

Central London

Sub-regional Transport Plan update report, 2012/13



Maps

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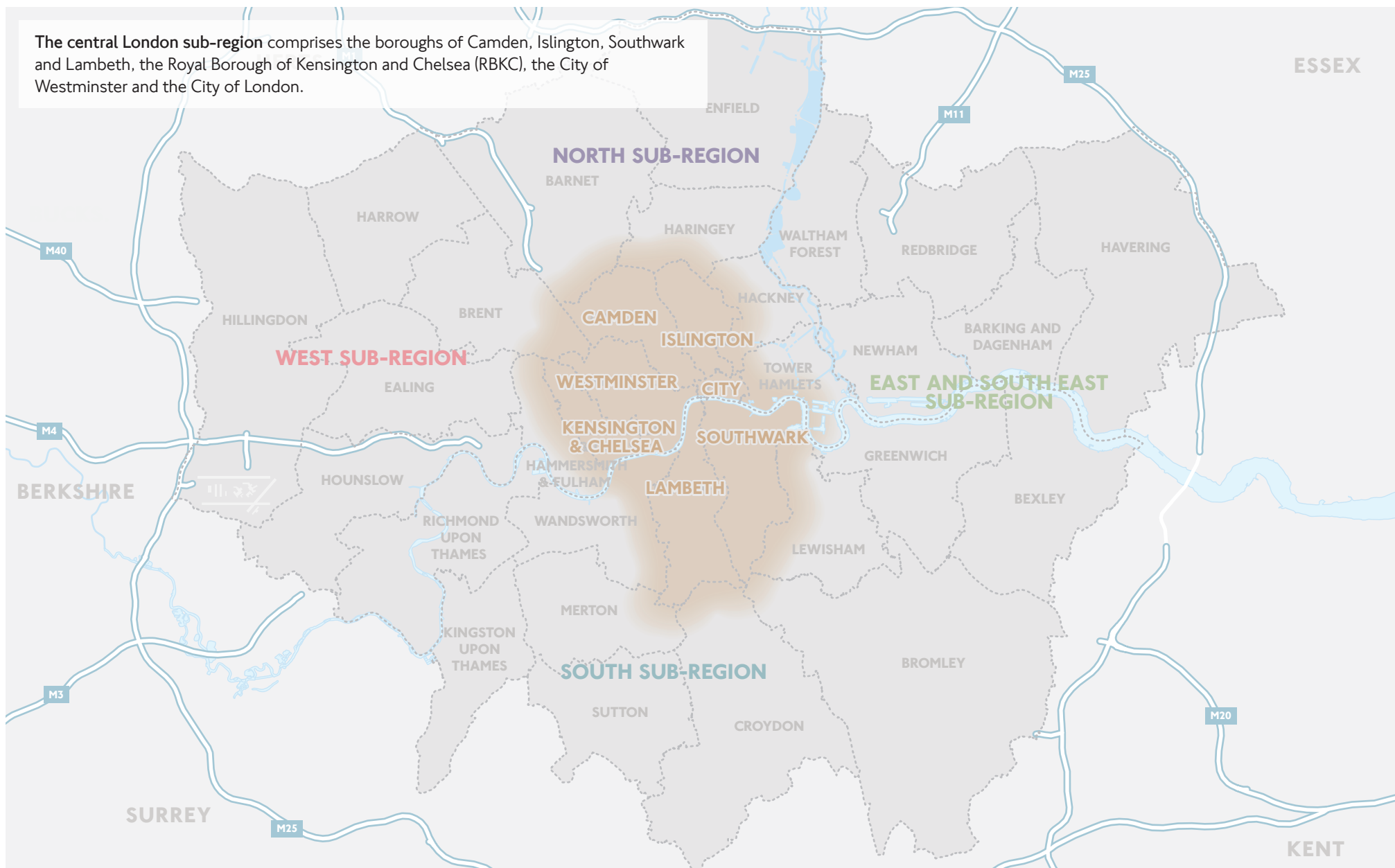
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The central London sub-region comprises the boroughs of Camden, Islington, Southwark and Lambeth, the Royal Borough of Kensington and Chelsea (RBKC), the City of Westminster and the City of London.



Foreword

The last year has been a busy and successful one for transport within London, with the Capital not only responding to the challenges of events such as the Diamond Jubilee and the 2012 Games, but also delivering the local transport improvements necessary for the people who live and work across the city.

I am pleased to see the strategic collaboration continue between Transport for London (TfL), Central London Forward, the central sub-region boroughs and other key stakeholders, such as businesses, Business Improvement Districts and neighbouring authorities, through the sub-regional panel. This is of course complementary to our day-to-day engagement.

The Sub-regional Transport Plan (SRTP) has been updated to showcase work in the central sub-region and to provide a short update on:

- » what has happened over the last 12 months
- » what is committed

- » what future opportunities exist to address the remaining challenges

This annual update will also help boroughs with the development of the 2014 / 15 Local Implementation Plan programmes. In addition, the updated plan will help TfL consider priorities for the business planning process to address the medium to longer term challenges.

The SRTP is accompanied by a map for the central sub-region which provides a useful summary of the update and a snapshot of the challenges, priority work areas and opportunities we can all work together to address over the coming years.

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



Sir Peter Hendy CBE
Transport
Commissioner

At the heart of London, the central sub-region faces some of the most substantial challenges in maintaining London's economic competitiveness, while ensuring it remains an attractive place for residents, businesses and visitors.

Transport underpins London's success and provision of a high quality, integrated and reliable transport network is paramount. From the individual to the organisational level and throughout government, all stakeholders need to work together in maintaining London's enviable qualities. The Central Sub-regional Transport Plan and partnership does just that and this report highlights the key areas and the successes of the last year; for which I congratulate all the individuals and authority officers involved.

Central London's unique position is also reflected in the number of diverse organisations which seek to realise London's

opportunities; from business improvement districts through to the many groups representing the cultural, commercial and retail heart of London. Central London Forward is proud to work with these groups alongside the Greater London Authority and TfL in achieving our goals.

While progress has been made, we cannot rest on our laurels and recognise that more work and investment is required and call on partners who are committed to London to support the local authorities and TfL in ensuring we can address the challenges facing us.



Central London Forward

Councillor Catherine West,
Leader of LB Islington

Central London Forward Chair

Working in partnership

The central sub-region holds regular panel meetings to discuss progress towards addressing the transport challenges and opportunities in the area. These meetings enable parties to share information, news and report on upcoming projects and future policy development. Each meeting is chaired by Alex Williams, ambassador for the sub-region and Director of Borough Partnerships, TfL.

Meetings were held on the following dates this past year:

- » 10 February 2012
- » 28 May 2012
- » 18 September 2012
- » 7 November 2012
- » 3 December 2012
- » 28 January 2013
- » 19 March 2013

Topics covered during 2012/13 included:

- » Roads Task Force
- » Bus network
- » Cycle network
- » Olympic Games/legacy
- » Borough projects
- » Road Safety Action Plan
- » Air quality
- » Northern line extension
- » Crossrail 2
- » Rivers Strategy

Trials and projects were also undertaken as part of the 2012/13 central sub-regional programme to address the sub-regional challenges. These included:

- » Cycle freight prototype project
- » Research into the air quality impact of 20mph zones
- » Taxi rank utilisation project
- » Low emissions directory
- » Research into the removal of gyratories

Panel members:



Panel attendees

Travel in central London

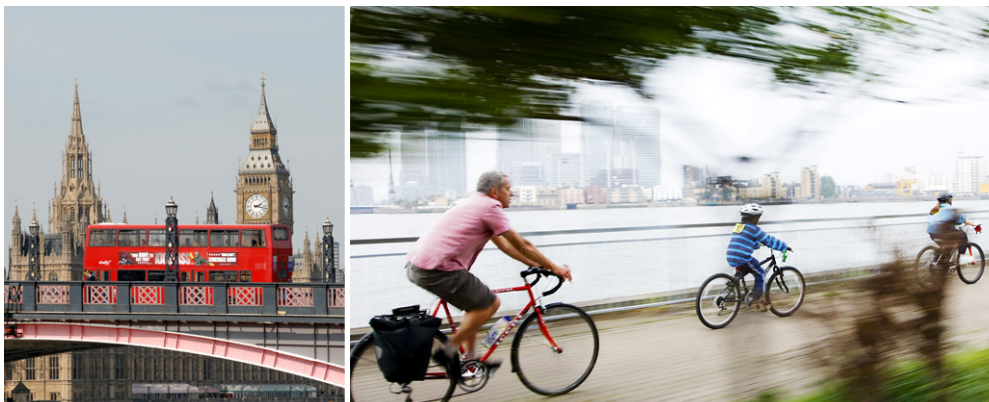
Central London has the highest public transport mode share of any sub-region. However, crowding on these services remains a concern, alongside journey time reliability and capacity at rail stations. Walking remains the most popular method of travel for trips originating in the sub-region and this is complemented by an increase in the number of cycling trips observed.

