



# Roads Task Force

## Progress report: a successful first year

April 2015

MAYOR OF LONDON



**TRANSPORT  
FOR LONDON**  
EVERY JOURNEY MATTERS

# A successful year

## Rising to the challenge

London's population is set to grow from 8.6 million today to around 10 million by 2030 – equivalent to absorbing the populations of Birmingham and Leeds.

This is forecast to mean an additional five million trips each day, on top of the 26 million daily trips today.

Our roads and streets account for 80 per cent of public space in London, 80 per cent of all journeys and 90 per cent of all goods moved. So the vast majority of these additional journeys will be by road, which means we must build a road network fit for the 21<sup>st</sup> Century.

In order to effectively harness this growth and activity – to continue to provide access to jobs, homes, health, leisure and education and maintain London's position as a world-leading city and engine of the UK economy – the Mayor and Transport for London (TfL) are investing billions of pounds to improve, modernise and extend London's transport network. This is alongside significant private sector investment in new housing, retail and office development. This investment is in turn creating pressure, and funding, for the removal of 1960s traffic infrastructure, less traffic-dominated streets and new and improved public spaces.

In 2013, the Mayor's independent Roads Task Force (RTF) released its vision for the future of London's roads, providing world-class streets, fit for the future. The RTF vision made the case for roads and streets that not only provide for the efficient and safe movement of people, goods and services, but are also great places that contribute to the look, feel and reputation of the city.

In response, TfL has set out its plans for a £4bn investment in the Capital's road network, the Road Modernisation Plan, for the benefit of all road users. TfL also committed to updating Roads Task Force members and stakeholders on progress towards realising the vision. In March 2014, TfL released a report setting out achievements so far. Since then, work has continued apace. This report provides a further update.



## Transformation under way

Working with London's boroughs, TfL is leading an unprecedented programme of planned road improvements and transformations. The Road Modernisation Plan includes hundreds of transformational projects that will improve living and travelling conditions, introducing safer, greener and more attractive streets and town centres.



Artist's impression of the transformation to Stockwell Gyrotory, work beginning May 2015

The Road Modernisation Plan includes 17 major schemes to create better public spaces and support redevelopment and economic growth. TfL will be improving 33 of London's busiest junctions to make them safer and more attractive for vulnerable road users, building four new Cycle Superhighways, and improving four existing routes, to provide safer, faster and more direct journeys into central London. TfL has also been working with each borough on their Local Implementation Plans (LIPs), providing them with money to deliver better transport in their area in line with the Mayor's Transport Strategy.

### Improvements for all road users

In addition to the TfL-led schemes, TfL has been working with partners including the boroughs, user groups, local businesses and residents, as well as motoring and freight organisations to ensure London remains one of the most attractive, vibrant, accessible and competitive cities in the world. Over recent months TfL has:

- Completed a major scheme at Manford Way, Redbridge, to improve the environment for motorists and pedestrians (left)
- Installed new landscaping, lighting of Colham Bridge, and signage at Yiewsley High Street, Hillingdon, to transform the local urban realm (middle)
- Completed major urban realm and pedestrian improvements in Clapham Old Town, Lambeth, to reduce traffic dominance, improve bus facilities and create new public spaces (right)
- Transformed the junction at Holborn Circus to improve road safety, provide new public spaces and enhance transport connectivity

- Started work to remove the Aldgate gyratory and return the road to two-way traffic while improving the urban realm
- Developed an innovative cycle-friendly roundabout at Queens Circus, Wandsworth. Works have begun on site and the new layout will be in place by mid-2015
- Worked with developers and the London boroughs to install up to 3,000 Legible London signs at various sites across the Capital by 2021



A number of schemes are also advancing to improve TfL's roads, the Transport for London Road Network (TLRN), including at:

- Tottenham Hale, where the gyratory has been returned to two-way traffic. Further improvements to the public spaces and bus station will be completed later this year
- Euston Road, where scheme option development is progressing well and Camden Council is closely involved
- The Brent Cross, Cricklewood area, where requirements are being reviewed for the proposed major redevelopment of the area
- Colliers Wood and Malden Rushett, where construction on major schemes will begin by summer 2015
- Chadwell Heath, where a green wall has been installed as part of the Mayor of London's Air Quality Fund
- Camden High Street, Waterloo IMAX roundabout, New Cross Gate, and Tottenham Hale, where 20mph speed limits have been introduced to improve road safety

### **Making the most of what we have**

Another important area of TfL's work is ensuring its existing assets are well maintained and managed. Essential work is under way to keep vital roads, bridges and tunnels open and traffic moving across the Capital, including:

- Replacing four road-over-rail bridges at Ardleigh Green, Power Road, Upper Holloway and Highbury Corner
- Replacing the retaining wall along the A406 North Circular Road near Golders Green
- Refurbishing the Grade II listed Chiswick Bridge
- Addressing water seepage and upgrading safety systems within the Fore Street Tunnel on the A406 North Circular
- Essential road improvement work to the A406 Southend Road to resurface the carriageway and improve the concrete road base
- Strengthening and refurbishment of Hammersmith and Hogarth Flyovers

TfL is also busy upgrading its assets to make roads safer and easier to use for drivers, passengers, cyclists and pedestrians.



So far TfL has:

- Installed 'SCOOT' traffic light technology at more than 350 new locations. This has been proven to reduce delays for motorists
- Introduced Pedestrian Countdown Technology at 315 locations, making crossing easier for pedestrians
- Upgraded signal crossings to include audible signals and enhanced tactile paving at 44 locations, bringing the number of crossings with these facilities across London up to 97.5 per cent
- Reached a key milestone by making 80 per cent of London's bus stops fully accessible
- Begun a programme to replace and upgrade safety cameras to keep all road users safe
- Started trialling new equipment on two bus routes that alerts drivers when pedestrians and cyclists are moving close to their vehicles, helping to reduce collisions



## Better Junctions and Cycle Superhighways

TfL is undertaking significant work to improve London's busiest junctions and key corridors. This will make them safer and more attractive for cyclists, pedestrians and other vulnerable road users.



