

# East and south east London

Sub-regional Transport Plan update report, 2012/13



MAYOR OF LONDON



Transport for London



## **Maps**

All maps are © Crown Copyright.

All rights reserved (100032379) (2013) GLA

## **Images**

All photographs and images are ©TfL Visual Image Services

# Contents

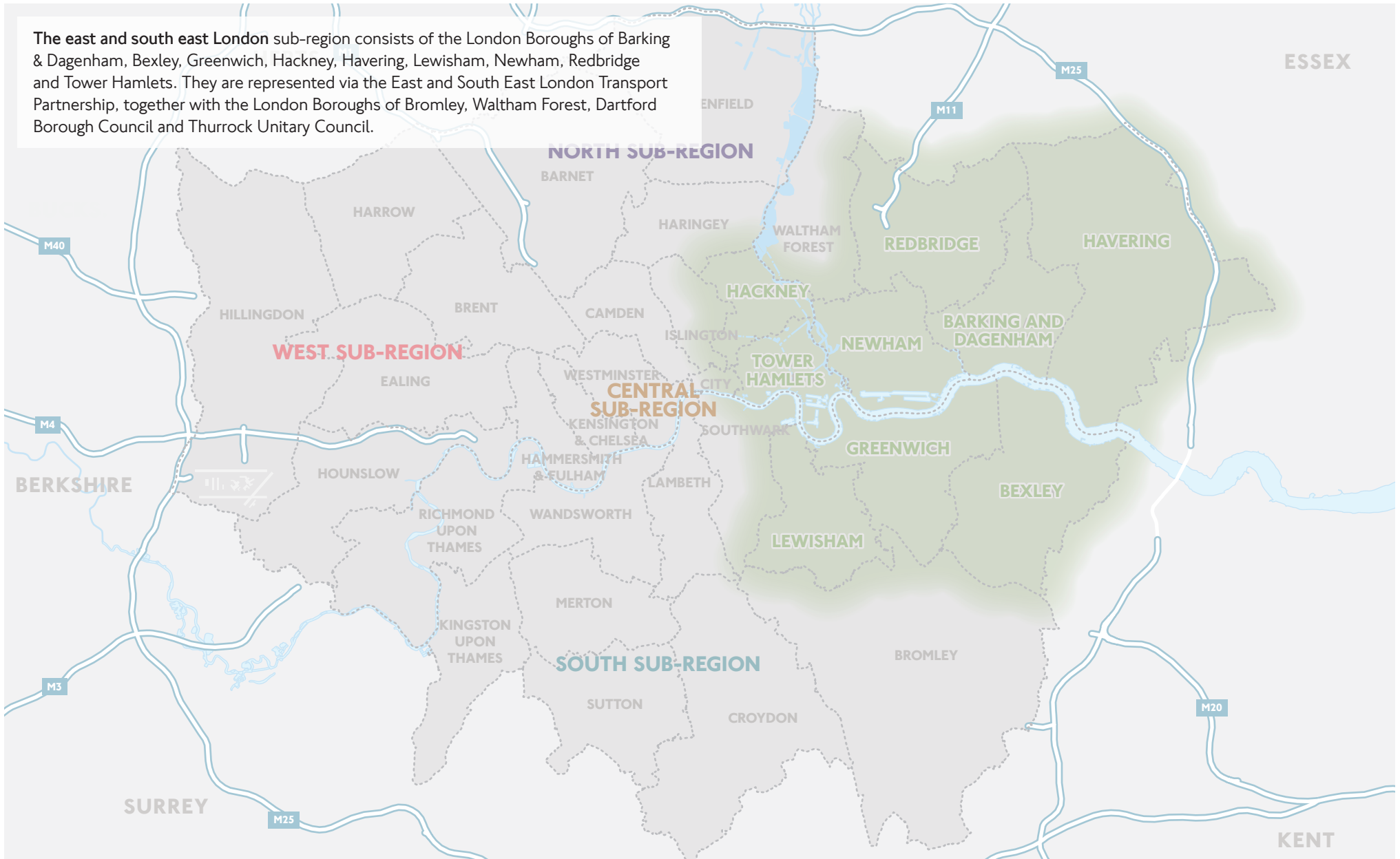
1	Foreword
3	Working in partnership
4	Travel in east and south east London
5	Addressing the challenges
	<ul style="list-style-type: none"><li>• Supporting growth areas and regeneration</li><li>• London 2012 Olympic and Paralympic Games and legacy</li><li>• Improving air quality and reducing CO<sub>2</sub> emissions</li><li>• Making efficient use of the road network</li><li>• Transforming the role of cycling</li><li>• Supporting efficient freight and servicing</li></ul>
18	Addressing the sub-regional priorities in 2012/13
24	Investing to improve east and south east London from 2013/14
30	Future opportunities
38	Funding

Appendix A: Implementation summary

Appendix B: East and south east London Sub-regional Transport Plan: addressing the challenges

Appendix C: Published research and strategies, 2012/13

The east and south east London sub-region consists of the London Boroughs of Barking & Dagenham, Bexley, Greenwich, Hackney, Havering, Lewisham, Newham, Redbridge and Tower Hamlets. They are represented via the East and South East London Transport Partnership, together with the London Boroughs of Bromley, Waltham Forest, Dartford Borough Council and Thurrock Unitary Council.



# Foreword

Welcome to the East and South East Sub-regional Transport Plan (SRTP) update report for 2012 /13. The last year has been a busy and successful year for transport within London, with the Capital not only responding to the challenges of events such as the Diamond Jubilee and the London 2012 Olympic and Paralympic Games, but also delivering the local transport improvements necessary for the people who live and work across the sub-region.

I am pleased to see the strategic collaboration continue between Transport for London (TfL), East and South East London Transport Partnership, including the nine boroughs, and other key stakeholders, such as neighbouring boroughs and authorities, through the subregional panel. This is of course complementary to our day-to-day engagement through the operational mbusinesses at TfL.

The SRTP has been updated to showcase work in the East and South

East Sub-region and to provide TfL, the East and South East London Transport Partnership and Borough officers a short update on:

- » what has happened over the last 12 months
- » what is committed in the business plan and Local Implementation Plan (LIP) funding
- » what future opportunities exist to improve transport and address the remaining challenges

This annual update will also help boroughs with the development of the 2014 / 15 Local Implementation Plan programmes and revised targets in 2013. In addition, the updated plan will help TfL consider priorities for the Business Planning process to address the medium to longer term challenges for London and the sub-regions. A summary of the East and South East Sub-regional implementation plan can be found in Appendix A.

The SRTP is accompanied by a poster map for the sub-region: a useful summary of this document, providing a snapshot of the challenges, priority work areas and opportunities we can all work together to address over the coming years.

I would just like to thank you for all the support and effort that has gone in to making the sub-regional collaboration such a success and look forward to working with you over the coming year.



**Sir Peter Hendy CBE**  
Transport  
Commissioner

## Foreword

The East and South East London Transport Partnership (ESEL) works to develop a dialogue between east and south east London boroughs, the Growth Boroughs, the GLA and TfL to agree sub-regional priorities including a strong focus on how transport acts as a key enabler of growth, a healthy environment and social inclusion. The ESEL partnership actively promotes a transport system which supports the continued economic growth and physical & social regeneration of the area to maximise the impact of investment. The economic and social geography of the area has changed beyond recognition over the past 30 years through a combination of the development of the London'd Docklands the wider Thames Gateway and the transport improvements which were an essential part of delivering the successful London 2012 Olympic and Paralympic Games. This trajectory of growth and urban renewal will continue over the next 20 years by 2030 there is likely to a further

750,000 residents, in London this is equivalent to adding a city the size of Leeds.

The renewed focus on the area as a result of the London 2012 Olympic and Paralympic games has acted as a catalyst for significant investment. A key objective of the games is to achieve both a physical and behavioural legacy. Socio-economic convergence is a key goal in terms of improving the environment and opportunities for existing residents through the urban renewal of key centres, but also the opportunity to develop new neighbourhoods such as around the Olympic Park, Canning Town and Greenwich Peninsula. Transport is fundamental to these objectives, the transport system needs to act as an enabler, to provide access to jobs and services, and to unlock areas of growth. Transport and land use planning should be integrated in order to create an attractive, well designed and dynamic part of the city.

Over the past year the sub-regional Partnership has worked on a number of key themes, including influencing the development of the future rail network, enhancing connectivity across all modes, including the development of the bus network, and promoting walking and cycling. Going forward the challenges remains to achieve an urban transformation across the whole area, radiating from the key centres to outer London in a way which does not increase private transport usage, but gives residents, business and visitors alike a true choice of public transport, walking and cycling alternatives.



# Working in partnership

ESEL provides a forum to openly interact and discuss ongoing and upcoming areas of interest, including projects and policies for the sub-region.

The members board met four times during 2012 (March, June, October and December). Isabel Dedring, Deputy Mayor for Transport, attended in June and members had the opportunity to discuss Mayoral priorities for the second term in the context of broader policy priorities.

The sub-regional partnership officer's panel met five times in 2012 as follows:

- » 17 January
- » 7 March
- » 23 May
- » 16 July
- » 23 October

Alex Williams took over from Richard de Cani as the east London sub-regional ambassador and was introduced to the panel in January 2013. The high level structure of the 2013 update, and the poster, were also discussed and agreed in January.

Key areas which were discussed in 2012 include:

- » Emirates Air Line
- » Crossrail
- » Crossrail 2
- » Growth Areas
- » Roads Task Force
- » London 2012 Olympic and Paralympic Games Legacy
- » Linking High Speed 1 (HS1) and 2 (HS2)

The panel will continue to meet throughout 2013.

## Panel members:



# Travel in east and south east London

Over the whole day the majority of trips originating in the sub-region are made by car and motorbike with a mode share of 40 per cent. Nearly 30 per cent of daily trips are made by public transport (London Underground, Docklands Light Railway (DLR), rail or bus). Crowding and congestion on public transport and highways remain a key concern for the sub-region, impacting on overall journey time reliability.

In line with the employment and population forecasts, travel in London both by residents and visitors will increase substantially by 2031.



Given the scale of growth a key challenge for the sub-region will be to accommodate this, primarily through the Opportunity Areas and Areas for Intensification, and to encourage sustainable travel from the outset. It is therefore key that these largely brownfield areas are stitched into the fabric of the sub-region. Existing employment hubs such as Canary Wharf are forecast to continue to grow in the future, with an estimated additional 100,000 people working on the Isle of Dogs by 2031. Other employment centres such as Old Street and Stratford will play increasingly bigger roles for London.

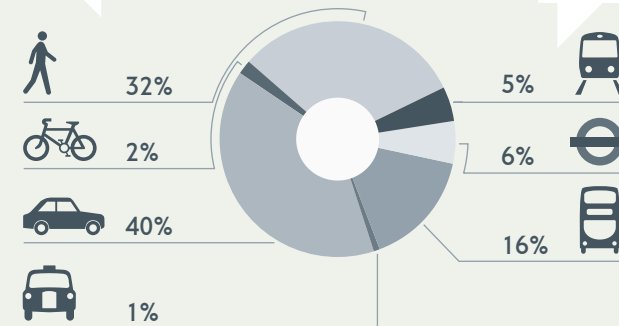
TfL will continue to work with the sub-regional partnership on how to make the most of these opportunities.

## Modal share

Given the growth in the sub-region sustainable trips need to continue to be encouraged

There was a 9 per cent increase in cycle flows on the TLRN major road network in 2012

By the end of 2012, London Overground carried 120 million passengers - nearly four times the number carried when it launched in 2007



Volumes of vehicles on London's road network are continuing to fall

70% of bus stops within the sub-region are fully accessible

Record patronage was seen on the underground in 2012



# Addressing the challenges

When the east London Sub-region Transport Plan was first developed in 2010 it helped to translate the MTS goals, challenges and outcomes to a sub-regional level. It was agreed with boroughs that whilst all MTS challenges must be considered across London, and addressed locally through LIPs, there were some which would benefit from concerted effort at a sub-regional level.

Consequently, the cross-cutting challenges of improving air quality, reducing emissions of carbon dioxide (CO<sub>2</sub>), and achieving the targets for – and desired outcomes from – an increase in the mode share of cycling and walking were identified as London-wide challenges.

In addition to these, five Sub-regional challenges were identified and agreed for the sub-region.

Given the growth forecast for the sub-region these challenges continue to play a critical role in unlocking development potential, particularly in Opportunity Areas which occupy a




quarter of the land use. Furthermore improving the quality of life of existing communities continues to be a priority, through access to jobs, education and health.

The legacy of the London 2012 Olympic and Paralympic Games will continue to influence the sub-region going forward, highlighting the ongoing convergence agenda for the whole sub-region and London as a whole.





On an individual basis, each east and south east London local authority delivers its responsibilities effectively and efficiently in a very challenging financial and operational environment to address these and other challenges. However, as a number of key issues are cross-boundary, key priority work areas for the sub-regions were agreed.


While each priority work area can be addressed in isolation, the inter-related nature of these issues illustrate why an integrated approach is required.

## Challenges in every sub-region






-  Transform the role of cycling and walking in the sub-region
-  Help meet the Mayor's CO<sub>2</sub> targets
-  Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners

## East and south east London-specific challenges

-  Manage highway congestion and public transport crowding and make efficient use of the transport network
-  Reduce physical barriers to travel (including proximity to the River Thames in east London) and improve resilience of the transport network
-  Ensure that the benefits of existing and funded transport investment are maximised
-  Support the efficient movement of goods and encourage sustainable freight movement

-  Improve connectivity to, from and within key locations to support existing communities and growth

## What are the priority work areas?

- Olympics Legacy and Convergence    
- Transport investment for jobs and homes in opportunity areas   
- Investing in area, corridor and junction studies to address challenges on the road network   
- Sub-regional cycling strategy to promote increased mode share and investment  
- HS1-2 link 

## Supporting growth areas and regeneration

### Growth and Regeneration

Accommodating future growth is a key challenge for all sub-regions, not least the east and south east sub-region which is forecast to accommodate almost half of the population growth in London. This update to the Sub-regional Transport Plan presents an opportunity to reflect on how the sub-region is accommodating and supporting growth in all boroughs, both in terms of developing existing communities and creating new ones, whilst achieving the goals set out in the MTS.

