

South London

Sub-regional Transport Plan, 2014 update



Information

All information is current until 31st March 2014

Maps

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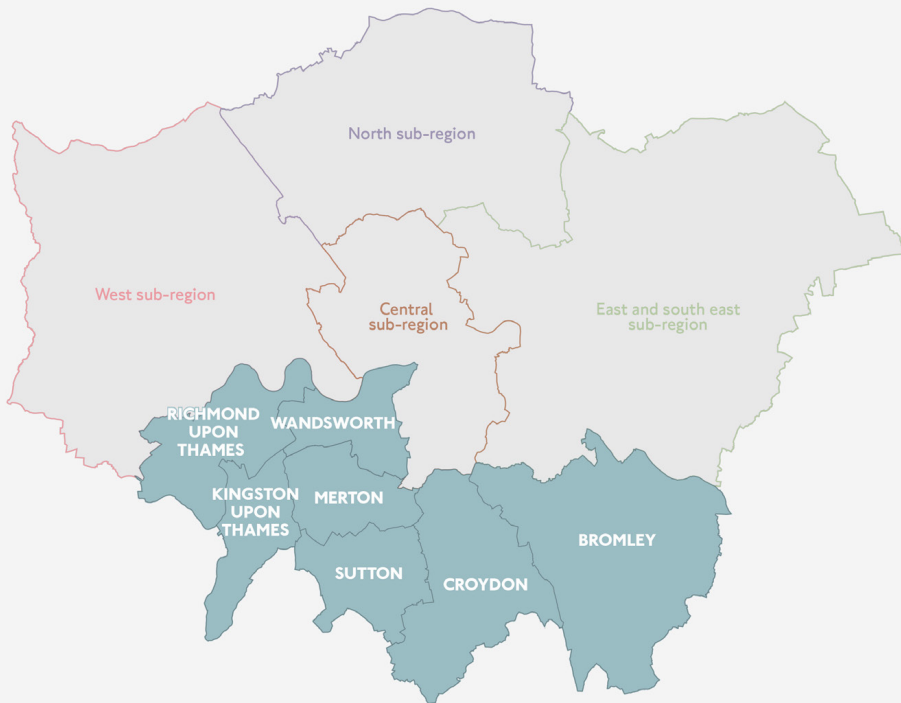
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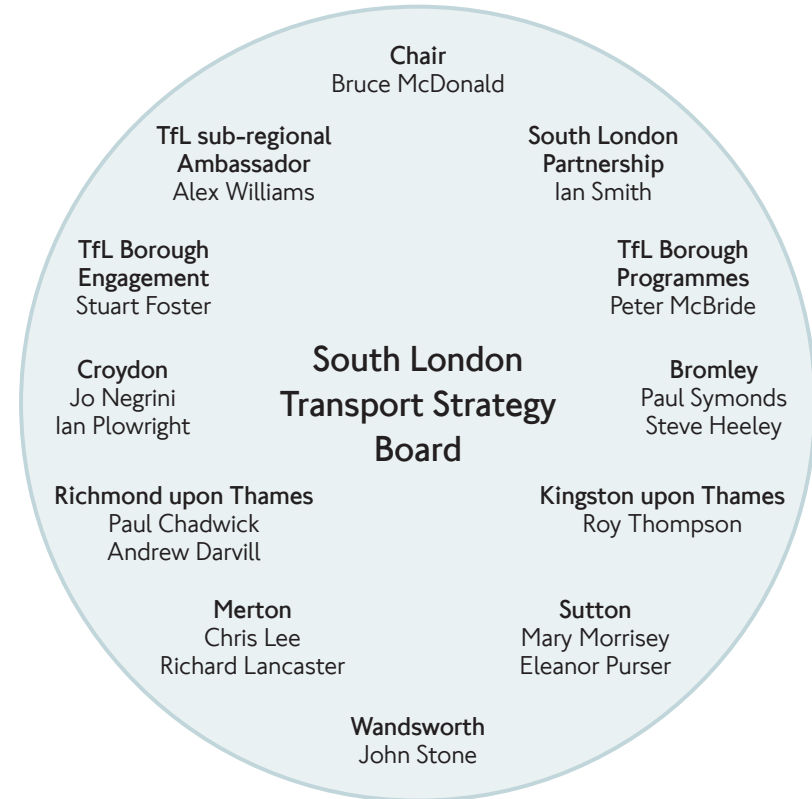
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The south London sub-region

The south London sub-region, represented via the South London Partnership, is composed of the London Boroughs of Bromley, Croydon, Royal Borough of Kingston upon Thames, Merton, Richmond upon Thames, and Sutton.



Board members:



Introduction

The purpose of this south Sub-regional Transport Plan (SRTP) update is to provide information on:

- » Developments over the last 12 months
- » Commitments made in the TfL Business Plan and through Local Implementation Plan (LIP) funding
- » Future opportunities to improve transport and address the remaining challenges

This plan aims to help boroughs with the development of LIPs and other funding opportunities. It will help TfL to develop the priorities for business planning in order to address the medium to longer-term challenges for London and the sub-regions.

The SRTP is accompanied by a poster which provides a snapshot of the challenges, priority areas and opportunities that can be collectively addressed and shows the initiatives that are planned or have been completed in the sub-region.

Publications

Roads Task Force (RTF) Report, July 2013

The RTF report sets out a vision for world-class streets and roads. It provides a road map to ensure London's continued vibrancy and economic growth by tackling the impacts of rapid population growth.

The RTF progress update was published in March 2014.

Safe Streets for London: The Road Safety Action Plan for London, 2013

Safe Streets for London sets a target of a 40 per cent reduction in killed or seriously injured (KSI) casualties by 2020.

Safety Action Plans, Spring 2014

During spring 2014, three focused safety action plans were published:

- » Motorcycle Safety Action Plan
- » Pedestrian Safety Action Plan
- » Updated Cycle Safety Action Plan

Safe London Streets: Our Six Road Safety Commitments, February 2014

TfL have set out six commitments making clear how TfL and their partners will reduce the number of people killed and seriously injured on London's roads by 40 per cent by 2020.

Travel in London (TIL) Report 6, 2013

The TIL report summarises trends relating to travel and transport. This year's topics covered the legacy of the Olympic and Paralympic Games and the monitoring of the RTF vision.

London 2012 Olympic and Paralympic Games: The Transport Legacy, 2013

This report reviews the progress made in embedding the transport legacy and sets out key transport legacy opportunities.

Improving the Health of Londoners: Transport Action Plan, February 2014

TfL's first Health Improvement Plan sets out the main impacts of transport on health, the ways in which TfL is improving health and the 10 actions being taken over the next three years.

Future publications

The **2050 Infrastructure Plan** will set out London's high level infrastructure requirements, together with funding implications for transport, energy, water, waste, telecoms, green infrastructure and social infrastructure.

A draft report for consultation will be published in mid 2014 and a final report in the autumn.

Further Alterations to the London Plan are proposed which include key elements of the Mayor's Vision for Cycling and the RTF report. The Examination in Public for the draft Further Alterations to the London Plan will be in autumn 2014 and a more significant review is expected after the next mayoral election.

Pedestrian Design Guidance

The new Pedestrian Design Guidance will be drafted during the spring and published in summer 2014.

Cycle Design Guidance

The revised London Cycling Design Standards are due to be published for public consultation in summer 2014 and will be finalised later in the year.

Travel in south London

Mode share for cars and motorcycles has remained constant at 46 per cent, which is the highest in London. However, the last year also witnessed a slight increase in public transport mode share.

The sub-region aims to reduce car dependency by strengthening the availability of alternative modes.

Work is under way to reduce public transport crowding and improve connectivity to and within south London. These include proposed extensions to the Northern line, as well as investigating extending the Bakerloo line and Tramlink.

Improvements are already under way on a number of rail lines and include the lengthening of London Overground trains to five cars and further National Rail Improvements to lengthen peak time trains.