Artist's impression of proposed junction improvements at Kennington Park Road/Kennington Road

Since March 2014, TfL has been progressing a number of projects, including:

- Elephant and Castle, where 80 per cent of respondents to the consultation supported the proposals. Construction started in April this year
- Oval triangle, where construction started on a segregated cycle lane in March this year
- King's Cross, where works have begun on an interim scheme to improve cycle facilities in the area
- Consultations have been completed on removing the gyratories at Archway, Old Street roundabout and Stockwell
- Construction on Stockwell gyratory is due in October this year, Archway in February 2016 and Old Street in December 2017
- Westminster Bridge South and Lambeth Bridge Northern and Southern roundabouts, where design work is continuing. Public consultations will be held in 2015
- Construction began on the Cycle Superhighway 2 upgrade in February, North-South Cycle Superhighway in March, and East-West Cycle Superhighway in April
- Works to began in April on Cycle Superhighway 5 inner, between Oval and Belgravia, following consultation in 2014
- Vauxhall gyratory and Wandsworth gyratory, where initial high-level consultations have been completed
- Marble Arch, Nags Head gyratory and Kew Junction, where discussions with key stakeholders are taking place and consultation is due in 2015

## Future Streets Incubator Fund

London's streets and public spaces are set to be transformed with the first schemes funded by the Future Streets Incubator.

The £1.8m three-year fund was launched by TfL in 2014 to champion innovation and invest in bright ideas to make London's streets world-class and fit for the future. TfL received 70 proposals and nine creative on-street pilots have been given the green light to share nearly £600,000 in funding.

Pioneering ideas have involved flexible uses of streets, the transformation of underused and blighted spaces, and intelligent systems to improve network management. Trials to be taken forward include:

### Parklets

Parking bays in the Ealing and London Bridge areas will be reused as parklets, providing amenities such as seating, canopies, greenery and cycle parking. These new living spaces will give streets a cost-effective makeover and improve the environment for pedestrians and cyclists.



Artist's impression of the proposed parklets

## Tunnel vision

In partnership with The Brick Box, a community arts and regeneration company, TfL will be transforming underpasses and tunnels around the Capital using interactive lighting designs and resilient, low-maintenance technology to improve safety and security for pedestrians.

These functional designs are created using low energy coloured LED 'beacons' that lead to and through the tunnel, to provide pedestrians with an improved public realm and a greater sense of personal security.



Example of a transformed tunnel, Craiglinn underpass, Cumbernauld, UK

## Innovation and collaboration

The fund delivers on the Roads Task Force recommendations which called for a stronger focus on innovation and challenged TfL to pursue regulatory changes to overcome barriers. TfL is working closely with the Department for Transport and local highways authorities to deliver the schemes in 2015. Successful trials could be rolled out to locations across London.

Information about the other innovative trials being carried out in 2015 is available at [tfl.gov.uk/travel-information/improvements-and-projects/future-streets-incubator](http://tfl.gov.uk/travel-information/improvements-and-projects/future-streets-incubator). TfL is looking to run a new funding round in late spring 2015.



## Creating common understanding through Street Types

The Roads Task Force recommended that London's highway authorities work together to take a new look at our roads and streets, not just in terms of moving traffic around London.

Dividing London's roads into 'Street Types' is a new method of capturing and considering their movement and place functions, irrespective of whether a road is managed by TfL or the borough. When developed collaboratively, Street Types form a baseline that allows TfL and boroughs to consider the functions and performance of the road network in a holistic manner. It also allows for a debate on how to make the road work better for both wider London and the local community.

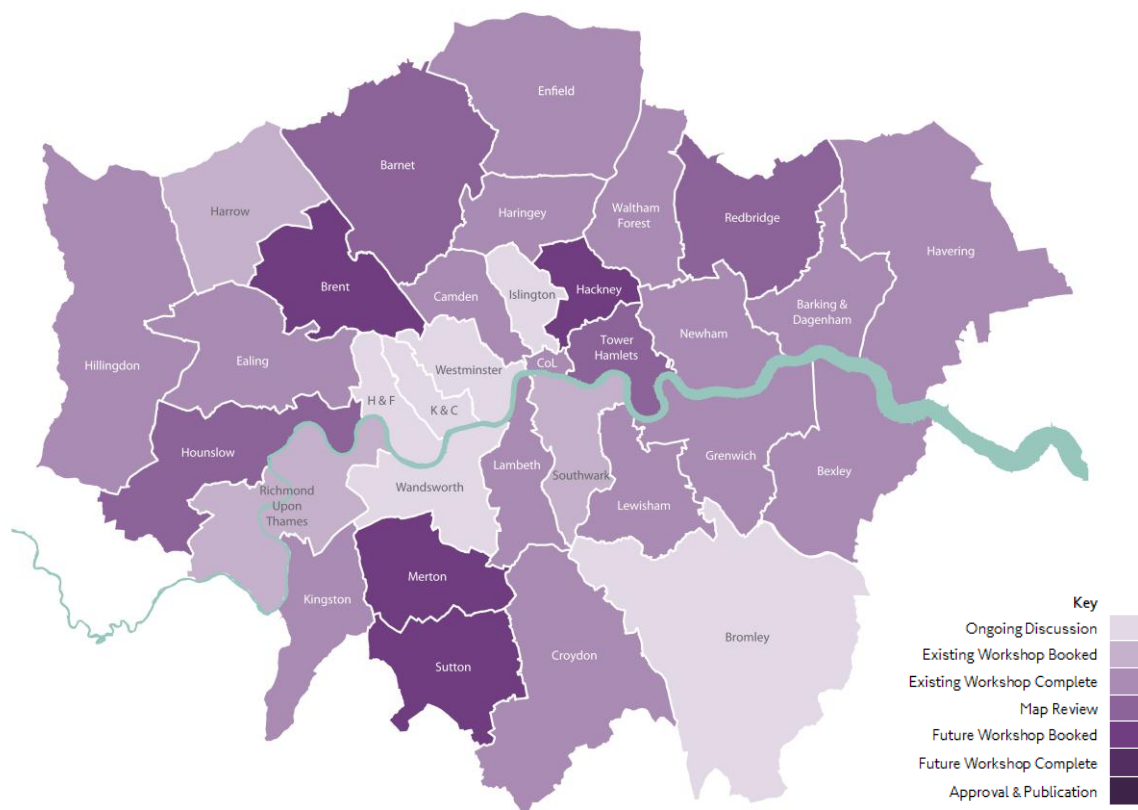
TfL responded to the Roads Task Force's challenge by establishing a senior stakeholder group that included members of the original Roads Task Force panel, London Councils, the London Borough of Barnet, the City of London, and the GLA. Six case studies across five boroughs were set up to test how authorities could work effectively to create an accurate representation of the network both now and in the future. These initial studies, alongside the stewardship of our senior stakeholders, enabled us to generate a simple and consistent method for classifying roads through a Street Types matrix.

