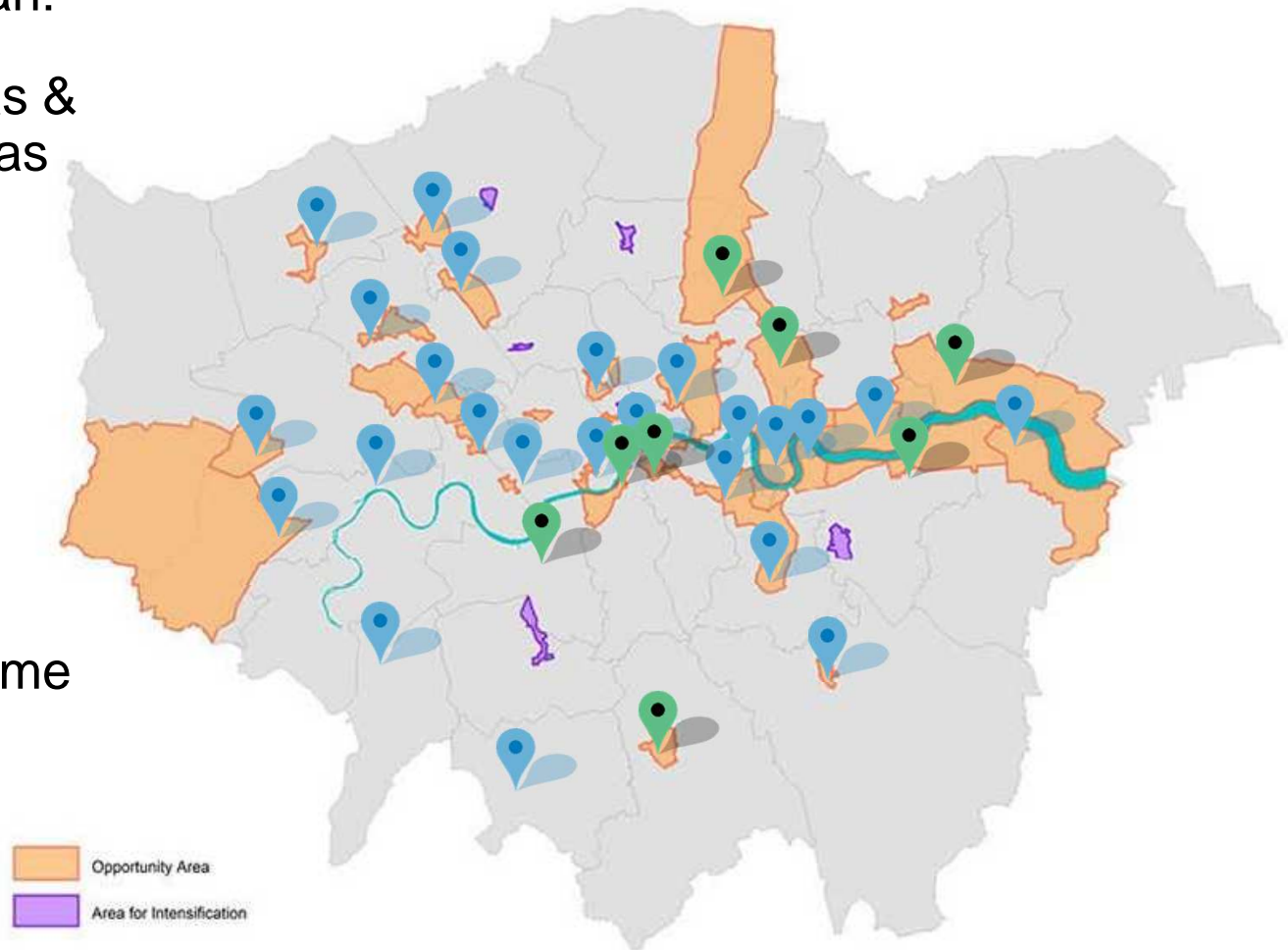
Opportunities for Growth across London

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To support this, TfL's Growth Areas Programme identifies:

- 32 'Growth Areas'
- Incorporating 14 Growth Fund projects



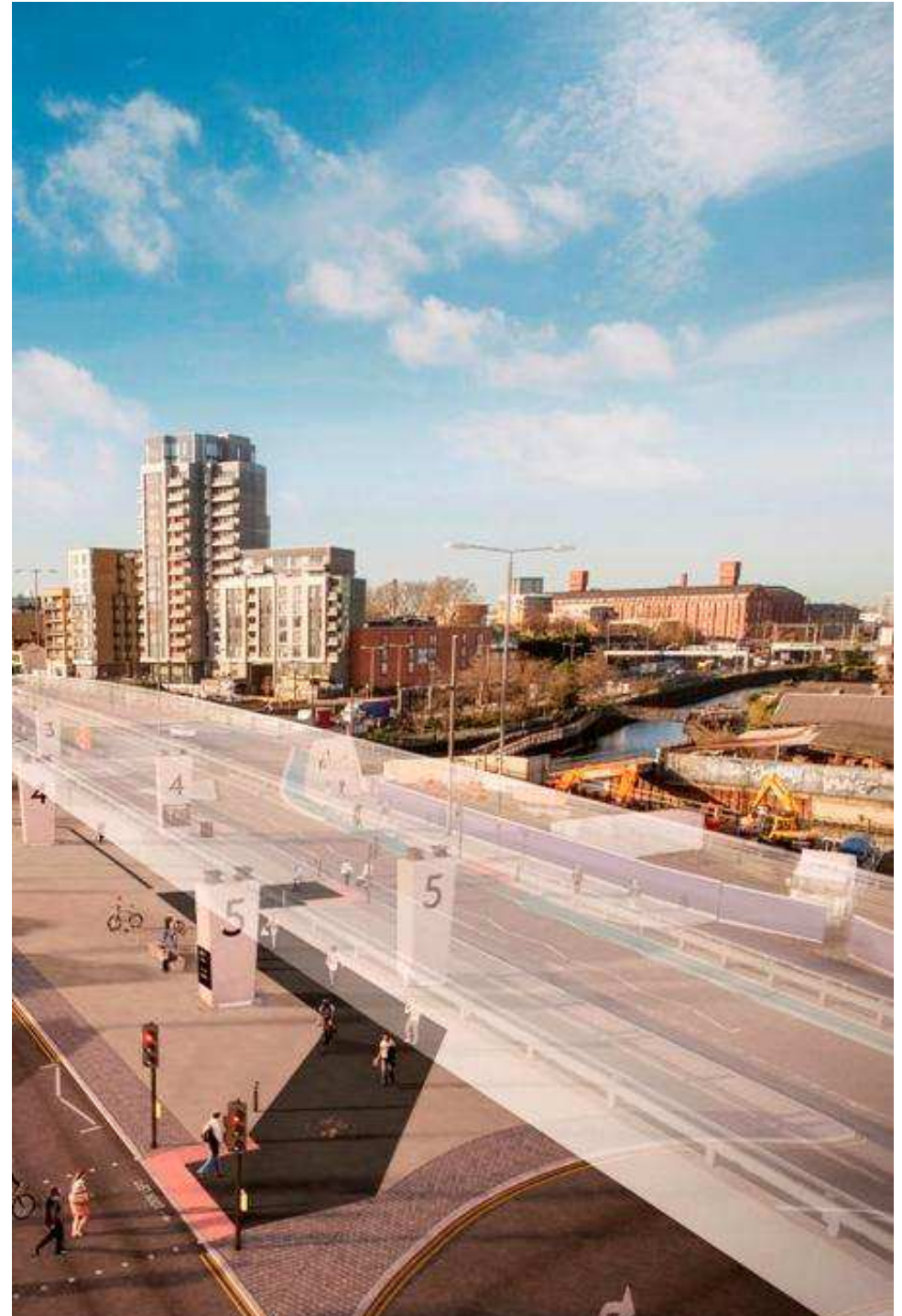
TfL's Growth Areas Programme

- TfL's Growth Areas Programme seeks to support growth across these 32 areas, which include designated Opportunity Areas and Housing Zones
- TfL works closely with the GLA and boroughs on identifying the transport needs and potential funding sources in Opportunity Areas, and on the production of OAPFs
- Some of these needs represent significant transport initiatives which TfL Planning is pursuing with a full project team, e.g.
 - Bakerloo Line Extension
 - Overground extension to Barking Riverside
 - Crossrail 2
 - New river crossings