The recommendations of the Mayor's Roads Task Force provide direction for making more efficient use of the sub-region's road network for the movement of people and goods, complementing existing works on bridges and junctions to relieve congestion.

Sub-regional mobility forums

An outcome of TfL's Single Equality Scheme 2012/2013 is the creation of sub-regional mobility forums. The forums provide a platform for representatives of TfL, borough and disabled and older people's organisations to discuss strategic accessibility issues.

Last year TfL successfully piloted the forums in the central and south sub-regions and they will now be rolled out to the remaining sub-regions during 2014/15.

Health and travel in London

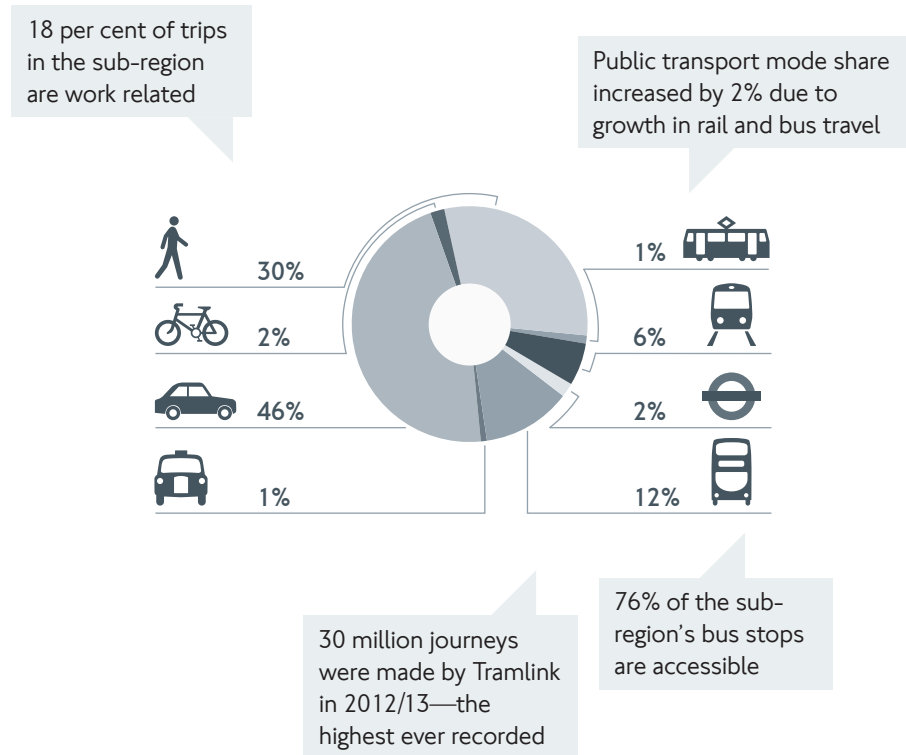
Travel made by modes other than the car provide opportunities for improving the health of Londoners through physical activity, improving air quality, reducing road traffic collisions and noise, and reducing community severance.

For example, additional cycling London-wide is expected to give up to 6,000 extra years of healthy life and £250m of economic health benefits annually.

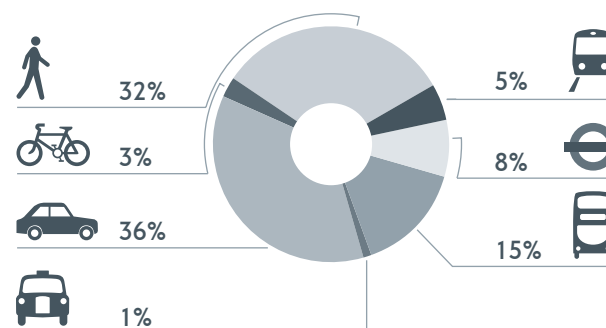
More on health and travel can be found in TfL's Transport Action Plan.



Modal share for London residents in the south London sub-region*



London wide mode share, 2012



Passenger kilometres and journey stages by London Tramlink

	Passenger kilometres (Million)	Journey stages (Million)
2001/02	97	19
2002/03	100	19
2003/04	103	20
2004/05	113	22
2005/06	117	22
2006/07	129	25
2007/08	138	26
2008/09	142	27
2009/10	139	27
2010/11	146	28
2011/12	150	29
2012/13	158	30

* Source: London Travel Demand Survey, 2011/12 (Average day/seven – day week)

Addressing the challenges

When the south sub-regional Transport Plan was first developed in 2010 it helped to translate the MTS goals, challenges and outcomes at a sub-regional level.

It was agreed with boroughs that while all MTS challenges must be considered across London, and addressed locally through LIPs, there were some which would benefit from having a concerted effort at a sub-regional level.

Consequently, the challenges of improving air quality, reducing CO₂ emissions and achieving the targets for – and desired results from – an increase in the mode share of cycling and walking were all identified as challenges for the sub-regions.




In addition, four other challenges were identified and agreed for the south sub-region.

On an individual basis, each south London local authority strives to deliver its responsibilities effectively and efficiently, in a very challenging financial and operational environment in order to address these and other challenges.





However, as a number of key issues are cross-boundary, key priority work areas were agreed for the sub-regions.

While each priority area can be addressed in isolation, the inter-related nature of these issues illustrate why an integrated approach is required. The following sections provide an update on the challenges and priority work areas.










Challenges in every sub-region

-  Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
-  Transform the role of cycling and walking in the sub-region
-  Meet CO₂ targets

South London-specific challenges

-  Reduce public transport crowding
-  Improve access to, from and within key places
-  Improve connectivity (along identified corridors)
-  Reduce highway congestion

What are the priority work areas?

- Implement south London Cycling Charter and develop options for enhancing cycling across the South London  
- Tramlink: development of options for proposed extensions and exploring funding opportunities   
- Rail: exploration of opportunities to improve rail services including devolution and Crossrail 2  
- Investing in area, corridor and junction studies to address challenges on the road network  
- Implementation of Mini-Hollands and Quietways

Supporting growth areas and regeneration

Transport plays a key role in supporting growth and regeneration across the sub-region.

In a climate whereby London's population is growing faster than expected, with the number of residents forecast to be nine million by 2018 and 10 million by the 2030s, the transport network will need to continue to expand to enable new communities to be developed, whilst maximising existing services and addressing key challenges such as deprivation, severance and environmental quality.

The population of south London is forecast to grow by 300,000, a 14 per cent share of the total London population growth over this period.

Since the last update, work has continued on a number of key

growth areas in the sub-region, as summarised in the opposite table.

Growth Fund

The TfL Business Plan and associated investment will deliver significant transport benefits to growth areas, as well as supporting London's growth more widely through projects, such as Crossrail, Tube upgrades and further enhancements to London Overground. However, we identified that targeted transport investment was required to lever additional funding from other sources to address constraints that would otherwise prevent development.

The Growth Fund was therefore established as a £300m allocation, focused on priority areas in which transport improvements are the key to 'unlocking' growth areas.

South London Growth Board

The south London sub-region is at the heart of London's economic growth, with a highly skilled community.

There is a strong shared agenda and a clear set of priorities for directing early investment in south London as a driver for economic growth for both the sub-region and London as a whole. The polycentric nature of south London's centres means that transport infrastructure is central to this investment and a necessary condition for growth.

To help achieve the necessary investment and so realise our ambition to accelerate and deliver economic growth, the partnership has recently established a South London Growth Board.

The Growth Board brings together five of the local authorities, and Bromley to the south-east, with representatives from business and higher education sectors, to work together with the GLA to ensure that new investment can have a swift and significant impact to help strengthen and diversify the economy.