### Street Types provides a new, holistic perspective for the road network



Street Type classifications are achieved at workshops that combine evidence and professional judgment. The exercise is simple, facilitated by independent experts, and produces maps that reflect a combination of local and strategic perspectives, illustrating the movement of people and goods, and importantly, where the most significant places are within a borough.

## Street Types borough consultation programme 2014/15: current progress



Map of Street Type consultations across the Capital as of March 2015

TfL began a consultation on Street Types with every borough to gauge interest in mid-October 2014. So far, joint workshops have been completed across 25 boroughs. TfL aims to have completed a classification exercise with most of the boroughs by May 2015.

A period of consolidation is under way, with reviews of the outputs undertaken by the boroughs and TfL to ensure movement and place function is recorded correctly and boundary differences discussed. TfL will then encourage sub-regional coordination to align maps across neighbouring boroughs and counties. This will provide a new pan-London perspective for the highway network and a solid base for future planning at strategic and local levels.

## Case study: Bromley Town Centre, North Village

In summer 2013, an extensive street and public space improvements programme began to revitalise Bromley town centre – also known as the North Village.

The streets to the north of Bromley form the historic centre of the town, but over time these had become separated from the main commercial heart of the High Street and 'intu' shopping centre to the south. The streets in this area had struggled and become run-down, with fewer shoppers visiting. With the London Borough of Bromley, TfL designed changes to help stimulate the local economy by rejuvenating this area.

Bromley Town Centre Area Action Plan introduced the concept of a 'Bromley North Village quarter' aimed at enhancing the character of the area and improving accessibility. Changes to the area include:

- Wider footways for pedestrians
- New public spaces
- New street lighting
- More trees and street furniture
- Clearer pedestrian signage
- Safer crossings



Bromley North Village after the improvement works

Completed at the end of 2014, the improvements have breathed new life into the shopping areas and dramatically enhanced the village, with shared space for pedestrians and vehicles that has slowed down traffic.



## Case study: Fore Street Tunnel

In May 2014, TfL began a major upgrade of the Fore Street Tunnel in North London which will help to keep it safe and fully functional for the 60,000 vehicles that travel through it every day.

Built in 1998, the dual carriageway tunnel is around 300 metres long and forms part of the A406 North Circular Road.



Fore Street Tunnel

Ever since TfL took ownership of the structure in 2000, regular maintenance has been carried out to minimise damage caused by groundwater. However, TfL is now undertaking a full refurbishment to manage a water seepage problem and replace damaged mechanical and electrical equipment to bring the tunnel into a good state of repair.

The work will see the walls of the tunnel replaced with 30 tonnes of pre-cast concrete wall slabs being fixed in place by 70 tonnes of poured concrete. The refurbishment will also include upgraded LED lighting which will lower energy consumption and the need for future maintenance, as well as helping to make the tunnel safer.

TfL has been working with partners, including the local boroughs, to coordinate weekend closures of the tunnel to ensure that the improvement work can be undertaken with the minimum of disruption.

This project, which will continue until the end of 2015, will help extend the tunnel's life, and ensure this vital part of the road network can continue serving London for years to come.

## Refining our strategy

As well as pushing forward with a host of schemes and improvements across the Capital, TfL has been assessing how to better manage London's roads in the future.

Not only must roads provide for efficient and safe movement of people, goods and services, they must also contribute to how the city looks and feels, and its quality of life.

Latest analysis has shown the further pressures that new, higher growth forecasts and aspirations for a better city will place on London's roads over the next 15 years. With 1.4 million more people by 2030, the Capital could see thousands more vehicles on the roads. Even with the Mayor's Transport Strategy investment, a significant rise in road congestion can be expected.

Further modelling work completed over the past year has revealed that measures such as installing cutting-edge traffic light technology that reduces delays, or plans to shift traffic from the busiest times, won't be enough in the long term to keep the Capital moving. To ensure the Mayor, TfL and London's boroughs can continue to provide access to jobs, homes, health, leisure and education and maintain London's position as a world-leading city and engine of the UK economy, work is under way to assess the radical ideas the Roads Task Force proposed to keep the roads moving; managing freight, managing demand, and finding new capacity.



