

Transport for London

Role and Remit

Presentation to Bogota Transport Planning Workshop

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9 April 2013





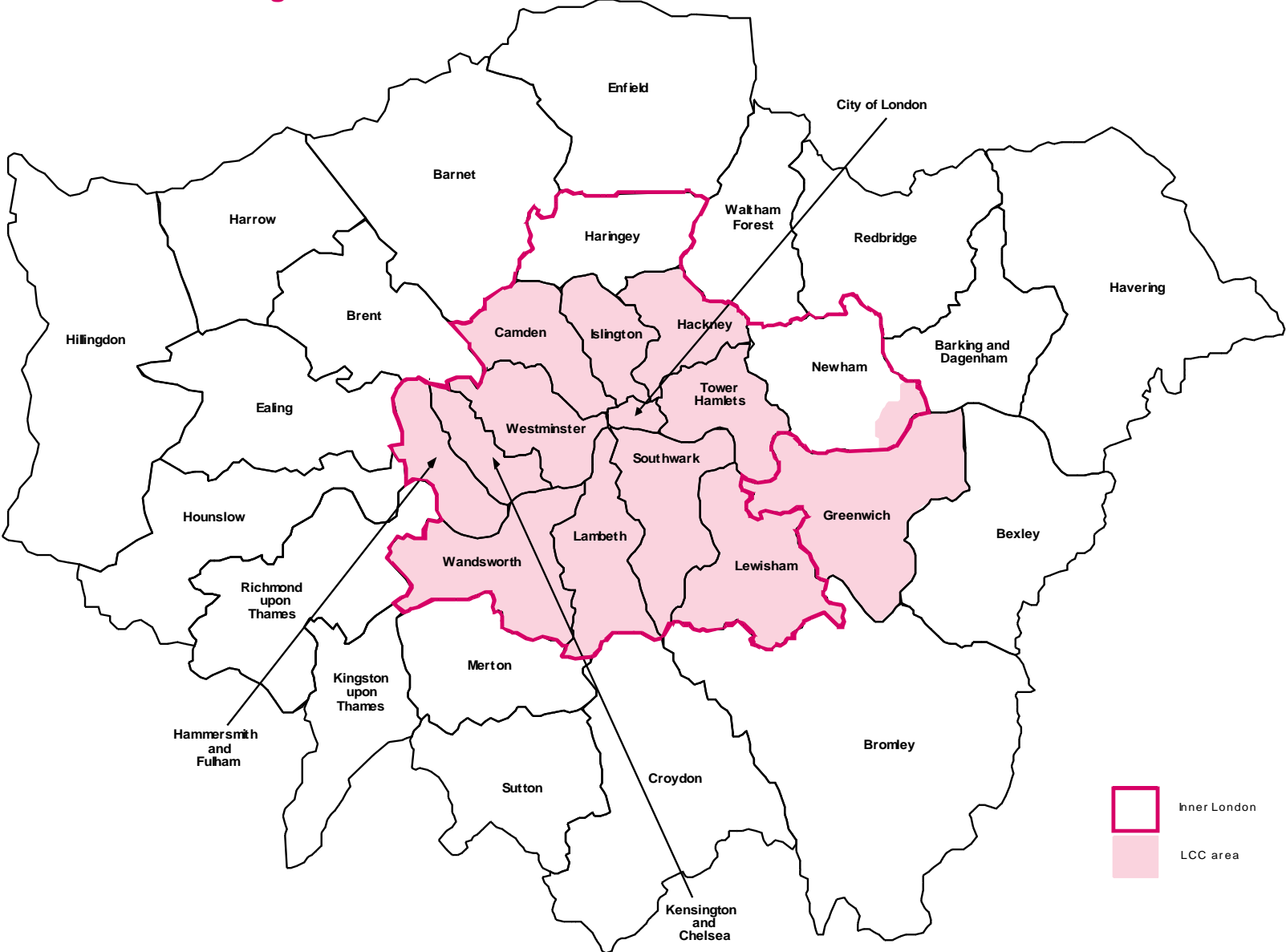
London

- 1,579km²
- 7.5m residents and growing
- 30 million visitors per annum
- 28.7 million journeys per day
- 75 per cent of all UK rail journeys start or end in London or South East

