

London and New York

- transport and equity

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LSE

New York and London

- Similar populations: London 9.0m/New York 8.6m (though London x 2.5 the size)
 - Similar regional populations over similar area, but different urbanisation
- Similar economies, though unemployment higher in London (4.6% vs 7.9%)
- Government systems different:
 - London: Mayor + 32 boroughs and the City (which have, overall, more power than the mayor)
 - New York: Mayor + 5 boroughs (which have few powers)
- Transport: Mayoral agency in London; State entity in NYC
- Fares structures radically different: Single flat fare in NY (\$3.00), with graduated (higher) fares in London, eg, Zone 1 Peak = £3.10

Challenge of delivering equity in cities with substantive income and wealth inequalities

- Transit and roads are only a small element in the public sector's capacity to deliver equity and fairness
- Public authorities can improve access in under-served areas, improve vehicles for disabled people and other issues within their own control, but other government forces will be stronger
- Road use in central London and Lower Manhattan is now subject to congestion charging/pricing, but such policies are modest in relation to wider highways equity issues across the cities
- The lobbying and representative power of some neighbourhoods and lobbies is far greater than others, thus requiring politicians and service deliverers to create balance between areas and groups within the city

Public transport accessibility in London

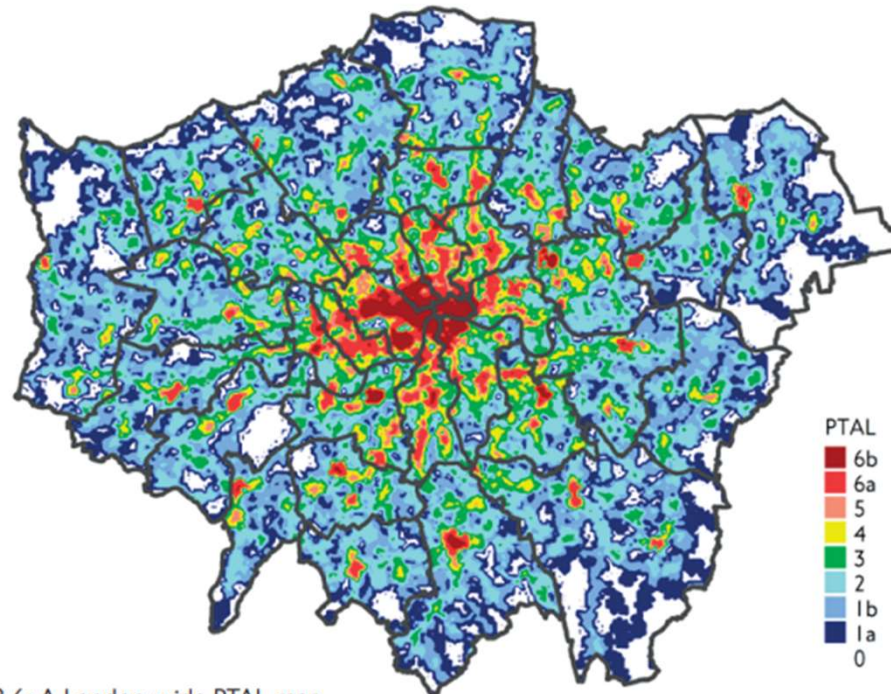


Figure 2.6: A London-wide PTAL map

Jobs accessible within one hour

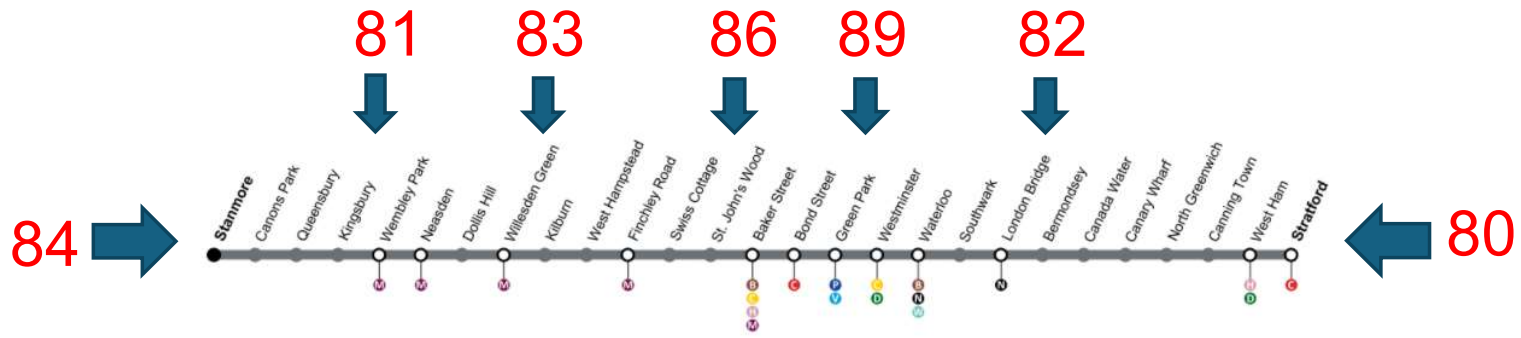
Rank	Neighborhood	Jobs Accessible	Median Income	Borough	Population
1	Chelsea (North)	4,593,006	\$81,671	Manhattan	21,966
2	Hell's Kitchen (South)	4,542,251	\$104,635	Manhattan	7,021
3	Hell's Kitchen (Central)	4,389,002	\$66,599	Manhattan	23,132
4	Chelsea (South)	4,297,411	\$104,238	Manhattan	52,167
5	Midtown (North-East)	4,189,691	\$109,019	Manhattan	29,618
