



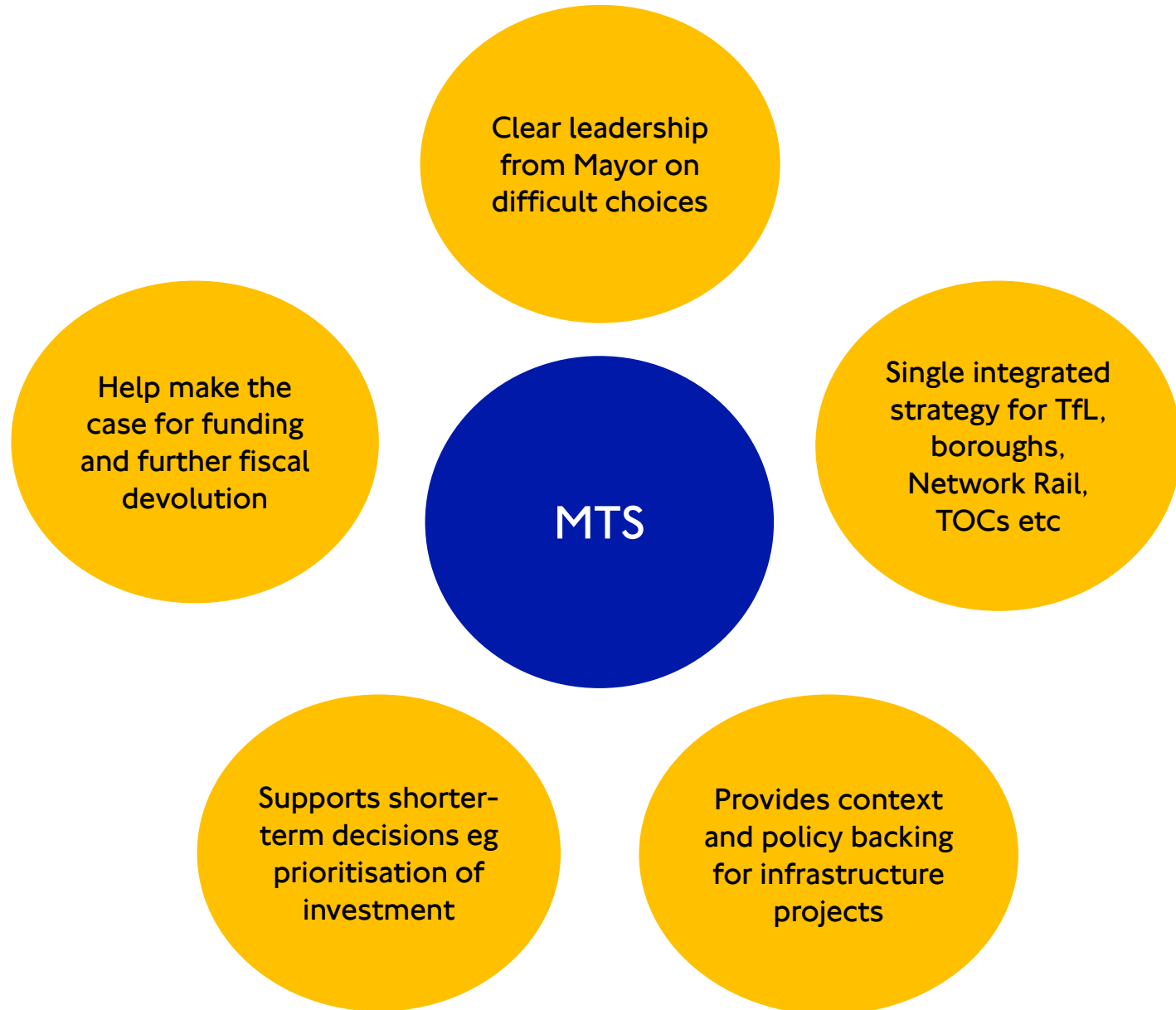
Mayor's Transport Strategy

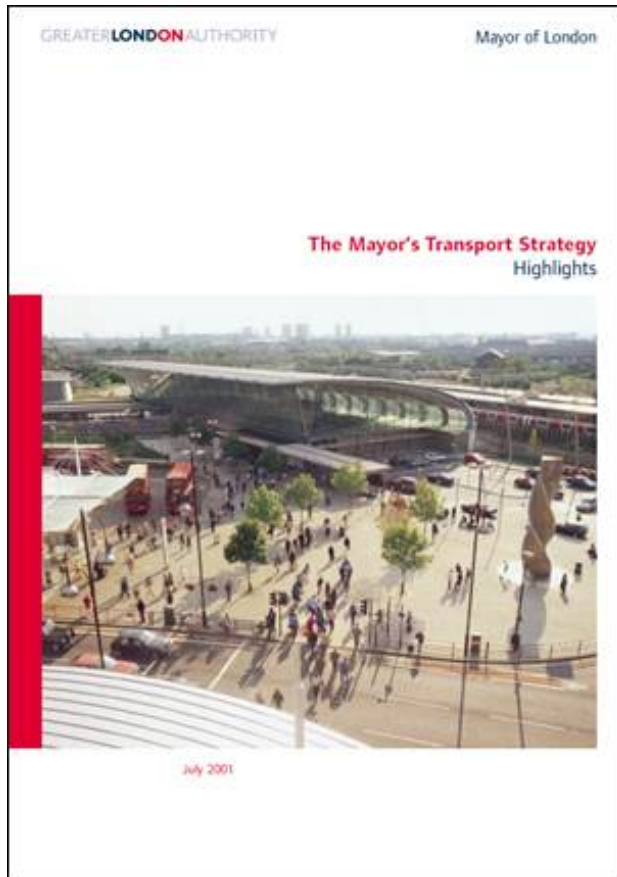
02 March 2017



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

Purpose of the MTS

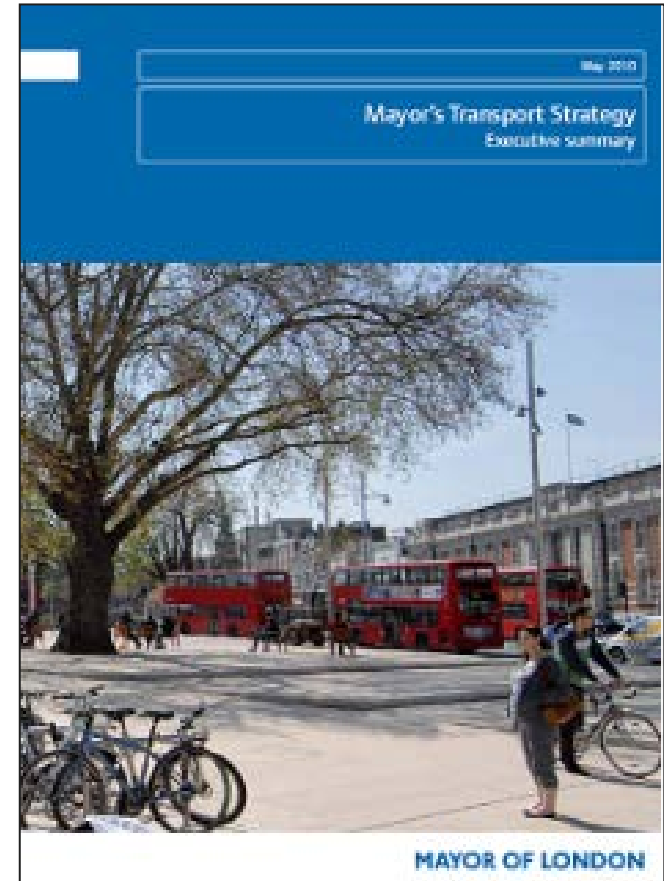




Congestion Charging

Transformation of the bus network

Established TfL's multi modal role for transport in the capital

