



COMMISSIONER'S DRAFT SPEAKING NOTES: Central London Partnership: Transport & the Public Realm – Working together?

Tue 27 Nov: 5.30pm. Peter Hendy and Peter Bishop to speak for 20 minutes each, followed by 1 hour of Q&A.

Good evening. One of the great things about this role as Transport Commissioner is that I get to speak to such a diverse range of people and organisations. This really brings home how integral transport is to everyone's lives.

I must say, it is great to see some of the leading contributors to the public realm in London here tonight.

The simple, or traditional, view of transport is that it is just about how easily passengers or drivers can get to work or school or home. But increasingly now the wider impact of transport is being appreciated. Public transport, walking and cycling, are now rightly at or near the top of the agenda when discussing how best to support local and national economies, social inclusion, regeneration and tackling climate change.

The view of our passengers' journeys and the services our users expect has changed. At TfL, we no longer just think about Passenger A's journey as simply 'enter station, take Tube, exit station'. We now think about how Passenger A get to the station in the first place and how will they continue their journey – by bus? Could they walk instead? If so, how will they know where to go and how easy and pleasant will their journey be?

It is the strength of TfL as a properly integrated transport authority, under the Mayor, that we can now use transport to play a proper role in the fabric of London. I will come onto this in relation to the Public Realm later, but first I want to set out where we are now.

Transport for London:

Every day, TfL provides transport and services for more than 10 million people across the Capital. We run London Underground and manage the bus network, Docklands Light Railway, the Congestion Charging scheme, and Croydon Tramlink. And as of this month, we also manage the new London Overground rail services. Among many other tasks, we are also responsible for the 580km of Red Routes which make up London's busiest main roads and I'll come back to these later in terms of our new approach to managing these spaces for all users, not just traffic.

London is expected to grow to 8.3 million people by 2025, compared with 7.5 million in 2006. That's an extra 800,000 people, a city the size of Leeds, that we need to fit into London. This will create 4 million extra journeys in London every day, 2.8 million of which will be on public transport.

TfL have undertaken a substantial amount of forward looking work in preparing London's transport system for this predicted growth. Our Transport 2025 document, launched in November last year, describes a 20-year transport vision for London to address the significant challenges arising from the major population and employment growth facing London. It recommends the transport policies and investments needed to support the growth and development of London as envisaged in the Mayor's London Plan.

UPDATES

So, you know what we do, what our objectives are and the challenges ahead. Here are some of the issues facing us now.

Crossrail

T2025 highlighted Crossrail as the single most important project London needs to increase capacity and help meet the future demand for transport. The Prime Minister's recent go-ahead for the project is excellent news for London and the UK as a whole. Crossrail will play a vital role in ensuring that London continues to grow and prosper as a world City.

Crossrail will be Europe's largest civil engineering project, providing a state-of-the-art modern, quick and reliable railway passing through central London. Scheduled to open in 2017, Crossrail will provide a massive increase of ten per cent in London's public transport capacity. We will finally have a high-frequency railway across Central London, directly linking up the UK's key economic centres of Heathrow, the West End, City of London and Canary Wharf, which are currently home to around 850,000 jobs.

Metronet

Metronet, the private sector consortium responsible for maintenance and renewal of two-thirds of the Tube network went into Administration at the beginning of July. In October we lodged a formal bid to take control of Metronet. Under our plans, the people and the assets of the two Metronet companies, BCV and SSL, will be transferred into two Transport for London nominee companies, which will be managed on a standalone basis whilst the long-term structure is agreed with the Mayor and Government. We believe it is in the best interests of all parties for an exit from Administration as quickly as possible. This is the best way to maintain the continued safe operation of the Tube network, to mitigate the performance and cost risks that inevitably come with such a situation, and to ensure the continuation of the Tube's vital upgrade and renewal programme.

London Overground

Earlier this month we saw the birth of London Overground when TfL took over the north London railway from Silverlink Metro. This is just the start of the much needed revitalisation of London rail services, placing it within the TfL family. Overground will deliver services that put passengers first and will provide Underground style frequencies, integrated ticketing and a real focus on safety and security. Next month the East London underground line will close for refurbishment and when it reopens it will be part of the London Overground

network. Passengers will then be able to travel directly between Richmond and West Croydon via Dalston Junction.

2012

TfL is the lead transport partner working with the Olympic Delivery Authority and the London Organising Committee in preparing for the London 2012 Olympic Games and Paralympic Games.

Our £10bn investment programme is delivering many of the transport improvements in capacity and resilience that will be needed to meet the challenges of the 2012 Games. We are making good progress, including the recent breakthrough of the second tunnel of the DLR Woolwich Arsenal extension and the imminent start of main construction works on the East London line. There are a few years to go yet, but I believe the Olympics will leave a genuine transport legacy for London.

CSR

In October TfL received its financial settlement from the Government for 2008/09 to 2010/11 and as I just mentioned we are now able to include delivery of Crossrail. This settlement will enable us to continue the huge Investment Programme we started in 2004, investing more than £10bn in modernising and extending the Capital's public transport system by the end of this decade.

My Managing Directors are now working out the detail of our investment programme beyond 2010 and we will be in a position to update on progress over the coming months. In the meantime TfL as always, has a great deal to deliver and I have a great deal of confidence it will continue to do so.

URBAN DESIGN

Clearly, when going forward with any project on the scale of Crossrail or London Overground we must make sure that it is integrated. Gone are the days when we simply plonked down a piece of infrastructure with scant regard for its impact on the public realm.