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

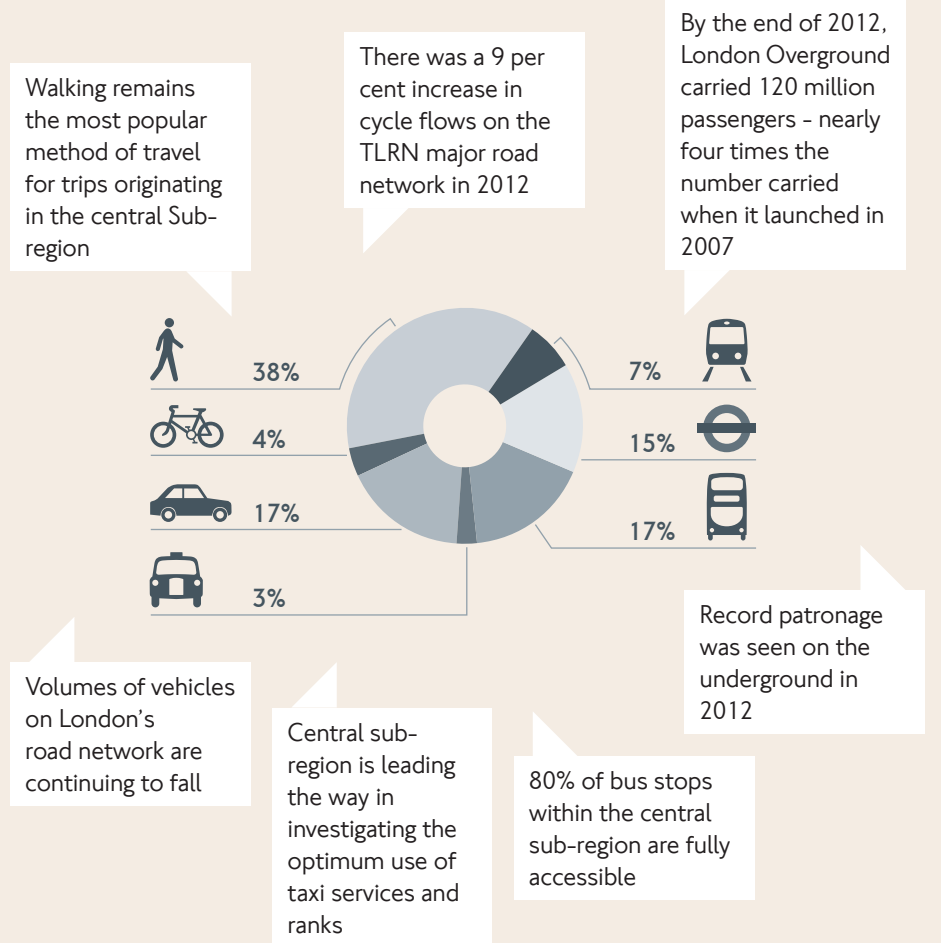
Air quality and carbon dioxide (CO₂) emissions remain a concern across the Capital and it is widely accepted there is a need to transform the role that cycling plays in the everyday movement of Londoners to make London a more 'liveable' city.

In response, the Mayor recently announced his ambition for an Ultra-Low Emission Zone in central London by 2020, which is complemented by an unprecedented level of investment for cycling in the TfL Business Plan.

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



Modal share for London residents in the central sub-region
London Travel Demand Survey, 2011/12 (Average day/seven – day week)



Addressing the challenges

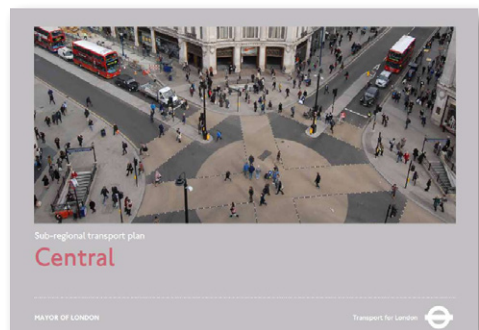
When the Central Sub-regional Transport Plan was first developed in 2010 it helped to translate the MTS goals, challenges and outcomes to a sub-regional level. It was agreed with boroughs that while all MTS challenges must be considered across London, and addressed locally through LIPs, there were some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

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




In addition to these challenges, six challenges were identified and agreed for the central sub-region.

On an individual basis, each central 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 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

-  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

Central London-specific challenges

-  Reduce public transport crowding and improving reliability
-  Support growth areas and regeneration
-  Ensure capacity at rail stations and efficient onward distribution
-  Improve the urban realm and promote walking
-  Manage the different demands on streets
-  Improve air quality

What are the priority work areas?

- Improve air quality and reducing CO₂ emissions
 
- Developing the central sub-region's cycling network
 
- Making the freight network more efficient (four R's: Reroute, Reduce, Retime, Remode)
 
- Investing in area, corridor and junction studies to address challenges on the road network
 
- Making more efficient use of the bus network
 

Supporting growth areas and regeneration

Growth and Regeneration

Almost half of London's employment is based in the central sub-region. The London Plan forecasts an additional 750,000 jobs in the Capital by 2031, with more than half of these expected to be based in the sub-region.

This update to the Sub-regional Transport Plan presents an opportunity to reflect on how the sub-region is accommodating and supporting this growth, both in terms of developing existing communities and creating new ones, while achieving the goals set out in the MTS.

A significant proportion of the growth in the central sub-region is projected to be within the identified 12 Opportunity Areas and four Areas for

Intensification. Since the last update, work has continued on a number of key areas in the sub-region, as summarised below.

Vauxhall, Battersea and Nine Elms

In March 2012, the Mayor adopted a planning framework for the Vauxhall / Nine Elms / Battersea Opportunity Area, which was produced in collaboration with Lambeth and Wandsworth Councils, TfL and English Heritage.

The framework sets out an ambition for around 16,000 new homes and a range of 20,000 - 25,000 jobs. Various proposals already have planning permission or are in the planning process. A strategy board, comprising representatives from

the GLA, Lambeth and Wandsworth Councils and other stakeholders, has been established to guide development in the area.

Elephant and Castle

The Elephant and Castle Opportunity Area Supplementary Planning Document (SPD) was adopted by Cabinet on 20 March 2012. It provides a framework which will guide development over the next 15 years, ensuring that regeneration including 4,000 new homes and 5,000 employment capacity is coordinated and sustainable.

Earl's Court and West Kensington Opportunity Area

RBKC and the London Borough of Hammersmith and Fulham, in partnership with the GLA have produced a joint planning framework to guide future development in the Earl's Court and West Kensington Opportunity Area. The Royal Borough adopted the SPD on the 22 March 2012, which provides for 8,000 new homes and 24,000 employment capacity.



Transport investment unlocks growth areas, such as the proposed scheme for Battersea and Nine Elms

Kings Cross Opportunity Area

In 2006, planning permission was granted for mixed use development to the north of Kings Cross Station, including office space, retail, cafés, bars and restaurants, up to 2,000 new homes, a new university and a range of other leisure, hotel and cultural uses. The development has begun construction and confirmed office occupiers include BNP

London Plan projections for central London sub-region



Population
1.4m

1.6m by 2031



Employment
1.8m

2.0m by 2031



Homes
641,000

768,000 by 2031

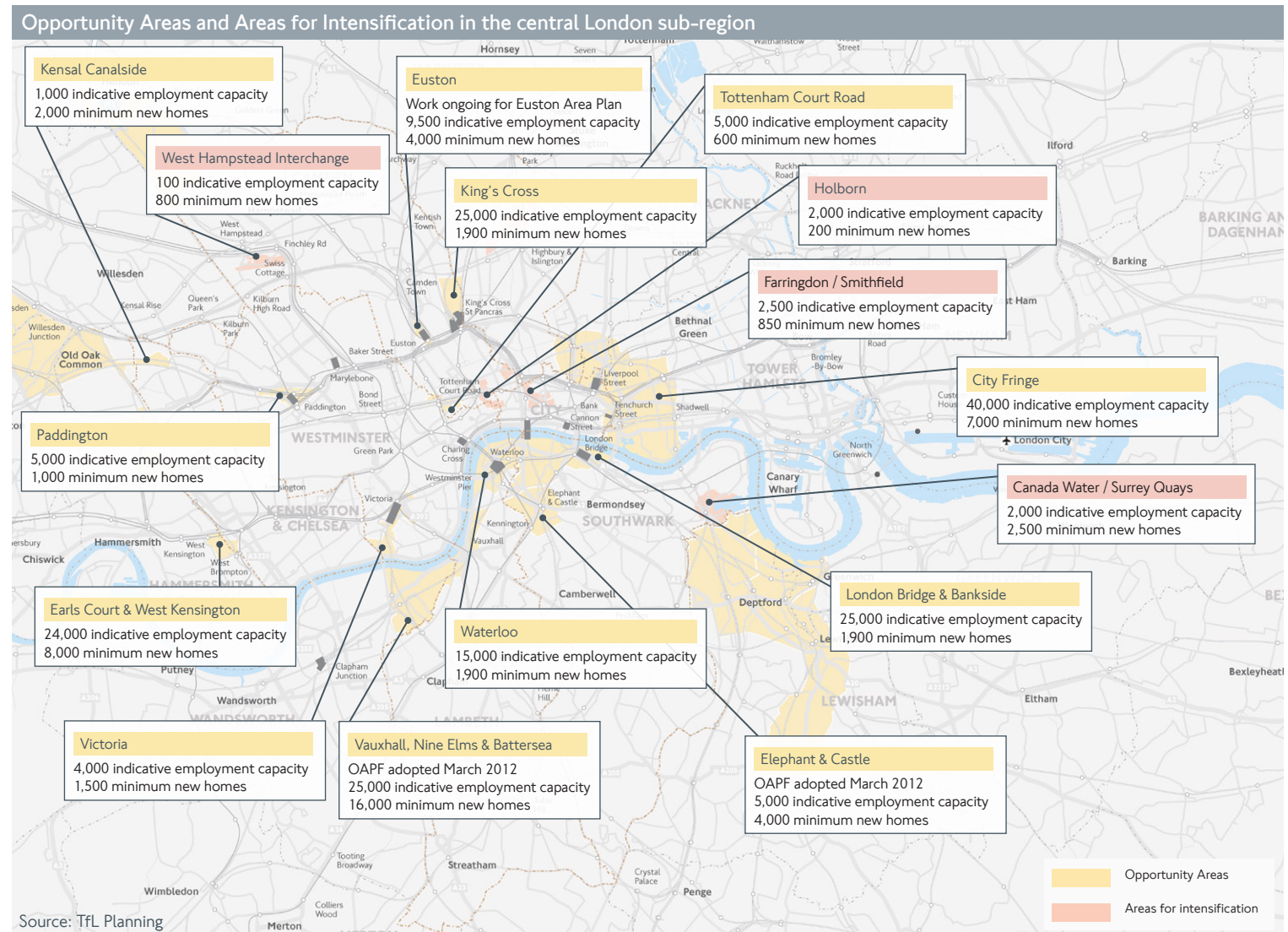
Supporting growth areas and regeneration

Paribas, the London Borough of Camden, Argent and engineering firm Hoare Lea & Partners.

Euston and Park Royal City Opportunity Areas

Euston Opportunity Area Action Plan and Park Royal City Opportunity Area planning frameworks are currently being developed and will detail how the planned growth in the areas can be accommodated.

These areas represent an opportunity to secure improvements that go beyond the station footprint, connecting with communities, local businesses and enhancing employment opportunities by increasing access to public transport and maximising the benefits from regeneration.



