

TRANSPORT FOR LONDON

ENVIRONMENT, CORPORATE AND PLANNING PANEL

SUBJECT: TRAVEL IN LONDON REPORT NUMBER THREE

DATE: 6 OCTOBER 2010

1 PURPOSE AND DECISION REQUIRED

- 1.1 The purpose of this paper is to inform the Panel on intentions and progress for TfL's Third edition of the Travel in London report, which is expected to be published in December 2010.
- 1.2 The Panel is asked to note both the proposed content and timeline, and to comment on either as appropriate.

2 BACKGROUND – TFL'S 'TRAVEL IN LONDON' REPORT

- 2.1 A Travel in London (TIL) report was published for the first time in April 2009, with a second report published in March 2010. It replaced the previous annual London Travel Report. The TIL has a wider data set, and a closer analytical focus on topics of relevance to the Mayor's Transport Strategy (MTS) and other Mayoral strategies where appropriate, e.g. air quality. It also replaced what was a statistical compendium, and added interpretative commentary.
- 2.2 This change was well received by a range of stakeholders and TIL has secured a place as an essential reference work for all those involved with transport in London.

3 PLANNING ASSUMPTIONS FOR TIL3 AND PROPOSED INNOVATIONS

- 3.1 Planning for TIL3 is now at an advanced stage. The following summarise the main 'planning assumptions' underlying this process.
- 3.2 **Advancing the publication timeline.** Previous TILs have been published in March/April each year. While there is no 'ideal' time to publish this report, the March/April window meant that some datasets relating to the previous calendar year were not yet fully available – meaning that some of the data was not as up-to-date as would be desirable. Advancing the date of publication to December would bring better alignment between data availability and immediacy of publication in future years, although the publication in the current year would suffer slightly from proximity to the March 2010 release of TIL2.
- 3.3 **Continuing the basic approach, content and scope** successfully adopted for TILs 1 and 2. TIL seeks to strike a balance between the needs of various users and feedback suggests that previous reports have successfully achieved this balance. The principal priorities for TIL3 would therefore be:
 - (a) To continue to provide a rounded and comprehensive presentation and interpretation of travel in London and trends affecting it;

- (b) To continue to monitor progress with the implementation of the Mayor's Transport Strategy (MTS) and (where appropriate) other strategies, through a set of Strategic Outcome Indicators, together with wider analysis and interpretation;
 - (c) To retain the basic chapter structure – following the key MTS goals;
 - (d) To highlight in greater depth, from a primarily analytical viewpoint, specific developments and events of particular interest – using 'Spotlight' chapters as in TIL2. Early feedback on the Mayor's 'Year of Cycling', together with a thorough and retrospective evaluation of the benefits of Phases 1 and 2 of the London Low Emission Zone, fulfilling an outstanding analytical requirement in the light of the forthcoming implementation of Phase 3 of the scheme, are seen as priority candidates for Spotlight chapters in TIL3; and
 - (e) To provide an authoritative source of key data as a reference source for planners and others.
- 3.4 TIL is also intended to be a flexible publication that can evolve to accommodate particular priorities within the overall established framework. For TIL3, it is intended that the publication can be 'brought more to life' by focusing, albeit relatively briefly, on specific MTS achievements and other points of interest during the year, as they relate to the established content. These would provide an opportunity either to highlight particular achievements or publish specific data or analyses likely to be of wide interest. They would take the form of (up to eight or so) 'Focus Topics', each of between two and four pages in length, interspersed as appropriate throughout the text, using 'highlight boxes', photographs or other similar presentation devices. Examples for TIL3 include: the opening of the East London Line; how TfL is improving the urban realm in London; physical and chemical composition of particulate matter air pollution and progress with electric vehicles.
- 3.5 TIL is intended to monitor progress with the implementation of the MTS, and TIL3 will therefore be the first such report produced after publication of the strategy (albeit only by a matter of months). Therefore, as well as updating and reporting on the full set of Strategic Outcome Indicators against established baselines, the text can be expected to have a somewhat closer focus than previous TILs on interpreting trends and developments in this context.
- 3.6 It is also intended that TIL3 is significantly reduced in size compared to TIL2. This would primarily be achieved through less need to set out methodologies for MTS monitoring (some of which were described in depth in TIL2), coupled with a reduction in the number of Spotlight chapters to two for this edition.
- 3.7 However, TfL would also wish simultaneously to develop use of the TfL website as a means to disseminate specific items of data and technical analysis (eg short papers) to a wider audience. This would be material, such as potential Spotlight topics, that might otherwise be suitable for inclusion in TIL, but for which space is not available (a specific definition and limitation of scope). Disseminating technical information for users of TfL's sub-regional models would be one example of where this might be used to good effect.
- 3.8 Such web-based publications could be 'badged' as being part of the 'TIL family' of publications, with TIL becoming the stakeholder-friendly 'front end' to a wider web-based data and information resource.

4 RECOMMENDATION

4.1 The Panel is asked to NOTE this paper.

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