The understanding and championing of the urban realm by TfL and our predecessors' has meant London's Transport is the most iconic transport system in the world. Many areas and public spaces nearby are now defined by their Tube station. Southgate station for example, designed by Charles Holden, is a classic example of his style and is a now focal point for the Southgate shopping centre. The great Frank Pick (former LU MD) wanted stations that were practical but aesthetically pleasing. He asked Holden to design significant parts of the network and resulted in the landmark extensions to the Northern, Central and Piccadilly Line extensions with stations like Arnos Grove and Osterley - the latter sweeping grandly above the A40.

A good recent example of a modern approach to integration would be the Jubilee Line. Stations such as Canary Wharf, and the recently completed Wembley Park and Stratford Stations are prime examples of how good

planning can result in transport infrastructure that not only gets people from A to B, but helps define the space around it. Similarly, Vauxhall Cross is now an excellent example with integration of bus, tube, rail and pedestrian facilities.

Legible London

Part of the challenge of improving London's transport system and integrating its different elements is making sure people understand how each part of the system works and how they link together. The London Underground map is a globally recognised example of how well this can be done. We've made huge strides in recent years in improving the quality of our customer information, such as the changes to bus maps, Journey Planner and the travel information line. One other piece of the jigsaw we now need to slot into place is improvements to the information we provide for people travelling on foot, either from A to B or as part of a public transport journey.

To achieve this aim, TfL has been working hand in glove with Design for London, the LDA, Visit London, the Central London Partnership, and the boroughs and the private sector to deliver Legible London. Legible London is a project designed to provide better information throughout the Capital for the increasing number of people choosing to walk.

Working with CLP a study was conducted two and a half years ago, which found that the present multitude of pedestrian sign systems in central London are ineffective and often confusing, and that there was a consequent over-reliance on the Tube map to help people navigate above ground. By coordinating information across the boroughs, the different transport modes, and the media (signage, maps, fingerposts, etc) people use to find their way around, we hope Legible London will give Londoners and visitors alike more confidence to travel around and enjoy the Capital on foot.

As many of you are aware - this morning the Mayor, along with Sir Simon Milton leader of Westminster City Council and Ian Henderson, Chairman of the New West End Company, launched the pilot of Legible London in the Bond Street area. Bond Street was an obvious place to start – with the tube station actually located 200m away from Bond Street itself. 19 signs have been erected in the area, complementary mapping placed in bus shelters in the area, and temporary Legible London type signage installed at Bond Street station.

Legible London is an excellent example of a practical initiative at the cusp between transport and the public realm and also of very positive partnership working between TfL and local stakeholders including the boroughs.

The Tube and public realm

As part of our station modernisation programme, we are taking the opportunity to review the aesthetics and fitness for purpose of our stations across the Tube network. A key element is the removal of vending machines which take up space on platforms. Similarly, a small number of kiosks are being removed from stations where they are located on the platform to assist with congestion relief, improve ambience and create clear lines of sight.

DfL is represented on LU's Design Governance Board and, together, we are working on projects such as the redevelopment of Tottenham Court Road, where the streetscape will substantially change, and on the development of a new standard design for station entrance canopies at our stations. At the moment we are working together to develop design guidance for improvements to the Underground's many retail units to develop each of them, over time, consistent with the architectural heritage of each station.

London's streets

With over half of London's daily journeys made by road, the pressures on our streets are tremendous. Balancing the competing needs of street users, from bus and car drivers, to cyclists and pedestrians, against the needs of freight vehicles, is a complex task. But the movement of people and goods is not the only function of our streets. They are also important residential spaces and house our museums, theatres, plazas, thriving market areas and busy shopping areas. Consequently there is also a need to support the use of our streets as places to be, not just to travel through.

To meet these challenges, an improved approach to the development of London's vital main roads is needed. Network Management Plans are being developed to sub-divide London's Red Routes into 49 corridors. Over the next two to three years, each corridor will be examined in detail to develop designs that balance the competing demands of all road users and to maximise the potential of our streets as places to live, meet others and enjoy life.

We all remember Trafalgar Square prior to its redevelopment. This is a great example where the Mayor struck a very different approach to the previous one which was focused heavily on traffic management. What was once a horrible place for pedestrians now takes its place as one of the world's great open spaces in what is a great world city. We are also working with Westminster on improving Parliament Square.

And before I finish, I would just like to mention some schemes we've funded through Local Implementation Plan's but which are carried out by our borough partners. Monmouth Street in Covent Garden has been transformed from a bland road streetscape to a tiled pavement, pedestrian-friendly area which complements the historic shopping frontages. Not far away the changes to Museum Street outside the British Museum have overhauled a rat-run for traffic into a continental-style al-fresco shopping and café street, with safer pathways for pedestrians and cyclists. It's not just in central London that we've been working with the boroughs and local businesses to improve the public realm. In the London Borough of Ealing, for example, we've supported the Acton Town Square Scheme, one of the Mayor's 100 Public Spaces projects, that has produced a revitalised community space and dramatic improvements to the quality of the public realm.

Conclusion

Focusing on the public realm is not only the right thing to do; it also is smart from an economic point of view. For too many years, public realm considerations were at best an add-on following the decision to go forward with transport or other major infrastructure projects. This is no longer tenable.

Whether through the Corporation of London's commitment to improving the public realm in the City, the focus on public realm improvements in the West End, or the priority being given to such improvements in outer London town centres, it is clear that London's competitive place on the world stage must be underpinned by an environment that is not only easy to get around, but one that is attractive and pleasant to live in compared to other world cities.

I am proud that TfL is playing its part in such important work.

Thank you.

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