

Investing for future growth – the lessons from London



12 May 2011

Howard Smith, Transport for London

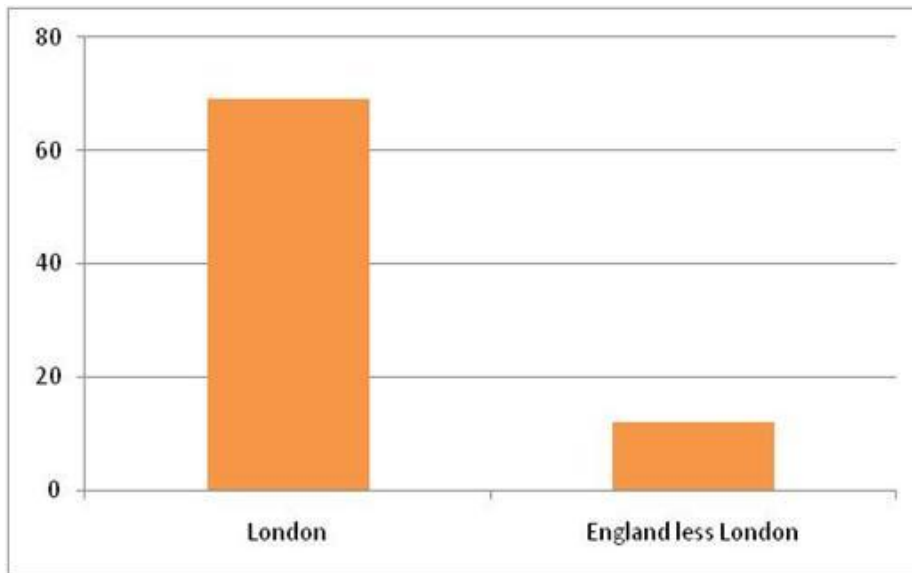


London's dependency on the train

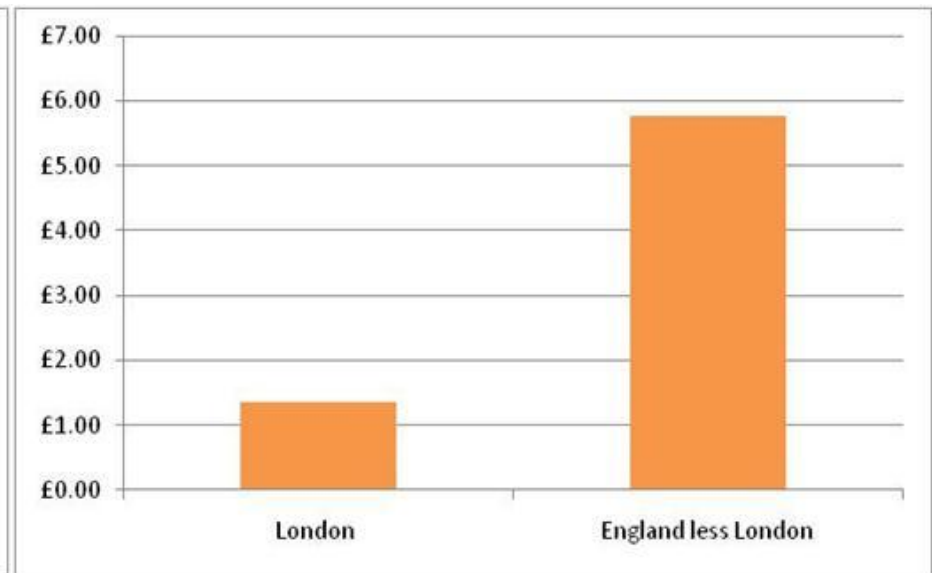


The Mayor's Transport Strategy recognises that railways are peculiarly important to London

Rail trips per head of population per year



Public expenditure per rail trip (£)