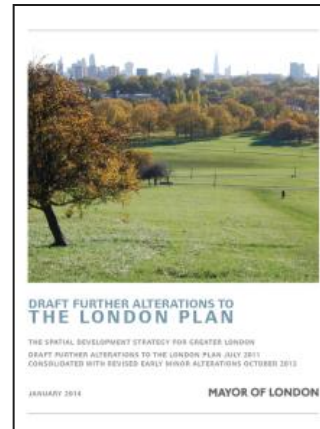


Enabled removal of the Western extension

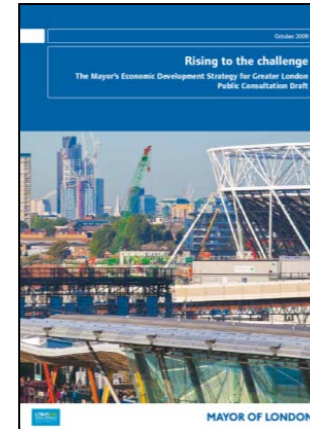
Smoothing traffic and modally agnostic

Less prescriptive

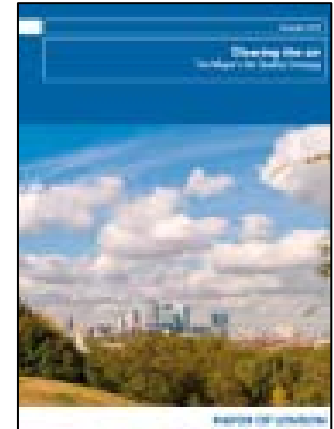
A City for all Londoners outlined the Mayor's vision for London, forming the basis of a series of Strategies



