



# Planning for growth: recovery and regeneration

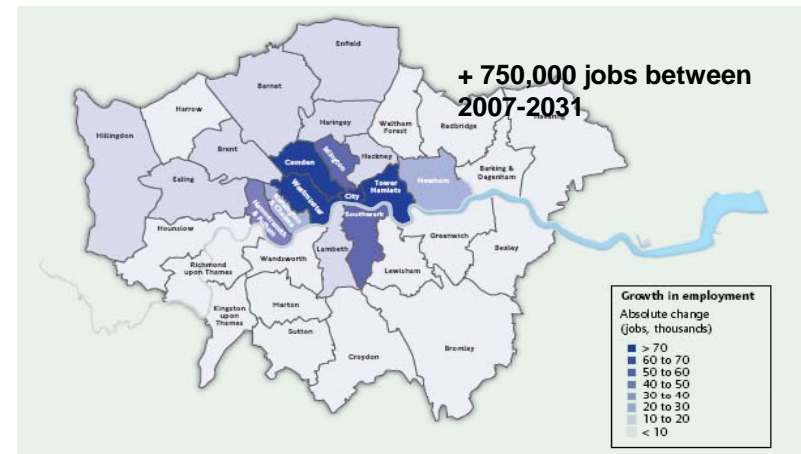
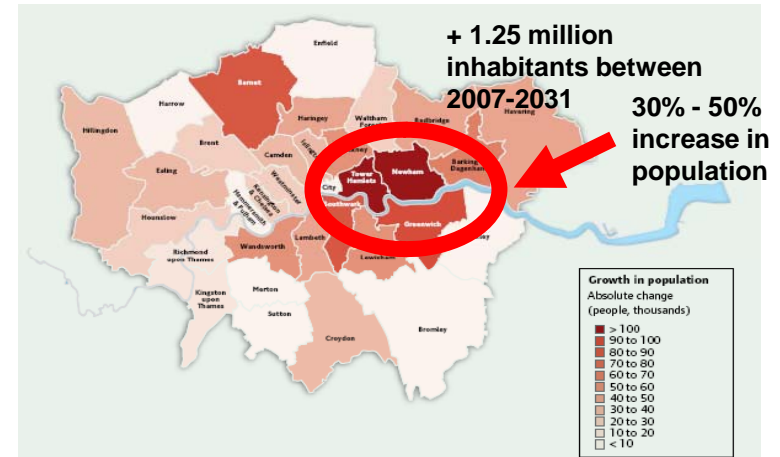
15 November 2011

Richard de Cani, Director, Strategy & Policy, TfL  
London TravelWatch Board Meeting

## London's growth and the scale of the transport challenge

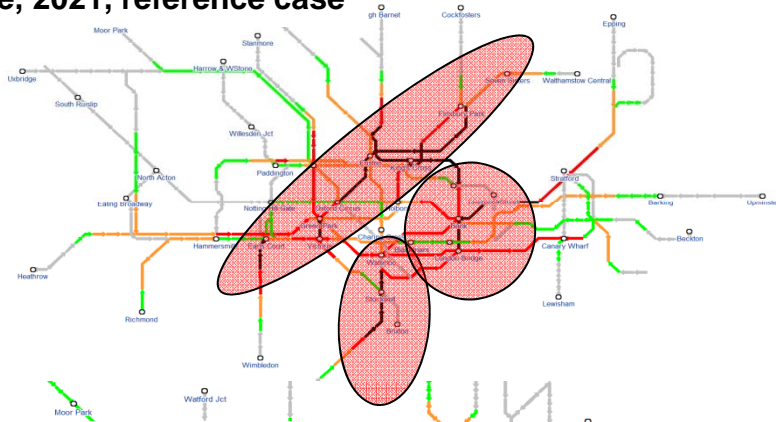
- Major growth in employment and population in London up to 2031
- London plays a significant role nationally
- The people living in London are changing
- Demand for passenger travel is increasing
  - More local trips in areas with high population growth
  - Longer trips to access employment in central/inner London
- Freight and servicing demand is also increasing

Crossrail, committed tube and rail investment will transform London's transport over the coming decade.