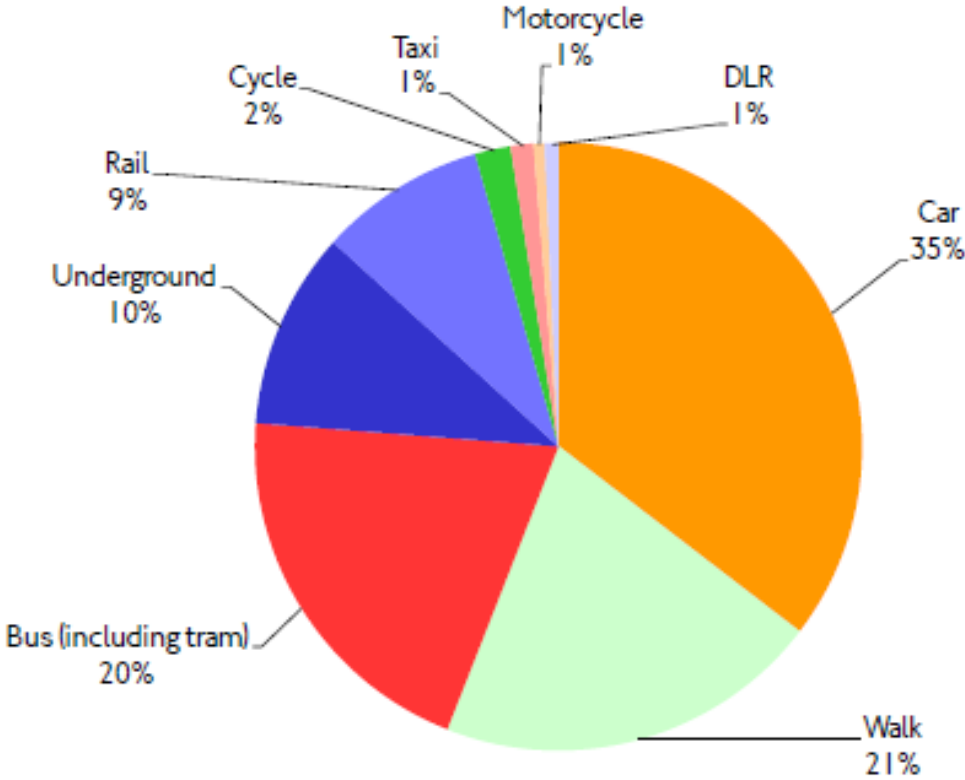


33 London Boroughs

The London boroughs

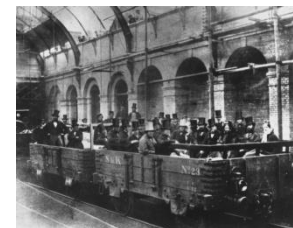


Modal share of daily journey stages 2010

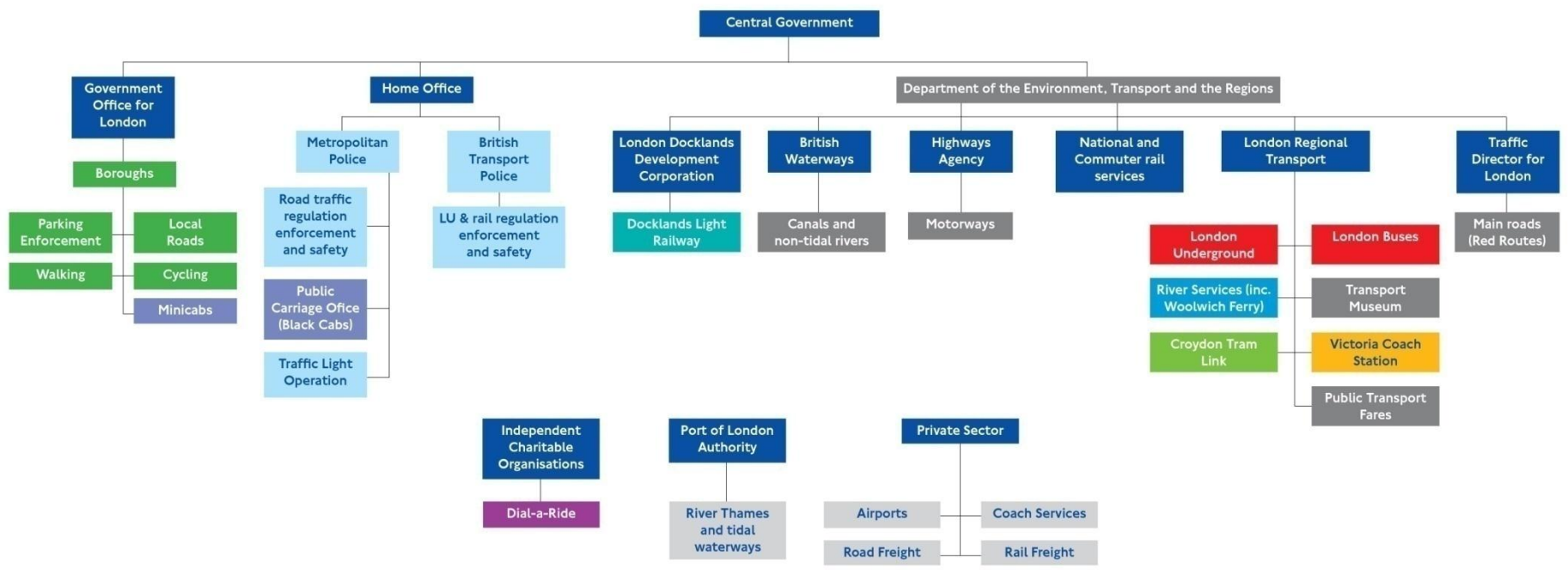


Transport for London's long and rich history

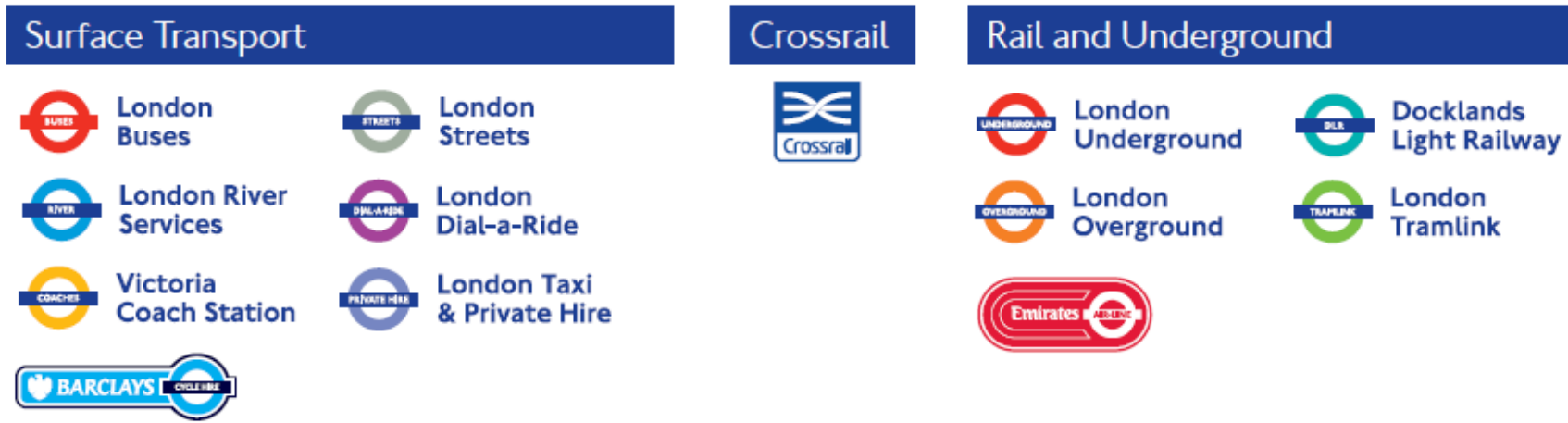
- Private companies provided bus and train services.
- **1863** - First underground railway (150 years of Tube)
- **1933** - Brought together
Bus and Underground recognisable predecessor
London Transport in various guises.
- **1947 to 1962** - Reported to Central Government -
conjoined with British Railways
- **1963** - Separated again - still under Central
Government
- **1970** - Transferred to Local Government (Greater
London Council)
- **1984** - Taken back to Central Government under
Margaret Thatcher
- **2000** - New Greater London Authority – combined with
(for the first time) roads, taxis, river, traffic
management, coaches, cycling. (Underground
followed 2003)
- And so **Transport for London** (TfL) was born



Management of transport in London pre-1999



TfL Structure



Political structure

Regional Government

- TfL created July 2000
- Accountable to a Mayor elected every four years
- Boris Johnson re-elected May 2012



Central Government

- Rt Hon Patrick McLoughlin MP, Secretary of State for Transport
- Provides funding to TfL



TfL's funding sources

- Government grants, agreed to 2014/15
- Borrowing
- Income from fares and the Congestion Charge
- Secondary sources e.g. advertising, property rental
- Third party funding for specific projects
- Sales of property and other assets



Greater London Authority



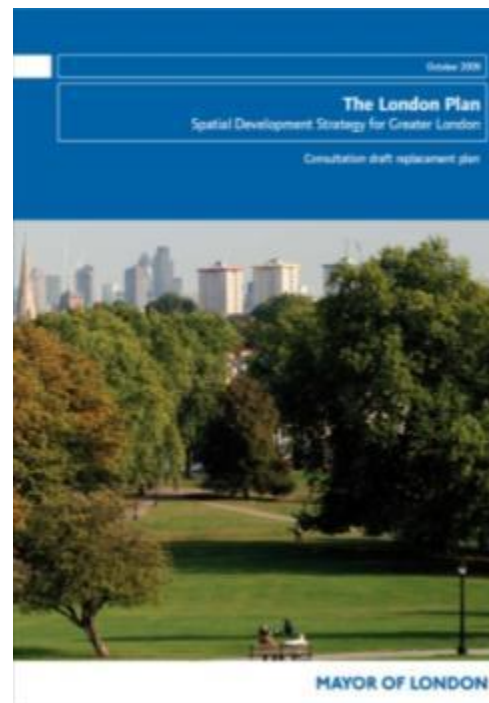
Shaping London – integrated strategy development



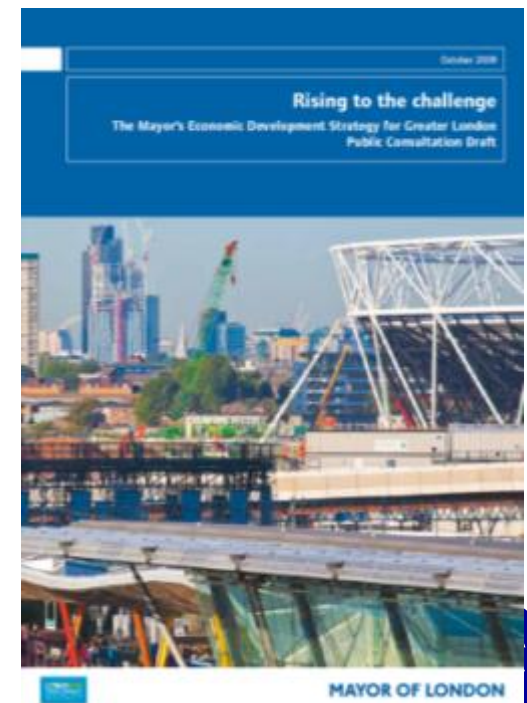
Transport



Land use planning



Economic development



The Mayor's ambition for London

“We can all think of small cities that are lovely to live in – tranquil and green and blessed with efficient transport.