Opportunity Areas and Intensification Areas in south London with recent ongoing activity

Growth Area	2013/14 Update
Croydon	Development Infrastructure Funding study (DIFs) and review of Local Plan / Infrastructure Delivery Plan ongoing into 2014.
Vauxhall, Nine Elms and Battersea	A TWA Order application for the extension of the Northern line through the Opportunity Area went through public inquiry in 2013

Opportunity and Intensification Areas in south sub-region


Vauxhall, Nine Elms and Battersea Opportunity Area
Croydon Opportunity Area
Bromley, Kingston and Sutton major centres for growth

Appendix A includes the strategic transport interventions that have been identified to unlock and support growth within the Opportunity and Intensification areas.

Who lives and works in the south sub-region?


Population
1.7m (2011)
2.0m by 2031


Jobs
705,000 (2011)
780,000 by 2031


Households
710,000 (2011)
830,000 by 2031

Delivering the vision for London's streets and roads

The RTF was established by the Mayor in July 2012 to tackle the challenges facing the Capital's streets and roads.

The RTF report, published in July 2013, sets out a new approach to managing London's streets to enable it to accommodate major population growth and remain one of the world's most vibrant, accessible and attractive cities.

Working with the boroughs, TfL will take forward the RTF's recommendations, including those that relate to the longer-term or to strategic studies.

The priorities for south London include:

- » The development and assessment of a new generation of **travel demand management measures** for outer London to assist in the delivery of key objectives e.g. town centre place-making schemes. This may include encouraging night

time deliveries, smarter travel initiatives, or shifting freight to more sustainable modes.

- » **Understanding the implications of the Roads Task Force street-types** and how they can be implemented to help steer policy and shape specific schemes in different locations.
- » Implementation of **projects** e.g. Better Junctions sites such as the proposed improvements to the Wandsworth town centre gyratory, planned to go to public consultation in winter 2014, and potential innovative trials proposed through the Future Streets Incubator Fund.

Road Task Force south London sub-regional schemes

Connected Croydon scheme to support delivery of transport, traffic and urban realm objectives

Tolworth Broadway traffic and public realm improvements

Improvements for pedestrians, cyclists and traffic capacity at the 'Fiveways' junction

Developing improvements for the Merton High Street / Kingston Road junction; and investigating the potential extension of Cycle Superhighway 7 from Colliers Wood to South Wimbledon

Improving the pedestrian and cycling environment along Richmond Riverside

Safety investigations and improvements at the Rose Hill roundabout

Upgrades to Cycle Superhighway Routes 7 & 8

LIP funding for Principal Road Maintenance

Kingston Mini-Holland



RTF Vision for London

The RTF online interactive map illustrates the location of some of the challenges on London's road network. These represent some of the issues that have been considered by the Roads Task Force in formulating its report entitled 'The vision and direction for London's streets and roads'.

To view map go to:

<http://www.tfl.gov.uk/assets/downloads/corporate/road-network-challenges-map.pdf>

Improving air quality and meeting CO₂ targets

Transport Emissions Action Plan

A Transport Emissions Action Plan has been developed to identify initiatives to help London achieve the Mayor's target to reduce CO₂ and meet EU limit values for air pollutants.

The plan considers the current gap between meeting these targets and considers what can be achieved with committed funding. A summary document will be published in autumn 2014.

Next generation taxis

The Mayor announced in January 2014 that, subject to consultation, all new taxis presented for licensing should be zero emission capable from 2018.

The Mayor and TfL are exploring a number of supporting measures to help the transition to these vehicles.

Mayor's Air Quality Fund

The Mayor's Air Quality Fund will provide up to £6m over the three year period to support local action to improve air quality.

Projects which receive funding include clean air/low emission zones at schools, businesses and hospitals, working with the freight industry and trialling new technologies

Mayor's Air Quality Fund – Initial south sub-regional projects

Pilot and evaluation scheme Wellesley Road	Reducing emissions from Croydon town centre development through the use of Construction Logistics Plans and dust suppressants
Improving air quality and public health in the Beddington Lane industrial area (in LB Sutton) and surrounding commercial area in LB Croydon	Reducing emissions in the Beddington Lane industrial area through a programme of targeted business engagement
Air quality improvement and awareness raising on a large trading estate for borough wide benefit: Willow Lane Trading Estate, Mitcham, Surrey	Business engagement project with employers at the Willow Lane Trading Estate to reduce emissions
Schools campaign across south London boroughs	Raising awareness of air quality issues through programmes at schools in south London
Dissemination of Construction Logistics Plans to the South London Air Quality Cluster Group including Richmond and Kingston	Reducing emissions from Croydon town centre development through the use of Construction Logistics Plans and dust suppressants
Integrated local air quality improvements at construction and industrial sites	Working with construction industry to reduce emissions impact at construction sites across London
Breathe Better Together (BBT), Greater London	Behaviour change engagement programme to encourage more active travel and reduced idling with a particular focus on business engagement

Making south London safer

Road safety continues to be a key priority for the Mayor and TfL.

Fatal casualties were down by 37 per cent and KSIs (killed or seriously injured) were down by 36 per cent in 2013, against the 2005-09 baseline.

Improving the safety of vulnerable road users (VRUs) – those who walk, cycle or ride a motorcycle – is crucial to improving road safety, around 80 per cent of KSI casualties in London in 2013 were VRUs.

These groups experience a higher level of risk. A 40 per cent reduction in KSIs on London's roads by 2020 cannot be achieved without significant progress in reducing casualty numbers among these road users.

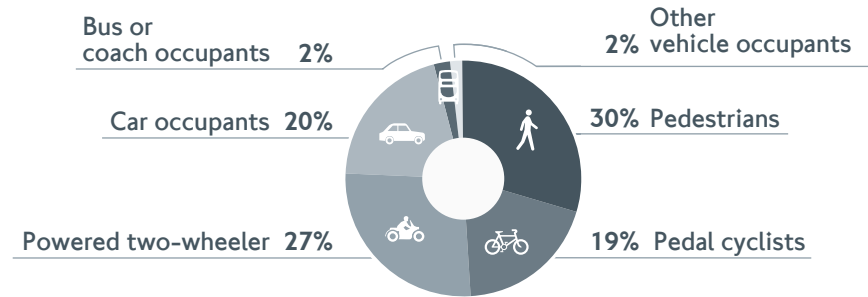
When considering different VRUs within the south sub-region, pedestrian KSIs reduced by 39 per cent and motorcycle and KSIs reduced by 33 per cent.

Cyclist KSI casualties have increased, but this should be seen in the context of a considerable increase in cycling in recent years.

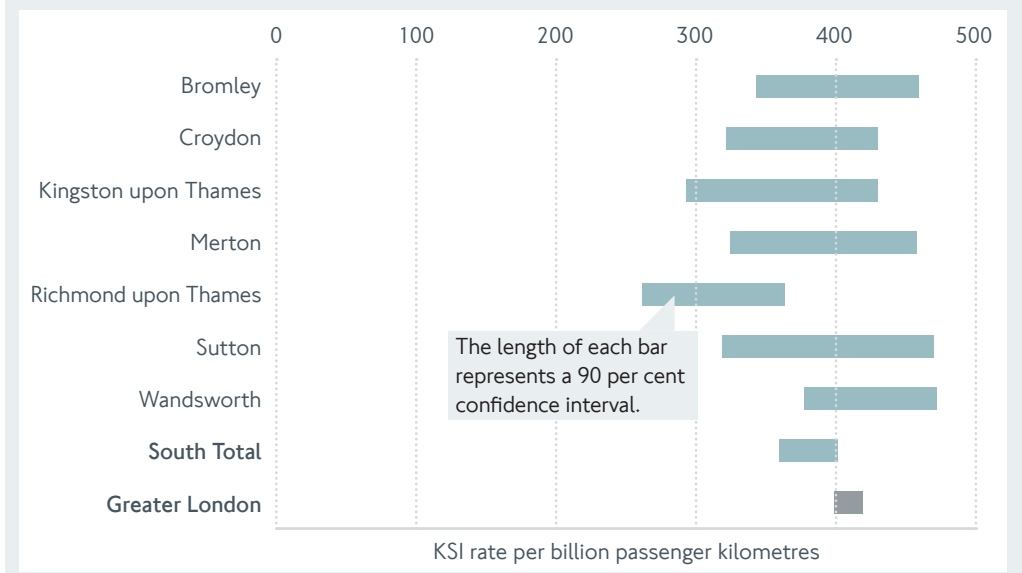
The graph shows KSI risk for VRUs in each of the sub-regional boroughs. Risk was calculated by mode and aggregated, with each mode weighted by its average modal share across all boroughs. This has the effect of normalising the risk levels with respect to mode share, so the difference between boroughs on the graph are those NOT explained by differing modal share. Some boroughs stand out as being above or below average, potentially meriting further investigation.

