

Planning for the 100 year Life: Urban mobility from cradle to grave

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EVERY JOURNEY MATTERS

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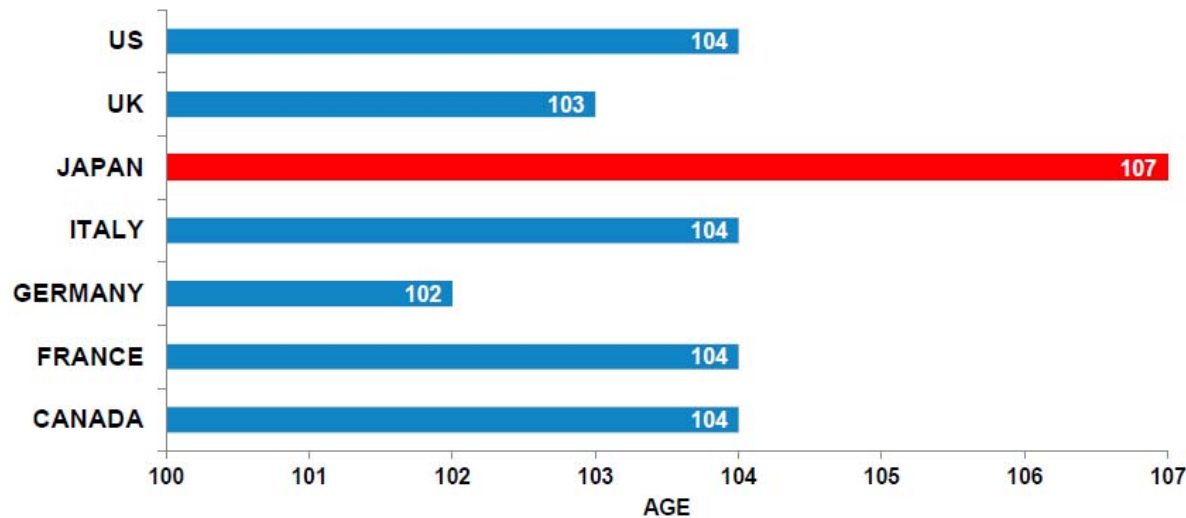


1. Living longer, living well

The worlds population is living longer, and it will become more common for people to live beyond 100 years in the future

THE HUNDRED YEAR LIFE

AT LEAST 50% OF BABIES BORN IN 2007 ARE EXPECTED TO LIVE TO THE FOLLOWING AGES



1. Living longer, living well

Life expectancy has been steadily increasing since 1947.....

**LIFE EXPECTANCY
INCREASING**



**LIFE EXPECTANCY IS INCREASING
ACROSS AGE GROUPS:**

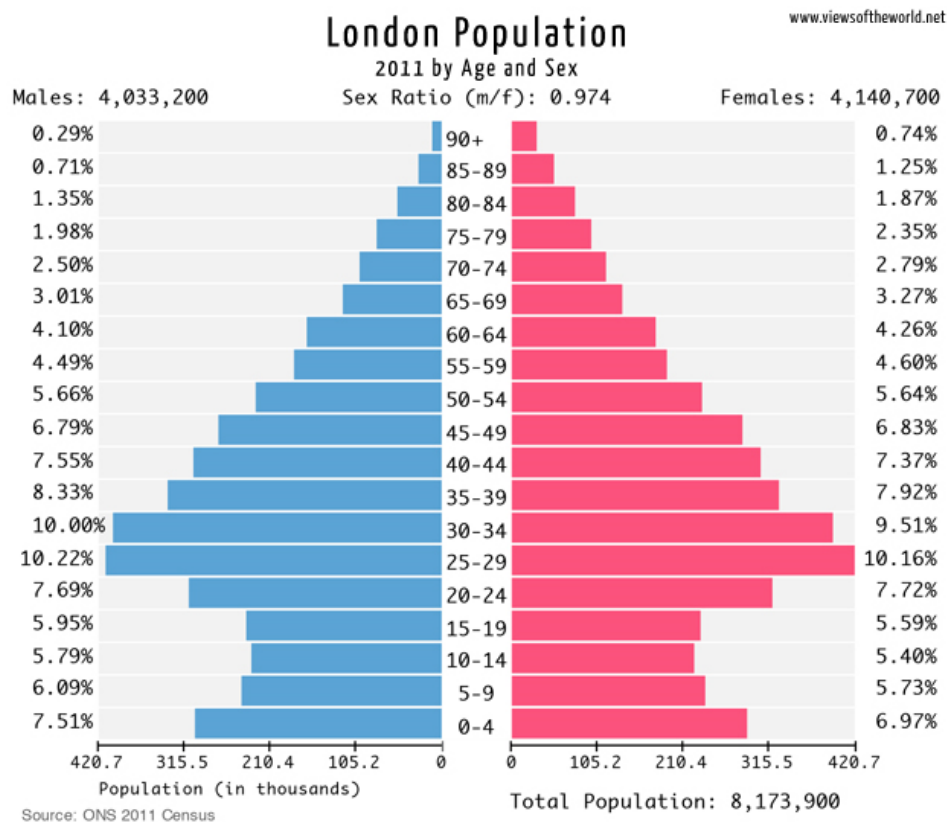
Born in 1947 – live to 85
Born in 1957 – live to 88
Born in 1967 – live to 91
Born in 1977 – live to 94
Born in 1987 – live to 97
Born in 1997 – live to 100
Born in 2007 – live to 103