6	Midtown East (South)	4,180,797	\$100,652	Manhattan	16,129
7	Tribeca (South)	4,155,674	\$216,037	Manhattan	6,525
8	Tribeca (North)	4,122,632	\$83,725	Manhattan	26,065
9	Briarwood/ Jamaica Center	4,119,763	\$53,041	Queens	53,542
10	Hell's Kitchen (North)	4,113,415	\$84,424	Manhattan	38,394
11	East Village/ Midtown (South)	4,047,421	\$92,540	Manhattan	57,310
12	Woodside	4,026,663	\$49,886	Queens	86,316
13	SoHo	4,018,809	\$86,594	Manhattan	26,145
14	Midtown (South-East)	4,010,138	\$97,955	Manhattan	30,670
15	Upper East Side (South)	3,987,897	\$115,519	Manhattan	32,797
16	Upper West Side (North-East)	3,981,379	\$103,534	Manhattan	61,315
17	Central Harlem/ Morningside Heights	3,979,548	\$37,872	Manhattan	62,617
18	Kips Bay/ Murray Hill	3,970,556	\$105,324	Manhattan	51,196
19	West Village	3,930,940	\$108,483	Manhattan	30,597
20	Financial District (West)	3,908,266	\$119,274	Manhattan	2,507

158	Little Neck	468,367	\$82,332	Queens	17,865
159	Clason Point	449,405	\$35,866	Bronx	58,660
160	West Staten Island	377,103	\$77,242	Staten Island	87,276
161	Far Rockaway	271,012	\$39,409	Queens	61,091
162	Co-Op City	267,187	\$43,629	Bronx	43,231
163	Belle Harbor	241,161	\$76,944	Queens	21,725
164	Throggs Neck	233,590	\$65,450	Bronx	44,862
165	Port Richmond	220,249	\$61,925	Staten Island	25,227
166	Oakwood	201,473	\$75,807	Staten Island	55,902
167	Flatlands	201,422	\$68,431	Brooklyn	94,259
168	North Staten Island	181,994	\$56,848	Staten Island	38,885
169	East New York (South)	180,235	\$26,275	Brooklyn	12,879
170	Great Kills	180,062	\$88,075	Staten Island	28,939
171	Elm Park	151,435	\$56,841	Staten Island	16,811
172	City Island	100,000	\$70,078	Bronx	4,248
173	Mariners Harbor	94,405	\$51,537	Staten Island	24,537
174	Annadale/Arden Heights	63,657	\$85,324	Staten Island	60,081
175	Tottenville	60,135	\$86,457	Staten Island	14,829
176	South Staten Island	46,509	\$86,297	Staten Island	32,646
177	Breezy Point	42,623	\$87,636	Queens	4,223

Source: *Mobility, Economic Opportunity and New York City Neighborhoods*, NYU Wagner Rudin Center, 2015