Trends and progress for these groups will be monitored and reported throughout the period of the Safety Action plan.

Killed or seriously injured casualties for all modes in 2013 – south sub-region



KSI risk by south London boroughs for vulnerable road users after normalisation to account for variation in mode share

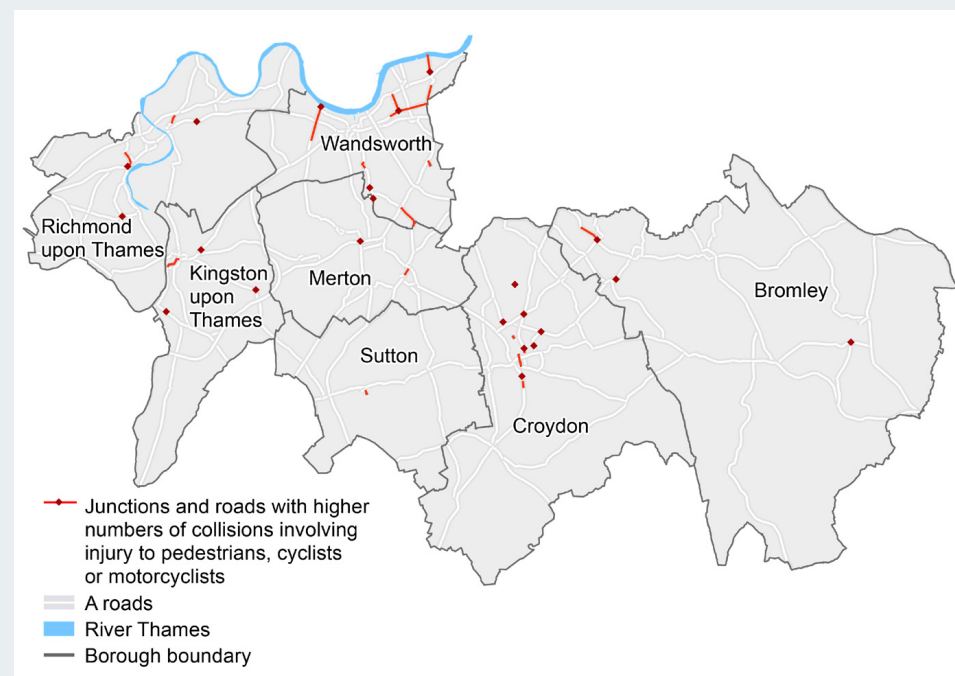


To assist the sub-region to identify locations where VRU collisions are over-represented, TfL has developed Road Safety Priority Lists. The Priority Lists are ordered according to the nodes or links with the largest number of collisions involving injury to a VRU. The map shows the Priority 1 sites (nodes or links) which are locations where VRU collisions are more than two standard deviations from the mean, and are therefore of highest priority. This map is a simplification of the borough road Priority List, a full map and a separate TLRN map are available on request.

Further information

Details of progress towards achieving the 40 per cent reduction in KSI casualties by 2020 and Road Safety Priority Lists can be requested from: DPRoadSafety@tfl.gov.uk.

Junctions and roads in the south London sub-region with higher numbers of collisions involving injury to pedestrians, cyclists or motorcyclists



Transforming the role of cycling

Cycling is a core part of travel in London. Since 2001, the number of cycling journeys on the Capital's main roads has almost tripled.

Every day more than 580,000 cycle trips are made – more journeys than currently on the DLR. It is expected that by 2020 more than one million journeys a day will be made by bike, well above today's ridership on any Tube line.

The Mayor published his Vision for Cycling in March 2013. It sets out how cycling provision will be transformed to support the growing numbers of cyclists across London.

The Mayor's Vision outlines plans to invest more than £900m on cycling over the decade to 2021/22. An extensive network of cycle routes will allow simpler and safer access to and around London and local town centres.

The Cycle Superhighways – a network of radial routes into central London from all around the city – will be expanded.

In addition, there will be a network of Quietways across London that will provide routes for new and inexperienced cyclists. In central London, these will combine with the Superhighways to form a dense network or 'grid.'

More details on the cycle schemes which are to be implemented as part of the Mayor's Vision for Cycling are being announced throughout 2014. Please refer to the TfL website for the latest information.

As part of the vision to improve cycling safety, TfL is working with London boroughs to introduce a Safer Lorry Scheme (SLS) to increase the safety of lorry journeys in London.

Cycle Superhighways

High capacity Superhighways, mostly on main roads, for fast commuters

Quietways

Slightly slower than superhighways but still direct Quietways on pleasant, low-traffic side streets for those wanting a more relaxed journey

Central London Grid

Grid of high quality, high-volume routes, using a combination of Superhighways and Quietways (including EW and NS Cycle Routes)

Mini-Hollands

Three outer London boroughs including the Royal Borough of Kingston are to be transformed into mini-Hollands with up to £30m in funding



Addressing the sub-regional priorities in 2013/14

The south sub-regional partnership continues to address the area's transport challenges by working together to implement pilot studies and undertake research.

The following projects were implemented within or by the south sub-region during 2013/14:

Barclays Cycle Hire expansion and intensification

The south-western expansion of cycle hire, launched in December 2013, sees an additional 2,400 bikes and over 150 docking stations with more than 4,700 docking points added to the scheme.

Barclays Cycle Hire is now available for the first time in Wandsworth, Putney and Battersea.

There has also been intensification of various existing sites across all the other boroughs hosting Barclays Cycle Hire.

Cycle Superhighway (CS) – CS5

CS5 was implemented between New Cross and Oval where it intersects with CS7.

National Rail capacity enhancement

Completion of train lengthening to 10-car on peak Southern services through Balham and Sydenham. Lengthening to 10-car trains is planned on Southwest services between Reading and Waterloo.

Access for All schemes

Implementation of Access for All schemes at Worcester Park, New Malden, Earlsfield and Putney railway stations. This investment removes physical barriers allowing access to National Rail and Overground services.

Tramlink capacity increase

Implementation of £30 million in works to increase frequency of service between Croydon and Wimbledon have commenced and four additional trams will be running by January 2016.

Outer London Fund schemes

Completion of the Outer London Fund schemes at Worcester Park and

Hackbridge. These schemes have invested regeneration funding in local town centres to create more vibrant, pedestrian friendly shopping areas.

20 mph zones

To improve road safety and provide people with greater confidence to walk and cycle, Southwark Council has endorsed 20mph speed limits in the borough. Meanwhile, Lambeth, Merton and Croydon Councils are now exploring a 20 mph limit on streets within their boroughs. Wandsworth Council will implement 20 mph limits locally where desired by residents.

Continuous review of the bus network

TfL's network development process is a continuous activity reflecting the constant change in travel demand. Around 50 changes were made to the bus network in 2013 to increase capacity, including peak time frequency increases, night time frequency increases, conversion to double-deck operation and route extensions.

Sub-surface line upgrades to rolling stock and signalling

Introduction of 80 new trains on the District line in 2014.



Addressing the sub-regional priorities in 2012/13

Major LIP and TFL schemes in 2013/14

A23 Brighton Road junction with Old Lane, Croydon Completed 2013

The recently implemented scheme will improve capacity for bus and traffic movements and reduce congestion at this busy junction, as well as improve the overall experience of using the junction for all road users including cyclists and pedestrians.