But what will this mean for our city and specifically transport provision in the future?



2. Demographics

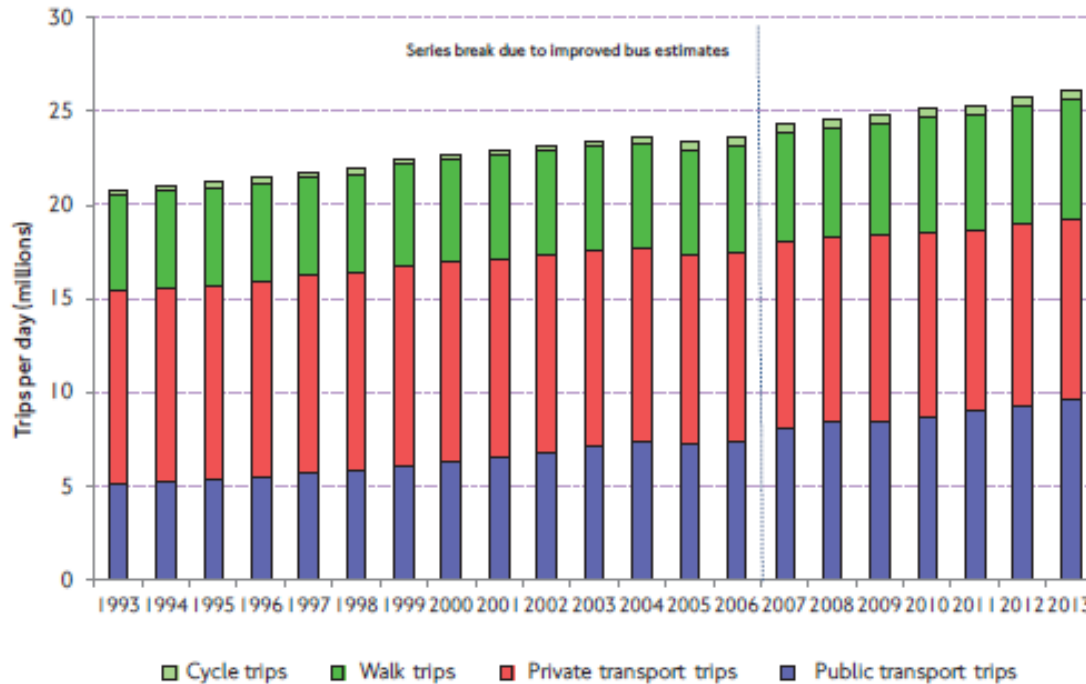
London, a growing population, with more people living longer



3. The role of policy in London mode split and change over time

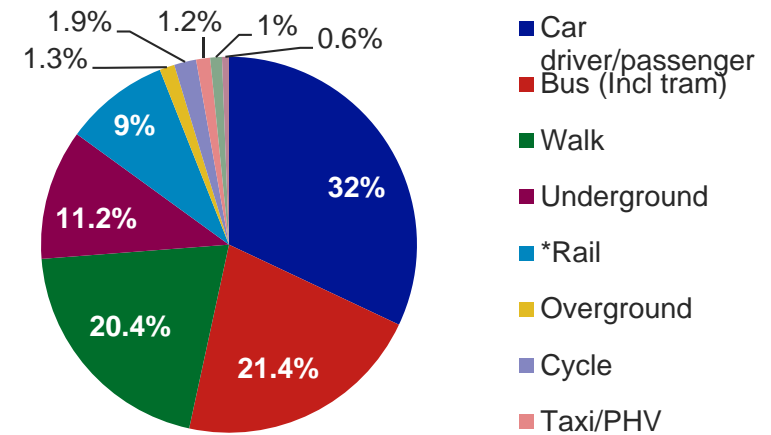
20 years ago the mode split was a very different picture

