



# What London Users Want

Stephen Glaister  
Director RAC Foundation

Managing London's Road Network Summit 12 March 2010



Smoothing the traffic flow a good idea...  
but a losing battle unless:

more road capacity is found for traffic

or

the demand for road space is moderated



## Predictability is important

Mayor & TfL initiatives to measure and improve reliability on roads are most welcome

Congestion is about BOTH  
average journey speed and predictability

If you don't measure it you can't manage it



Recognised for decades on public transport  
eg London Buses

Quality of Service Indicators (QSI)  
Include Excess Waiting Time (EWS)

The need is for Q of S measures  
**from the user point of view**



## The problem facing London

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As demand on a fixed network increases  
service quality falls

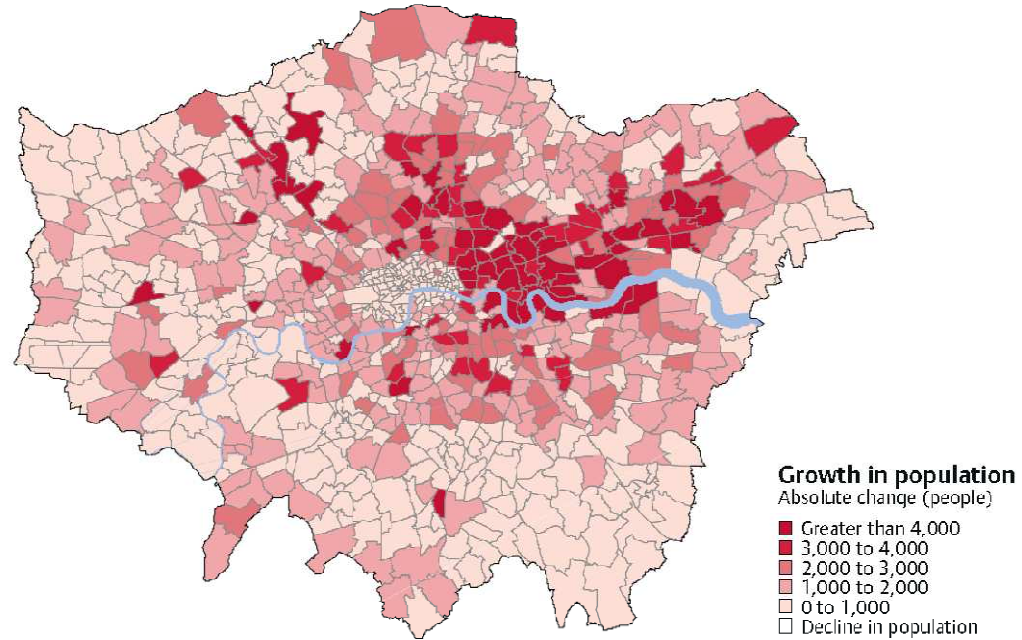
Draft Mayor's Transport Strategy

Population to grow by 1.3m by 2031