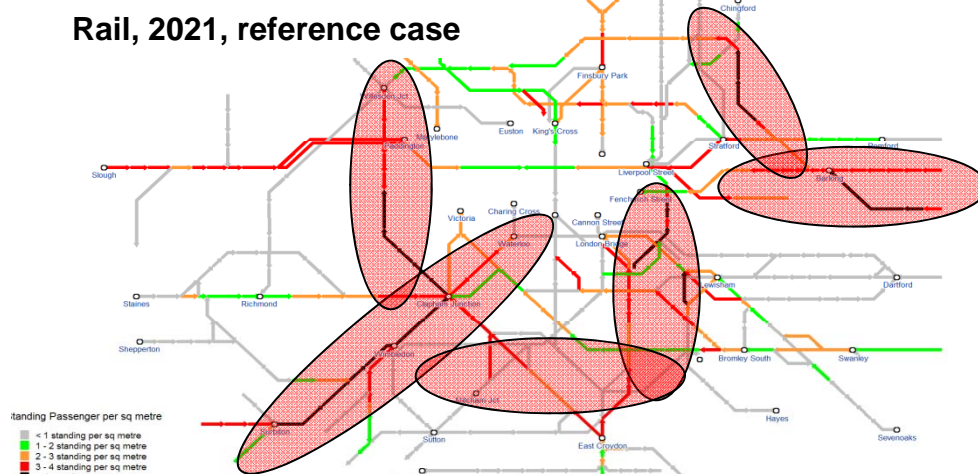


# Further investment is needed to support growth and development

Tube, 2021, reference case



Rail, 2021, reference case



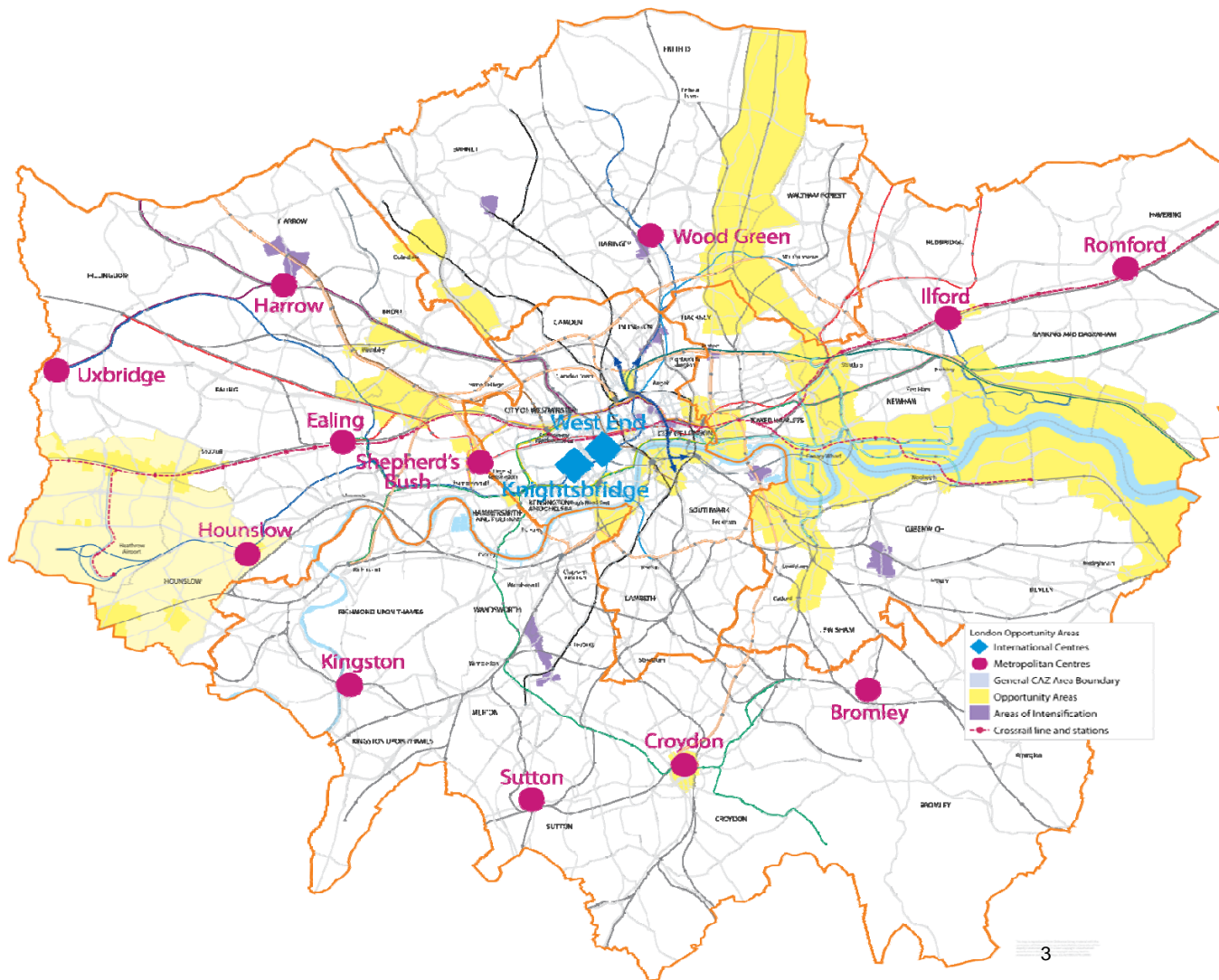
Public transport capacity enhancements will keep pace with demand increase to 2020 on most corridors, but not all.

Beyond 2020 further growth will place more pressure on the networks.

Growth will place pressure on the road network, giving increased levels of congestion.



# Areas of change will put additional pressure on the transport system



Metropolitan centres and Opportunity Areas will be key areas of change

These 33 areas vary enormously in their scale and nature, which will generate different challenges for transport and the multi modal investment they require.