Figure 2.2 Trips in London – trend in total travel demand by principal mode. Estimated daily average number of trips by main mode of travel, 1993 to 2013. Seven-day week.



Source: TFL Planning, Strategy Analysis.

There has been a marked shift in people using public transport, walking and cycling



Data source – Travel in London Report 8



3. The role of policy in London

Policy priorities and Spatial application

We need to make optimal use of London's limited road space

- Competing demands for space and capacity
- Population growth
- Support London's economy
- Improve London's environment, health and safety



Ambition and Pan-London Principles

Ambition: a world-class road network underpinned by balancing its movement and place functions to provide efficient and reliable movement of goods and people and a high quality environment for working, living and visiting.

- **Principle 1:** Optimise network use
- **Principle 2:** Improve the 'place' function of central London and town centres
- **Principle 3:** Ensure the efficient and reliable movement of goods and people with appropriately managed movement corridors
- **Principle 4:** Reduce the environmental impact of transport by prioritising sustainable and space efficient modes of transport and models of servicing
- **Principle 5:** Be future ready



3. The role of policy in London

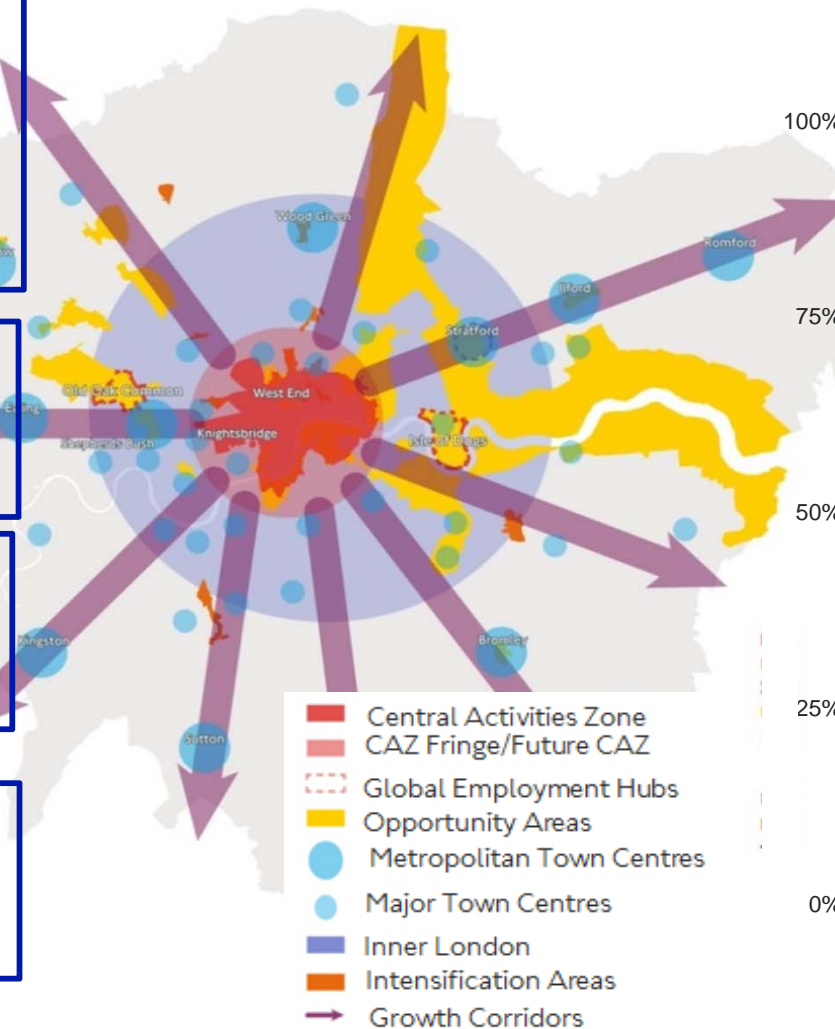
Priorities for CAZ + fringe, inner and outer London, and growth and opportunity areas

CAZ + fringe: Create an area characterised by high 'place' function, where last mile journeys are normally made by foot and cycle, and which is serviced by sustainable patterns of freight and deliveries. Motorised traffic will be focused by time/place to strategic routes and locations to facilitate key movement functions. Connectivity by foot and cycle across the inner ring road will be improved selectively.