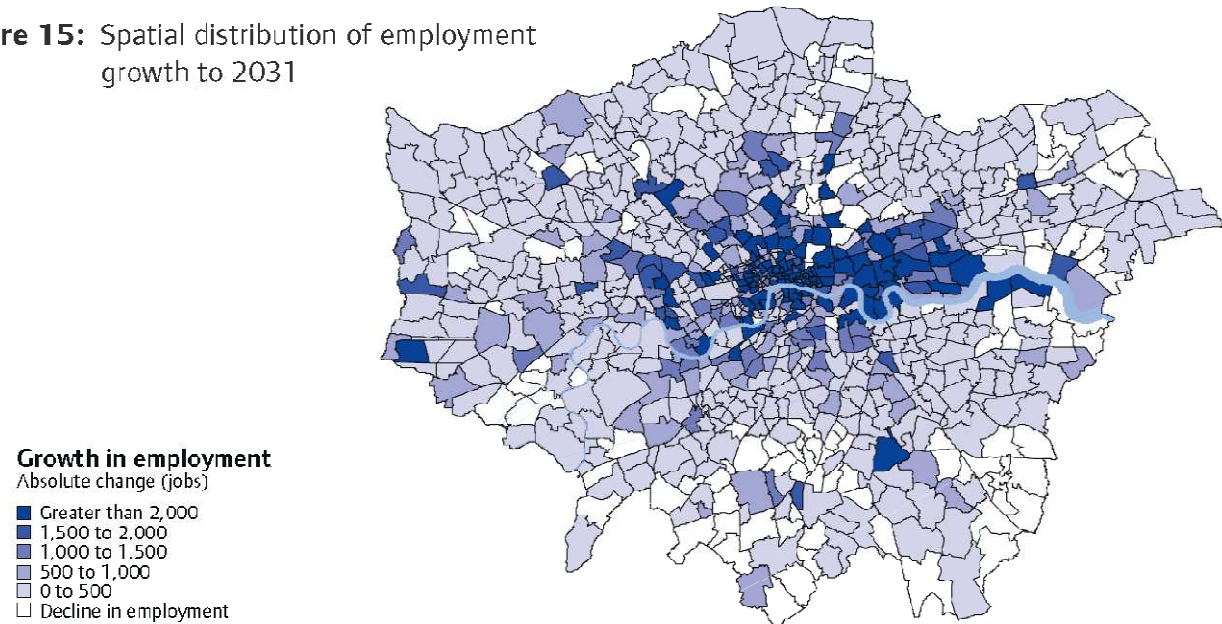
i. e. by 17%

# Growth will put extra demands on transport network

**Figure 14:** Spatial distribution of population growth to 2031



**Figure 15:** Spatial distribution of employment growth to 2031



Source: Mayor's Draft Transport Strategy, 2009

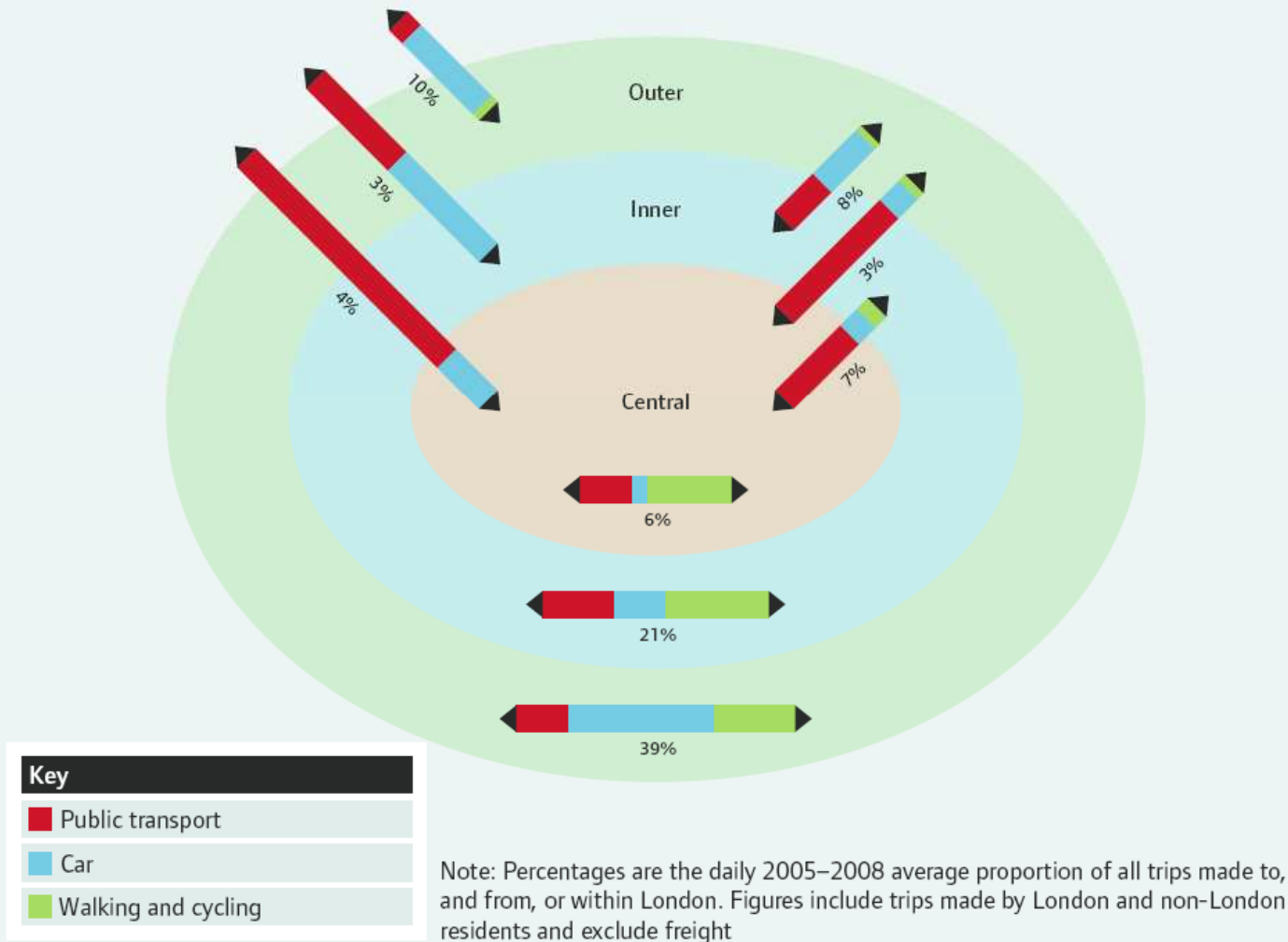


What will be the transport needs of these new people and jobs?

Suppose they are similar to existing?

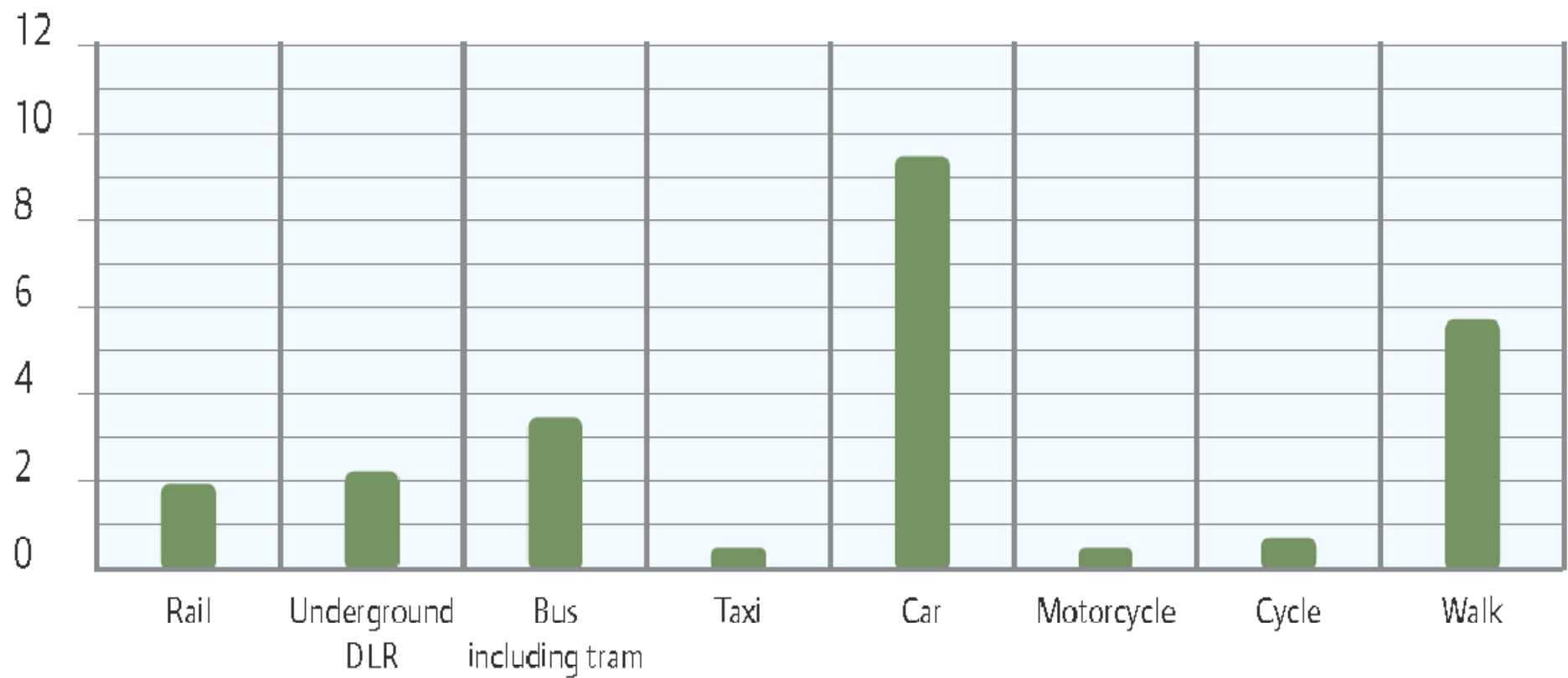
# A great deal of the movement is by car!