The boroughs within the sub-region, which include the six growth boroughs, have experienced a large amount of change between 2004 and 2011, including the continued

regeneration of areas such as Barking, Greenwich Peninsula, the Isle of Dogs, Shoreditch and Stratford. Recent analysis provides insight into the current situation, revealing the migration of a new population into the sub-region and the rapid growth of the boroughs, which will continue to intensify over the next 15 years.

There are currently over 800,000 jobs in the sub-region, of which a majority are currently located around the Canary Wharf estate. The London Plan forecasts an increase of an additional 750,000 jobs by 2031 across London, with around 20 per cent of these jobs in the east and south east London sub-region.

The 12 Opportunity Areas and two Areas for Intensification, which account

for more than a quarter of the land use potential in the sub-region, will accommodate a significant proportion of growth within the sub-region, together with other growth areas such as town centres, for example Lewisham Gateway. Since the last update, work has continued on a number of key areas in the sub-region, as demonstrated in the adjacent map and summarised below.

### Olympics Legacy Supplementary Planning Guidance

In June 2012, the Olympics Legacy Supplementary Planning Guidance (OLSPG) was adopted, produced by the GLA, in collaboration with the London Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest, the London Thames Gateway Development Corporation, Transport for London and the Olympic Delivery Authorities' Planning Decisions Team.

It is estimated that the OLSPG area has the potential to provide around 32,000 new homes and 1.35 million square metres of new and improved commercial floorspace, and confirms



Metropolitan Stratford as a focus for regeneration and change. The SPG sets out a vision for the area which includes making it one of the best places to live and work in London, improving connectivity across and into the new Queen Elizabeth Olympic Park and creating new family housing and schools.

#### London Plan projections for east and south east London sub-region



**Population**  
2.2m

2.8m by 2031



**Jobs**  
830,000

990,000 by 2031



**Households**  
822,000

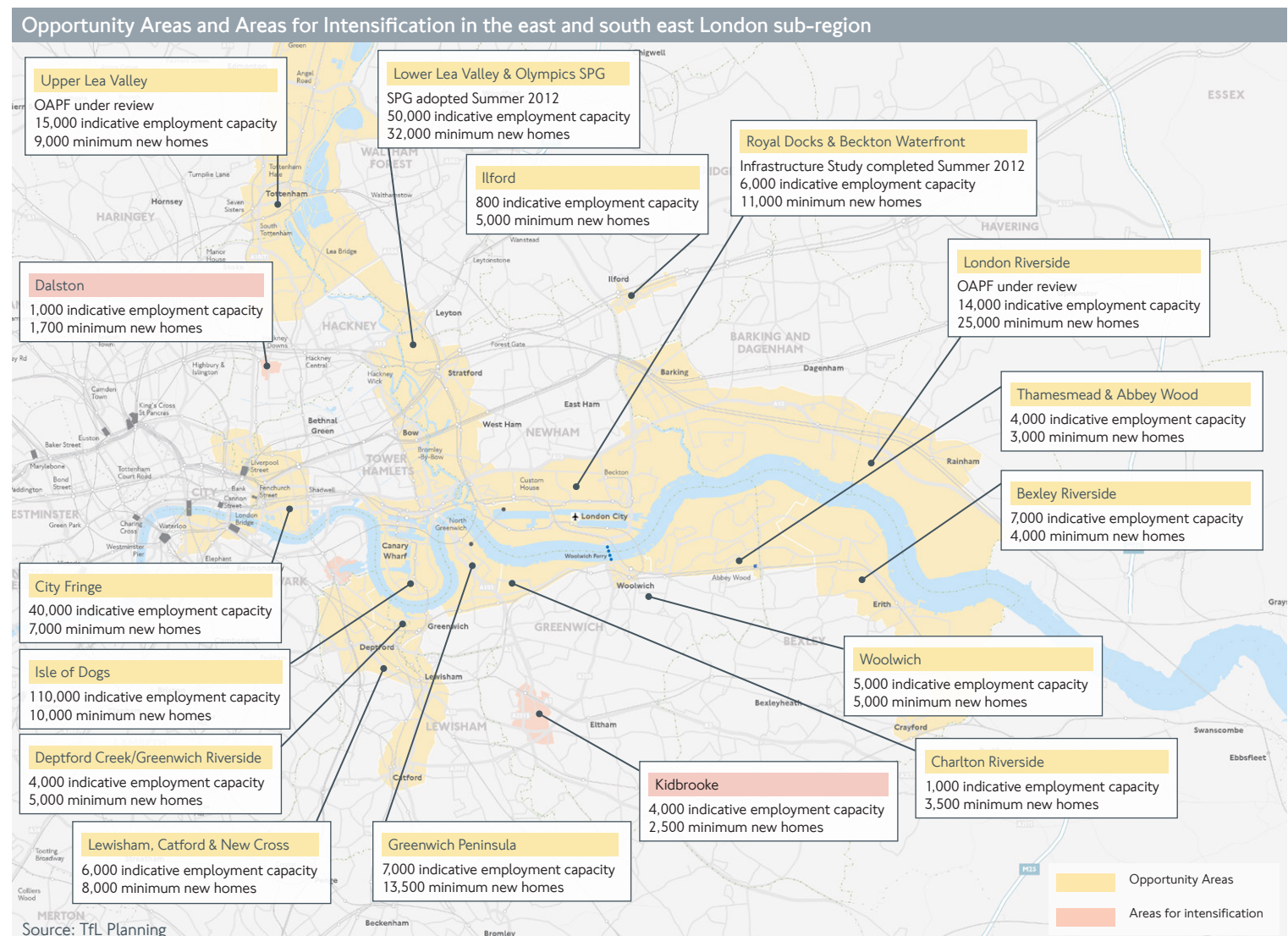
1,100,000 by 2031

### Royal Docks Opportunity Area, including Enterprise Zone

The Royal Docks Infrastructure Study and Delivery Plan, produced in collaboration between the GLA, London Borough of Newham and TfL, was published in Summer 2012. This joint piece of work highlights what infrastructure is required to support the continued development of the OA and the Enterprise Zone.

### London Riverside Opportunity Area

Work is continuing to understand the transport requirements for the full build-out of Barking Riverside and development along the A1306 corridor to Rainham Village. TfL is in the process of reviewing connectivity options to Barking Riverside, including the DLR extension to Dagenham Dock and an extension of the Gospel Oak to Barking London Overground Line, in order to unlock the full development potential of the area. The outcomes of this work may have implications for the development of the London Riverside OAPF.



## Supporting growth areas and regeneration

### Updated Growth Forecasts

The GLA population projections form the basis of the Mayor's strategies, being a key input to the London Plan, together with related modelling and analysis.

The 2011 London Plan estimated that London's population would reach 7.8 million by 2011. However, recent population projections taken from the 2011 Census shed new light on the distribution of growth across the sub-regions, with the population now estimated to be more than 8.2 million.

The population estimates over the past decade were based on the 2001 Census, with the population being estimated every year by adding births, subtracting deaths, and adding in any net international migration that had taken place since 2001. The latest figures are based on the 2011 Census, which provides a more accurate population estimate than the annual mid-year estimates.

The updated figures show that population growth in the east and south-east sub-region between 2011 and 2031 is even greater than the previous projections underlying the London Plan at an additional 560,000 people, which represents just under 50% of the overall growth in London.

Growth Projections in London 2011 and 2031



**TfL Sub-regional models**

The TfL suite of multi-modal models represent a significant investment in transport planning for London and their development has helped to improve the capability to analyse and understand various situations. As the impacts of the updated Census continue to be understood, the models will be updated appropriately in order to continue to provide this key tool for London.

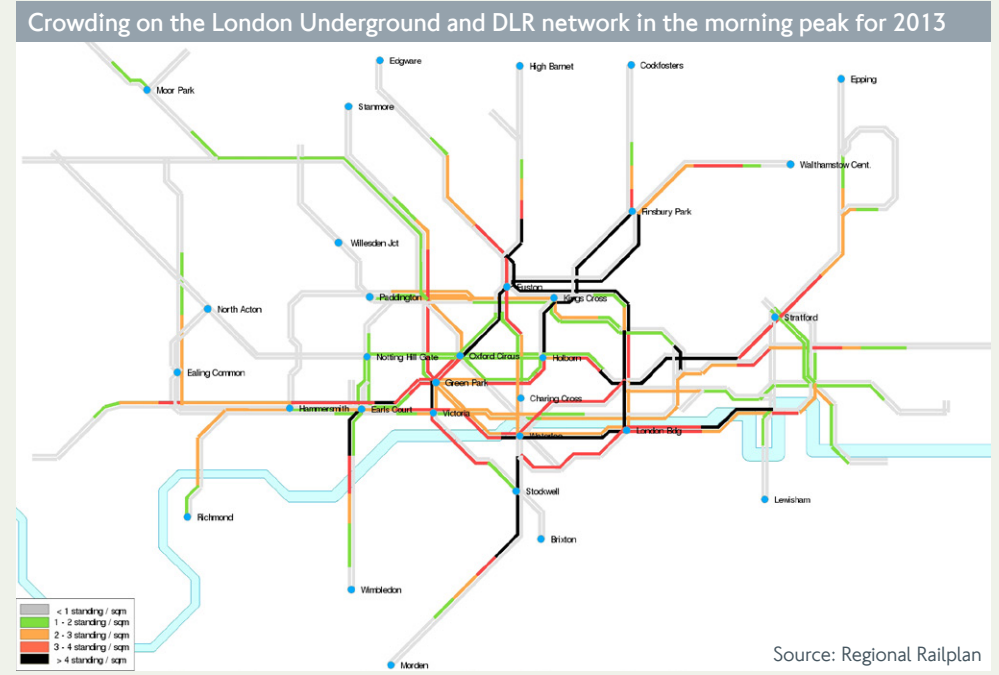
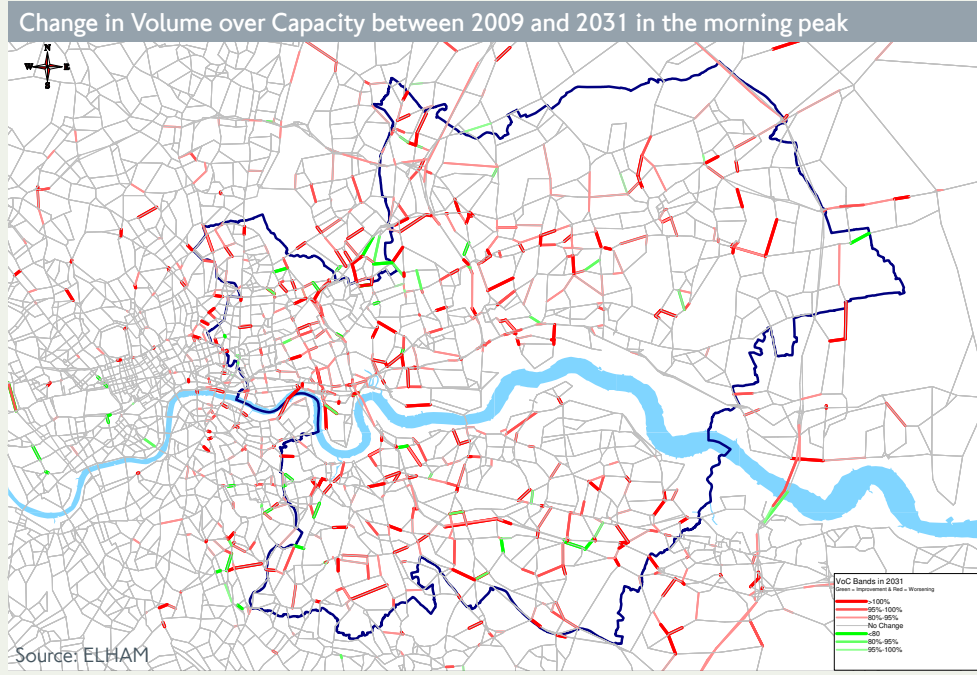
TfL's suite of strategic multi-modal models continues to be used in a variety of areas – with around 50 external uses to date. The suite consists of:

- » Demand modelling, primarily through London Transportation Studies Model, London Land Use Transport Interaction Model and the London Regional Demand Model

- » Five highway assignment models, one for each sub-region
- » Public transport modelling through Regional Railplan

For more information please contact:  
Alison Cowie, [alisoncowie@tfl.gov.uk](mailto:alisoncowie@tfl.gov.uk)

For example, in 2012 uses have included analysis for the Royal Docks joint infrastructure study and ongoing analysis as part of the river crossings package.



## London 2012 Olympic and Paralympics Games and legacy

London's transport networks supported a great 2012 Games with services operating well and carrying record numbers of passengers, while also keeping London moving and open for business. Transport was widely recognised as one of the key successes of the Games, delivering a legacy of improved transport infrastructure and operational performance, accessibility, demand management, customer information and unprecedented levels of collaboration between transport authorities and operators.

This transport success was built on a £6.5 billion investment in transport infrastructure and improved transport links, delivered a year ahead of the Games and providing an early legacy of increased capacity and more reliable services which supported the Games but will also provide greater access to jobs, leisure and education for generations to come.

As London looks back on a very successful Games, attention now turns to their legacy. The Olympic and

Paralympic Transport Legacy Action Plan, 2012, sets out a number of actions. Key transport legacy actions which TfL is considering include:

- » Building on Improved transport capacity and reliability from the Games related new infrastructure by continuing to invest in improvements to support development of East London, including developing the bus network to integrate with the Queen Elizabeth Olympic Park and surrounding communities.
- » Better public transport and road network operations – including identification of faults before they occur, and continuing use of 'rapid response' arrangements on the Tube.
- » A more accessible transport system – with both specific and general improvements either put in place for, or piloted during, the Games.
- » Better partnership working among transport providers to

provide an integrated customer experience across public transport – using Games-time arrangements such for future major events and incidents.

- » Harnessing the opportunities and lessons learned from Games time Travel Demand Management initiatives
- » Building on the success of the Travel Ambassador and Incident Customer Service Assistant volunteering programmes during the Games

- » Continued engagement with freight operators and businesses to build on innovative and flexible freight practices employed during the Games.
- » A comprehensive review of signage on the TfL network in light of the success of the integrated magenta signage scheme used during the Games.