And then we can think of big cities that are global economic powerhouses – teeming with the noise, energy and ambitions of millions of people.

I want London to be the best of both worlds.”



Goals of the Mayor's Transport Strategy

Support economic development and population growth

Enhance the quality of life for all Londoners

Improve the safety and security of all Londoners

Improve transport opportunities for all Londoners

Reduce transport's contribution to climate change, and improve its resilience

Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

May 2010

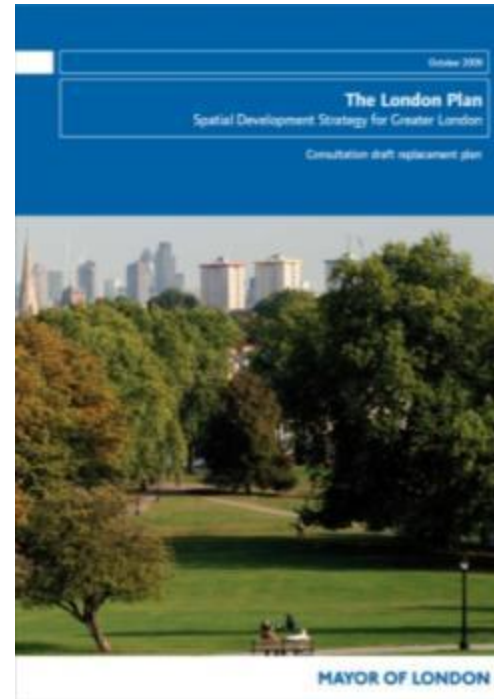
Mayor's Transport Strategy
Executive summary



MAYOR OF LONDON

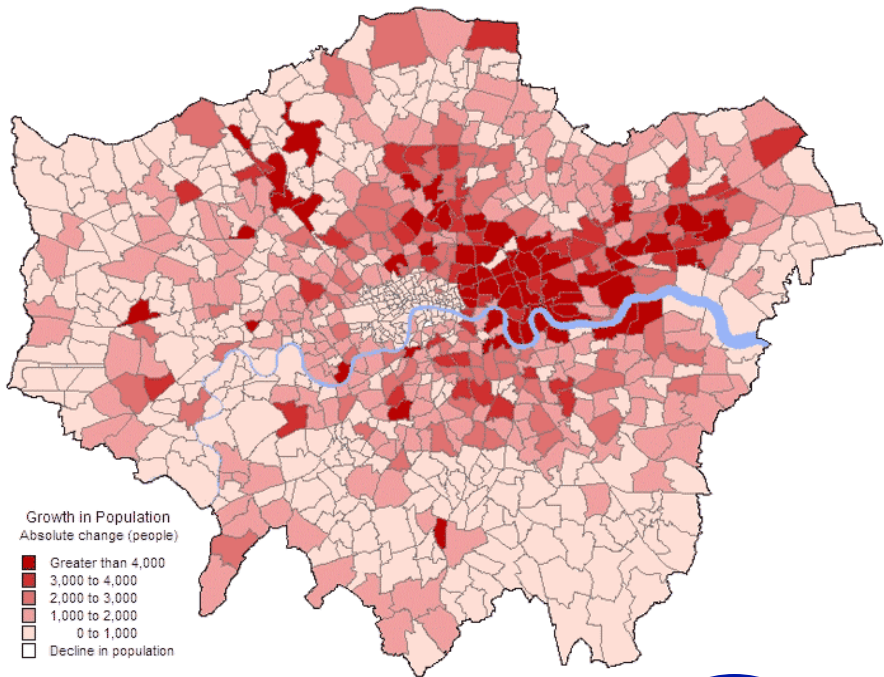


Effective land use planning



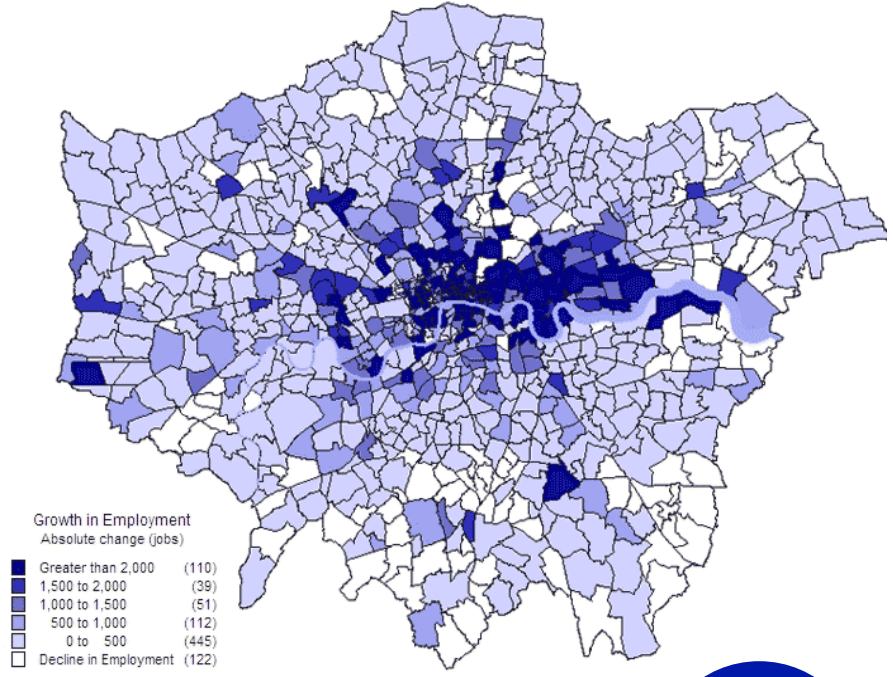
The population and total numbers of jobs in London are forecast to grow significantly by 2031

POPULATION



750k
more by
2031

EMPLOYMENT



1.26
Million
extra by
2031



Transport has the power to transform

Growth from regeneration: *Isle of Dogs*



An integrated transport system



TfL has a unique breadth of responsibilities in London:

Manages the Tube, DLR, London Overground, Emirates Air Line, Tramlink, Barclays Cycle Hire, Taxis, River and all 8,000 London buses
Every weekday in Greater London:

- 6.4 million journeys are made on London's buses
- 3.1 million on the Underground
- 6 million on foot
- 0.5 million by bicycle
- 0.2 million by taxi
- 11 million car / motorcycle trips