A243 Hook Road junction with Elm Road, Kingston Completed 2013

TfL implemented new crossing facilities at the Elm Road junction followed by streetscape improvement works along Hook Parade to improve the footways and overall environment throughout the area.

Tolworth Broadway, Kingston Completed 2013

The scheme was completed in October 2013 and took place on the Strategic Road Network and Transport for London's Road Network (TLRN).

The £3.1m investment included a new shared pedestrian/cycle central reservation (the greenway), fully accessible surface access between the Broadway and the station, enhanced public realm and an improved, safe pedestrian environment.

A23 Streatham High Road, Lambeth Completed 2014

The scheme included the removal of existing raised planters to improve footway accessibility and the introduction of additional street trees, co-ordinated with capital renewals upgrades to carriageway, footway and lighting.

A2 Bricklayers Arms Completed 2013

Landscaping scheme to close off subways and increase surface level pedestrian access across junction

Richmond Station Completed 2013

Scheme to develop the station as a gateway to the town centre. Key interventions have included a new pedestrianised forecourt, new infrastructure for buses and taxis and enhanced pedestrian environment. A total of £1m has been invested via LIP Major Scheme programme.



Investing to improve south London from 2013/14

The following schemes have committed funding from sources including the TfL Business Plan and LIP funding.

Implementing the Cycling Vision

The future Cycle Superhighways, Better Junctions, Mini-Hollands and Quietways, continue to be developed in light of the aspirations and direction set by the Mayor's Vision for Cycling. This also includes improvements to cycle links to central London.

Kingston has been awarded Mini-Holland status. This programme will allocate very high levels of spend to invest in cycling improvements to radically transform the borough.

In Kingston a major cycle hub will be created and the plaza outside Kingston station will be transformed. New high-quality cycling routes will be introduced together with a Thames Riverside Boardway, a landmark project which could see a new cycle boardwalk delivered on the banks of the river.

Pedestrian projects

Pedestrian countdown technology will continue to be rolled out. Further significant expansion of the popular Legible London system is also underway, including schemes in Bromley and Kingston town centres, Balham and Clapham Junction.

In summer 2014 TfL is set to launch trials of world leading "intelligent" pedestrian technology to make crossing the road easier and safer.

This will include the introduction of video camera technology to automatically detect how many pedestrians are waiting at crossings and adjust signal times accordingly.

In addition, TfL is developing a 'call cancel' technology, which can detect when a pedestrian who has pushed the crossing button has either crossed or walked away.

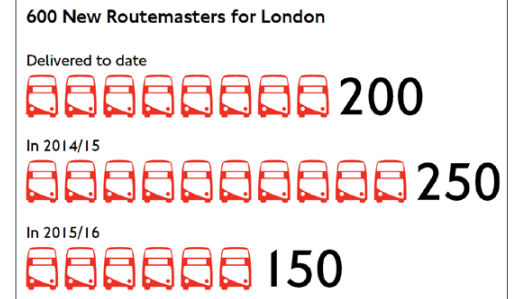
Improved local bus services

As detailed in the TfL Business Plan published in December 2013, services levels are expected to increase by 3 per cent and

demand to increase by 7 per cent over the next seven years. TfL will continue to keep the bus network under regular review to ensure sufficient capacity is provided to serve London's growing population. Engagement with boroughs and other stakeholders will be central to this work.

TfL has been working with borough officers from Croydon in the south sub-region, for example, in progressing the restructuring of services in New Addington to better reflect demand in this area.

Finally, the TfL Business Plan has allocated £200m over the period to 2020/21 for the development and implementation of schemes to give buses new priority at pinch points and along new bus priority corridors serving key growth areas. With around 80 per cent of bus services running on borough-controlled roads, TfL staff will work with borough officers to ensure that this is spent in the most cost-effective way.



TfL bus fleet technology

TfL completed the fitment of selective catalytic reduction (SCR) equipment to 900 buses with Euro 3 engines in March 2014 as part of a £10 million NOx reduction programme jointly funded by the Department for Transport (DfT). This reduced the tailpipe emissions of retrofitted vehicles by up to 88 per cent.

TfL will replace the remaining Euro 3 vehicles by the end of 2015 with new buses fitted with the ultra-low emission Euro 6 engine and exhaust after-treatment system which reduces tailpipe emissions by up to 95 per cent. The two measures combined will result in a 20% NOx reduction from the overall fleet by 2015 compared to 2012 levels.

Investing to improve south London from 2013/14

TfL is tackling climate change through the rapid introduction of hybrid diesel-electric buses to the fleet and through trials of all-electric vehicles. The current 660 hybrid buses are to be increased to 1,700 by 2016 which represents one in five vehicles, and the Mayor aspires to increase this number further so all buses operating in central London harness this technology by 2020.

The first two all-electric buses entered the fleet in December 2013 and will increase to eight in 2014. These will be evaluated in operational service so a strategy can be developed for the wider adoption of zero-emission vehicles in the fleet and for further emissions reduction.

TfL will also be trialling rapid wireless induction charging and the range extended to diesel-electric buses in 2014/15 to understand the added contribution these initiatives can make.

Improving bus stop accessibility

All 8,700 buses are fitted with ramps and to date 74.1 per cent

of bus stops are fully accessible London-wide and this will increase to 95 per cent by 2016. While at present 76 per cent of bus stops are accessible in the south sub-region.

London Overground capacity increase

Overground capacity increase programme is underway and includes the construction of longer platforms and the delivery of an additional 57 carriages by the end of 2015 that will increase the capacity of the service by 25%.

National Rail capacity increases

Measures to increase peak time capacity on National Rail routes include:

- » Additional South Eastern trains increasing capacity by 13% (2014)
- » South Central - Brighton Main line peak time train lengthening to improve capacity by 14% (2014)
- » South Western main line peak time train lengthening to improve

capacity by 10% (2014)

- » West London line train and platform lengthening to eight cars between Croydon and Watford / Milton Keynes (2014).

Access for All Schemes

Implementing Access for All schemes at Grove Park and Twickenham National Rail stations, these works will reduce physical barriers to using the railway.

East Croydon station (2014)

Construction of a new bridge and entrance at the northern end of East Croydon station platforms will provide a second entrance to the station and congestion relief.

Step-free access to Vauxhall Underground station

Installation of a lift is planned to enable step-free access from street to Underground platform. Coupled with recent Network Rail works at Vauxhall National Rail station, a step-free interchange will be provided between all modes.

Completion of the Thameslink Programme (2018)

The Thameslink Programme will increase train capacity on one of Europe's busiest stretches of railway - the Thameslink route north-south through central London.

Night Tube service at weekends on the Northern, Piccadilly, Victoria, Central and Jubilee lines (2015)

A new 24-hour service will be introduced on the Tube at weekends from 2015.

The Night Tube will run initially on the Piccadilly, Victoria, Central and Jubilee lines as well as key sections of the Northern line.

Contactless ticketing expanded to the DLR, London Overground, Trams and Tube

Since the launch of the contactless payments using bank cards in December 2012, over 5 and a half million journeys have been made using contactless payment.

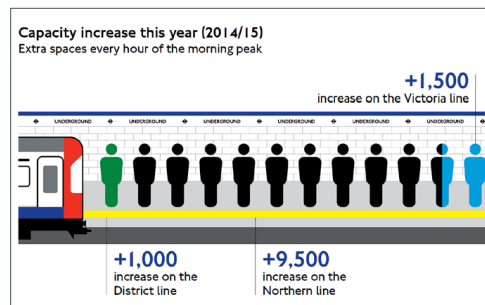
To allow for even faster boarding, a reduction in bottlenecks, and to make it easier for customers to pay for travel, contactless payment has been introduced on bus services and it will be extended for use on the Tube, DLR, Trams and Overground.