## Managing freight in the future

To enable the Capital and its businesses to continue to prosper, TfL has built strong relationships with the freight industry to understand their needs. This will help to develop a long-term strategy which will be finalised later this year.

While some of the solutions under consideration may involve regulatory changes, TfL is already working with the industry on a number of voluntary trials designed to improve congestion, road safety and the environment. TfL is also considering what incentives would enable the industry to make further changes that London will need in the future.

### Retiming delivery trials

TfL is working with Tesco and Sainsbury's and Camden, Kensington and Chelsea, and Richmond borough councils on retiming delivery trials to better understand quiet delivery technology, delivery-time restrictions and how deliveries can be moved out of peak hours in the long-term.

Guidance is now available on the TfL website and further trials are under way to enable some HGVs and other freight vehicles to travel outside the busiest time, reducing their impact on the road network and potential conflict with vulnerable road users.



### High street surveys: Understanding how we use our roadside

TfL is developing a series of comprehensive surveys to determine how kerbside space is used for deliveries, servicing and waste collection. These will build understanding of how perceptions, and regulations, influence loading and unloading practices and help the development of appropriate solutions that support the Capital and its businesses long-term.



## **Last Mile Logistics: a different way to deliver**

To enable TfL to recommend changes to planning conditions and keep London moving and growing in the future, work is under way on a series of trials with the EU. The Last Mile Logistics project includes a trial to bring rail freight into Euston overnight, where it is picked up by quiet electric vehicles that distribute it across central London on the 'last mile' of the journey. This makes best use of existing infrastructure and provides economic, social and environmental benefits to both businesses and communities.

## **Construction Logistics and Cycle Safety (CLOCS)**

Over the past year, TfL has worked with the construction logistics industry to agree a single set of safety standards and better driver training. More than 60 developers, construction companies, operators, vehicle manufacturers and regulatory bodies have signed up, ensuring a road safety culture is embedded in the construction industry. The next step is working with the industry to roll this out nationwide and to other sectors.



## **London Boroughs Consolidation Centre**

Through the Mayor's Air Quality Fund, TfL is working with the London boroughs of Camden, Enfield and Waltham Forest on a trial to consolidate supply deliveries to more than 400 locations. Already, total kilometres travelled have been cut by nearly 40 per cent, freeing up road space, keeping traffic flowing and reducing harmful emissions.

## **Safer Lorry Scheme**

The Mayor and TfL believe that no lorry should be allowed in London unless it is fitted with basic safety equipment that will protect vulnerable road users. TfL launched a consultation with London Councils on the UK's first 'Safer Lorries Scheme' in July 2014. Following overwhelming support for the proposals, the Traffic Regulation Orders for the scheme are now in place and full enforcement will commence on 1 September.

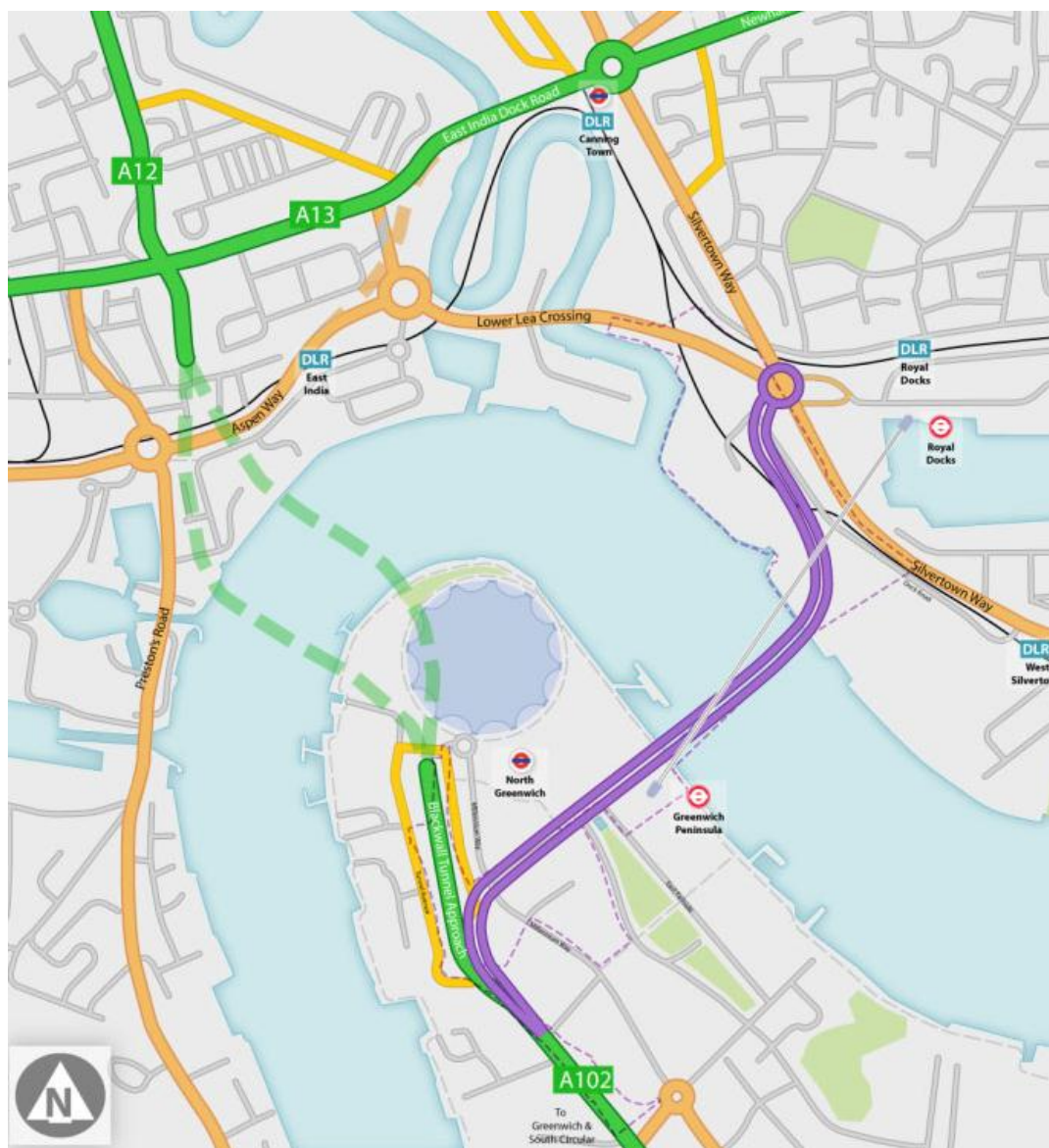
## Delivering new river crossings for east London