Updated Growth Forecasts

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

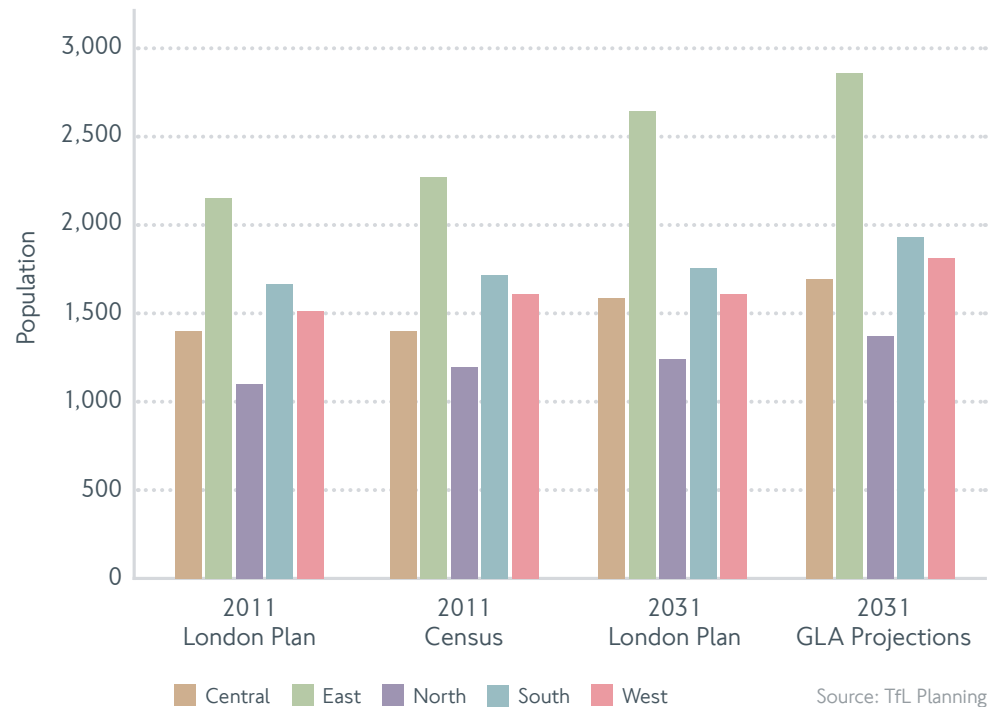
The 2011 London Plan estimated that London’s population would reach 7.8 million by 2011. However, recent population projections taken from the 2011 Census shed new light on the distribution of growth across the sub-regions, with the population now estimated to be more than 8.2 million.

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 growth in the central London sub-region between 2011 and 2031 is even greater than the previous growth projections underlying the London Plan with 280,000 people, which represents 20% of the overall growth in London. There are even higher projections as no housing capacity constraints are included.

Growth Projections in London 2011 and 2031



Supporting growth areas and regeneration

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:

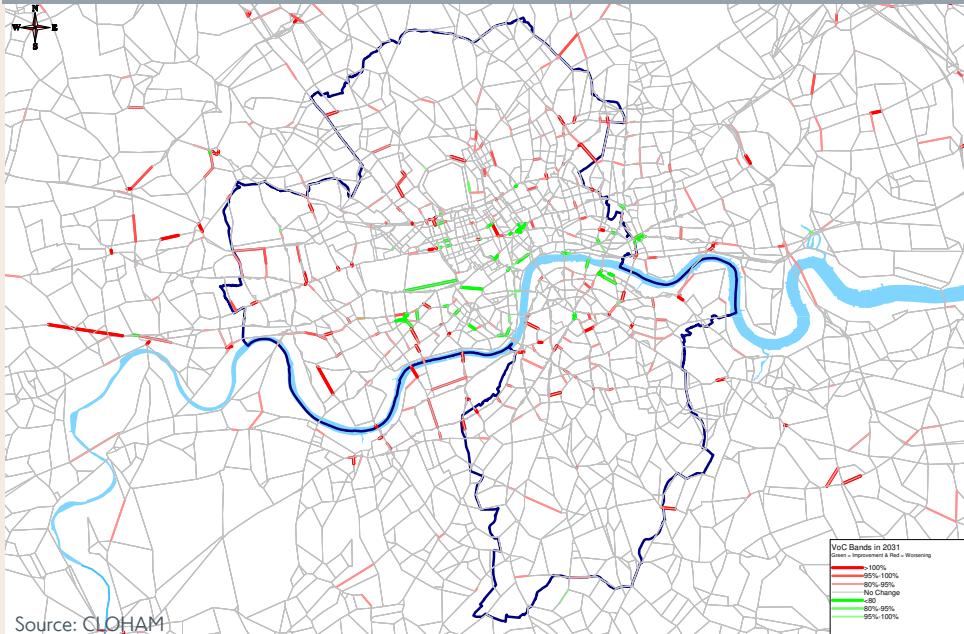
- » Demand modelling, primarily through London Transportation Studies Model, London Land Use Transport Interaction Model and the London Regional Demand Model

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

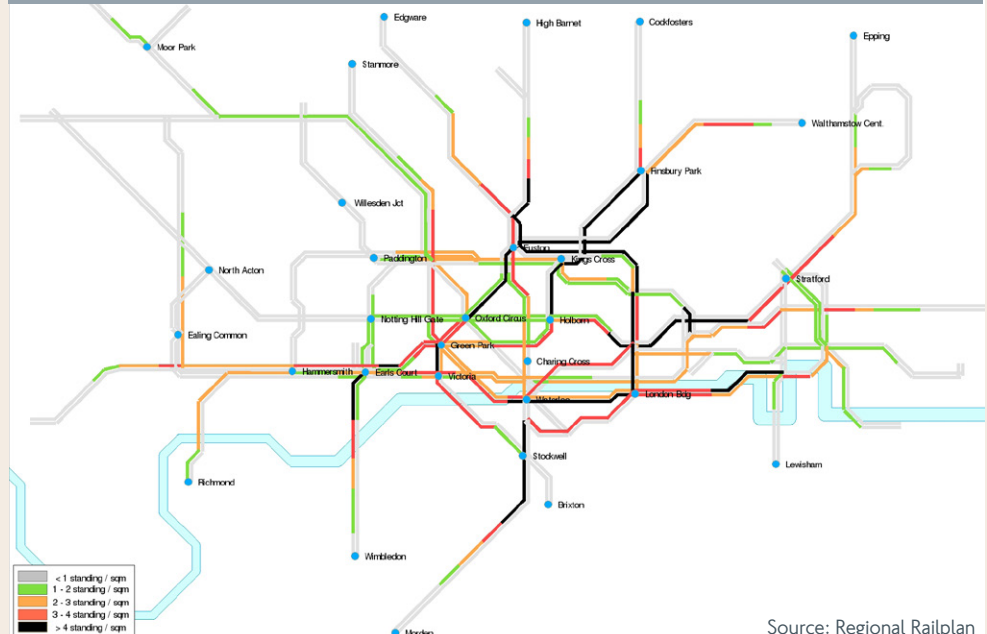
For example, in 2012 uses have included analysis for Euston Area Plan and Northern Line Extension.

For more information please contact:
Alison Cowie, alisoncowie@tfl.gov.uk

Change in Volume over Capacity between 2009 and 2031 in the morning peak



Crowding on the London Underground and DLR network in the morning peak for 2013



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 securing their legacy. The

Olympic and Paralympic Transport Legacy Action Plan, 2012, sets out a number of actions.

Key transport legacy actions include:

- » Building on improved transport capacity and reliability from the Games related new infrastructure by continuing to invest in improvements to support development
- » Better public transport and road network operations – including the 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 (TDM) 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 explore 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.



Improving air quality and reducing CO₂ 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 CO₂ 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 will 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 CO₂ emissions coming from private cars, encouraging uptake of electric vehicles will be among the key measures to reduce CO₂ 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:

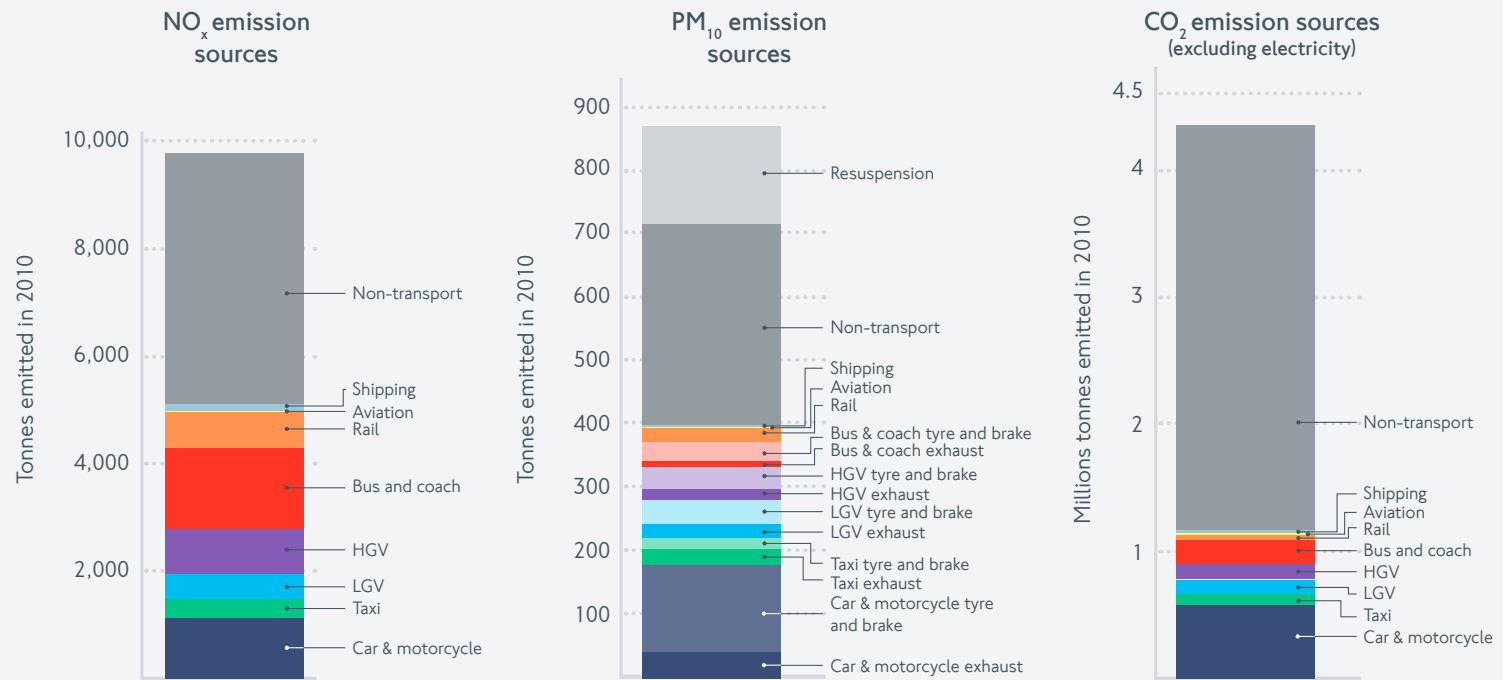
- » Clean Air Zones at schools
- » Business engagement
- » Green infrastructure
- » Clean Air ‘champions’ scheme

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.