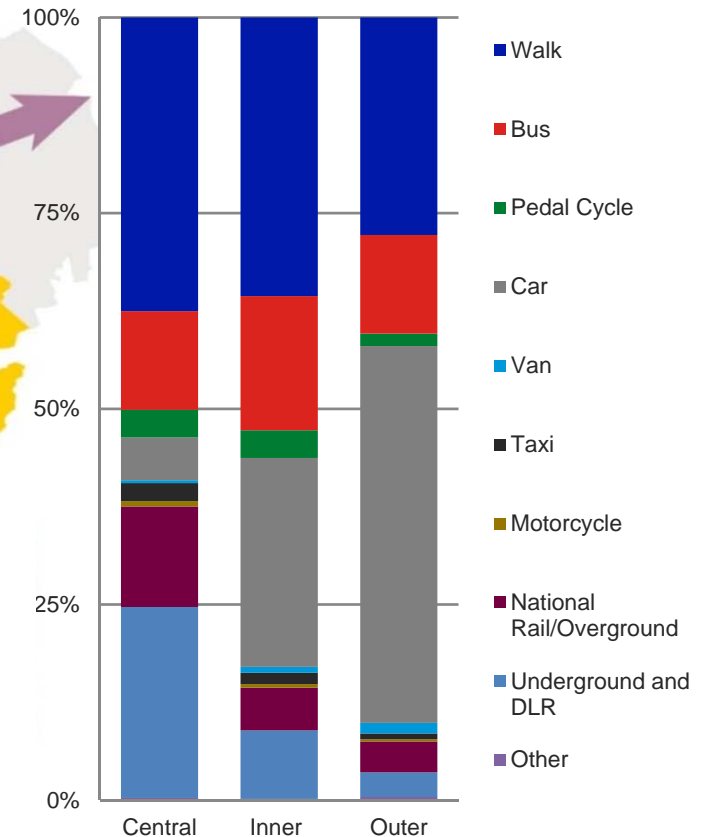
Outer London: Town centres with high place function to be connected by movement corridors where bus and cycling are prioritised, while recognising and continuing to provide for relatively high levels and new models of car use.

Inner London: Town centres with high place function, connected by movement corridors where bus and cycling are prioritised. Travel by car will be managed by time/place, aligned with the aim of promoting public transport and sustainable modes.

Growth and Opportunity Areas: Facilitate and accommodate population and employment growth by working with developers to provide high quality bus services and to support high levels of walking and cycling in and around new developments.



Main mode choice split by central, inner and outer London



3. The role of policy in London

So moving forward we need:

- More active travel to keep people healthy for longer
- Prioritise efficient modes of moving people
- Deliver cleaner transport choices



