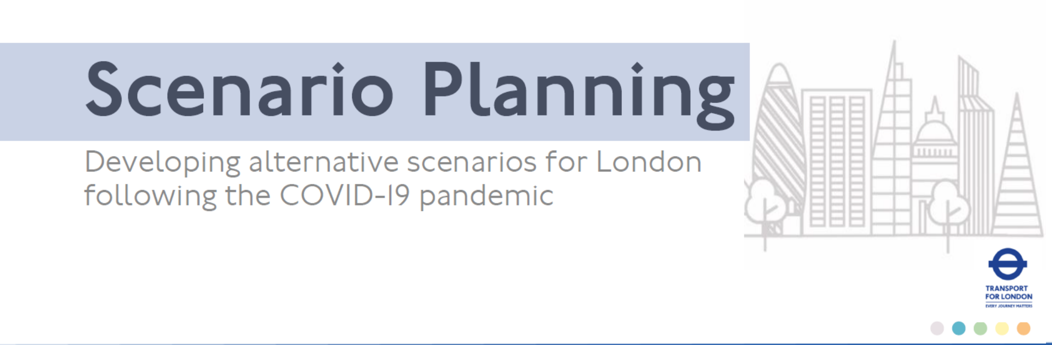
MORE Workshop (Session 2)

ROAD SPACE REALLOCATION: GOVERNANCE CHALLENGES, PRACTICAL ISSUES, & VISIONS FOR FUTURE STREETS

Tim Price, Transport for London



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 769276.

MORE
Multimodal Optimisation of Roadspace in Europe

What is scenario planning and why is it useful?

Scenarios are varied stories about the future of London that help Transport for London operate in uncertainty

Change and uncertainty are constantly with us, yet the future seems more unpredictable than ever.

We are already dealing with economic and travel behaviour uncertainty and now we are seeing large scale impacts of COVID-19 on all aspects of life in London, especially travel.

As an organisation we need to be prepared to deliver the Mayor's Transport Strategy in an uncertain future.

We are building five scenarios to look at this specific challenge.

We need to use scenarios for COVID 19 impacts

We performed a quick scenario planning exercise based on different ways the current situation might play out over the medium and long-term

The impact of COVID-19 on patterns of travel and the economy are unprecedented resulting in significant uncertainty in how they will affect the Capital in the longer term. In response to this, TfL has undertaken scenario planning to help inform future decision making.

There is a need to look at how the current crisis might impact the economy and further stimulate travel behaviour change. We have produced five plausible scenarios for the implications of COVID 19 on travel demand. They consider:

- how quickly the public health crisis dissipates and the speed and nature of economic recovery;
- how working, shopping and leisure practices might change in the medium to longer term; and
- changes to London's place in the world and impacts on population/demographics and jobs;

All are plausible and, in some cases, would significantly change the London transport market. They consider a 2030 timeframe and are complementary to the short term restart planning currently underway.

It is important to note that these scenarios have been designed to be independent of TfL intervention, they were created using the factors above and do not include any policy or infrastructure planning that TfL may consider. Therefore they are reflections of behavioural trends that may arise only as a result of recent events.

We have built 5 scenarios for the implications of the COVID 19 outbreak on travel in London

A return to business as usual

The story of a London which has bounced back quickly from the crisis and looks quite similar to the Draft London Plan

London fends for itself

The story of a lower growth London, having to cope with the fallout from the virus and a diminished status in the UK and the wider world

Low carbon localism

The story of a smaller but more sustainable London, which has been impacted significantly by the virus and become more local as a result

Remote revolution

The story of a successful but quite different city, where technology has changed how people live, work and travel