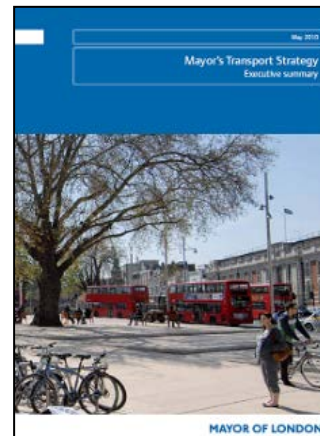
London Plan



Economic
Development



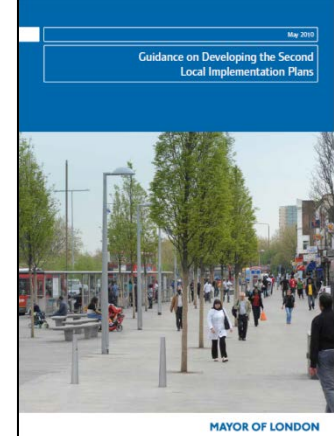
Environment



Transport



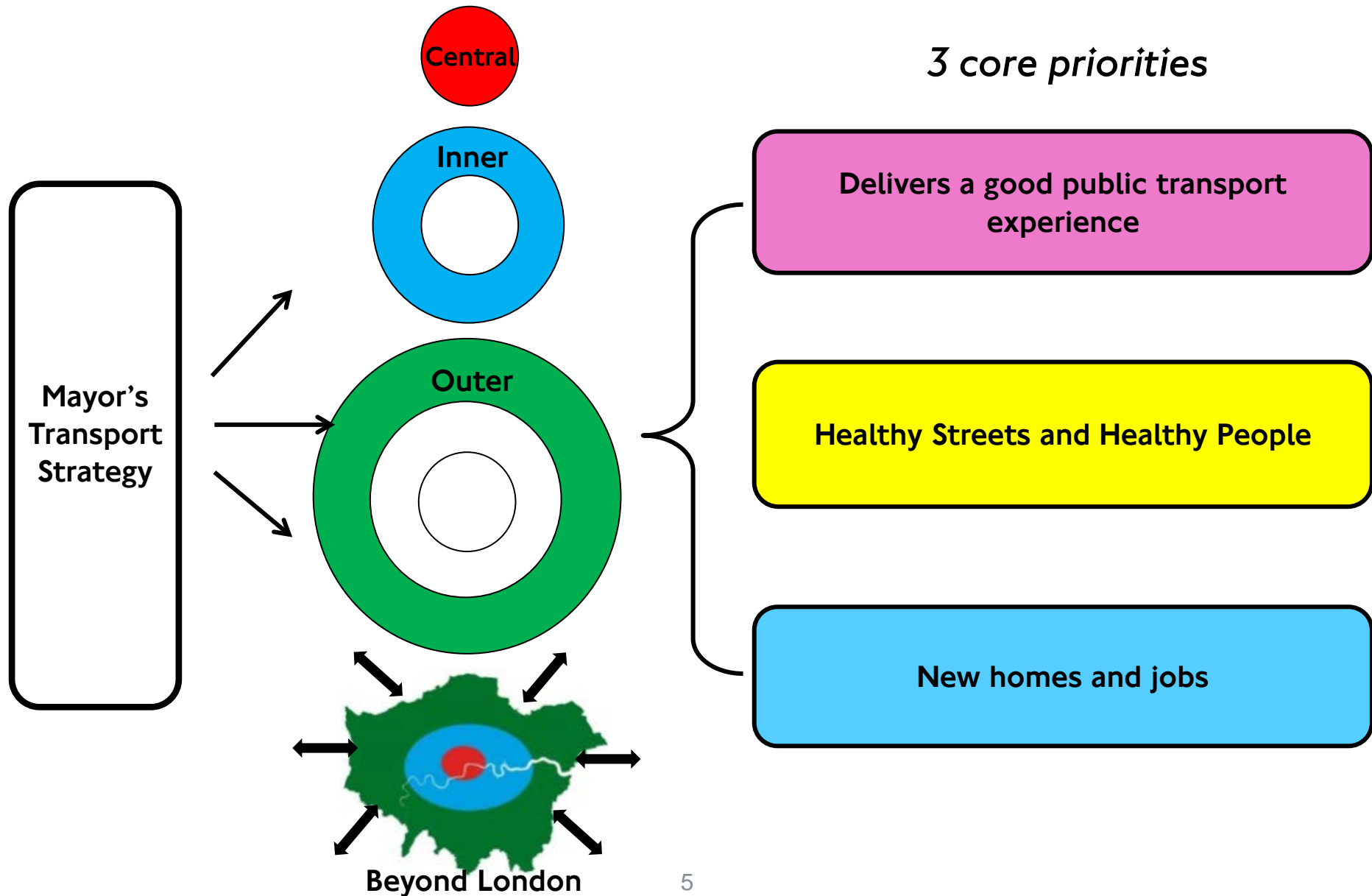
Accessibility
Plan



Local Implementation
Plan Guidance

All of the Mayoral strategies are being revised following the publication of A City for All Londoners

Emerging structure of the next Mayor's Transport Strategy





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: 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: 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’