Central: NO_x emissions (tonnes)

2008	2010	change
11,479	9,799	-15%

Central: PM₁₀ emissions (tonnes)

2008	2010	change
985	868	-12%

Central: CO₂ emissions (tonnes)

2008	2010	change
4,719,744	4,362,046	-8%

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 roughly 80 per cent of all passenger trips and 90 per cent 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, 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 is accessible online at 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

In 2012 the Mayor consulted on a new Road Safety Action Plan for London, 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.

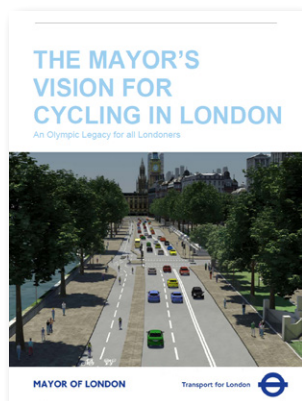


Transforming the role of cycling

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 2016¹. 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 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').

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

Safer streets for the bike

As part of the Better Junctions programme, an initial review of more than 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 Service's 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. 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 second Cycle Safety Action Plan 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 are 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.

More than 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 involved large commercial vehicles.

The 'Exchanging Places' events run by the Metropolitan Police Service's 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 Construction Logistics and Cycle 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.

Central London Freight Quality Partnership













The Central London Freight Quality Partnership brings together the central London boroughs, TfL and a range of major private sector organisations. They have the aim of improving freight operations in central London taking account of business, social and environmental factors.

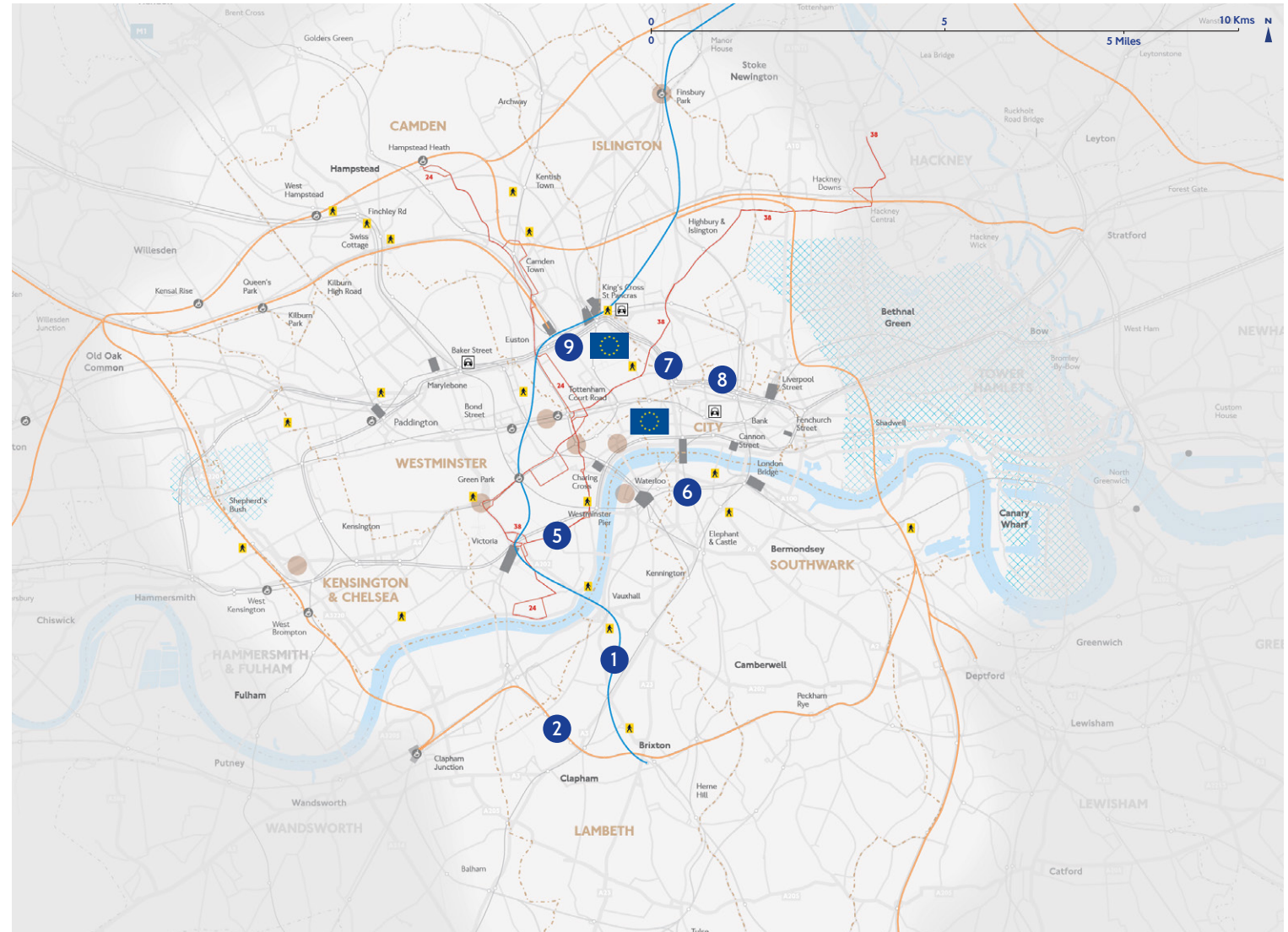


Addressing the sub-regional priorities in 2012/13

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

What was delivered in 2012/13?

- 1  Completion of the Victoria line upgrade, delivering 21 per cent capacity increase
- 2  Completion of the London Overground network (extension from Surrey Quay to Clapham Junction)
- 3  Major borough LIP and TfL schemes
- 4  Barclays Cycle Hire expansion and intensification (eastern extension and intensification)
- 5  New Bus for London (hybrid) prototype vehicles in service on route 38
- 6  Better Junctions review
- 7  GNEWT Cycle freight trial
- 8  Taxi rank trial to review and assess taxi ranks and waiting areas
- 9  European funding projects
- +  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 



The central sub-regional partnership offers the opportunity for TfL and the boroughs to work together to implement pilot studies and undertake research to work towards addressing the sub-regional priorities and challenges.

In 2012/13 the following pilot studies and projects were taken forward by the central sub-regional partnership:

Cycle freight prototype project

The cycle freight prototype project pilot involved Camden Council and

TfL working in partnership with GNEWT to enhance their existing cycle freight and green last mile delivery. The innovative freight pilot developed a prototype vehicle that could see the role of freight in central London replaced by smaller, cleaner vehicles utilising a more efficient delivery system.

The prototype vehicle serves Westminster, City and Camden and the trial will provide data on the number of parcels delivered, energy input, an estimation of air

pollution savings as well as a report of operational issues – particularly those involving the public highway.

Research into the air quality impact of 20mph zones

This 20mph study was led by the City in partnership with RBKC, Islington and Camden and involved a robust statistical analysis of driving styles in 20mph road segments compared to 30mph, based on real-world driving collected with GPS-enabled vehicles.

The study assesses change in vehicle emissions and pollutant concentrations, the impact of various methods of speed control on emissions and models brake and tyre wear emissions.

Taxi rank utilisation project

The layout of taxi ranks can lead to an increase in local levels of pollution as taxis move forward in a slow moving queue. The pilot study, led by the City, involves reviewing taxi ranks to assess how well, and for what purpose, they are being used, if they are situated in an


























optimum location, and identifies if there is scope for a better design to reduce idling vehicle engines.

Ongoing 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 met with each borough in the sub-region throughout 2012/13 and presented at the partnership meeting to discuss the network review process and associated changes.

What are the priority work areas?

- Improve air quality and reducing CO₂ emissions    
- Developing the central sub-region's cycling network    
- Making the freight network more efficient (four R's: Reroute, Reduce, Retime, Remode)     
- Investing in area, corridor and junction studies to address challenges on the road network      
- Making more efficient use of the bus network      

European funding projects

Last Mile Logistics (LAMILO) European trial

The LAMILO project is funded under the European Union's Interreg IVb programme and will look at initiatives to reduce the impact of 'last mile deliveries'. It will also trial the replacement of heavy goods vehicles bringing freight into London by replacing them with a rail service into Euston station.

Using under-utilised capacity, the goods would then be transferred onto low emission vehicles for example electric vans, for delivery to their final destinations.

The funding application was developed in conjunction with a wide range of partners including TfL, Institute for Sustainability and boroughs and implementation will occur from 2012/13 onwards.

FREVUE

FREVUE brings together eight of Europe's largest cities to show that electric vehicles operating the "last mile" freight movements in urban centres can offer significant and achievable decarbonisation of the European transport system. With a total investment of more than €14.2m (approximately £12.3m), this project has been co-financed under the European Commission's FP7 programme.

FREVUE is trialling more than 120 electric freight vehicles in the day to day rigours of the urban logistics environment. The project will seek to prove that the current generation of large electric vans and trucks can offer a viable alternative to diesel vehicles – particularly when combined with state-of-the-art urban logistics applications, innovative logistics management software, and with well-designed local policy.

The trial also explores innovative charging solutions to overcome the long electric vehicle charge times and short ranges that have hampered early electric vehicle uptake, including: fast charging, time-shifted charging and load management to minimise grid impact.



The following projects were implemented by TfL and boroughs:

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 upgrade mean that delays to Victoria line passengers have more than halved since 2003.