TfL is developing plans for a package of new river crossings in east London. These would connect people, businesses and communities with each other and with jobs and services, and help manage the impact of population growth in east London. The new crossings would also help the Capital's growing economy and encourage development.

### Silvertown Tunnel

Between October and December 2014, a consultation was held on detailed proposals for the Silvertown Tunnel, which is intended to relieve congestion at the Blackwall Tunnel and create opportunities for new cross-river public transport links.

There were almost 4,500 responses, and around 85 per cent of those who completed the online questionnaire felt the new tunnel was needed. TfL will now look at the issues raised in detail, before undertaking a final consultation in summer 2015. Following this, TfL hopes to submit an application for powers to build and operate the tunnel by the end of 2015.

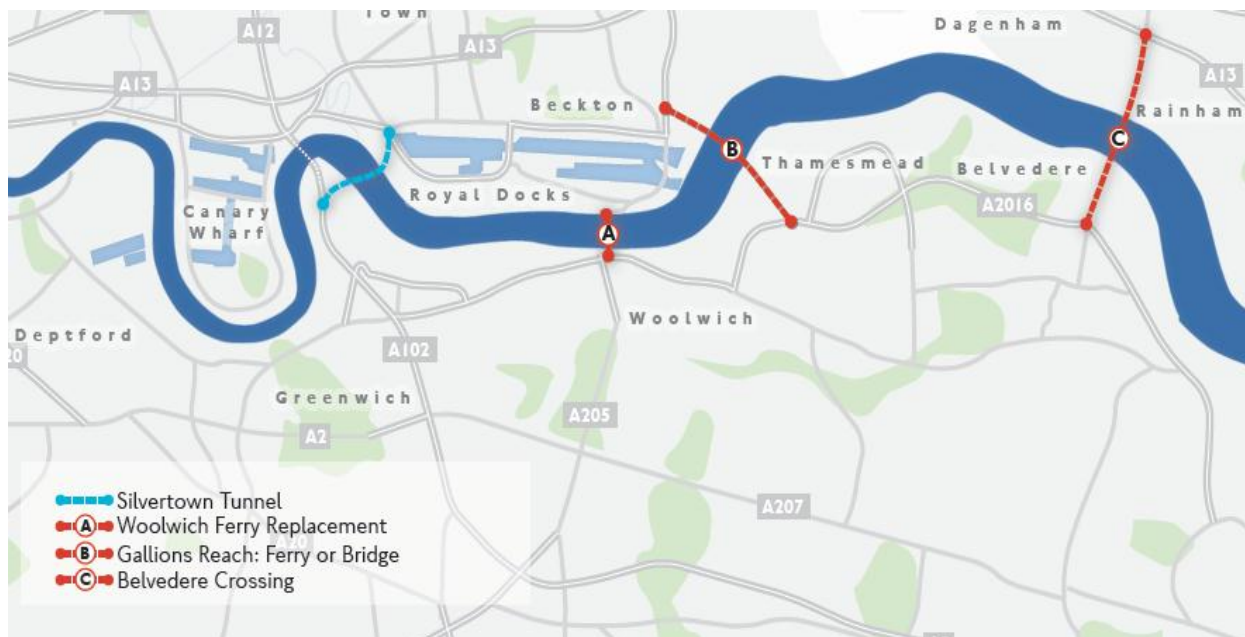


A map of the proposed Silvertown Tunnel (purple), and existing Blackwall Tunnel (dotted green)

## Additional crossings in east London

Between July and September 2014, TfL consulted on proposals for new crossings to the east of the Silvertown Tunnel, as part of a package of new river crossings for east London. The proposals were for a new ferry at Woolwich, a new ferry or bridge at Gallions Reach and/or a new bridge at Belvedere. There were almost 7,500 responses and significant support for new crossings to be introduced. Only two per cent of respondents felt that no new crossings were needed.

More work is now being undertaken to develop crossings at Gallions Reach and Belvedere and a further consultation will be held in autumn 2015 where TfL will present the results.