Transforming Streets and Places



Safer Junctions



Local Implementation Plans



Pedestrian Town Centre Pilots



Cycle Superhighways



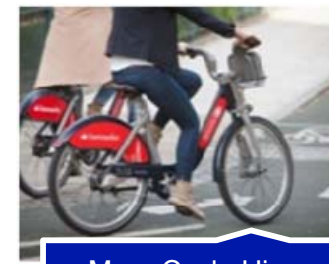
Quietways



Behaviour Change initiatives



Mini Hollands



More Cycle Hire stations



Cycle parking



4. From policy to practice: how are we doing

Cycle Superhighways, Quietways and Cycle Hire



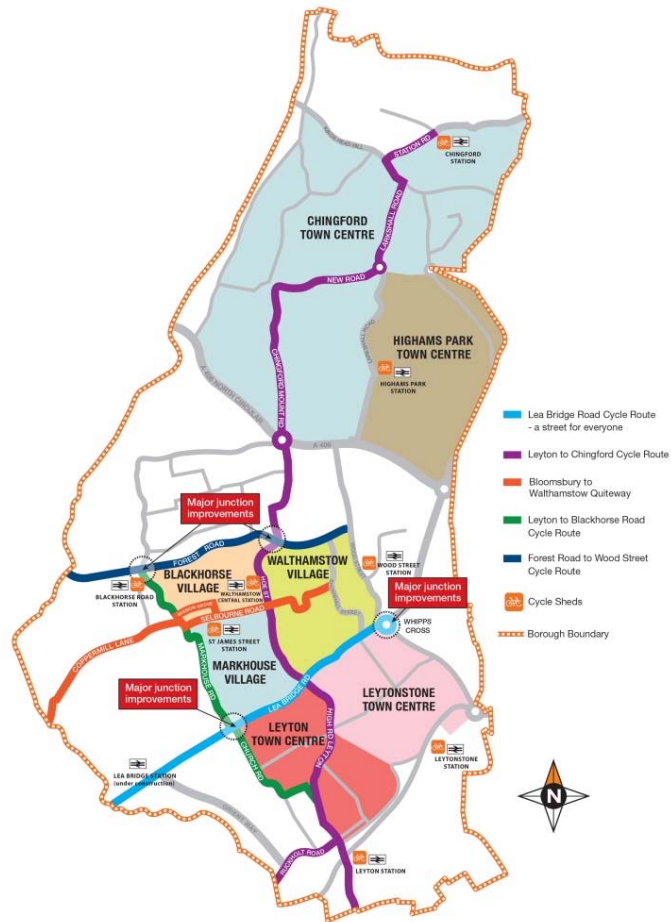
4. From policy to practice

Cycle Superhighways, before and after



4. From policy to practice

Waltham Forest Mini-Holland



4. From policy to practice

More and safer walking



Ten indicators of a healthy street environment



5. Challenges ahead: quality of active streets

Improvements we have made



Improvements to Orford Road as part of Walthamstow's Mini Holland



Photo: Jakob Hartmann

Public realm improvements as part of the Quietways



Photo:

Sustrans

Filtered permeability- Islington



Photo: Haringey Cyclists

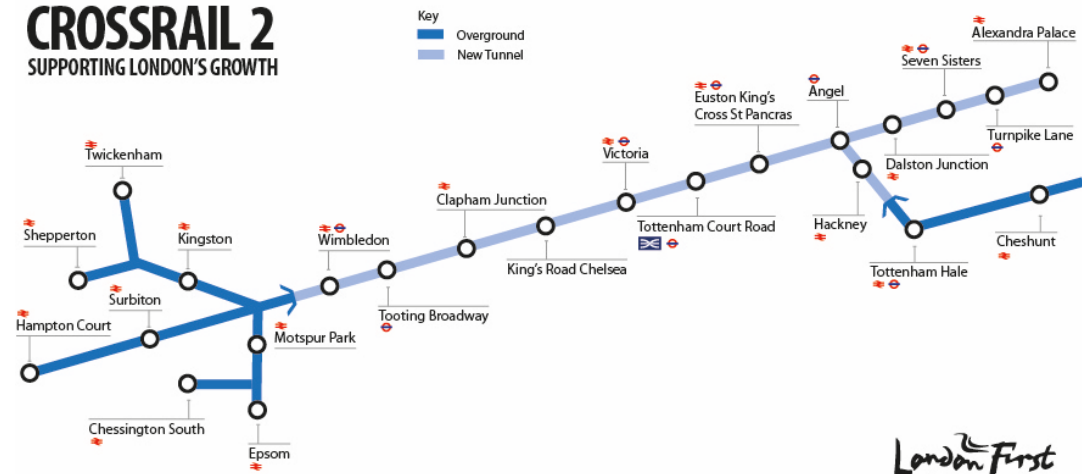


4. From policy to practice

More public transport



CROSSRAIL 2 SUPPORTING LONDON'S GROWTH



4. From policy to practice

Cleaner transport



5. Challenges ahead: competition for road space

Negative press!

London is Europe's worst city for traffic congestion



15 Mar, 2016 7:00am | [Martin Saarinen](#)



Drivers in London spending on average 101 hours a year tackling congestion while the UK average is 30 hours

Despite promises of better road networks and surfaces, UK motorists still spend an average of 30 hours a year sitting in traffic, a new report from technology and transportation analytics INRIX shows.