TfL's Growth Fund

- A key tool in TfL's work to support growth is the TfL Growth Fund:
- £300m fund established in 2012, with further £60m added in 2014
- Set up to help unlock growth areas by targeted TfL investment to support other public or private funding
- 14 schemes currently supported by the fund
- Regular dialogue with the GLA, and the Growth Fund is increasingly linked to other GLA activity (e.g. Housing Zones, LEP)



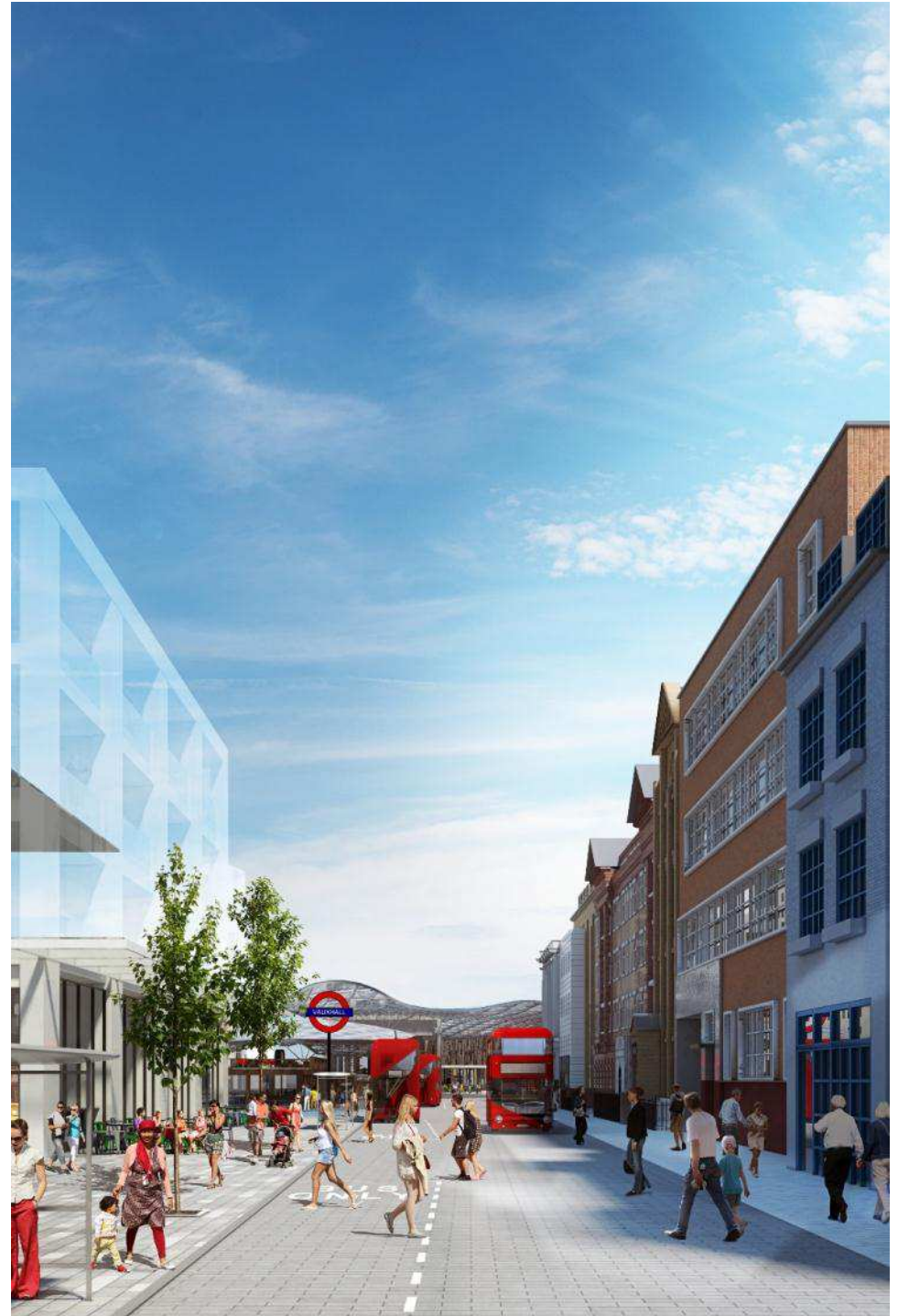
Why do we have a Growth Fund?