Sub-surface line upgrades to rolling stock and signalling

All new trains with air-conditioning and walk-through carriages are expected to be in service in 2016.

To improve accessibility, they will also have wider doors and walkways, lower passenger alarms and a smaller gap between the train and platform.

A signalling upgrade is planned on the District, Metropolitan, Circle and Hammersmith & City



lines, which together make up 40 per cent of our network.

This will enable a more reliable service with increased frequency and capacity.

Northern line signalling improvements

The upgrade of the Northern line is well underway with a new control centre, computerised signalling and automatic train control system all being installed to enable trains to run closer together and at higher speeds.

These improvement works will reduce journey times by 18 per cent and increase capacity by 20 per cent.

Northern line extension (2021)

The Northern line extension is essential to support the transformation of the Vauxhall Nine Elms Battersea Opportunity Area and will significantly improve public transport access to the area, reduce journey times to the West End and the City, bringing relief to crowding on the Victoria and Northern lines and enhance the urban realm.

In April 2013 TfL, as promoter of the Northern line extension, submitted a Transport and Works Act Order for powers to construct and operate the scheme and a public inquiry took place in November and December 2013.

A decision is expected later in 2014 and, should permission be granted, the scheme would be operational by 2021. Further information about it can be found at: tfl.gov.uk/nle

Westfield, Croydon

Planning permission has been granted for a major redevelopment of the Whitgift Shopping Centre in Croydon town centre.

A partnership between Westfield and Hammersons is planning to rebuild the centre with a large new retail, residential and leisure complex with a target opening date of 2018.

The transport impacts of the development will be mitigated by a range of improvements to the bus, tram and highway networks in the area.

To cater for the estimated 27 million shoppers a year, a new tram loop will also be created which delivers increased resilience and capacity to the network and Wellesley Road is set to be transformed into a more attractive place for pedestrians.

Energy efficient street lighting

The energy efficient street lighting programme on the TLRN introduces LED lighting and a central management system (CMS) to control lighting levels according to time, location and traffic flow.

As well as offering considerable energy efficiencies, more than 50 per cent in some cases, LEDs provide better lighting control which reduces light pollution and back-lighting. CMS goes live in summer 2014.

Investing to improve south London from 2013/14

Major LIP and TfL Schemes from 2013 / 14

Connected Croydon – East Croydon interchange (2014)

The project consists of three elements grouped around East Croydon interchange.

1. East Croydon Square: High quality arrival space outside the existing East Croydon Station concourse.
2. Billiton Hill: Rationalised taxi and kiss & ride layout and provision of a new walkway structure adjacent to platform 6 integrating a cycle hub, and giving level access between the existing station concourse and East Croydon footbridge
3. George Street: Tidy up, de-clutter and relocate/merge street furniture. Repave footways with high quality materials. Improve crossing facilities to encourage pedestrians to use southern footway to reduce crowding and support growth.

Colliers Wood Junction improvements (2015)

Working in partnership with Merton Council and the GLA to improve junctions and provision for pedestrians and cyclists, and to generally enhance the urban realm.

Twickenham public realm and town centre enhancements (2015)

Town centre renewal to help revitalise the high street and the retail, business facilities ready for the 2015 Rugby World Cup.

Enhance existing and create new civic spaces. Improve pedestrian facilities with wider footways, better crossings, signing lighting and way finding. Measures to reduce traffic speed, whilst maintaining the flow of traffic. Use of quality materials and street furniture to complement the existing character of the town centre.

Improving access to Sutton station (2015)

The scheme focuses on implementing access and public realm improvements to the station and its environs including the route between the station and the pedestrianised High Street. Measures include public realm and footway improvements around the station, improvements to bus stopping and taxi / pick up parking arrangements at the station, improvements to cycle access to and from the station, together with implementation of Legible London way-finding.

Bromley North Village public realm (2015)

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.

A316 London Road roundabout, Richmond junction improvement scheme (2015)

The project involves improving the junction for cyclists by investigating the introduction of traffic signals to existing roundabout or removal of the roundabout and replace with traffic signals. Preliminary investigations to begin in spring 2014.

A243 Leatherhead Road/Malden Rushett congestion reduction and safety improvement (2015)

A junction improvement scheme at the junction of A243 Leatherhead Road junction with Rushett Lane and Fair Oak Lane to reduce right turning road casualties, improve journey time reliability and introduce new pedestrian crossing facilities by widening single lane junction approaches to two lane approaches. Detailed investigations are in progress.

A24 Tooting Broadway (2016)

To develop a set of measures to address junction safety, upgrade the urban realm, improve pedestrian crossings, removing pedestrian guard-railing, obstruction arising from loading and parking, and to co-ordinate with Wandsworth Council to produce a holistic scheme that extends seamlessly into the adjoining sections of Mitcham Road and Garratt Lane.

A24 Balham High Road – Balham Boulevard (2016)

The concept is to reallocate road space, provide segregated cycle tracks either on or off-carriageway as an upgrade of BCS7, plant more trees where appropriate and to make better use of the available road space for traffic, loading, bus stops, etc.

Mitcham public realm and town centre improvements (2016)

Town centre improvement scheme providing: 1) greater ease of movement from Fair Green to surrounding streets and reduce severance across the town centre; 2) Improved bus operation and interchange, with buses re-introduced to the shopping area; 3) Enhanced public realm and accessibility; 4) Improved cycling accessibility and facilities; 5) Reduced fear of crime on Fair Green through invigorating the public space; 6) Improved use of Fair Green space to the benefit of local market and local community activities; 7) Improved and extended short term parking and servicing provision.

A205 East Sheen streetscape, Richmond (2016)

Feasibility work has commenced, taking on board Richmond's comments, incorporating safety improvements. The scheme is a continuation of the previous improvement scheme west of Sheen Lane.

A232/A233 Keston Mark junction, Bromley congestion reduction and road safety measures (2017)

The scope of the project includes a review of the signal operation to identify how traffic delays can be reduced, including optimisation using the latest technology. Provision of right turn indicative arrows in order to reduce conflicts will be investigated and consideration will be given to minimising the use of the pedestrian all-round phase by, for example, Puffin-style detection of pedestrians at the crossing points.

Vauxhall Cross gyratory and interchange (2018)

To transform Vauxhall into a district centre and the eastern gateway to the Vauxhall Nine Elms Battersea (VNEB) development area whilst retaining good public transport accessibility.

Croydon Fiveways congestion relief (2018)

Options to relieve congestion at a key arterial point of the TLRN. Demand is set to increase on this already congested junction as developments along the A23 and in central Croydon get realised.

Options include an elevated link road to create a continuous A232, or widening of the A23 railway bridge and Epsom Road to allow two way working.

Wandsworth gyratory and town centre traffic reduction (2021)

Transformational scheme to decrease the traffic dominance of the current road network, rejuvenate the town centre and meet local needs rather than of through traffic. This scheme is closely linked to the development of the Ram Brewery site in the town centre.

- » The removal of through traffic from the town centre by re-routing the A3 and A205 South Circular around to the north of the town centre
- » Reduce traffic volume through the town centre by approximately 90%, leaving it free for buses, cyclists and local access traffic only
- » Significantly reduce severance and improve the ambience and environment of the main shopping areas in the town centre by widening footways, allowing informal crossing and reducing traffic-generated noise, pollution and visual intrusion
- » Create a more cycle-friendly environment

Rose Hill gyratory, Sutton safety improvements

The scope of the scheme includes collision reduction, maintaining journey time reliability, improving pedestrian facilities, cycle facilities and urban realm.

Clapham Gateway/Old Town transformation (2014)

Upgrade and renewal of the area around Clapham Old Town and Clapham Common station to address existing problems of pavement clutter, uneven surfaces, pedestrian and bus passenger accessibility, inadequate lighting and street furniture.