London Overground extension

The London Overground railway around the Capital was completed in 2012 following the launch of a new service from Clapham Junction to Highbury & Islington. This includes refurbished stations connecting Surrey Quays to Clapham Junction, including:

- » Queens Road Peckham
- » Peckham Rye

- » Denmark Hill
- » Clapham High Street
- » Wandsworth Road

New Bus for London

The New Bus for London prototype was trialled on route 38 in 2012. TfL has placed an order for 600 more vehicles following the success of this scheme.



Improving accessibility and step-free access

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

Platform humps have been installed in Victoria line stations to give level access between the platform and the train. This makes 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, while at present 80 per cent of bus stops are accessible in the central sub-region.

Contactless ticketing

Contactless payment systems is another innovation for London's ticketing system which leads the way internationally. During 2012 contactless payment systems were provided on London buses providing customers with a convenient payment method and more payment choices.

WiFi provision at stations

Following a successful trial of WiFi technology at Charing Cross Tube station, WiFi is now provided at selected stations across the Underground network. The roll out of WiFi technology across the public areas of the stations allows customers to use mobile devices to access internet and real-time information at their fingertips.

Pedestrian Countdown roll out

Pedestrian Countdown can be found in all central London boroughs. There are 33 sites at present within the central sub-region, including intersections with Clapham High Street, Earl's Court station and Euston Square. This technology has demonstrated benefits for traffic users.

Key walking routes

Key walking routes are streets or paths that have been improved for walking, including for example to schools, public transport stations and stops, and local community, health and shopping centres.

Addressing the sub-regional priorities in 2012/13

In the central sub-region key walking route projects, such as the Loughborough Junction and the Stockwell Square design and development projects, have been delivered in partnership with local residents and TfL.

Legible London

Further expansion of the Legible London system has been delivered throughout the central sub-region at more than 150 locations,



including Camden Town, Fitzrovia and Portobello Road. Westminster now has borough-wide coverage on key routes (with a denser coverage in the West End and around mainline stations).

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.

Very Important Pedestrian Days

These occur each year before Christmas along Oxford Street and parts of Regent Street. The streets are made traffic free to allow people to shop in a pedestrian environment. The initiative also

includes local businesses running special promotions. The 2012 West End VIP days were held on 3 and 24 November and an estimated 1.5 million people visited, generating an additional estimated £100m each day.

Studies have found that during the VIP days PM10 and nitrogen dioxide levels were between 50% and 75% lower than on a day of normal operation (Barratt, 2011). Nitrogen dioxide concentrations fell to a level to those recorded at the same time in a nearby park.

Portobello Road has weekly pedestrian-only days with Saturday closures to traffic which creates a safer and stress-free walking environment for pedestrians to enjoy the Portobello markets.

There are opportunities to explore the benefits of this initiative as part of sub-regional and high street revitalisation programmes.

Barclays Cycle Hire

In 2012, the eastern expansion of cycle hire went live and an

additional 2,300 bikes and 4,800 docking points were added to the scheme.

Barclays 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 London Shopping Centre in White City.

Better Junctions programme

An initial review of more than 500 junctions has been undertaken. In the past year improvements have been made at locations in the City of Westminster, Tower Hamlets and Wandsworth. Up to 100 new roadside safety mirrors have also been installed across the Capital.

Infrastructure has been built to enable off-street trials of a range of innovative cycling improvements, which could be new features on London's streets in the years to come.

Bikeminded cycle campaign

The Royal Borough of Kensington & Chelsea began the Bikeminded campaign in 2010 and it is due to end in 2013. The award winning campaign has involved working with residents and schools to support and encourage cycling. During 2012, the borough has:

- » Resurfaced and widened the Grand Union Canal towpath, the path alongside Holland Park and the path through Brompton Cemetery

- » Opened some key one-way streets to two-way cycling to help improve the cycle network
- » Installed more than 500 new cycle parking spaces
- » Worked with TfL to provide 40 cycle hire docking stations and a new cycle superhighway across Chelsea Bridge

Managing parking efficiently

Since October 2012 the City of Westminster has been trialling a combination of parking bay sensors and an online app to improve

parking efficiency. The scheme aims to reduce traffic circulating looking for parking bays and congestion. Future developments and benefits may include pre-booking and variable tariffs.

Area Enhancement Strategies

Area Enhancement Strategies are being prepared across the City of London. The Aldgate and Tower Area Strategy was approved in December 2012 and public consultation was carried out on draft strategies for Liverpool Street and Bank areas with a view to adoption in early 2013/14. These strategies provide a framework for translating and implementing the transport and environmental policies and projects contained in the Central Sub-regional Transport Plan at a local level.

Green Infrastructure

Borough, Business Improvement District (BID) partners and the Cross River Partnership have been working to deliver innovative green infrastructure projects with funding from several sources.

The projects include green walls, green roofs, rain gardens, pocket parks, seating areas, rooftop and street-side planters and seating areas that include cycle parking.

The green infrastructure projects are making significant contributions to address the sub-regional challenges, by improving the public realm, air quality, visual amenity, wayfinding, walking and cycling through sub-regional working.

This programme will continue, with a particular emphasis on sharing best practice between BIDs, and testing different innovative approaches, including fundraising approaches to both the public and private sectors.

Examples of green infrastructure include the proposed improvements with John Lewis and Victoria BID in Westminster. Source: Central London Forward



Addressing the sub-regional priorities in 2012/13

Major borough LIP and TfL schemes

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





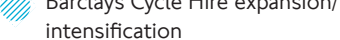
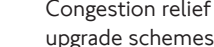
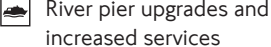
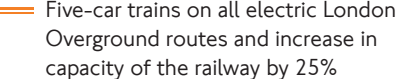


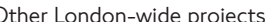


St Paul's environs	Completed June 2012	Britannia Junction	Completed July 2012
Upgrade of the streetscapes around St Paul's Cathedral, involved improvement to coach facilities and pedestrian crossings on St Paul's Churchyard to facilitate the movement of pedestrians from the Millennium Bridge to St. Paul's Cathedral and Cheapside.		Redesign of junction to the south of Camden Town Underground station. Wider footways and simplified crossing and traffic arrangements. Guardrail removal, new lighting and new paving.	
Leicester Square	Completed May 2012	Jubilee Gardens	Completed July 2012
Transformation of the central gardens and nine connector streets. Improved lighting, wider paths, and design features including a granite "ribbon" to delineate the square and provide seating around its boundary. New railings and planting. Paving of adjoining streets and new rising bollards to manage access. New Underground toilets at north side of the square.		Re-landscaped green space, new pathways, soft landscaping and children's play area. High quality public realm, new lighting and pedestrian links to the Thames.	
Oxford Street East – Phase 1	Completed June 2012	Finsbury Park Connect2 Scheme	Completed March 2013
Redesign and revised streetscape layout for Oxford Street East between Regent Street and Berwick Street to include: re-allocation of highway, bus 'smooth stops' and footway de-cluttering to maximise usable space and improve access between stations, major retailers and other trip generators within an uplifted public realm.		A new walking and cycling route connecting Highbury Corner and Finsbury Park. Includes improvements for pedestrians and cyclists, such as footway improvements, step-free crossings and upgraded cycle lanes. Funded by TfL and Sustrans.	
Strand /Aldwych	Completed June 2012	Hyde Park Corner, Better Junction Scheme	Completed May 2012
Revised junction layouts to provide significantly simplified crossing arrangements for pedestrians and enable buses to turn right from the Strand to Lancaster Place (Waterloo Bridge). Associated footway improvements, de-cluttering and way-finding.		This project started as a cycle/pedestrian scheme before being incorporated into the Olympic Route Network (ORN) Central London Zone (CLZ) to enhance current pedestrian access to Hyde Park in order to maintain ORN operation during the 2012 Olympic Games. Overall, the scheme more than doubled pedestrian capacity at the junction with Knightsbridge and Duke of Wellington Place (A4). Cyclists have too benefitted from the widened crossing experience. The scheme has been retained as a legacy scheme after the Games.	

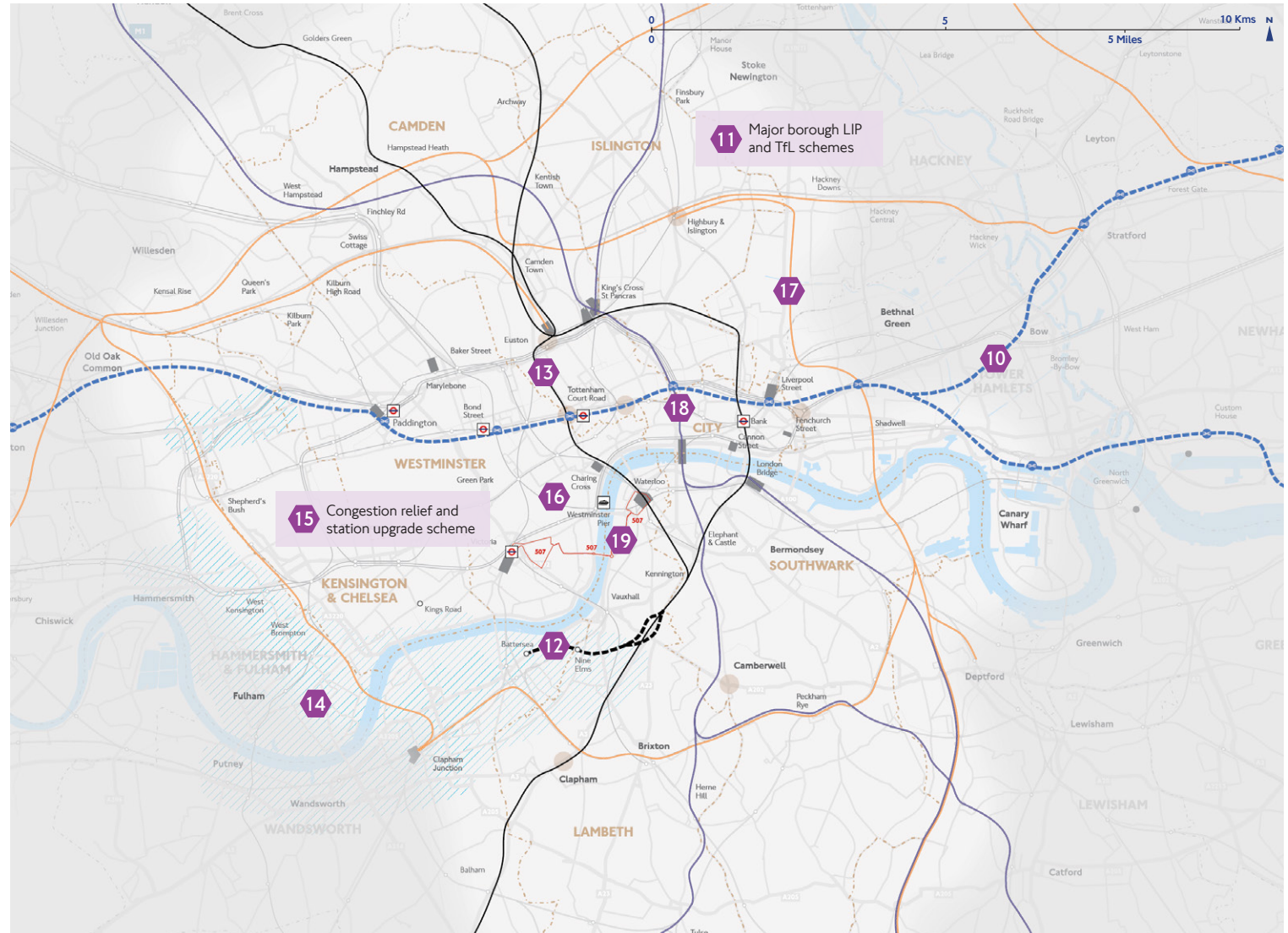
Investing to improve central London from 2013/14