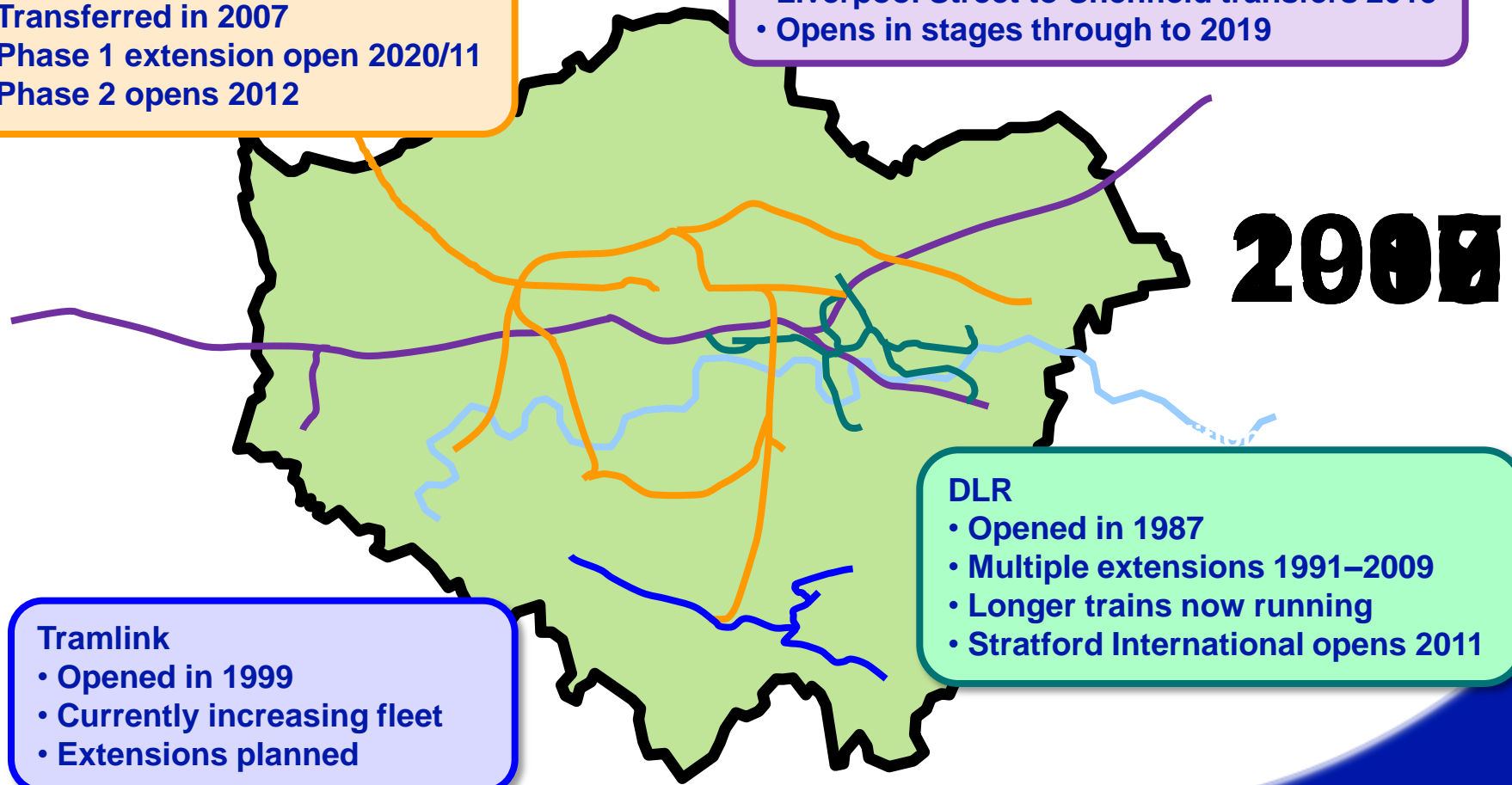
Reflecting this, TfL has invested heavily in rail over the last twenty years