Investing to improve south London from 2013/14

A21 Lewisham High Street junction with Courthill Road (2014)

Provision of a signalised pedestrian crossing across Courthill Road and a staggered Toucan crossing across Lewisham High Street (north side). The existing pedestrian crossing across Whitburn Road is also to be converted into a Toucan crossing. In order to facilitate this, the current signal staging is to be altered and the left turn into Courthill Road is to be banned, with traffic instead using Longbridge Way. Banned left & right turns are also to be introduced out of Whitburn Road.

A205 Westhorpe Avenue junction with St Mildreds Road, Baring Road and Burnt Ash Road, Lewisham junction scheme (2014)

Measures include the introduction of a staggered signalised pedestrian crossing across A205 Westhorpe Avenue to the east of Burnt Ash Hill, widening of existing refuge islands on Baring Road and Burnt Ash Hill and widening of carriageway lanes on A205 St Mildred's Road & Westhorpe Avenue to three metres.

A21 Bromley Road, junction with Whitefoot lane (2015)

This scheme will introduce staggered signalised crossings on the north side of Bromley Road and Whitefoot Lane. This will mean all arms of the junction will have signalised crossings to assist pedestrians when navigating across this junction. Also included in the works are carriageway resurfacing & kerb realignments.

Camberwell public realm and town centre enhancements (2015)

Revitalisation of the town centre through improving the sense of place and addressing issues of poor public realm, severance, safety and problems caused by a traffic-dominated environment. Currently in the planning phase to incorporate CS5 and urban realm enhancements.

A23 Brixton town centre (2015)

The scope of the scheme involves introduction of urban realm and safety measures. Feasibility design work has commenced.

A23 Kennington Road/Kennington Lane/Cleaver Street junction scheme (2015)

The Kennington Road/Kennington Lane/Cleaver Street junction will be reconfigured to provide improved cycle crossing facilities.

Elephant and Castle northern roundabout (2016)

Elephant and Castle is the site of one of London's biggest regeneration projects. TfL is working with the GLA, Southwark Council and developers to help transform the area. Initial focus is on the road layout through the area, helping to unlock the potential for improvements to the Tube station and public spaces. Consultation on the design is expected in early Spring 2014.

A100 Tower Bridge Road, Southwark

This scheme will focus on urban realm improvements for a 350m stretch of Tower Bridge Road from Grange Walk in the north to Bricklayers Arms roundabout. It will improve the public realm and establish a 'place' in the triangular area of lane on the Bermondsey Street / Tower Bridge Road junction.

Stockwell gyratory

To make Stockwell a destination place through improvements to the public realm, safer cycling facilities and removal of the gyratory (phase 2). Phase 1 of the improvements (Binfield Rd) is already taking place as part of the borough improvements programme for completion by July 2014 and phase 2 is tied with the Better Junction programme over the next two years.

Tulse Hill gyratory conversion

Conversion to two way working will provide a much better pedestrian and cycle environment to deliver the local vision for the area. Planned for implementation in 2018/19, changes to current road layout will improve local accessibility and quality of life.

Future opportunities

Many challenges in south London will still remain after the committed initiatives set out in the TfL Business Plan and LIP programme 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 south London and more widely for London as a whole.

The following projects can be further explored to work towards addressing the challenges in the south sub-region.

Tramlink - Dingwall loop

A feasibility study is underway with a view to submit a Transport Works Act Order for the delivery of another, smaller, loop within Croydon town centre.

This would allow trams from the east to turn around just before the town centre rather than using the

current route via George Street, Tamworth Road and West Croydon.

The Dingwall loop would provide greater network resilience when the current Whitgift Centre is redeveloped into a larger shopping destination and pedestrian and vehicle traffic increases significantly.

Tramlink extension to Sutton or Crystal Palace

In addition to the committed measures being taken to maximise the performance of



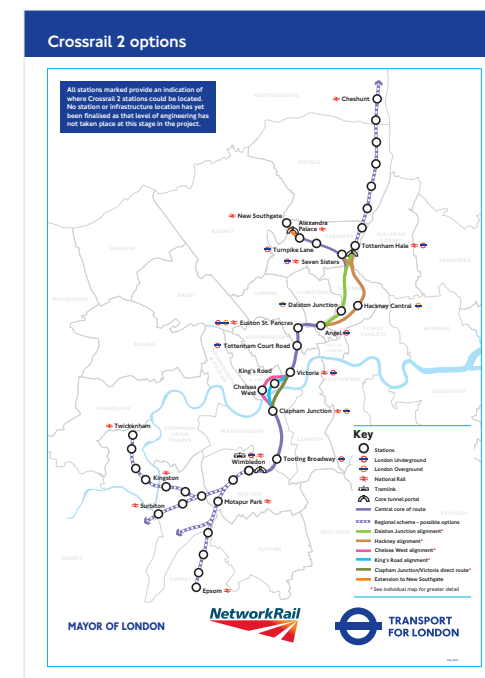
the existing network proposals for two extensions are under consideration: to Crystal Palace, to Sutton via Morden.

TfL is undertaking a feasibility study into the potential extension to Sutton to bring it up to the same level of project development as the Crystal Palace extension. This will enable the projects to be assessed on a comparable basis in future funding rounds.

For both the Crystal Palace and Sutton extensions, work is underway to assess need and development potential along the proposed routes. It is clear that in the current economic climate, any large transport infrastructure project must demonstrate a significant uplift in jobs, homes or other development to prove viable. This piece of work will determine the level of uplift possible along each of the proposed extensions, and examine ways of drawing on this development gain to contribute towards the cost of constructing the extensions.

Crossrail 2

To help address future expected growth, the Mayor's Transport Strategy identifies the need for longer-term additional rail capacity along the north east to south west corridor passing through central London.



Please refer to consultation website: <https://consultations.tfl.gov.uk/crossrail/june-2014/>

Future opportunities

The need for Crossrail 2 is further strengthened by a significant increase predicted in National Rail use on lines into the major London terminals, including the proposed High Speed line (HS2) into Euston.

A route for Crossrail 2 is already safeguarded. TfL is undertaking a review of this safeguarded alignment to identify where possible changes should be made to ensure a route that fully maximises the benefits for London that meets its future needs.

The review has identified two alternatives: the Metro scheme and the Regional scheme. Engineering feasibility advice has already shown that both options are feasible and after undertaking further feasibility work and analysing results from the 2013 consultation, the Regional scheme is the preferred option.

Following on from the positive consultation in 2013, there is a second consultation which focuses on station options along the route alignments. This is running for 6 weeks from June 9th-July 25th 2014.

There are 3 key areas which are being looked at:

- » Two route alignment options north of Angel serving Hackney or Dalston Junction;
- » An alternative option for a possible new station in Chelsea; and
- » A short extension of the route from Alexandra Palace to New Southgate.

The results from this year's consultation will help to form the basis of a safeguarding recommendation to the DfT later in 2014.

Surrey Canal Road station

An intermediate station is proposed on the South London line route of the London Overground between Surrey Quays and Queen's Road Peckham.

This station would increase accessibility to an isolated area and support the regeneration of former industrial land. Potential funding for the station is under discussion to assess the level of development contributions available.

Bakerloo line extension

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

This extension has the potential to improve transport connectivity in south-east London and provide capacity relief to the existing National Rail paths into central London. It could also support development and regeneration at key points along its route.

TfL will be doing further work with boroughs to investigate and test options.

London Overground extension to Bromley

A potential extension of the London Overground network from New Cross to Bromley North has been explored for its potential to support the developing Opportunity Area at Bromley town centre.

A full pre-feasibility study would be required to study this option further,

as well as detailed discussions with Network Rail regarding infrastructure and timetable pathing.

Improving Night bus services

The new 'Night Tube' network will complement existing 24 hour Night bus services, giving passengers an extensive and integrated service throughout the night. When the weekend Tube service is running there are likely to be reduced capacity requirements. TfL will also review connections in the suburbs from the Night Tube network.