Inequality/life expectancy: Jubilee Line

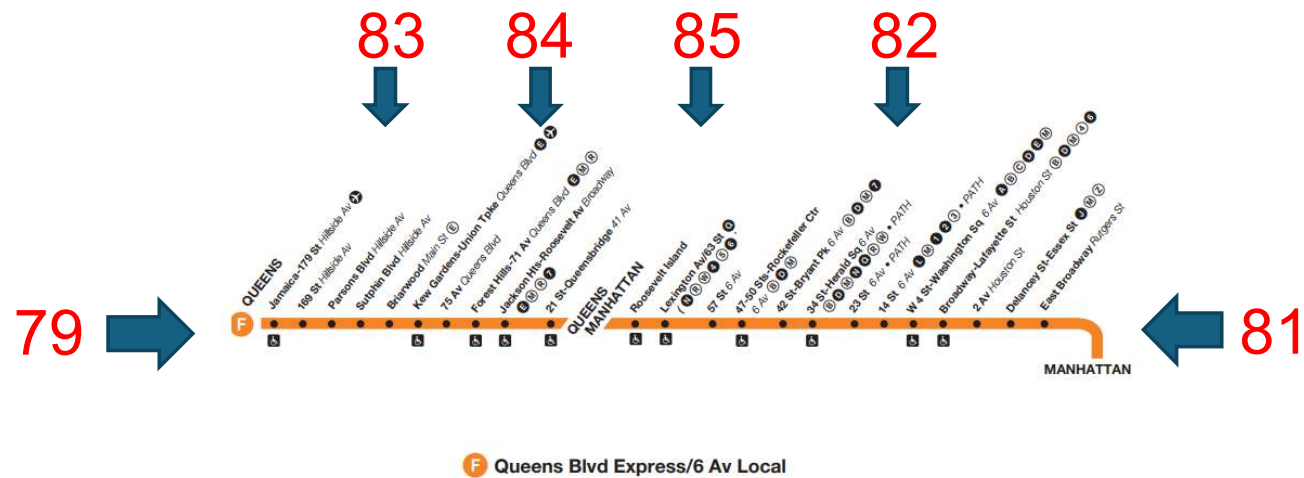
Harrow - Newham



Sources: Underground map: Transport for London;
Life expectancy: Oliver O'Brien, UCL

Inequality/life expectancy: Line F

Manhattan - Queens



Sources: (i) Subway map: Metropolitan Transportation Authority;
(ii) Community District Map: US Census Bureau;
(iii) Life expectancy data: Centre on Society and Health, Virginia Commonwealth University

Broad policy statements, MTA, TfL

Our transit system is an engine of equity in an expensive region. For no more than \$34 a week, people of all incomes have access to millions of jobs, education and other opportunities across the five boroughs. Throughout the entire region, it's eight times more expensive to own a car than to take transit.

MTA 2025-2029 Capital Plan

Our Equity in Motion document launched in February 2024, outlining more than 80 actions to build a fairer, more inclusive transport network. The plan is central to our mission of removing barriers and addressing inequality and it continues to grow, shaped by research, reviews and feedback.

TfL 2026 Business Plan

TfL's *Equity in Motion* document

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We are prioritising addressing the impacts of poor public transport access on the most excluded Londoners

Connectivity is key to ensuring that all Londoners and visitors have access to vital services and opportunities like employment, education, and healthcare. Our approach prioritises addressing the disproportionate impacts of inadequate public transport access, which can exacerbate inequalities, including health disparities.

The [Mayor's Transport Strategy](#), alongside our Bus, Cycling and Walking action plans, set out how we will improve the connectivity of our network, working within the limitations of our funding and geographical constraints.

Our efforts are centred on under-served areas, including outer London; maintaining the frequency of services and ensuring they are reliable, including at night; adapting services to changing needs; expanding the availability of the most accessible and affordable options; effective signposting and promotion of new and existing services; and implementing measures which benefit a wide range of people.

Riders' advisory body lobbies for 'fair fares'



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Calling for Equitable Access to Affordable Transit, Riders and Advocates Rally to Expand Fair Fares to Over 415,000 New Yorkers