Overground

- Transferred in 2007
- Phase 1 extension open 2020/11
- Phase 2 opens 2012

Crossrail

- Liverpool Street to Shenfield transfers 2015
- Opens in stages through to 2019



2008

Tramlink

- Opened in 1999
- Currently increasing fleet
- Extensions planned

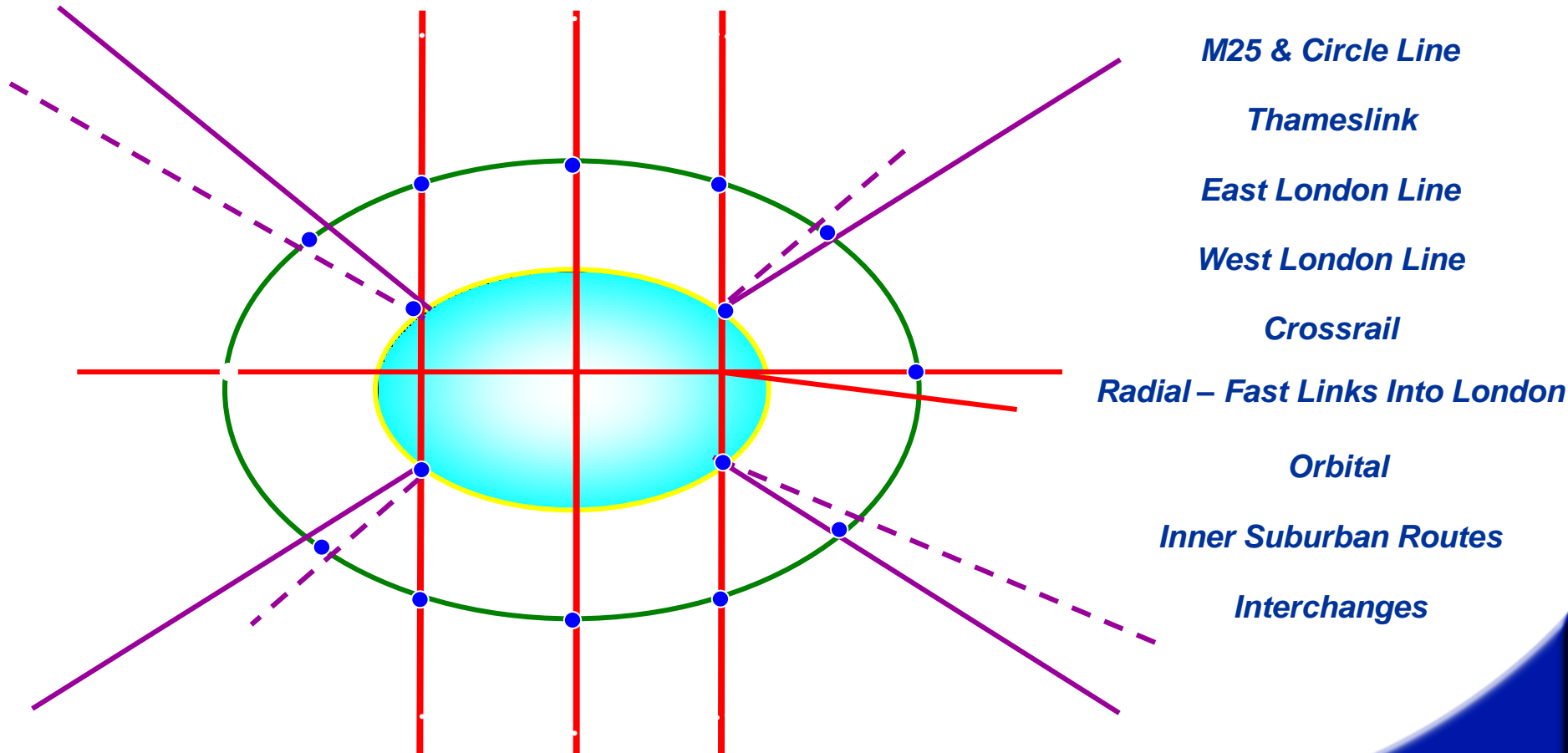
DLR

- Opened in 1987
- Multiple extensions 1991–2009
- Longer trains now running
- Stratford International opens 2011