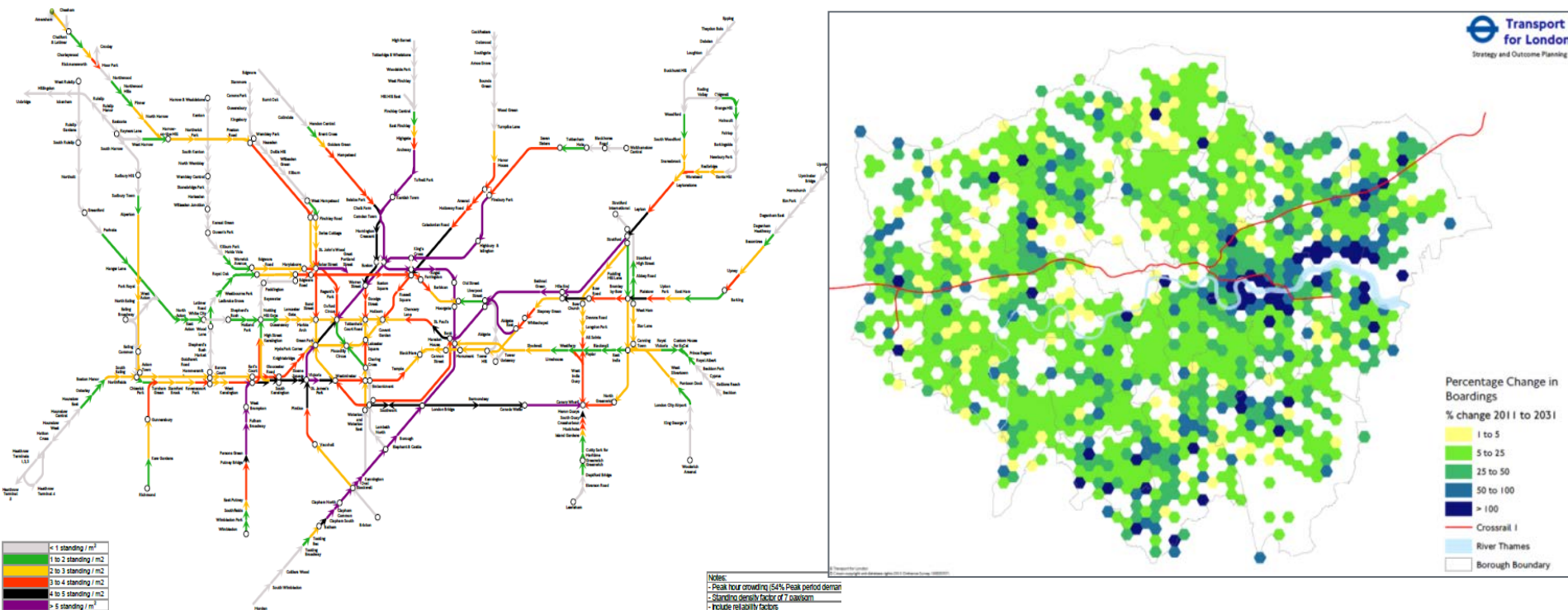
What does this mean?

- 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

Delivering a good public transport experience



+
1m

Additional daytime
journeys to/from central
London

+
60%

Increase in crowding
on London
Underground

+
30%

Bus demand expected
to grow, especially in
East London



Healthy Streets and Healthy People



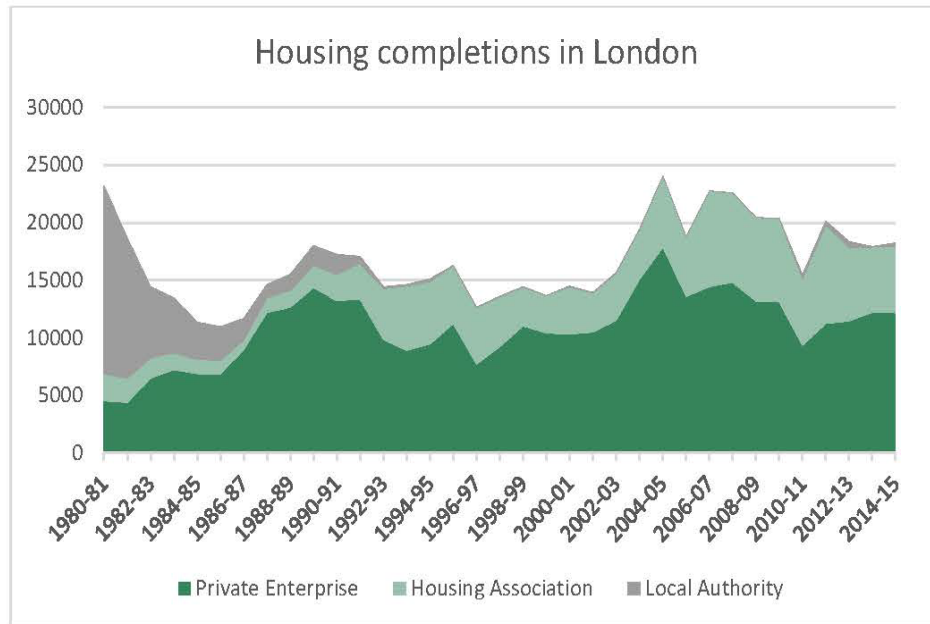
Without action, London's growth will lead to traffic clogged streets, creating unpleasant places and deterring active travel

Most Londoners do not do enough activity to be healthy but travelling actively can help them achieve this

Travelling by public transport typically involves significantly more physical activity than travelling by car, due to the need to walk to/from the station or stop.