- 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 1
- 11  Major borough LIP and TfL schemes
- 12  Northern line extension
- 13  Northern line upgrade
- 14  Barclays Cycle Hire expansion/intensification
- 15  Congestion relief and station upgrade schemes
- 16  River pier upgrades and increased services
- 17  Five-car trains on all electric London Overground routes and increase in capacity of the railway by 25%
- 18  Thameslink programme
- 19  Trial of electric buses
- +  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
 - Introduction of electric vehicle charging points
 - New bus for London
 - Legible London expansion 
 - Investment in strategic and local roads
 - Implementing the Mayor's Vision for Cycling in London



Investing to improve central London sub-region from 2013/14

Crossrail 1

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

Crossrail will reduce congestion by up to 60 per cent on many Underground lines, as well as on the Dockland Light Railway (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 east and west London with fast, frequent, high capacity services to the City and the West End.

New central London stations will interchange with the Underground at Paddington, Bond Street, Tottenham Court Road, Farringdon and Liverpool Street. The partnership between the boroughs, Crossrail and TfL has been critical to this process.

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

Thameslink

Since Thameslink opened in 2000, the number of passenger journeys has increased by 50 per cent. The next phase of Thameslink will involve work to track, signalling and major bridges at London Bridge station and is programmed to be completed in December 2018.

Northern line extension (NLE)

The NLE will enable access to the Tube for thousands more passengers and cut journey times to the West End and the City. It will provide wider access to leisure and employment opportunities for local people. The extension will also reduce pressure on Vauxhall station and relieve existing Northern line services south of Kennington.

Northern line signal upgrades

A new control centre, computerised signalling and automatic train control system will be installed enabling trains to run closer together and at higher speeds, reducing journey times by 18 per cent and increasing capacity by 20 per cent.

Bus reliability investments

TfL has set out its plan for investment over the next 10 years within the latest business plan, to improve bus

reliability at identified pinch points in London and to keep pace with the predicted population increase and demands on the bus network. Work is ongoing to identify congestion hot spots across the network to make targeted reliability improvements. TfL and the boroughs will need to work together to address each congestion and hot spot location. In addition, bus priority will be considered to unlock economic growth by supporting major developments.



River Action Plan

The River Action Plan 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 among leisure and business travellers, as well as commuters between now and 2020.

The measures are categorised under four themes:

- » Better piers
- » Improved 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.

Station congestion relief schemes

On the Underground, extensive improvements are necessary at major stations to relieve congestion, minimise the need for station overcrowding control measures, facilitate interchange and increase capacity. Works include new ticket halls, step-free access to platforms and interchange improvements.

Schemes are planned for:

- » Paddington (completed 2014)
- » Tottenham Court Road (completed in 2017)
- » Bond Street (completed in 2017)
- » Victoria (completed in 2018)
- » Bank (completed in 2021)

London Overground capacity increase

TfL has announced a programme to introduce five-car trains on all electric London Overground routes and increase its capacity by 25 per cent to meet increasing demand for the railway's services.

The programme includes the construction of longer platforms and the delivery of an additional 57 carriages by the end of 2015.

Improving accessibility of bus and rail

Over the next 10 years, TfL will provide step-free access at an additional 28 stations London-wide and has set a target that 90 per cent of bus stops will be accessible by 2016. The bus stop and station access improvement programmes will be continued and include upgrades to Bond Street and Tottenham Court Road stations.

Contactless ticketing

By late 2013, contactless payment cards will be provided on the Tube, DLR, trams and the London Overground. Oyster will still be accepted across the network, although the use of contactless payment will provide customers with a convenient payment method and more payment choices.

There is an aspiration to improve payment for Barclays Cycle Hire in a similar manner.

WiFi provision at stations

WiFi provision at Underground stations will be continued and includes, but is not limited to, provision at Bank, Baker Street, Earl's Court, Cannon Street, Monument and Blackfriars stations.

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.

Pedestrian Countdown roll out

Additional pedestrian Countdown will be provided at traffic signals to improve traffic flow at junctions at more than 200 sites across the Capital.

Investing to improve central London sub-region from 2013/14

Legible London

In partnership with the boroughs Legible London will continue to be rolled out. Further stages are set to be completed in major development areas of Paddington and Victoria, which form important gateways to central London. These development areas are both affected by major TfL and private sector construction programmes resulting in high numbers of pedestrians being re-routed.



Additional localised Legible London schemes will also be implemented, for example Finchley Road.

Barclays Cycle Hire

An expansion to south west London, including Lambeth and Kensington & Chelsea will result in more than 2,000 new bicycles and around 5,000 additional docking points.

The extension will be launched in late 2013, with all docking stations to be expected in place within 2014.

Cycle parking at stations

Network Rail is working in partnership with TfL to create cycle hubs at rail stations in central London, this includes Peckham Rye which will see investment in 2013.

In 2013/14, TfL will oversee the second year of a joint fund of £1.3m with Network Rail to install 800 spaces at train-operated stations.

Prudential RideLondon

Summer 2013 will see the inauguration of Prudential

RideLondon, a new world-class annual two-day cycling festival. Cycling events for families, amateurs and professionals will take place in central London on Saturday 3rd August 2013 and in London and Surrey on Sunday 4th August 2013.

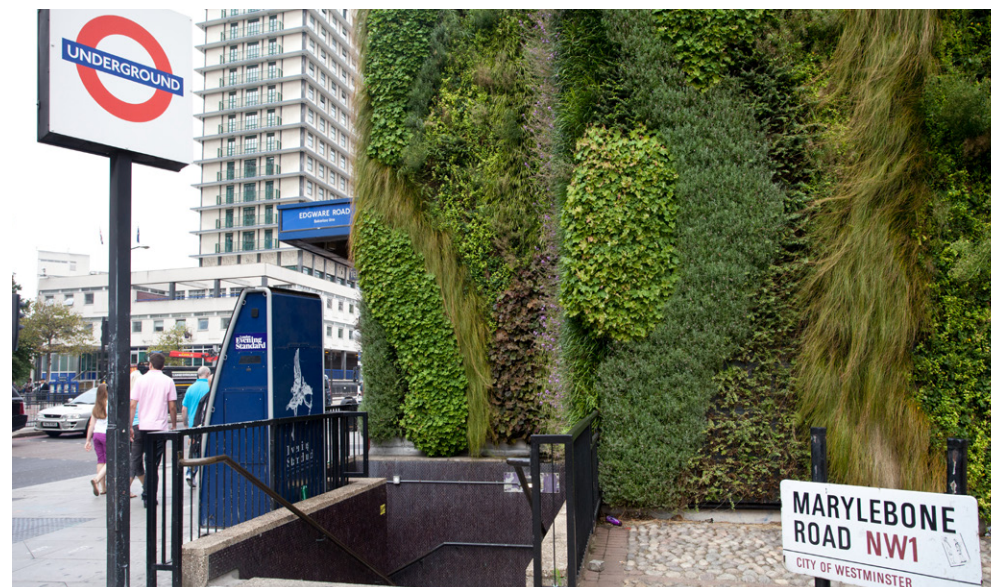
Zero and low emission directory

Working with the City of London, the directory captures the essential information about each service provider, allowing businesses in the

City to more easily order services for example taxi services that have a zero or low emission output.

As the number of and use of zero and low emission service providers grows, so too does the potential for reducing the health burden of air pollution on workers and residents.

Strategic co-ordination at the sub-regional level could help a zero and low emission market that grows organically.