Key Responsibilities



- Maintaining and enhancing a reliable, accessible and high quality Bus, Tube and Rail network
- Ensuring reliable operation of London's road network while reducing congestion
- Enabling more people to cycle & walk, more safely, more often
- Improving road safety and reducing casualties
- Maximising the potential for London's rivers
- Supporting more sustainable patterns of freight delivery & servicing
- Supporting provision of door-to-door transport services
- Delivering improvements in London's air quality and reducing CO₂ emissions



Road Network and Management

- **580km miles of Transport for London Road Network**
- **Strategic Road Network**



Responsibility for the maintenance, management and operation of;

- London Streets Traffic Control Centre (LSTCC) – a 24/7, 365 day a year operation
- 6000 sets of traffic signals, over half directly controllable from LSTCC
- Some of the most sophisticated traffic signals technology in the world
- Over 1400 CCTV Cameras
- 140 roadside variable message signs



Buses: contracts

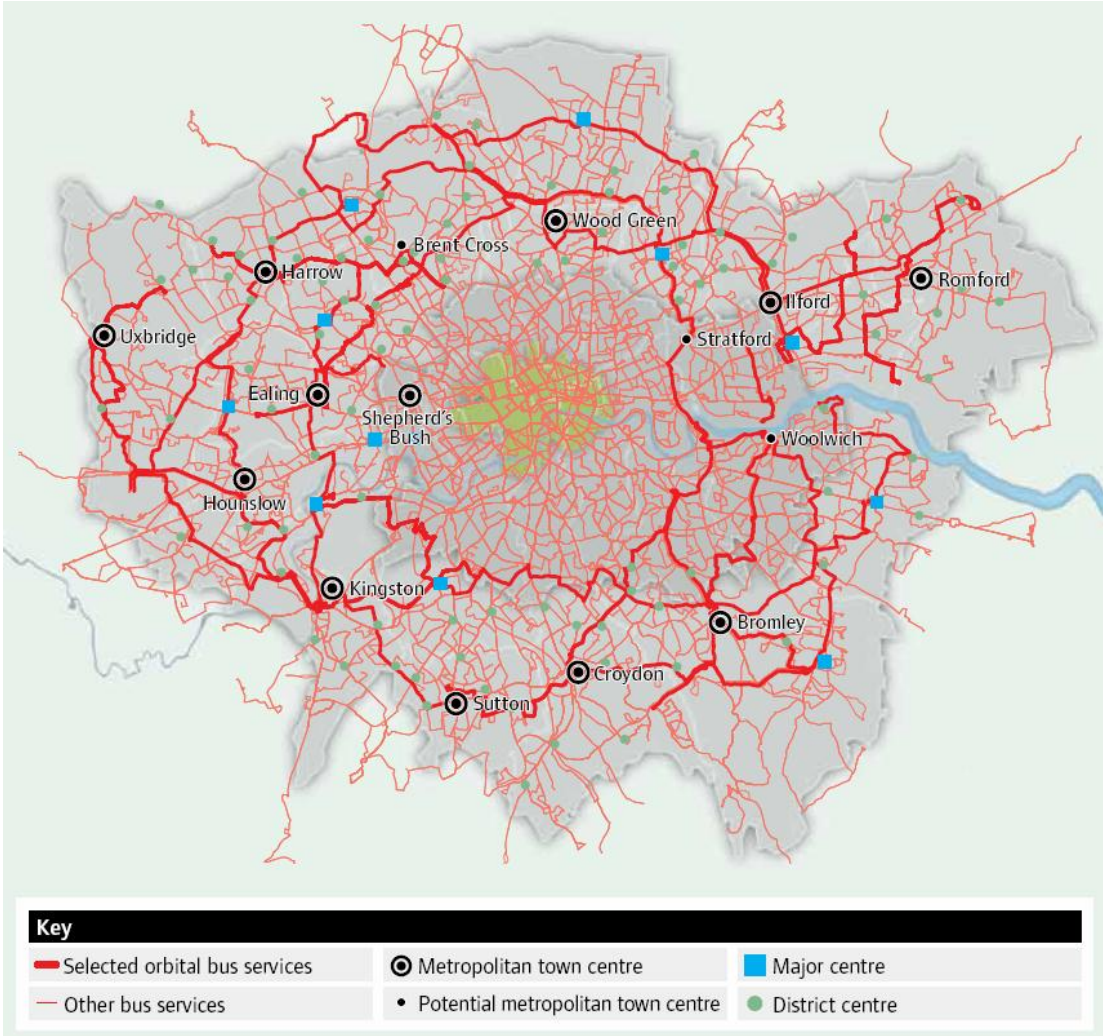


Bus Network

- One of the largest and most comprehensive urban bus systems in the world
- Over 7,500 London buses currently carry over six million passengers on over 700 different routes each weekday (over 2 billion passengers/year)
- A quarter of all motorised trips outside Zone 1 are by bus and 80% of the bus mileage and bus travel is outside Zone 1
- More than 90 per cent of Londoners live within 400 metres of one of the 19,500 bus stops in the Capital.
- All bus services are kept under regular review, supporting the policies set out in the Mayor's Transport Strategy.
- Contribution to improving air quality with New Bus for London and zero-emission hydrogen buses .