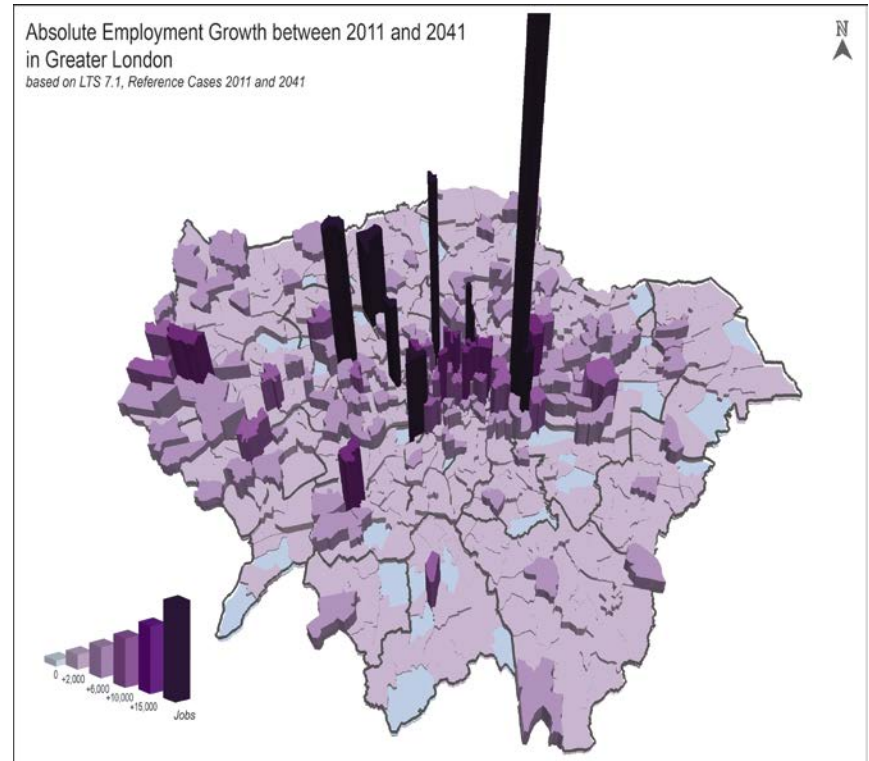
New homes and jobs



Source: DCLG live table on house building 253

50,000 new homes need to be built every year for the next 25 years to meet the needs of a growing population

Jobs in central London depend on rail capacity; by 2041 demand will outstrip supply, possibly limiting growth