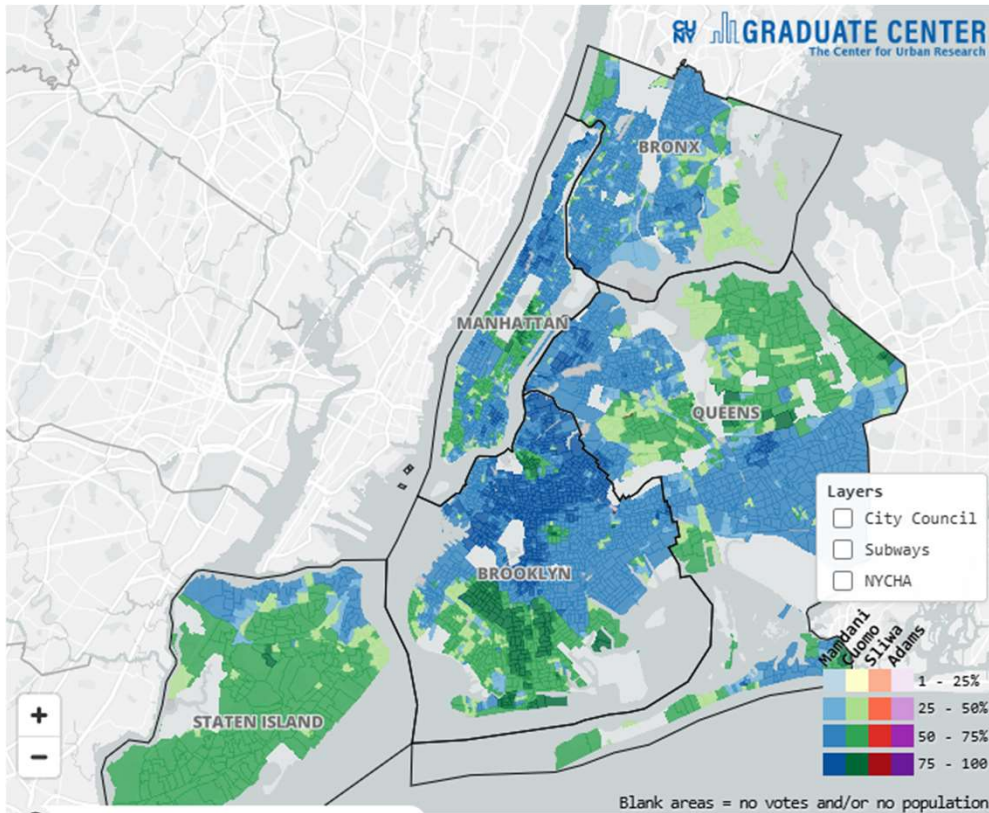
March 17, 2025
By Brian Fritsch



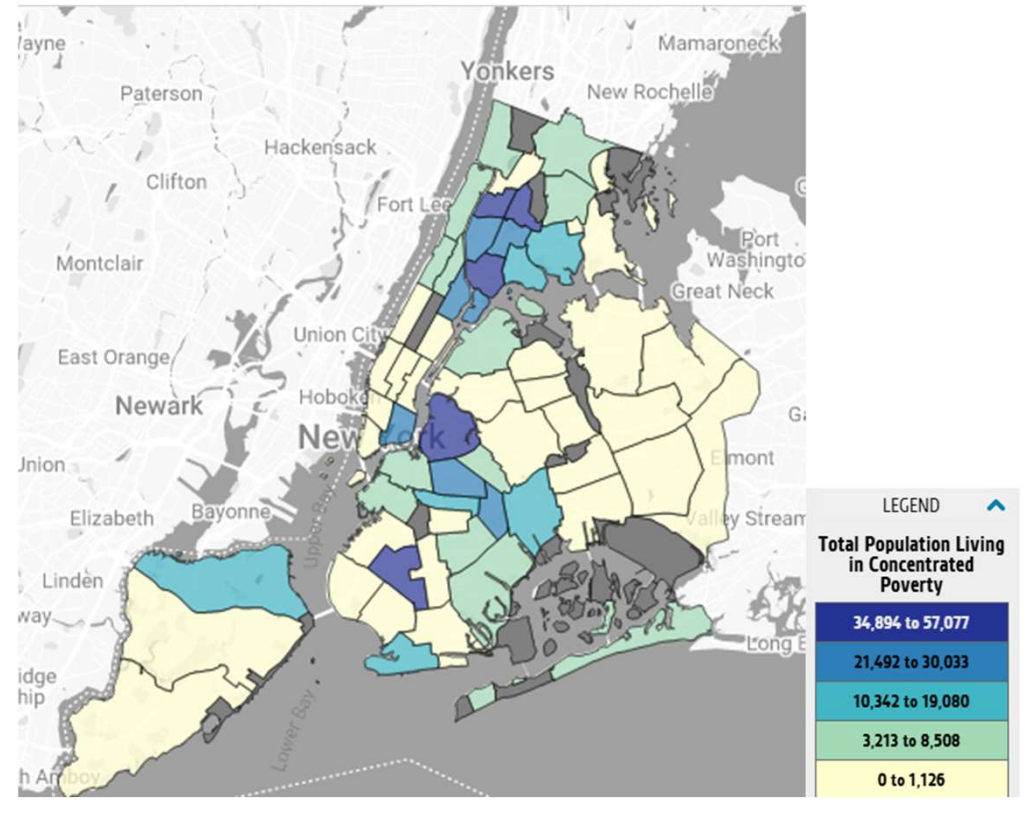
New York City mayoral election, 2025: cost of living a major issue

Voting (2025)

Income levels (2020)



Source: <https://www.electionatlas.nyc/maps.html>



Source: <https://data.ccnewyork.org/data/map/1224/concentrated-poverty#1224/a/3/1386/99/a/a>

Conclusions

- New York and London are dominated by centre-left political leadership
- Using transport and roads to deliver more equitable outcomes is a visible policy objective, apparently more in London than New York – at least in relation to the bus and Subway/Underground operator
- Support for environment-related policy is strong in London and New York – public transport is part of the solution, as might traffic measures other than pricing
- But, the cities and their policy-makers do not act in isolation, they have to deal with the fall-out from other public policy...