Major borough LIP and TfL schemes – 2013/14

The major schemes that are planned for 2013/14 include:

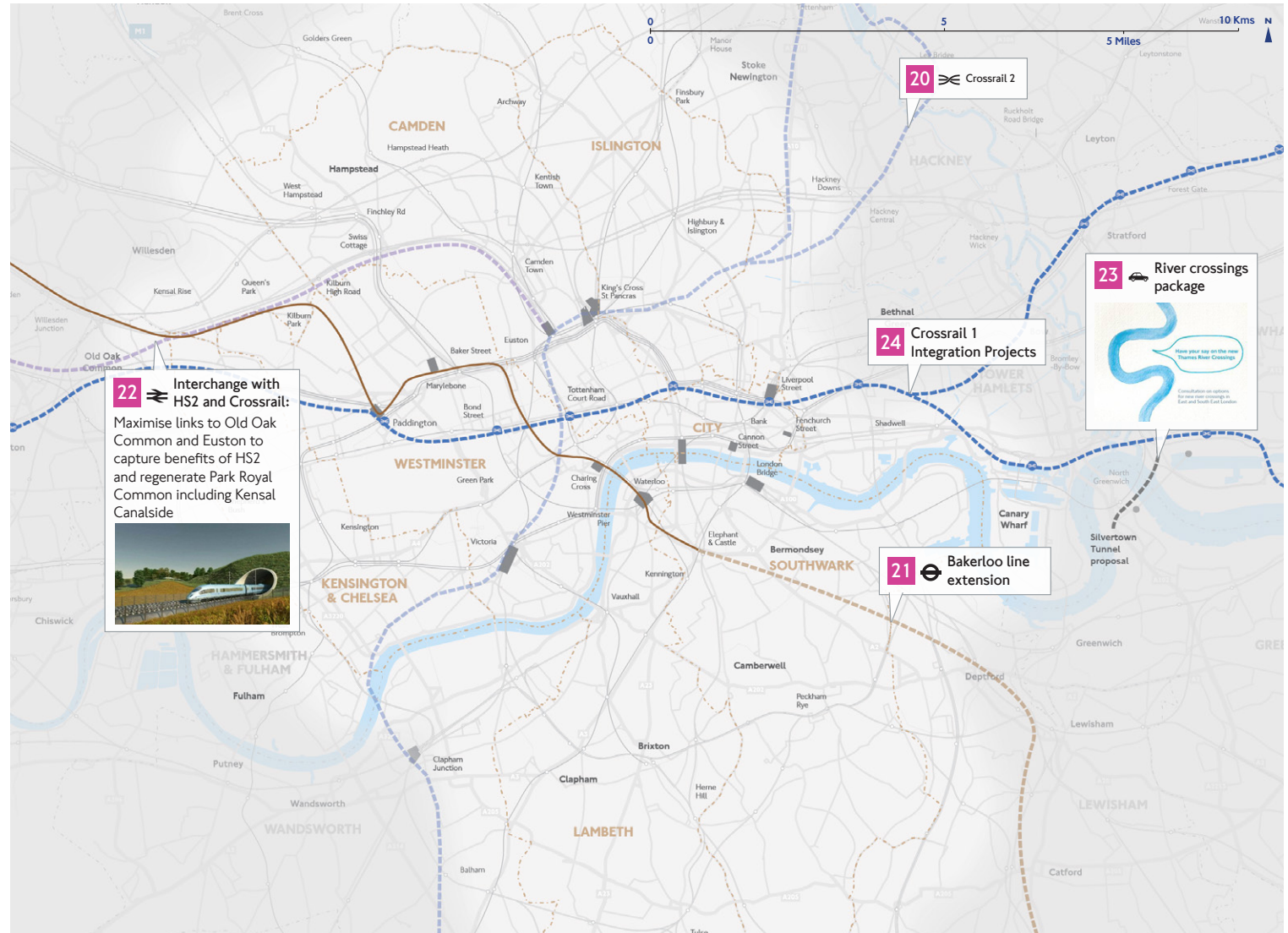
Aldgate	Design and development	Simplified road layout with the conversion of St Botolph Street to two way working. New public spaces, reduced severance, wider footways, accessible walking routes and simplified vehicle access arrangements. Improvements for cyclists, together with lower traffic speeds and improved safety.
Holborn	Detailed design	Accident remedial and streetscape enhancement scheme at complex junction. Measures include reducing the number of arms entering the junction and relocating the central statue to simplify traffic movements and reduce conflicts, reallocation of additional space to pedestrians and cyclists.
Piccadilly two way – phase 2	Works began February 2013	Phase 1 of the scheme was completed in October 2011 and introduced two-way working in Pall Mall, St James's Street and Piccadilly together with significant public realm improvements. Phase 2 will introduce urban realm improvements, including footway widening to Haymarket, Lower Regent Street, and Waterloo Place in conjunction with the redevelopment and regeneration of St James's Market area by The Crown Estate. At present Lower Regent Street and Waterloo Place works will commence in 2013, with the Haymarket phase in 2014.
Oxford Street East – Phase II	Design underway	Completion of the redesigned and revised streetscape layout for Oxford Street East between Berwick Street and Tottenham Court Road to include; the re-allocation of highway, bus 'smooth stops' and footway de-cluttering to maximise usable space and improve access between stations, major retailers and other trip generators
West End Project - Tottenham Court Road	Design and development	Proposed conversion of Tottenham Court Road and Gower Street to allow two-way working for buses, more evenly distributing traffic onto the network and reducing the pressure on St Giles Circus. The proposals allow for more public space, improved safety, wider footways, and better access and contribute to other schemes at Euston Circus, St Giles Circus, and Princes Circus.
Highbury Corner-Highbury Gyrotory	Design and development	Changes to the existing gyrotory to introduce new public realm at Highbury Corner and a public transport route on the northern arm by the station, returning the other arms to two-way working.
Camberwell town centre	Design and development	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.
Clapham Gateway/Old Town	Design and development	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.
Euston Circus junction improvement	Preliminary work commenced in 2012	A new simplified junction design has been developed for Euston Circus, where Hampstead Road, Euston Road and Tottenham Court Road converge. The new design reassigns space from vehicle traffic to pedestrians and is centred on a 'frame' of pedestrian crossings. The new layout at Euston Circus is aimed at reducing pedestrian severance and increasing accessibility across Euston Road.

Future opportunities

Many challenges in central London 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 central London and more widely for London as a whole.

Future opportunities

- 20** ■■■ Crossrail 2
- 21** ■■■ Bakerloo line extension
- 22** ■■■ Maximising the potential of HS2
- 23** ■■■ River crossings package
- 24** ■■■ CrossRail 1 Integration Projects
- +** Other London-wide projects
 - Improvements to the road network following the outcomes of the Roads Task Force
 - Additional step-free access
 - Continual review of the bus network
 - Potential schemes to improve air quality
 - Behaviour change measures
 - Implementing the Mayor's Vision for Cycling in London



Crossrail 2

Crossrail 2 has the potential to provide new connectivity, relieve congestion at the National Rail termini, Waterloo, Liverpool Street, Victoria, Moorgate and King's Cross stations. The line could also reduce crowding on a number of Underground lines and provide enhanced journey times to the West End from the north and south.

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

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 offer capacity relief to the Elephant & Castle corridor to Blackfriars, depending on the specific route chosen.

Maximising the potential of High Speed 2 (HS2)

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.

River crossings

The River Crossings package is designed to address traffic congestion, existing safety concerns and improve traffic reliability. The River Crossings package is also designed to improve highway connectivity between the Royal Docks and Thamesmead, in order to help them to flourish.

Investment in strategic and local roads

The Roads Strategy 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 case studies within the central sub-region included Euston Road, Elephant and Castle and Oxford Street. It is anticipated that the Strategy will shape major LIP and TLRN schemes, for example RBKC aspirations for improvements to the Warwick Road / West Cromwell Road junction.

Crossrail 1 integration projects

As a complementary measure to the Crossrail 1 project, TfL, Crossrail and the local authorities have developed urban realm master plans for the environs of stations to be serviced by Crossrail. In central London this includes Paddington, Bond Street, Tottenham Court Road, Farringdon and Liverpool Street stations. A joint working party with the boroughs is developing the funding mechanisms for delivery.



Future opportunities

Buses

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.



Tour de France

Tour de France organisers are expecting the biggest single-day attendance in the race's history to attend a stage of the event in central London in July 2014. Stage 3 of the Event will start in Cambridge and head south to London, through the City and Westminster, before making a circuit of the Olympic Park and finishing on the Mall in central London.

Similar to the Olympic and Paralympic Events the Tour de France will require partnership working between TfL and the boroughs to promote travel demand management and encourage walking and cycling. The Tour de France may also provide the opportunity to trial new initiatives and implement new schemes.

West End Commission Plan for Central London's Future

The West End Commission, an independent body established by Westminster City Council in 2012, has called for the main decision makers in London to act and secure the future of the West End as a UK economic driving force.

One of the main recommendations outlined in the Commission's report, available online www.westendcommission.com, was to develop a new West End partnership. This was proposed to address the overarching governance issues facing the West End; for example how to develop a vision for a thriving, low carbon economy.

Addressing the sub-regional priorities in 2013/14

The central sub-region partnership has the opportunity to continue to address the sub-regional challenges by working together to implement pilot studies and undertake research over the following year.

The draft priorities for the central sub-region to address the identified challenges within the central sub-region for 2013/14 include:

2013/14 draft priority work areas

- Improve air quality and reducing CO₂ emissions
- Improving air quality
- Developing the sub-region's cycling network
- Making the freight network more efficient
- Investing in area, corridor and junction studies to address challenges on the road network
- Improving road safety (for example, including initiatives to reduce speed such as 20mph zones)

Funding

In December 2012, TfL published its Business Plan (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 Mayor's Transport Strategy, 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 central 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 within the central sub-region. The importance of working in partnership with businesses, BIDS and other third

parties is critical to securing match funding and to maximise delivery.

During 2012/13 additional match funding sources were used to implement the central sub-regional projects including TfL SRTP pilot funding; European funding; borough funding; and BID funding.