The Impact of Congestion on Bus Passengers

Published on: 2nd June 2016

"In this study David rightly highlights the crisis which has developed in bus service reliability across the UK, and suggests a new and urgent need to make our buses quicker and more reliable to make our cities work better. The air quality effects of congestion are getting much airtime just now – the economic effects are as obvious but left unsaid for the most part. This study seeks to put that right." – Sir Peter Hendy CBE

Professor David Begg is a former chairman of the Government's Commission for Integrated Transport and was the chairman of the Transport Committee of the City of Edinburgh Council when the radical Greenways bus priority measures were introduced in the 1990s. He has been a board member of First Group, Transport for Greater Manchester and Transport for London. He is currently owner and proprietor of Transport Times, Chairman of EAMS, a non-executive director of Heathrow Airport and Chairman of the Greener Journeys Advisory Board. He is a visiting professor at Plymouth University.

London road congestion: causes, effects and what happens next

How will Transport for London and the new mayor's transport deputy address the heavy pressures on the capital's road space and the strong passions they arouse?



A traffic jam in Wimbledon. Photograph: Dominic Lipinski/PA



5. Challenges ahead: quality of active streets

The environment suggests that pedestrians are not London's priority



5. Challenges ahead: quality of active streets

What does their ideal walking environment look like?



5. Challenges ahead

Public Transport – the growing cost of concessions

- **We currently provide free travel for all under 18s in full-time education, for all those between 60 and the current female retirement age (c.63)**
- **These concessions will cost £2bn in the current business plan**
- **With an aging population this cost will continue to increase**
- **This is working within the constraints of reduced government funding**

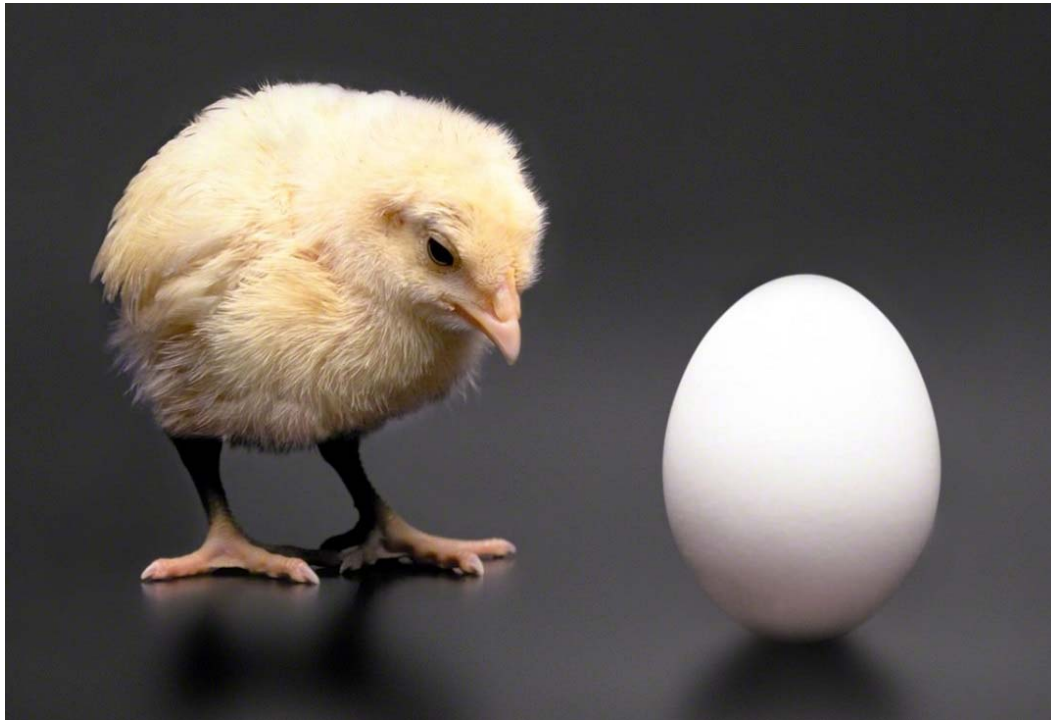
Greener vehicles

- **Uncertainty over which technology will win out**
- **The emergence of disruptive business models will change our definition of public transport in the future**



5. Challenges ahead: active travel

Which comes first – demand or supply?



5. Challenges ahead



New Mayoral Administration

Mayor of London



Sadiq Khan

Deputy Mayor for Transport



Val Shawcross CBE

Chair of Crossrail 2 Board



Lord Andrew Adonis

Chief of Staff



David Bellamy

Policy Director



Nick Bowes

Policing & Crime



Sophie Linden

Housing



James Murray

Fire Authority



Fiona Twycross