Travel in London 5 includes a spotlight chapter on the demand and operational performance during the Games. Travel in London and related publications will continue to outline lessons from the London 2012 transport experience. TfL will continue to develop and work with others to embed beneficial transport policy and operational initiatives based on these for the future.



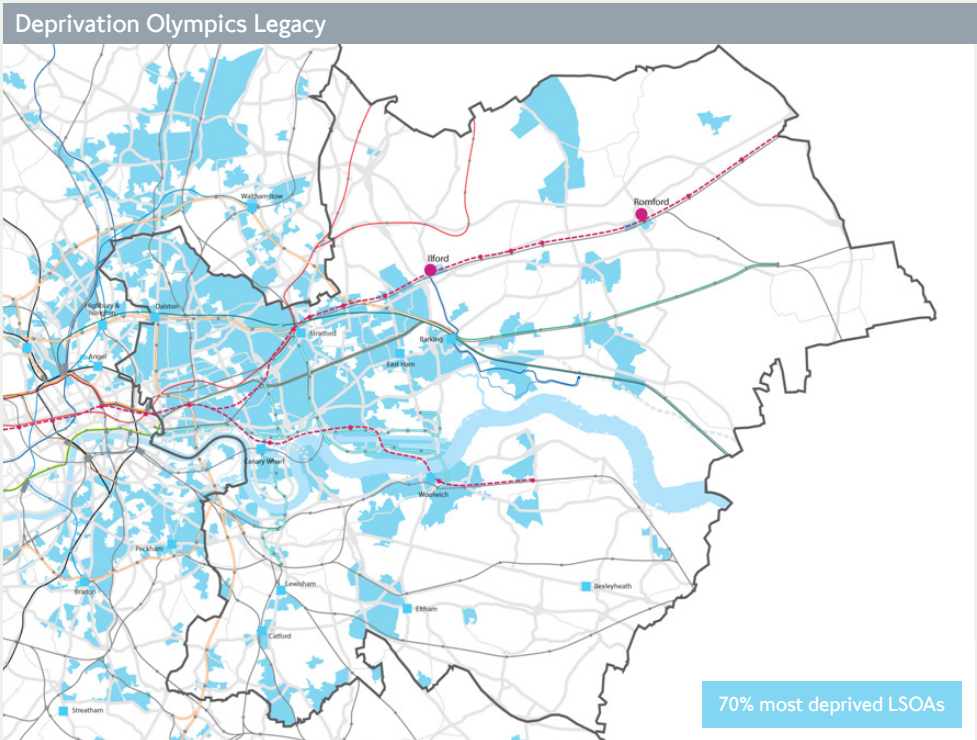
**Legacy and wider convergence**

London won the right to host the Games on the commitment to support regeneration of the sub-region back in 2005. In November 2009, the Strategic Regeneration Framework was published for the six growth boroughs, which represents an ambitious vision for the sub-region.

Currently parts of the sub-region represent some of the most deprived areas in the UK, and a key aim of the legacy is to improve quality of life through the idea of wider convergence – the principal aim that within 20 years, communities in the sub-region will enjoy the same social and economic opportunities as the rest of London.

Specifically in terms of transport, key issues for legacy include providing public transport capacity to tackle the challenge of crowding, and similarly tackling congestion on the highway network.

Furthermore, improving local connectivity is a key aspiration in terms of legacy, breaking down the barriers to travel so that existing and future communities can access opportunities and services across the sub-region and beyond.



## Improving air quality and reducing CO<sub>2</sub> emissions

### Low Emission Zone

In 2012, stricter requirements were introduced for vehicles entering the Low Emission Zone. All vans must now meet a Euro III standard requirement for particulate matter and 99 per cent of these comply with the new LEZ standard. All HGVs, buses and coaches must now meet a Euro IV standard for particulate matter and around 96 per cent of these vehicles comply with the new LEZ standard.

From 2015, all TfL buses will be required to meet a Euro IV standard for nitrogen oxides (NOx), as well as particulate matter. This will be achieved through a combination of new Euro VI buses and innovative retrofitting.

### London Buses

TfL is working to reduce the environmental impact of its bus fleet by trialling innovative new technologies; hydrogen and increasing the number of hybrid buses and trialling electric buses in 2013.

The hybrid fleet is set to reach 1,600 vehicles by 2016, including 600 New Bus for London vehicles (20 per cent of the fleet). The deployment of new hybrid buses will be targeted along air quality focus areas. The Mayor has also announced his ambition for all TfL buses operating in central London to be hybrid by 2020 (approximately 30 per cent of the fleet).

In 2012, the New Bus for London prototype was trialled along route 38. This is one of the most environmentally friendly vehicles of its kind, emitting half the NOx and CO<sub>2</sub> compared to conventional diesel buses.

### Taxis and private hire vehicles

Age limits and new minimum emissions standards have been introduced for licensed taxis and private hire vehicles. From 2012, taxis have to meet a 15-year age limit and a minimum Euro V standard. A 10-year age limit now applies to private hire vehicles plus new private hire vehicles have to meet the Euro IV standard as a minimum and be no older than five years old.

### Electric vehicles

Electric vehicle charging points continued to be delivered through Source London in 2012, and the number of charge points will rise to 1,300 in 2013. With around half of transport CO<sub>2</sub> emissions coming from private cars, encouraging uptake of electric vehicles will be among the key measures to reduce CO<sub>2</sub> emissions.

### Clean Air Fund 1

A £5m Department for Transport (DfT) fund implemented by TfL demonstrated that local measures

can play a supporting role to London-wide emissions reduction measures, including:

- » Bus diesel particulates filters which provide a long term benefit as buses are in service for a minimum of three years
- » Dust suppressants at waste/construction sites
- » 'No idling' marshals as 'no engine idling' provides a short term tangible emission reduction benefit
- » Green infrastructure has local air quality and wider benefits





### Clean Air Fund 2

A second Clean Air Fund, led by the Greater London Authority (GLA), will focus on reducing NOx emissions from transport and non-transport sources at air quality focus areas.

Measures include:

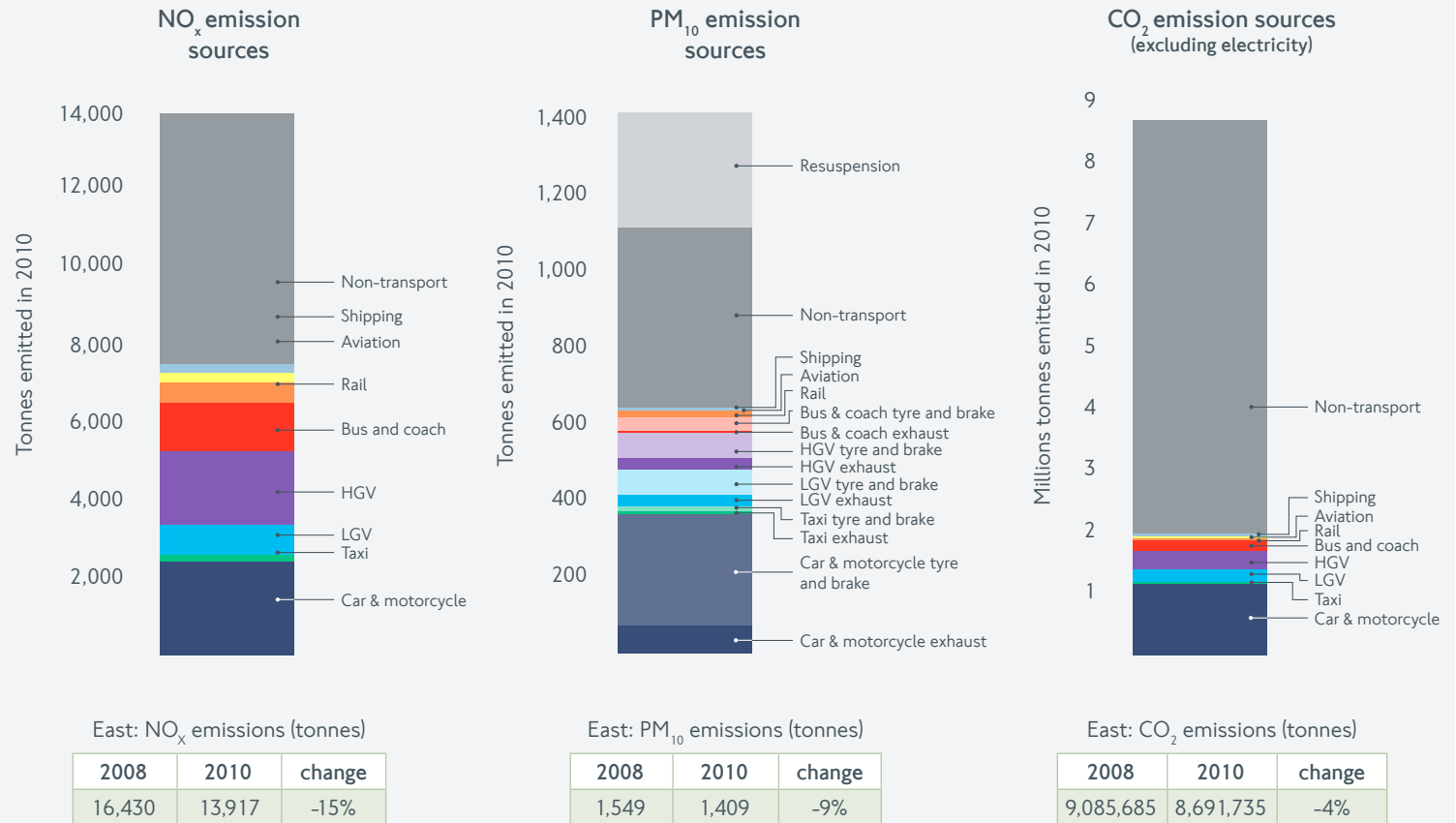
- » Clean Air Zones at schools
- » Business engagement
- » Green infrastructure
- » Clean Air 'champions' scheme

### Mayor's Air Quality Fund

From spring 2013, a new fund totalling £6m over three years and £20m over 10 years will be made available to London boroughs determined to make a difference and implement local, innovative, transport-related air quality measures. Information can be found on the Borough Extranet.

### London Atmospheric Emissions Inventory (LAEI) - 2010 estimate

The updated LAEI is an estimation of emissions from different sources across London in 2010 using reported or observed activity data. It also contains a back calculation to 2008 and forecasts for 2012, 2015 and 2020.



## Making efficient use of the road network

### Roads strategy

Roads and streets are vital to the Capital's economy and to movement around the city; almost all trips start or end by road and streets, where roughly 80% of all passenger trips and 90% of freight trips in London are wholly made by road. Roads and streets also contribute to the quality of life of Londoners as places where people live, shop, work and play.

London's roads face a number of challenges in the short, medium and long term. These challenges include conflicts between competing users, maintaining existing asset condition, accommodating population and employment growth, rising expectations for high-quality public space and the imperative to improve road safety and improve the environment.

The Mayor has established a Roads Task Force to help develop a strategic direction for London's roads and

streets. Further information on the task force is accessible online at <http://www.london.gov.uk/priorities/transport/investing-transport/roads-task-force>.

### Road safety

Recent years have seen substantial and sustained reductions in the number of casualties from road traffic collisions in London. The number of fatalities and serious injuries has fallen in all categories except cycling, where there has been a slight increase, but in a period that has seen a far greater rise in the numbers taking up cycling. In Greater London the number of people killed or seriously injured (KSI) from road traffic collisions fell by three per cent in 2011 compared to 2010 (from 2,886 to 2,805 – see 'Casualties in Greater London during 2011 Factsheet': [www.tfl.gov.uk/assets/downloads/corporate/casualties-in-greater-london-2011.pdf](http://www.tfl.gov.uk/assets/downloads/corporate/casualties-in-greater-london-2011.pdf)

In May 2013 the new Road Safety Action Plan was published which set out priority areas for action to deliver road safety improvements to 2020.

A new Road Safety Reference Board is proposed to steer the implementation of the plan and road safety policy. This will include borough representatives

and road safety stakeholders. The consultation document also proposed a target for London to achieve a 40 per cent reduction in KSI casualties by 2020. There are further proposals to implement new safety action plans for pedestrians and motorcyclists, as well as updating the Cycle Safety Action Plan.



## Transforming the role of cycling

This year the Mayor announced his vision for cycling in London with an aim to achieve an Olympic legacy for all Londoners. Following the 2012 TfL Business Plan, the level of funding for cycling in the Capital now takes London towards the level of spend seen in other leading cities with high cycling levels. Initiatives will focus on four themes:

- » A Tube network for the bike
- » Safer streets for the bike
- » More people travelling by bike
- » Better places for everyone

Borough-wide monitoring will be undertaken by TfL to build a robust understanding of cycling levels across London.

### A Tube network for the bike

The Barclays Cycle Superhighway programme is on course to be completed by 2016<sup>1</sup>. Four routes are already in place, including CS2, CS3, CS7 and CS8. All future superhighways will be delivered to much higher standards and closer to

<sup>1</sup> <http://www.tfl.gov.uk/roadusers/cycling/15832.aspx>

international best practice. There will be an additional east-west segregated Superhighway delivered by 2016 as part of 'A Crossrail for the bike'.

New funding will be made available to significantly enhance London's cycle network. TfL is working in partnership with the boroughs to create a network of cycle routes that will upgrade popular, high-volume cycling routes in central London to form an exemplar 'grid'. This will be complemented by further investment in a London-wide network of guided quiet routes on low-traffic backstreets and greenways ('quietways'), including transformative continental-style cycling facilities in Outer London town centres ('mini-Hollands').

### Safer streets for the bike

As part of the Better Junctions programme, an initial review of over 500 junctions was undertaken in 2012 to improve safety for cyclists and pedestrians. The programme will see priority placed on major improvements at and around London.

Cycle theft will be tackled through a joint initiative between TfL and policing partners. The Metropolitan Police's (MPS) Cycle Task Force will be expanded to improve enforcement against anti-social behaviour, including cyclists that disobey traffic signals and motorists that encroach advanced stop lines.

