

# Transport for London Congestion Charging Greater London Authority Act 1999, Schedule 23 Four Year Programme, 2006

## Four Year Programme for Applying Future Net Proceeds

Net proceeds of the charging scheme will continue to be applied to value for money measures that support the objectives of the Mayor's Transport Strategy.

To March 2006, net proceeds of £303m have been raised, excluding implementation costs met from Transport for London's General Fund.

It is projected that a further £620m will be raised in the next four financial years.

In line with the Ten Year Plan approved by the Secretary of State, the proceeds will continue to be applied to selected elements of the following programmes.

**(1) Bus network improvements** to improve unreliability and journey times, to improve passenger information, and to offer a real alternative to the car.

Initiatives could include:

- Further bus priority and protection against congestion on bus routes across Greater London;
- Enhanced enforcement of bus regulations and further introduction of 24-hour bus stop clearways across Greater London; and
- Introduction of iBUS.

These initiatives would help contribute to the Government's objectives for reducing road congestion, increasing bus use, and reducing greenhouse gas emissions.

**(2) Accelerating or extending accessibility** improvements so that all Londoners, regardless of their mobility, can enjoy the benefits of living in, working in or visiting the Capital. Initiatives could include:

- Improving accessibility across all networks;
- Introduction of on-board audio-visual next-stop signs;
- Expansion of 'step-free' Tube stations;
- Expansion of pedestrian crossings having disabled facilities; and
- Enhancement of the Taxicard scheme.

These initiatives would help contribute to the Government's objectives for increased bus use and social inclusion.



**(3) Interchange improvements** and other initiatives to improve the integration of the transport network; making it easier for people to access the public transport system via walking, cycling, taxi and private hire vehicle. Initiatives could include:

- Measures to make it easier to get to and from bus stops and on and off buses;
- Improved linkages between the Croydon Tramlink and the wider south London transport network;
- Improved integration of mainstream and community transport services and integration of taxis with other modes; and
- Enhancement of real-time freight-related information.

These initiatives would help contribute to the Government's objectives for increased rail, light rail and bus use.

**(4) Contributing to the costs of developing possible tram or segregated bus schemes**, which could provide a high quality alternative to the use of the private car and offer improved access to town centres and regeneration areas. Initiatives could include:

- Advancing the development and implementation of the East London Transit, Greenwich Waterfront Transit, and Cross River Tram schemes;
- Advancing the development of the Croydon Tramlink network;
- Advancing the development of the West London Tram; and
- Advancing the development, implementation and expansion of the Docklands Light Railway and related projects, especially to facilitate regeneration.

This would help contribute to the Government's objectives for reducing road congestion and rail overcrowding.

**(5) Safety and security improvement schemes** to improve personal safety during the course of a journey and to reduce transport-related crime and the fear of crime. Initiatives could include:

- Providing better lighting on streets, at bus stops, cycle parking areas, and in passenger waiting areas;
- Expansion of CCTV, help points and alarms on the bus, rail and Underground network;
- Improved staff training to help operating staff to safeguard the security of passengers and themselves;
- Expansion of 20mph zones, home zones, Safer Routes to School and the Children's Traffic Club; and
- Expansion of the use of speed enforcement cameras to secure greater compliance with speed limits.

This would help contribute to the Government's objectives to reduce crime and the number of people killed or seriously injured in road accidents and to increase bus and rail use.



**(6) Accelerating road and bridge maintenance programmes** to improve the quality of street conditions. The focus will be on the priorities identified via a three-year priority street maintenance plan. This would contribute to the Government's objectives to maintain the strategic road network in proper condition.

**(7) Increasing late night public transport** to meet the growing demands for night-time travel. Initiatives could include:

- Expansion in the frequency and coverage of the 24-hour bus network;
- Extensions of the operating hours of the Underground, particularly at the weekend; and
- Raising more stations in London to the 'Secure Stations' standard (a Government-sponsored scheme to accredit safe stations).

This would help contribute to the Government's objectives to reduce road congestion and overcrowding on the Underground and also to increase bus and rail use, and reduce crime.

**(8) Additional funding for borough transport initiatives** to develop bus priority, walking, cycling, road safety and parking schemes through the Local Implementation Plan process. Initiatives could include:

- Expansion of bus priority measures on local bus routes;
- Extension of improved pedestrian and cycling facilities;
- Development of Green Travel Plans with local schools and businesses;
- Expansion of Town Centres, Streets for People and Station Access programmes; and
- New parking and traffic enforcement measures on local roads.

This would help contribute to the Government's objectives to reduce road congestion, increase bus use, reduce the number of people killed and seriously injured, and to reduce greenhouse gases.

**(9) Restructuring fares on public transport** to make it more attractive and thus encourage a shift from the car, promote the more effective use of capacity, promote social inclusion, improve transport integration, and make public transport more efficient. Initiatives could include:

- Simplification initiatives;
- Targeted initiatives to make fares more affordable; and
- Expansion of the Oyster smartcard ticketing system.