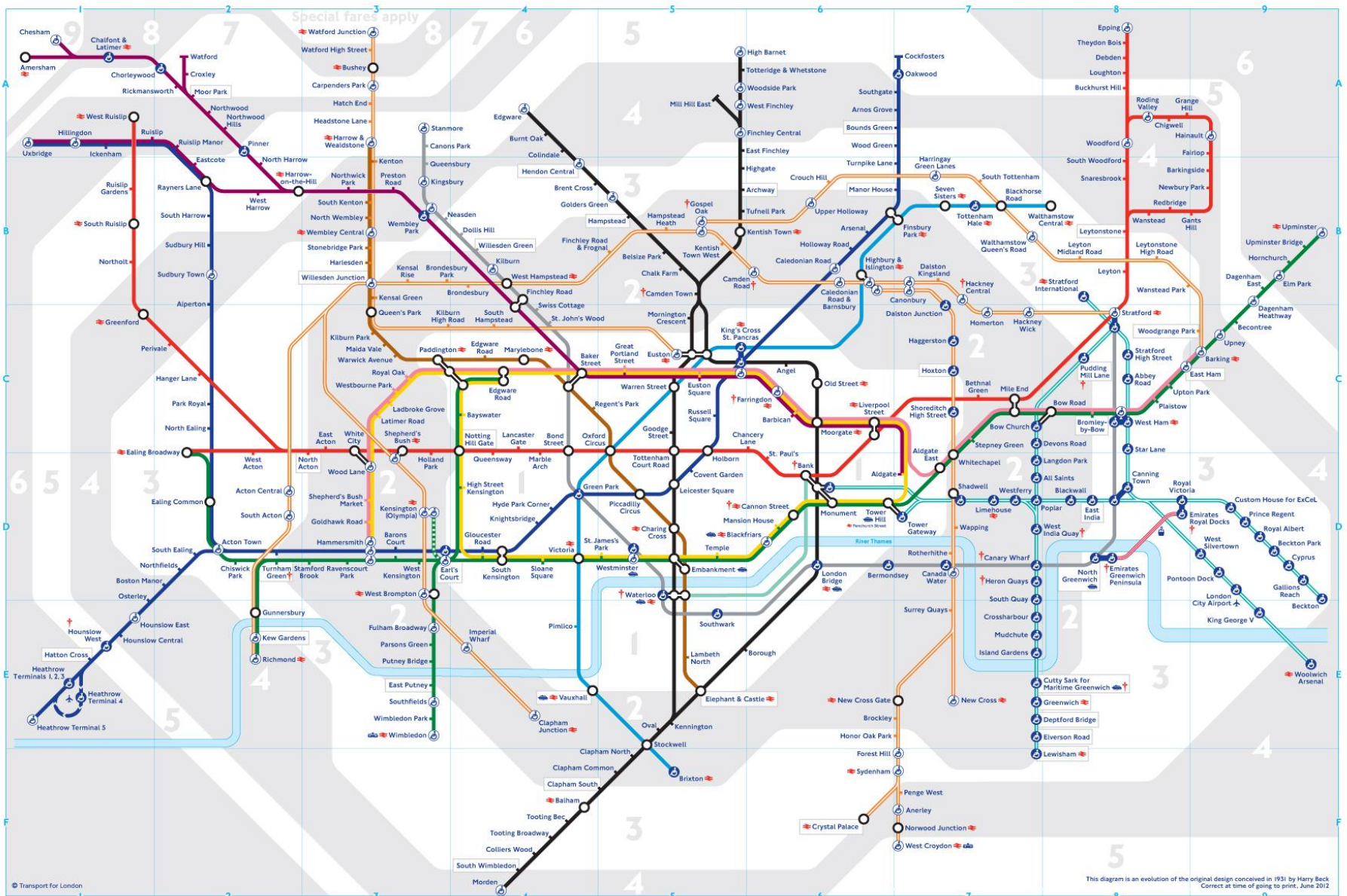
Bus network



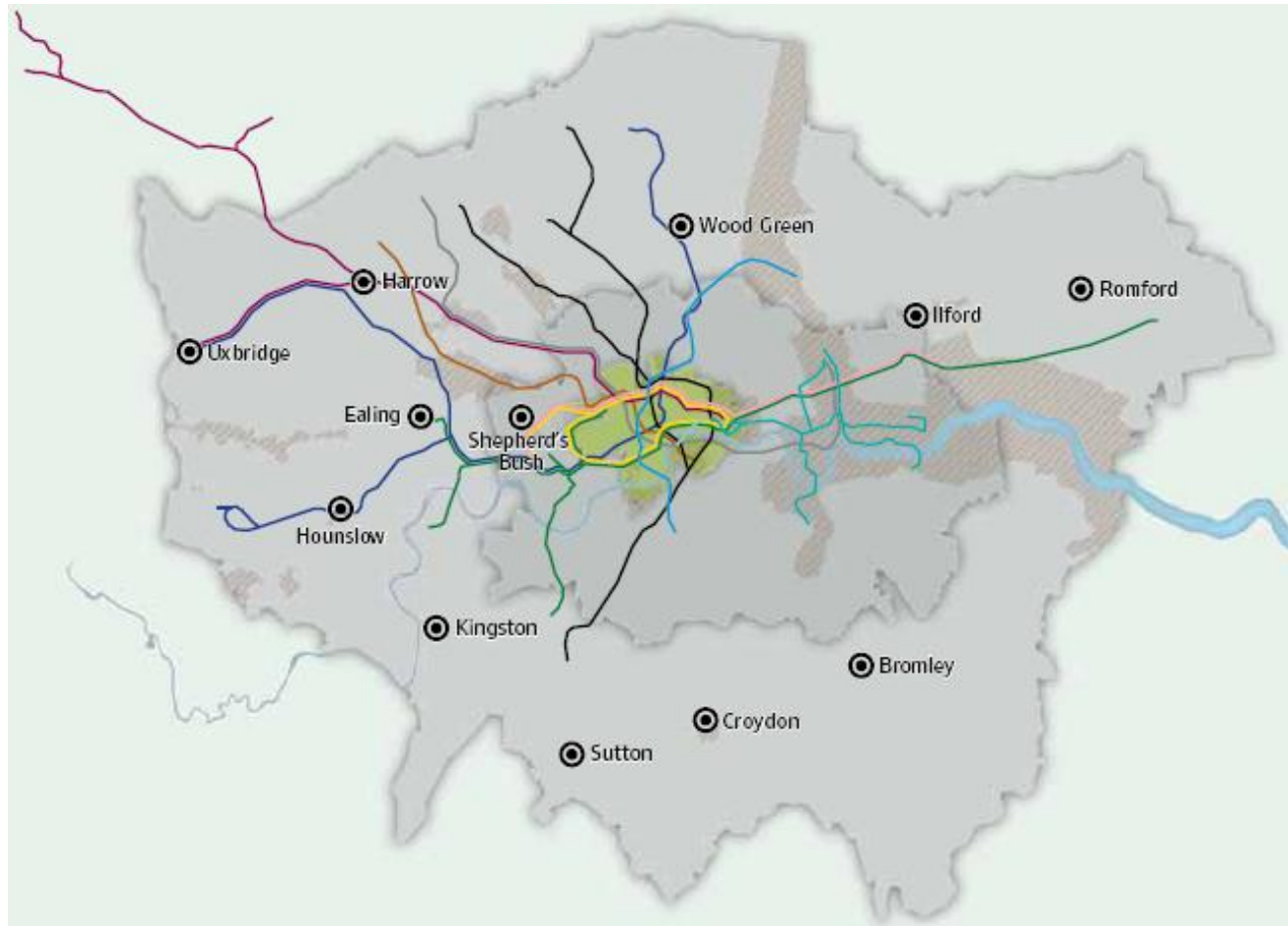
The Tube: in-house



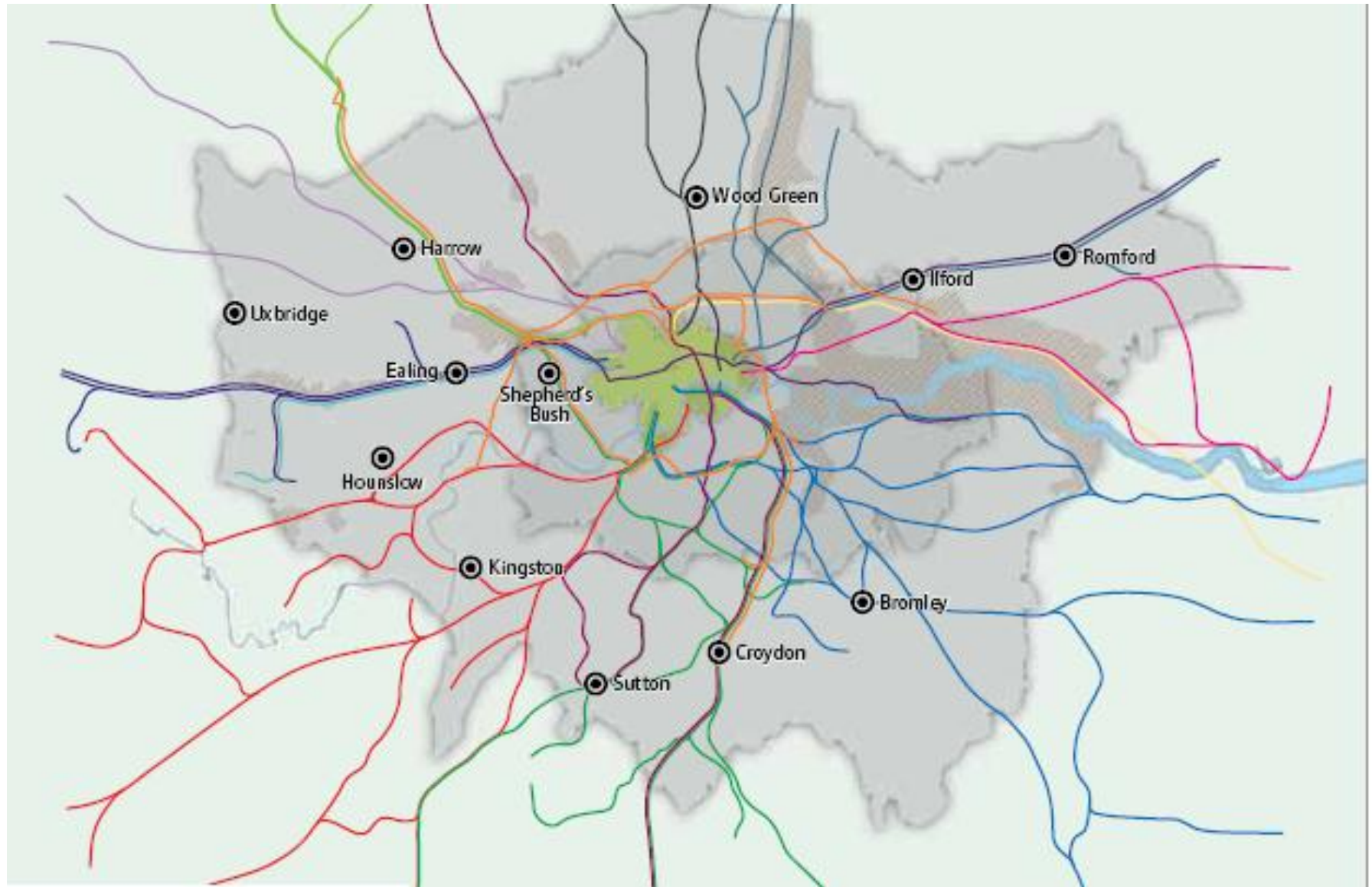
London Underground, DLR, London Overground and the Emirates Air Line



London Underground and the DLR network



Rail network



Orbital connectivity

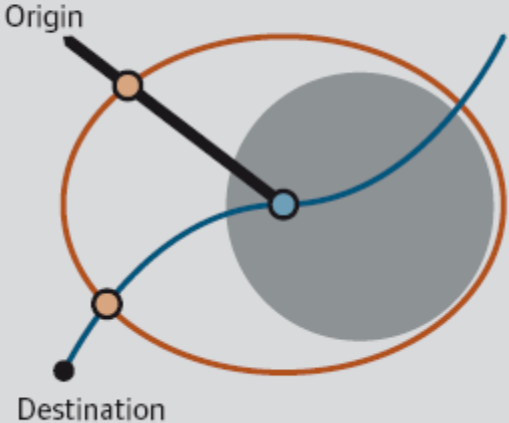


Key	
	Radial rail routes
	London Overground orbital routes
	DLR
	Tramlink
Strategic interchanges	
	London Overground orbital routes
	Other lines

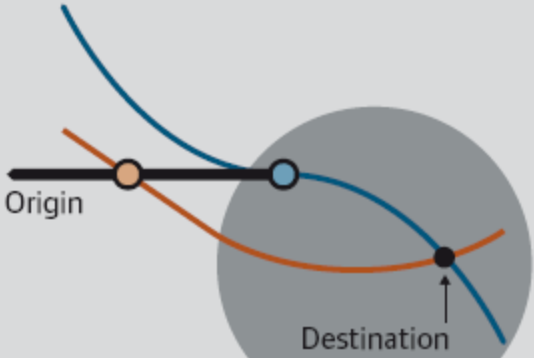
Strategic interchange concept



1) Enable interchange to orbital public transport services to avoid the need to enter central London



2) Enable interchange between National Rail and Underground/bus services at a point prior to the rail termini, thereby reducing pressure at overcrowded rail termini interchanges



Emirates Air Line

- London's newest piece of transport infrastructure
- 1.1km in length and a 10 minute journey time
- Carried over half a million passengers in its first month



Cycling

Cycle Hire

- Launched in Central London
- East and west expansions
- Cycle Hire numbers:
 - 180,000 members
 - Over 20 million hires since start (2010)
 - 560 docking stations
 - c.8,000 bikes
 - Record for daily hires is 47,000



Cycle Superhighways

- 173% increase in cycling
- 2% mode share
- 570,000 cycle trips per day
