

01 March 2019

Written Statement on behalf of Canary Wharf Group Plc (“CWG”)

TRANSPORT

Matters 76 – 80: Transport Schemes and Development

Matter 77

M77. Would the successful implementation of the policies in the Plan, including delivery of the transport schemes set out in Table 10.1, be likely to achieve (a) the target of 80% of all trips in London being made by foot, bicycle or public transport by 2041, and (b) the mode shares in central (95%), inner (90%) and outer (75%) London set out in Figure 10.1A?

1. These are ambitious targets. At Canary Wharf around 95% of employees already travel to work by foot, bicycle or public transport. This has been achieved through good public transport accessibility and parking limitations. The successful application of these targets to ALL trips (presumably including leisure, shopping etc) and the outer London targets will be particularly difficult to achieve even with substantial improvements to infrastructure to encourage use of sustainable modes and is unlikely to be deliverable over the draft London Plan period.
 2. In our view it is essential that additional schemes will need to be added to Table 10.1 to improve the prospects of achieving the mode share targets set out in Figure 10.1A, including:
 - New transit networks focussed upon major urban centres in Outer London, e.g. replicating the success and quality of Croydon Tramlink;
 - New orbital public transport services, particularly in Outer London to reduce car dependence;
 - Enhancements to the Elizabeth line services (over and above the initial 12 trains per hour service at Canary Wharf) via the Isle of Dogs;
 - Higher frequency services on the Jubilee line of at least 36tph during peak periods of demand;
 - DLR upgrades specific to the Isle of Dogs to enable 30tph to operate on all branches at peak periods of demand;
 - A new rail line between central London and the Isle of Dogs;
 - New river crossings at Gallions Reach and Belvedere; and
 - An enhanced ferry service linking Rotherhithe and Canary Wharf.
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