The Objective

An Integrated Rail System for London

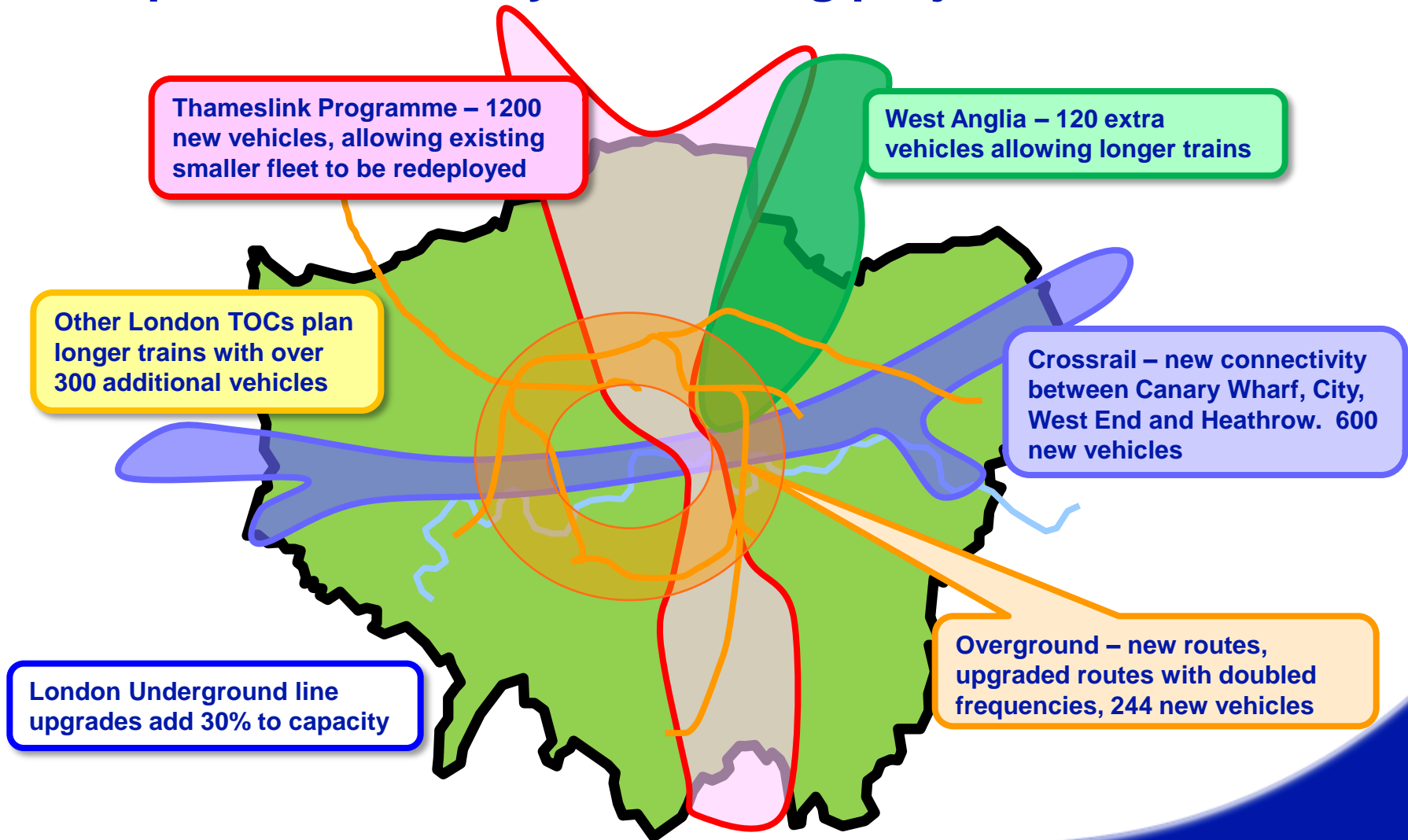




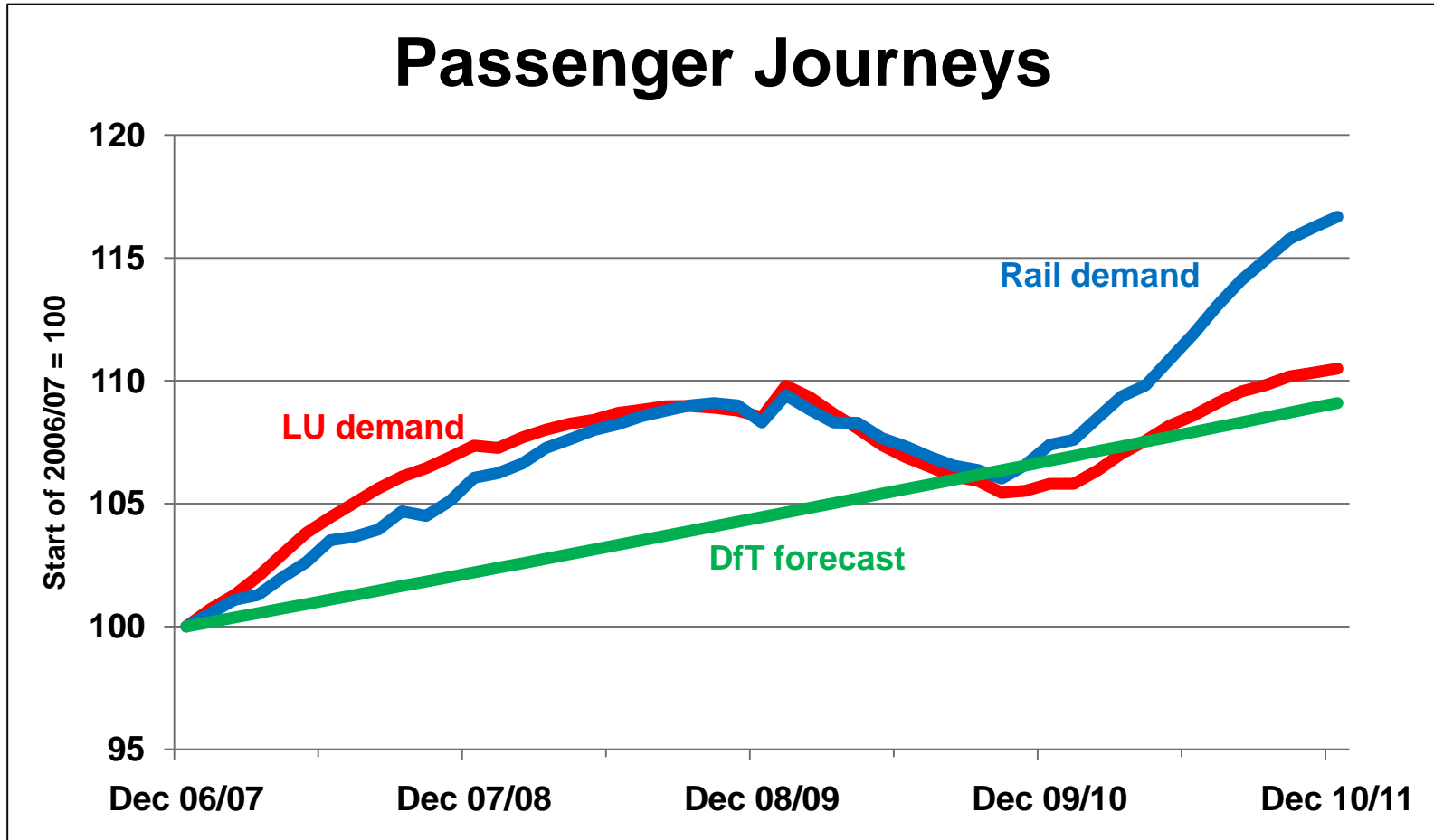




Around 1,000 more rail vehicles committed for London compared to 2009 – yet crowding projected to remain



Demand is now back at pre-recession levels



Looking forward



The London Plan projects population and employment growth over 20 years

Population growth:

- 1.3m by 2031
- In different places from employment

Employment growth:

- 750k by 2031
- Short-term affected by recession, but not long-term

Outcome:

- 15% more trips by 2031
- But rail trips up by 40-50%

Spatial distribution of population growth, 2007 to 2031



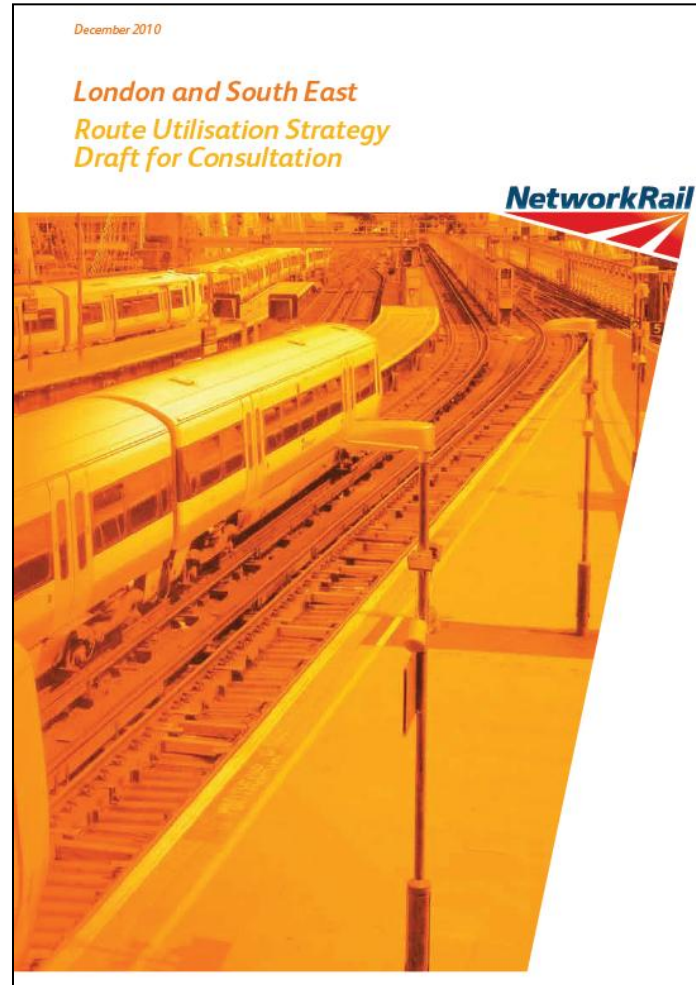
Spatial distribution of employment growth, 2007 to 2031



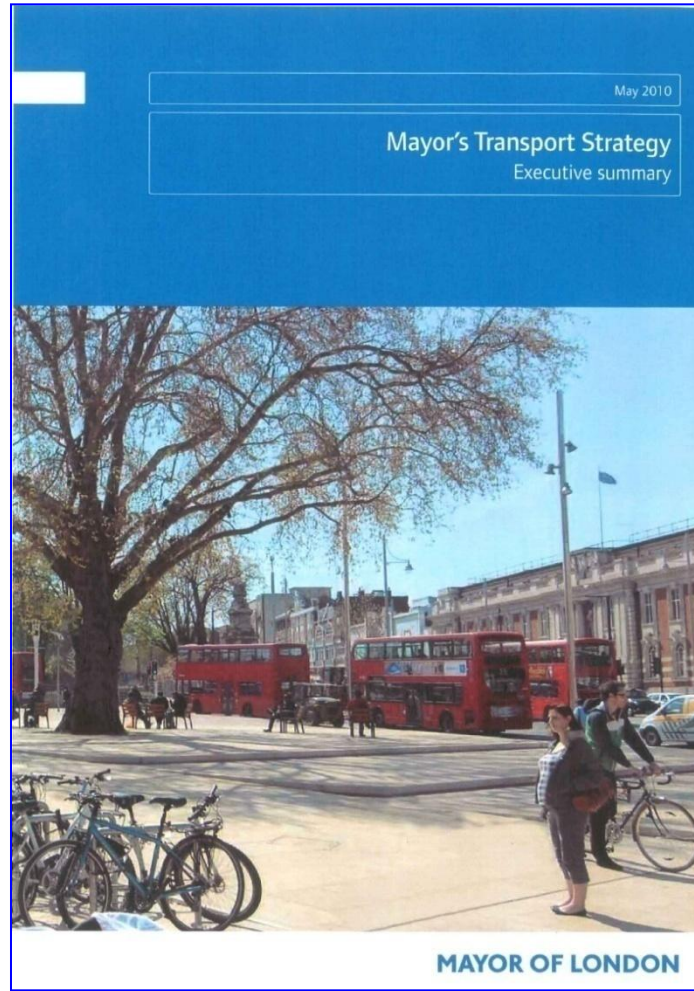
Emerging solutions



The London & South East RUS makes a welcome start on addressing some of these issues