Potential funding sources for future match funding may include;

- » TfL LIP programme
- » TfL sub-regional pilot funding

- » Local Authority EMAS and Procurement (LEPT) European funding
- » Borough funding
- » BID funding
- » Clean Air Fund 2
- » Mayor's Air Quality Fund
- » Road Strategy
- » S106
- » Community Infrastructure Levy



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)
Camden	2,370	592	100	300	3,362
City of London	815	124	100	2,666	3,705
Islington	1,968	395	100	100	2,563
Kensington & Chelsea	1,915	300	100	-	2,315
Lambeth	2,880	550	100	1,810	5,340
Southwark	2,816	606	100	400	3,922
Westminster	3,823	664	100	2,250	6,837

Appendix A:

Central London Sub-regional Implementation Summary

Central London Sub-regional Implementation Summary

Scheme	Challenges	Completed 2012/13	Completion 2013/20	Completion Post 2020
Victoria Line upgrade		●		
London Overground network extension from Surrey Quay to Clapham Junction		●		
Major borough LIP and TfL schemes		●	●	●
Barclays Cycle Hire expansion and intensification		●	●	
New Bus for London (hybrid) prototype vehicles in service		●	●	
Legible London expansion		●	●	
Continuation of the bus stop and station step-free access		●	●	
Cycle freight prototype project		●	●	●
Research into the air quality impact of 20mph zones		●	●	●
Taxi rank utilisation project		●	●	●
Wi-Fi provision at stations		●	●	
Pedestrian Countdown roll out		●	●	
European Funded projects		●	●	●
Contactless ticketing on all modes		●	●	
Ongoing bus network review and reliability investment		●	●	●
Key Walking Routes		●	●	●
RideLondon events / Bikeminded Cycle Campaign		●	●	●
Crossrail 1 and Crossrail 1 Integration Projects			●	●
Northern Line Extension and signalling upgrade and increase in trains			●	
Implementing the Mayor's Vision for Cycling in London			●	●
Congestion relief and station upgrade schemes at Bank, Victoria, Tottenham Court Road, Paddington and Bond Street stations			●	●
River pier upgrades and increased services			●	
London Overground increase in capacity			●	
Completion of Thameslink Programme		●	●	
SCOOT roll out			●	
Introduction of electric vehicle charging points			●	
Crossrail 2			●	●
Bakerloo line extension				●
Maximising the potential of HS2			●	●
Investment in strategic and local roads			●	●

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

Central London-specific challenges

- Reduce public transport crowding and improving reliability
- Support growth areas and regeneration
- Ensure capacity at rail stations and efficient onward distribution
- Improve the urban realm and promote walking
- Manage the different demands on streets
- Improve air quality

● Delivered ● Committed ● Opportunity

Appendix B:

Central London Sub-regional Plan: Addressing the Challenges

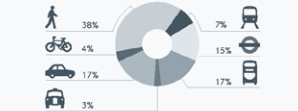
Central London Sub-Regional Transport Plan: addressing the challenges

2013 update

Who lives and works in the Central London sub-region?
The central London sub-region, represented via the Central London Forward, consists of the London boroughs of the London Boroughs of Camden, Islington, Lambeth, Southwark, the Royal Borough of Kensington & Chelsea, City of Westminster and the City of London.



How people travel in the central London sub-region?
Modal share (average day (seven-day week), LTDS 2011/2)



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
- Central London-specific challenges**
 - Reduce public transport crowding and improving reliability
 - Support growth areas and regeneration
 - Ensure capacity at rail stations and efficient onward distribution
 - Improve the urban realm and promote walking
 - Manage the different demands on streets
 - Improve air quality

What are the priority work areas?

- Improve air quality and reducing CO₂ emissions
- Developing the central sub-region's cycling network
- Making the freight network more efficient (four R's: Reduce, Retime, Remode)
- Investing in area, corridor and junction studies to address challenges on the road network
- Making more efficient use of the bus network

Opportunity Areas

City Fringe	Tottenham Court Road
Earls Court*	Vauxhall/Nine Elms/Battersea*
Elephant and Castle*	Victoria
Euston	Waterloo
Kings Cross*	Canada Water / Surrey Quays
Kensal Canalside	Farringdon/Smithfield
London Bridge/Bankside	Holborn
Paddington	West Hampstead

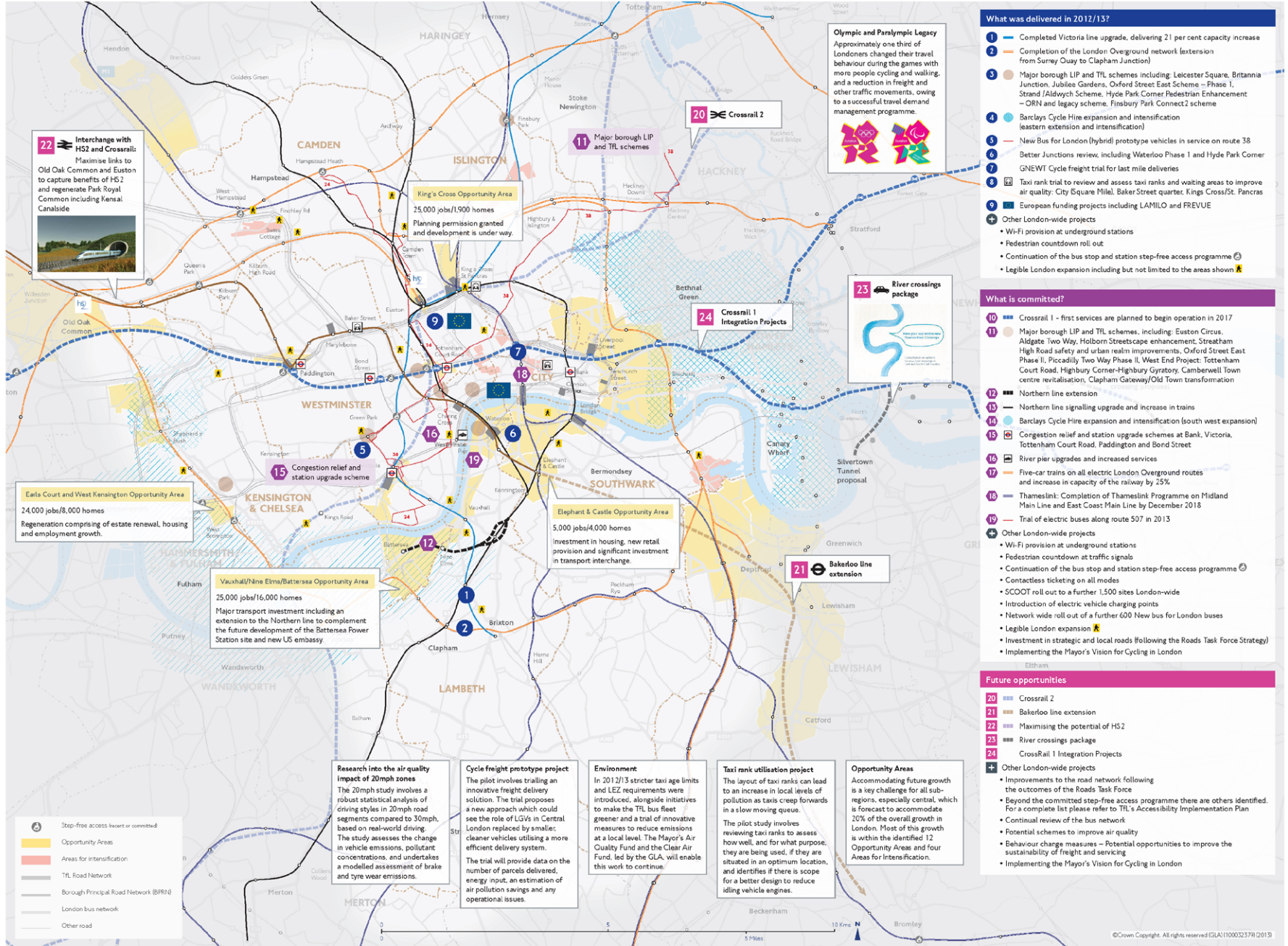
*Recent 2012/13 development activity is highlighted on the map

Further information

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

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Olympic and Paralympic Legacy
Approximately one third of Londoners changed their travel behaviour during the games with more people cycling and walking, and a reduction in freight and other traffic movements, owing to a successful travel demand management programme.



What was delivered in 2012/13?

- Completed Victoria line upgrade, delivering 21 per cent capacity increase
- Completion of the London Overground network (extension from Surrey Quays to Clapham Junction)
- Major borough LIP and TfL schemes including Leicester Square, Britannia Junction, Jubilee Gardens, Oxford Street East Scheme - Phase 1, Strand/Aldwych Scheme, Hyde Park Corner Pedestrian Enhancement - ORN and legacy scheme, Finsbury Park Connect2 scheme
- Barclays Cycle Hire expansion and intensification (eastern extension and intensification)
- New Bus for London (hybrid) prototype vehicles in service on route 38
- Better Junctions review, including Waterloo Phase 1 and Hyde Park Corner
- GNEXT Cycle freight trial for last mile deliveries
- Taxi rank trial to review and assess taxi ranks and waiting areas to improve air quality: City Square Mile, Baker Street quarter, Kings Cross/St. Pancras
- European funding projects including LAMIO and FREVUE
- 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

What is committed?

- Crossrail 1 - first services are planned to begin operation in 2017
- Major borough LIP and TfL schemes, including: Euston Circus, Aldgate Two Way, Holborn Streetscape enhancement, Streatham High Road safety and urban realm improvements, Oxford Street East Phase II, Piccadilly Two Way Phase II, West End Project: Tottenham Court Road, Highbury Corner-Highbury Gyratory, Camberwell Town centre revitalisation, Clapham Gateway/Old Town transformation
- Northern line extension
- Northern line signalling upgrade and increase in trains
- Barclays Cycle Hire expansion and intensification (south west expansion)
- Congestion relief and station upgrade schemes at Bank, Victoria, Tottenham Court Road, Paddington and Bond Street
- River pier upgrades and increased services
- Five-car trains on all electric London Overground routes and increase in capacity of the railway by 25%
- Thameslink: Completion of Thameslink Programme on Midland Main Line and East Coast Main Line by December 2018
- Trial of electric buses along route 507 in 2013
- 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

- Crossrail 2
- Bakerloo line extension
- Maximising the potential of HS2
- River crossings package
- CrossRail 1 Integration Projects
- 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

Research into the air quality impact of 20mph zones
The 20mph study involves a robust statistical analysis of driving styles in 20mph road segments compared to 30mph, based on real-world driving. The study assesses the change in vehicle emissions, pollutant concentrations, and undertakes a modelled assessment of brake and tyre wear emissions.

Cycle freight prototype project
The pilot involves trialling an innovative freight delivery solution. The trial proposes a new approach which could see the role of LGVs in Central London replaced by smaller, cleaner vehicles utilising a more efficient delivery system. The trial will provide data on the number of parcels delivered, energy input, an estimation of air pollution savings and any operational issues.

Environment
In 2012/13 stricter taxi age limits and LEZ requirements were introduced, alongside initiatives to make the TfL bus fleet greener and a trial of innovative measures to reduce emissions at a local level. The Mayor's Air Quality Fund and the Clear Air Fund, led by the GLA, will enable this work to continue.

Taxi rank utilisation project
The layout of taxi ranks can lead to an increase in local levels of pollution as taxis creep forwards in a slow moving queue. The pilot study involves reviewing taxi ranks to assess how well, and for what purpose, they are being used, if they are situated in an optimum location, and identifies if there is scope for a better design to reduce idling vehicle engines.

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

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