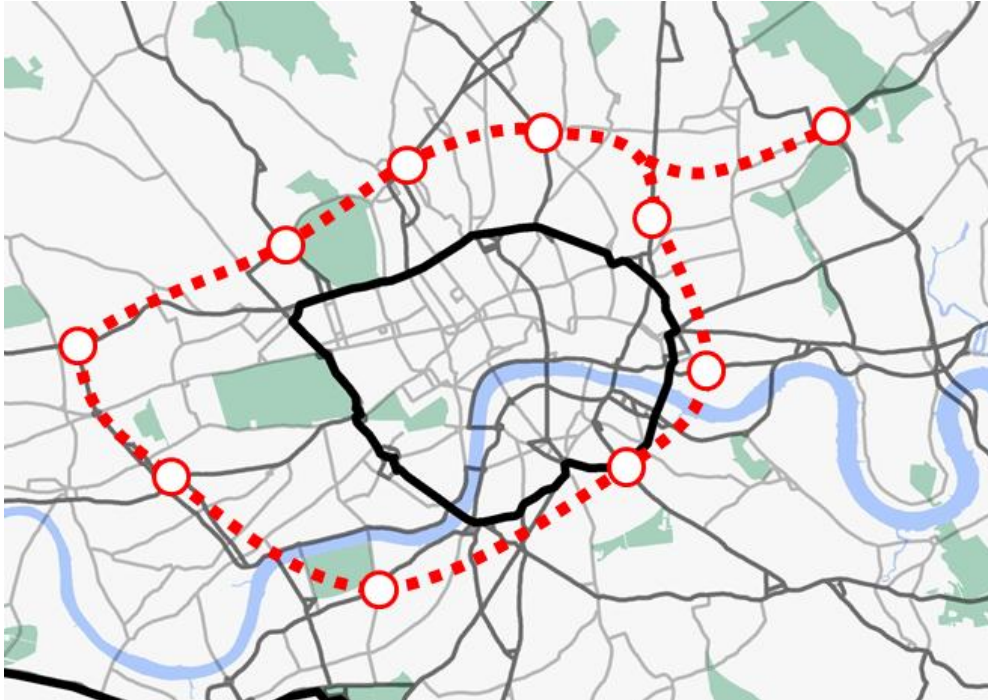
Map of proposed new river crossings



## Finding alternative capacity underground

TfL is investigating the affordability and feasibility of new road tunnels. This would allow roads to carry traffic underground, unlocking surface space or urban realm improvements and new growth opportunities.

Initial work is taking place to determine whether an orbital scheme is feasible and how it could be delivered.



An example of a potential tunnel layout: existing inner ring road (black loop); illustrative route of a conceptual orbital tunnel (red dotted line); entrances and exits (red circles).

## Transforming key corridors

TfL is working to investigate opportunities to transform key corridors outside central London, including the North and South Circulars.

The study is looking at options for major schemes on radial and orbital corridors across London, including the feasibility of flyunders, new tunnels and 'decking-over' sections of road. Each of these concepts will have the potential to manage congestion, improve safety, reconnect land severed by roads and free up land which could be used for new homes.

So far, TfL has reviewed more than 70 locations across London's strategic road network and identified a number of sites that are suitable for further study. Initial feasibility assessments have been carried out for a number of those places, with further sites to be assessed in 2015. The following locations have been recognised as being suitable for further feasibility work: A406 North Circular in New Southgate; A13 in Barking Riverside; A316 at Chalkers Corner; A4 in Hammersmith and A3 in Tolworth.



Artist's impression of how a conceptual mini-tunnel could transform an area (example based on A406 North Circular at Bounds Green and New Southgate)

## **20 mph Roads**

The Mayor of London and TfL have outlined eight new sites where 20mph speed limits could be introduced on the TfL road network (TLRN). This is part of continuing work to reduce road casualties, increase active travel and enhance the areas where people live, work and shop.

The first pilot location is Commercial Street in Tower Hamlets. This will be introduced in April when all borough roads in Tower Hamlets are made 20mph. Once implemented, the route may be extended to cover the wider Shoreditch Triangle and sections of the A10, in line with Hackney's 20mph borough wide aspirations. The remaining seven pilots will be introduced throughout 2015 and 2016 on a rolling basis, and in line with borough wide introductions.

## **Promoting active travel and encouraging changes to travel behaviour**

### **Car-lite**

TfL is also considering how to promote sustainable forms of transport by embedding 'car-lite' design practices in new developments. This presents an opportunity to influence people's car ownership and travel behaviour during one of life's major events – moving house.

Providing a living environment which encourages walking, cycling and public transport, could help change the way people think about their travel choices.

Car-lite development would be supported through the provision of on-site car club bays, incentives and infrastructure that give people access to a car when they need one but also promote a shift towards active travel and public transport.

TfL will also work closely with schools and businesses in the area to promote complementary schemes which encourage and reward people for making sustainable journeys. TfL will be working with the GLA, London boroughs and the car club industry to identify potential pilot developments.

### **Car clubs action plan**

An action plan, jointly developed by TfL, London Councils, the Greater London Authority, and a coalition of car club operators and key stakeholders, aims to grow car clubs into a mainstream sustainable transport option in London. This will help to address a number of challenges faced in the coming years, including population growth, congestion and environmental issues.

London is already the leading car club city in Europe – 85 per cent of UK car club members are in the Capital - and this will help take this further by developing and promoting car clubs to grow membership to one million users in London by 2025.

Car clubs operate in 25 of the 33 London boroughs and many boroughs have incorporated them into their transport infrastructure in innovative ways.

The action plan will see the partners improve access to data on nearby parking bays through technology, apps and the TfL website; create more parking; promote low emission vehicles in car clubs; promote the use of car clubs for business and commercial fleets; and lobby government to include car clubs on its procurement frameworks to help build on the work done at the local level.



A Car Club Bay in London

Also under consideration are new ways of paying for road use to reduce congestion. London already has some forms of paying for roads, such as the congestion charge, which analysis shows is effective.