**Figure 11:** Spatial pattern of travel across London, with mode shares



Source: Mayor's Draft Transport Strategy, 2009

**Figure 12:** Daily average number of trips (millions) in Greater London, 2007



Source: Mayor's Draft Transport Strategy, 2009



# In Greater London

60 per cent of all personal mechanised trips are by private car;

22 percent are by bus or taxi and

3 percent by cycle

so  $60 + 22 + 3 = 83$  percent are by road.

All freight is by road

*Travel in London Report No 1, TfL, 2009, Table 3.1.*



## Mechanised trips *entirely within Outer London*

76 percent are by car

18 percent by bus and

2 percent by rail.



Demand on the **road** network will grow

The amount of space for traffic may diminish  
– see London First presentation



Unless we change something

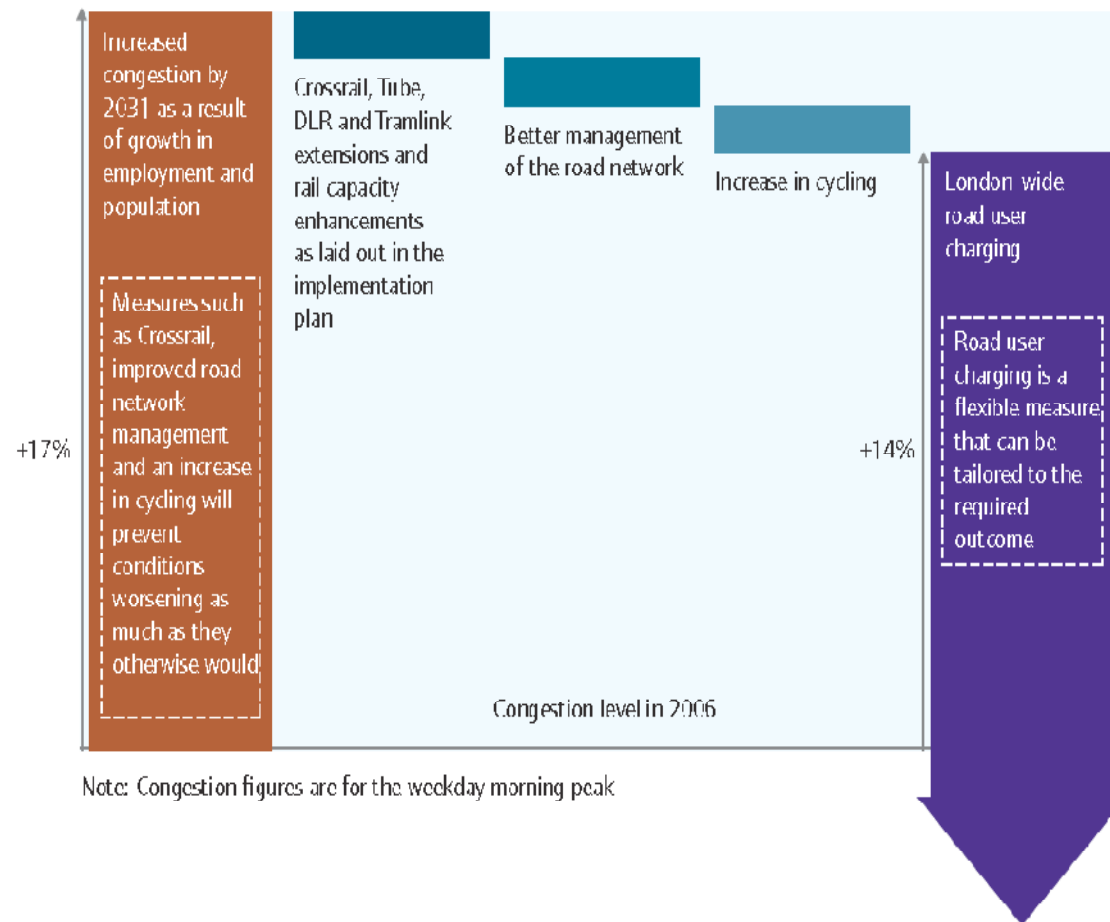
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Traffic flow will become  
slower  
less smooth

Better traffic management is good, but not  
enough!