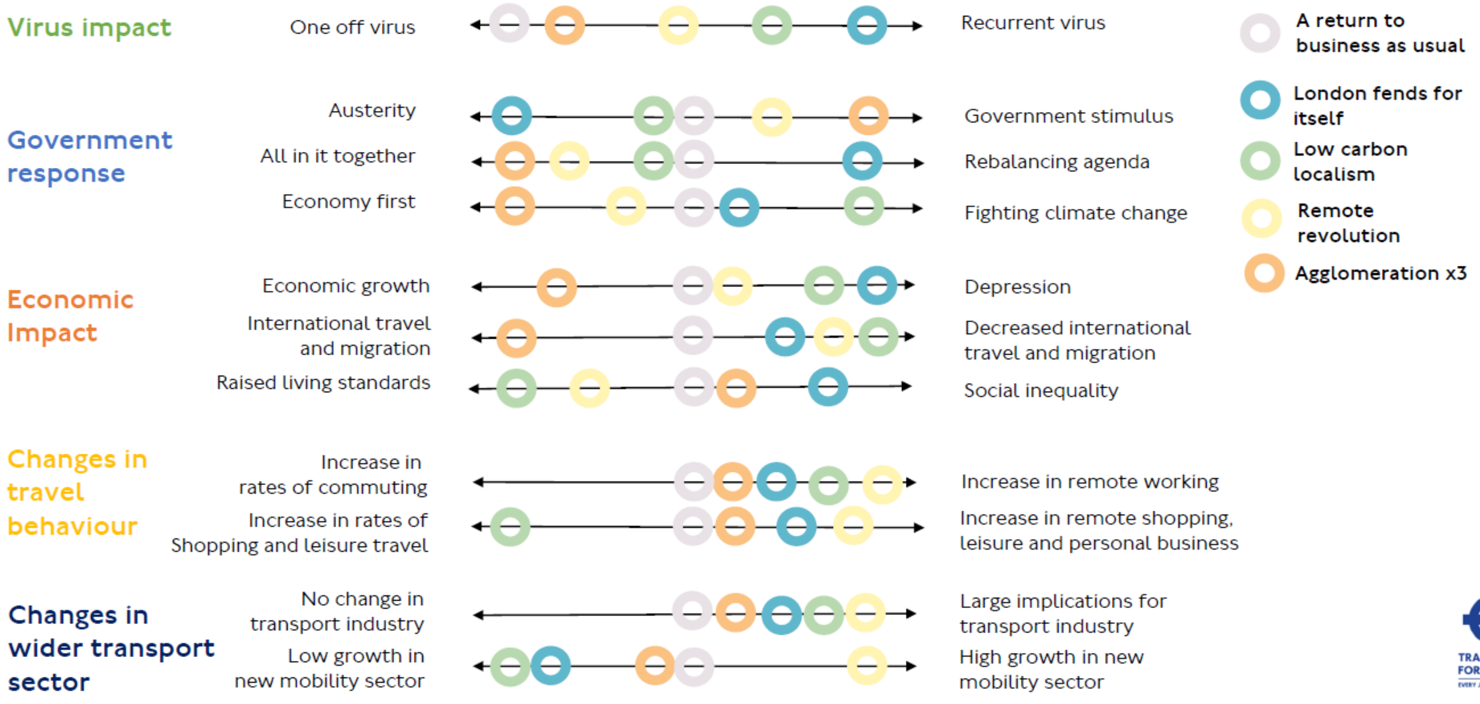
Agglomeration, agglomeration, agglomeration

The story of an expanding but still unequal London, where virus related changes to the economy enhance its global competitive advantage

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

MORE
Multimodal Optimisation of Roadspace in Europe

The scenarios provide a range of outcomes across the key factors



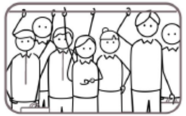
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

MORE
Multimodal Optimisation of Roadspace in Europe

We have quantified the impact of the scenarios by mode and by journey purpose

A return to business as usual

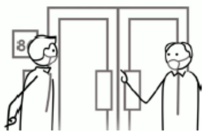
The story of a London which has bounced back quickly from the crisis and looks quite similar to the Draft London Plan expectations



Headline outcomes	Absolute change from 2016	
• Relatively quick economic recovery. • London retains its position in global economy • No lasting impact on public transport preferences or changes in attitudes to public spaces and shared services • Mode shift towards rail and reduction in car ownership consistent with projected growth and investment programme	Cycle	651,000
	Walk	1,131,000
	Rail	1,251,000
	Bus	346,000
	PHV	56,000
	Car driver	-744,000
	Car passenger	-232,000

London fends for itself

The story of a lower growth London having to cope with the fallout from the virus and a diminished status in the UK and the wider world