- To unlock regeneration areas it is often essential to invest in transport infrastructure to accommodate growth in demand
- We always seek funding for the infrastructure from developers but sometimes it is not viable for them to fund infrastructure costs fully
- E.g. Elephant & Castle OA unlocks 5,000 homes and 5,000 jobs and needs £130m for a new ticket hall at the Northern Line station and £25m for work on the northern roundabout.
- It is unrealistic to expect developers to fund all of these projects. We negotiated a funding deal based on:
 - £50m through a tariff system from developers
 - £85m from the TfL Growth Fund
 - £15m from LB Southwark
 - £5m from the GLA



Schemes currently in the Growth Fund

£30m	Barking Riverside Extension	
£32m	Tottenham Hale station	
£13m	West Ham station	
£70m	Elephant & Castle Northern line ticket hall	
£15m	Elephant & Castle northern roundabout	
£12m	Bromley-by-Bow	
£43m	Croydon Fiveways	
£33m	Wandsworth Ram Brewery	
£38m	Vauxhall Cross	
£24m	Woolwich Crossrail station	
£11m	White Hart Lane station	
£10m	STAR four-tracking	Added in 2015
£9m	Beam Park station	
£16m	Croxley Rail Link	



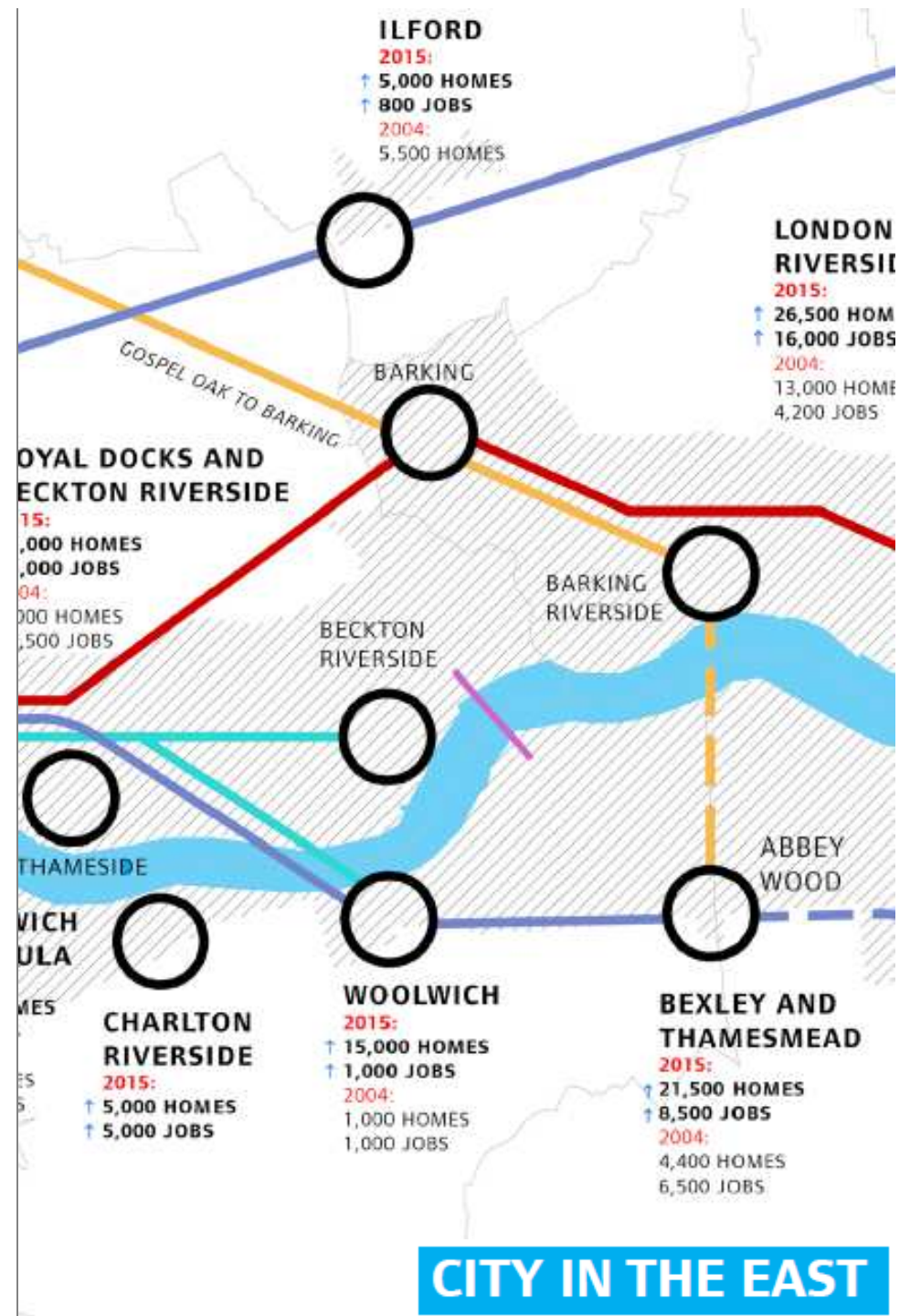
Huge progress in the last year

- Started work on Elephant & Castle northern roundabout (due to complete April 2016)
- Redevelopment proposals for the Peel Centre in Colindale were approved by LB Barnet in July
- Vauxhall Cross concept design work is progressing following earlier rounds of public consultation
- RB Greenwich approved the revised masterplan for Greenwich Peninsula in September, and Silvertown Tunnel consultation launched on 5 October
- The OPDC's Growth Strategy for Old Oak Common has been submitted to the Government, with input from TfL, and the OPDC has approved its OAPF for adoption by the Mayor
- OAPF development work underway in Kingston, Old Kent Road and Isle of Dogs