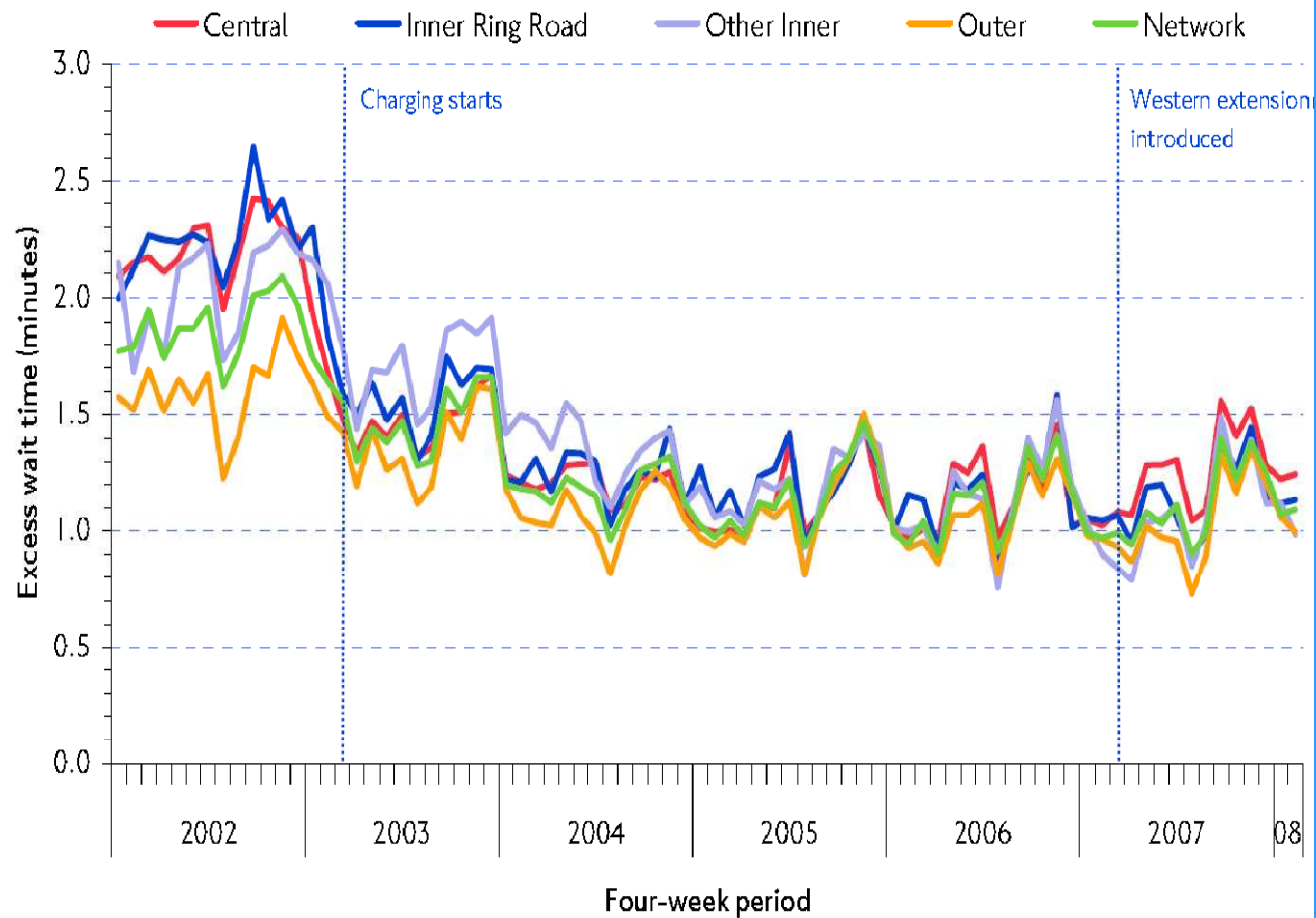
# TfL modelling confirms this

**Figure 63:** Mitigation of increased road congestion through better management of the road network and road user charging



# CC smoothed traffic flow!

Figure 5.7 Bus excess waiting time – high frequency routes in and around the original central London charging zone. Weekday charging hours, 2002 to 2008.





# We will lose the battle

Unless we can provide more road capacity

or

Introduce London wide road user charging

that would provide the money the Mayor needs



## Permitting and Management of road works

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Create incentives to respond to the degree of traffic disruption caused

Lane rental is the best way

Utility consumers must understand that highway disruption is one of the costs of supply.



Utility regulators need to allow economic and efficiently incurred charges as legitimate costs

Then the utilities will be able to make a return by taking care not to cause avoidable congestion



**Demand on the road network will  
grow!**

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