## More efficient ways of working are achieving better results

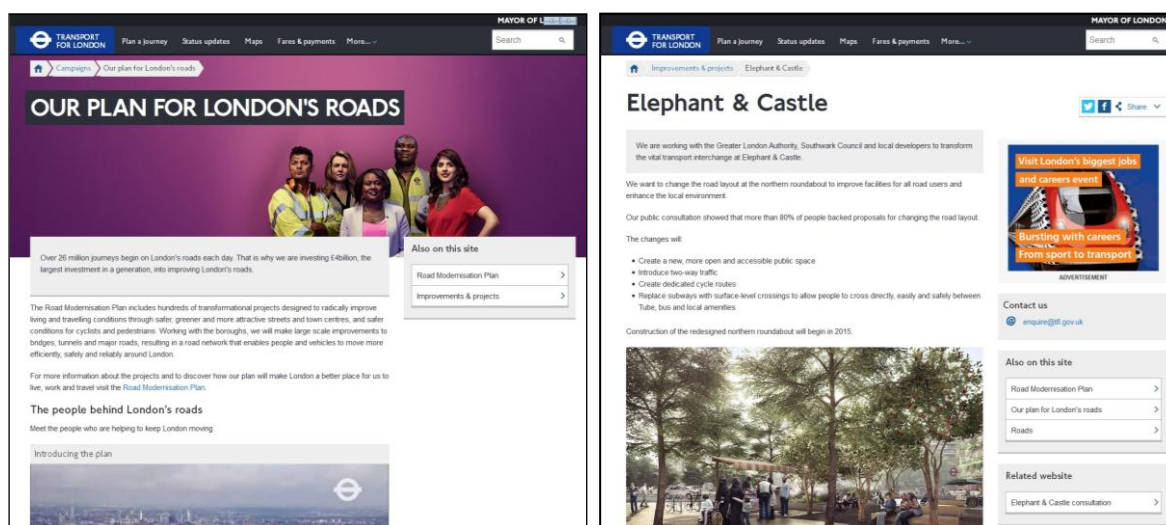
Last year restructuring of the relevant teams within TfL Surface Transport created a new Road Space Management Directorate. Governance processes were reviewed and new Area Boards were created, matching the sub-regions in the London Plan. This will ensure a comprehensive set of schemes are developed for each sub-region – within the sub-regional strategies produced by TfL Group Planning.

For complex projects, where it is difficult to accommodate the needs of all road users, TfL has set up a Road Space Performance Group to make important decisions on individual projects. Developers and boroughs are encouraged to attend this group to discuss specific schemes, and the forum is focused on identifying issues and detailing solutions.

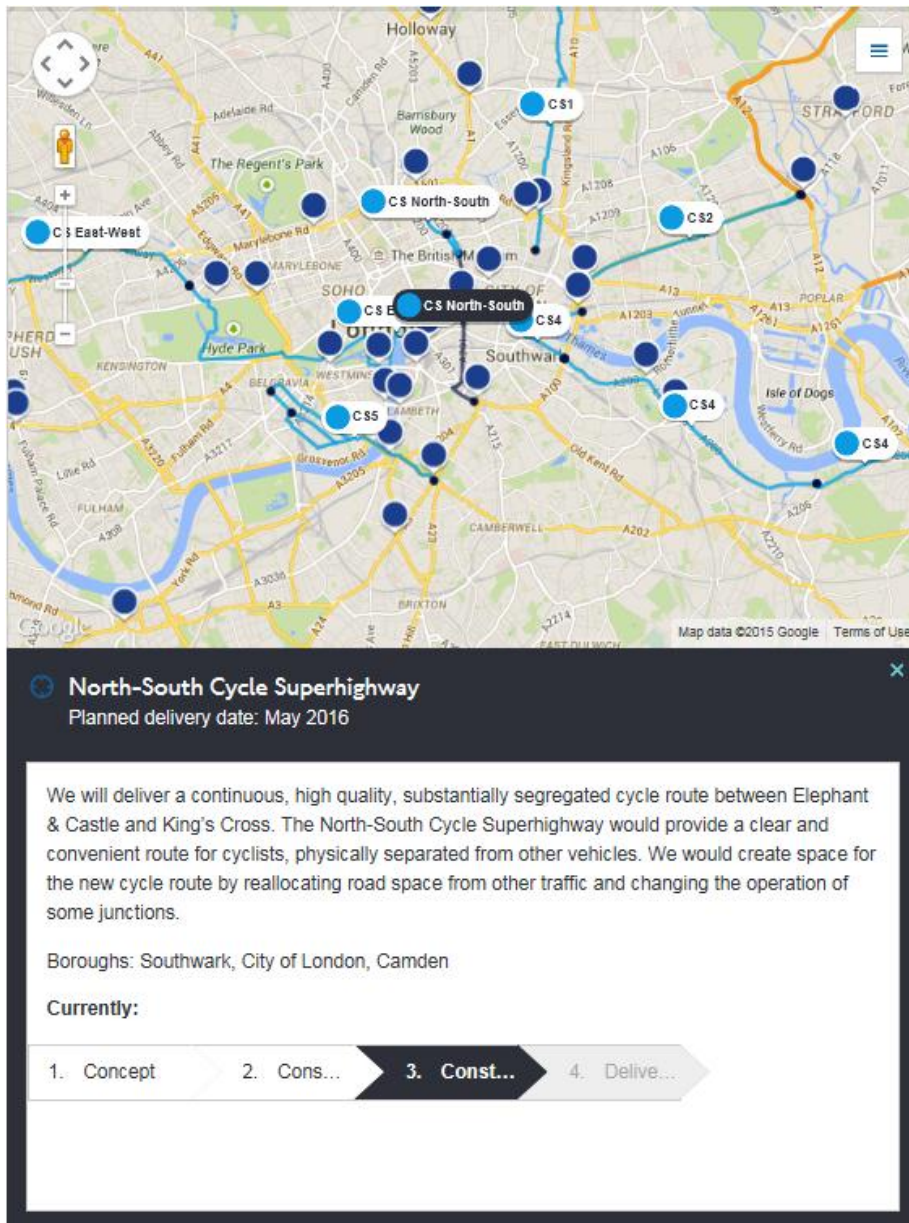
### A clearer view

TfL has also been working to improve awareness of major initiatives on London's roads. This includes launching the Road Modernisation Plan campaign, which is now available to view on the TfL website.