These initiatives would help contribute to the Government's objectives for reducing road congestion, increasing bus and rail use, and reducing greenhouse gas emissions.



**(10) Improvements to the walking and cycling environment** to reduce dependency on the car –particularly for short trips – to reduce congestion and pollution, and improve health. Initiatives could include:

- Expansion of pedestrian phases at traffic signal junctions where appropriate;
- Expansion of high quality cycle routes including the London Cycle Network Plus and Green Corridors; and
- Expansion of the provision of secure cycle parking facilities, particularly at shopping centres and transport interchanges.

These initiatives would help contribute to the Government’s objectives for improving health, reducing crime, reducing road congestion, and reducing greenhouse gas emissions.

**(11) Improvements to the street environment** and public realm to reduce the adverse effects of vehicular traffic, such as: noise, intrusion, poor air quality, community severance, intimidation, fear of crime and accidents, and difficulties of parking and loading. Initiatives could include:

- Expansion of Streets for People areas;
- Development and implementation of travel demand management projects;
- Expansion of Town centre environmental improvement schemes; and
- Introduction of a freight operator recognition scheme with the Metropolitan Police.

These initiatives would help contribute to the Government’s objectives for reducing road congestion, reducing the number of people killed or seriously injured in road accidents, improving air quality, and reducing greenhouse gas emissions.

Transport for London  
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## Four Year Programme 2006, Annex A

### Net Proceeds to 2005/06

Transport for London's practice is generally to use the phrase 'net revenues' in relation to the proceeds of the Congestion Charging Scheme. Net revenues do not include implementation costs. Table A sets out scheme operating expenses, income and net revenues.

**Table A – Net Proceeds from 1 April 2002 to 31 March 2006**

	£ millions rounded, audited					unaudited	
	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	Total
<b>Total Operating Expenses</b>	0	0	17	93	90	88	289
Charge Income	0	0	18	116	117	144	395
Enforcement Income	0	0	1	55	75	66	197
<b>Total Income</b>	0	0	19	171	192	210	592
<b>Net revenues</b>	0	0	2	78	102	122	303
<b>Net proceeds</b>	<i>(See below)</i>						

The net revenues demonstrated in this table show a surplus of £303m over the period. The figures do not include implementation costs of £162 million, which were financed from TfL's General Fund. As a result, net proceeds for this period were £303 million.

The Ten Year Plan, which outlines TfL's proposed general plan for applying net proceeds during the initial ten year period of the Congestion Charging Scheme, was approved by the Secretary of State on 6 March 2002 and is contained in Annex 4 of the Greater London (Central Zone) Congestion Charging Order 2004.

Expenditure of new or expanding road user charging schemes is not an element of the Ten Year Plan. Therefore, the figures presented in Table A do not include the main costs of approximately £118m for implementing the western extension. These costs were also sourced separately from TfL's General Fund. However, the costs of TfL staff working on the development and implementation of the western extension are included in the overall assessment of relevant staff costs.



The level of charge payments remained relatively constant through the period until the introduction of the £8 charge on 4 July 2005, since when it has increased.

Enforcement income increased during the early years of the scheme as the processes were improved. However, it has reduced somewhat over the latter part of the period due to a better understanding by drivers of the operation of the scheme and because of improvements to the scheme's operation.



## Four Year Programme 2006, Annex B

### Projected Net Proceeds to 2009/10

The net proceeds for this period are estimated to be £620m. Table B sets out projected scheme expenses, income and net revenues.

The projections shown in Table B are based on the best information available at the present time. The western extension of the scheme is programmed to be operational in February 2007.

**Table B – Projected Net Proceeds from 1 April 2006 to 31 March 2010**

	£ millions rounded, estimates				
	2006/07	2007/08	2008/09	2009/10	Total
<b>Total Operating Expenses</b>	<b>88</b>	<b>116</b>	<b>102</b>	<b>101</b>	<b>407</b>
Charge Income	168	224	229	230	851
Enforcement Income	42	52	46	36	176
<b>Total Income</b>	<b>210</b>	<b>276</b>	<b>275</b>	<b>266</b>	<b>1,027</b>
<b>Net revenues</b>	<b>122</b>	<b>160</b>	<b>173</b>	<b>165</b>	<b>620</b>
<b>Net Proceeds</b>	<b>(See below)</b>				

The net revenues demonstrated in this table show an estimated surplus of £620m over the period. The figures presented do not include any of the estimated costs of £118m for implementing the western extension. These costs were also sourced separately from TfL's General Fund.

Income is projected to increase with the introduction of the western extension, though there is also expected to be some reduction in enforcement income as further improvements are brought in.

The contracts for the Congestion Charging Scheme have to be re-let during the period 2008 to 2010. The implementation of the new contracts is likely to be in late 2009. The net proceeds shown in this table are based on costs incurred with the current service providers.

No implementation costs of the re-let have been included in these projections as they will be sourced separately from Transport for London's General Fund