TfL is also seeking improvements through the franchising processes



The Mayor has made the case for devolution to help improve rail's value for money

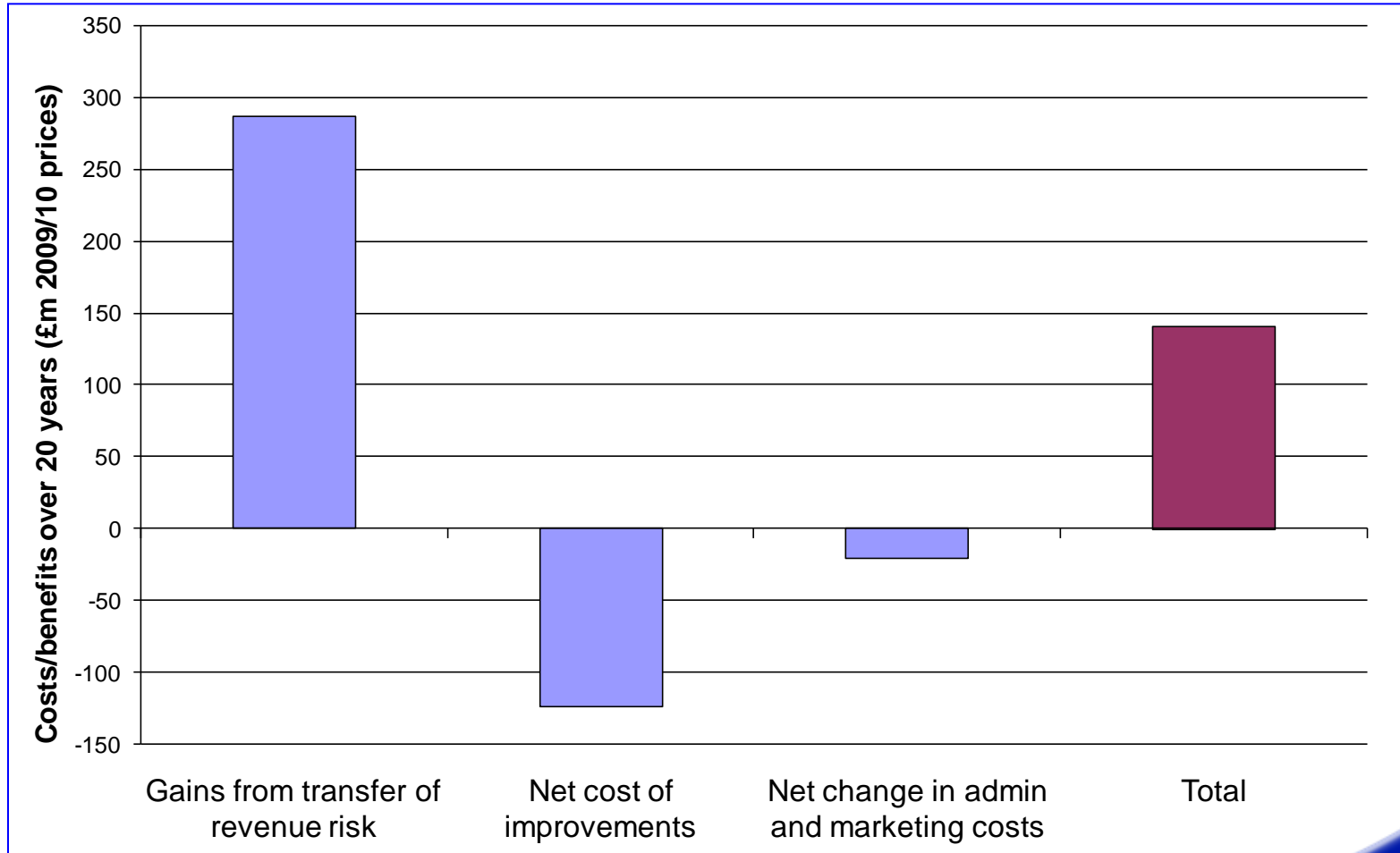
Department for
Transport

Reforming Rail Franchising:
Government response to consultation
and policy statement