- Aim to increase by 400% by 2026
- Cycle safety programme



Freight



- 281,000 freight journeys a day: c.290,000 businesses and 8.2m residents
- 16% of London's traffic (3% HGV, 13% vans)
- 24% of CO₂ from road transport
- 89% (by weight) moved by road
- 5% of London's employment
- Regulations and enforcement
- Fleet Operators Recognition Scheme



Taxi and Private Hire

Responsible for the licensing of taxi and private hire services in London

- 22,157 licensed taxis (black cabs)
- 25,424 licensed taxi drivers
- 60,000 licensed private hire drivers
- 50,000 licensed private hire vehicles in London.

On an average day, London's taxis will:

- Make just under 200,000 journeys
- Carry just under 300,000 passengers (an average of 1.48 passengers per taxi)
- Travel 3.2 miles per trip per taxi



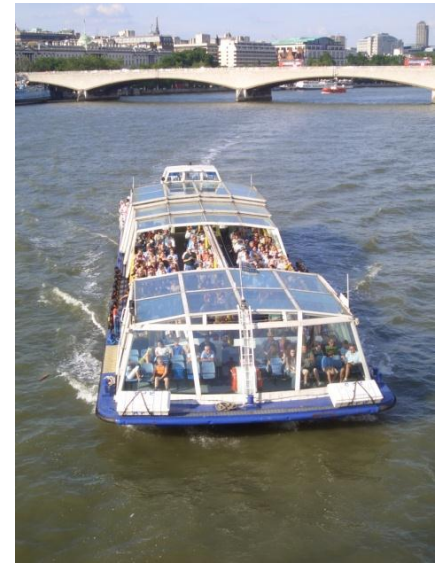
London River Services (LRS)

Responsibility for integrating London's river transport services with the rest of the city's transport network

- Pier ownership
- 6.5 million passengers per annum using 27 piers
- 163% passenger growth over past 10 years
- Action Plan to increase passengers to 12m per annum

From its passenger piers LRS licenses:

- Scheduled river bus and leisure services
- Charter services - corporate or private hire
- 2.3 million passengers used LRS-licensed leisure and charter services from piers owned by LRS.