Cycle safety is at the forefront of ensuring that London becomes a 'cyclised' city. A significant proportion of cycling fatalities involve large commercial vehicles. An extensive programme of work is underway to address this concern, of which more detail can be found under the Freight section. There will be eight full-time Metropolitan Police officers will be funded to investigate HGV collisions with cyclists.

Good progress has been made on actions in the Mayor's Cycle Safety Action Plan (2010) and work is now beginning on the Cycle Safety Action Plan 2 which should be published later in 2013 and will provide further

actions and direction for addressing cycle safety. The plan was developed by the Cycle Safety Working Group which is made up of a number of stakeholder organisations, Boroughs and interest groups.



## Transforming the role of cycling

### More people travelling by bike

Secure and convenient cycle parking facilities is important to helping people cycle more often. A comprehensive programme is underway to improve parking facilities at homes, workplaces and stations across the Capital. Subject to planning and support from Network Rail, a Dutch-style cycle superhub will be introduced in at least one central London mainline rail terminus.

Cycle training will continue to be available to all children in London and complemented by 'Cycle to School Partnerships', which will improve cycling routes to schools. More funding for adult cycle training will be allocated, alongside major safety education campaigns undertaken in partnership with the boroughs.

Over 20 million trips have now been made using Barclays Cycle Hire. This is a testament to the success of the scheme and TfL will continue to work with the boroughs to ensure

the Cycle Hire network is working as well as it can, which includes an expansion towards the end of 2013.

### RideLondon

It is the commitment of TfL and the boroughs to inspire the next generation of cyclists. Every year, London will celebrate its place at the forefront of world cycling and ensure a fitting legacy to the sporting success of the London 2012 Olympic and Paralympic Games, with an annual festival of cycling known as RideLondon.

### Better places for everyone

It is widely recognised that an increase in cycling will benefit all Londoners. Investment in cycling improvements should create better neighbourhoods, encourage more prosperous places, improve the perception of cyclists, ease demands on the public transport network and ensure the Mayor and boroughs reduce health inequalities in the Capital.



## Supporting efficient freight and servicing

### Safety

TfL and the freight industry continue to work together to promote safety, in particular regarding conflicts between freight vehicles and cyclists.

Between 2008 and 2011, 56 per cent of the cycling fatalities in London involved large commercial vehicles, including a high per cent of construction vehicles. While, 15 per cent of pedestrian fatalities were involved with large commercial vehicles.

The 'Exchanging Places' events run by the MPS Cycle Task Force aims to raise awareness of visibility issues for both categories of road users. TfL also lends support to the 'Safer Lorries, Safer Cycling' campaign.

TfL is now working with vehicle manufacturers, the Mineral Products Association, the European Commission and others to implement the recommended actions within the independent Logistics and Safety Report, 2013. Actions include changes to operations such

as adjusting delivery windows and improvements to vehicle design to reduce blind spots.

### Fleet Operator Recognition Scheme (FORS)

This scheme has grown in size over the past year, with approximately 40 per cent of all freight vehicles operating in London now registered members. This comprises a 35/65 per cent split between vans and lorries.

### Rail freight

Rail freight continues to provide an important role for the carriage of bulk commodities and containerised goods and use is forecast to increase significantly.

Over the next few years extra deep-sea shipping capacity is likely to increase pressure for freight paths on the North London line. Enhancements to capacity, including diversionary routes and the 'electric spine' are made within Network Rail's recently announced Strategic Business Plan for 2014-2019.

### Connections with High Speed 2 (HS2)

TfL continues to work with HS2 Ltd to ensure that the opportunities for using the conventional and high speed rail networks for freight are maximised, and that any risks to existing or future operations can be avoided or mitigated.

### Waterborne freight

A range of opportunities exists to expand the range of freight carried by water, including solid waste, recyclates and consumer goods.

The recommendations of the forthcoming Safeguarded Wharves Implementation Report will be designed to ensure a viable series of wharves exists to enable east-west movement across London, enabling mode shift from road.













As new development sites are considered, along with Thames Water's projects and the renewal of waste infrastructure, TfL will work with partners in the GLA, boroughs and others to maximise the opportunities for modal shift during the construction process and operational life.

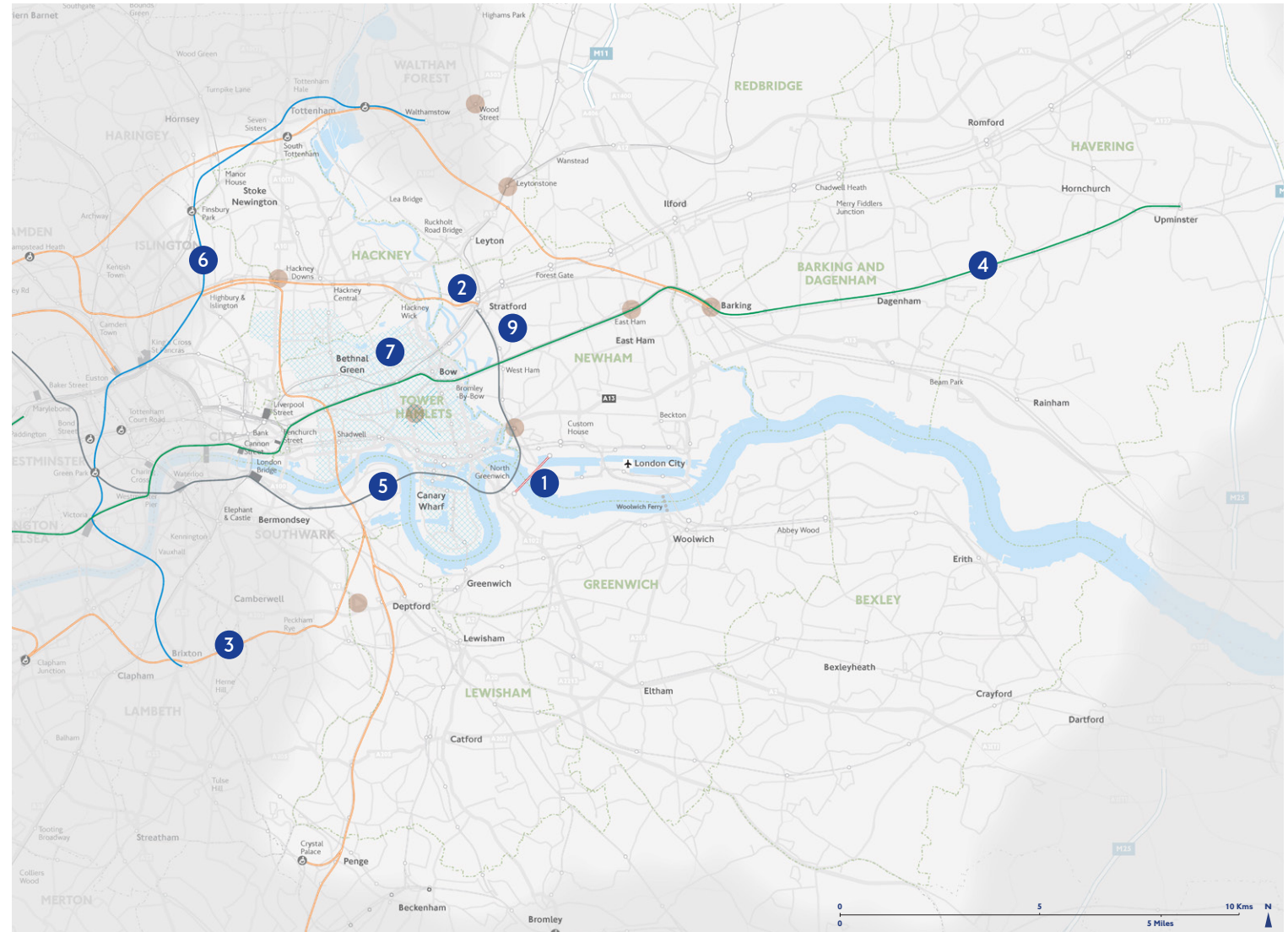


# Addressing the sub-regional priorities in 2012/13

The following projects have been implemented within the 2012/13 year to help address some of the identified challenges and priorities.

## What was delivered in 2012/13?

- 1  Emirates Air Line
- 2  2012 Olympic and Paralympic Games
- 3  London Overground extension to Clapham Junction
- 4  Sub-surface line upgrades
- 5  Jubilee line upgrade
- 6  Victoria line upgrade
- 7  Barclays Cycle Hire expansion to Tower Hamlets
- 8  Major borough LIP and TfL schemes
- 9  Olympic Walking & Cycling Route Enhancements and OPTEMS Enhancements
- +  Other London-wide projects
  - Wi-Fi provision at underground stations
  - Pedestrian countdown roll out
  - Continuation of the bus stop and station step-free access programme 
  - Legible London expansion including but not limited to the areas shown 



During 2012/13 several initiatives were taken forward within the sub-region by TfL and the boroughs to continue to address the challenges.

### London 2012 Olympics and Paralympics associated infrastructure

A series of infrastructure and associated projects were completed in time for the 2012 Games. These included (but are not limited to) enhancements- to the DLR, London Overground, London Underground, buses, the road network and river services, the eight Olympic walking and cycling route enhancements, local borough enhancements through OPTEMS, together with travel demand management previously mentioned. In addition further works are still committed, such as improvements at Hackney Wick station.

### River crossings – Emirates Air Line

The Emirates Air Line opened in summer 2012, less than a year since construction began, and in

time for the 2012 Games. It has provided a new river crossing for the sub-region between the Royal Docks and Greenwich Peninsula. As of February 2013 there have been more than 1.8 million passenger journeys since its launch.



### Victoria line upgrade

Completion of the Victoria line upgrade has seen the introduction of state-of-the-art signalling and a brand new fleet of trains. The upgrade has delivered a 30-trains-per-hour service and is giving passengers, faster, more reliable and more comfortable journeys.

The reliability improvements brought about by the works mean that delays to Victoria line passengers have more than halved since 2003.

### London Overground extension

The London Overground orbital railway around the Capital has been completed with an extension of the network from Clapham Junction to Surrey Quays, including five new stations as follows:

- » Queens Road Peckham
- » Peckham Rye
- » Denmark Hill
- » Clapham High Street
- » Wandsworth Road

This is the final stage to improve the London Overground for a more frequent, reliable and accessible network. It will provide relief to other existing lines, for instance the Jubilee line between Waterloo to Canary Wharf.



### Sub-regional work areas High Speed 1-2 aspiration

The aspiration to connect the proposed High Speed 2 to the existing High Speed 1 rail line, for both domestic and international passenger services, is a key priority for sub-regional transport partnership. Such a connection, specified for inter- and intra-regional GB services, would have wide-ranging benefits for the sub-region's regional as well as international economic connectivity. The Partnership continues to engage with HS2 Ltd, TfL and DfT to press the case for a suitably-specified link.

Related to this is the need for the full potential of Stratford International Station to be realised, through regional and international services stopping at the station.

## Addressing the sub-regional priorities in 2012/13

### Bus network review

The bus network is kept under regular review involving continued liaison with stakeholders. This will include planning for the effects of Crossrail and other major rail schemes on the bus network.

Indicative service change schemes will be developed and refined over the coming years up to the introduction of Crossrail services in 2018 and liaison with stakeholders

including boroughs will continue throughout this process.

TfL has met with each borough in the sub-region throughout 2012/13 and has presented at the partnership meeting to discuss the network review process, regular liaison with stakeholders, ongoing review and network changes.

### Contactless ticketing

Contactless payment systems is another innovation for London's

ticketing system in which we lead the way internationally. During 2012 contactless payment systems were provided on London buses providing customers with a convenient payment method and more payment choices.

### Improving accessibility

During 2012 / 13 the bus stop and station step-free access programme continued, including upgrades at Finsbury Park.

Platform humps, platform sections raised for the full length of a carriage, have been installed in Victoria line stations to give level access between the platform and the train, making it easier for wheelchair users, parents with buggies and passengers with luggage to board and alight trains.

To date 70 per cent of bus stops are fully accessible London-wide. The east sub-region as a whole has 69 per cent of bus stops accessible, with Hackney having the highest accessible bus stops (87 per cent), followed by Tower Hamlets (83 per cent).

### Wi-Fi provision at stations

Wi-Fi is now at selected stations across the Underground network, including in ticket halls, corridors and platforms. The roll out of Wi-Fi technology across the platforms and public areas of the stations allows customers to use mobile devices to pick up their emails, access social media sites and stay in touch with the world above while they traverse the subterranean transport network.

### Pedestrian Countdown roll out

Pedestrian countdown timers have been implemented at trial sites across central London, with an additional 31 potential future sites identified in the core east sub-regional boroughs.

### Legible London

Over the past financial year Legible London Signs have been provided at more than 150 locations including, but not limited to, the following sites:

- » Barking town centre
- » Stratford town centre
- » Roman Road





### Traffic Management / Split Cycle Offset Optimisation Technique (SCOOT)

TfL has begun to equip 1,500 more traffic lights with SCOOT technology London-wide. SCOOT is an intelligent traffic control system with proven ability to reduce delays by 12 per cent. It optimises traffic signals in response to real-time traffic conditions and further planned enhancements will allow the system to take account of pedestrians and cyclists.

### Barclays Cycle Hire

In 2012, the eastern expansion of Cycle Hire went live and an extra 2,300 bikes and 4,800 docking points were added to the scheme.

Cycle Hire is now available throughout the entire borough of Tower Hamlets, including Canary Wharf, Mile End and Bow. It has also been extended in Hackney to serve north Shoreditch and taken west of the existing zone towards Westfield Shopping Centre in White City.

### Quietways and Greenways

The recently-released Mayor's Vision for Cycling in London outlined the Quietways programme, a new network of low-traffic cycle routes on quiet back streets and off-street links.

This will also build on and expand the existing greenways network with new off-street routes through parks and along waterways for recreation and family enjoyment. Greenways will form a key part of delivering urban realm, cycling, walking and social

benefits, particularly the new and improved green corridors and linear parks envisioned by the Mayor.