- Consultations on the Overground extension to Barking Riverside and on new river crossings in east London will launch shortly



But even more is needed

- All of our current planned projects will not be enough to provide the necessary support for London's projected growth
- Supporting the remaining OAs will require major infrastructure interventions and transport planning on a macro scale
- e.g. to deliver the 'City in the East' will need one or more of:
 - Crossrail 1 extension to the east of Abbey Wood
 - Crossrail 2 eastern spur
 - New river crossings with public transport opportunities
 - Extension of the Gospel Oak to Barking line south of the Thames
 - Putting major highways (e.g. A13) underground
 - New links to help unlock growth (e.g. Lower Roding crossing)



Housing Zones

- TfL is working with GLA colleagues to ensure the Housing Zones are joined up with the Growth Areas programme
- The GLA has now met its target of 20 Housing Zones, with over £500m funding supporting more than 50,000 homes and thousands of jobs
- A key element of the Housing Zones will be the transport interventions they enable. TfL is working with GLA Housing & Land to inform this as the individual zones develop and contracts are signed
- Appetite from boroughs has been huge so – funding permitting – there may be scope for further rounds of the programme. TfL will provide transport expertise to help the GLA to identify potential future zones



Summary

- London's population is growing and this will place significant pressure on the transport network
- TfL's Business Plan seeks to increase the capacity of the transport network across the capital
- TfL works closely with the GLA and boroughs to support Opportunity Areas and the development of OAPFs (and supporting policy work)
- The Growth Fund is a relatively new initiative to support regeneration projects that require new transport infrastructure
- Major infrastructure interventions and transport planning on a macro scale will be needed to