## TfL is working with boroughs and other stakeholders to prioritise investment to meet the future challenges

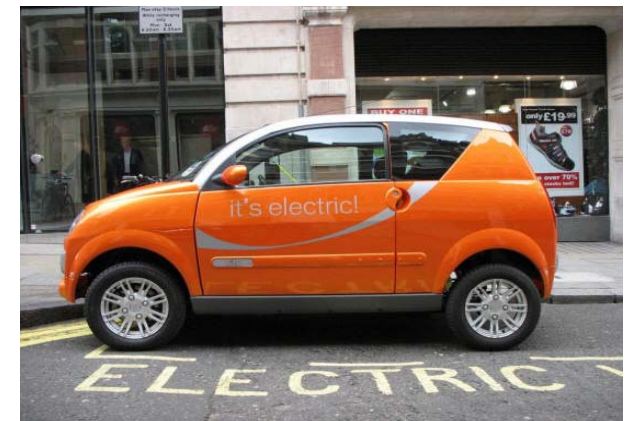
- TfL is assessing progress against the Transport Strategy (up to and beyond 2020), with a focus on:
  - a) Public transport capacity
  - b) Reduction in rail/tube crowding
  - c) National Rail reliability (non-TfL)
  - d) Highway congestion
  - e) Air pollutant emissions
  - f) CO2 emissions
  - g) Walk and cycling
  - h) Measures to enable the development of opportunity areas
- In updating the TfL Business Plan proposals are being considered for spend to save and other initiatives pre 2015 that contribute towards addressing the challenges identified

### Next steps

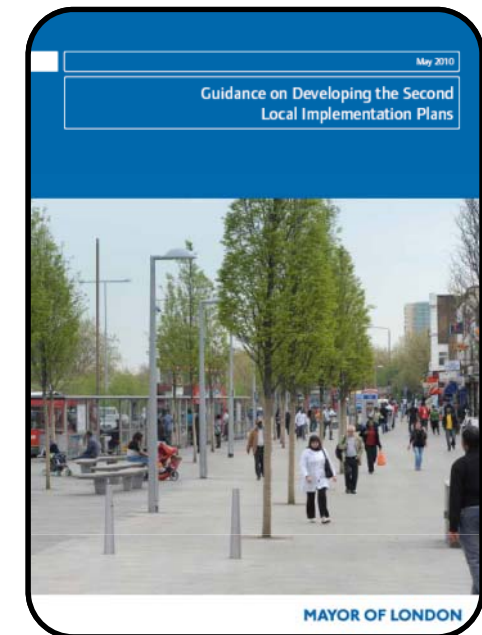
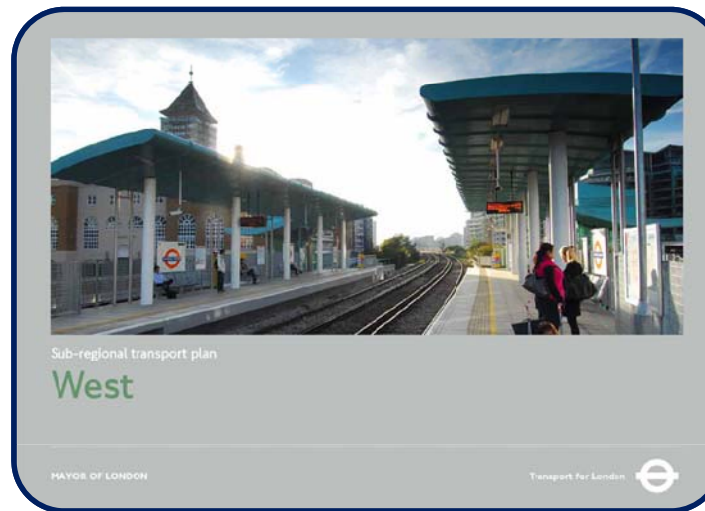
- a) To continue to analyse potential strategic investment scenarios for 2015-2020 including packages that enhance the existing system as well as packages that specifically support growth;
- b) Specifically, to investigate further the causes, nature and distribution of future road congestion, and the potential measures to address it including demand management and supply-side measures;
- c) To investigate the options for surface strategy given the requirements to improve public transport, walk and cycle mode share and the likely need for additional bus capacity provision; and
- d) To assess what is needed to meet the full range of Mayoral goals

**The way in which we provide for growth and develop the strategy will contribute towards achieving other Mayoral goals, such as:**

- Air quality
- Road safety
- CO<sub>2</sub> emissions
- Olympic / Paralympic legacy
- Improving health impacts
- Physical accessibility
- Regeneration



# The Sub-regional Transport Plans and Local Implementation Plans are also helping to prioritise more local investments to meet challenges & local objectives



## S RTPs

- Five plans
- Translate MTS outcomes to a sub-regional level
- Framework for LIPs

## LIPs

- 33 LIPs
- 4 funding streams
- Meet MTS & align with S RTPs
- Local targets

## Next steps

- Identify priorities for investment beyond current TfL Business Plan
- Produce updates to Sub-regional Transport Plans
- Link with Riot Recovery Fund