## Addressing the sub-regional priorities in 2012/13

### Major borough LIP and TfL schemes

The major schemes that were completed in 2012/13 include:

#### Kingsland High Street

Improvements introduced to resolve pedestrian overcrowding through wider footways and simplified crossings, together with de-cluttering, new lighting and way-finding.

#### Kender Triangle, New Cross

This project has two components – (1) the removal of the gyratory near New Cross and (2) providing with wider footways, shared space, new paving, de-cluttering, new lighting and tree planting.

#### Wood Street town centre

Improved, accessible and pleasant pedestrian environment, rationalisation of on-street loading and parking provision, way-finding, improved safety and personal security and creation of a new plaza area for the community.

#### Leytonstone station area

The scheme aims to transform the character of the area around the station and in Leyton High Road between Church Lane and Michael Road. Measures include improving conditions for pedestrians and cyclists, together with better lighting, footways, crossings, street furniture and landscaping in the High Road.

#### Canning Town A13 junction improvements

Rebalancing road space and reducing severance of highway infrastructure in the town centre. New paving, lighting and crossing alignments to encourage safe and easy pedestrian movements to and within the town centre.

#### East Ham

Create a distinctive character and enhance legibility; strengthen the 'edges' of the high street by addressing land use, commercial and residential thresholds; explore opportunities to punctuate corridor with nodes to assist in way-finding and focus social activity; capitalise on existing buildings and landmarks; and explore the potential for a public art strategy to contribute to all of the above

#### Barking station (forecourt)

Create a more pleasant and spacious area directly in front of the station. The bus lay-by will be moved further away from the building and the bulk of the taxi rank will be relocated around the corner. The forecourt area will be de-cluttered and a new high-quality granite pavement will be laid along with new street furniture, seating, lighting and bike parking

#### St Paul's Way

To create a well connected place with a high quality public realm and safer streets that fosters a sustainable community. Improve way-finding and signage. To fully integrate the new St. Paul's Way Community School and new Ryan's Yard health centre into the surrounding residential area. The scheme will specifically investigate the opportunities to traffic calm St. Paul's Way and improve connectivity to community uses and open spaces.

#### Merry Fiddlers Junction

Large scale junction improvements scheme to support Council's 'Total Locality' initiative in Becontree Heath, to deliver a range of road safety and accessibility improvements (focusing on improving pedestrian access) and measures to tackle long standing congestion/pollution issues

#### Chadwell Heath

Station access improvement works, including measures to improve pedestrian crossing facilities/footways, security and signage/information at Chadwell Heath station. (Scheme designed to complement the work undertaken to improve the public realm along Chadwell Heath High Road and proposed station improvements as part of the Crossrail scheme).




St. Pauls Way before and after

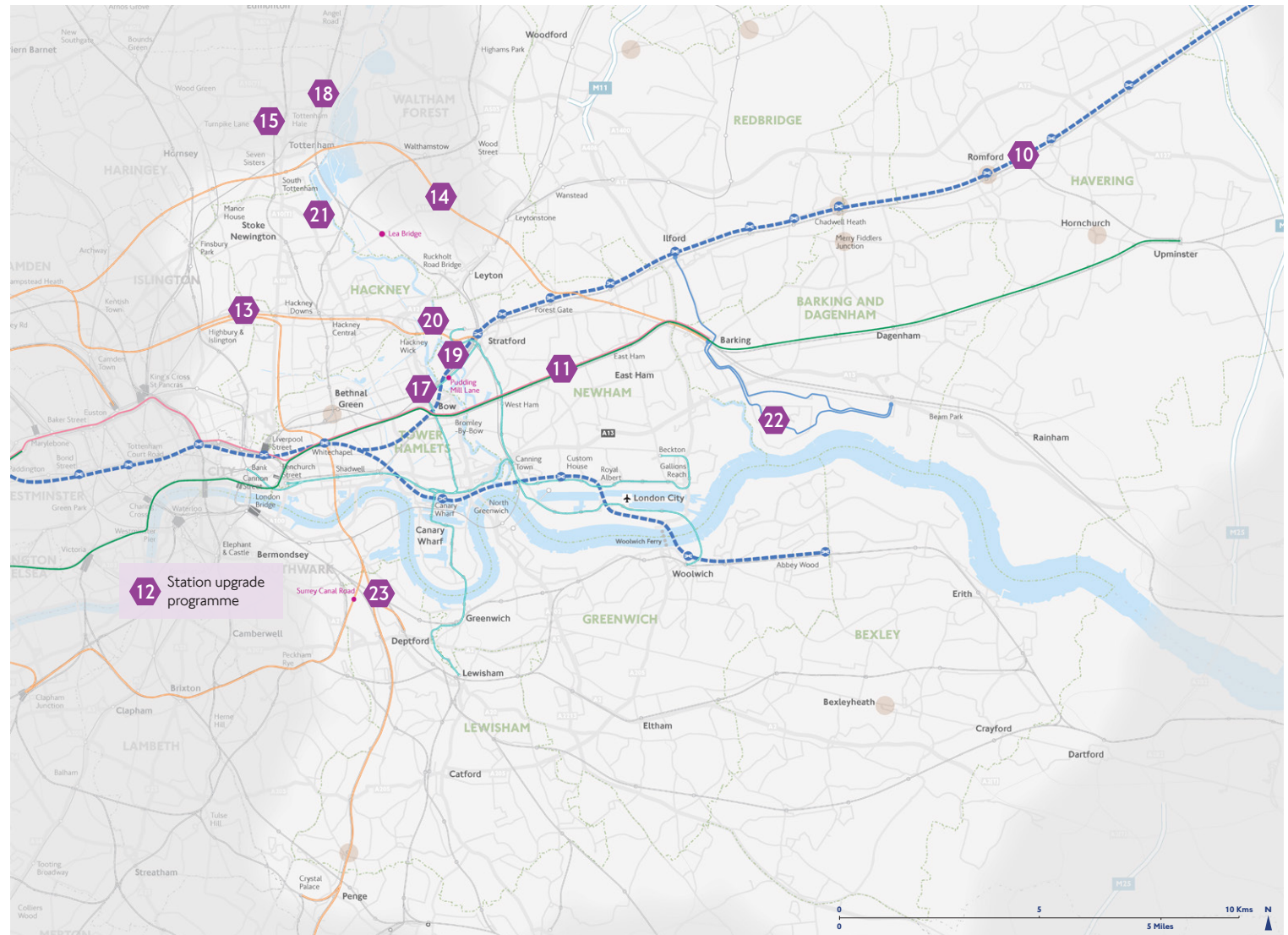
# Investing to improve east and south east London from 2013/14

## - schemes with committed funding

The following projects are committed with funding from sources including the TfL Business Plan, borough LIPs funding and European funding.

### What is committed?

- 10  Crossrail
- 11  District and Hammersmith & City line trains
- 12  Station upgrade programme
- 13  Five-car trains on all electric London Overground routes
- 14  National Rail improvements in Control Period 5 (2014-19)
- 15  Tottenham Hale Gyrotary
- 16  Further major borough LIP and TfL schemes
- 17  DLR Double Tracking Pudding Mill Lane
- 18  West Anglia Main Line four-tracking
- 19  New DLR Pudding Mill Lane station
- 20  Hackney Wick and Bromley By Bow station improvements
- 21  Lea Bridge Station, to provide improved access to Hackney and Waltham Forest
- 22  East London Transit 1b: Additional bus infrastructure, from Barking town centre to Barking Riverside development
- 23  Surrey Canal Road Station
- +  Other London-wide projects



## Crossrail

Crucial to London's future, Crossrail will expand the city's rail network capacity by 10 per cent – the biggest single increase in the Capital's transport capacity since 1945.

This will reduce congestion by up to 60 per cent on many Underground lines, as well as on the DLR and Southeastern train services, and generate £42bn for the UK economy.

More than 1.5 million additional people will have access to quick, direct links to the heart of the Capital. The new railway will link the outer suburbs in the east with fast, frequent, high capacity services to the City, West End and out to Heathrow.

New Crossrail stations will provide a step change in access for people in East London, including to two Metropolitan Centres and five Opportunity Areas. Improved interchanges will be created across the sub-region, including at Whitechapel, Canary Wharf, Custom House, Stratford, Ilford, Romford, Woolwich and at Abbey Wood.

Services will begin in phases, with the first new trains planned to begin operating early in 2017 on existing Network Rail suburban services into Liverpool Street station.

For further details relating to Crossrail complementary measures please refer to page 33.

## District and Hammersmith & City line trains

Following the successful roll-out of new rolling stock to the Metropolitan line, roll-out on the Circle, Hammersmith & City and District lines will be completed by 2016. On the Circle and Hammersmith & City lines, trains will be longer than today's vehicles, increasing capacity by 17 per cent. In addition, they will be fitted with CCTV throughout and better customer information systems.

## DLR double tracking Pudding Mill Lane

North route double tracking consists of the doubling of the single track sections of DLR between Bow Church and Stratford, to improve reliability

and recovery from delay, and allow an increase in frequency. The project will be delivered in two phases.

**Phase 1** consists of an additional section of double tracking either side of Pudding Mill Lane station and some active provision for phase 2. This takes advantage of an opportunity provided by Crossrail works, and would be delivered by Easter 2014.

**Phases 2 and 3** consist of the doubling of the sections north across the Waterworks River to Stratford, and south across the A12 to Bow Church. They would

be carried out concurrently and completed by 2018, and together enable two-minute headways.

## London Overground rolling stock and service increase

London Overground trains will be lengthened on the East London, West London, North London and Euston to Watford lines. These projects will provide 25 per cent more peak capacity, supporting the growth of the 10 Mayoral Opportunity Areas served by London Overground. In addition to this an extra two trains per hour are to run on the East London Line.



## Investing to improve east and south east London sub-region from 2013/14

### National Rail enhancements

There are a range of schemes identified in Network Rail's Strategic Business Plan, which is also a response to the DfT's High Level Output Specification. For the remainder of Control Period 4 (2009-14), these include:

- » Twelve-car lengthening on some Kent route suburban services into Victoria and London Bridge – includes the three routes to Dartford, the Hayes branch and services from Orpington via Grove Park;

- » Deptford station regeneration contribution;
- » Great Eastern Main Line speed increase to 100mph; and
- » Step free access at Bexleyheath, Blackhorse Road, Brockley, Crystal Palace, Grove Park, Honor Oak Park, Ilford, Limehouse, New Cross, New Cross Gate and Tottenham Hale

For the upcoming Control Period 5 (2014-19) this includes:

- » West Anglia Main Line capacity increase – to allow an improved

four trains per hour all stations service to Stratford from the Lea Valley;

- » Bow Junction remodelling – to allow more frequent outer suburban services to Liverpool Street following completion of Crossrail;
- » There will also be some train lengthening on other routes where additional station infrastructure is not required; and
- » Station schemes and detail will be worked up in due course

amongst leisure and business travellers, as well as commuters between now and 2020.

The measures are categorised under four themes:

- » Better piers
- » Better passenger information and public transport service integration
- » Promotion and marketing
- » Improved partnership working between agencies

TfL's current Business Plan allocates additional funding to help implement these actions. Proposals include new piers at riverside development sites and enhancements to those piers which have high footfall such as those at Westminster and Greenwich.

### Lea Bridge station

A new station at Lea Bridge, between Stratford and Tottenham Hale, will provide improved access from Waltham Forest and Hackney.

### River Action Plan

This outlines a number of specific measures to be taken by TfL and other stakeholders such as operators, property developers and borough councils, to facilitate a growth in annual passenger river journeys

### Improving accessibility of bus and rail

The step-free station access programme will be continued and include upgrades to Whitechapel and Bromley-By-Bow stations. By 2016 TfL has set a target that 90 per cent of bus stops will be accessible.



### Contactless ticketing

By late 2013, in addition to the Bus network, contactless payment cards will work on:

- » Tube
- » DLR
- » Trams
- » London Overground

Oyster will still be accepted across the network, but the use of contactless payment will result in a reduction of people queuing for tickets and Oyster card top-ups at stations.

### Bus reliability investment

TfL has committed within the latest business plan to improving bus reliability to keep pace with predicted population increase and demands on the London bus network over the next 10 years. Work is ongoing to identify congestion hot spots across the bus network to make targeted reliability improvements. In addition, bus priority will be considered to unlock economic growth by supporting major developments.

### New Bus for London

More than 600 additional New Bus for London vehicles will be put into operation and 2013/14 will see the conversion of Route 24 for full scale operation, as well as another route in September and at least two more by the end of the financial year.

### Two-way bus operation of Eastway, Hackney Wick

An upgrade of the Eastway bridge will provide improved two-way access for buses between Hackney Wick and the Queen Elizabeth Olympic Park area, and Stratford.

### East London Transit 1b

The second phase (1b) will provide additional bus infrastructure, from Barking town centre to the Barking Riverside development and will be completed in 2013. It is intended that transit services will be extended further into Barking Riverside when demand justifies the cost of doing so.



## Investing to improve east and south east London sub-region from 2013/14

### Pedestrian Countdown roll out

Pedestrian countdown timers will be provided at traffic signals to improve traffic flow and reduce emissions at junctions at more than 200 sites London wide.

### Legible London way-finding scheme

Legible London continues to be rolled out across London with further stages to be completed in for example:

- » Bexleyheath
- » Sidcup
- » Gants Hill
- » Ilford
- » Lewisham and Catford.

### Tottenham Hale gyratory

Work is under way to change the traffic system in the Tottenham area to help improve and regenerate the area. Working in partnership, the current one way system will be removed, creating a bigger and better bus station at Tottenham Hale and make the area more accessible for all. Work will be completed by December 2014.



### Surrey Canal Road Station

A station is proposed on Surrey Canal Road at the boundary points of Bermondsey, New Cross and Deptford on the latest extension of the London Overground between Queens Road Peckham and Surrey Quays.

### Sub-regional work areas 2013/2014 Physical activity through sustainable transport approaches (PASTA)

The ESEL partnership has recently been successful in submitting the sub-region to act as a pilot case study for this European research project. It is proposed that work would be carried out over the next year, reporting to the panel as it progresses.