Technology

Enhanced passenger information:

- iBus
- All buses equipped with Next Stop information
- 2,500 new Countdown signs at stops
- Arrivals info for all stops via the internet/text
- Wi-Fi on the Tube network
- Integrated information on web
- Oyster card
- NFC (near field communication) contactless card payments



Measuring the Performance of the Road Network

**Congestion
&
'Smoothing Traffic Flow'**

**Journey
time/traffic
speed**

**Journey Time
Reliability**

**Capacity/amount
of disruption**

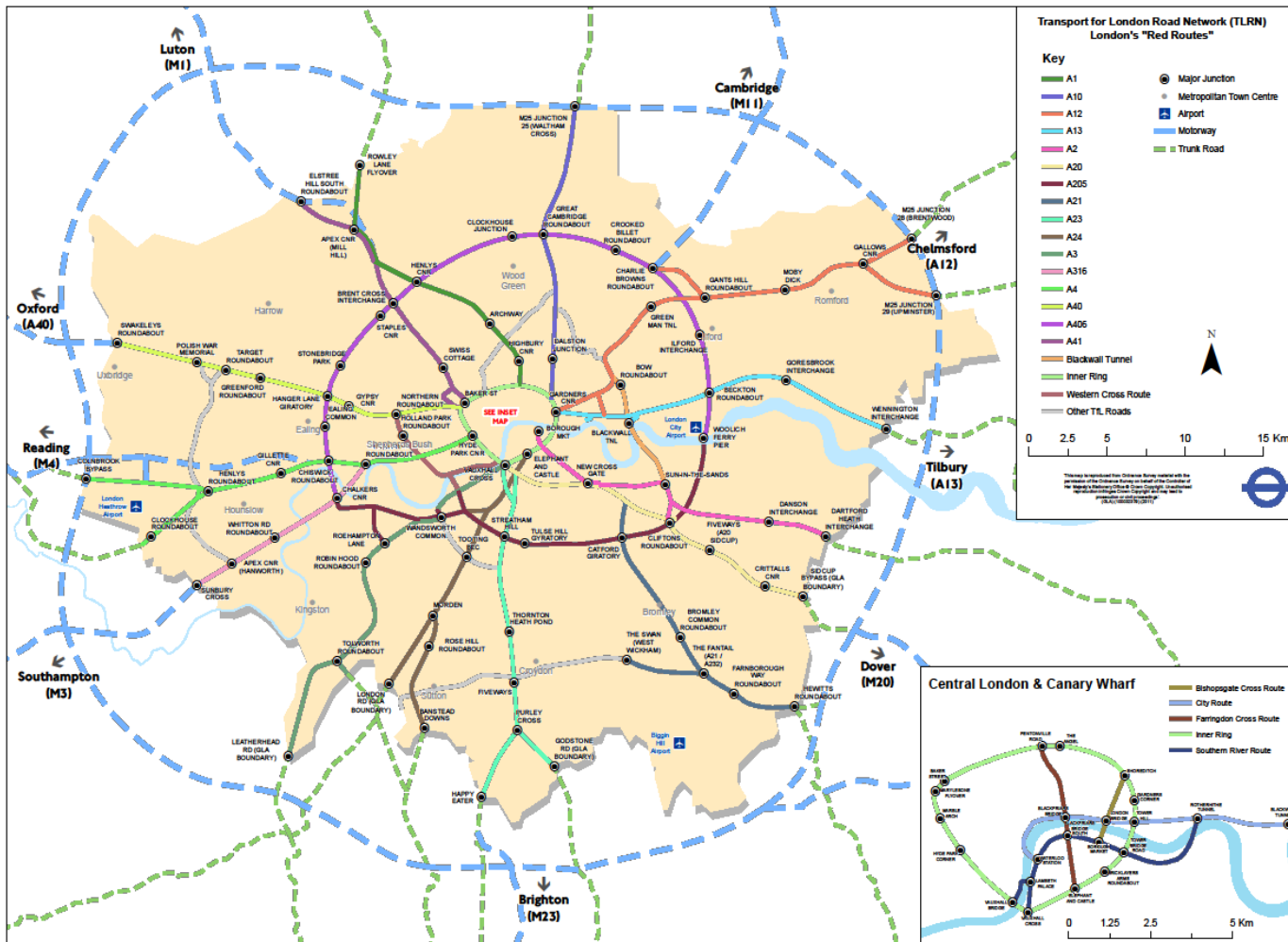
**Volume of
Demand**

**Resilience of
Network**

**Customer
Satisfaction**



Corridor Management Approach & Improving Journey Time Reliability



Journey Time Reliability

AM Peak		Year / Period	2010/11												2011/12					
Route Type	Corridor	Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	1	2	3	4	5
Radial	A4	Inbound	90.7%	88.0%	86.4%	87.3%	91.1%	87.3%	85.9%	88.1%	85.8%	91.7%	88.3%	90.0%	89.0%	91.4%	86.4%	88.0%	88.3%	91.9%
Radial	A40	Inbound	79.5%	75.8%	76.8%	76.9%	78.3%	78.2%	76.7%	78.9%	75.3%	83.5%	81.0%	78.5%	80.9%	77.8%	78.6%	77.7%	78.0%	81.2%
Radial	A41	Inbound	87.9%	81.3%	87.0%	88.2%	92.4%	82.9%	83.2%	84.7%	86.9%	88.7%	89.0%	89.9%	81.2%	82.6%	79.9%	82.0%	86.9%	93.6%
Radial	A1	Inbound	79.4%	79.0%	84.0%	82.3%	83.6%	79.3%	76.5%	81.3%	81.9%	81.1%	81.5%	82.8%	81.0%	78.2%	85.2%	81.4%	84.4%	81.6%
Radial	A10	Inbound	89.1%	87.9%	87.4%	87.4%	88.0%	86.6%	83.1%	84.3%	86.7%	87.3%	87.5%	84.8%	86.8%	89.4%	88.5%	89.7%	89.4%	90.7%
Radial	A12	Inbound	89.2%	86.3%	87.6%	87.6%	87.8%	86.0%	84.9%	83.8%	85.3%	89.9%	84.5%	86.8%	85.0%	86.8%	83.9%	86.8%	86.0%	87.2%
Radial	A13	Inbound	90.9%	87.3%	86.0%	87.4%	87.9%	88.9%	86.3%	82.9%	79.9%	87.7%	88.7%	87.4%	85.2%	88.9%	91.7%	86.7%	85.7%	87.9%
Radial	A2	Inbound	91.1%	89.8%	82.7%	86.0%	91.1%	84.9%	82.2%	82.6%	84.2%	88.3%	84.1%	82.2%	83.7%	81.9%	86.9%	81.6%	87.6%	88.8%
Radial	A20	Inbound	90.0%	89.9%	92.2%	89.6%	90.2%	86.7%	86.6%	89.0%	85.2%	90.0%	90.0%	91.3%	90.8%	87.4%	91.6%	89.5%	92.0%	90.5%
Radial	A21	Inbound	87.4%	90.4%	91.9%	85.4%	94.0%	88.7%	90.3%	90.6%	84.4%	86.3%	86.4%	90.4%	89.2%	86.9%	89.1%	90.8%	89.4%	92.9%
Radial	A23	Inbound	86.3%	84.8%	85.8%	82.9%	81.7%	81.7%	84.5%	83.0%	85.4%	86.8%	85.0%	86.1%	84.7%	88.0%	85.8%	87.2%	87.2%	87.4%
Radial	A24	Inbound	91.5%	89.5%	84.8%	90.2%	88.0%	87.6%	88.7%	90.2%	87.1%	93.5%	85.9%	88.8%	85.5%	87.3%	83.4%	86.6%	87.0%	92.9%
Radial	A3	Inbound	87.2%	85.5%	86.9%	84.0%	91.0%	86.0%	82.3%	88.0%	88.0%	91.2%	82.9%	89.0%	89.1%	94.3%	81.9%	88.4%	93.4%	95.9%
Radial	A316	Inbound	96.3%	78.1%	78.8%	80.3%	84.7%	89.0%	82.1%	89.3%	81.9%	86.9%	84.4%	88.7%	85.8%	86.3%	85.1%	87.4%	84.0%	85.1%
Radial	Blackwall	North	71.8%	77.3%	78.7%	73.8%	77.9%	74.3%	69.6%	78.5%	75.3%	79.4%	76.5%	77.2%	74.7%	69.6%	77.8%	74.4%	79.3%	80.3%
Future	Consideration	n/a	87.2%	87.8%	87.2%	86.6%	87.2%	86.4%	85.4%	85.0%	83.9%	85.2%	89.0%	87.9%	88.2%	89.6%	87.3%	86.6%	88.2%	88.9%
Orbital	A406	Clockwise	92.9%	88.5%	92.0%	91.0%	92.5%	91.4%	87.8%	88.3%	89.2%	91.6%	90.6%	90.0%	90.0%	88.1%	86.9%	88.2%	90.3%	94.6%
Orbital	A406	Anti-clockwise	89.7%	88.5%	88.3%	85.8%	88.8%	86.0%	84.5%	86.0%	86.5%	91.7%	87.2%	86.5%	88.7%	90.1%	84.6%	87.6%	90.0%	90.9%