Morden town centre regeneration

Merton has proposed a major scheme from 2016/17 to support the regeneration of Morden town centre. During 2013 Merton council worked with TfL to assess viable re-development scenarios. The result is a planning brief intended to attract developer interest and guide proposals that come forward in the future. The council is promoting the complete or partial removal of the town centre gyratory

and extensive public realm and public transport enhancements.

High Path Estate

The development of a masterplan for the comprehensive reconstruction of High Path Estate (adjacent to South Wimbledon Station) is being progressed. Merton council is advancing the inclusion of an unfunded alternative tram alignment to secure future infrastructure capacity.

Airports Commission

Supporting sustainable access to all London’s airports is a key challenge for all sub-regions. TfL will continue to work with the airports via their Transport Forum Steering Groups, together with the boroughs and other organisations, such as Network Rail, to support the Government’s requirements for sustainable aviation whilst mitigating its impacts.

The Airports Commission has been established by the Government

to tackle the UK’s aviation hub capacity shortage. In December 2013 three options were short-listed for Gatwick and Heathrow.

TfL’s Aviation Unit has supported the Mayor in building a robust case for a new hub airport to the east of London and in 2014 will continue work with the Commission to investigate options for a new hub airport. The Commission plans to publish a final recommendation in 2015.

Options to improve rail access to Heathrow from south and south west London

A study into potential connections to the rail network is proposed to enable trains to connect Heathrow Airport with existing rail services from Waterloo station.

20 mph limits

TfL supports the roll-out of 20 mph on borough roads and is trialling 20 mph on some parts of the TLRN, subject to considering the balance with the modal requirements and characteristics of the area.

Next steps

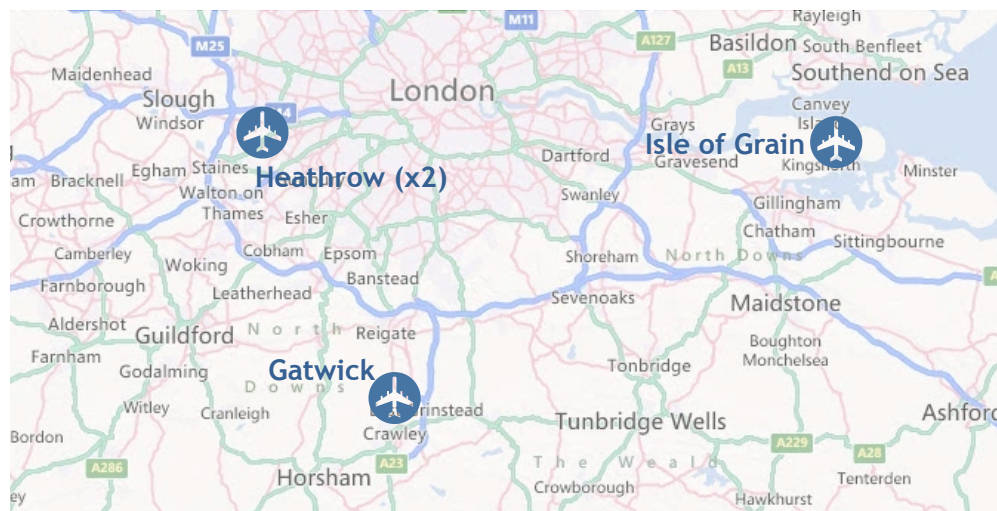
Addressing the sub-regional priorities in 2014/15

The south sub-region partnership has the opportunity to continue to address the sub-regional challenges by working together.

The draft priorities for the south sub-region to address the identified challenges within the south sub-region for 2014/15 include:

2014/15 draft priority work areas

- Cycling development and implementation of cycling vision for south London and revision of Cycling Charter
- Tramlink: development of options for proposed extensions and exploring funding opportunities
- Rail: exploration of opportunities to improve rail services including devolution
- Investing in area, corridor and junction studies to address challenges on the road network
- Improve the quality of urban realm and promote walking



Options for new airport capacity under consideration by the Airports Commission

Funding

In December 2013, TfL published its Business Plan which sets out proposals to deliver the Mayor's Transport Strategy over the coming decade.

The targeted investments outlined in the plan will support economic growth through increased capacity and connectivity, as well as achieving wider aims to improve Londoners' quality of life.

The most recent spending review resulted in a 25 per cent cut to our operational funding from central Government. However, TfL's key role in London's growth is reflected in the protection of our capital grant to 2020/21.

We remain committed to delivering key projects including major Tube line and station improvements, road upgrades and rail capacity increases.

Where necessary we have stopped or reduced the scale of our lower-priority activity, and we are developing commercial third party revenue schemes and innovative solutions to further reduce costs.

We work in partnership with borough councils which we fund through a combination of Local Implementation Plans (LIPs) and project-specific funding for Mayoral and borough priorities, many of which have been described in this plan.

We are working with the boroughs to reduce costs and enable them to do more with LIP funding.

Match funding

The gap between what is assumed to be funded and what is required widens over time within the central sub-region.

The importance of working in partnership with businesses, Business Improvement Districts and other third parties is critical to securing match funding and to maximise delivery.

Potential funding sources for future match funding

- » TfL LIP programme
- » Horizon 2020
- » BID funding
- » Clean Air Fund 2
- » Mayor's Air Quality Fund
- » Local Authority EMAS and Procurement (LEPT)
- » Road Strategy
- » S106
- » Community Infrastructure Levy
- » OLEV

Summary of Funding Allocations 2014/15

Borough	Corridors, neighbourhoods and Supporting measures (£,000)	Principal road maintenance (£,000)	Local transport funding (£,000)	Major schemes funding (£,000)	Borough 3 year Cycling Programme (£,000)
Bromley	2,418	1,002	100	233	497
Croydon	2,713	984	100	2,017	491
Kingston	1,403	500	100	0	515
Lambeth	2,848	496	100	0	712
Lewisham	2,233	365	100	0	656
Merton	1,511	626	100	1,443	387
Richmond	1,687	961	100	2,500	212
Southwark	2,521	545	100	2,000	579
Sutton	1,293	214	100	592	398
Wandsworth	2,547	362	100	0	368
TOTAL	21,174	6,055	1,000	8,785	4,815

For more budget information and a more extensive scheme list refer to the TfL Budget for 2014/15.

Appendix A:

Significant schemes that unlock and facilitate growth

Significant schemes that unlock and facilitate growth

Growth areas within the sub-region	Significant Schemes	Contributes to unlocking and facilitating:	
		Homes	Jobs
Croydon Opportunity Area	<ul style="list-style-type: none"> East Croydon interchange Sub-surface line upgrades to rolling stock and signalling Tramlink Dingwall Road loop Thameslink Programme 	<ul style="list-style-type: none"> 10,000 7,300 (FALP) 	7,500
Lewisham, Catford and New Cross Opportunity Area	<ul style="list-style-type: none"> Bakerloo line extension DLR network capacity enhancements (inc stabling) DLR station upgrades DLR Double Tracking New Surrey Canal Road station 	8,000	6,000
Vauxhall, Nine Elms and Battersea Opportunity Area	<ul style="list-style-type: none"> Increased Victoria line capacity Northern line extension Northern line frequency enhancements Proposed pedestrian and cycle river crossing in Battersea Sub-surface line upgrades to rolling stock and signalling Vauxhall Cross gyratory and interchange better junction Vauxhall station upgrade 	<ul style="list-style-type: none"> 10,000 25,000 (FALP) 	<ul style="list-style-type: none"> 15,000 20,000 (FALP)
South Wimbledon / Colliers Wood Area for Intensification	<ul style="list-style-type: none"> Crossrail 2 (2030) Colliers Wood junction improvements Northern line frequency enhancements Tramlink capacity upgrade (2015) Tramlink extension to Sutton, Crystal Palace and Bromley Northern line frequency enhancements 	1,300	500

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