Following feedback from borough members and officers, the content of the Boroughs Extranet has been reviewed and updated, moving information to the boroughs pages on the main TfL website to give better access to information.



To enable a more intuitive view of the overall plan TfL has developed a new online interactive map which allows visitors to find out more about Road Modernisation Plan schemes in just one click, including the current progress for each. The map went live in March 2015 and can be found at [tfl.gov.uk/roadplan](http://tfl.gov.uk/roadplan).



An example of the new interactive maps. Projects are marked by blue dots.

## Staffing

The scale of investment in the Road Modernisation Plan will need more technical resources to ensure it is delivered. This is at a time when many boroughs are having to make significant budget cuts and may struggle to retain their staff.

To examine this, London Councils has set up a working group of borough and TfL officers to look at a number of issues, including the resources needed across the boroughs to deliver the Local Implementation Plan programme of schemes. It will also review how staff resources can be shared between TfL and the boroughs more effectively.

## **Overcoming skills shortages**

Many of the specialist skills required to plan for, design, and build the Road Modernisation Plan schemes are scarce in the UK. One of the main resource shortages has been in traffic modelling – a critical element of the scheme design process and a valuable tool to support London’s road network. TfL has been working to double its resources in this field and is investing in the development of graduates and apprentices, using in-house training as an effective solution.

With a significantly increased level of investment, the Project Sponsorship team at TfL has also been reorganised and expanded to cope with handling a larger portfolio of road schemes.

## **Project processes**

Project and programme management are essential to timely planning and efficient construction of the Road Modernisation Plan across the Capital. TfL’s Projects and Programme Directorate (PPD) has set up a portfolio office to introduce industry best practice and transform the way that projects and programmes are run.

TfL’s PPD is introducing best practice as defined by several globally recognised models, including the Capability Maturity Model for Development and the Project, Programme and Portfolio Management Maturity Model. These are used as an improvement guide and benchmark to measure standards.

The directorate’s vision is to become a recognised centre of excellence for project and programme management, which it will achieve through accreditation at Level 3 of both these models.

Additionally it has established TfL’s project management methodology – Pathway – which is aligned with the expectations of the Association of Project Managers.

TfL continues to invest in the development of project and programme management teams by running training courses on project planning, risk management, change control and document control.



## Looking ahead

The Roads Task Force report represented a major breakthrough in the way that TfL, the boroughs, business, user groups and other stakeholders view London's roads and streets.

It set out an analytical and planning framework that will allow London to meet the combined challenges of continued growth and rising aspirations for the Capital's roads.

The spirit of collaboration in which the Task Force's report was prepared has continued since its publication. This update demonstrates the significant progress made across all the priorities identified by the Task Force. This work will continue throughout 2015 and beyond.

### Timeline of projects

Project	Start date	End date
Aldgate Gyratory	Started	September 2016
Malden Rushett	Started	June 2015
Oval	Started	March 2016
<b>2015</b>		
Highbury Corner	Started	June 2018
Cycle Superhighway (CS) North-South – Blakfriars	Started	March 2016
CS North-South – Elephant and Castle to Greville Street	Started	March 2016
CS2 – Stratford to Aldgate (full route upgrade)	Started	March 2016
CS East-West	Started	May 2016
CS3 – East-West Cycle Superhighway Barking to Tower Gateway (two discrete projects)	Started	March 2016
CS7 – Merton to City of London (six discrete projects)	Started	March 2016
CS8 – Wandsworth to Westminster (Chelsea Bridge)	Started	March 2016
CS5 – Inner (Oval to Pimlico)	Started	October 2015
Elephant and Castle (North)	Started	May 2016
CS1 – Tottenham to City of London	June 2015	April 2016
CS1 – Apex (Shoreditch)	June 2015	April 2016
Stockwell Gyratory	October 2015	April 2016
CS1 I – Including Swiss Cottage Gyratory	December 2015	December 2016

Old Street Roundabout	December 2015	December 2016
<b>2016</b>		
Westminster Bridge South	January 2016	October 2016
Archway Gyratory	February 2016	April 2017
Lambeth Bridge (North)	April 2016	April 2017
Lambeth Bridge (South)	April 2016	April 2017
Chiswick Roundabout/Kew Bridge Junction	May 2016	May 2017
Hammersmith Broadway	June 2016	July 2017
Great Portland Street Gyratory	June 2016	February 2018
Brent Cross/Cricklewood	June 2016	April 2021
CS4 – Tower Bridge to Deptford	July 2016	March 2017
CS4 – Surrey Quays	July 2016	March 2017
CS4 – Rotherhithe Roundabout	July 2016	March 2017
<b>2017</b>		
Stratford Gyratory	2017	March 2019
A316 London Road Roundabout	2017	September 2019
Balham High Road	2017	August 2017
Trinity Road/Burntwood Lane	2017	September 2019
A24 Tooting Broadway	2017	February 2018
CS4 (Deptford to Woolwich)	January 2017	November 2017
CS4 – Woolwich Road/A102	January 2017	November 2017
Wandsworth Gyratory	January 2017	July 2019
Waterloo IMAX Roundabout	June 2017	November 2020
<b>2018</b>		
CS4 (London Bridge to Tower Bridge)	January 2018	September 2018
CS4 – Borough High Street/Tooley Street	January 2018	September 2018
A23/A232 Fiveways Croydon	January 2018	December 2019
Nags Head Gyratory (includes Seven Sisters Road)	January 2018	March 2020

Vauxhall Cross	February 2018	December 2019
Kings Cross/Euston road	April 2018	April 2021
Marble Arch	April 2018	April 2022
Bow Roundabout	June 2018	June 2020
<b>2019</b>		
St Paul's Gyrotory	December 2019	April 2021

Project details and timings are subject to consultation. Correct at time of going to print April 2015.