Orbital	A205	Clockwise	87.3%	87.8%	83.8%	84.8%	86.4%	86.1%	84.3%	88.0%	86.9%	86.8%	88.2%	84.2%	85.8%	84.0%	86.7%	87.7%	86.9%	87.3%
Orbital	A205	Anti-clockwise	90.1%	87.9%	88.2%	89.5%	91.0%	87.7%	87.9%	88.2%	86.4%	90.0%	87.5%	87.1%	87.9%	89.3%	88.3%	89.0%	87.4%	90.8%
Orbital	Inner Ring	Clockwise	84.9%	83.6%	83.1%	83.7%	85.0%	83.3%	84.0%	84.1%	83.8%	87.6%	83.5%	84.0%	85.1%	83.9%	82.3%	82.4%	82.0%	83.8%
Orbital	Inner Ring	Anti-clockwise	85.3%	82.9%	82.2%	81.6%	84.3%	83.1%	81.9%	80.6%	81.6%	87.1%	83.7%	83.7%	83.2%	82.8%	81.9%	82.8%	82.7%	84.7%
Central	Bishopgate	North	85.5%	86.3%	84.0%	85.0%	90.0%	82.9%	85.6%	85.1%	84.9%	88.0%	86.4%	87.2%	84.9%	85.7%	85.5%	84.2%	84.8%	83.4%
Central	City	West	77.8%	77.6%	81.6%	80.8%	80.7%	78.2%	78.3%	78.3%	73.9%	83.0%	79.1%	79.1%	81.5%	79.8%	80.0%	78.9%	79.7%	86.0%
Central	Farringdon	South	90.1%	87.4%	87.5%	87.9%	89.9%	89.0%	88.3%	85.6%	88.4%	88.2%	89.2%	88.1%	87.4%	90.5%	88.2%	88.1%	90.5%	90.3%
Central	South river	East	83.7%	81.4%	83.2%	81.1%	84.1%	83.6%	83.1%	82.7%	81.3%	85.3%	84.7%	84.9%	81.4%	83.1%	79.2%	80.4%	81.0%	84.2%
Central	West	East	90.3%	89.9%	85.9%	88.0%	88.7%	88.3%	79.3%	87.3%	88.6%	85.6%	86.3%	83.9%	82.6%	86.7%	84.1%	83.5%	83.5%	85.7%
Central	Central	All Above	85.0%	84.4%	84.2%	84.7%	85.8%	84.1%	80.8%	83.5%	82.6%	85.2%	84.1%	83.1%	82.8%	84.4%	82.8%	82.2%	82.8%	86.0%
Central	Central	All Directions	88.4%	87.3%	87.4%	86.7%	87.5%	86.4%	83.4%	84.8%	85.7%	88.5%	87.2%	87.4%	86.5%	87.4%	85.6%	85.7%	85.2%	87.9%
TLRN	TLRN	All Above	88.6%	86.1%	86.5%	86.1%	88.3%	85.9%	84.0%	85.5%	85.0%	89.0%	86.5%	86.6%	86.4%	86.5%	85.3%	86.0%	87.4%	89.6%
TLRN	TLRN	All Directions	90.5%	88.9%	89.0%	88.4%	90.3%	88.5%	86.5%	87.6%	87.1%	90.2%	88.9%	89.0%	89.1%	89.2%	88.2%	88.6%	89.9%	91.3%
Pan London	All	All Directions	90.3%	88.8%	88.7%	88.4%	90.2%	88.4%	86.5%	87.6%	87.1%	90.1%	88.6%	88.9%	88.8%	89.0%	88.2%	88.4%	89.6%	91.0%





Minimising Disruption from Unplanned Events (Resilience)

London Streets Traffic Control Centre (LSTCC) and London Streets Tunnels Operations Centre (LSTOC)

Real-time operational management of the road network:

- Eliminating the causes of unplanned disruption
- Improving incident response
- Managing around incidents



Improving real-time public information

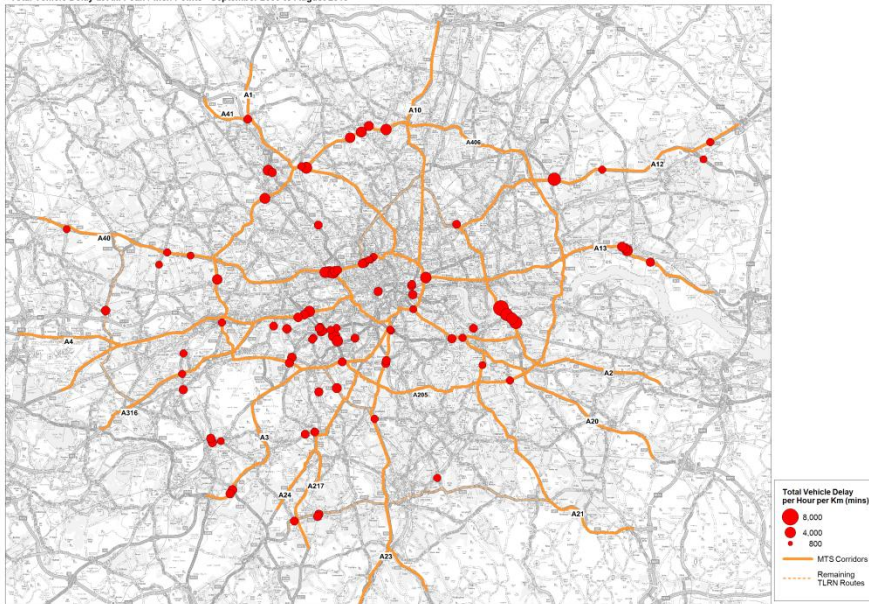


Managing Demand & Achieving Modal Shift

TfL is working hard to manage travel demand and encourage modal shift to more sustainable transport.

The NOS focuses on more tactical and locally targeted measures on key corridors of high demand and key traffic pinch points.

Total Vehicle Delay at AM Peak Pinch Points - September 2009 to August 2010



Key successes since 2000

- Modal share of private cars fallen by 7%
- Bus usage increased by over 40% (2bn journeys p.a.)
- Underground (including DLR) travel increased by 7% p.a. (over 1bn journeys p.a.)
- Cycling has increased by over 100%
- Traffic in Central London reduced by over 20%
- Rollout and widespread take up of Oyster



How were these achieved?

- Increased funding
- Clear direction through the Mayor's Transport Strategy
- Support through public consultation and relationships with stakeholders
- Unified organisation with an integrated approach





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