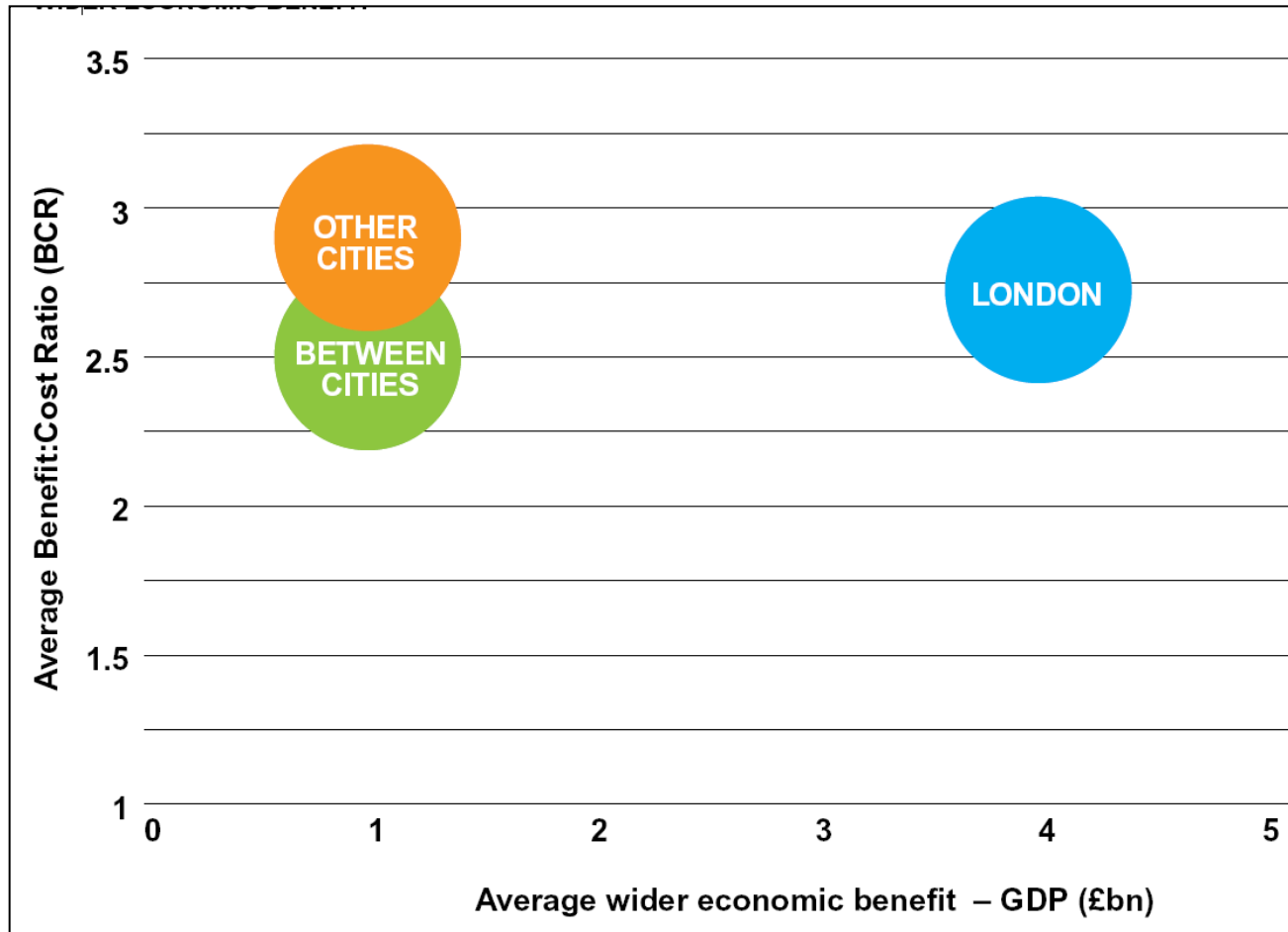
January 2011



TfL's view: devolution



Squaring the circle: a better railway for less that supports London's wealth creation



Conclusions

- London depends on rail
- Rail in London is pretty cost effective
- Vital need to continue to invest
- No 'one size fits all' for future franchises
- TfL has delivered and will play major role