The project focuses on the systematic promotion and facilitation of active mobility (i.e. walking and cycling including the combination with public transport use) as an innovative approach to integrate physical activity into individuals' everyday lives. In contrast to sports or exercise, active mobility requires less time and motivation, since it provides both convenience as a mode of transport, and a healthy lifestyle. As such it has potential to reach parts of the population which have not been receptive to the appeals and benefits of sports and exercise.



## Major borough LIP and TfL schemes – 2013/14

Some of the major schemes going forward include:

### Bethnal Green

Re-alignment of the carriageway, with an increased area available for the market and pedestrians (shared). New accessible bus stops, additional crossing points, general de-cluttering and improved lighting.

### Manford Way, Hainault

The scheme seeks to regenerate the shopping high street, thereby increasing economic activity and footfall, with the use of shared space elements to make the primary retail area more accessible and balanced for motorised traffic, pedestrians and cyclists.

### Woodford Bridge town centre

Re-connect the eastern and western section of the town centre through better quality public realm by improving the pedestrian environment and overall accessibility and install cycle facilities and encouraging access to the Roding Valley Way cycle link, smoothing traffic flow.

### Romford town centre

The proposed scheme is to provide an enhanced public realm and improved interchange experience and approach to the station, to and from residential hinterlands – including the Battis and the associated streetscapes along Victoria Road and Exchange Street. Key issues of safety and a poor quality public realm will be tackled.

### Bromley North Village

Measures aim to revitalise Market Square area with improved facilities for pedestrians, better accessibility, reduced traffic dominance and a high quality public realm, including Legible London way-finding.

### Sydenham

Measures include: footway widening, better crossings, improved cycle facilities and 'pocket' squares. Realigned crossings and new managed loading and parking provision.

### Hornchurch town centre

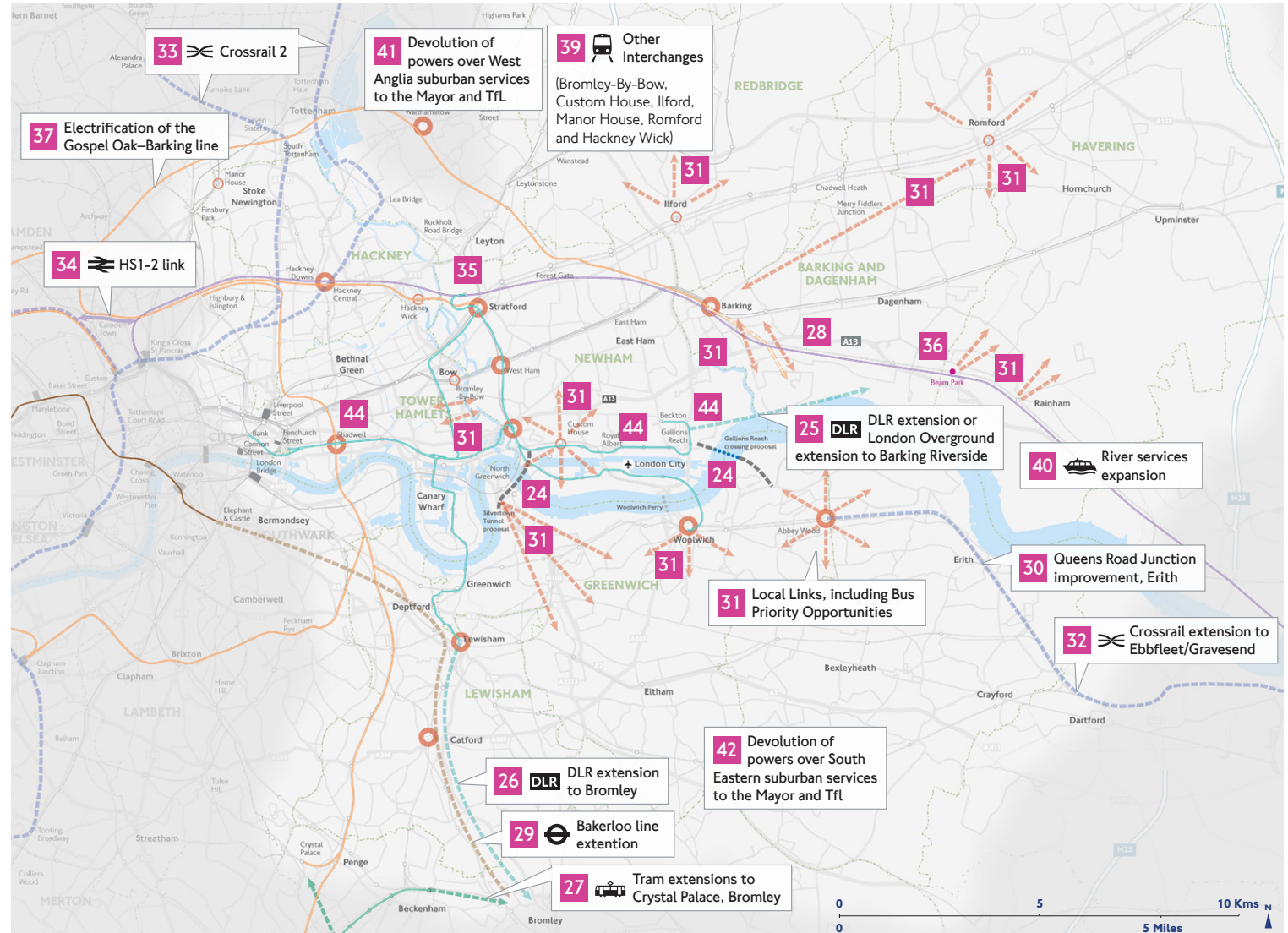
Improved town centre connections for pedestrians, localised widening of footpaths and implementation of a central median strip within a 20mph speed zone. Re-aligned crossings, better lighting, street furniture de-cluttering and a way-finding strategy. Cycling provision, bus stop accessibility and tree planting are also part of the scheme.

### Bexleyheath town centre – Phase I

Creation of new shared space areas, removal of traffic signals, new paving, street furniture and lighting.

# Future opportunities

Many challenges in the sub-region will still remain after the committed initiatives set out in the TfL Business Plan are implemented. More can still be done to support continued economic growth; deliver a better quality of life; improve access to opportunities; reduce transport's contribution to climate change; and improve safety and security, both within the sub-region and more widely for London as a whole.



Future opportunities

- 24 ■■■ Proposed River Crossings Package
- 25 ■■■ DLR extension or London Overground extension to Barking Riverside
- 26 ■■■ DLR extension to Bromley
- 27 ■■■ Tram extensions to Crystal Palace, Bromley
- 28 ■■■ A13 Renwick Road and Lodge Avenue
- 29 ■■■ Bakerloo line extension
- 30 ■■■ Queens Road Junction improvement, Erith
- 31 ■■■ Local Links, including Bus Priority Opportunities
- 32 ■■■ Crossrail extension to Ebbsfleet/Gravesend
- 33 ■■■ Crossrail 2
- 34 ■■■ HS1-2 link
- 35 ■■■ Stratford International Station – regional/international Interchange
- 36 ●■■ Beam Park station
- 37 ■■■ Electrification of the Gospel Oak–Barking line
- 38 ○■■ Strategic interchanges
- 39 ○■■ Other interchanges
- 40 ■■■ River services expansion
- 41 ■■■ Devolution of powers over West Anglia suburban services to the Mayor and TfL
- 42 ■■■ Devolution of powers over South Eastern suburban services to the Mayor and TfL
- 43 ■■■ Crossrail Integration Projects
- 44 ■■■ DLR Station Upgrades

- + Other London-wide projects
  - Improvements to the road network following the outcomes of the Roads Task Force
  - Beyond the committed step-free access programme there are others identified. For a complete list please refer to TfL’s Accessibility Implementation Plan
  - Continual review of the bus network
  - Potential schemes to improve air quality
  - Behaviour change measures – Potential opportunities to improve the sustainability of freight and servicing
  - Implementing the Mayor’s Vision for Cycling in London

River crossings package

The River crossings package is designed to address some of the biggest problems affecting the roads of east and south east London, including the unreliability and congestion experienced at the Blackwall Tunnel, and the impending life expiry of the existing Woolwich Ferry infrastructure. The package also seeks to improve connectivity between the Royal Docks and Thamesmead.

Resolving these issues would bring significant benefits to the sub-region, both north and south of the River Thames, by helping to tackle the most significant causes of congestion and unreliability on the road network and reducing journey distances. These impacts would in turn facilitate economic growth and regeneration.

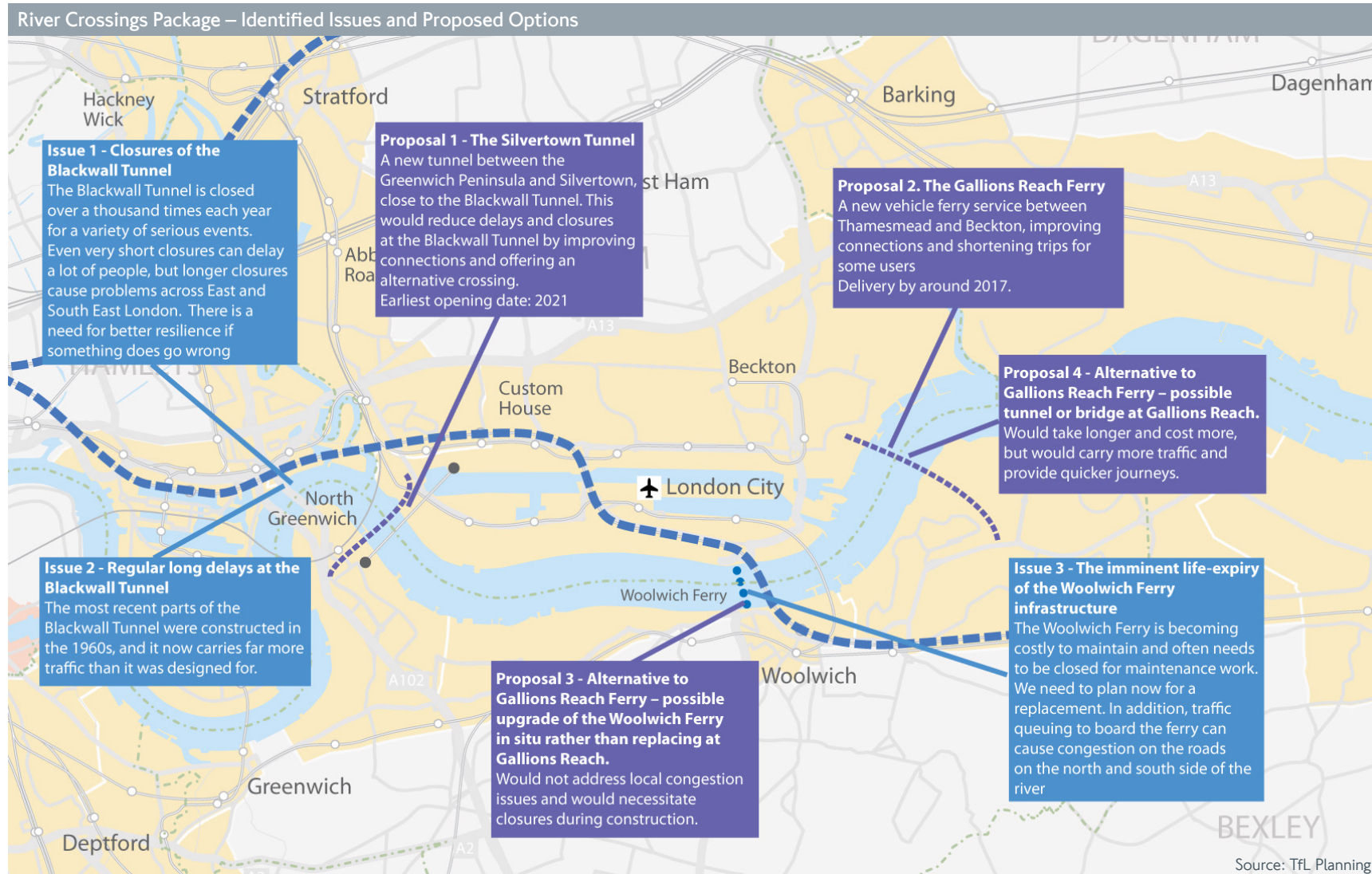
TIn February 2012 TfL consulted on the principle of the Gallions Reach Ferry and Silvertown Tunnel proposals. Most respondents agreed there was a need to improve river crossings, and there was support for

both options presented. A number of respondents suggested TfL should look at alternatives (Options 3 and 4 outlined overleaf).

TfL consulted again on river crossings from October 2012 to February 2013, seeking views once again on the Silvertown Tunnel and Gallions Reach Ferry schemes, but also asking respondents to give their opinions on alternatives including a rebuilt Woolwich Ferry, and bridge or tunnel at Gallions Reach (either following a ferry in that location, or as an alternative to a ferry there). The recent consultation also sought views on the use of tolling as a means of providing funding for the proposals and managing demand.

The responses to the 2013 consultation will inform decisions about which options to progress to formal powers applications. This will allow TfL to further consult on a more detailed set of options or proposals in 2013. This is in addition to the ongoing DfT consultation on options for Lower Thames River Crossings.

## Future opportunities



### Maximising the potential of High Speed2

HS2 will provide faster journey times to key city regions throughout Great Britain including Birmingham, Manchester, Leeds, Newcastle, Glasgow and Edinburgh. With connections into Euston, HS2 will provide a gateway into London with a redesigned Euston station. The TfL HS2 team has been formed to manage the key issues relating to the project and ensure that London benefits from its construction.

A key objective for the sub-regional partnership is for HS1 domestic as well as international services to connect into HS2, and vice versa. Such a connection would have wide-ranging benefits to the sub-region's inter-regional and international connectivity. TfL continues to engage with the DfT to ensure that any connection does not materially impact on the existing and potential for future capacity enhancements on the Overground as well as having sufficient capacity and flexibility to meet the future needs of the UK.

### Stratford International station – regional/international interchange

Stratford International station is currently served by HS1 commuter services, providing high frequency radial connectivity into Kent and central London, together with DLR services towards Beckton and Woolwich. However, it is a key aspiration of the sub-region for international trains to stop at the station in the future to make Stratford, which is already one of the best connected stations in the country, an international gateway for the sub-region.