Headline outcomes	Absolute change from 2016	
• Protracted economic downturn and low growth • Acceleration of desire to rebalance away from London • Increased preference for private transport modes • Decline in London's place in the world • Prolonged aversion to public transport with increases in car, walk and cycle.	Cycle	59,000
	Walk	282,000
	Rail	- 1,263,000
	Bus	- 922,000
	PHV	27,000
	Car driver	396,000
	Car passenger	115,000

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

MORE
Multimodal Optimisation of Roadspace in Europe

We have quantified the impact of the scenarios by mode and by journey purpose

Low carbon localism

The story of a smaller but more sustainable London, which has been impacted significantly by the virus and become more local as a result

Headline outcomes

- Moderate population and economic growth, focused away from central London
- Focus on fighting climate change emergency
- Reversal in decline of high street stimulates more local trips by walking, cycling, bus and some car travel
- Overall shift in travel to focus away from central London

Absolute change from 2016	
Cycle	768,000
Walk	1,090,000
Rail	197,000
Bus	797,000
PHV	37,000
Car driver	-119,000
Car passenger	183,000

Remote revolution

The story of a successful but quite different city, where technology has changed how people live, work and travel

Headline outcomes

- Strong economic growth but reduced per capita travel demand
- People work and shop from home more but, when people do commute they travel further.
- Increased automation
- Reduced demand for floorspace in central London
- Londoners more flexible about travel with lower car ownership and increased openness to new modes

Absolute change from 2016	
Cycle	42,000
Walk	565,000
Rail	- 526,000
Bus	- 577,000
PHV	486,000
Car driver	- 1,166,000
Car passenger	- 269,000

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

MORE
Multimodal Optimisation of Roadspace in Europe

We have quantified the impact of the scenarios by mode and by journey purpose

Agglomeration X3

The story of an expanding but still unequal London, where virus related changes to the economy enhance its global competitive advantage

Headline outcomes

- Economy bounces back to previous trend with high levels of international migration and population growth
- Marginal increases in remote working
- London holds a competitive place in the world economy
- Big increase in travel demand, particularly rail with rising density driving down car use

Absolute change from 2016

Cycle	745,000
Walk	2,000,000
Rail	2,989,000
Bus	1,829,000
PHV	326,000
Car driver	-1,154,160
Car passenger	-263,000

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

MORE
Multimodal Optimisation of Roadspace in Europe

The range of uncertainty remains high

At this point in the pandemic, there remains a very broad range of plausible scenarios. Travel volumes could be significantly impacted by changes in growth rates and individual preferences.

For each of the five scenarios we have identified high-level travel outcomes. We have begun to look further at travel outcomes and what this might mean for London and TfL.

An increase in active travel is likely across all scenarios as it is linked to several influences including population growth, working/accessing services more locally and people seeking ways to avoid crowding.

Future rail growth is particularly volatile as this could be constrained by lower economic performance as well as greater remote / automated working. There is a risk of an enhanced car recovery, but in the longer term this is only in a minority of scenarios where activity would relocate to outer London.

It is important to keep the scenarios relevant and to track the progress of London's recovery. We will complete a review after six months and consider refinement.

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

MORE
Multimodal Optimisation of Roadspace in Europe

Informing our future

Underlying all scenarios is that TfL wants to support an inclusive and green recovery consistent with achieving the outcomes of the Mayor's transport Strategy (MTS)

In order to pursue the aims of the MTS, it is critical we avert a large-scale increase in car use as people avoid taking public transport in the short-term restart phase. Moving forward we need to look at what is required over the longer-term to secure an inclusive green recovery over the next 5-10 years, potentially making permanent some of the changes in streetspace we have made over the past few months.

Walking and cycling will continue to be the immediate focus, as will ensuring we continue to deliver improvements in road danger reduction and in air quality. We must also ensure that public transport continues to play a significant role in helping to sustain an inclusive and sustainable green recovery over the longer term.

Our initial conclusion is that TfL should seek to:

a) plan for the factors that are prevalent in most scenarios;
b) mitigate against the risks that are posed by some scenarios; and
c) review investment decisions where the future need is not yet clear

Thank you!

MORE
Multimodal Optimisation of Roadspace in Europe

Tim Price

TimPrice@tfl.gov.uk

This project has received funding from the European Union’s Horizon 2020 research and innovation programme under grant agreement No 769276.

MORE
Multimodal Optimisation of Roadspace in Europe