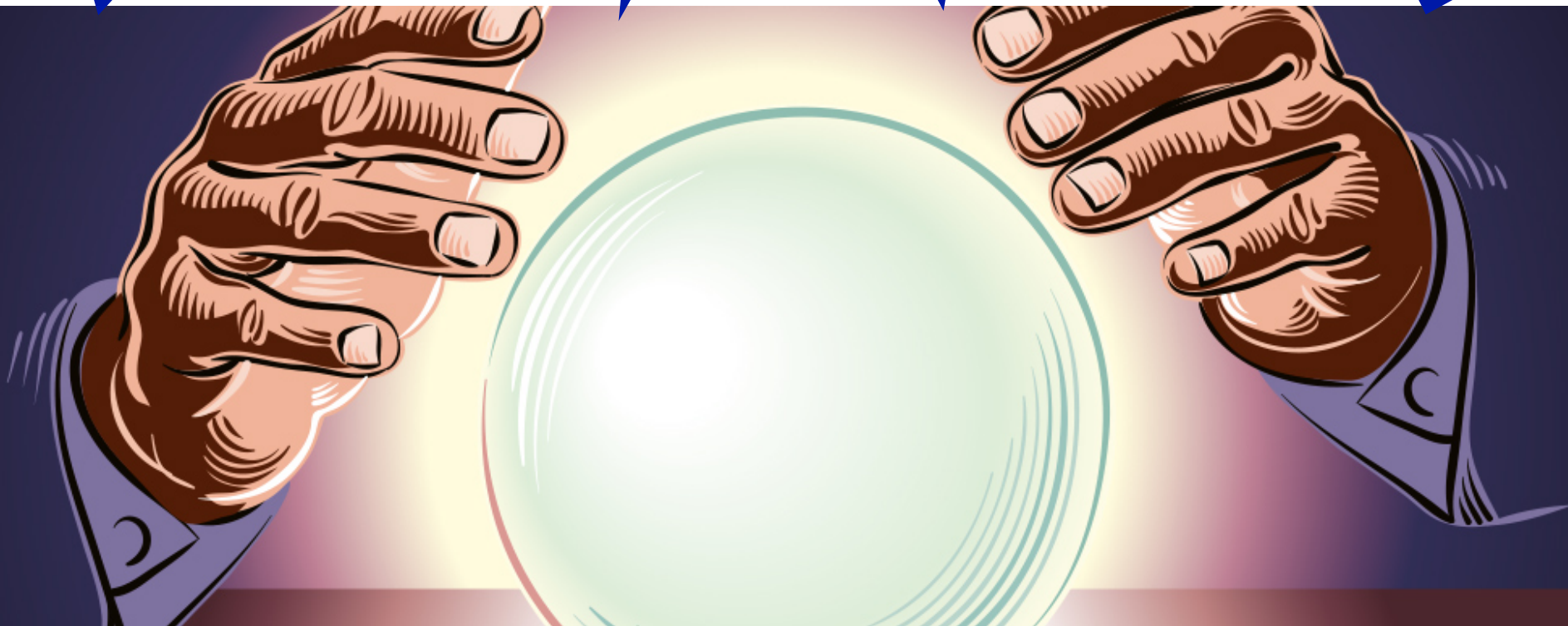
Our transport strategy needs to recognise a changing world...

Role of
autonomous
vehicles?

What will
customers of
tomorrow
want

Big data

Disruptors



We need our key stakeholders and delivery partners on board.....

LOCAL IMPLEMENTATION PLAN [LIP]

This is the mechanism by which the boroughs deliver MTS objectives at the local level, and by which TfL offers funding support to the boroughs

Making the Transport Strategy happen

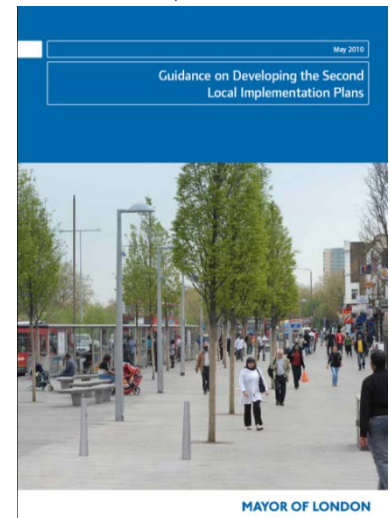
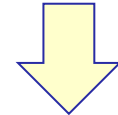
- Boroughs are responsible for most of London's road network and have a wide range of planning and development responsibilities
- Borough LIP programmes must reflect the challenges set out in the MTS
- New borough LIPs – LIP3 – will show how the boroughs will deliver the Healthy Streets agenda
- TfL will work with the boroughs to help identify the key challenges and opportunities in their areas and will offer practical policy and programme support



Healthy Streets for London

Prioritising walking, cycling and public transport to create a healthy city

MAYOR OF LONDON



Next Steps

Pre consultation (Jan to April)

Includes this event,
plus engagement with
broad range of
stakeholders

Consultation (May to July)

Comprehensive
statutory
consultation. Includes
events to raise
awareness of the
document and a
series of stakeholder
events

Finalise the Strategy

Review consultation
responses and amend
strategy. Formal
review of the
document by the
London Assembly.
Aim to publish final
document in Autumn