### Crossrail integration projects

As a complementary measure to maximise the investment of Crossrail, TfL, Crossrail and local authorities are developing urban realm master plans for the environs of stations, for example at Ilford, Romford, and Custom House. While LIP funding is available, not all schemes have funding and project partners are currently investigating funding mechanisms for delivery.

### Crossrail extension to Ebbsfleet/Gravesend

The partnership supports the idea of extending Crossrail from Abbey Wood to Ebbsfleet in the future. This would provide an additional access point for HS1, together with strengthening connectivity to North East Bexley and Kent.

### Crossrail 2

Crossrail 2 would provide new connectivity to the sub-region and

central London, as well as relieving congestion at National Rail termini. The line would also reduce crowding on a number of Underground lines and provide enhanced journey times to the West End from the sub-region.

The Mayor has endorsed a programme for 2013, which includes further option refinement, strategic stakeholder engagement, a preferred option and updating of the safeguarding towards the end of 2013.



## Future opportunities

### **Bakerloo line extension**

The Bakerloo line extension is a proposed extension of the London Underground line to south east London from the current terminus at Elephant & Castle.

The extension has the potential to offer capacity relief at Elephant & Castle, while potentially opening up a new access corridor for the London Boroughs of Lewisham and Bromley to central London.

### **DLR extension to Dagenham Dock/London Overground extension to Barking Riverside**

The London Plan safeguards the DLR extension route from Gallions Reach, through the Barking Riverside development (in Barking and Dagenham) to Dagenham Dock Station. TfL is continuing to review connectivity options, including a shorter extension of the DLR and an extension of the Gospel Oak to Barking London Overground line, and is working with stakeholders to unlock the development potential of the London Riverside Opportunity Area.

### **DLR extension to Bromley**

The MTS states that the Mayor, through TfL, and working with key stakeholders, will investigate the feasibility of further capacity and network expansion of the DLR, including south of Lewisham. The Mayor has also made a commitment in his transport manifesto to consider the extension of the DLR to Bromley.

As a result pre-feasibility work has been carried out on options for improving connectivity between Bromley and Canary Wharf, including DLR, London Overground and National Rail. Of these DLR is the current preferred option and as such further work is now ongoing to understand the viability of such an extension.

### **Tramlink extension to Crystal Palace and Bromley**

The MTS states that the Mayor, through TfL, and working with key stakeholders, will investigate the feasibility of providing extra capacity on the Tramlink network and will review potential benefits of

extensions to the system. The Mayor has again made a commitment in his transport manifesto to consider the extension of Tramlink to Crystal Palace, and later, to Bromley.

### **Electrification of the Gospel Oak – Barking line**

London Overground diesel orbital services operate from Barking station to Gospel Oak. There are continuing aspirations to electrify the line if funding could be attained. Benefits to electrifying the line include, but are not limited to, improving both air quality and quality of life for passengers / areas in the vicinity of the railway; addressing capacity bottlenecks and blockades



by providing parallel operational routes; address crowding issues; standardising rolling stock and maintenance; allowing for more efficient operation of freight services; and providing reduced journey times for passengers on the route by enabling new travel opportunities.

### **Devolution of north east and south east Rail Lines**

The Mayor has made proposals to give TfL a greater say in operating some of the National Rail routes in London in order to improve service standards. Train routes wholly or mostly within London would be 'devolved' to TfL, meaning that it would appoint the train operator, not the DfT.

Benefits to passengers would include more reliable services, cleaner and safer stations and more frequent trains on some routes. This would build on the success of operating the devolved orbital London Overground routes since 2007, which has led to significant increases in reliability, customer satisfaction and ridership.

Routes in the north-east and south-east of London, within the sub-region, could be the first to transfer, and could include:

- » Victoria / Charing Cross / Cannon Street - Dartford / Sevenoaks / Orpington / Hayes
- » Liverpool Street / Stratford - Enfield Town / Cheshunt / Hertford East / Chingford

### **DLR Station Upgrades**

Upgrade to DLR stations across the network including upgraded station interchange at Shadwell, together with construction of three car platforms at Gallions Reach and Royal Albert stations.

### **Beam Park station**

A station has been previously proposed on the Essex Thameside line at Beam Park, promoted by the London Borough of Havering. It is proposed to be located on Marsh Way between Dagenham Dock and Rainham Stations. It would serve existing communities as well as new developments in the

nearby A1306 area, and would also improve access into the Strategic Industrial Location in the vicinity.

### **West Anglia Main Line extra capacity**

TfL continues to work with Network Rail and the DfT on the provision of a much-enhanced inner suburban, outer suburban and airport service along the West Anglia Main Line. This would involve four-tracking of some or all of the route between south of Tottenham Hale and Broxbourne junction.

### **Investment in strategic and local roads**

The Roads Strategy, to be published in 2013, will provide an opportunity to consider how investment on local and strategic roads will be undertaken in the future. This will be based on road type characterises developed from case studies which were used to explore conflicts between users. The initial case studies within the East and South East London Sub-region included the A12 and Lower Lea

Valley; the corridor between Canary Wharf and the City; Lewisham & Catford; and A1010 Stoke Newington & Tottenham Hale. It is anticipated that the Strategy will shape major LIP and TLRN schemes going forward.

### **A13 Renwick Road and Lodge Avenue, Barking and Dagenham**

The planning conditions for the Barking Riverside development include a number of improvements to junctions on the A13 to improve access to the development and minimise the impact of the development on local roads. Improvements to the Renwick Road/A13 junction are staged as the development comes forward. In order for the full 10,800 homes to be built the junction at Renwick Road would need to be fully grade separated, allowing all movements. The timing of implementation of these schemes depends on the rate of build out of the Barking Riverside development and identifying funding. The Lodge Avenue Scheme straight replacement of the 2

lane flyover is funded within the DBFO contract for the A13 and is scheduled to take place in 2025.

### **Queen's Road Junction Improvement Scheme, Erith**

The Queens Road Junction Improvements Scheme (QRJI) in Erith is a major infrastructure scheme of both sub-regional and local significance. This junction on the A206 South Thames Development Route, is a bottleneck and an acknowledged barrier to growth in development and employment in the north of Bexley and beyond. It includes providing a new road bridge over the North Kent Line which could provide extra lanes for traffic and significantly reduce congestion at this key junction. Delivering the QRJI scheme could contribute to the creation of more commercially viable and attractive development schemes providing a crucial uplift where it is most needed both in Erith itself and in the major growth area of Belvedere, including the Bexley Riverside Opportunity Area to the north west.

## Future opportunities

### River services expansion

There is potential to use the River Thames to a greater extent in the sub-region, linking in with development and growth as it comes forward. A number of sites have been identified which could benefit from new piers and river services, for instance at Barking Riverside.

### Bus Services and Infrastructure

Services will continue to respond to changes in demand (for example those arising from rail schemes and from changes in land use) within available funding. Inner London residents make more use of buses for their trips than any other mode of public transport. Hence, bus priority measures, well located terminals and direct bus access to key destinations are also essential. Protection and enhancement of bus infrastructure is being sought in development/masterplanning.

### Local Links, including Bus Priority Opportunities

One of the biggest challenges for the sub-region is to improve local connectivity throughout the wider sub-region, together with maximising the investment that is ongoing for projects such as Crossrail. Through working with the Partnership, together with parallel programmes such as OAPFs, a number of key local link opportunities have been identified which warrant further investigation in the future. These include, but are not limited to, links from:

- » Crossrail stations to the wider Boroughs and the sub-region;
- » Custom House interchange to the wider Royal Docks and Newham;
- » Barking to the Royal Docks;
- » Greenwich Peninsula into the wider borough;
- » Intra-Opportunity Areas local connectivity, e.g. London Riverside

- » Dagenham Dock and Rainham stations, together with the proposed station at Beam Park, to the wider Borough;
- » Abbey Wood to the wider Borough, such as Bexleyheath, and Opportunity Areas, such as Thamesmead and Bexley Riverside.





### Addressing the sub-regional priorities in 2013/14

Despite ongoing investment in the sub-region, many challenges still remain and more needs to be done in order to support continued economic growth; deliver a better quality of life and support wider convergence; improve access to opportunities; reduce transport's contribution to climate change; and improve safety and security – both within the sub-region and more widely for London as a whole.

The ESEL has the opportunity to continue to understand and address these challenges by working together to implement pilot studies and undertake research over the following year. The draft priorities for the sub-region for 2013/14 include:

#### 2013/14 draft priority work areas

- Continuing to support investment for jobs and homes in Opportunity Areas;
- Physical Activity Through Sustainable Transport Approaches (PASTA) – Linking health and transport to encourage active mobility, enhanced quality of life and a better environment;
- Improving health and inequality throughout the sub-region, including through PASTA, the sub-regional cycling strategy, walking and air quality initiatives; and
- Investing in area, corridor and junction studies to address challenges on the road network.



# Funding

In December 2012 TfL published its Business Plan (<http://www.tfl.gov.uk/corporate/about-tfl/investorrelations/1462.aspx>), setting out its plans for investment over the coming decade. Subject to government funding, the investment in the plan will continue to support the delivery of the MTS, unlocking economic growth through increased capacity and connectivity as well as achieving wider aims to improve Londoners' quality of life.

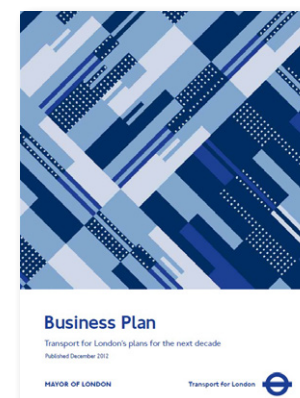
TfL and the boroughs work together to implement LIP schemes and projects outlined in the MTS. The 2013/14 TfL LIP funding allocations for the east and south east London sub-region are shown in the following table.

## Match funding

The gap between what is assumed to be funded and what is required widens over time. The importance of working in partnership with businesses, Business Improvement Districts (BIDs) and other third parties is critical to securing match funding and to maximise delivery.

Potential funding sources may include:

- » TfL LIP programme
- » TfL Sub regional pilot funding
- » Local Enterprise Partnership (LEP) funding
- » Mayor's Growth Fund
- » Borough funding
- » BID funding
- » Clean Air Fund 2
- » Road strategy
- » S106 Community Infrastructure Levy
- » Other further funding sources



## 2013/14 LIP Funding Allocations

Borough	Corridors, neighbourhoods and Supporting measures (£,000)	Principal road maintenance (£,000)	Local transport funding (£,000)	Major schemes funding (£,000)	Total (£,000)
Barking & Dagenham	1,636	383	100	-	2,119
Bexley	1,949	934	100	1,500	4,483
Bromley	2,771	764	100	2,000	5,635
Greenwich	2,573	563	100	-	3,236
Hackney	2,202	243	100	-	2,545
Havering	2,432	388	100	740	3,660
Lewisham	2,644	308	100	780	3,832
Newham	2,271	663	100	-	3,034
Redbridge	2,413	431	100	1,212	4,156
Tower Hamlets	2,464	332	100	700	3,596
Waltham Forest	2,190	491	100	120	2,901

---

## **Appendix A:**

East and south east London Sub-regional Implementation Summary

---

# East and south east London Sub-regional Implementation Summary

Scheme	Challenges	Completed 2012/13	Completion 2013/20	Completion Post 2020
2012 Olympic and Paralympic associated infrastructure		●		
River Crossings – Emirates Air Line		●		
Victoria Line Upgrade		●		
London Overground Extension		●		
Ongoing Review of the Bus Network		●	●	●
Step Free Access Programme		●	●	●
Wi-Fi provision at stations		●		
Pedestrian countdown roll out		●	●	
Legible London		●	●	
Barclays Cycle Hire East Expansion		●		
Quietways and Greenways		●	●	
Crossrail			●	
District Line Trains			●	
Hammersmith & City Line Trains			●	
London Overground rolling stock and service increase			●	
DLR Double Tracking Pudding Mill Lane			●	
National Rail Enhancements			●	●
River pier upgrades and increased services			●	
Contactless ticketing			●	
New bus for London			●	
2-way bus operation of Eastway, Hackney Wick			●	
ELT 1b			●	
Implementing the Mayor's Vision for Cycling in London			●	●
Tottenham Hale Gyratory			●	
Lea Bridge Station			●	
River Crossings – Silvertown Tunnel				●
River Crossings – Gallions Reach Ferry			●	
River Crossings – Woolwich Ferry Upgrade			●	
River Crossings – Gallions Reach Fixed Link				●

continues on the next page

## Challenges in every sub-region

- Transform the role of cycling and walking in the sub-region
- Help meet the Mayor's CO<sub>2</sub> targets
- Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners

## East and south east London-specific challenges

- Manage highway congestion and public transport crowding and make efficient use of the transport network
- Reduce physical barriers to travel (including proximity to the River Thames in east London) and improve resilience of the transport network
- Ensure that the benefits of existing and funded transport investment are maximised
- Support the efficient movement of goods and encourage sustainable freight movement
- Improve connectivity to, from and within key locations to support existing communities and growth

● Delivered ● Committed ● Opportunity

## East and south east London Sub-regional Implementation Summary

Scheme	Challenges	Completed 2012/13	Completion 2013/20	Completion Post 2020
High Speed 2 (and link with High Speed 1)	      			
Stratford International Station – Regional / International Interchange	      			
Crossrail Integration Projects	      			
Crossrail Extension to Ebbsfleet/Gravesend	      			
Crossrail 2	      			
Bakerloo Line Extension	      			
DLR Extension to Dagenham Dock / London Overground Extension from Barking	     			
DLR Extension to Bromley	     			
Tramlink Extension to Crystal Palace	     			
Tramlink Extension to Bromley	     			
Electrification of the Gospel Oak – Barking Line	     			
Devolution of North East and South East Rail Lines	     			
Beam Park Station	     			
Investment in Strategic and Local Roads	     			
A13 Renwick Road and Lodge Avenue, Barking and Dagenham	     			
Queen’s Road Junction, Bexley	     			
Bus Priority Future Opportunities	     			

---

## **Appendix B:**

East and south east London Sub-regional Plan: Addressing the Challenges

---

# East and south east London

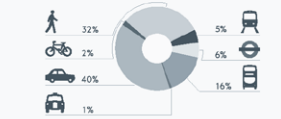
## Sub-Regional Transport Plan: addressing the challenges

2013 update

**Who lives and works in the east and south east sub-region?**  
The east and south east London sub-region consists of the London Boroughs of Barking & Dagenham, Bexley, Greenwich, Hackney, Havering, Lewisham, Newham, Redbridge and Tower Hamlets. They are represented by the East and South East London Transport Partnership, together with the London Boroughs of Bromley, Waltham Forest, Dartford Borough Council and Thurrock Unitary Council.



