Mayor’s Transport Strategy

Mike Keegan, Transport for London

https://www.youtube.com/watch?v=kEwKjpmLjMw&feature=youtu.be
London is set to grow over the next 25 years

- London’s population is due to grow from 8.7m – 10.5m in 25 years.

- Street environments need to improve for both walking and cycling.

- Overcrowded or unreliable public transport can deter people from switching from the car.

- Limited space means building more roads is not an option.
London’s transport matters

• Transport is an important part of almost every aspect of Londoners’ daily lives.

• Many Londoners use public transport every day - It can influence where people choose to live and work.

• Streets make up 80% of the city’s public space and are where most travel happens.

• Through our influence over the transport network we can help to shape the whole city.
Car dependency and active travel

• Traffic dominance causes road danger, air pollution and makes streets unpleasant places to be.

• Congestion holds back the economy.

• Too few people are walking and cycling – there is an inactivity crisis that contributes to the city’s health problems.

• Too many people still use private cars because the alternatives are unappealing or don’t meet their needs.
By 2041 the aim is for 80% of Londoners’ trips to be on foot, by cycle or using public transport.
A spatial approach for London’s transport system

The future of transport will look different in central, inner and outer London and the Strategy will be pursued in ways that are tailored to each.

**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’

**Inner London**

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

**Outer London**

‘A denser 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’
Healthy Streets Approach

- The Healthy Streets Approach will ensure that transport decisions prioritise human health and quality of life.

- This is the first transport strategy anywhere in the world to apply the Healthy Streets Approach to the entire transport system of a city like London.

- Using the approach to create a city that is not dominated by traffic will improve the city in a whole range of ways.

Source: Lucy Saunders
Healthy Streets is essential to all three MTS themes

1. Healthy Streets and healthy people
   “Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates”

2. A good public transport experience
   “An easy to use and accessible public transport system is an essential part of the Healthy Streets Approach as it gives people alternatives to car use”

3. New homes and jobs
   “Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone”
1. Healthy Streets and healthy people

- We need to change the **look and feel** of all streets, using different approaches in different places.

- A **comprehensive approach** across the network is needed, especially to tackle poor **air quality** and to achieve **large scale mode shift away from cars**.

  - **Long trips**
    - car → public transport
  
  - **Short trips**
    - public transport/car → active travel
Healthy Streets & healthy people

- The Healthy Streets Approach will be adopted.
- Active, inclusive and safe travel.
- Making more efficient use of the street network.
- Improving air quality and the environment.
2. A good public transport experience

- Easy to use, efficient, affordable & accessible public transport will encourage people to switch away from cars

- Thinking about the whole journey: All public transport journeys start or finish on foot or by cycle
A good public transport experience

• Improving affordability and customer service.

• Improving public transport accessibility.

• Shaping and growing the bus network.

• Improving rail services and tackling crowding.
3. New homes and jobs

- **Growth and regeneration** are opportunities to set ambitious standards for new development.

- Spatial planning can support **long term aspirations to promote active travel** (e.g. higher density, mixed land-use, decrease car-dependence...)

- This will **help car-dependent Londoners** living in the least walkable areas of London to become active.
New homes and jobs

The principles of ‘good growth’ include:

• Good access to public transport
• High density, mixed use developments
• People choose to walk and cycle
• Car-free and car-lite places
• Inclusive, accessible design
• Carbon-free travel
• Efficient freight.
Delivering the vision

- Adapting to new technology, taking part in new trials of new technology with a safety first approach.
- Working with the DfT to ensure connected and autonomous vehicles emerge in a way consistent with the strategy.
- Delivering in partnership with boroughs and other organisations.
## Next steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
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<tbody>
<tr>
<td>21 June</td>
<td>Launch of public consultation <a href="https://tfl.gov.uk/mayors-transport-strategy">https://tfl.gov.uk/mayors-transport-strategy</a></td>
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<tr>
<td>02 October</td>
<td>Consultation closes</td>
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<tr>
<td>January 2018</td>
<td>London Assembly review period</td>
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<td>Early 2018</td>
<td>Launch Final Strategy</td>
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</table>
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