

LTC Long-Term Growth Report Working Committee December 7, 2011

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**Prof. Casello -- Successful Transit /
Transportation Systems**

London Transit – Ridership and Service Levels

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Successful Transit/Transportation Systems reduces the cost of, or improves:

- household transportation
- congestion
- public health
- employment
- accessibility/mobility
- safety
- local/global environments

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London Transit Ridership

**More trips by transit - 43% increase in mode share
(7% in 2004 vs. 10% in 2010)**

Current ridership 22.2 million – current growth:

- all fare categories
- all days of week
- all times of the day
- all areas of the city

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London Transit Service Levels

How much:

2011 service requests total 75,000 hours - provided 3,600 hours or 5%

How well :

overcrowding complaints up + 133%

schedule adherence complaints up + 88%

missed passenger complaints up +116%

Overall:

London Transit has been successful

ridership returns are not sustainable – service is not meeting need

poised for growth

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Recommendations

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Recommendation a.

A 20 year, annual population growth rate of 2% be established in the Transportation Master Plan as a Corporate target, with an annual monitoring program and triggers established to adjust to and accelerate transportation infrastructure investments as the City moves from its current growth rate to this targeted growth rate.

- Growth possibilities – benefits
- Identify and monitor key factors -- respond to higher growth
- Two parts to transportation investment:
 - transformational -- provide more options for transit and land use -- encourage growth and attract senior government funding
 - capacity -- respond to actual growth in all modes with more lanes and buses -- stretch or contract in time in response to actual growth
- Consider investment in Transportation as a growth catalyst
- Other initiatives : “the Civic Administration BE DIRECTED to prepare a City of London Growth Plan, concurrent with the 2011 Official Plan Review Process, linking it with the economic prosperity strategy and other Master Plans studies being undertaken by the Civic Administration.”

Recommendation b.

A 20-year, annual population growth rate of 1% be utilized as the baseline for establishing transportation investments, recognizing that this schedule of investments will be accelerated as the City of London moves towards the 2% growth target.

- **Base detailed modeling and implementation plan on the present situation.**
- **Why? significant over statement of costs that a lower population could not afford if growth at a higher rate did not materialize.**
- **Is a growth investment strategy -- plan for enough investment to encourage growth, but not to over invest before it is needed. (City of London Growth Plan – OP Review)**

Recommendation c.

Through the upcoming Review process, Official Plan policies will align transportation goals, land use, development intensity, and built form for all nodes and corridors through an Urban Structure Plan.

- confirms the strong relationship between transportation goals, land use planning and urban design, particularly the built form of future development.
- Official Plan Update -- the proper policy framework.
- the difference between this TMP and previous versions

Recommendation d.

A minimum 40% intensification target, including targets for nodes and corridors, will be recommended to the Official Plan Review.

- **benefits of higher development intensification targets**
- **broader issues and benefits -- Official Plan Review**
- **Synchronize: Growth Strategy, OP and TMP.**
- **TMP position favourable for senior government grants**
- **40% intensification target unreasonable? Has been for past 5 years**
- **focus this intensification on specific corridors that have opportunities for it.**
- **greenfield opportunities continue to increase with population growth.**

When taken together, the recommendations set an implementation strategy in which the City:

- Moves away from the unsustainable transportation status quo scenario for London;
- Starts to transform transportation services and land use together for service and financial performance, and to support economic growth; and,
- Prepares to respond to higher growth with more capacity where and when needed.