**How people travel in the east and south east sub-region?**  
Modal share (average day (seven-day week), LTDS 2011/12)



### Challenges and priority work areas

#### Challenges in every sub-region

- Transform the role of cycling and walking in the sub-region
- Help meet the Mayor's CO<sub>2</sub> targets
- Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners

#### East and south east London-specific challenges

- Manage highway congestion and public transport crowding and make efficient use of the transport network
- Reduce physical barriers to travel (including proximity to the River Thames in east London) and improve resilience of the transport network
- Ensure that the benefits of existing and funded transport investment are maximised
- Support the efficient movement of goods and encourage sustainable freight movement
- Improve connectivity to, from and within key locations to support existing communities and growth

#### What are the priority work areas?

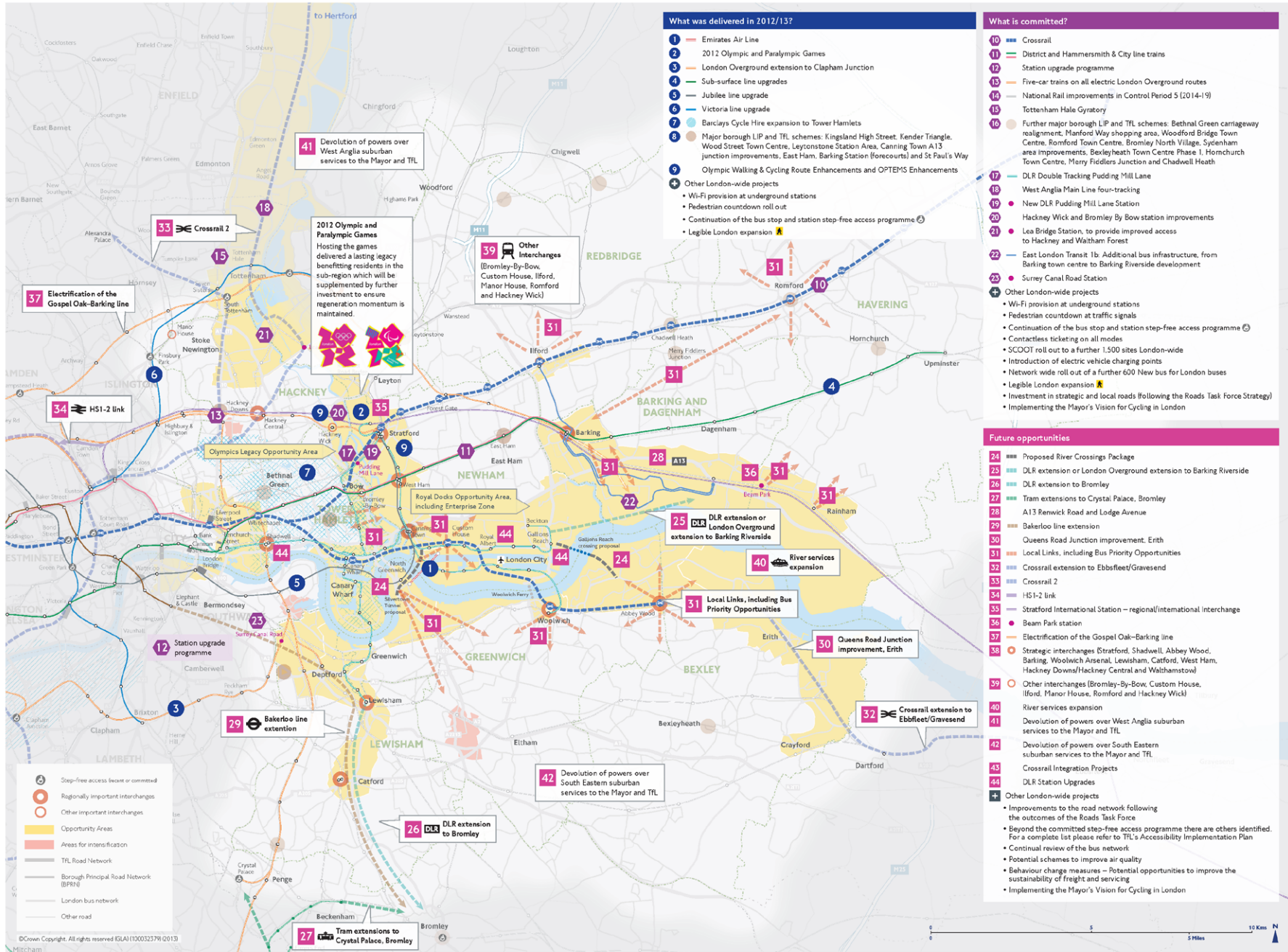
- Olympics Legacy and Convergence
- Transport investment for jobs and homes in opportunity areas
- Investing in area, corridor and junction studies to address challenges on the road network
- Sub-regional cycling strategy to promote increased mode share and investment
- HS1-2 link

#### Opportunity Areas

Accommodating future growth is a key challenge for all sub-regions. This area is forecast to accommodate almost half of the population growth in London, and nearly a quarter of employment growth. As a result, the sub-region is expected to see a 25% increase in the total trips by 2031. Most of this growth will be seen within the 12 Opportunity Areas and two areas for intensification, which account for more than a quarter of the potential land use in the sub-region. Since the last sub-regional update the Olympics Legacy Supplementary Planning Guidance has been published. Development of a joint Borough/GLA/TfL Infrastructure study to support the future development of the Royal Docks has started.

**Further information**  
The east Sub-Regional Transport Plan 2012/13 update provides more detail on the implementation plan for sub-regional projects planned and committed until 2020.

**Contacts**  
Ambassador: Alex Williams (alexwilliams@tfl.gov.uk)  
Sub-regional partners: Julian Sanchez (julians@eset.org.uk)  
TfL Strategic: Julia Bray (jbray@tfl.gov.uk)  
TfL LIP Coordinator: Julie Clark (julied@tfl.gov.uk)  
TfL Engagement: Debbie Canavan (debbiec@tfl.gov.uk)  
TfL Strategic: Carole Davies (caroled@tfl.gov.uk)



- #### What was delivered in 2012/13?
- Emirates Air Line
  - 2012 Olympic and Paralympic Games
  - London Overground extension to Clapham Junction
  - Sub-surface line upgrades
  - Jubilee line upgrade
  - Victoria line upgrade
  - Barclays Cycle Hire expansion to Tower Hamlets
  - Major borough LIP and TfL schemes: Kingsland High Street, Kender Triangle, Wood Street Town Centre, Leytonstone Station Area, Canning Town A13 junction improvements, East Ham, Barking Station (forecourts) and St Paul's Way
  - Olympic Walking & Cycling Route Enhancements and OPTEMS Enhancements
  - Other London-wide projects
    - Wi-Fi provision at underground stations
    - Pedestrian countdown roll out
    - Continuation of the bus stop and station step-free access programme
    - Legible London expansion

- #### What is committed?
- Crossrail
  - District and Hammersmith & City line trains
  - Station upgrade programme
  - Five-car trains on all electric London Overground routes
  - National Rail improvements in Control Period 5 (2014-19)
  - Tottenham Hale Gyrotory
  - Further major borough LIP and TfL schemes: Bethnal Green carriageway realignment, Manor Way shopping area, Woodford Bridge Town Centre, Romford Town Centre, Bromley North Village, Sycamore area improvements, Bexley Heath Town Centre Phase 1, Hornchurch Town Centre, Mary Fiddlers Junction and Chadwell Heath
  - DLR Double Tracking Pudding Mill Lane
  - West Anglia Main Line four-tracking
  - New DLR Pudding Mill Lane Station
  - Hackney Wick and Bromley By Bow station improvements
  - Lea Bridge Station, to provide improved access to Hackney and Waltham Forest
  - East London Transit 1b: Additional bus infrastructure, from Barking town centre to Barking Riverside development
  - Surrey Canal Road Station
  - Other London-wide projects
    - Wi-Fi provision at underground stations
    - Pedestrian countdown at traffic signals
    - Continuation of the bus stop and station step-free access programme
    - Contactless ticketing on all modes
    - SCOOT roll out to a further 1,500 sites London-wide
    - Introduction of electric vehicle charging points
    - Network wide roll out of a further 600 New bus for London buses
    - Legible London expansion
    - Investment in strategic and local roads (following the Roads Task Force Strategy)
    - Implementing the Mayor's Vision for Cycling in London

- #### Future opportunities
- Proposed River Crossings Package
  - DLR extension or London Overground to Barking Riverside
  - DLR extension to Bromley
  - Tram extensions to Crystal Palace, Bromley
  - A13 Renwick Road and Lodge Avenue
  - Bakerloo line extension
  - Queens Road Junction improvement, Erith
  - Local Links, including Bus Priority Opportunities
  - Crossrail extension to Ebbfleet/Gravesend
  - Crossrail 2
  - HS1-2 link
  - Stratford International Station - regional/international interchange
  - Beam Park station
  - Electrification of the Gospel Oak-Barking line
  - Strategic interchanges (Stratford, Shadwell, Abbey Wood, Barking, Woolwich Arsenal, Lewisham, Catford, West Ham, Hackney Downs/Hackney Central and Walthamstow)
  - Other interchanges (Bromley-By-Bow, Custom House, Ilford, Manor House, Romford and Hackney Wick)
  - River services expansion
  - Devolution of powers over West Anglia suburban services to the Mayor and TfL
  - Devolution of powers over South Eastern suburban services to the Mayor and TfL
  - Crossrail Integration Projects
  - DLR Station Upgrades
  - Other London-wide projects
    - Improvements to the road network following the outcomes of the Roads Task Force
    - Beyond the committed step-free access programme there are others identified. For a complete list please refer to TfL's Accessibility Implementation Plan
    - Continual review of the bus network
    - Potential schemes to improve air quality
    - Behaviour change measures - Potential opportunities to improve the sustainability of freight and servicing
    - Implementing the Mayor's Vision for Cycling in London

---

## Appendix C:

Published research and strategies, 2012/2013

---



# Published research and strategies, 2012/2013

The table below lists publications from the past year that document recent travel behaviour data, trends and strategies:

Published Research and Strategies	Accessible from
Accessibility Implementation Plan, 2012	<a href="http://www.tfl.gov.uk/assets/downloads/">http://www.tfl.gov.uk/assets/downloads/</a>
Casualties in Greater London during 2011/12	<a href="http://www.tfl.gov.uk/roadsafety">www.tfl.gov.uk/roadsafety</a>
Clean Air Fund – End of Programme Report, TfL, 2013	<a href="http://www.tfl.gov.uk/assets/downloads/corporate/caf-end-of-programme-report.pdf">http://www.tfl.gov.uk/assets/downloads/corporate/caf-end-of-programme-report.pdf</a>
Collisions and casualties on London's roads 2011/12	<a href="http://www.tfl.gov.uk/roadsafety">www.tfl.gov.uk/roadsafety</a>
Transport planning for healthier lifestyles - a best practice guide, TfL, 2013	<a href="http://www.tfl.gov.uk/businessandpartners/21189.aspx">http://www.tfl.gov.uk/businessandpartners/21189.aspx</a>
Levels of collision risk in Greater London (Issue 13) , 2012	<a href="http://www.tfl.gov.uk/roadsafety">www.tfl.gov.uk/roadsafety</a>
Logistics and Safety Summary Report, 2013	<a href="http://www.tfl.gov.uk/microsites/freight/documents/publications">http://www.tfl.gov.uk/microsites/freight/documents/publications</a>
Olympics Legacy Supplementary Planning Guidance, GLA, 2012	<a href="http://www.london.gov.uk/publication/olympic-legacy-supplementary-planning-guidance">http://www.london.gov.uk/publication/olympic-legacy-supplementary-planning-guidance</a>
Leaving a transport legacy - Olympic and Paralympic Transport Legacy Action Plan, March 2012	<a href="http://www.london.gov.uk/priorities/transport/">http://www.london.gov.uk/priorities/transport/</a>
Pedestrian fatalities in London, 2012	<a href="http://www.tfl.gov.uk/roadsafety">www.tfl.gov.uk/roadsafety</a>
River Action Plan, 2013	
Road Danger Reduction Plan, City of London, adopted January 2013	<a href="http://www.tfl.gov.uk/roadsafety">www.tfl.gov.uk/roadsafety</a>
Safe Roads for London, TfL, 2013	<a href="http://www.tfl.gov.uk/roadsafety">www.tfl.gov.uk/roadsafety</a>
The Mayor's Vision For Cycling In London, An Olympic Legacy For All Londoners, TfL, 2013	<a href="http://www.london.gov.uk/publication/mayors-vision-cycling">http://www.london.gov.uk/publication/mayors-vision-cycling</a>
Travel in London 5, TfL, 2012	<a href="http://www.tfl.gov.uk/corporate/about-tfl/publications">http://www.tfl.gov.uk/corporate/about-tfl/publications</a>
Towards the year 2010: monitoring casualties in Greater London (Issue 11), 2012	<a href="http://www.tfl.gov.uk/roadsafety">www.tfl.gov.uk/roadsafety</a>

## Contact details

Policy & Strategy Unit  
Transport for London  
10<sup>th</sup> Floor,  
Windsor House,  
42-50 Victoria Street,  
London,  
SW1H 0TL

email: [policyandstrategy@tfl.gov.uk](mailto:policyandstrategy@tfl.gov.uk)

[www.tfl.gov.uk](http://www.tfl.gov.uk)

**MAYOR OF LONDON**

Transport for London

